

# The Times

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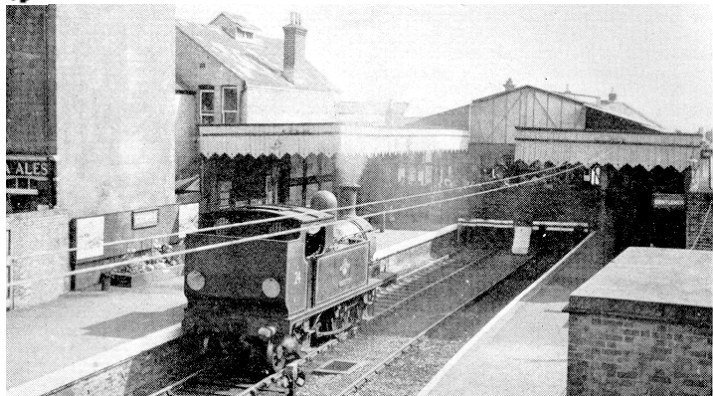
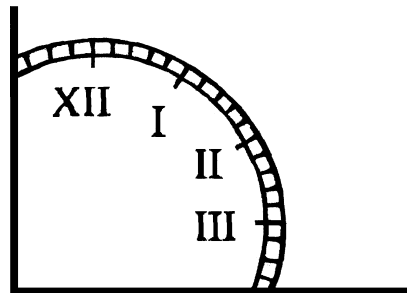
Issue No. 191 (Vol. 17 No.2)

## Great Uncle John's encounters with train time tables

STATIONS.		From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	
KALGOORLIE	Kalgoorlie	dep.	7 0	8 10	10	10 45	11 55	13 5	15 5	17 5	19 5	21 5	23 5	25 5	27 5	29 5	31 5	33 5	35 5	37 5	39 5	41 5
	Bonanza Creek	"	7 5	8 15	15	10 0	11 50	13 0	15 0	17 0	19 0	21 0	23 0	25 0	27 0	29 0	31 0	33 0	35 0	37 0	39 0	41 0
LAKE SIDE	Golden Gate	"	7 15	8 25	25	10 10	12 0	14 0	16 0	18 0	20 0	22 0	24 0	26 0	28 0	30 0	32 0	34 0	36 0	38 0	40 0	42 0
	Golden Gate	"	7 17	8 27	27	10 12	12 0	14 0	16 0	18 0	20 0	22 0	24 0	26 0	28 0	30 0	32 0	34 0	36 0	38 0	40 0	42 0
WARR. DATE.	Warr. Date	arr.	7 22	8 32	32	10 17	12 0	14 0	16 0	18 0	20 0	22 0	24 0	26 0	28 0	30 0	32 0	34 0	36 0	38 0	40 0	42 0
	Lake Side	arr.	7 27	8 37	37	10 22	12 0	14 0	16 0	18 0	20 0	22 0	24 0	26 0	28 0	30 0	32 0	34 0	36 0	38 0	40 0	42 0
LAKE SIDE	Lake Side	dep.	7 27	8 37	37	10 22	12 0	14 0	16 0	18 0	20 0	22 0	24 0	26 0	28 0	30 0	32 0	34 0	36 0	38 0	40 0	42 0
	Bonanza Creek	"	7 30	8 40	40	10 25	12 0	14 0	16 0	18 0	20 0	22 0	24 0	26 0	28 0	30 0	32 0	34 0	36 0	38 0	40 0	42 0
TO	Golden Gate	"	7 35	8 45	45	10 30	12 0	14 0	16 0	18 0	20 0	22 0	24 0	26 0	28 0	30 0	32 0	34 0	36 0	38 0	40 0	42 0
	Golden Gate	"	7 37	8 47	47	10 32	12 0	14 0	16 0	18 0	20 0	22 0	24 0	26 0	28 0	30 0	32 0	34 0	36 0	38 0	40 0	42 0
KALGOORLIE	Golden Gate	"	7 40	8 50	50	10 35	12 0	14 0	16 0	18 0	20 0	22 0	24 0	26 0	28 0	30 0	32 0	34 0	36 0	38 0	40 0	42 0
	Bonanza Creek	"	7 45	8 55	55	10 40	12 0	14 0	16 0	18 0	20 0	22 0	24 0	26 0	28 0	30 0	32 0	34 0	36 0	38 0	40 0	42 0
WARR. DATE.	Kalgoorlie	arr.	7 45	8 55	55	10 40	12 0	14 0	16 0	18 0	20 0	22 0	24 0	26 0	28 0	30 0	32 0	34 0	36 0	38 0	40 0	42 0
	Kalgoorlie	arr.	7 50	9 00	00	10 45	12 0	14 0	16 0	18 0	20 0	22 0	24 0	26 0	28 0	30 0	32 0	34 0	36 0	38 0	40 0	42 0



### The signalman whose face stopped his clock



An idyll on the Isle of Wight

# The Times

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<b>Editor</b>	Geoff Lambert
<b>Editorial Team</b>	Victor Isaacs, Bob Ritchie.
<b>Contacting the Editor</b>	The Times welcomes articles and mail and will be pleased to receive yours Please send articles and letters to Geoff Lambert, 179 Sydney Rd FAIRLIGHT NSW 2094, or Email: G.Lambert@unsw.edu.au, aattc@ozemail.com.au To AATTC's home page: <a href="http://www.aattc.org.au">http://www.aattc.org.au</a> Phone 61 2 9949 3521; Fax 61 2 9948 7862
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## AATTC Who's who

<b>President</b>	Duncan	1a Cheltenham St ROZELLE NSW 2039	(02) 9555 2667
	MacAuslan		0411 236 225
<b>Vice-President</b>	Chris Brownbill	37 Grange Rd BLACKBURN SOUTH Vic 3130	(03)9803-2880
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<b>Distribution Officer</b>	Victor Isaacs	PO Box E383 KINGSTON ACT 2604	(02) 6257-1742
<b>Editor, The Times</b>	Geoff Lambert	179 Sydney Rd FAIRLIGHT 2094	(02) 9949 3521
<b>Editor, Table Talk</b>	Albert Isaacs	Unit 5, Whitehall, 22 Burwood Rd HAWTHORN Vic 3122	(03) 9819-5080
<b>Membership Officer</b>	Stephen Ward	184 Karingal Drive FRANKSTON Vic 3190	(03) 9789-2263
<b>Production Manager</b>	Graeme Cleak	PO Box 315 NUNAWADING Vic 3131	(03) 9877-4130
<b>Promotions Officer</b>	Vacant		
<b>Committee member</b>	Derek Cheng	34 Orchard Rd BEECROFT NSW 2109	(02) 9614-1918, 0416-182970
<b>Committee member</b>	Graham Duffin	P.O. Box 74, Brisbane Roma St. Qld 4003	(07) 3275-1833
<b>Adelaide Convenor</b>	Robert Field	136 Old Mt Barker Rd STIRLING SA 5152	(08) 8339-2065
<b>Brisbane Convenor</b>	Dennis McLean	53 Barge St ARANA HILLS Qld 4054	(07) 3351-6496
<b>Canberra Convenor</b>	Ian Cooper	GPO Box 1533 CANBERRA ACT 2601	(02) 6254-2431
<b>Melbourne Convenor</b>	Albert Isaacs	Unit 5, Whitehall, 22 Burwood Rd HAWTHORN Vic 3122	(03) 9819-5080
<b>Sydney Convenor</b>	Robert Henderson	16 Cowrang Ave TERREY HILLS NSW 2084	(02) 9486-3828



# My Great-Uncle's Train Travels

by VICTOR ISAACS, who says: "Warning: the following is a self-indulgent article!"

For the past year I have been pre-occupied researching the life of my great-uncle, John Dias (*cover*). He is commemorated by a plaque at the main entrance to Melbourne's Trades Hall building bearing a very generous tribute. Why? I did not know, except a vague "he had been active in the union movement". Nor apparently, did anyone else in the family. I knew there had to be a story, and I set out to find it. I discovered he had an extremely varied and interesting life all around Australia and in South America. The resulting biography has been submitted to less friendly journals than the *Times*.

In an earlier article in the *Times*, I quoted Jack McLean who said something like "railway timetable collectors tend to be either frustrated operators, who are fascinated mainly by working

QUEENSLAND NORTHERN RAILWAY.  
AMENDED TIME TABLE—SUNDAY TRAINS.

ON and after SUNDAY, 19th August, 1888, the following Amended Time Table will come into operation on the Northern Railway until further notice:—

DOWN TRAINS.			UP TRAINS.		
Stations.	Sunday, 26th August, and every alternate Sunday.	Sunday, 19th August, and every alternate Sunday.	Stations.	Sunday, 26th August, and every alternate Sunday.	Sunday, 19th August, and every alternate Sunday.
	P.M.	A.M.		P.M.	P.M.
CHARTERS TOWERS dep.	1:30	6:0	TOWNSVILLE dep.	...	6:0
Plum-tree Flat ...	A 1:43	A 6:10	Cluden ...	...	A 6:10
Sellheim ...	A 2:4	A 6:28	Stewart's Creek ...	...	A 6:15
Burdakin Tanks ...	A 2:10	...	Rosemeath ...	...	A 6:18
Macrossan Bridge ...	2:15	6:35	Powder Magazine ...	...	6:22
Exley ...	...	A 6:47	Stanley ...	...	A 6:30
Fanning ...	...	A 7:1	Antil Plains ...	...	A 6:34
Ravenswood Jun. { arr. ...	...	7:15	Eliot ...	...	A 6:41
Haughton Valley { dep. ...	...	7:30	Mountain View ...	...	A 6:51
Chisholm's ...	...	A 7:52	Woodstock ...	...	7:0
Cardington ...	...	A 8:12	Double Barrel ...	...	A 7:11
Reid River { arr. ...	...	8:27	Philp's Siding ...	...	A 7:18
Philp's Siding { dep. ...	...	A 8:40	Reid River { arr. ...	...	7:30
Double Barrel ...	...	A 8:49	Cardington { dep. ...	...	A 7:55
Woodstock ...	...	9:0	Chisholm's ...	...	A 8:15
Mountain View ...	...	A 9:7	Haughton Valley ...	...	8:20
Eliot ...	...	A 9:17	Ravenswood Jun. { arr. ...	...	8:30
Antil Plains ...	...	A 9:25	Haughton Valley { dep. ...	...	8:45
Stanley ...	...	A 9:31	Fanning ...	...	A 8:50
Powder Magazine ...	...	9:40	Exley ...	...	A 9:13
Rosemeath ...	...	A 9:43	Macrossan Bridge ...	5:0	9:25
Stewart's Creek ...	...	A 9:46	Burdakin Tanks ...	A 5:4	...
Cluden ...	...	A 9:50	Sellheim ...	A 5:11	A 9:33
TOWNSVILLE arr.	...	10:0	Plum-tree Flat ...	A 5:32	A 9:53
			CHARTERS TOWERS arr.	5:15	10:5

(A) Trains stop to pick up and set down passengers on giving notice to guard.  
The times shown thus (A 1:43) at platforms and sidings are the approximate times only.

Commissioner for Railways' Office,  
Brisbane, 15th August, 1888.

F. CURNOW,  
Commissioner for Railways.

4 DOWN TRAINS.—2ND FEBRUARY 1875.

**DOWN.—Melbourne to Echuca.**  
DAILY (EXCEPT SUNDAYS).

	1 & 2.	Mixed.	Mixed.	Mixed.
	a.m.	p.m.	p.m.	p.m.
MELBOURNE .. dep.	6.45	12.15	3.35	7.15
NORTH MELBOURNE ..	..	..	..	..
FOOTSCRAY ..	..	..	..	..
KILOM ROAD ..	..	7.15	12.45	4.8
DIGGERSREST ..	..	..	..	..
SUNBURY ..	arr. 7.33	1.5	..	8.3
LANCEFIELD ROAD ..	arr. 7.35	1.8	4.30	8.6
RIDDELL'S CREEK ..	..	7.51	1.25	..
GIBSON'S ..	..	8.1	1.35	..
MACEDON ..	..	8.12	1.49	..
WOODEND ..	..	8.33	2.9	5.39
TYLDEN AND CARLSRUHE dep.	..	8.52	2.23	6.0
KYNETON ..	dep. 9.2	2.33	6.10	9.21
MALMSBURY ..	..	9.13	2.44	..
TARADALE ..	..	9.28	2.54	..
ELPHINSTONE ..	..	9.34	2.59	..
CASTLEMAINE { arr. 9.45	3.13	6.55	10.14	
HARCOURT { dep. 9.52	3.22	7.2	10.18	
RAVENSWOOD ..	..	10.20	3.48	7.32
KANGAROO FLAT ..	..	10.37	4.7	7.50
SANDHURST ..	..	arr. 10.45	4.15	7.57
SANDHURST ..	dep. 4.55	11.15	..	8.17
GOORNONG { arr. 5.43	..	11.57	..	8.54
RUNNYMEDE { arr. ..	..	12.23	..	9.14
ROCHESTER ..	dep. 6.19	12.33	..	9.19
ECHUCA ..	arr. 6.55	1.43	..	10.29

5

DOWN TRAINS.—2ND FEBRUARY 1875.

\* The 7.15 down train will not stop at these stations.  
Trains will stop at Kyneton for refreshments.

Passengers will not be booked by any of these trains for journeys between Melbourne, North Melbourne, and Footscray; but trains will stop at these stations when required to pick up passengers on the down journey or to set them down on the up journey. At all other stations, not timed, trains will stop when required to pick up or set down passengers, but passengers desiring to alight must give notice to the Guard at the previous station timed

timetables, or frustrated travellers, who are fascinated mainly by public timetables." I am definitely in the second group. Imaginary trips in faraway lands or faraway times beckon me.

So, I decided it would be fun, if instead of imaginary trips, I reconstructed the real travel of my great-uncle.

John Dias, the son of immigrants attracted from England to Victoria by the goldrushes, was born in the centre of Melbourne in 1861. By the time he was seven the family had sailed across the Tasman to the goldrushes of the West Coast of the South Island of New Zealand. They returned in 1874, when he was thirteen and moved to Bendigo (then called Sandhurst). I guess the journey from Melbourne to Bendigo would have been John's first train trip. The illustration is from the

Victorian Railways public timetable of 1875 reprinted by the AATTC a few years ago (left).

John left home and made his way to Melbourne, then Sydney, then north Queensland, where he was a shearer. Perhaps he travelled by ship, perhaps he went overland, working from property to property. A possibility is his using the newly opened railway inland from Townsville. The illustration (above) is from a timetable of 1888 in the period when Queensland Railway timetables were printed in the Government Gazette.

Dias was a founder of the Queensland Shearers' Union and an organiser during the great Queensland shearers' dispute of the early 1890s. With the defeat of the shearers, following the defeat of the unions in the maritime dispute shortly before, and the then deep depression, some in the Australian working class, led by William Lane, decided

that Australia would never become a workingmen's paradise. They therefore decided to start afresh by establishing an utopian settlement in Paraguay, South America. Dias was one of Lane's followers. While waiting for the venture to be organised, Dias made his way to the new booming mining town of Broken Hill, but I do not know how.

Subsequently, Dias made his way to Sydney to join the Paraguayan venture. Again, I do not know how. He might even have walked (he was then very fit and strong). He might have travelled by train Broken Hill-Adelaide-Melbourne with a side trip to Bendigo to see his family before he left the country.

The adventurers sailed across the Pacific and to Uruguay, and then up the Parana River to Ascunion, the capital of Paraguay. From there they travelled on the railway to Villaricca. (any copies of a Paraguayan Railway timetable of the 1890s will be gratefully received).

Disillusion soon set in at the settlements in Paraguay. Many left, including Dias. I do not know how he returned home. But, if he were like other returnees, he would have taken a boat down the river to Buenos Aires, ship to England, then ship to Australia.

On his return, Dias made his home in Kalgoorlie, the new boom town of the Western Australian goldfields. Doubtless his travel there was by the overnight train from Perth. At this time Kalgoorlie was a big as Perth and had more suburban trains. Dias lived at Brown Hill on the suburban loop line. (A Kalgoorlie suburban timetable of 1898 appeared in the March 1999 *Times*, and this month's cover). He was a carpenter and soon active in the union, the Amalgamated Society of Carpenters and Joiners (ASCJ). He represented the ASCJ at the WA Trade Union and Labour Congress in Fremantle in 1902, this necessitating a nice train trip to the coast. He was also active in the Goldfields Trades and Labour Council (TLC), including briefly its President.

He was the TLC representative on the Esperance League, which endeavoured to convince the State government to build a Kalgoorlie-Esperance railway, thereby shortening the distance to a port and to the eastern states.

<b>Railway Time-Table</b>	
<b>KALGOORLIE TO LAVERTON AND LEONORA.</b>	
	<b>p.m.</b>
Kalgoorlie, dep. ....	12.0
Gidgi, dep. ....	12.25
Smithfield, dep. ....	12.43
Paddington, dep. ....	12.53
Broad Arrow, arr. ....	1.0
Broad Arrow, dep. ....	1.10
Bardoc, dep. ....	1.36
Vettersburg, dep. ....	1.47
Canegrass, dep. ....	2.12
Goongarrie, dep. ....	4.87
Comet Vale, dep. ....	3.55
Woolgar, dep. ....	3.35
Menzies, arr. ....	3.47
Menzies, dep. ....	4.5
Myamin, dep. ....	4.40
Jessop's Well, arr. ....	5.13
Jessop's Well, dep. ....	5.23
Niagara, dep. ....	5.40
Kookynie, dep. ....	6.3
Tampa, dep. ....	6.13
Dingo Creek, dep. ....	6.33
Melita, dep. ....	6.56
Malcolm, arr. ....	7.19
Malcolm, dep. ....	7.45
Anaconda, dep. ....	8.33
Murrin, dep. ....	8.58
Kowtah, dep. ....	9.23
Morgans, dep. ....	10.11
Condenser ...	
Hawk's Nest, dep. ....	11.0
Laverton, arr. ....	11.25
Malcolm, dep. ....	7.29
Gwalia, dep. ....	8.2
Leonora, arr. ....	8.10
<b>LEONORA AND LAVERTON TO KALGOORLIE.</b>	
	<b>a.m.</b>
Leonora, dep. ....	8.50
Gwalia, dep. ....	8.58
Malcolm, arr. ....	9.30
Laverton, dep. ....	8.0
Hawk's Nest, dep. ....	6.27
Condenser ...	
Morgans, dep. ....	7.21
Kowtah, dep. ....	7.54
Murrin, dep. ....	8.27
Anaconda, dep. ....	8.10
Malcolm, arr. ....	9.21
Malcolm, dep. ....	9.45
Melita, dep. ....	10.6
Dingo Creek, dep. ....	10.30
Tampa, dep. ....	10.58
Kookynie, arr. ....	11.3
Kookynie, dep. ....	11.13
Niagara, dep. ....	11.23
Jessop's Well, arr. ....	11.39
Jessop's Well, dep. ....	11.45
	<b>p.m.</b>
Myamin, dep. ....	3.19
Menzies, arr. ....	12.55
Menzies, dep. ....	1.23
Woolgar, dep. ....	1.33
Comet Vale, dep. ....	2.10
Goongarrie, dep. ....	2.40
Canegrass, dep. ....	3.4
Vettersburg, dep. ....	3.24
Bardoc, dep. ....	3.33
Broad Arrow, arr. ....	4.5
Broad Arrow, dep. ....	4.19
Paddington, dep. ....	4.25
Smithfield, dep. ....	4.30
Gidgi, dep. ....	4.46
Kalgoorlie, dep. ....	5.11

In 1906 Dias was selected as the Labor candidate for the North East Province in a Legislative Council election. He set off on a speaking tour to the mining towns to the north of Kalgoorlie. Railway towns he spoke in were Leonora, Gwalia, Kookynie and Menzies. Most of this trip would have been by train. The illustration here is taken from the *Morgans Chronicle*, from Mt Morgans (now a ghost town).

Following his election defeat, Dias again travelled to Broken Hill. Presumably, he travelled Kalgoorlie-Fremantle by train, ship to Adelaide, and then train (changing at Terowie) to Broken Hill.

He then moved to Melbourne. He may have travelled Broken Hill-Adelaide-Melbourne by train, or he may have taken a ship from Adelaide, or even Port Pirie. An illustration appears of the Adelaide-Broken Hill and v.v. from a South Australian Railways public timetable of 1 November 1925 - the date is wrong, but is the closest I can come up with.

In Melbourne, Dias resumed his career as a carpenter and his activity in the Amalgamated Society of Carpenters and Joiners. He became President, then Secretary of the Victorian Branch of the ASCJ. The work of a union Secretary was doubtless onerous. It included travel to building and other work sites, not only around Melbourne, but also throughout Victoria sometimes taking him away for a number of days. For example, in May 1913 Dias reported on travel in the proceeding weeks to Geelong, Ballarat, Castlemaine and Bendigo. The Society minutes indicate that this was all trips to and from Melbourne - the cross-country lines were not used. In July 1913, he reported on travel to Wonthaggi, Camperdown and Colac. The *Times* of April 1999 included illustrations of travel from Melbourne to all these places except Wonthaggi in November 1932 - again the date is out, but the best I've got. Dias was also often required to travel to Sydney where the Federal officials of the union were based.

**ADELAIDE, TEROWIE,  
PETERBOROUGH,  
BROKEN HILL.  
READ DOWN.**

**Table 36.**

**BROKEN HILL,  
PETERBOROUGH,  
TEROWIE, ADELAIDE.  
READ UP.**

Express Daily, Sat. exceptd.		STATIONS.		
	p.m.			
	4 40	dep.	ADELAIDE	R arr. 10 10
	10 35	arr.	Terowie	R dep. 4 55
	11 01	dep.	"	arr. 4 35
	11 25		Gumbowie	R dep. 4 17
	11 43	arr.	Peterborough	R dep. 3 54
	11 58	dep.	"	arr. 3 41
	a.m.			
	12 20		Ucolta	2 19
	12 39		Oodla Wirra	3 00
	12 56		Nantabibble	2 40
	1 13		Nackara	2 15
	1 27		Methuen	1 53
	1 41		Paratoo	1 40
	2 18		Yunta	1 61
	2 42		Windininnie	12 32
	3 07		Oulnina	12 12
	a.m.			
	3 26	arr.	Mannahill	R dep. 11 50
	3 38	dep.	"	arr. 11 38
	4 04		Outalpa	11 11
	4 31		Olary	10 48
	4 51		McDonalds Hill	10 21
	5 11		Cutana	10 00
	5 35		Mingary	9 40
	5 53		Mootooroo	9 19
	6 10	arr.	Cockburn	R dep. 9 02
	6 25	dep.	"	arr. 8 50
	—		Burns (Silverton Tram.)	—
	—		Silverton	—
	—		BROKEN HILL	—
	—		"	—
	8 00		SULPHIDE STREET	7 15

Daily, Sat. exceptd.  
Express.

A first class sleeping car is attached to this train from Terowie to Broken Hill, berth fee, 12s.  
A first class sleeping car is attached to this train from Broken Hill to Terowie, berth fee, 12s.  
Adelaide time is kept at all Stations on the Silverton Tramway.  
B. REFRESHMENT STATIONS.—Adelaide, Terowie, Peterborough, Mannahill, and Cockburn.

*The BIG Store "Where your money goes farthest"*

The ASCJ was a branch of a British union. Dias was selected to argue the case for autonomy of the Australian branches at a meeting of the Grand Council of the ASCJ in Manchester, England. The Grand Council met only at intervals of six years. Dias therefore set off in 1916, in the middle of the Great War. He departed Melbourne on the Sydney Express on 15 March 1916 to connect with the s.s. *Makura* in Sydney. This is the only example I have of an exact date and an exact train for his travels. The timetable for the Sydney Express is shown on page 8. The trip is illustrated from the NSW Government Railways public timetable of 14 November 1915. But how did he continue from Albury to Sydney? The immediate connection, the Limited Express, only conveyed sleeping car and first class passengers. It is very unlikely that an union stalwart like Dias would have travelled thus. The following ordinary Express, however, was not due into Sydney until 11.5 am. Passengers were required to be on board the *Makura* by 1.30 pm (see the illustration of a shipping advertisement from the *Sydney*

WEEKS

SCO. CANADIAN-AUSTRALASIAN ROYAL MAIL LINE

TO VANCOUVER

THE LARGEST, NEWEST, FASTEST, AND BEST-EQUIPPED STEAMERS TRADING BETWEEN AUSTRALIA AND THE AMERICAN CONTINENT, ACCELERATED SERVICE.

calling at AUCKLAND, N.Z., SUVA, FIJI, and HONOLULU. THE "ALL-RED" ROUTE TO ENGLAND.

MAKURA  
Sails 3 p.m. TO-DAY, THURSDAY.  
No. 5 Wharf (next Gas Works, Darling Harbour).

Passengers must be on board by 1.30 p.m. TO-DAY, THURSDAY.

No visitors allowed on board. Mail must not be posted on board.

All heavy baggage to be alongside the steamer not later than 11 a.m. TO-DAY, THURSDAY.

UNION S.S. CO. OF N.Z., Ltd., Managing Agents.

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TOWNSVILLE  
LUCINDA Pt.  
MOCRAN  
INNISFAL (d)  
CAIRNS  
PORT DOUGL.  
COOKTOWN  
THURSDAY 11  
NORMANTON  
BURKETTOWN  
LAUTOKA,  
SUVA,  
LEVUKA,  
S.S. LEVUK  
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URNS

JA  
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VIA QUE

Morning Herald and Daily Telegraph of 16 May 1916). So, there was not much time to make the connection, especially if the train ran late.

The trip was a trial for Dias. He wrote to a colleague: "I had an attack of rheumatic fever before getting to Honolulu and was some weeks in the Vancouver hospital ... I was five days on the train and got a terrible shaking up before I reached Montreal. However, I picked up considerably on the boat". The illustration is of the Canadian Pacific Railway's trans-Canada service in 1909. Note that it uses 24-hour time in the west and 12-hour time in the east!

Presumably the ship docked in Liverpool from where there was a choice of three routes for the sixty kilometres to Manchester - by the London and North Western Railway, the Cheshire Lines Committee or the Lancashire and Yorkshire Railway. While in England, he did some local travel to meet former colleagues now serving in the Forces.

I do not have information about the method of his return to Australia, but it was doubtless similar, except he spent time in New Zealand on the way resolving union organisational problems.

Unfortunately for this article, Dias lived within a short walk of the Trades Hall building, so there is no daily commuting to record. Dias died in 1924.

# CANADIAN PACIFIC RAILWAY

## TRANSCONTINENTAL ROUTE

### ATLANTIC EXPRESS

#### EASTBOUND—DAILY SERVICE

### CONDENSED TIME TABLE

STATIONS	ATLANTIC EXPRESS						
	96	DAYS OF WEEK					
		Sa	Su	Mo	We	Th	Fr
Seattle (C.P. Steamship).....Lv	22.00	Sa	Su	Mo	We	Th	Fr
Victoria (C.P. Steamship) (Pac. Time) Lv	24.30	Su	Mo	Tu	We	Th	Fr
Vancouver.....Lv	15.15	Su	Mo	Tu	We	Th	Fr
Westminster.....Lv	15.20	Su	Mo	Tu	We	Th	Fr
Mission Junc.....Ar	16.56	Su	Mo	Tu	We	Th	Fr
San Francisco, So. Pac. Rd.....Lv	14.20	Fr	Sa	Su	Mo	Tu	We
Portland, Orc., Nor. Pac. Rd.....Lv	23.45	Sa	Su	Mo	Tu	We	Th
Tacoma, Wash.....Lv	8.15	Su	Mo	Tu	We	Th	Fr
Seattle, Wash.....Lv	10.20	"	"	"	"	"	"
Bellingham, B.B. & B.C. Rd.....Lv	14.25	"	"	"	"	"	"
Sumas City, Nor. Pac. Rd.....Ar	15.50	Su	Mo	Tu	We	Th	Fr
Sumas Junc.....Lv	16.10	Su	Mo	Tu	We	Th	Fr
Mission Junc.....Lv	17.08	Su	Mo	Tu	We	Th	Fr
North Bend.....Lv	20.45	Su	Mo	Tu	We	Th	Fr
Ashcroft.....Lv	24.22	Mo	Tu	We	Th	Fr	Sa
Kamloops.....Lv	2.45	"	"	"	"	"	"
Revelstoke.....Lv	8.25	"	"	"	"	"	"
Glacier.....Lv	12.05	"	"	"	"	"	"
Golden.....Lv	14.48	"	"	"	"	"	"
Field.....Lv	17.30	"	"	"	"	"	"
Laggan (Mountain Time).....Lv	20.20	"	"	"	"	"	"
Banff.....Lv	21.20	Mo	Tu	We	Th	Fr	Sa
Calgary.....Lv	24.40	Tu	We	Th	Fr	Sa	Su
Medicine Hat.....Lv	6.35	Tu	We	Th	Fr	Sa	Mo
Rosland (Pacific Time).....Lv	18.30	Su	Mo	Tu	We	Th	Fr
Nelson.....Lv	6.00	Mo	Tu	We	Th	Fr	Sa
Kootenay Landing (Mountain Time).....Lv	11.20	"	"	"	"	"	"
Cranbrook (Mountain Time).....Lv	15.50	"	"	"	"	"	"
Fernie.....Lv	18.25	"	"	"	"	"	"
Macleod.....Lv	23.38	Mo	Tu	We	Th	Fr	Sa
Lethbridge.....Ar	1.30	Tu	We	Th	Fr	Sa	Su
Moose Jaw (Mountain Time).....Ar	15.45	Tu	We	Th	Fr	Sa	Mo
Moose Jaw.....Lv	16.40	Tu	We	Th	Fr	Sa	Su
Portal (Central Time).....Lv	12.30 am	Tu	We	Th	Fr	Sa	Mo
Minneapolis (via Soo Line).....Ar	5.15 pm	We	Th	Fr	Sa	Su	Tu
St. Paul (via Soo Line).....Ar	5.55 pm	We	Th	Fr	Sa	Su	Mo
Chicago.....Ar	7.00 am	Th	Fr	Sa	Su	Mo	Tu
Regina.....Lv	17.59	Tu	We	Th	Fr	Sa	Mo
Broadview (Central Time).....Lv	22.50	Tu	We	Th	Fr	Sa	Su
Brandon.....Lv	2.55	We	Th	Fr	Sa	Su	Mo
Portage la Prairie.....Lv	5.15	"	"	"	"	"	"
Winnipeg.....Ar	6.55	"	"	"	"	"	"
Winnipeg.....Lv	7.35	"	"	"	"	"	"
Fort William.....Ar	21.40	"	"	"	"	"	"
Fort William.....Lv	11.00 pm	"	"	"	"	"	"
Port Arthur.....Lv	11.12 pm	We	Th	Fr	Sa	Su	Mo
Nipigon.....Lv	1.15 am	Th	Fr	Sa	Su	Mo	Tu
Chapleau.....Lv	12.30 pm	"	"	"	"	"	"
Cartier.....Lv	5.15 "	"	"	"	"	"	"
Sudbury.....Lv	6.25 "	"	"	"	"	"	"
North Bay.....Ar	8.55 pm	Th	Fr	Sa	Su	Mo	Tu
North Bay, G.T.R.....Lv	10.30 pm	Th	Fr	Sa	Su	Mo	Tu
Toronto, G.T.R.....Ar	7.15 am	Fr	Sa	Su	Mo	Tu	We
North Bay.....Lv	9.15 pm	Th	Fr	Sa	Su	Mo	Tu
Pembroke.....Ar	1.36 am	Fr	Sa	Su	Mo	Tu	We
Carleton Place.....Lv	3.59 "	"	"	"	"	"	"
Ottawa.....Ar	4.50 "	"	"	"	"	"	"
Ottawa Central.....Ar	5.25 am	Fr	Sa	Su	Mo	Tu	We
Brockville.....Ar	11.35 pm	Fr	Sa	Su	Mo	Tu	We
Prescott.....Ar	10.00 am	Fr	Sa	Su	Mo	Tu	We
Montreal, Windsor St.....Ar	8.25 am	Fr	Sa	Su	Mo	Tu	We
Quebec.....Ar	3.35 pm	Fr	Sa	Su	Mo	Tu	We
St. John, N.B. (Atlantic Time).....Ar	12.00 n'n	Sa	Mo	Tu	We	Th	Fr
Halifax, N.S.....Ar	10.00 pm	Sa	Mo	Tu	We	Th	Fr
Portland, Me. (Eastern Time).....Ar	8.00 pm	Fr	Sa	Su	Mo	Tu	We
Boston, Mass.....Ar	8.35 pm	Fr	Sa	Su	Mo	Tu	We
New York, via Montreal.....Ar							
New York Central Rd.....Ar	10.20 am	Sa	Su	Mo	Tu	We	Th
Rutland Rd.....Ar	9.02 pm	Fr	Sa	Mo	Tu	We	Th
New York, via Montreal.....Ar							
D. & H. Rd.....Ar	10.08 pm	Fr	Sa	Mo	Tu	We	Th

Columns headed "Days of Week" will show date of arrival at destination by following same column from starting point on day journey is commenced. Time on Sunday—h 8.35 p.m., & 7.15 p.m.



**MELBOURNE—ALBURY—SYDNEY—continued. 176**

Miles from Albury	Up.	WEEK-DAYS.	WEEK-DAYS.
Miles from Albury	Up.	Mondays excepted.	Mondays excepted.
256	GOLDBURN...R. dep. 12 34	3 a.m. 1 0	5 a.m. 6
257	North Goulburn	3 44 0	7 9
258	Murray's Plains	3 44 0	7 9
259	Towrang	3 44 0	7 9
260	Cartick	3 44 0	7 9
261	Tailong	3 44 0	7 9
262	Wingello	3 44 0	7 9
263	Kenrose	3 44 0	7 9
264	Bundanoon	3 44 0	7 9
265	Exeter	3 44 0	7 9
266	Weral	3 44 0	7 9
305	MOSS VALE...R. { art. 2 21	3 10 5 54	8 24
309	Burradoo	3 10 5 54	8 24
311	Bowral	3 10 5 54	8 24
312	Beaumont	3 10 5 54	8 24
313	Belconnen	3 10 5 54	8 24
314	Belconnen	3 10 5 54	8 24
315	Belconnen	3 10 5 54	8 24
316	Belconnen	3 10 5 54	8 24
317	Belconnen	3 10 5 54	8 24
318	Belconnen	3 10 5 54	8 24
319	Belconnen	3 10 5 54	8 24
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356	Belconnen	3 10 5 54	8 24
357	Belconnen	3 10 5 54	8 24
358	Belconnen	3 10 5 54	8 24
359	Belconnen	3 10 5 54	8 24
360	Belconnen	3 10 5 54	8 24

Will arrive at Moss Vale at 7.42 a.m., for breakfast.  
Melbourne Limited Express.  
Melbourne Express.  
For sleeping and first-class sitting passengers only. For Booking arrangements, see page 165.  
For sleeping and first-class sitting passengers only. For Booking arrangements, see page 165.

6 Calls when required to set down passengers from stations south of Cootamundra.  
7 Calls when required to set down passengers from south of Goulburn only.  
8 Calls when required to set down passengers from south of Picton.  
9 For notes a, c, and d, see page 165. For fares, see page 238. R—Refreshment Station.  
Change at Campbelltown for Camden Line (for Time-table, see page 134).  
For Campbelltown—Sydney Service, see pages 128 to 133.

**MELBOURNE—ALBURY—SYDNEY. 174**

Miles	Up.	WEEK-DAYS.	SUNDAYS.
Miles	Up.	P.m. 5 0	a.m. 1 8
—	MELBOURNE...dep. 10 21	5 0	1 8
—	Albury see page 172. (arr. dep. 10 45)	5 0	1 8
2	ALBURY Racecourse	5 0	1 8
9	Etanahol	5 0	1 8
19	Cable Top	5 0	1 8
31	Geogery	5 0	1 8
32	Henly	5 0	1 8
50	Verong Creek	5 0	1 8
60	The Rock	5 0	1 8
65	Bon Accord	5 0	1 8
69	Uranquinty	5 0	1 8
78	WAGGA WAGGA	5 0	1 8
82	Bonah	5 0	1 8
94	JAREE JCT.	5 0	1 8
100	HAREFIELD	5 0	1 8
110	Illabo	5 0	1 8
118	Bethunga	5 0	1 8
135	Frampton	5 0	1 8
135	COOTAMUNDRA	5 0	1 8
140	Jindalee	5 0	1 8
145	Norrison's Hill	5 0	1 8
148	Naleaden	5 0	1 8
152	Denominville	5 0	1 8
156	Murrumbidgee	5 0	1 8
162	HARDEN	5 0	1 8
165	Cunninger	5 0	1 8
170	Rocky Ponds	5 0	1 8
174	Galong	5 0	1 8
182	Binalong	5 0	1 8
190	Goondah	5 0	1 8
196	Bowring	5 0	1 8
203	YASS JCT.	5 0	1 8
208	Coolah	5 0	1 8
213	Yalgoo	5 0	1 8
215	Yalgoo	5 0	1 8
220	Gunning	5 0	1 8
229	Fish River	5 0	1 8
236	Cullein	5 0	1 8
242	Breadalbane	5 0	1 8
259	YARRA	5 0	1 8
256	GOLDBURN	5 0	1 8

Express from Melbourne at 5 p.m. on Saturdays.  
MELBOURNE LIMITED EXPRESS—For sleeping and first-class sitting passengers only. For Booking arrangements, see page 20.  
MELBOURNE EXPRESS.  
MELBOURNE EXPRESS.  
For continuation of service see pages 175 to 177, column No. 5 & 17.

6 Calls when required to set down passengers from Victoria.  
7 For fares, see page 238.  
8 R—Refreshment station.  
9 Change at Culcairn for Holbrook and Corowa Lines (for Time-table, see page 138).  
10 At The Rock for Oaklands Line (for Time-table, see page 187); at Juncos Jet for Hay and Tocumwal Lines (for Time-table, see pages 185, 186); at Cootamundra for Tamut, Wyalong, and Barham Lines (for Time-table, see pages 185, 184); at Harden for Young-Govra Line (for Time-table, see pages 181, 182); at Gungahlin for Boorowa Line (for Time-table, see page 160); at Yass Jet for Yass Town (for Time-table, see page 180); at Goulburn for Nimmitabel and Crookwell Lines (for Time-table, see pages 178 and 179).

**172 VICTORIAN LINES. ALBURY—MELBOURNE.**

Miles	Down.	WEEK-DAYS.	WEEK-DAYS.
Miles	Down.	Mondays & Saturdays excepted.	Sundays excepted.
—	MELBOURNE...dep. 6 15	6 0	6 36
—	North Melbourne	6 0	6 40
21	Reynolds	6 0	6 45
6	North Esplanade	6 0	6 50
7	Fascoe Vale	6 0	6 55
104	Broadmeadows	6 0	7 0
131	Southern Cross	6 0	7 0
141	Lockley	6 0	7 0
206	Donnybrook	6 0	7 0
261	Wailua	6 0	7 0
331	Nimoro Junction	6 0	7 0
391	Kimoro East	6 0	7 0
401	Brookford	6 0	7 0
56	Tallerook	6 0	7 0
611	BETMOUR	6 0	7 0
68	Mangalore	6 0	7 0
72	Avenel	6 0	7 0
73	Moonee	6 0	7 0
79	Lockley	6 0	7 0
84	Congwood	6 0	7 0
91	Barrow	6 0	7 0
98	Balmuccium	6 0	7 0
103	Volat Tower	6 0	7 0
113	Baddaginnie	6 0	7 0
121	BENALLA	6 0	7 0
127	Winton	6 0	7 0
136	Clearview	6 0	7 0
151	WANGARATTA	6 0	7 0
169	Beechworth Junction	6 0	7 0
181	Springhurst	6 0	7 0
184	Chiltern	6 0	7 0
174	Burawatha	6 0	7 0
187	WODONGA	6 0	7 0
196	ALBURY	6 0	7 0

Express trains from Albury to Sydney run daily. Sundays excepted.  
1 On Sundays arrives at Sydney at 6.30 a.m.  
2 On Sundays arrives at Sydney at 7.55 a.m.  
3 R—Refreshment Station.  
4 For notes a and e, see page 165.

5 Goods, with car attached, Seymour to Bendigo.  
6 The Express trains from Albury to Sydney run daily. Sundays excepted.  
7 On Sundays arrives at Sydney at 6.30 a.m.  
8 On Sundays arrives at Sydney at 7.55 a.m.  
9 R—Refreshment Station.  
10 For notes a and e, see page 165.



# An 'excursion' to Kurrajong?

by **DUNCAN MACAUSLAN**

**L**ook, I've got the handbill for the excursions to the Hawkesbury" said Dad holding a booklet.

"When do we have to book?" asked Mum,

"It says tickets go on sale on Friday".

What's the holiday for?" asked young Terry.

"Eight hour day, celebrating the date when the unions won the workers a forty hour week" replied Dad. "We can catch the train from Strathfield at 9.21" he continued, reading page 3

"Can we get chocolates on the trip?" asked Kate noticing the advert at the bottom of page 7. "Yes, and also Kodak film" Dad replied noticing another advert on the back page.

Well, a conversation like this might have taken place in the last week of

September 1951 based on The Department of Railways, NSW handbill number 86.

At first glance it would appear that the railways were operating special services to Kurrajong for the occasion. The eight page handbill contains a full timetable for Monday 1st October 1951 for trains between Wynyard, Penrith and Kurrajong. On this holiday six trains operated between Richmond and Kurrajong compared with the normal Monday's seven, one late afternoon trip not operating. No through trains operated, all passengers having to change at Richmond and on this day the 'goods train with passenger accommodation attached' that usually ran mid-morning appears to be passengers only. The service was better than Sunday's five trains of which only four had connections from Central.

None of the trains operated appears to have been what is accepted as an excursion, that is a specially advertised train, often with advanced booking. What the Department were really doing was extending the regular weekend excursion fare, detailed on page 2, to cover the public holiday. Of interest was that by the time the next timetable book was published on 25 November 1951 these fares had all increased by between two and six pence.

If our mythical family had taken the trip to Kurrajong they would have been one of the last to travel on a public holiday because by June 1952 the line was closed. A history of the line, written by John Oakes, can be found in 'ARHS Bulletin', July 1997.

DEPARTMENT OF RAILWAYS, NEW SOUTH WALES. No. 86.

## EIGHT-HOUR DAY MONDAY, 1st October, 1951.

WYNYARD-PENRITH,  
BLACKTOWN-KURRAJONG.

### EXCURSION ARRANGEMENTS

FOR THE ISSUE OF SPECIAL EXCURSION TICKETS  
SEE PAGE 2.

Intending passengers requiring further information should make inquiries from Station-masters; Inquiry Offices, Sydney (Tel. M 6502) and Newcastle Stations; City Tickets Office, Challis House, Martin Place, Sydney; or any of the following Ticket Offices:—

- Bondi Junction**—Messrs. Dunrich Bros., Estate Agents, Cnr. Oxford Street and Bronte Road (Tel. FW 3131).
- King's Cross**—225a Victoria Street (Tel. FA 2401).
- Mosman**—Mr. F. Brown, 672 Military Road, Spit Junction (Tel. XM 1729).
- Manly Passenger Jetty**—Municipal Council (Tel. XU 3770).
- Rozelle**—Mr. P. G. Saunders, 657 Darling Street (Tel. WB 2868).

‡ 69926

#### SPECIAL EXCURSION TICKETS.

SPECIAL EXCURSION TICKETS will be issued from Friday, 28th September, to Monday, 1st October, inclusive, for journeys between any two stations in the area bounded by Oatford, Camden, Penrith, Kurrajong and Cowan, including Branch Lines within that area.

#### SPECIAL EXCURSION FARES WILL BE—

Miles.	When travel is not by way of the Sydney Harbour Bridge.				By way of the Sydney Harbour Bridge.			
	First Class.		Second Class.		First Class.		Second Class.	
	Adult.	Child.	Adult.	Child.	Adult.	Child.	Adult.	Child.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
6 .....	.....	.....	1 4	0 6	.....	.....	1 7	0 6
7 to 10 .....	.....	.....	1 9	0 6	.....	.....	2 0	0 6
11 to 15 .....	3 3	1 8	2 3	0 6	3 6	1 9	2 6	0 6
16 to 22 .....	4 0	2 0	2 10	0 6	4 3	2 2	3 1	0 6
23 and over .....	Single fare, plus one-third.	Half adult fare.	Single fare, plus one-third.	0 6	Single fare and one-third, plus 3d.	Half adult fare.	Single fare and one-third, plus 3d.	0 6

#### CONDITIONS OF TRAVEL.

SPECIAL EXCURSION TICKETS will be available for travel by all trains where timed to stop subject to the exceptions shown hereunder:—

SPECIAL EXCURSION TICKETS will not be available by trains shown hereunder or Special trains run as Relief thereto:—

Any Express or Mail Train.

By train leaving Valley Heights at 7.23 a.m., due Sydney 8.45 a.m. on Friday, 28th September, 1951, or by train leaving Mount Victoria at 6.6 a.m., due Sydney 8.43 a.m. on Saturday, 29th September, 1951.

#### AVAILABILITY.

SPECIAL EXCURSION TICKETS (also ordinary Suburban Return tickets) issued on Friday, 28th September, to Monday, 1st October, will be available for return until Tuesday, 2nd October, 1951.

Break of journey will not be permitted on either forward or return journey, and availability cannot be extended.

#### AVAILABILITY OF WORKMEN'S WEEKLY TICKETS.

For travel to work.—Where, on account of Holiday conditions the "last" train by which Workmen's Weekly Tickets are ordinarily available does not run, such tickets will be available for the next following service.

Eight-Hour Day Procession in Sydney.—A Workman's Weekly Ticket available to Central or City may be used for travel by trains due to arrive at Central or City stations up to 10.0 a.m. on Eight-Hour Day, Monday, 1st October, 1951.

**COMPLETE SERVICE OF TRAINS BETWEEN PENRITH, KURRAJONG AND WYNYARD—continued.**

Monday, 1st October, 1951—continued.

Station	Time	Direction	Time	Direction
PENRITH	dep. 8.05	To Lithgow	arr. 9.25	From Lithgow
Kingswood	dep. 8.31	To Lithgow	arr. 9.51	From Lithgow
Werrington	dep. 8.44	To Lithgow	arr. 10.04	From Lithgow
St. Mary's	dep. 8.48	To Lithgow	arr. 10.17	From Lithgow
Mount Fruit	dep. 8.52	To Lithgow	arr. 10.25	From Lithgow
Rooy Hill	dep. 8.57	To Lithgow	arr. 10.31	From Lithgow
Homebush	dep. 9.07	To Lithgow	arr. 10.37	From Lithgow
Dunoon	dep. 9.16	To Lithgow	arr. 10.46	From Lithgow
DRYDEN HILLS	dep. 9.25	To Lithgow	arr. 10.55	From Lithgow
North Richmond	dep. 9.35	To Lithgow	arr. 11.05	From Lithgow
Phillip	dep. 9.41	To Lithgow	arr. 11.11	From Lithgow
RICHMOND	dep. 9.45	To Lithgow	arr. 11.15	From Lithgow
East Richmond	dep. 9.47	To Lithgow	arr. 11.17	From Lithgow
Clarendon	dep. 9.54	To Lithgow	arr. 11.24	From Lithgow
Windsor	dep. 9.59	To Lithgow	arr. 11.29	From Lithgow
Mulgave	dep. 10.04	To Lithgow	arr. 11.34	From Lithgow
Rineyard	dep. 10.10	To Lithgow	arr. 11.40	From Lithgow
Schofield's	dep. 10.14	To Lithgow	arr. 11.44	From Lithgow
Waverley	dep. 10.21	To Lithgow	arr. 11.51	From Lithgow
Quaker's Hill	dep. 10.26	To Lithgow	arr. 11.56	From Lithgow
Marayong	dep. 10.32	To Lithgow	arr. 12.02	From Lithgow
BLACKTOWN	dep. 10.41	To Lithgow	arr. 12.11	From Lithgow
Seven Hills	dep. 10.49	To Lithgow	arr. 12.19	From Lithgow
Toongabbie	dep. 10.51	To Lithgow	arr. 12.21	From Lithgow
Pendle Hill	dep. 10.54	To Lithgow	arr. 12.24	From Lithgow
Wentworthville	dep. 10.59	To Lithgow	arr. 12.29	From Lithgow
Westmead	dep. 11.05	To Lithgow	arr. 12.35	From Lithgow
PARRAMATTA	arr. 11.13	From Sydney Steam Station	dep. 11.21	To Sydney Steam Station
Harris Park	arr. 11.19	From Sydney Steam Station	dep. 11.27	To Sydney Steam Station
ROOBY HILL	arr. 11.25	From Sydney Steam Station	dep. 11.33	To Sydney Steam Station
REDRIF	arr. 11.31	From Sydney Steam Station	dep. 11.39	To Sydney Steam Station
WYNYARD	arr. 11.37	From Sydney Steam Station	dep. 11.45	To Sydney Steam Station

z Change trains.  
 † Arrives at Sydney Steam Station.  
 ‡ AB Kurrajong trains stop at Duffy's Nurri, Thompson's Ridge, Kensley's, Red Cutting and Mileage 40 miles 63 chains, when required to pick up or set down passengers.  
 § Passengers travelling beyond Granville may change trains at Parramatta or Granville.  
**EXPLANATORY NOTES.**  
 a Signifies that trains will pick up and set down passengers when required. Passengers wishing to alight must give notice to the Guard at the previous stopping station. At platforms where no Railway Officer is in charge, intending passengers must exhibit the signal provided.  
 b Stops to set down passengers when required. Passengers wishing to alight must give notice to the Guard at the previous stopping station.  
 c Stops to pick up passengers when required; at platforms where no Railway Officer is in charge, intending passengers must exhibit the signal provided.  
 d Stops to set down passengers, but does not pick up.  
 f Stops to pick up passengers, but does not set down.

W. A. ANDERSON,  
 Secretary for railways.

**CHOCOLATES & SWEETS**  
*Choice and Wholesome*  
**OBTAINABLE AT RAILWAY REFRESHMENT ROOMS**

**On MONDAY 1st October, 1951, the Regular Train Service between Wynyard, Penrith and Kurrajong WILL BE CANCELLED and the following Special Time-table substituted:—**

Station	Time	Direction	Time	Direction
WYNYARD	dep. 9.24	To Penrith	arr. 10.34	From Penrith
Town Hall	dep. 9.28	To Penrith	arr. 10.38	From Penrith
CENTRAL	dep. 9.32	To Penrith	arr. 10.42	From Penrith
Redrifi	dep. 9.36	To Penrith	arr. 10.46	From Penrith
Stratfield	dep. 9.40	To Penrith	arr. 10.50	From Penrith
Homebush	dep. 9.44	To Penrith	arr. 10.54	From Penrith
Dunoon	dep. 9.48	To Penrith	arr. 10.58	From Penrith
DRYDEN HILLS	dep. 9.52	To Penrith	arr. 11.02	From Penrith
North Richmond	dep. 9.56	To Penrith	arr. 11.06	From Penrith
Phillip	dep. 10.00	To Penrith	arr. 11.10	From Penrith
RICHMOND	dep. 10.04	To Penrith	arr. 11.14	From Penrith
East Richmond	dep. 10.08	To Penrith	arr. 11.18	From Penrith
Clarendon	dep. 10.12	To Penrith	arr. 11.22	From Penrith
Windsor	dep. 10.16	To Penrith	arr. 11.26	From Penrith
Mulgave	dep. 10.20	To Penrith	arr. 11.30	From Penrith
Rineyard	dep. 10.24	To Penrith	arr. 11.34	From Penrith
Schofield's	dep. 10.28	To Penrith	arr. 11.38	From Penrith
Waverley	dep. 10.32	To Penrith	arr. 11.42	From Penrith
Quaker's Hill	dep. 10.36	To Penrith	arr. 11.46	From Penrith
Marayong	dep. 10.40	To Penrith	arr. 11.50	From Penrith
BLACKTOWN	dep. 10.44	To Penrith	arr. 11.54	From Penrith
Seven Hills	dep. 10.48	To Penrith	arr. 11.58	From Penrith
Toongabbie	dep. 10.52	To Penrith	arr. 12.02	From Penrith
Pendle Hill	dep. 10.56	To Penrith	arr. 12.06	From Penrith
Wentworthville	dep. 11.00	To Penrith	arr. 12.10	From Penrith
Westmead	dep. 11.04	To Penrith	arr. 12.14	From Penrith
PARRAMATTA	arr. 11.12	From Sydney Steam Station	dep. 11.20	To Sydney Steam Station
Harris Park	arr. 11.18	From Sydney Steam Station	dep. 11.26	To Sydney Steam Station
ROOBY HILL	arr. 11.24	From Sydney Steam Station	dep. 11.32	To Sydney Steam Station
REDRIF	arr. 11.30	From Sydney Steam Station	dep. 11.38	To Sydney Steam Station
WYNYARD	arr. 11.36	From Sydney Steam Station	dep. 11.44	To Sydney Steam Station

z Change trains.  
 \* Starts from Sydney Steam Station.  
 † All Kurrajong trains stop at Mileage 40 miles 63 chains, Red Cutting, Kempsey's, Thompson's Ridge, Nurri and Duffy's, when required to pick up or set down passengers.

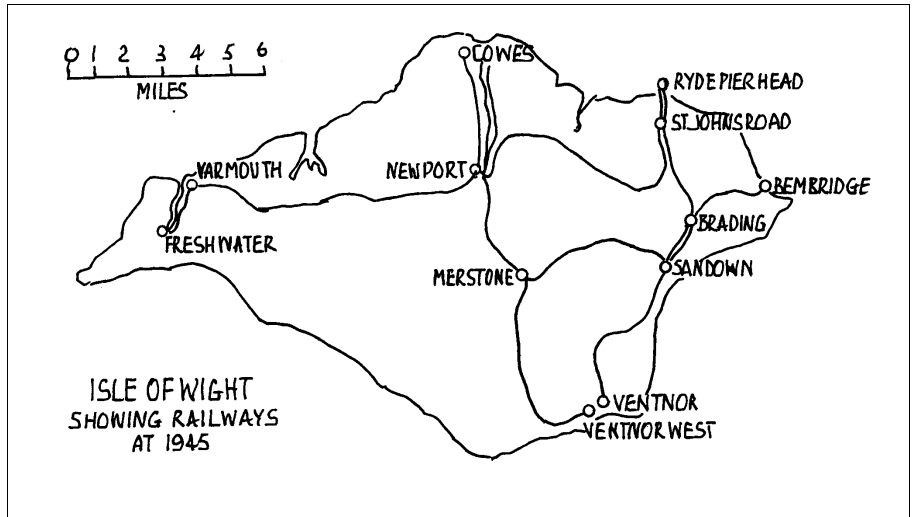
# Ways of getting Working Time Tables: No 6

## JACK MCLEAN had to wait nearly half a century to get his timetable.

World War 2 (at least the European part) had been over since 5 May 1945 and the last entry in my log book shows that I flew for the last time on 31 May 1945. I had a telegram in my wallet with the following encouraging message "INDEFINITE LEAVE GRANTED- SIGNAL FOP, RECALL WILL BE FORWARDED". it was dated 21 June 1945 and was signed "OC RAF SANDTOFT"

For the preceding ten months, I had been ignoring railway posters which asked "Is Your Journey Really Necessary?" and between 31 May and 11 November, while I was waiting for a homeward bound troop ship, I continued to add my long list of unnecessary journeys. One such "journey" included the Isle of Wight which I knew had intensive services, many of which made ferry connections. The trains were run with small steam (cover) hauling train sets of low roofed carriages and most of the 85 miles of railway were single track. In consequence the railway had for railway enthusiasts, a fascination all of its own— and still has! I had the very good fortune to travel on all IOW lines in one day.

It was Wednesday, 11 July 1945. After



a night in a Lymington (Hampshire) boarding house, I walked through the fog to Lymington Pier and embarked on the 7.40 a.m. MV "Lymington" which took me across the Solent to Yarmouth Slipway. After a brisk 2 mile walk along A3054 I arrived at the railway station at Freshwater. Maybe the porter at Freshwater let me look at his time table and anyway I was able to plan the day's wanderings. Despite the lack of detailed planning, the day was a success. and it seems from notes in my book that I at least tried to pay my fare. The following is my itinerary.

I started out on the 10.35 am from

Freshwater and at Newport at 11.22, I changed to a train for Ryde Pier Head (hereinafter referred to as RPH). I arrived at RPH at 11.54 and changed into the 11.58 RPH to Ventnor, At Brading, I changed into the Bembridge two-car local (push-pull?) and made the return trip. Back at Brading, I changed again this time to the 12.20 RPH to Ventnor and there between 1.13 and 2.16, I lunched on fish and chips.

The 2.16 Ventnor to RPH took me to Sandown where I changed to the 2.46 Sandown to Cowes and detrained at Merstone. Between 3.07 and 3.52, I made a return trip to Ventnor West on the two car local (push-pull?) and at Ventnor West the lady porter gave me a battered 1936 Island WTT (which I still have). Back at Merstone, I caught the 3.46 Sandown to Cowes where I had some sort of evening meal (toast and tea?) before catching the 5.42 Cowes to RPH. At RPH, I embarked on the ferry *SS Princess Victoria* and crossed Spithead on my way to Portsmouth, where my travelling finished about 7 pm. With the exception of the push-pull trains all seemed to have been hauled by 0-4-4 tanks and had either 4 or 6 carriages.

Some time in 1987, that is to say 42 years later, I wrote up this journey for the British Railway Modellers in Australia and it was published in their magazine. For a background to the article, I used Bradshaw (pages 10, 11) for

GODALMING - THE LAKE HOTEL. LIONHELD. CENTRAL HEATING. Outside of the Island Harbour.

LONDON, GODALMING, HASLEMERE, PETERSFIELD, PORTSMOUTH, and THE ISLE OF WIGHT		
Stations	Week Days	Continued
WATERLOO	9.45	10.45
BARKING	9.55	10.55
... (many more stations and times)		

For Notes, see page 180d: For Continuation of Trains, see pages 180b to 180e

September 1945, that is, two months after my visit.

Many readers of Somersault, the magazine of the Signalling Record Society Victoria, also subscribe to the Signalling Record of the Signalling Record Society (of UK). In the latter, an article on the Isle of Wight Railway got a mention when the UK member Ronald Post sent in his picture of Ventnor station taken in the 1920's. I rightly guessed that my 1987 article would be of interest to Mr Post and I sent him a photocopy of it.

At almost the same time, another SRS(UK) member Gerald Jacobs saw Mr Post's article and wrote to him asking if he had any details of rosters of pre-WW2 IOW locomotives. As my article listed all the engines I had seen

**LONDON, GODALMING, HASLEMERE, PETERSFIELD, PORTSMOUTH, and THE ISLE OF WIGHT**

From/To	Week		Week		Week		Week		Week		Week		Week		Week	
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue
WATERLOO dep	8.0															
Burton Park	8.15	2.35														
... (many more rows) ...																
Ventnor	10.15															
... (many more rows) ...																

For Notes, see page 180A. For continuation of Trains, see pages 180c and 180d.

FOR PASSENGERS AND FREIGHTS

180D SOUTHERN-Western Section

PRIVATE AND NOT FOR PUBLICATION

Section C

# SOUTHERN RAILWAY

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## Working Time Tables

OF

### PASSENGER & FREIGHT TRAINS

MAY 7th until SEPTEMBER 30th, 1945, inclusive

LONDON **WEST** DIVISION  
ISLE OF WIGHT

For other Services see :-

- Section "A"—Main Lines.
- Section "B"—Suburban Lines.
- Section "D"—Southern Division.
- Section "E"—Western Division.
- Waterloo and City Line—See separate Time Table.
- Freight Time Table—London WEST Division.

**IMPORTANT NOTICE—SPEED OF TRAINS.**

STEAM TRAINS must not exceed a MAXIMUM speed of 40 miles per hour at any point, and all restrictions which impose a lower speed than 40 miles per hour must be strictly observed.

MAKING UP TIME, STEAM TRAINS—When Passenger Trains are running late, Drivers must endeavour to make up time, but all Speed Restrictions must be complied with.

on that one day, Mr Post sent my article on to a delighted Mr Jacobs. He had been a stationmaster for a short time on the IOW. When he wrote to thank me, he commented that in my 1987 article I had mentioned that I still didn't have a 1945 IOW WTT and he asked if I would like a photocopy. Of course I said "Yes" and in June 1999 the photocopy arrived at 60 Kenmare Street (this page & next page).

Which all goes to prove something or other:- like 'it all comes to those who wait' even if it is 54 years. However, I will now have to correct the errors in the 1987 article and draw some time table graphs as illustrations for it.



4

WEEKDAYS.

The timings shewn on this page will NOT apply on Saturdays, 7th July to 15th September, 1945, inclusive.

DOWN TRAINS.	Distances from Ryde Pier Head.	Distances from Brading.	Distances from Ventnor V.	Distances from Sandown.	Distances from Ryde Pier Head.	Freight.		Mail and Pass.		Freight.		Mail and Pass.			
						arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.		
Portsmouth Hbr. } Boat	m. c.	m. c.	m. c.	m. c.	m. c.	a.m.	arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.		arr. a.m.	dep. a.m.		
Southsea (Clarence Pr.)	—	—	—	—	—	4 0	...	...	...	...	...	...	...	...	...
Ryde Pier	—	—	—	—	—	4 35	...	...	...	...	...	...	...	...	...
Ryde Pier Head	—	—	—	—	—	...	...	...	5 0	...	...	...	5 5	...	...
Esplanade	1 32	—	—	—	—	...	...	...	5 2	5 3	...	...	5 7	5 10	...
St. John's Rd.	1 19	—	—	—	—	...	...	4 55	...	5 6	...	...	5 13	5 14	...
Brading	4 54	—	—	—	—	...	5 4	...	...	...	...	...	5 22	5 24	...
Brading	—	—	—	—	—	...	...	5 10	Not advertised.		...	...	...	...	...
St. Helens	—	1 51	—	—	—	...	5 16	6 35	...	...	...	...	...	...	...
Bembridge	—	2 61	—	—	—	...	6 40	...	...	...	...	...	...	...	...
Sandown	6 41	—	—	—	—	...	...	...	...	...	...	...	5 28	5 31	...
Shanklin	8 28	—	—	—	—	...	...	...	...	...	...	...	5 36	5 39	...
Wroxall	11 03	—	—	—	—	...	...	...	...	...	...	...	5 47	5 48	...
Ventnor	12 44	—	—	—	—	...	...	...	...	...	...	...	5 53	...	...
Ashey	—	—	—	—	3 71	...	...	...	...	...	...	...	...	...	...
Haven Street	—	—	—	—	5 35	...	...	...	5 16	5 19	...	...	...	...	...
Wootton	—	—	—	—	7 2	...	...	...	...	...	...	...	...	...	...
Whippingham	—	—	—	—	7 63	...	...	...	5 25	5 28	...	...	...	...	...
Ventnor West	—	—	—	—	—	...	...	...	...	...	...	...	...	...	...
St. Lawrence Halt	—	—	1 24	—	—	...	...	...	...	...	...	...	...	...	...
Whitwell	—	—	2 66	—	—	...	...	...	...	...	...	...	...	...	...
Godshill Halt	—	—	5 20	—	—	...	...	...	...	...	...	...	...	...	...
Sandown	—	—	—	—	—	...	...	...	...	...	...	...	...	...	...
Alverstone	—	—	—	1 34	—	...	...	...	...	...	...	...	...	...	...
Newchurch	—	—	—	2 45	—	...	...	...	...	...	...	...	...	...	...
Horringford	—	—	—	3 53	—	...	...	...	...	...	...	...	...	...	...
Merstone	—	—	6 69	5 16	—	...	...	...	...	...	...	...	...	...	...
Blackwater	—	—	—	6 78	—	...	...	...	...	...	...	...	...	...	...
Shide	—	—	—	8 11	—	...	...	...	...	...	...	...	...	...	...
Pan Lane Siding	—	—	—	8 45	—	...	...	...	...	...	...	...	...	...	...
Newport	—	—	—	9 6	9 77	...	...	...	5 33	5 40	...	...	5 20	...	...
Cement Mills	—	—	—	—	11 28	...	...	...	...	...	...	...	...	...	...
Medina Wharf	—	—	—	—	13 09	...	...	...	...	...	...	5 30	...	...	...
Gas Works Siding	—	—	—	—	13 42	...	...	...	...	...	...	...	...	...	...
Mill Hill	—	—	—	—	13 68	...	...	...	5 48	5 50	...	...	...	...	...
Cowes	—	—	—	—	14 24	...	...	...	5 52	...	...	...	...	...	...

DOWN TRAINS.	Empty.															
	arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.
Portsmouth Hbr. } Boat	...	...	...	...	...	...	...	...	6 35	...	...	...	...	...	...	...
Southsea (Clarence Pr.)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ryde Pier	...	...	...	...	...	...	...	...	7 10	...	...	...	...	...	...	...
Ryde Pier Head	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Esplanade	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
St. John's Rd.	...	6 18	...	...	7 2	7 3	...	...	...	...	...	...	7 37	7 39	7 42	7 45
Brading	...	6 16	...	...	7 6	7 7	...	...	...	...	...	...	7 42	7 43 1/2	7 48	7 49
Brading	...	...	...	7 0	...	...	...	...	...	...	...	...	...	...	...	8 0
St. Helens	...	...	...	7 5	...	...	...	...	...	...	...	...	...	...	...	8 5
Bembridge	...	...	7 8	...	...	...	...	...	...	...	...	...	...	...	8 8	...
Sandown	6 120	...	...	...	...	...	...	...	...	...	...	...	...	...	8 2	8 4
Shanklin	...	...	...	...	...	...	...	...	...	7 22	7 23	...	...	...	8 X 9	8 11
Wroxall	...	...	...	...	...	...	...	...	...	7 28	7 29	...	...	...	8 19	8 20
Ventnor	...	...	...	...	...	...	...	...	...	7 37	7 38	...	...	...	8 25	...
Ventnor	...	...	...	...	...	7 13	...	...	...	...	...	...	...	...	7 49	...
Haven Street	...	...	...	...	...	7 18	...	...	...	...	...	...	...	...	7 53	...
Wootton	...	...	6.32 a.m. Ventnor.	...	...	7 23	...	...	...	...	...	...	...	...	7 57	arr. a.m.
Whippingham	...	...	...	...	...	7 X 26	...	...	...	...	...	...	...	...	8 X 0	dep. a.m.
Ventnor West	...	...	arr. a.m.	dep. a.m.	...	...	...	...	...	...	...	...	...	...	...	8 9
St. Lawrence Halt	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8 14
Whitwell	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8 19
Godshill Halt	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8 25
Sandown	...	...	6 50	6 52	...	...	...	...	...	...	...	...	...	...	...	...
Alverstone	...	...	...	6 56	...	...	...	...	...	...	...	...	...	...	...	...
Newchurch	...	...	...	6 59	...	...	...	...	...	...	...	...	...	...	...	...
Horringford	...	...	...	7 2	...	...	...	...	...	...	...	...	...	...	...	...
Merstone	...	...	...	7 6	...	...	...	...	...	...	...	...	...	...	8 30	...
Blackwater	Passenger.		...	...	...	...	...	...	...	...	...	...	...	...	...	...
Shide	...	...	...	7 15	...	...	...	...	...	...	...	...	...	...	...	...
Pan Lane Siding	arr. a.m.	dep. a.m.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Newport	...	6 45	7 18	7 20	7 31	7 34	...	...	...	...	...	...	8 5	8 8	...	...
Cement Mills	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Medina Wharf	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gas Works Siding	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mill Hill	...	6 54	7 29	7 30	...	7 43	...	...	...	...	...	...	8 16	8 18	...	...
Cowes	6 56	...	7 32	...	7 45	...	...	...	...	...	...	...	8 20	...	...	...

## Signalman's dilemma

Signalman Wainscotting at Manunkachunk Junction discovered one day that he had failed to wind his signal box clock and it had run down. He had no watch. So he borrowed a hand-pump trolley from the ganger and travelled down the line to Devil's Elbow, to visit his compatriot Sam Frogsquat. Naturally, the kettle was on the gas ring in Frogsquat's signal box when he arrived, so they had a cup of tea and discussed last Saturday's bowls match. Then Wainscotting got back on his trolley and hand-pumped his way back to Manunkachunk Junction. When he arrived there, he set his signal box clock exactly. How?

### Answer to "How many Canadians?"

No 2 meets seven copies of No 1 on the trans-Canada journey. When we leave Vancouver, there are four opposing movements on the line, one of them is just arriving at Vancouver as we leave and one of them is just leaving Toronto at the same time. We meet all four. During our journey, 2 more copies of No 1 leave Toronto and we meet them too. Finally, as we arrive at Toronto we meet a 7th copy just departing. The total number of sets required to maintain this service is 8, most easily seen by looking at the cycle time for any one train: 3 days across the continent, 1 day preparing to return, 3 days back across the continent, 1 day preparing to begin the cycle again. That's 8 days, to have a train do this every day, then we need 8 train sets. Alternatively you can see that No 2, in meeting 7 copies of No 1 has met all the other trainsets and, plus itself, that makes 8 trainsets. In the real world, the trains run to and from Montreal as well as Toronto, combining or splitting at Sudbury, but we will have to ignore this complication.

## Going by Train

*Doest thou covet thy neighbour's timetable? When you close your eyes at night, do you see the acronym "WTT" floating in the air over your bed? Does the sepulchral voice of The Man in Grey speak to you, saying "Hurry along for the 6.45 p.m. Spirit of Progress, nearly due out from Platform number 1"—and do you answer him? Have you built a database with every known wall sheet timetable for the Laverton line in it? You have? Never mind, you have Asperger's Syndrome—but it means you may never feel alone. Now, take the case of Sir Horace Partridge, for instance*

*(Cut to an upper-class drawing room. An elderly man lies dead on the floor. Enter Jasmina and John.)*

**Jasmina:** Anyway, John, you can catch the 11.30 from Hornchurch and be in Basingstoke by one o'clock, oh, and there's a buffet car and... *(sees corpse)* oh! Daddy!

**John:** My hat! Sir Horace!

**Jasmina:** *(not daring to look)* Has he been...

**John:** Yes - after breakfast. But that doesn't matter now... he's dead.

**Jasmina:** Oh! Poor daddy...

**John:** Looks like I shan't be catching the 11.30 now.

**Jasmina:** Oh no, John, you mustn't miss your train.

**John:** How could I think of catching a train when I should be here helping you?

**Jasmina:** Oh, John, thank you... anyway you could always

catch the 9.30 tomorrow - it goes via Caterham and Chipstead.

**John:** Or the 9.45's even better.

**Jasmina:** Oh, but you'd have to change at Lambs Green.

**John:** Yes, but there's only a seven-minute wait now.

**Jasmina:** Oh, yes, of course, I'd forgotten it was Friday. Oh, who could have done this.

*(Enter Lady Partridge.)*

**Lady Partridge:** Oh, do hurry Sir Horace, your train leaves in twenty-eight minutes, and if you miss the 10.15 you won't catch the 3.45 which means ... oh!

**John:** I'm afraid Sir Horace won't be catching the 10.15, Lady Partridge.

**Lady Partridge:** Has he been... ?

**Jasmina:** Yes - after breakfast.

**John:** Lady Partridge, I'm afraid you can cancel his seat reservation.

**Lady Partridge:** Oh, and it was back to the engine - fourth coach along so that he could see the gradient signs outside Swanborough.

**John:** Not any more Lady Partridge... the line's been closed.

**Lady Partridge:** Closed! Not Swanborough!

**John:** I'm afraid so.

*(Enter Inspector Davis.)*

**Inspector:** All right, nobody move. I'm Inspector Davis of Scotland Yard.

**John:** My word, you were here quickly, Inspector.

**Inspector:** Yeah, I got the 8.55 Pullman Express from King's Cross and missed that bit around Hornchurch.

**Lady Partridge:** It's a very good train.

**All:** Excellent, very good, delightful.

*(Tony runs in through the French windows. He wears white flannels and boater and is jolly upper-class.)*

**Tony:** Hello everyone.

**All:** Tony!

**Tony:** Where's daddy? *(seeing him)* Oh golly! Has he been...?

**John and Jasmina:** Yes, after breakfast.

**Tony:** Then ... he won't be needing his reservation on the 10.15.

**John:** Exactly.

**Tony:** And I suppose as his eldest son it must go to me.

**Inspector:** Just a minute, Tony. There's a small matter of ... murder.

**Tony:** Oh, but surely he simply shot himself and then hid the gun.

**Lady Partridge:** How could anyone shoot himself and then hide the gun without first cancelling his reservation.

**Tony:** Ha, ha! Well, I must dash or I'll be late for the 10.15.

**Inspector:** I suggest you murdered your father for his seat reservation.

**Tony:** I may have had the motive, Inspector, but I could not have done it, for I have only just arrived from Gillingham on the 8.13 and here's my restaurant car ticket to prove it.

**Jasmina:** The 8.13 from Gillingham doesn't have a restaurant car.

**John:** It's a standing buffet only.

**Tony:** Oh, er... did I say the 8.13, I meant the 7.58 stopping train.

**Lady Partridge:** But the 7.58 stopping train arrived at Swindon at 8.19 owing to annual point maintenance at Wisborough Junction.

**John:** So how did you make the connection with the 8.13 which left six minutes earlier?

**Tony:** Oh, er, simple! I caught the 7.16 Football Special arriving at Swindon at 8.09.

**Jasmina:** But the 7.16 Football Special only stops at Swindon on alternate Saturdays.

**Lady Partridge:** Yes, surely you mean the Holidaymaker Special.

**Tony:** Oh, yes! How daft of me. Of course I came on the Holidaymaker Special calling at Bedford, Colmworth, Fen Dinon, Sutton, Wallington and Gillingham.

**Inspector:** That's Sundays only!

**Tony:** Damn. All right, I confess I did it. I killed him for his reservation, but you won't take me alive! I'm going to throw myself under the 10.12 from Reading.

**John:** Don't be a fool, Tony, don't do it, the 10.12 has the new narrow traction bogies, you wouldn't stand a chance.

**Tony:** Exactly.

*(Tableau. Loud chord and slow curtain.—As featured in the Flying Circus TV Show - Episode 24)*

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## Letter to the editor

From Victor Isaacs

Dear Geoff

The measurement of time is, of course, arbitrary. This was strongly demonstrated to me in December 1999 when I was travelling on the Indian Pacific from Adelaide to Kalgoorlie

Great Southern Railway continues the nice custom of the former Commonwealth Railways of providing passengers with a detailed timetable. This, however, was in Standard Time and took no account of the increased variation between Central and Western Time because South Australia observes Daylight Time.

Great Southern Railway also continues the former Commonwealth Railways custom of observing "Railway Time" on the Indian Pacific for social purposes, mainly meal times. "Railway Time" is between Western and Central Time

So, travelling on the Indian Pacific across the Nullarbor Plain in summer, one has the choice of observing any of four times—Central Daylight, Central Standard, Railway or Western Standard Times—with a possible variation up to 2½ hours. This certainly made keeping a log of train running an interesting and challenging exercise.

Time on the Indian Pacific was whatever one chose it to be!

# Graphic Insight

By CHRIS BROWNBILL

This month, Graphic Insight takes a look at trans-Tasman passenger air services operated by Australia's largest airline, QANTAS. New Zealand, not surprisingly, is the country from which the most intensive air service into Australia is provided. But what is that level of service?

The data in the graph below is taken from the QANTAS Worldwide Timetable dated effective 31 October 1999, and documents the service after additional service changes effective 6th November 1999.

The graph below indicates the weekly number of non-stop flights timetabled from each New Zealand city to each Australian city. You will notice that non-stop services are provided from only three New Zealand cities and into only four Australian cities. The fourth of these is Cairns which receives only one flight per week.

The frequency of services, not surprisingly, varies with the relative population of the cities. Auckland and Sydney, the cities with the largest population in each country, have the greatest number of services. The relative number of flights to and from the other cities however shows an interesting contrast between the two countries. At the New Zealand end, Wellington and Christchurch, cities which each are around one third the population of Auckland, receive almost half the number of flights - ie per head of population they are better served than Auckland. At the Australian end however, Melbourne receives only 19 flights and Brisbane only 11 flights compared to Sydney's 50. In each case this is a significantly lower frequency on a per-head of population basis than to Sydney. This suggests that QANTAS operates a hubbing arrangement at its Australian base. It could also be because there is a significantly greater New Zealand community in Sydney than there is in the other cities.

Finally, notice that the service frequency from Wellington is identical to that from Christchurch for all Australian destinations. This is somewhat surprising because Wellington is largely a business destination whereas Christchurch is more conveniently located to the South Island tourist attractions. One reason may be that Wellington has a very restricted airport with a short and difficult runway.

