running to the following time-table.

DAILY

Newnes Junction	Depart Arrive	8.30 am. 11.30 am.
Newnes Junction	Depart	1.30 pm.
Newnes	Arrive	4.30 pm.

For a brief period in 1909 the traffic required the working of two trains per day between Newnes and Newnes Junction. It has been related that about this time it was the custom to take loads of some 400 tons from Newnes to Deane, using double-headed Shay locomotives up the 1 in 25 grades and through the two tunnels. One Shay engine would cut off at Deane and return light to Constance, the single engine completing the haul to Newnes Junction. As C.J. O'Sullivan has expressed it, "you can imagine the music those two Shays would make in heavy action up the 1 in 25". He has also stated that "Coming home from Newnes Junction with a string of empties, the crews would let the train roll down the grade you could hear the Shays clanking and the locomotive bells ringing when they were five miles away from Newnes Township, a sign for the womenfolk to give thought to the preparation of the evening meal and for the hotel-keeper to start setting out the glasses on the bar for the boys coming in".

The regular daily mixed train usually left Newnes with a load ranging up to twenty goods vehicles and the brake-van, the passenger car or cars trailing at the rear. On occasions wagons were attached behind the carriage, presumably for detaching at some wayside siding enroute where they were required for the loading of pit props or sawn timber. When traffic warranted an extra service a Shay locomotive staged loads from Newnes to Deane twice a day, the complete load being taken forward to the Newnes Junction on the final trip.

THE PASSENGER CARRIAGES OF THE WOLGAN RAILWAY

At this juncture it is fitting to describe the two bogie carriages imported from England for the operation of passenger services over the Wolgan Railway. Neither vehicle gained the distinguishing benefit of a road number or class letter for reasons that are not now apparent. The first, built by the Metropolitan Railway Carriage and Wagon Company, Limited, Lancaster Works, in 1908, was an end-platform car seating, in its latest form, 44

