

After one of the too numerous temporary closings of the oil-works at Newnes, presumably about the year 1923, the rail-motor ran occasionally to Newnes Junction to bring in mails and supplies to the residents of the valley. However, this service ceased when extensive washaways along the line ended this means of transport and the management, never agreeable at anytime insofar as its erstwhile employees were concerned, did not see its way clear to repair the damaged track. Consequently all traffic to and from Newnes was compelled to negotiate the terrors and perils of the so-called road between Newnes and Lidsdale.

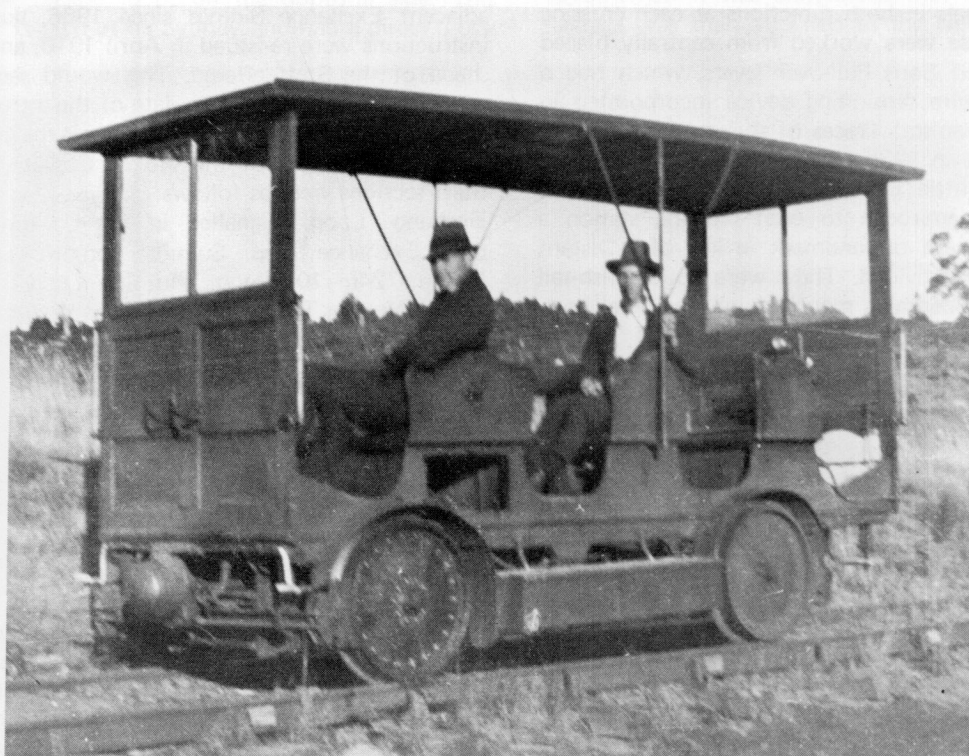
The Railway Department's Weekly Notice dated July 4th 1924, states that "The private train between Newnes Junction and Newnes on Fridays has been discontinued and instead a private rail-car, conveying passengers and parcels only, leaves Newnes at 8.30 am Fridays, arriving at Newnes Junction at 12.30 pm. Returning from Newnes Junction at 1.30 pm, arriving at 5.30 pm". This rail-car could, when and where permitted, speed along at 40 miles per hour. Newspaper mention is made that "the weekly motor train to Newnes has not run for the past three weeks, prior to June 5th 1925". A later mention stated that this

service ceased as from March 8th 1926. There is a reference to a "rail-motor from Newnes being reconditioned at Clarke's Motors in Lithgow and that the vehicle was placed on the rails at a level crossing in Lithgow at 11.30 am on August 24th, 1931, for despatch to Newnes Junction. Mr. Clarke drove the motor with passengers aboard to Newnes Junction".

THE SAFE-WORKING SYSTEM OF THE WOLGAN RAILWAY.

The Wolgan Railway was equipped on the assumption that up to one thousand tons of traffic per day might be handled. The train load in the Up direction was 180 tons gross on the 1 in 25 grades between Newnes and Deane, and 215 tons thence to the Newnes Junction.

No timetables are known to have survived, if any were ever issued, but a few minutes investigation of the number of trains required to work the daily estimated loading would indicate that the crossing facilities provided were not excessive. However, it is doubtful whether the estimated traffic was ever realised and the crossing loops at Summit and 24M 10C soon fell into disuse,



Another view of the rail motor in its all-weather guise.

E. Charles colln.