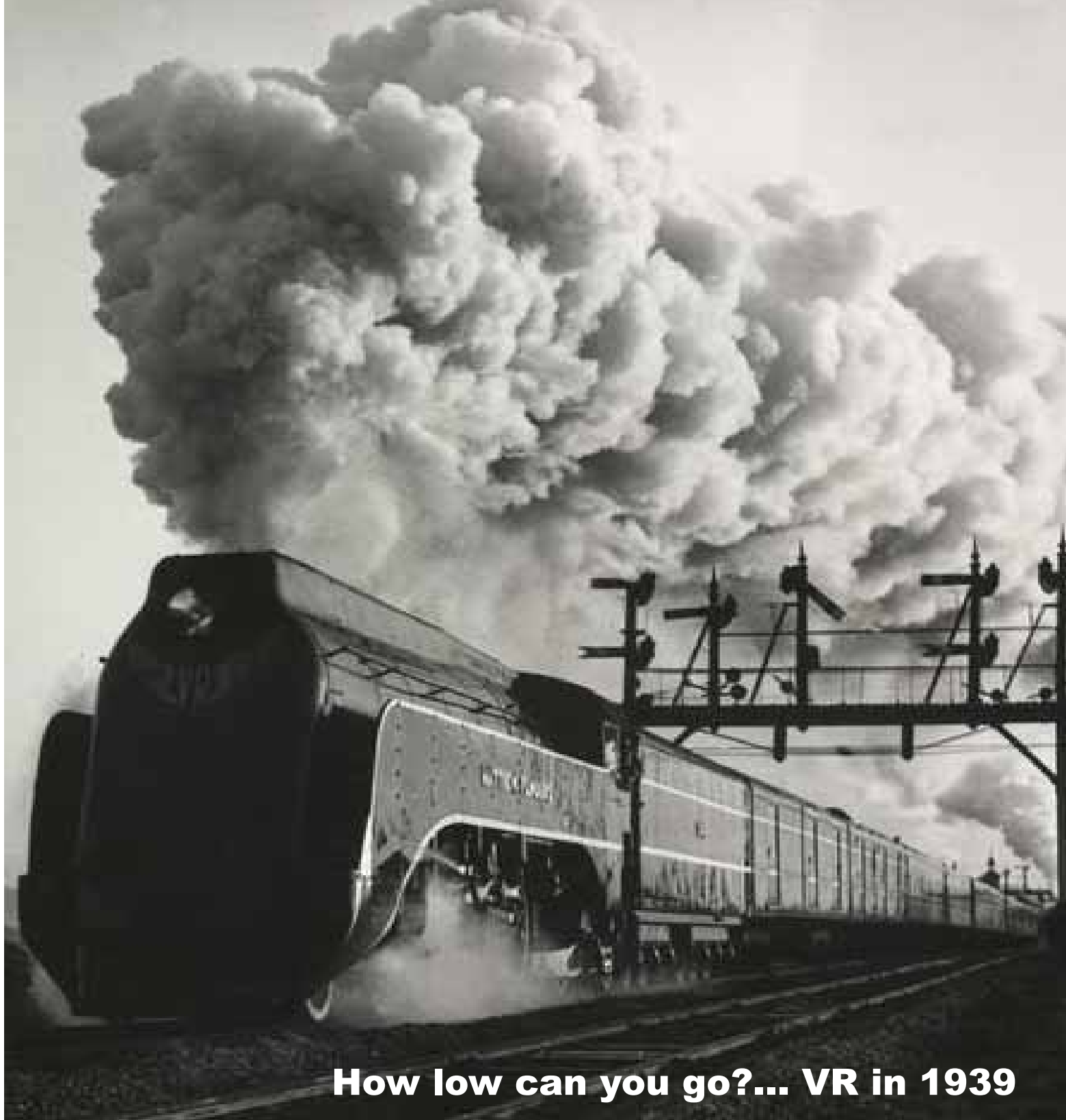




# The Times

May 2006

A journal of transport timetable history and analysis



**How low can you go?... VR in 1939**

**Inside: Quirks of the VR 1939 Time Table  
Changi Airport Timetable  
From the NSWGR Weekly Notice**

RRP \$2.95  
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# The Times

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## —Contents—

HOW LOW CAN YOU GO?	3
SINGAPORE CHANGI AIRPORT TIMETABLE	11
FROM THE WEEKLY NOTICE #3	16

### On the front cover

In the opinion of many— well me anyway— this is the best railway photograph ever published in Australia. It shows one of the VR's famous S-class locos at the head of the equally famous *Spirit of Progress* storming out of Albury, on its non-stop run to Melbourne. The photo is from the John Buckland collection at the Australian National Library and it is representative of the era of the VR timetable reviewed this month by Victor Isaacs— though scarcely of the idiosyncrasies which he documents here.

Is *The Times* what you want it to be? Too many trains perhaps? Too much by Geoff Lambert perhaps? Not enough on rural buses? It would be good to hear from you on these questions and even better to receive some articles from you to rectify the deficiencies which you perceive. From the Editor's point of view, things are going really well right now and the journal is pretty much full up right through to September and we even have an article slotted in for April next year (special tram timetables for the Anzac Day Dawn Service and Parade)! We are gratified here at the editorial office to receive quite a bit of positive feedback about all of this— but perhaps we are living in a fools paradise? It would be good to know. If you feel you have a latent article within you, but are unsure how to proceed, feel free to contact the Editor for advice— we can forward some guidelines designed to help turn your thoughts into articles which people will want to read..

**Contributors** Geoff Lambert, Victor Isaacs  
**The Times** welcomes articles and letters Send paper manuscripts or word-processor files on disk or via e-mail to the editor at the address below. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF or TIF format images with at least 300 dpi resolution on disk or via e-mail.

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# How low can you go?

Some quirky services from the Victorian Railways public timetable of 11 December 1939, by VICTOR ISAACS

This article is based on a study of the Victorian Railways Country Lines Services Passenger Time Tables Official Issue December 11, 1939. This valued timetable was originally owned by well-known railfan Ted Downs and was acquired by the author via an AATTC auction.

The cover [right—from the Editor's copy] is predominantly printed in striking red and features an illustration of VR's "Spirit of Progress" train, of which they were, quite rightly, proud. Although the War had started, it had not yet affected Australia directly, and there is hardly a mention of it in the timetable. Services were still being run at a high level.

Inside the back cover is a note that regularly appeared in VR public timetables of this period: "*MAKE A NOTE OF IT HERE. These Time Tables are liable to alteration according to circumstances, but all alterations are advertised in the Metropolitan daily newspapers and in country newspapers serving the districts affected. Watch the newspapers carefully, and MAKE A NOTE HERE FOR YOUR OWN GUIDANCE OF ANY TRAIN ALTERATIONS that are of particular interest to you*". Mr Downs conscientiously did so, and his timetable is full of manuscript updates and extracts clipped from newspapers and placed in the appropriate place. In my view they strongly add to the value and interest of the timetable.

In 1939 the Victorian Railways had been led for a number of years by that towering figure of the Australian Railway industry, Sir Harold Clapp. Despite the economic depression, under his leadership the VR achieved many milestones. It was, in many respects, an admira-



ble organisation. This is most exemplified by the introduction in 1939 of Australia's most advanced, and then only luxury train, the "Spirit of Progress". Pity the poor passengers between Australia's two biggest cities, who had left Melbourne in the modernity and luxury of the "Spirit of Progress" only to have to transfer at Albury to the ordinariness and dreariness of the New South Welsh train.

During the 1930s other lines, too, had benefited from gradual improvements in services. Frequencies and speeds had been improved on mainlines and trains would have been formed by W or E type car-

riages - rather good for the times. Air-conditioned carriages were being run on the overnight trains to/from Mildura. Dining or Buffet carriages were run on some Albury, Adelaide, Bendigo, Horsham and Warrnambool trains.

But we railfans are generally a churlish and ungenerous lot. Instead of lauding achievement, we spend our time seeking out the quaint, old-fashioned and strange. Me too. That is what the rest of this article will do.

Some mainline and most branch line services would have been composed of older V type car-

Table 57.

MELBOURNE-SEYMOUR-ALBURY AND SYDNEY (N.S.W.).

(For times between Albury and Sydney, see page 71.)

READ DOWN							READ UP						
a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
7.13	8.40	1.54	5.30	6.30	5.25	11.30	12.50	1.00	7.15	9.50	10.10	8.20	
Melbourne R	(Spencer-street)	Ar.	Melbourne R	Ar.	Melbourne R	Ar.	(Spencer-street)	Ar.	Albury	Ar.	Sydney	Ar.	
North Melbourne	Essington	Newmarket	Ascot Vale	Moonee Ponds	Essendon	Glenbervie	North Essendon	Pascoe Vale	Glenroy	Broadmeadows	Somerton	Craigburn	
Dennis Creek	Beveridge	Wallan	Heathcote Jctn.	Wandong	Killmore East	Broadford	Tallarook	Seymour R	Mangalore	Avenel	Minton	Locksley	
Longwood	Creighton	Bairatium	Violet Town	Baddaginnale	Benalla R	Winton	Glenrowan	Wangarratta R	Bowser	Springhurst	Chiltern	Barnawartha	
Wodonga R	Albury N.S.W. R	(Change trains)	Albury N.S.W. R	Ar.	Sydney R	Ar.	Sydney R	Ar.					

Seats may be reserved—see page 17. \* Arrives 10.7 a.m. on Sundays. † Goes to Numurkah—see Table 60. ‡ A car is attached to this Goods train for the convenience of passengers. U. "Spirit of Progress" Melbourne to Albury. The 6.30 p.m. "Spirit of Progress" runs non-stop between Melbourne and Albury daily (Sundays included) and conveys a limited number of first and second-class passengers from Melbourne for New South Wales stations only. Seats must be reserved. V. "Spirit of Progress" Albury to Melbourne. The 7.55 a.m. "Spirit of Progress" runs non-stop between Albury and Melbourne daily (Sundays included) and conveys a limited number of first and second-class passengers from New South Wales stations for Melbourne only. Seats must be reserved. W. Sundays included, Mondays excepted. (Arrives at 6.20 a.m. on Sundays.) X. Stops at Newmarket on Tuesdays only to set down passengers. Y. Passengers on the 3.50 p.m. train from Albury for stations Broadford to Heathcote Junction inclusive will require to transfer at Seymour to the train leaving there at 8.27 p.m. For Albury-Sydney Time-table, see page 71. For co-ordinated Road Motor service between Albury, Echuca, Swan Hill, and Mildura, see page 60.

SEYMOUR MILITARY CAMPS.

On Sundays when the Military Camps at Seymour are open to visitors a special Cheap Excursion Passenger service will run from Melbourne to Seymour in the morning, returning in the evening. For further particulars enquire at the Victorian Government Tourist Bureau or at Railway Stations.

Explanation of Standard Reference Letters.	
a	Stops as required to pick up or set down.
b	Stops as required to pick up only.
c	Change trains.
d	Stops as required to set down only.
f	Stops definitely to pick up only.
g	Stops definitely to set down only.
G	Goods train with car attached.
M	Rail Motor.
N	Rail Motor (second class only).
R	Refreshment Station.
T	Ten Stall.

riages, or the new, but basic, A/BPLs (at peak holiday times, even suburban Tait G carriages). These would still have been good, however, compared to some slow trains, including many on branch lines which would have comprised old fixed wheelbase X, Y, or YZ carriages.

So, having praised the "Spirit of

Progress", I start with an illustration of it from the North East mainline timetable (above). But, other trains of interest are also shown. Right next to the down "Spirit of Progress" is the 8.10 pm Seymour to Benalla. The explanation of this train reads "†A car is attached to this Goods train for the convenience of passengers". These

trains, called "Car-Goods" in VR-speak, were common on the system. (Incidentally, what appears to be a purely local train from Wodonga to Albury is in fact the most luxurious train in Australia—a placement run for the "Spirit of Progress").

Most Victorian branch lines had trains on Mondays. This was to get

DAILY means Mondays to Saturdays inclusive. Trains do not run on Sundays unless so shown.

Table 21. KORONG VALE—ULTIMA—ROBINVALE.

READ DOWN.				READ UP.	
a.m.	9 10	Melbourne R (Spencer-st.)	Ar.	p.m.	2 45
	11c40	Lo.	Ar.		19 8
p.m.	12 20	Bendigo R (See Table 10)	Ar.	Noon	12 8
	1 17	Lo.	Ar.		11c30
	2c8	Instlewood	Ar.		10 29
		Lo.	Ar.		9 55
		Korong Vale R	Ar.		
		Lo.	Ar.		
		Borung	Ar.		
		Mysia	Ar.		
		Boort	Ar.		
		Lo.	Ar.		
		Barraport	Ar.		
		Gredgwin	Ar.		
		Oakvale	Ar.		
		Lo.	Ar.		
		Quambatook	Ar.		
		Lo.	Ar.		
		Cauntle	Ar.		
		Laibert	Ar.		
		Meatlan	Ar.		
		Lo.	Ar.		
		Ultima	Ar.		
		Lo.	Ar.		
		Gowanford	Ar.		
		Waitechie	Ar.		
		Lo.	Ar.		
		Chillingollah	Ar.		
		Lo.	Ar.		
		Chinkapook	Ar.		
		Cocamba	Ar.		
		Lo.	Ar.		
		Manungatang	Ar.		
		Lo.	Ar.		
		Bolton	Ar.		
		Kolombo	Ar.		
		Ar.	Ar.		
		Annabelle	Ar.		
		Lo.	Ar.		
		Margooya	Ar.		
		Stopping Place No. 25	Ar.		
		Bannerton	Ar.		
		Ar.	Ar.		
		Robinvale	Ar.		
		Lo.	Ar.		

**RESERVED SEATS ON INTER-SYSTEM EXPRESSES AND CERTAIN COUNTRY TRAINS.**

**"FACING THE ENGINE."**  
If you prefer to travel "facing the engine" or "with back to the engine," take advantage of the seat booking facilities. To ensure reservation of a window seat, early application is necessary.

**SMOKERS!**  
Smoking accommodation on trains is sometimes limited. Make an early reservation of a seat in a "smoking" compartment.

**LADIES!**  
You may reserve a seat in a "Ladies" compartment specially provided for your comfort.

SEE PAGE 17 FOR PARTICULARS.

Table 22. KERANG—MURRABIT—STONY CROSSING.

READ DOWN.				READ UP.	
a.m.	9 10	Melbourne R (Spencer-st.)	Ar.	p.m.	9 45
	1c23	Lo.	Ar.		3 23
p.m.	3c30	Kerang R	Ar.		11c30
	a	Lo.	Ar.		a
	a	Westby	Ar.		a
	a	Myall	Ar.		a
	a	Lo.	Ar.		a
	a	Murrabit	Ar.		10c30
	a	Lo.	Ar.		a.m.
	a	Ballbank	Ar.		a
	a	Nacurie	Ar.		a
	a	Wetuppa	Ar.		a
	a	Cooool	Ar.		a
	a	Dilpurra	Ar.		a
	a	Tueloga	Ar.		a
	a	Ar.	Ar.		a
	a	Stony Crossing	Ar.		a

Goods Train runs as required between Murrabit and Stony Crossing. Passengers may travel under the usual conditions. For particulars, inquire from Stationmaster, Kerang or Murrabit. Fares may be ascertained from local Stationmaster.

**Explanation of Standard Reference Letters.**  
 a Stops when required to pick up or set down. f Stops when required to set down.  
 b Stops when required to pick up. g Stops definitely to pick up only.  
 c Change trains. G Goods Train with Car attached. h Stops definitely to set down only.  
 M Rail Motor. N Rail Motor (second class only). R Refreshment Station.  
 Where "(See Table...)" is shown between stations, this refers to the Time-table indicating the full service between those stations.

**Have you seen the folder—"PLANNED HOLIDAYS"?**

It comprehensively describes the Victorian Government Tourist Bureau's popular 8-day tours to all the State's leading holiday resorts.  
 "Planned Holidays" solves that ever-recurring problem—"Where can I spend my next holiday?"  
 Write to or call at the Victorian Government Tourist Bureau, 272 Collins Street, Melbourne, or Branch Offices, Spencer Street and Flinders Street Stations (Telephone: F 0404), for a copy.

**TRAVELLERS' AID SOCIETY OF VICTORIA.**

A Non-Sectarian, Protective Organization.—On arrival at Spencer Street or Flinders Street Station, young women, girls, and children travelling alone and in need of assistance, should look for the worker with the White Shield Badge marked "Travellers' Aid Society of Victoria." Friendly advice, guidance, aid, and protection are given without charge. Those wishing to be met should write to the General Secretary, T.A.S. Lodge, Spencer Street Station, Melbourne. Telephone, Central 10502.

stock to the main Tuesday stock sale day at the Newmarket saleyards in Melbourne. The Robinvale line was so long (and slow) that the "Monday" Car-Goods actually commenced its journey on Sunday evening. A passenger would have had to be game or desperate to travel on this. Hav-

ing been lurching around all night, in the morning he would have had to change to another Car-Goods (ex Kulwin) at Korong Vale. By the time our passenger had arrived at Bendigo, he would have been on Car-Goods (or sitting waiting in stations) for nearly seventeen hours (above).

We can see another example of a Car-Goods on the narrow gauge Colac-Crowes line. In this case, it is specifically noted that "There is no first class accommodation on trains between Colac and Crowes". This was generally the case on narrow-gauge lines. In this book, the Walhalla line includes a similar

note, but the Whitfield line had already lost its advertised service. We don't know about the Gembrook line from this timetable, because in this period the VR strangely included this and other lines on the outskirts of Melbourne in their Suburban timetable book. Surely a case of arranging things according to the operator's, not the passengers' perspective,

Now take a look at the Timboon and Mortlake branches (shown next to the Crowes line, below). These are typical of many branches that had lost their advertised passenger train services by 1939, but notes in the Public timetable still said "Goods trains are run on certain days... and passengers may travel on the usual conditions". But what where these "usual condi-

tions"? Reference to the "USEFUL INFORMATION" at the front of the book reveals that "You may TRAVEL BY A GOODS TRAIN subject to certain conditions which can be ascertained at any station". So that doesn't advance human knowledge much. You had to consult a Stationmaster or the Coaching Rates Book to discover that

DAILY means Mondays to Saturdays inclusive. Trains do not run on Sundays unless so shown. Tables 40 to 49

**Table 45. COLAC--BEECH FOREST--CROWES**  
(Narrow Gauge).

READ DOWN.			READ UP.	
a.m.	a.m.	Melbourne	p.m.	
8 25	9 25	(Spencer-street) R Ar	9 55	
10 55	11 30	Ar. Colac R. Le.	7 3	
11 30	12 5	Le. Colac R. Ar.	2 45	
a	a	Ellingwood	a	
a	a	Tullbin	a	
a	a	Corra	a	
12 5	12 30	Barongarook	1 55	
a	a	Warren	a	
12 30	1 5	Lovat	12 50	
a	a	Geilbraud	p.m.	
1 5	a	Bancot	a	
a	a	Wimba	a	
a	a	McDevitt	a	
a	a	Diamond	a	
a	a	Ditchley	a	
2 50	3 35	Ar. Beech Forest.. Ar.	11 10	
a	a	Le. Buchanan Ar.	10 30	
a	a	Burham	a	
a	a	Ferguson	a	
a	a	Weaprouah	a	
a	a	Pile Siding	a	
a	a	Kineald Siding	a	
a	a	Wyfanga	a	
a	a	Pettit's Siding	a	
a	a	Stalker	a	
a	a	Laver's Hill	a	
6 15	p.m.	Ar. Crowes.. Le.	8 15	
			a.m.	

**Table 46. COLAC--ALVIE.**

Melbourne (Spencer-street) R		Goods Trains are run as required between Colac and Alvie and passengers may travel under the usual conditions. Days on which trains are run may be ascertained upon inquiry from the Stationmaster, Colac. For fares, consult local Stationmaster.	
Ar.	Le.	Ar.	Le.
Colac R.	Alvie	Alvie	Colac R.

**Table 47. CAMPERDOWN--TIMBOON.**

A co-ordinated Road Motor Service for passengers is in operation between Camperdown, Cobden, and Timboon, connecting at Camperdown with trains from and to Melbourne. For Time-table and Fares, see page 55.

Goods trains are run on certain days between Camperdown and Timboon and passengers may travel under the usual conditions. The intervening stations are:—Naraghid, Cobden, Ellingamite, Glenfyne, and Cardie. For further particulars, inquire from Stationmaster, Camperdown. Fares may be ascertained from local Stationmaster.

**Table 48. TERANG--MORTLAKE.**

A co-ordinated Road Motor Service for passengers is in operation between Terang and Mortlake, connecting at Terang with trains from and to Melbourne. For Time-table and Fares, see page 55.

Goods trains are run on certain days between Terang and Mortlake and passengers may travel under the usual conditions. For further particulars, inquire from Stationmaster, Terang. Fares may be ascertained from local Stationmaster.

NOTE.—There is no first class accommodation on trains between Colac and Crowes.

**IF YOU NEED HELP WITH YOUR LUGGAGE, LOOK FOR THE RED CAP MEN.**

The Red Cap Men are Licensed Luggage Porters, and are not on the railway pay-roll. They are in attendance at Spencer Street and Flinders Street Stations, and their duty is to assist you with your luggage. For this service you must pay the porter according to the quantity he is required to carry. The charges for this service are shown on page 15.

If you desire your luggage to be taken from the suburban to the country platform at Spencer Street or Flinders Street, ask a platform porter to telephone the Luggage Hall for a licensed luggage porter.

**HAVE YOUR LUGGAGE READY!**

To assist in maintaining the scheduled time-tables of trains, passengers should collect their luggage in their compartment and be ready to alight immediately the train stops at their destination stations.

**Table 49. ARARAT--HAMILTON--PORTLAND.**

READ DOWN.				READ UP.			
a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
8 25	9 25	10 55	11 30	2 30	7 0	12 0	9 0
11 30	12 5	1 17	2 55	4 45	9 18	12 0	6 12
12 5	12 30	1 17	2 55	4 50	9 20	11 55	5 48
12 30	1 5	1 17	2 55	6 30	10 38	10 16	4 8
1 5	a	1 17	2 55	6 45	10 50	9 56	3 55
a	a	1 17	2 55	7 7	11 12	9 20	3 28
a	a	1 17	2 55	7 23	11 28	9 12	3 8
a	a	1 17	2 55	7 44	11 49	8 35	2 41
a	a	1 17	2 55	8 2	12 7	8 35	2 23
a	a	1 17	2 55	a	a	a	2 13
a	a	1 17	2 55	a	a	a	2
a	a	1 17	2 55	8 40	12 50	8 5	1 50
3 40	3 52	3 40	3 52	8 40	12 50	8 5	1 50
3 52	4 16	3 40	3 52	8 40	12 50	8 5	1 50
4 16	4 19	3 40	3 52	8 40	12 50	8 5	1 50
4 19	4 36	3 40	3 52	8 40	12 50	8 5	1 50
4 36	4 43	3 40	3 52	8 40	12 50	8 5	1 50
4 43	4 50	3 40	3 52	8 40	12 50	8 5	1 50
4 50	5 3	3 40	3 52	8 40	12 50	8 5	1 50
5 3	5 13	3 40	3 52	8 40	12 50	8 5	1 50
5 13	a	3 40	3 52	8 40	12 50	8 5	1 50
a	5 32	3 40	3 52	8 40	12 50	8 5	1 50
5 32	5 40	3 40	3 52	8 40	12 50	8 5	1 50
5 40	p.m.	3 40	3 52	8 40	12 50	8 5	1 50
p.m.	p.m.	3 40	3 52	8 40	12 50	8 5	1 50

**MEN-IN-GREY.**

Men-in-Grey are stationed on the Main Concourse at the Spencer Street Station from 6.0 a.m. till 11.0 p.m. daily (Sundays excepted), and on No. 1 Platform, Flinders Street, from 8.0 a.m. to 12.0 noon and from 2.0 p.m. to 6.15 p.m. on week days, and from 8.0 a.m. to 2.45 p.m. on Saturdays.

They will advise you as to times and platforms of departing or arriving trains. Ask them about any railway matter on which you are in doubt. They will give you full information or direct you where to get it.

For combined Rail and Road Motor services between Melbourne-Warrnambool-Hamilton and Melbourne-Port Fairy-Portland, see page 56.

SEE OPPOSITE PAGE FOR EXPLANATION OF STANDARD REFERENCE LETTERS.



DAILY means Mondays to Saturdays inclusive. Trains do not run on Sundays unless so shown.

Tables 55 to 67a.

**Table 62. TOOLAMBA—ECHUCA—DENILQUIN.**

READ DOWN.			READ UP.		
a.m.	p.m.		a.m.	p.m.	
8 0	5 55	Le. Melbourne (Spencer-street) R. Ar. (See Table 60)	1 0	10 10	
11 0	8 29	Ar. Toolamba	9 50	6 47	
11 20	8 45	Le. Hendersyde	9 35	6 30	
11 45	9 59	Ar. Fatura	9 11	6 6	
11 55	9 59	Ar. Byrneside	9 11	5 54	
12 0	9 15	Ar. Merrigum	8 55	5 45	
12 12	9 30	Ar. Kyabram	8 40	5 30	
12 18	9 57	Ar. Kyvalley	8 35	5 18	
12 26	9 46	Ar. Stopping Place No. 32	8 23	5 11	
12 38	10 11	Ar. Tongals	8 13	5 1	
12 55	10 20	Ar. Stopping Place No. 28	8 0	4 40	
		Ar. Echuca R.			
2 5	2 15	Ar. Moatna	9 25	3 45	
2 12	2 22	Ar. Barnes	9 35	3 30	
2 26	2 39	Ar. Moira	9 45	3 21	
2 43	3 31	Ar. Mathoura	10 0	3 0	
3 0		Ar. Gulga Sidling	10 15	2 45	
3 15		Ar. Hill Plain	10 30	2 30	
3 55	4 40	Ar. Southdown	10 45	2 15	
		Ar. Denilquin			

For Melbourne-Bandigo-Echuca service, see Table 15. For Denilquin-Hay Road Motor service, see page 51. \* This train is liable to cancellation on public and school holidays and at other periods of the year. † Steam train Tuesday, Rail Motor other days. ‡ Connects to Melbourne via Bendigo. (See Table 15)

**Table 63. SHEPPARTON—KATAMATITE.**

READ DOWN.			READ UP.		
a.m.	p.m.		a.m.	p.m.	
8 0	5 25	Le. Melbourne (Spencer-street) R. Ar. (See Table 60)	1 0	10 10	
11 30	8 53	Ar. Shepparton R.	9 27	6 24	
11 35	9 10	Ar. Pine Lodge	9 18	6 10	
12 10	9 25	Ar. Cosgrove	8 59	5 51	
12 22	9 37	Ar. Doakie	8 47	5 39	
12 30	9 45	Ar. Yabba South	8 40	5 32	
12 35		Ar. Yabba North		5 29	
12 43		Ar. Youaunite		5 22	
12 52		Ar. Katamatite		5 13	
1 0				5 6	
1 10				4 55	

s. Passenger Mail Motor (second class only).

**Table 64. NUMURKAH—PICOLA.**

READ DOWN.			READ UP.		
a.m.	p.m.		a.m.	p.m.	
8 0	5 25	Le. Melbourne (Spencer-street) R. Ar. (See Table 60)	1 0	10 10	
12 27	9 57	Ar. Numurkah	9 25	5 25	
12 45	10 12	Ar. Waala	9 15	5 15	
1 0		Ar. Nathalia	9 0	4 25	
1 15		Ar. Picola	8 45	4 15	

**Table 65. BENALLA—YARRAWONGA—OAKLANDS.**

READ DOWN.			READ UP.		
a.m.	p.m.		a.m.	p.m.	
8 0	5 0	Le. Melbourne (Spencer-street) R. Ar. (See Table 67)	1 0	9 50	
11 44	7 54	Ar. Benalla R.	10 0	6 8	
12 0		Ar. Chesley	9 50	5 50	
12 18	8 27	Ar. Goornitab	9 27	5 27	
12 23	8 32	Ar. Nooramunga	9 21	5 21	
12 30	8 38	Ar. Devonish	9 15	5 15	
12 38	8 45	Ar. St. James	9 8	5 8	
12 50	8 57	Ar. Tungahuan	8 56	4 56	
1 0		Ar. Telford	8 46	4 46	
1 20	9 26	Ar. Yarrawonga	8 35	4 35	
		Ar. Malwala		1 0	
		Ar. Sloane		1 0	
		Ar. Yarrawonga		1 0	
		Ar. Bendigo		1 0	
		Ar. Sangar		1 0	
		Ar. Wangaratta		1 0	
		Ar. Oaklands, N.S.W. Le.		1 20	

† Motor Trolley available for parcels and local passenger traffic (second-class only). For fares consult local Stationmaster.

Goods trains are run as required between Yarrawonga and Oaklands, and passengers may travel under the usual conditions. For days of running and fares consult Stationmaster, Yarrawonga.

**Table 66. BENALLA—TATONG.**

READ DOWN.			READ UP.		
a.m.	p.m.		a.m.	p.m.	
8 0	5 0	Le. Melbourne (Spencer-street) R. Ar. (See Table 67)	1 0	9 50	
11 44	7 54	Ar. Benalla R.	10 0	6 8	
12 0		Ar. Kurn	9 50	5 50	
12 18	8 27	Ar. Long	9 27	5 27	
12 23	8 32	Ar. Mallam	9 21	5 21	
12 30	8 38	Ar. Tatong	9 15	5 15	

**Table 67. WANGARATTA WHITFIELD (Narrow Gauge).**

Wangaratta R	Goods Trains are run as required and passengers may travel under the usual conditions. Days on which goods trains will run may be ascertained upon inquiry from the Stationmaster, Wangaratta. For fares, consult local stationmaster.
Targora	
Lacey	
Oxley	
Skellan	
Doeker	
Hyne	
Moyhu	
Ankleside	
Clarendon	
Dwyer	
Edi	
Hyem	
King Valley	
Jarrott	
Pleper	
Whitfield	

**Table 67a. WANGARATTA PEECHELBA.**

(Melbourne (Spencer-st.) R. See Table 67)	Goods Trains are run as required, and passengers may travel under the usual conditions. Days on which goods trains will run may be ascertained upon inquiry from the Stationmaster, Wangaratta. For fares, consult local Stationmaster.
Wangaratta R	
Bowser	
Boorhaman	
Peechelba	

**"SAVE TO . . . TRAVEL"**

Purchase Special Travel Stamps in denominations of 1/- and 5/- which will be acceptable as payment or part payment for Rail, Road, Sea and Air Travel. Stamps are available at the Victorian Government Tourist Bureau (272 Collins Street), Railway Stations, and Post Offices.

SEE OPPOSITE PAGE FOR EXPLANATION OF STANDARD REFERENCE LETTERS.

41

ous of travelling to Ballarat or intermediate stations on other nights, should consult the Stationmaster Ararat regarding travel by a later Goods train".

In this period, Victorian Railways' Public Timetables were all of the "Read down, Read up" variety, even when, as in this example, the entire page was "Read up".

Before I proceed with comments

about train services, I wish to distract you by looking on this page at two very interesting side services. On this page there is mention of the availability of Sleeping Accommodation at Serviceton station (why?) and of Services for Men (only!) of such things as Hot and Cold Showers and Hairdressing Saloon at Spencer Street station.

So, was a Goods train with

"carriage attached for the convenience of passengers" and/or "run on certain days" with "travel under the usual conditions" as low as one could go on the VR? No! Refer again to the Western line timetable and we find there footnote X which refers to a train comprising an "...engine with second class car attached Wolsely to Serviceton". But this is a South Australian Railways train, which doesn't count, so





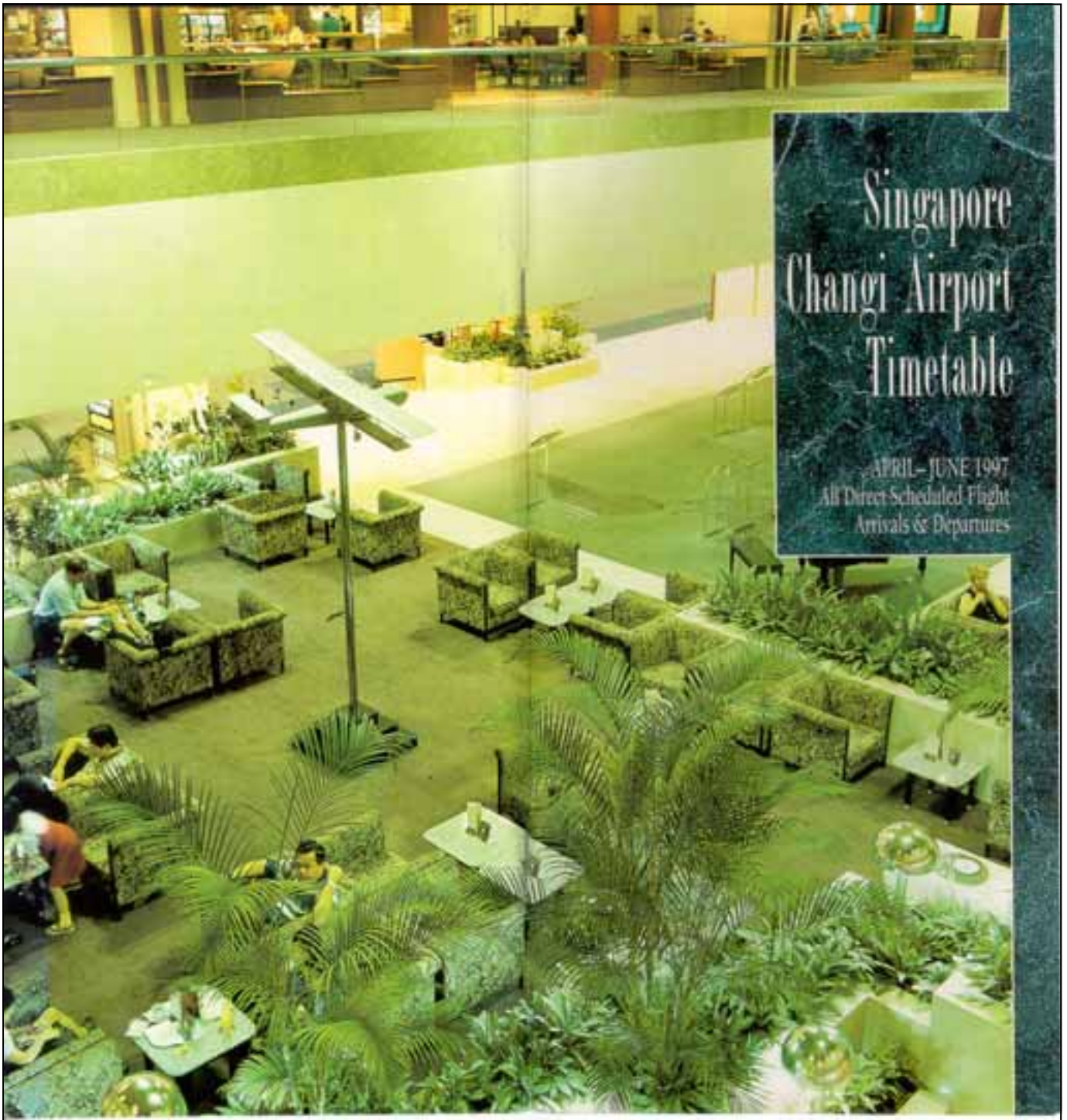
own. Its only mention is via a footnote under the South East line table. This reads: "Welshpool-Welshpool Jetty Horse Tram Line (Narrow Gauge) – Tram conveys passengers entirely at their own risk on the trips that are run in connection with the carriage of fish.....". So, apparently, passengers were secondary to fish. Running time was 40 minutes for a bit

over three miles (five kilometres).

The accommodation was very basic. Ted Downs wrote the classic book about Victorian narrow gauge lines called "*Speed Limit 20*" published in 1963. It is appropriate that we quote the description of the horse tram from his book to complement his timetable: "Rolling stock was somewhat primitive. The original two vehicles being open-

sided 'combined passenger and goods trolleys', accommodating about ten passengers on two removable seats, arranged back-to-back lengthwise, with protection afforded by a canopy roof and canvas drop blinds". (p. 124). The illustration is also taken from Mr Downs' book *The Horse Tram* service was discontinued after 31 December 1940.





**INTRODUCTION**

*This Timetable has been prepared as a quick and convenient guide of all scheduled flights to and from Singapore Changi Airport. It will be updated quarterly.*

*At the time this Timetable goes to print, 68 international scheduled airlines link Singapore to 133 cities in 54 countries.*

*The Civil Aviation Authority of Singapore seeks to open up Singapore to the world by developing Singapore Changi Airport into a major air hub by airlines from the world all over. It relentlessly seeks out and persuades more international scheduled airlines to fly to Singapore. It spares no effort*

*in continually upgrading Airport facilities to ensure maximum comfort and convenience for passengers and crews.*

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*We hope you will find this edition useful, and we welcome any suggestions for improvement. Please write to the Civil Aviation Authority of Singapore (CAAS), P O Box 1, Singapore Changi Airport, Singapore 918141. Telephone: 542 1122.*

**ABOUT THE AIRPORT TIMETABLE**

*The timetable for passenger services are found in pages 13 to 71 while the timetables for pure freighter services are found in pages 73 to 91. They are organised into two sections. Pages on the left contain information on flights arriving in Singapore. Those on the right show flights departing from Singapore. For your convenience, all flight times are arranged in chronological order. The cities of arrival and departure are also arranged in alphabetical order for your convenience.*

*All times shown in the Timetable are local times.*

*For the Arrival Section, apart from the*

arrival time at Singapore Changi Airport, it also features the departure time from the cities concerned under the column "Time Depart from City". Likewise, the Departure Section, apart from featuring the departure time from Singapore, also shows the arrival time at the respective cities under the column "Time Arrive At City".

Explanations of the abbreviations~ and symbols used in this publication are found in pages 7, 8, 9 and 10.

#### WHEN LEAVING SINGAPORE...

A passenger service charge (PSC) of S\$15 applies. For added convenience, PSC coupons may be pre-purchased at most airlines offices, hotels and travel agents in town. Passengers are reminded to retain the PSC receipts.

Apart from 56 pages of timetables, the above is the sum total of the information in this unusual timetable, which turned up in the Sydney grab-box a few years ago.

Timetables produced by operators who ran major transport terminals were not unknown even in the nineteenth century, but they have become more common in the 21st century, where vertical and horizontal separation of transport services have become the norm. In the United States rail terminal timetables for jointly-owned terminals were common and prolific— some were produced daily! Airport timetables are particularly common in Europe today.

The timetable reproduced here appears to be a first edition. As it does not appear to be produced in a web version, it is not possible to declare that it is even still in production. Perhaps it was a failure. It is difficult to see exactly how people would use it— certainly for passenger services.

Freight services are a different matter perhaps and freight forwarders could possibly benefit from having such a timetable in front of them. We show on our page 14, the very large number of services out of Singapore to Anchorage, Alaska. This rather mystifying destination becomes less so when we realise it is a vestige of the Cold War, when flying over the Soviet Union was forbidden— even dangerous. These planes are on their way to somewhere else, usually Western Europe.

# A RRIVAL & DEPARTURE TIMETABLE

PASSENGER  
SERVICES

APRIL

TO


JUNE

1 9 9 7


ARRIVE SINGAPORE								
ARRIVE FROM CITY	DAYS OF SERVICE (ARRIVE)	TIME ARRIVE SIN	TIME DEPART CITY(LT)	FLIGHT NUMBER	AIRCRAFT TYPE	STOPS	VALIDITY FROM TO	
BANGKOK (BKK)	1	1715	1350	OK 164	A310	0	16/06/97 30/06/97	
	1 3	1715	1350	OK 164	A310	0	01/04/97 09/06/97	
	3	1735	1420	BG 082	A310	0	01/04/97 30/06/97	
	2 4 6	1755	1430	GA 939	DC10	0	01/04/97 30/06/97	
	7	1755	1420	BG 088	A310	0	01/04/97 30/06/97	
	3	1800	1450	AZ 784	B742	0	01/04/97 30/06/97	
	1234567	1825	1510	TG 409	A330	0	01/04/97 30/06/97	
	12 4 6	1845	1535	QF 006	B744	0	01/04/97 30/06/97	
	12345 7	1855	1540	SK 973	B767	0	01/04/97 30/06/97	
	6	1855	1540	SK 977	B767	0	01/04/97 30/06/97	
	4	1915	1600	SQ 065	B740	0	01/04/97 30/06/97	
	67	1915	1600	SQ 065	B743	0	01/04/97 30/06/97	
	123 5	1915	1600	SQ 065	A313	0	01/04/97 30/06/97	
	1 3 5	2010	1650	OZ 321	B767S	0	01/04/97 30/06/97	
	4	2010	1650	OZ 323	B767S	0	01/04/97 30/06/97	
	1 3 4 6	2055	1745	KE 645	A86	0	01/04/97 30/06/97	
	1234567	2105	1550	TG 407	AB4	HDY	0	01/04/97 30/06/97
	1234567	2130	1815	SQ 067	A343	0	01/04/97 30/06/97	
	1234567	2135	1600	TG 405	AB6	HKT	0	01/04/97 30/06/97
	2	2140	1830	NZ 074	B767	0	01/04/97 30/06/97	
	1234567	2225	1910	TG 401	A330	0	01/04/97 30/06/97	
	5	2240	1930	NZ 074	B767	0	01/04/97 30/06/97	
	3 7	2250	1940	RA 407	B757	0	01/04/97 30/06/97	
	4	2325	2015	BG 072	DC10	0	01/04/97 30/06/97	

For Explanation of Codes & Symbols please refer to pages 7, 8, 9 & 10  
 \* Subject to confirmation. Please refer to Airlines  
 LT - Local Time of City

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DEPART SINGAPORE							
DEPART TO CITY	DAYS OF SERVICE (DEPART)	TIME DEPART SIN	TIME ARRIVE CITY(LT)	FLIGHT NUMBER	AIRCRAFT TYPE	STOPS	VALIDITY FROM TO
BANGKOK (BKK)	5	1715	1825	NZ 073	B767	0	01/04/97 30/06/97
	1	1735	1845	BG 087	DC10	0	01/04/97 30/06/97
	1 3 5 7	1745	1905	TG 412	AB6	0	01/04/97 30/06/97
	2 6	1745	1905	TG 412	AB6	0	01/05/97 30/06/97
	5	1750	1900	BG 073	DC10	0	01/04/97 30/06/97
	123456	1835	1950	SQ 068	A313	0	01/04/97 30/06/97
	7	1835	1950	SQ 068	A343	0	01/04/97 30/06/97
	3	1845	2000	BG 083	A310	0	01/04/97 30/06/97
	7	1845	2000	BG 089	A310	0	01/04/97 30/06/97
	1234567	1935	2055	TG 410	A330	0	01/04/97 30/06/97
	3	2020	2130	OK 165	A310	0	02/04/97 04/06/97
	1	2020	2130	OK 165	A310	0	09/06/97 30/06/97
	1 3 5 7	2115	2230	SR 183	MD11	0	01/04/97 30/06/97
	1234567	2120	2240	TG 414	A330	0	01/04/97 30/06/97
	1 3 5	2130	2240	OZ 322	B767S	0	01/04/97 30/06/97
	1 3 5	2135	2250	AY 098	MD11	0	01/04/97 30/06/97
	123456	2155	2310	SK 972	B767	0	01/04/97 30/06/97
	7	2155	2310	SK 974	B767	0	01/04/97 30/06/97
	1234567	2215	2330	SQ 070	A313	0	01/04/97 30/06/97
	2 4 67	2235	2335	QF 005	B744	0	01/04/97 30/06/97
	4	2235	2350	OZ 324	B767S	0	01/04/97 30/06/97
	1 3 5	2240	1045	TK 573	A340	0	01/04/97 30/06/97
	3	2240	2355	KE 646	AB6	0	01/04/97 30/06/97
	1 4 6	2250	0005	KE 646	AB6	0	01/04/97 30/06/97

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## FREIGHTER ARRIVES SINGAPORE

ARRIVE FROM CITY	DAYS OF SERVICE (ARRIVE)	TIME ARRIVE SIN	TIME DEPART CITY(LT)	FLIGHT NUMBER	AIRCRAFT STOPS TYPE	VALIDITY FROM TO
<b>ABU DHABI (AUH)</b>	7	0915	2215	CV 794	B747F 0	01/04/97 30/06/97
	†	4	1255	CI 348	B74F 0	01/04/97 30/06/97
	2	1940	0840	CV 794	B747F 0	01/04/97 30/06/97
	4	2030	0930	CV 794	B747F 0	01/04/97 30/06/97
<b>AMSTERDAM (AMS)</b>	7	0700	1015	SQ 7375	B74F 1	01/04/97 30/06/97
<b>ANCHORAGE (ANC)</b>	7	0105	1550*	SQ 7991	B74F 1	01/04/97 05/04/97
	7	0105	1650*	SQ 7991	B74F 1	06/04/97 30/06/97
	2	0105	1625*	SQ 7995	B74F 1	01/04/97 05/04/97
	2	0105	1725*	SQ 7995	B74F 1	06/04/97 30/06/97
	5	0200	1700*	SQ 7983	B74F 1	01/04/97 05/04/97
	5	0200	1800*	SQ 7983	B74F 1	06/04/97 30/06/97
	6	0210	1725	SQ 7983	B74F 1	01/04/97 05/04/97
	6	0210	1825*	SQ 7983	B74F 1	06/04/97 30/06/97
	67	0230	0909*	UPS 6815	DC8 3	06/04/97 30/06/97
	1	0230	0939*	UPS 6815	DC8 3	06/04/97 30/06/97
	3	0405	0909*	UPS 6822	DC8 3	06/04/97 30/06/97
	1	0425	1010	FX 15	MD11F 2	01/04/97 30/06/97
	45	0450	0909*	UPS 6815	DC8 3	06/04/97 30/06/97
	3	0705	0915	FX 15	MD11F 2	01/04/97 30/06/97
	2	0705	0950	FX 15	MD11F 2	01/04/97 30/06/97
6	2000	0950	FX 15	MD11F 1	01/04/97 30/06/97	
7	2205	1325	SQ 7993	B74F 1	01/04/97 05/04/97	
7	2205	1325	SQ 7993	B74F 1	05/04/97 30/06/97	

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† Subject to confirmation. Please refer to Airlines.  
LT - Local Time of City

## FREIGHTER DEPARTS SINGAPORE

DEPART TO CITY	DAYS OF SERVICE (DEPART)	TIME DEPART SIN	TIME ARRIVE CITY(LT)	FLIGHT NUMBER	AIRCRAFT STOPS TYPE	VALIDITY FROM TO
<b>ABU DHABI (AUH)</b>	7	1140	1640	CV 795	B747F 1	01/04/97 30/06/97
	2	2140	0630 +	CV 795	B747F 2	01/04/97 30/06/97
	4	2255	0359 +	CV 795	B747F 1	01/04/97 30/06/97
<b>AMSTERDAM (AMS)</b>	5	2210	0715 +	SQ 7376	B74F 1	01/04/97 30/06/97
<b>ANCHORAGE (ANC)</b>	3	0045	2250	SQ 7984	B74F 1	01/04/97 05/04/97
	3	0045	2350	SQ 7984	B74F 1	06/04/97 30/06/97
	4	0100	2315	SQ 7984	B74F 1	01/04/97 05/04/97
	4	0100	0015	SQ 7984	B74F 1	06/04/97 30/06/97
	6	0120	2325	SQ 7994	B74F 1	01/04/97 05/04/97
	6	0120	0025	SQ 7994	B74F 1	06/04/97 30/06/97
	7	0300	0105	SQ 7996	B74F 1	01/04/97 05/04/97
	7	0300	0205	SQ 7996	B74F 1	06/04/97 30/06/97
	123456	0755	1324 +	UPS 6812	DC8 3	06/04/97 30/06/97
	1234567	1040	0145 +	FX 14	MD11F 3	01/04/97 30/06/97
	4	2030	1815 +	SQ 7992	B74F 1	01/04/97 05/04/97
	4	2030	1915 +	SQ 7992	B74F 1	06/04/97 30/06/97

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### Airline Codes

AA	— American Airlines (AAL)
AF	(11) — Air France (AFR)
AI	(11) — Air-India (AIC)
AY	(11) — Finnair Oy (FIN)
AZ	(14) — Alitalia Airlines (AZA)
BA	(14) — British Airways Public Ltd Co (BAW)
BG	(14) — Birman Bangladesh Airlines (BBC)
BI	(15) — Royal Brunei Airlines Sdn Bhd (RBA)
BO	— Boeing Airlines
BR	(12) — EVA Airways Corp (EVA)
CA	(22) — Air China (CCA)
CB	— American International Airlines (CIB)
CI	(14/N) — China Airlines Ltd (CAL)
CS	— Air Micronesia, Inc
CY	— Cargolux Airlines International, SA (CLX)
CX	(14) — Cathay Pacific Airways Ltd (CPA)
CZ	— China Southern Airlines (CSN)
DL	— Delta Airlines
EK	(12) — Emirates Air (UAE)
FX	— Federal Express Corp (FDX)
GA	(14/S) — Garuda Indonesia (GIA)
GF	(11) — Gulf Air (GFA)
HM	(14) — Air Seychelles Ltd (SEY)
IC	(15) — Indian Airlines (IAC)
JL	(11) — Japan Air Lines Co Ltd (JAL)
KE	(12) — Korean Air (KAL)
KL	(14/S) — KLM Royal Dutch Airlines (KLM)
KU	(12) — Kuwait Airways (KAC)
KZ	— Nippon Cargo Airlines (NCA)
LH	(14/S) — Lufthansa German Airlines (DLG)
MH	(15) — Malaysia Airlines (MAS)
MI	(15) — Silkair (S) Pte Ltd (SLK)
MK	(15) — Air Mauritius (MAU)
MS	— Egypt Air (MSK)
MU	(12) — China Eastern Airlines (CES)
MZ	(12) — Merpati Nusantara Airlines (MNA)
NG	(14/S) — Landa Air (LDA)
NH	(12) — All Nippon Airways Co Ltd (ANA)
NW	(14/S) — Northwest Airlines, Inc (NWA)
NZ	(15) — Air New Zealand Ltd (ANZ)
OK	(14) — Czech Airlines (CSA)
OS	— Austrian Airlines
OZ	(12) — Asiana Airlines (AAL)
PEC	— Pacific East Asia Cargo Airlines, Inc (PEAC)
PK	(15) — Pakistan International Airlines (PIA)
PO	— Polar Air Cargo (PAC)
PR	(15) — Philippine Airlines Inc (PAL)
PX	(15) — Air Niugini (ANG)
QF	(12) — Qantas Airways Ltd (QFA)
RA	(12) — Royal Nepal Airlines (RNA)
RJ	(12) — Royal Jordanian (RJA)
SG	(12) — Sempati Air (SSA)
SK	(12) — Scandinavian Airlines System (SAS)
SQ	(12/S) — Singapore Airlines Ltd (SIA)
SR	(15) — Swissair (SWR)
SU	(14) — Aeroflot Russian International Airlines (AFL)
SV	(12) — Saudi Arabian Airlines (SVA)
SZ	(12) — China Southwest Airlines (CSN)
TG	(12) — Thai Airways International Ltd (THA)
TK	(12) — THY Turkish Airlines (THY)
UA	(11) — United Airlines Inc (UAL)
UB	(12) — Myanmar Airways International (MIA)
UL	(11) — Airlink Ltd (ALC)
UPS	— United Parcel Service (UPS)
VJ	— Royal Air Cambodge (RAC)
VN	(12) — Vietnam Airlines (VAV)
3Q	(12) — China Yunnan Airlines (CYH)
9F	(14/S) — Pingliang Air Sdn Bhd (PEG)

1 1) Nearest Departure check-in Hall Entrance number  
 \* Airlines in Terminal 2  
 All other airlines in Terminal 1

## C AAS NEWS

# DAVAO



**D**avao city is the bustling city of Southern Mindanao, the second largest and most ethnically varied island of the Philippines. Its 244,000 hectares incorporate such impressive natural features as the Davao mountain range, Davao River and its tributaries, hardwood forests as well as pristine off-shore islands, complete with coral reefs and idyllic white sand beaches.

The Dabaw Museum, in Insular Village, gives a glimpse of the diversity and history of Mindanao. Artistic expressions of these thriving communities are highly visible in town. The best place to see them and to buy them too, is the labyrinth of arcades that comprise the Aldevinco shopping centre. Demonstrations of Mandaya tribeswomen weaving can be seen at the Mandaya Weaving Centre, behind the Insular Century Hotel Davao. Here, Mandaya women in traditional costume produce on-site some of the most gorgeous cloth obtainable in Philippines.

A treat for all visitors to Davao is its fruits. The district's sub-tropical air and rich volcanic soil spawn a vast assortment of exotic tropical delights. At the huge Madraza Fruit Centre, plump and pretty pomelo, mangosteen, rambutan, durian and the delicious

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# From the Weekly Notice # 3

*Doubling on Lapstone Hill, from WN 04-1919*

## Main Suburban and West.

Since Friday, January 10, and on each subsequent Friday until further notice.

No. 75 Pass. runs in two portions, Penrith to Mount Victoria. Times as under:—

		No. 75 p.m. 4 0	
		As tabled in Working Book.	
		4 55'	
SYDNEY .....	Dep.		
Penrith .....	Arr.		
Do .....	Dep.	4 58	5 6
Emu Plains .....	"	5 1	5†10
Lapstone Hill .....	"	5 5	5 15
Glenbrook .....	"	5 14	5 26
Blaxland Junction .....	"	5 19	5 31
Blaxland .....	"	.....	5 34
Valley Heights .....	Arr.	.....	5 44
Do .....	Dep.	5 30	5 49
Springwood .....	Arr.	.....	5 53
Do .....	Dep.	5 34	5 54
Faulconbridge .....	"	.....	6 0
Linden .....	"	5 46	6 7
Woodford .....	"	5 53	6 14
Hazelbrook .....	"	.....	6 19
Lawson .....	Arr.	6 2	6 25
Do .....	Dep.	6 7	6 30
Wentworth Falls .....	Arr.	6 17	6 40
Do .....	Dep.	6 18	6 42
Leura .....	Arr.	6 27	6 50
Do .....	Dep.	6 28	6 52
Katoomba .....	Arr.	6 32	6 56
Do .....	Dep.	6 35	6 59
Medlow Bath .....	Arr.	6 42	7 6
Do .....	Dep.	6 43	7 7
Blackheath .....	Arr.	6 48	7 13
Do .....	Dep.	6 50	7 17
Mt. VICTORIA .....	Arr.	6 57	7 24

Returns as No. 14.

† Stops at Emu Plains if required to set down School Children.

No. 75 Pass. (4.0 p.m. ex Sydney) to have load of 300 tons between Sydney and Penrith. The first portion, with load of 160 tons, runs through from Penrith to Lawson. Train is worked by "NN" class engine, Sydney to Penrith, and that engine hauls the first portion (160 tons) unassisted from Penrith to Mt. Victoria, and the composition of No. 75 leaving Sydney is to be as shown below. The second portion, with load of 140 tons, calls at Emu Plains if required to set down School Children, then at Glenbrook, Blaxland, Valley Heights, and all stations to Mt. Victoria.

Ticket Inspector, Sydney, and Station Master, Penrith, to see that passengers for stations Emu Plains to Hazelbrook inclusive are directed to the rear portion.

Station Master, Mt. Victoria, to arrange for disposal of engine off second portion of No. 75.

The composition of the 4.0 p.m. Pass. (commencing from the rear), Sydney to Mt. Victoria, will be as follows:—

CX	} Detached at Penrith for Second Division.	HFE	} First Division from Penrith.
HV		BX	
BI		BX	
LFX		BC	
BC		LFX	
CX		LFX	

Lapstone Hill Signal-box to be "switched in" for Block Working for the passage of No. 75 (in two portions) and No. 53.

*Until 1892, Lapstone Hill was the location of one of the NSWGR's 3 Zig Zags. It was common in those days for the WTT to note that 'These trains run double', without explaining exactly what that meant. Even after a deviation eliminated the zig zag in December 892, the hill posed a big problem and it has been regraded at least three times. In this extract from Weekly Notice No. 4 of 1919, we see that "doubling the hill" was still practised at Lapstone.*