



# The Times

Journal of the Australian Association of Time Table Collectors

RRP \$2.95

Print Publication No: 349069/00070, (ISSN 0813-6327)

January, 2002

Issue No. 214 (Vol. 19 No.1)

xii

ADVERTISEMENTS.

## TRANS-SIBERIAN ROUTE

LONDON—EAST ASIA in 13 DAYS.

SIBERIAN EXPRESS:

From MOSCOW to VLADIVOSTOCK { Every Saturday (train of Russian State Rlys.).  
Every Wednesday (train of Sleeping Car Co.).

From Vladivostock to Moscow—Every Sunday and Wednesday.

From ST. PETERSBURG to VLADIVOSTOCK (via Viatka)—Every Tuesday.

From Vladivostock to St. Petersburg—Every Thursday.

From ST. PETERSBURG to IRKUTSK (via Viatka)—Every Tuesday and Friday.

From Irkutsk to St. Petersburg—Every Thursday and Sunday.

First and Second Class Sleeping Cars.

Duration of Journey, about Nine Days.

VIA MOSCOW.				VIA ST. PETERSBURG.			
London to Berlin (Schlesischer Bahnhof).				London to Berlin (Schlesischer Bahnhof).			
W. and Sunday night.	Dep. London	Arrive Berlin	Dep. London	Arrive Berlin	W. and Sunday night.	Dep. London	Arrive Berlin
Via Harwich	8 30p.m.	5 9p.m.	10 0	8 12	Via Harwich	8 30p.m.	5 9p.m.
Flushing	8 30p.m.	5 9p.m.	10 0	8 12	Flushing	8 30p.m.	5 9p.m.
Ostend	9 0p.m.	6 27p.m.	9 0p.m.	6 27p.m.	Ostend	9 0p.m.	6 27p.m.
Calais	9 0p.m.	9 41p.m.	9 0p.m.	9 41p.m.	Calais	9 0p.m.	9 41p.m.
Nord Express	9 0	7 41	9 0	7 41	Nord Express	9 0	7 41
BERLIN Schl. dep	11 21p.m.	Thur. & Mon.	7 52a.m.	Tues.	BERLIN Schl. dep	8 30a.m.	Mon.
MOSCOW arr	4 0p.m.	Sat. & Wed.	8 25p.m.	Wed.	ST. PETERSBURG arr	1 55a.m.	Tue.
MOSCOW dep	11 30p.m.	Sat. & Wed.	ST. PETERSBURG dep	8 35p.m.	Tue.		
VLADIVOSTOCK arr	0 35 a.m.	Tues. & Sat.	VLADIVOSTOCK arr	0 35 a.m.	Fri.		
		9th day from Moscow.			9th day from St. Petersburg.		
VLADIVOSTOCK dep	1 35 p.m.	Sunday and Wednesday.	VLADIVOSTOCK dep	1 35 p.m.	Thur.		
MOSCOW arr	6 40 a.m.	Tuesday and Friday.	ST. PETERSBURG arr	10 35 a.m.	Sat.		
MOSCOW dep	10 15a.m.	Fri.	ST. PETERSBURG dep	7 5 p.m.	Sat.		
BERLIN Schl. arr	10 38p.m.	Sat.	BERLIN Schl. arr	7 25 p.m.	Sun.		
Berlin Schles. dep	10 45p.m.	Sat.	Berlin Schles. dep	5 18p.m.	Sun.		
London Nord Exp. arr	10 6p.m.	Sun.	London v. Ostend arr	10 08 Mon.			
via Calais	5 43a.m.	Fri. & Mon.	v. Calais	7 05 Mon.			
via Ostend	5 43a.m.	" "	v. Flushing	7 05 Mon.			
via Flushing	7 48a.m.	Fri. & Mon.					
via Harwich	8 0a.m.	" "					

**Sailings** from Vladivostock every Saturday at noon, arrival at Nagasaki on Mondays, and at Shanghai on Wednesdays. From Shanghai on Fridays and from Nagasaki on Sundays, arrival at Vladivostock on Tuesdays.

From Vladivostock to Tsuruga on Fridays and Saturdays, arrival at Tsuruga Sundays and Mondays. From Tsuruga Mondays & Tuesdays, arrival at Vladivostock on Wednesdays & Thursdays.

**Validity of Tickets.**—Tickets of the International Service via Siberia available for 3 months, those of the International Service via Siberia and Suez—24 months.

**Restaurant Cars**, in which passengers can obtain Breakfast, Luncheon, Dinner, or other refreshments, are running on the whole distance from Moscow and St. Petersburg to Vladivostock.

**Registered Luggage** is not examined at the frontiers of the transit countries, but at the frontier of the country of destination only.

**Hand Luggage** examined in the same manner as registered luggage and also at the frontiers of all countries through which the passenger travels.

**Customs Examination** of luggage takes place: by the Russian Customs at Alexandrowo, Wirballen, Manchuria (excise examination), Tankoi, and at Vladivostock.

*Nine days on a train. The timetable for the Moscow-Vladivostok service in 1912. In 2002 the trip is still a multi-day marathon.*

# The Times

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<b>About The Times</b>	The Times is published monthly by the Australian Association of Time Table Collectors (AATTC) as our journal, covering historic and general items. Current news items are published in our other journal, <i>Table Talk</i> .
<b>The Times on-line</b>	AATTC's home page: <a href="http://www.aatc.org.au">http://www.aatc.org.au</a>
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<b>How to submit copy</b>	Submit paper manuscripts or word-processor files (MS Word preferred) on disk or via e-mail. Illustrations should be submitted as clean sharp photocopies on white paper or scanned TIFF format images with at least 300dpi resolution on disk or via e-mail.
<b>Editorial deadlines</b>	Contributions should reach the editor by the first day of the month preceding the date of publication.
<b>Subscriptions</b>	Membership of AATTC is \$45 and includes subscriptions to both <i>The Times</i> and <i>Table Talk</i> . Individual copies of both journals are available at \$2.95 per copy from the Railfan Shop in Melbourne and the ARHS bookshop in Sydney.
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<b>Disclaimer</b>	Opinions expressed in <i>The Times</i> are not necessarily those of the Association or its members. We welcome a broad range of views on timetabling matters.

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## Bradshaw travels on the continent

**VICTOR ISAACS-** *inveterate European traveller- slips into the time machine aka Bradshaw's Continental Guide.*

**H**ow did the informed English-speaking traveller find his way around Europe before the Great War? He had two weapons against the strange foreign ways of unfamiliar railways: Continental Bradshaw and Cooks. (If he was proficient in German, he could also have used the comprehensive Reichs Kursbuch coverage of Europe.)

Cooks Continental Timetable was, and still is, published by the Thomas Cook travel company as a relatively easy guide. It then and now covered railway services considered to be of interest to tourists and business travellers.

Bradshaw's Continental Guide - the subject of this article - was another railway guide to Europe published in Britain. It was older, established in 1847 - against Cooks in 1873 - and more comprehensive. Indeed it aimed to cover all the railway services of continental Europe, other than suburban trains! It complimented, of course, the famous and indispensable Bradshaw's guide to Britain and Ireland.

This article is based on a study of two Continental Bradshaws of 1914. An original of January 1914 Special Edition, formerly owned by the late Ted Downs

and passed to the AATTC (it will appear in an AATTC Auction catalogue soon), and a reproduction of an August 1914 Ordinary Edition published by David and Charles in 1972.

Continental Bradshaw was more than a railway timetable, huge though this section was. It also included a guide for travellers and a touristic survey of Europe. It was published monthly.

Continental Bradshaw was offered in two versions. The Ordinary Edition cost two shillings. (The Cooks Continental Timetable cost one

*(Continued on page 6)*

# CANADIAN PACIFIC

## OBSERVATION CAR SERVICE



THROUGH AUSTRIAN TYROL

A novel and attractive scheme will be in operation on the AUSTRIAN STATE RAILWAYS from the middle of May to October.

Observation Cars of Canadian Pacific type will be attached to the chief Day-light Express Trains connecting with the Capitals of Northern Europe and traversing the most picturesque districts of Austrian Tyrol.

Three Services { (1) Vienna-Innsbruck,  
will be run { (2) Innsbruck-Bregenz,  
{ (3) Salzburg-Trieste.

There will be a supplementary fare of only **5 Kronen** in addition to ordinary First or Second Class Rail Tickets.

*Passengers can secure seats in advance on applying to—*

**CANADIAN PACIFIC RAILWAY,**  
Kaerntnerring 7, VIENNA.  
62-65, Charing Cross,  
LONDON, S.W.

ZURICH—2 Fraumunsterstrasse.  
SALZBURG—7 Schwarzstrasse.  
INNSBRUCK—3 Margarathenplatz.  
TRIESTE—P. Christofidis,  
Hotel de la Ville.

[See pages 237C, 237D, 238, 238A, 239, 239A.]

*The Canadian Pacific recognised the similarity between the Alps and the Rockies and also thought it knew a quick buck when it saw one. It contracted to provide Observation Cars on trains of the Austrian State Railways*

DIRECT THROUGH TABLES.

LONDON, VIENNA, BUDAPEST, AND CONSTANTINOPE.

ORIENT EXPRESS and OSTEND-VIENNA EXPRESS. Sleeping and Restaurant Cars only.

Services organised by the International Sleeping Car Co., 23, Cockspur Street, London, S.W. Tickets to be taken in advance; on journey take up passengers only when places are vacant. Customs examination en route.

Station	Time	Day	Station	Time	Day
CONSTANTINOPLE	6 15	Sun., Mon., Wed., and Fri.	CONSTANTINOPLE	6 15	Sun., Mon., Wed., and Fri.
ADRIANOPLE	4 18	Mon., Tues., Thurs., and Sat.	ADRIANOPLE	4 18	Mon., Tues., Thurs., and Sat.
SOFIA	2 10	"	SOFIA	2 10	"
TZARIBROD	3 52	"	TZARIBROD	3 52	"
NISH	5 11	"	NISH	5 11	"
BELGRADE	10 25	"	BELGRADE	10 25	"
BUDAPEST	10 39	"	BUDAPEST	10 39	"
GALANTA	9 23	"	GALANTA	9 23	"
VIENNA Ost.	11 43	"	VIENNA Ost.	11 43	"
VIENNA West	11 35	"	VIENNA West	11 35	"
ALEXANDRIA	4 10	Friday	ALEXANDRIA	4 10	Friday
CONSTANTINOPLE	4 10	Tuesday	CONSTANTINOPLE	4 10	Tuesday
CONSTANTINOPLE (steamer)	2 30	Sat., Tues., Thurs.	CONSTANTINOPLE (steamer)	2 30	Sat., Tues., Thurs.
CONSTANZA	5 40	Sun., Wed., Fri.	CONSTANZA	5 40	Sun., Wed., Fri.
BUCHAREST	8 40	"	BUCHAREST	8 40	"
BUCHAREST	12 35	"	BUCHAREST	12 35	"
VERCHOROVA	12 50	"	VERCHOROVA	12 50	"
VERCHOROVA	14 10	"	VERCHOROVA	14 10	"
BUDAPEST	15 50	"	BUDAPEST	15 50	"
BUDAPEST	16 50	Daily	BUDAPEST	16 50	Daily
GALANTA	9 43	"	GALANTA	9 43	"
VIENNA Ost.	11 43	"	VIENNA Ost.	11 43	"
VIENNA West	11 35	"	VIENNA West	11 35	"

Station	Time	Day	Station	Time	Day
CONSTANTINOPLE	6 15	Sun., Mon., Wed., and Fri.	CONSTANTINOPLE	6 15	Sun., Mon., Wed., and Fri.
ADRIANOPLE	4 18	Mon., Tues., Thurs., and Sat.	ADRIANOPLE	4 18	Mon., Tues., Thurs., and Sat.
SOFIA	2 10	"	SOFIA	2 10	"
TZARIBROD	3 52	"	TZARIBROD	3 52	"
NISH	5 11	"	NISH	5 11	"
BELGRADE	10 25	"	BELGRADE	10 25	"
BUDAPEST	10 39	"	BUDAPEST	10 39	"
GALANTA	9 23	"	GALANTA	9 23	"
VIENNA Ost.	11 43	"	VIENNA Ost.	11 43	"
VIENNA West	11 35	"	VIENNA West	11 35	"
ALEXANDRIA	4 10	Friday	ALEXANDRIA	4 10	Friday
CONSTANTINOPLE	4 10	Tuesday	CONSTANTINOPLE	4 10	Tuesday
CONSTANTINOPLE (steamer)	2 30	Sat., Tues., Thurs.	CONSTANTINOPLE (steamer)	2 30	Sat., Tues., Thurs.
CONSTANZA	5 40	Sun., Wed., Fri.	CONSTANZA	5 40	Sun., Wed., Fri.
BUCHAREST	8 40	"	BUCHAREST	8 40	"
BUCHAREST	12 35	"	BUCHAREST	12 35	"
VERCHOROVA	12 50	"	VERCHOROVA	12 50	"
VERCHOROVA	14 10	"	VERCHOROVA	14 10	"
BUDAPEST	15 50	"	BUDAPEST	15 50	"
BUDAPEST	16 50	Daily	BUDAPEST	16 50	Daily
GALANTA	9 43	"	GALANTA	9 43	"
VIENNA Ost.	11 43	"	VIENNA Ost.	11 43	"
VIENNA West	11 35	"	VIENNA West	11 35	"

Important express trains on the Continent. You could go anywhere by rail in 1912, often without change of train, and without border formalities. It was probably the peak of railway travel—but it was soon to change.

Mid Europe Time—see page 1211

German Railways.

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**DAVARIAN STATE RAILWAYS.**  
**MUNICH and SIMBACH.**

Luggage Rates—see page 462.]		Ex 3 2&3 2&3 2&3 2&3 2&3		Ex 3 2&3 1,2,3 2&3 2&3 Ex 3 2&3 3CL 2&3	
<b>Munich—</b>	a.m. a.m. a.m. a.m. p.m. p.m.				
Hauptbhf .....	3 55 7 50 8 15 11 54 3 31 7 20 9 30				
Sudbhf .....	4 12 8 2 ... 12 7 3 44 7 35 ...				
Ostbhf .....	4 27 8 35 8 28 12 22 4 0 7 53 9 42				
Schwaben .....	5 13 9 9 ... 1 14 58 8 32 ...				
Thann Matzbach .....	5 40 9 35 ... 1 29 5 4 8 58 ...				
Dorfen .....	5 57 9 49 ... 1 44 5 19 9 13 10 20				
Ampfing .....	6 27 10 21 ... 2 16 5 47 9 45 ...				
Muhldorf 201 .....	7 0 11 12 9 30 3 48 6 18 10 50 10 43				
Neuötting .....	7 12 11 30 9 43 3 6 6 35 11 11				
Simbach 239 arr 7 55	12 10 10 12 3 47 7 14 11 55				

—6.41 a.m. on Tuesday.

**SALZBURG and MUHLDORF.**

Salzburg .....	dep 4 a0 5a40 7 a0 9 a5 12p24 3p30 5p19 8p25				
Freilassing .....	4 12 ... 7 15 9 16 12 34 3 42 5 28 8 46				
Wiesmühl .....	5 17 ... 8 15 10 9 1 24 4 56 ... 9 34				
Garching .....	6 1 ... 10 40 1 58 5 38 ... 10 8				
Muhldorf 201 .....	arr 6 33 6 46 ... 11 4 2 22 6 8 6 28 10 35				

**DORFEN and VELDEN.**

Dorfen .....	arr 6 17 9a48 1p48 9p17				
Velden .....	arr 7 27 10 56 2 50 10 27				

**WIESMÜHL and TITTMONING.**

Wiesmühl .....	dep 5a20 7a18 10a50 1p30 5 p0 7p40 9p38				
Tittmoning .....	arr 5 35 3 33 11 51 4 55 15 7 55 9 53				

**ULM and KEMPTEN.**

Ulm .....	dep 5 30 7 10 9 28 12 14 4 28 4 53 ... 7 31 11 10				
Neu Ulm .....	5 37 7 35 10 38 12 20 4 33 5 5 6 28 7 39 11 47				
Senden .....	5 57 7 46 11 0 12 38 4 45 5 23 6 43 7 56 11 34				
Kellmünz .....	6 46 8 14 11 46 1 19 5 13 6 4 ... 8 41				
Memmingen .....	8 0 8 36 12 44 1 59 5 8 6 45 ... 9 26 ...				
Gronenbach .....	8 26 ... 11 3 2 25 ... 7 12 ... 9 56 ...				
Kempten (199) arr 9	2 9 18 1 56 3 1 6 21 7 49 ... 10 35 ...				

**Wiesmühl .....** arr 5 58 8 10 0 1 13 3 30 7 30 9 36

**KELLMUNZ and BABENHAUSEN.**

Kellmünz .....	dep 8a49 3p 0 6 p15 9p58				
Babenhausen .....	arr 9 24 3 35 6 50 10 30				

**LANDSBERG, KAUFERING, and AUGSBURG.**

Landsberg .....	dep 5a44 7a25 9a41 11a48 12p18 1p25 3p19 4 p7 6 p0 6p48 8p22 9p38 11 p2				
Kaufering .....	6 30 7 37 10 12 11 0 12 30 1 37 3 30 4 40 6 12 7 0 8 34 10 10 11 14				
Bobingen .....	7 20 ... 11 4 ...				
Augsburg .....	arr 7 40 ... 11 25 ...				

**Augsburg .....** dep 4a45 ... 8 a40 ... 2p33 p.m. p.m. p.m. p.m. 8 p45 ...

**Bobingen .....** 5 10 ... 9 3 a.m. p.m. p.m. 2 54 ... 9 8 a.m.

**Kaufering .....** 8 30 7a3 10 20 11 15 12+55 1 50 3 48 4 50 6 25 7 44 8 55 10 15 12 13

**Landsberg .....** arr 6 41 8 5 10 31 11 27 1 7 2 2 3 58 5 1 6 37 7 58 9 7 10 28 12 25

†—Weekdays only.

**UEBERSEE and MARQUARTSTEIN.**

Uebersee .....	dep 7a20 8a35 11a28 2 p15 3p37 7p50				
Marquartstein .....	arr 7 49 10 2 11 58 2 45 6 4 8 29				

**Uebersee 200 .....** arr 6 30 8 21 10 57 1 42 5 8 9 40

**TRAUNSTEIN and GARCHING.**

Traunstein .....	dep 4 a6 8 a38 12 10 4 3 8 p58				
Garching .....	dep 7 a42 10 a50 3 p 5 ... 7 p16 ...				
Empfing .....	4 8 8 44 12 16 4 9 9 4 ...				
Trostberg .....	5 20 9 39 1 10 5 0 9 53 ...				
Garching 201 .....	arr 5 51 10 19 1 41 5 30 ...				

**TRAUNSTEIN (300) .....** arr 7 2 9 23 12 58 ... 4 58 8 50

**GRAFFING and GLONN.**

Graffing .....	dep 7 a15 9 a14 1 p52 6 p10 8 p12				
Glonn .....	arr 7 40 9 28 2 17 8 36 9 17				

**GRAFFING 300 .....** arr 5 39 8 40 1 10 5 33 7 43

**GRAFFING and WASSERBURG-ANN.**

Graffing .....	dep 7 a52 9 a39 1 p35 5 p9 8 p59				
Ebersberg .....	arr 8 12 9 58 1 57 6 29 9 12				
Wasserburg .....	arr 9 75 ... 2 59 7 14 10 7				

**Wasserburg 200 .....** arr 5 40 8 38 1 17 5 22 7 45

—4.5 a.m. on Sunday.

**NEUMARKT and PFARRKIRCHEN.**

Neumarkt-a-R .....	dep 2* a5 7 a55 11 a53 3 p28 7 p35 10 p25				
Pfarrkirchen .....	dep 3 a1 28 6 a1 10 a25 1 p56 5 p28 8 p46				
Dietfurt-a-Rott .....	3 49 8 22 12 21 3 56 8 4 10 53				
Dietfurt-a-Rott .....	5 12 6 42 11 10 2 39 6 15 9 28				
Pfarrkirchen 204 arr 5	20 9 3 1 4 4 38 8 46 11 32				
Neumarkt-a-R 203 arr 6	10 7 10 11 38 3 8 6 45 9 56				

**FEUCHT and ALTDORF.**

Feucht .....	dep 5 a31 7 a30 1 p0 6 p10 7 p25 10 p25				
Altdorf .....	arr 6 8 8 10 1 41 5 59 8 4 11 4				

**Altdorf .....** dep 4 a23 6 a30 10 a48 2 56 6 p21 9 p41

**FEUCHT and WENDELSTEIN.**

Feucht .....	dep 5 a37 7 a35 11 a45 1 p0 5 p19 7 p22 10 p26				
Wendelstein .....	arr 5 52 7 54 12 4 11 5 28 7 41 10 45				

**Wendelstein (195A) .....** arr 5 3 7 5 12 7 12 4 8 3 34 6 55 10 12

**ALLING and REGENSBURG.**

Alling .....	dep 9 a54 3 p40 ... 5 p32 7 p60 8 p58				
Regensburg .....	arr 7 28 ... 3 51 6 28 29 9 27				

**Regensburg .....** dep 6 a5 2 p3 6 p35 ...

**SIEGELSDORF and MARKT ERLBACH.**

Siegsdorf .....	dep 6 a23 10 a29 2 p17 5 p25 9 p63				
Markt Erlbach .....	dep 4 a39 7 a55 11 a52 3 p47 8 p12				
Langenzenn .....	5 26 8 51 12 37 4 43 9 7 ...				
Langenzenn .....	arr 7 24 11 26 3 25 6 35 11 3 ...				

**Markt Erlbach 195A .....** arr 5 45 9 7 12 54 5 0 9 25

**ASCHAU and PRIEN.**

Aschau .....	dep 6 a0 8 a1 9 a13 1 p0 4 p35 6 p38				
Prien .....	dep 7 a0 11 a30 3 p10 5 p55 7 p35				
Aschau .....	arr 6 30 8 33 10 7 1 30 5 5 7 5				
Prien .....	arr 7 30 9 35 12 0 3 40 6 24 6 5				

Time tables of some German minor lines. Germany had Europe's biggest and busiest railway system, with a number of state-owned lines and many private railways.

(Continued from page 3) shilling.) Continental Bradshaw contained full train timetables for Europe, North Africa and the Middle East, the guide to western and central Europe, nearly 300 pages of

advertisements- mainly for hotels throughout Europe but also some Railways and shipping companies, and a map of the railways of Europe.

There was also the Special Edi-

tion which cost three shillings and sixpence. In addition to the contents of the ordinary edition this continued with a guide to eastern, northern and southern Europe, North Africa and the Middle East,

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Swedish Railways.

[Mid Europe Time—See page lxxx.]

STOCKHOLM, CATHRINEHOLM, and MALMO. SLEEPING CARS. Stockholm to Gothenburg and Christiania—in 9.7 p.m. from Stockholm. Stockholm to Malmo—in 8.30 p.m. and 10.0 p.m. from Stockholm. Extra fare, 1st Class 1st and 2nd Class. Kr. 10.70. 2nd Class Kr. 5.35. Table with columns for Dist, K.M., and various train numbers and times.

Travel in Sweden in 1912. You could go to the Arctic on a train in Sweden—and also in neighbouring Norway.

For FARES see p. 312A.

**Passports.**—*Travellers entering Russia must be provided with Passports.*

**ST. PETERSBURG, DVINSK, VILNA, WARSAW, and EYDTKUHNNEN.**

**SLEEPING CARB,** between St. Petersburg and Wirballen—in 7.5 p.m. and 1.0 p.m. from St. Petersburg extra fares, 1st class 5r 2k., 2nd class 4r. 12k.

Dist.	1x	2	1,2,3	1,2,3	1,2,3	2 & 3	1,2,3	1	Cl.	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3	1,2,3
<b>E.M.</b>																	
— St. Petersburg dep	9 0	11 15	3 30	6 45	...	...	...	...	...	...	...	...	...	...	...	...	...
273 Gatchina	10 5	12 31	4 31	7 29	...	...	...	...	...	...	...	...	...	...	...	...	...
86 Luga	12 39	3 17	6 52	8 47	...	...	...	...	...	...	...	...	...	...	...	...	...
170 Pskov † 313	4 2	7 8	10 10	10 54	...	...	...	...	...	...	...	...	...	...	...	...	...
203 Ostrov	5 p5	8 30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
229 Pytalovo	...	9 34	SC	...	SC	A	RC	SC	...	SC	...	...	...	...	...	...	...
249 Korsovka	...	10 35	12 59	...	1 22	2 14	2 32	...	...	3 15	6 10	a.m.	...	...	...	...	...
376 Ryzhitsa	...	11 50	1 38	...	...	...	...	...	...	...	6 57	6 10	...	...	...	...	...
329 Dvinsk † 317	...	2 5	2 58	...	3 17	4 9	4 27	...	...	5 10	8 29	8 9	...	...	...	...	...
465 RIGA 313B	...	...	7a10	...	...	...	...	...	...	7 a45	...	1 p5	...	5p35	...	...	...
... Dvinsk †	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	...	...	a.m.	a.m.	a.m.	...	p.m.	p.m.	...	...
333 Kalkuni	2 22	2 45	3 5	...	3 25	4 19	4 37	...	...	5 22	8 41	9 0	...	2 45	6 30	...	...
388 Novosyent'syany	2 37	3 48	3 19	...	...	...	...	...	...	...	8 57	9 17	...	3 5	6 50	...	...
430 Novo-Vil'sk	6 13	7 2	...	...	...	...	...	...	...	6 54	10 24	11 36	...	5 21	9 27	...	...
436 Vilna (317)	8 23	8 45	...	...	5 53	...	...	...	...	...	11 35	1 16	...	7 5	11 23	...	...
... Vilna	8 40	9 0	5 46	...	6 4	6 53	7 12	...	...	8 4	11 48	1 32	...	7 20	11 40	...	...
... Vilna dep	...	9 50	5 54	...	...	...	...	...	...	...	5 6	...	...	8 10	...	...	...
447 Landvarovo	...	10 22	RC	...	...	...	...	...	...	...	5 42	...	...	8 50	...	...	...
485 Orani 313A	...	11 48	a.m.	...	...	...	...	...	...	...	7 22	...	...	10 29	...	...	...
534 Grodno	...	1 51	8 26	9 9	...	...	...	...	...	...	9 42	...	...	12 43	...	...	...
586 Byelostok	...	3 57	9 48	11 30	...	...	...	...	...	...	12 14	...	...	3 0	...	...	...
670 BREST 320	...	3 p15	...	...	...	...	...	...	...	...	...	...	...	7 a45	...	a.m.	...
... Byelostok dep	...	4 27	9 50	...	...	...	...	...	...	...	12 46	...	...	3 50	...	7 30	...
601 Lopy	...	5 5	10 25	...	...	...	...	...	...	...	1 38	...	...	4 36	...	8 7	...
641 Malkin	...	6 47	...	...	...	...	...	...	...	...	4 12	...	...	6 25	...	9 46	...
674 Tlushtch	a.m.	8 25	8 8	...	...	...	...	...	...	...	6 0	...	...	7 57	...	11 15	...
693 Warsaw	...	9 25	8 55	12 47	...	...	...	...	...	...	7 15	...	...	8 45	...	12 15	...
... Vilna dep	5 40	10 5	...	...	6 11	7 3	...	...	...	...	12 13	1 50	...	...	12 20	...	...
447 Landvarovo	...	10 40	...	...	...	...	...	...	...	...	2 19	...	...	...	12 57	...	...
478 Koschedary	6 43	11 51	...	...	...	...	...	...	...	...	1 32	3 21	...	...	2 15	...	...
... RIGA	...	...	...	...	...	A	...	...	...	...	...	...	...	...	...	...	...
... Koschedary dep	6 55	12 1	...	...	...	...	...	...	...	...	1 36	3 29	...	...	2 30	...	...
500 Kovna	7 34	1 6	...	...	7 57	8 53	...	...	...	...	2 31	4 21	...	...	3 26	...	...
554 Wirballen arr	8 55	3 39	...	...	9 20	10 25	...	...	...	...	4 20	6 10	...	...	5 45	...	...
... dep	10 10	4 15	...	...	10 10	11 20	...	...	...	...	5 25	6 50	...	...	8 29	...	...
555 Eydtkuhnen 177 arr	10 15	4 p20	...	...	10 15	11 a25	...	...	...	...	5 p30	6 p55	...	...	6 34	...	...
... EYDTKUHNNEN dep	...	5 p52	...	...	10 a7	11 a0	...	...	...	...	5 p52	...	...	...	...	...	...
649 1/2 KONIGSBERG arr	...	8 p18	...	...	11 56	1 p17	...	...	...	...	8 p18	...	...	...	...	...	...
1016 1/2 BERLIN 177 arr	...	5 a34	...	...	7 p25	10 p38	...	...	...	...	5 e34	...	...	...	...	...	...

\*—Customs Examination.  
 A—NORD EXPRESS, special service of Sleeping Car Co., leaving St. Petersburg for Eydtkuhnen and Berlin on Wednesday and Saturday only.  
 † A tax of 5 roubles 55 kopecks imposed upon each passenger between Wirballen and St. Petersburg by express trains. It is collected direct from the passenger en route.

† Dvinsk, St. Petersburg Line dep	4a56/8a38/2p56/6p15/10p40	Dvinsk, Orel-Riga Line dep	1a43/8a15/2p28/4p55/10p18
† Dvinsk, Orel-Riga Line arr	5 3/8 45/3 3/6 22/10 47	Dvinsk St. Petersburg Line arr	1 50/8 22/2 35/5 2/10 25
<b>PSKOV and VALK.</b>	E.M. Pskov dep 7a55 10p25 12a50 89 Valk 313B arr 1215 2 4 3 49	<b>VALK and PERNOV.</b>	E.M. Valk dep 2a45 5 a0 4 p5 44 Moizekul arr 6 21 8 49 7 59 78 Pernov arr 9 0 11 25 1040
<b>MOIZEKUL and REVEL.</b>	E.M. Moizekul dep 9 a0 8 p30 61 Allenkul arr 2 28 2 3 122 Revel-Gavan arr 7 p0 7 a30	<b>PSKOV and BOLOGOE.</b>	E.M. Pskov dep 8 a5 8 p15 62 Dno arr 11a22 11p16 114 Staraya Russa arr 2 p44 1a59 221 Bologoe arr 10p40 8a30
			<b>REVEL-GAVAN and MOIZEKUL.</b> E.M. Revel-Gavan dep 8a45 9p30 Allenkul arr 2 9 3 4 Moizekul 313 arr 7p20 8 a2
			<b>BOLOGOE and PSKOV.</b> E.M. Bologoe dep 6 a40 9 p0 Staraya Russa arr 1 p0 2a13 Dno arr 3 p40 4a19 Pskov 313 arr 6 p50 7a10

**In 1914 political boundaries were very different to now. Russian Railway extended to well to the west of Warsaw.**

additional maps of principal cities, the Rhine and Switzerland, and suggested routes for travel through Europe. It was also published with a more attractive and durable binding. The timetable was huge - the

Special Edition was 1247 pages, plus a few sheets of writing paper bound in. The travel information section included mention of principal hotels in the main cities and tourist

centres. By an extraordinary coincidence these were always exactly the same hotels as had paid for advertisements. Both editions also included practical information. From this, we can

glean, among other things, that in those days Amsterdam Time was twenty minutes in advance of Western European Time, and that French, Belgian, Swiss, Italian and Greek money were interchange-

able.

As well as railway conventional timetables, there were 74 pages of ABC (dummies') type timetables, and there were timetables of lake steamers and of Diligence

and Motor Car Services. At the end of the timetable section, English railways' services were summarised.

The *David and Charles* reprint was on an enlarged page size for easier

328A

Asia Minor Railways.

CONSTANTINOPLE (Haldar Pacha) and ESKI-CHEHIR.

Ferry Steamers from the Karakeuy Bridge, by the Railway Station of Adrianople line, across the Bosphorus in a few minutes to the suburb of Haldar Pacha.

Table with columns for Dist, Constantinople, Eski-Chehir, and various departure/arrival times in a.m. and p.m.

ESKI-CHEHIR and KONIA.

Table with columns for E.M., a.m., p.m., and destinations like Eski-Chehir, Konia, Alayund, etc.

KONIA and KARA-POUNAR.

Table with columns for E.M., a.m., p.m., and destinations like Konia, Kara-Pounar, Karaman, etc.

MERSINA, TARSUS, and ADANA.

Table with columns for E.M., a.m., p.m., and destinations like Mersina, Tarsus, Adana.

ESKI-CHEHIR and ANGORA.

Table with columns for E.M., a.m., p.m., and destinations like Eski-Chehir, Angora, Sarikeuy, etc.

MAMOURE and DORAK.

Table with columns for E.M., a.m., p.m., and destinations like Mamoure, Dorak, Toprak Kalé, etc.

MOUDANIA and BROUSA.

Table with columns for Moudania, Brousa, and arrival times.

SMYRNA and DINAIR.

Large table with columns for Dist, Smyrna, Dinair, and various departure/arrival times, including a 'Not on Sunday' column.

E.M. Dinair dep 2 p 42 ... Egherdir dep 6 a 0 ... \* - Sunday 6.26 p.m.

Balachik dep 10 a 50 5 p 30 ... Sokia dep 6 a 0 12 p 30 ...

\* - Monday only. † - Sun., Wed., and Fri. only. ‡ - Wed. and Fri. only. § - Sunday only.

SMYRNA and AFION KARAHISSAR.

Table with columns for Dist, Smyrna, Afion, and various departure/arrival times.

\* - On Tues. and Fri. only. † - Wed. and Sat. only. ‡ - May not run. § - On Sat. only. || - On Friday only.

Angora, the terminus of a once-a-day slow branch train, is now Ankara, capital of Turkey.



1033

ADVERTISEMENTS. ST. PETERSBURG—Continued.

ST. PETERSBURG. ASTORIA.

Opened January, 1913.

The Newest Most Up-to-Date Hotel of Russia. The only Fire-proof Hotel in St. Petersburg. Unique situation on St. Isaac's Square, opposite the Cathedral and German Embassy.

350 Rooms. — 180 Bath-Rooms. — Telephone and Running Water in each Room. Vacuum. New Electric system of Ventilation.

French Restaurant. Beautiful Winter-Garden Restaurant. Orchestra: VÖRÖS MISKA.

Rooms from 4 roubles, with Private Bath from 7 roubles upward.

General Manager: H. SCHLENK, many years Proprietor of the— ENGLISCHER HOF, FRANKFURT A. MAIN.

HOTEL DE FRANCE.

Kept by E. RENAULT. GREAT MORSKAJA, BEST SITUATION IN THE TOWN.

OPPOSITE THE WINTER PALACE, ERMITAGE, FOREIGN OFFICE, & NEWSKI PROSPECT.

Tramway communication through the whole town. ROOMS from 2r. to 25rbl. DINNERS from 1r. 50k. to 3rbl. Renowned Cuisine.

LARGE READING ROOM WITH ALL EUROPEAN NEWSPAPERS. POST AND TELEGRAPH OFFICE. BATHS.

EXCELLENT GUIDES, AND ALL LANGUAGES SPOKEN.

By the same Proprietor is kept the Hotel Belle Vue, just opposite the Hotel de France, RUSSIA. ST. PETERSBURG. RUSSIA.

18 & 20 (late Mal Morskaia), Gogol Street, 18 & 20.

GRAND HOTEL.

THE MOST CENTRAL SITUATION IN THE CITY.

The only house for English travellers and tourists.

English papers, English spoken, English cooking, English management.

OMNIBUS MEETS ALL TRAINS AND STEAMERS.

TH. SCHOTTE, Proprietor.

ADVERTISEMENTS.

[January] 1034

ST. PETERSBURG—Continued.

ST. PETERSBURG. \* Nevsky Prosp. 118.

GRAND HOTEL DU NORD

FIRST CLASS HOTEL with every modern comfort. Central situation just opposite the Moscow Station. 800 Rooms from 2 rbl. to 25 rbl., with Hot and Cold Water. Apartments with Private Bath and Lavatory. Large Dining and splendid Reading and Conversation Rooms. Electric Light. 2 Lifts. Billiards. Hotel Autobus at every train. Correspondence: English, French, German. W. J. SOLOVIOFF, Proprietor.

ST. RAPHAEL (near Cannes).—See page 119.

HOTEL CONTINENTAL ET DES BAINS.

Near the Casino and English Church. Open all the year round. FULL SOUTH. First Class. Highly recommended and worthy of the patronage of English and American Travellers. Every comfort. Moderate Charges. Omnibus to all Trains. Heated Throughout. Drainage perfect. Latest Sanitary arrangements (English System). ALFRED MÜLLER, Proprietor.

GRAND HOTEL BEAU RIVAGE.

FIRST CLASS. Unique Situation on Sea Shore. Magnificent View. Full South. Self-contained Apartments with Bath and Toilette. Central Heating in all the Rooms. Baths, Douches, Excellent French Cuisine. Renowned Cellar. Omnibus at every Train. Pension from 20 francs per day. Lift. Electric Light. BRUNET, Proprietor.

GRAND HOTEL ST. RAPHAEL.

FIRST CLASS HOTEL. Full South. Beautifully situated in its own Garden; splendid view over the Mediterranean, outskirts of the Town, and inland from the Sea. Close to the Anglican Church. Golf Links. Electric Light and Central Heating in every room. Latest English Sanitary arrangements. Billiard, chess, and tables. Automobile Garage. W. WAGNER, Proprietor of the HOTEL OERLAND, INTERLAKEN, SWITZERLAND.

SAINT - RAPHAEL - VALESCURE The Anglo-American Agency & Bank

W. F. KING, Proprietor & Rue Charles Gounod, 6 Valescure. Banking and Exchange. Current Accounts. Deposit Accounts. Titles to Let and for Sale. Letters of Credit. Circular Letters. Privileged Notes. Shares of 100 L. 50 L. 25 L. 10 L. 5 L. 2 L. 1 L. 50 C. 25 C. 10 C. 5 C. 2 C. 1 C. Railway and Steamship Tickets, and all other facilities. — Telegrams: King, St. Raphael. Telephone 78.

VALESCURE—ST. RAPHAEL, see under VALESCURE.

44

700

EGYPT.

Routes to Egypt.—The most rapid routes to Egypt are—To CAIRO, via Brindisi, Marseilles, or Thessalonika, as outlined on pages lxxviii and shown in the Through Table on pages 1 and 2. And—To ALEXANDRIA, via Constantinople, Marseilles, Genoa, Naples, Thessalonika, or Brindisi, as outlined on pages lxxviii and lxxix, and shown in the Through Tables on pages 1 and 2.

Possible the foregoing services, which are the most expensive. Egypt may be economically reached by steamer direct from England, or the sea travel period by taking passage at a Mediterranean Port to one of the steamers of several first class lines. The voyage from London or Liverpool to Alexandria or Port Said takes from twelve to fourteen days. In the Alphabetical List of Steamers, pages 336 to 363, will be found much information of the Mediterranean steamer services. In addition to the services mentioned in the first paragraph, a selection may be made from the following (the fares are subject to change):—

Table with 4 columns: Destination, 1st class, 2nd class, 3rd class. Rows include England to Egypt, France to Egypt, Italy to Egypt, Austria to Egypt, Greece to Egypt, Turkey to Egypt. Includes sub-sections like 'Outfit, Clothing, etc.' and 'Postage Rates.'

Money.—The Egyptian gold pound (Atra Egiptiana) value £1 0s. 6d. English is the principal unit. It is divided into 100 piastres (ghirsh), the piastre, value 2/100th English, being subdivided into 100 ashraf-ghirsh (dimes, or tenths of a piastre). But accounts there are only two denominations, viz. Pounds (L.) and ashraf-ghirsh; value of the latter being about 4d. English. Hence 1000 ashraf-ghirsh = 1 Egyptian Pound = £1 0s. 6d. English = 25 francs centimes French. GOLD COINS.—Egyptian Pounds (L.), and pieces of 50, 20, 10, and 5 piastres, worth respectively 20s. 6d., 10s. 3d., 5s. 1d., 2s. and 1s. English. Also, 500 piastres; very scarce. SILVER COINS.—Pieces of 20, 10, 5, 2, and 1 piastre. NICKEL COINS.—Pieces of 5, 2, and 1 ashraf-ghirsh (dimes) French. Bank Notes.—Pieces of 1 and 1/2 ashraf-ghirsh (dimes). BANK NOTES—50 piastres, 1/2, 5/2, 10/2, 50/2, 100/2.

Government.—Egypt is a tributary State of the Sublime Porte (Turkey), a hereditary monarchy in the dynasty founded 1811 by Mohamed Ali, the dynamic chief bearing the title since June 26th, 1867, of Khedive (Viceroy), with the qualification of "Highness." Abbas II, Khedive of Egypt, born July 14th, 1874, son of the Khedive Mohamed Tewfik (died Jan. 7th, 1882); married (Feb. 19th, 1895) to Princess Ikbal Hanem, Khediviah heir. Prince Mohamed Abdou Moustafa, born Feb. 29th, 1899. The administration of Egypt is conducted by native Ministers, subject to the Khedive. From 1879 until 1883 two Controllers, representing Great Britain and France, had considerable power in the Government. Consequently upon the non-assistance of France at the time of the rebellion the joint Control was abolished (Jan. 18th, 1883), and in its place the Khedive, upon the recommendation of Great Britain, appointed a Financial Adviser, who is not an executive minister, but without whose concurrence no financial decision can be taken. The Revenue is chiefly derived from the land tax, the tobacco monopoly, and the customs; the Expenditure is principally for charges of administration and on account of the Debt. Revenue (1913), £E16,130,000; Expenditure (1913), £E16,620,000. Debt, £E34,349,680.

Population (1913), 11,183,378, of whom 286,302 were foreigners. The foreign element was: Greeks, 62,953; Italians, 31,920; British (these include Maltese and others), 29,457; French, 11,524; Austro-Hungarians, 7,701; Russians, 2,340; Germans, 1,847; Persians, 1,385; other nationalities making up the total.

Religion (1907).—Moslems, 10,266,826; Copts, 766,322; Jews, 36,835; Christians, 78,953; Greek Orthodox; 67,744 Roman Catholics; 27,657 Eastern Christians; 12,736 Protestants; 296 others.

Army.—An effective of 17,000 men. In December 1882 the organisation of the army was entrusted to a British General Officer, who received the title of Sirdar. The present Sirdar is Major-General Sir P. H. Wingate, K.C.B., K.C.M.G., D.S.O.; there are 113 British officers serving in the Egyptian Army. Since the rebellion of 1882 a British army of occupation (6,607 men) has remained in Egypt, the Egyptian Government paying towards its maintenance £136,000 annually.

Weights and Measures.—Okiehs—1,322 1/2 ounces; roils—9040 lb. (almost a pound) okie = 27 1/2 lbs. (100 roils, or 30 okies)—30,092 lbs. Buba = 3/4 piast; wabeh = 6 gals. 2 3/4 quarts; ardeh = 43.56 gals. The ardeh is used as the unit in all transactions in grain. Pik = 26.37 inches (in land measurement 29.628 inches); kassabab = 2.85 yards = 130.8 inches. Kaddah = about 5.82 square yards, or 1.0368 acre. 1 sq. dek = 843 sq. ft. = 0.862 sq. metre. The metric system of weights and measures is compulsory in public and administrative transactions. See p. lxxi.

Hotels.—Hotels of a superior character exist along the line of travel. At Cairo are palatial establishments, where every luxury may be obtained, and several other hotels of a less grade character; all may be described as good. At Luxor, Assouan, and Khartoum, are good hotels.

The Sudan Railway, page 328A, enables the traveller to make from Cairo a round trip of exceptional interest. From Khartoum the terminus of the Railway from Cairo, the Sudan Government maintains a steamer service to Khartoum, thence the railway runs across the desert to the Red Sea, and from either Port Sudan or Suakin the Khedivial steamers run regularly to Suaz; the cost of the tour is £24 6s.

The Nile.—See page 361. Travellers usually avail themselves of the tourist steamers of Messrs. Cook. The advantage of a passage in the tourist steamer is that for one payment everything is provided, food, lodging, services of guide, etc., and all worry avoided. On the express steamers the food is good and berths comfortable. The Dhababiyahs, of the type of the old Nile boat in use under the Pharaohs, are both steam and sailing; they are for small private parties, and may be hired in Cairo from several agents.

Nile Monument Tax.—A Government permit is required to visit the Nile Monuments in Upper Egypt, charge £1 4s. 8d.

Top: A typical page of hotel advertisements.

Bottom: Information for travel to Egypt (from the Special Edition).

reading, and so illustrations for this article are generally taken from it. Publication of the Continental

Bradshaw was suspended in 1939 and it was never seen again.

# By Walker to Wonthaggi ... or ... Don't trust the primary sources.

*When the Editor was little, Victorian Railways' Walker railcars were the "cat's pyjamas" in rail travel. But, in looking back at one of these brand-new services, DAVID HENNELL discovered some anomalies.*

The introduction of the Walker diesel rail cars in the late 1940s and early 1950s revolutionised branch line travel in Victoria. The AECs, Leylands, passenger mail motors and PEs (Petrol Electric Railmotors) had done the same thing in the late 1920s and 1930s when they replaced many mixed trains or provided additional services - now it was the turn of the Walkers. Faster travel and more convenient schedules were the order of the day. For the record, the last run of a Walker rail car in revenue service was early in 1981 - to Leongatha.

This article deals with circular A. 770/51 which is a public timetable leaflet detailing the full passenger service on the South East line to Yarram and the branch from Nyora to Wonthaggi, commencing on Monday, 9th July 1951. Printed in brown ink on white paper, the front shows a 280 hp rail car (the large one) in the short-lived original blue and silver livery sitting on brown rails and ballast.

*The Diesel Car is equipped with*

*central heating ... - cosy in winter but the publicity doesn't mention the very poor ventilation which made summer travel less than comfortable. Toilets were nothing new for rail passengers. (See illustration on page 11.)*

Apart from there being no Sunday country trains in Victoria at this time except for Albury/Sydney and Adelaide (Werribee, too, but they were really suburban), the overall service is quite respectable but it shows that peculiarly South East phenomenon of some trains not running on Wednesday and Thursday. This strange state of affairs lasted for about 20 years until the beginning of the 1970s. Actually, the situation is worse in this timetable than was generally the case as the Yarram passenger didn't operate on Thursday so that Korumburra and Leongatha only had one train each way on that day.

The express Yarram trains crossed at Nyora, the Down detached the through cars for Wonthaggi which departed as a

mixed and the stopping PE, having run round its trailer, would have been quietly burbling away to itself somewhere in the yard. The refreshment room no doubt did good business too. It was a busy hour indeed. [The 8 55 a.m. mixed from Wonthaggi in the old timetable (referred to as running for the last time on Monday, 9th July) attached to the Up Yarram to further complicate matters.]

This timetable appears to be the one in which the passenger service was withdrawn from Whitelaw as my previous timetable shows trains stopping for passengers if required.

However, things are seldom as they seem. A. 770/51 states that it is the timetable for the...*Inauguration of modern Diesel Rail Car Service between Melbourne and Wonthaggi...*, which I would have thought meant that it was the first timetable with Walkers to Wonthaggi. But, apparently, no!

When I went searching for the arrival time of the 8 55 a.m. mixed at Nyora, I quite naturally went to my

Diesel Rail Car (Through)			Diesel Rail Car (Through)		
		p.m.			a.m.
<b>Flinders Street</b>	dep	5 40	<b>Wonthaggi</b>	dep	7 25
<b>Nyora</b>	arr	7 25	<b>Nyora</b>	arr	8 32
	dep	7 26		dep	8 33
<b>Wonthaggi</b>	arr	8 35	<b>Flinders Street</b>	arr	10 20

closest timetable prior to 9th July 1951. It is W.T.T. 56/50, the 1950/1951 Christmas - New Year country book covering the period from Friday, 15th December 1950 to Monday, 15th January 1951. What do I find? No reference to a morning Up or evening Down Wonthaggi mixed whatsoever; instead there's the service shown in the table on page 10, opposite.

Looks familiar, doesn't it?

There are 11 dates for the rail car to provide the service and 15 dates for a loco. hauled passenger train running to the same schedule as the rail car on the Up although the Down loco hauled departs Flinders Street at 6 12 p.m. (7 12 p.m. 22nd December only). As the rail car was shown in both directions on the first date covered by the holiday timetable, it is reasonable to assume that the Walker service was

standard by this time. However, there's more and the situation becomes curiouser and curiouser!

Attached to page 202 of W.T.T. 56/50 is a cutting from a newspaper (it's undated and unidentified but it looks like the Public Notices column from the Age) giving the public service for the holiday period and it states the following:

"The service previously advertised to operate between MELBOURNE, NYORA, LEONGATHA, YARRAM and WONTHAGGI during the above period [i.e. 15th December to 15th January], is CANCELLED. Instead, THE FULL SERVICE will be ..."

and it goes on the list the service that includes the morning Up mixed departing Wonthaggi variously at 8 20, 8 55 and 9 15 a.m.

[The capitalisation is that of the compiler and not mine.]

The reversion to the old service would have been covered by appropriate circulars amending the Christmas - New Year book but the likelihood of them surviving with the book itself is very low. It is similarly unlikely any employee who was not stationed on the South East line would have made the necessary alterations in manuscript (there aren't any in this copy).

What does all this mean? It seems to suggest that the introduction of the Wonthaggi Walker was planned to occur in late November or early December 1950 and this would explain its appearance in the Christmas book but that the commencement was delayed for some reason until mid 1951. Possible explanations for the postponement may have been teething troubles or

**MELBOURNE NYORA WONTHAGGI**

	Pass. Mon., Tue., Fri., Sat.	Diesel Rail Car Mon. to Sat.	
<b>MELBOURNE—</b> (Flinders Street)...	a.m. dep. 9 0	p.m. 5 40	...
	arr. 10 50	7 26	...
<b>NYORA</b> ... ..	Mixed dep. 11 0	7 27	...
Woodleigh ... ..	11 15	7 38	...
Kernot ... ..	11 23	7 44	...
Almurta ... ..	11 28	7 48	...
Glen Forbes ... ..	11 34	7 52	...
Woolamai ... ..	11 43	8 0	...
Anderson ... ..	11 55	8 8	...
	p.m.		
Kilcunda ... ..	12 3	8 14	...
Dalyston ... ..	12 12	8 22	...
<b>WONTHAGGI</b> ... ..	arr. 12 25	8 35	...

**WONTHAGGI NYORA MELBOURNE**

	Diesel Rail Car Mon. to Sat.	Mixed Mon., Tues., Sat.	Pass. Fri.
<b>WONTHAGGI</b> ... ..	a.m. dep. 7 25	p.m. 4 40	5 5
Dalyston ... ..	7 32	4 49	5 13
Kilcunda ... ..	7 40	4 58	5 20
Anderson ... ..	7 49	5 10	5 26
Woolamai ... ..	7 57	5 18	5 33
Glen Forbes ... ..	8 4	5 26	5 40
Almurta ... ..	8 8	5 30	5 44
Kernot ... ..	8 12	5 35	5 48
Woodleigh ... ..	8 19	5 53	5 54
	arr. 8 32	6 15	6 15
<b>NYORA</b> ... ..	dep. 8 33	Pass. 6 22	6 22
<b>MELBOURNE—</b> (Flinders Street)...	arr. 10 20	8 28	8 28

The above service permits convenient day travel from Wonthaggi to Melbourne and return Daily and from Melbourne to Wonthaggi and return Mondays, Tuesdays, Fridays and Saturdays.

NOTE: The Diesel Car service will commence with the running of the 5.40 p.m. to Wonthaggi on Monday July 9, and the 7.25 a.m. from Wonthaggi on Tuesday July 10. The 8.55 a.m. Mixed will run from Wonthaggi on Monday July 9.

Inauguration of modern Diesel Rail Car Service between Melbourne and Wonthaggi and alterations to the Melbourne—Leongatha—Yarram Passenger Service.



The Diesel Car is equipped with central heating and toilet facilities, and its introduction on the Wonthaggi line is a development of the Department's plan for general improvement of Country Services.

**Melbourne—  
Leongatha—  
Yarram—  
Wonthaggi**

(Full Passenger Service)

**COMMENCING  
MONDAY, JULY 9, 1951.**

early unreliability of the rail cars, late delivery, accident or more urgent need elsewhere.

So A.770/51's statement that it is the timetable for the *Inauguration of modern Diesel Rail Car Service between Melbourne and Wonthaggi...* appears to be correct after all.

All this goes to prove that primary sources aren't necessarily reliable and that the information they contain must be checked and cross-referenced if at all possible. In this case, it is fortuitous that a previous owner of the 1950/1951 Christmas

timetable was a stickler for accuracy as well as being a reader of the daily newspapers.

Footnote

Fifty years on... By sheer coincidence, I was writing this article on Sunday, 8th July 2001. As Victorian timetables nowadays commence their currency on a Sunday, perhaps we could think of the timetable under review as being that of Sunday, 8th July 1951 but with no trains operating on that day.

The South East has changed be-

yond recognition - suburban electric trains run to Cranbourne, Wonthaggi is no more, the line is lifted beyond Leongatha, tourist trains operate between Nyora and Leongatha, the track is unserviceable between Cranbourne and Nyora, there are railway contract buses everywhere, Nyora station building is used as the set for a television serial and there are no coal mines. Fifty years on.

MELBOURNE-LEONGATHA-YARRAM							YARRAM-LEONGATHA-MELBOURNE						
	Electric Mon. to Sat.	Pass. Mn., Tue., Wed., Fri., Sat.	Rail Motor Mon. to Fri.	Rail Motor Mon. to Fri.	Diesel Rail Car Mon. to Sat.	Pass. Mon., Tue., Fri., Sat.		Rail Motor Mon. to Sat.	Diesel Rail Car Mon. to Sat.	Pass. Mon., Tue., Fri., Sat.	Rail Motor Mon. to Sat.	Pass. Mon., Tue., Fri., Sat.	
<b>MELBOURNE</b> —	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	<b>YARRAM</b> ... dep.	a.m.	a.m.	a.m.	a.m.	p.m.	
(Flinders Street) ...	8 0	9 0	1 45	3 58	5 40	6 12	Alberton... ..	...	...	7 15	...	...	
Caulfield ...	8 18	9f 18	2f 2	4f 15	5f 55	6f 30	Gelliondale ...	...	...	7 23	...	...	
Dandenong ...	8c45	...	...	...	...	...	Hedley ...	...	...	7 31	...	...	
Lyndhurst ...	8 55	9f 40	2f 26	4f 40	6f 18	6f 53	Welshpool ...	...	...	7 44	...	...	
Cranbourne ...	9a 4	Express	2a35	4a49	Express	D	Agnes ...	...	...	a	...	...	
Clyde ...	9 14	to	2 44	4 58	to	7 9	Toora ...	...	...	8 9	...	...	
Tooradin... ..	9 20	Lang Lang	2 51	5 4	Lang Lang	7 18	Bennison... ..	...	...	a	...	...	
Dalmore ...	9 27	...	2 59	5 11	...	7 26	Foster ...	...	...	8 26	...	...	
Koo-wee-rup ...	9a31	...	3a 3	5a15	...	Non stop	Hodde ...	...	...	a	...	...	
Monomeith ...	9 38	...	3 11	5 23	...	Non stop	Fish Creek ...	...	...	8 45	...	...	
Caldermeade ...	9a42	...	3a16	5a28	...	Non stop	Boys ...	...	...	a	...	...	
Lang Lang ...	9a47	...	3a21	5a33	...	Non stop	Buffalo ...	...	...	a	...	...	
<b>NYORA</b> ... dep.	10 20	10 31	3 27	5 38	7 9	7 54	Stony Creek ...	...	...	9 5	...	...	
Loch ...	...	10 50	3 48	...	7 26	8 21	Meeniyah ...	...	...	...	...	...	
Jeetho ...	...	10 55	3 49	6 0	7 27	8 23	Tarwin ...	...	...	a	...	...	
Bena ...	...	11 3	3 58	6 8	To	8 32	Koonwarra ...	...	...	a	...	...	
Whitelaw ...	...	H	4a 7	6a16	W'thaggi	Non stop	<b>LEONGATHA</b> { arr.	...	...	9 32	...	...	
Korumburra ...	...	11 19	4 24	6 30	...	8 49	dep.	6 5	...	9 34	...	5 15	
Kardella ...	...	Non stop	Non stop	Non stop	...	Non stop	Ruby ...	...	...	K	...	Non stop	
Ruby ...	...	11 28	Non stop	Non stop	...	8 59	Kardella ...	...	...	From	...	Non stop	
<b>LEONGATHA</b> { arr.	...	11 43	4 37	6 44	...	9 3	Korumburra ...	...	...	W'thaggi	...	5 34	
dep.	...	H	a	a	...	Non stop	Whitelaw ...	...	...	10 6	...	5 37	
Koonwarra ...	...	H	a	a	...	Non stop	Bena ...	...	...	Non stop	...	Non stop	
Tarwin ...	...	p.m.	...	...	...	...	Jeetho ...	...	...	10 16	...	5 47	
Meeniyah ...	...	12 3	5 0	7 15	...	9 25	Loch ...	...	...	10 31	...	Non stop	
Stony Creek ...	...	12 6	...	...	...	...	...	...	...	6 55	...	6 0	
Buffalo ...	...	a	...	...	...	...	<b>NYORA</b> ...	...	...	8 32	...	6 8	
Boys ...	...	12 23	...	...	...	...	Lang Lang ...	...	...	8 33	...	6 22	
Fish Creek ...	...	12 28	...	...	...	...	Caldermeade ...	...	...	10 53	11 20	6 22	
Hodde ...	...	12 34	...	...	...	...	Monomeith ...	...	...	11 8	11 32	6 37	
Foster ...	...	a	...	...	...	...	Monomeith ...	...	...	Non stop	a	a	
Bennison... ..	...	a	...	...	...	...	Koo-wee-rup ...	...	...	Non stop	a	a	
Toora ...	...	1 14	...	...	...	...	Dalmore ...	...	...	Express to	11 44	6 52	
Agnes ...	...	1 22	...	...	...	...	Tooradin... ..	...	...	Dandenong	a	a	
Welshpool ...	...	1 33	...	...	...	...	Clyde ...	...	...	Dandenong	11 54	7 4	
Hedley ...	...	a	...	...	...	...	Cranbourne ...	...	...	...	p.m.	...	
Gelliondale ...	...	1 50	...	...	...	...	Lyndhurst ...	...	...	...	12 1	7 13	
Alberton... ..	...	a	...	...	...	...	Dandenong ...	...	...	...	12 8	7 21	
<b>YARRAM</b> ... arr.	...	2 23	...	...	...	...	dep.	8c18	...	...	a	Non stop	
(Flinders Street) ...	...	2 40	...	...	...	...	Electric	...	...	...	...	...	
							dep.	8 23	9g36	11g57	12g38	7g46	
							Oakleigh ...	8 42	...	p.m.	...	...	
							Caulfield ...	8 51	9g59	12g21	1g 3	8g 9	
							<b>MELBOURNE</b> —						
							(Flinders Street) arr.	9 7	10 20	12 40	1 22	8 28	

a Stops if required to entrain or detrain passengers.  
 c Passengers change trains.  
 f Stops definitely to entrain passengers only.  
 D Stops Lyndhurst Saturdays only to entrain or detrain passengers.  
 H Stops only to entrain passengers for Koonwarra and stations beyond.

a Stops if required to entrain or detrain passengers.  
 c Passengers change trains.  
 g Stops definitely to detrain passengers only.  
 E Stops at Koo-wee-rup on Saturdays only, if required, to entrain passengers.  
 K Stops only to detrain passengers from stations Yarram to Koonwarra inclusive.

*Victorian railways public timetable for the South Gippsland services, published just after Whitelaw station had been closed to passengers. Whitelaw still appears in the timetable, but trains no longer stop there*

## Planes, trains and automobiles

*Whether it's Adelaide or Alaska, Woy Woy or Wolverhampton, COLIN CLEWS finds a way to get there. A review from the 2 June 2001 edition of the SYDNEY MORNING HERALD.*

**Bus Australia** The authors claim this is a list of "all known Web sites of operators of scheduled bus, coach, train, ferry, tram, light rail and air services, and charter/coach companies within Australia, and State transport departments which make mention of public transport". So it's a little unclear why it's called Bus Australia. That minor point notwithstanding, this is an immense public transport resource that will help you get from point A to point B anywhere in this great brown land of ours.

**Australian Rail Maps** This super-helpful and informative hub appears to be the work of a rail transport enthusiast [Chris Brownbill!] who has put together details of every local and national train service around the country. It's very easy to explore with point and click navigation that provides regional overviews or more localised information. So you'll have no trouble finding what you're looking for - be it suburban services in Adelaide or the twice-weekly rattler in the Gulf of Carpentaria.

**Sydney Transport** With more than 1,550 buses in its fleet, Sydney Buses claims to be one of the largest bus companies in the world. (You might want to remember that when you're stuck at a bus stop in the cold and wet.) Interactive service maps tell you which bus goes where and when. For tourists, the Airport Express section includes more than 120 places of accommodation on or near the bus route. There's a similar level of detail on ferry services. And there's a useful section for people with disabilities.

**State Rail Authority of NSW** If you visited this one just for the "fares and timetables" information,

you'd be missing out on quite a few other attractions. For one thing, you can check the amenities at every railway station in NSW (interestingly, places like Woy Woy are way ahead of some city stations). Or you can pitch questions to "Dave", who gave up uni to become a train driver. And the Rail Estate section gives you the chance to purchase properties that are very close to public transport. I wonder whether Sydney Airport online has a home section like this?

**VicTrip** "The Gateway to Victoria's Public Transport System." Like me, you may be surprised to discover that they still have one. This is one of the places to find out the usual details such as timetables and fares for everything from trams to airport buses. There's also News and Events information. And it's all available in a range of community languages.

**Melbourne, Australia: Public Transport FAQ** Melburnians take their public transport so seriously that there are two "guerrilla" transport information sites. Not happy with the official VicTrip offering, the author of this one has produced his (or her) own version. It would be nice to report that it's full of intrigue and scandal but, sadly, not. It's just a rehash of the old "fares and timetables" routine.

**Greyhound Pioneer Australia** Greyhound Pioneer must be one of Australia's largest coach companies; it claims here that it goes to more than 900 destinations daily (which is great if you're in a hurry to get to Coober Pedy). So let's hope the service is more reli-

able than the site. For example, the Timetable page and Traveller's shop were not available when we visited.

**Greyhound** Everything's big in America and American Greyhound, with more than 3,700 destinations, certainly puts its Aussie namesake in the shade. Services include regular city-to-city runs, as well as airport and railway connections.

**UK Public Transport Information** Anyone thinking about a UK holiday should check this little beauty before they set off. Listings cover local and national services as well as every mode of transport from trains and planes to buses, cabs and helicopters.

**Transport for London** London is a great city - if you ignore the weather, the prices and the traffic. You can't do anything about the first two, but you can get around the latter by hopping onto one of the famous red buses or the "sardine special", as they call the Tube. It may be creaking in parts but it's still generally reliable.

**American Public Transportation Association: United States Transit** Not the most attractive site but certainly comprehensive when it comes to public transport information across the US. For one thing there's a State-by-State listing of local transportation Web sites. This means you can look up the timetables and fares of services as diverse as New York's Green Bus Lines and the Alaska Railroad. Then there are the links on the "Ground and Water Passenger Transportation Web Sites" page. This covers an even broader range of transport providers, from national coach

lines to van pooling.

**Asia Travel Links** A useful stop if you're planning an Asian getaway. It has masses of information about local and international flights, car hire and cruises. But if you're looking for ways of getting to some of the more remote areas, you'll need to look elsewhere. Because it focuses on tourism, there's also much additional material on everything from exchange rates to forthcoming attractions (such as the proposed Hong Kong Disneyland).

**Amtrak** There's something very homely about America's national rail network. Maybe it's the exhortation to "treat our service attendants as your personal valets" or the gentle chiding to "always walk, don't run" while the train is moving. Whatever it is, it's not difficult to imagine snuggling up in your cosy cabin while your "personal valets" treat you to some good ol' American hospitality.

**Car Sharing Network.** Car-pooling has come a long way since the days of workmates sharing a ride. In many cities around the world it's now a major enterprise run by commercial, cooperative or non-profit organisations. And it's not just cars - vans and trucks can be shared, too. The driving force behind the idea remains the same - saving resources by sharing vehicles. Find out how you can set up your own local enterprise. You won't have much competition. According to this page, there are no commercial set-ups in Australia.

**Freighter World Cruises.** If you like to hit the high seas but can't stand the thought of over-crowded "Love Boats", why don't you consider a cruise on a commercial freighter? These maritime juggernauts take passengers and visit most mainstream destinations as well as less popular ports, too. You don't have to sacrifice your creature comforts - passengers get "well-furnished outside cabins" as well as such services as a library,

self-service bar and a pool. But, apparently, you do save money. Fares are claimed to be between \$125 and \$240 a day below conventional cruise ship rates.

**International Association of Air Travel Couriers** Air couriers accompany valuable documents from one country to another. Once they've delivered them, they're free to spend a few days in the destination city. Couriers don't get paid but they do get cut-price tickets to their destinations - with some organisations claiming savings of up to 85 per cent on the regular air fare. So it's obviously an attractive form of cheap travel. Courier work out of Australia isn't easy to get but if it's available it's likely that this association will know about it.

**Virgin Blue.** Virgin Blue has become the sole remaining flag-bearer for the cheap-flight movement. It's still claiming it will keep prices low (although its fares are frequently undercut by

Ansett). Let's see what happens when Ansett's air safety issues die down.

**Ansett Airlines.** Even if its multi-million dollar ad campaign, featuring a mob of celebrities, to rebuild public confidence is overkill, we found some of the cheapest fares in Ansett's Websaver section. So, we're looking forward to sitting next to Dawn Fraser, Rex Hunt, etc.

**Qantas.** Now the Flying Kangaroo has swallowed Impulse, it will be interesting to see what it delivers in the cheap fares department. Online, it's obvious that the price depends on when you fly and how you book. A \$201 fare can go down to as low as \$55 with the special e-deals. The trick is trying to snag one at the times you want to travel.

**Impulse Airlines.** Unfortunately, if you haven't already bookmarked this historic cheap air tickets site, you're going to have a hard time proving the bargains ever existed to your grandchildren.

Australian Rail Maps	<a href="http://people.enternet.com.au/~cbrnbill/maps/austrail.htm">http://people.enternet.com.au/~cbrnbill/maps/austrail.htm</a>
Sydney Transport	<a href="http://www.sydneytransport.net.au">http://www.sydneytransport.net.au</a>
State Rail Authority of NSW	<a href="http://www.staterail.nsw.gov.au">http://www.staterail.nsw.gov.au</a>
VicTrip	<a href="http://www.victrip.com.au">http://www.victrip.com.au</a>
Melbourne, Australia Public Transport FAQ	<a href="http://www.custard.net.au/melbtrans">http://www.custard.net.au/melbtrans</a>
Greyhound Pioneer Australia	<a href="http://www.greyhound.com.au">http://www.greyhound.com.au</a>
Greyhound	<a href="http://www.greyhound.com">http://www.greyhound.com</a>
UK Public Transport Information	<a href="http://www.pti.org.uk">http://www.pti.org.uk</a>
Transport for London	<a href="http://www.londontransport.co.uk">http://www.londontransport.co.uk</a>
American Public Transportation Association United States Transit	<a href="http://www.apta.com/sites/transus">http://www.apta.com/sites/transus</a>
Asia Travel Links	<a href="http://www.asiatravellinks.com">http://www.asiatravellinks.com</a>
Amtrak	<a href="http://www.amtrak.com">http://www.amtrak.com</a>
Car Sharing Network	<a href="http://www.carsharing.net">http://www.carsharing.net</a>
Freighter World Cruises	<a href="http://www.freighterworld.com">http://www.freighterworld.com</a>
International Association of Air Travel Couriers	<a href="http://www.courier.org">http://www.courier.org</a>
Virgin Blue	<a href="http://www.virginblue.com.au">http://www.virginblue.com.au</a>
Ansett Airlines	<a href="http://www.ansett.com.au">http://www.ansett.com.au</a>
Qantas	<a href="http://www.qantas.com.au">http://www.qantas.com.au</a>
Impulse Airlines	<a href="http://www.impulseairlines.com.au">http://www.impulseairlines.com.au</a>

## Express Coach Timetables from the 1980s

*A follow-up from NEMO Q WILLIAMS.*

# Letter

Steven Haby's resumé on Express Coach Timetables from the 1980s (The Times No. 212) was of some interest. It was the time when as many as six operators on one day of the week (possibly Wednesday) travelled the Eyre highway between Perth and Adelaide, charging a standard fare of \$99 or cut rate as low as \$45. Maybe I collected but didn't keep TTs in 1986, so enclosed is a pho-

tograph of three operators pausing at Wilson's Bluff Lookout near Eucla W.A. (Border Village didn't exist then), above the Great Australian Bight, for ocean sight-seeing and whale watching in April of 1986. De Luxe Coachlines and Greyhound are eastbound, and Across Australia is westbound, time would be around midday. Drivers did this as part of the competition between com-

panies as time permitted, following the sealing of the all weather highway in 1972, when the coach companies proliferated. Breakdowns with the "fly by night" companies were not unknown, and other drivers would offer assistance where feasible. Cut rate airfares in the 90s ended the extravagant coach services, when competition among many yielded to the survival of the best. It is of interest to note before about 1990 both Greyhound and Pioneer rested their driver from Perth to Norseman in a motel 'in the interests of passenger safety', taking on fresh drivers, but since then, having amalgamated into Greyhound Pioneer, joined the 'fly by nighters' in working two drivers from Perth to Ceduna, each taking rest turns on a bed at the back of the coach, presumably in the interests of economy.



## Working Time Tables on the Web

*In browsing the web-site of an American railroad, THE EDITOR, discovered some unlikely documents.*

Members of AATTC and contributors to its two magazines have bemoaned the movement of timetables from paper to electrons, generally feeling that the latter was no substitute for the former. This is particularly so for working time tables, for which there is no public need and which can be provided for those who *do* need them—employees—on screen or as simple print-outs, as needed.

It is refreshing therefore to find that at least one railroad—the Burlington Northern & Santa Fe Railroad has provided printable versions of its Employee Time Tables. Not only that, but

provided them in the public domain, on its web site. Although the web site carries the caveat that the ETTs are really meant for employees, it also implies that all are welcome to them. Timetables can be downloaded as high-resolution PDF files, which can be printed on any printer. The timetables are present in 22 separate volumes bearing publishing dates from 1998 to 2001; file sizes average about 1 Mbyte; there are from 16 to 60 pages in each volume. There are no train times in these timetables, of course. Those are to be found in the Company's Transportation Service Plan—unfortunately not on the Web. As well as timetables, there are also

rule books, *Special Instructions* (=Appendices), other similar books of instructions and a set of high-resolution division-by-division maps showing all stations, sidings and trackage of this huge system. The BNSF is currently undergoing a major reorganisation and the number of Divisions (and hence presumably the number of ETT volumes) will be cut to 13 sometime soon.

The website can be found at <http://www.bnsf-ttc.com/bnsftime/index.html>. Readers are requested to access the site judiciously to avoid BNSF removing this access.

# Graphic Insight

**G**raphic Insight this month looks at the statistics of a physical timetable, rather than the service it represents.

The graph displays the number of pages in the New South Wales Government Railways Working Time Table between 1874 and 1980. The earliest such timetable we know of was that of June 1874, which seems to have been half of a single sheet wall timetable, the other half of which was for the Western Line. Within 10 years these two timetables were being produced in book form, still published together until 1890, after which the Southern area came to be published in a separate book. The sharp drop in the graph at this time shows up clearly. For all of the subsequent 90 years, the WTT retained the same format, the same page size, the same type-face. The same everything. Thus the number of pages in each volume is a good indicator of the total amount of information in each volume. Total information content, as we have remarked on previous occasions, was rather excessive— the NSWGR loved to be loquacious. After about 1980, the issuing of discrete, complete District WTTs ceased and was replaced with the issuing of sub-sectional reprints. So our graph stops in 1980.

Shown with the timetable graph is a graph of system-wide train mileage. Although train mileage depends to a certain extent on the route length available, mostly it is tied quite closely to the number of trains run each year. This is then reflected in the number of train columns needed in the WTT and, consequently, in the number of pages required to show them.

It seems fairly clear that both graphs grow at nearly equal rate, at least until the middle of the last century. They both stop growing at about the same time too. The train-mileage began to shrink as diesellisation allowed larger (and hence fewer) trains to handle the traffic and because branch lines began to be shut down. Both of these meant that fewer columns and fewer pages were needed to cover everything in the WTT. The line closures meant that WTT size shrank quite quickly. These days the Southern WTT, which has been combined with the Illawarra, runs to about 120 pages, consisting of a timetable volume plus an 'Instruction Pages' volume.

