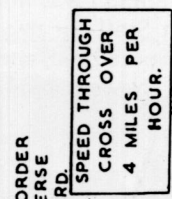


**NOT TO SCALE**



DAILY

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

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.

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