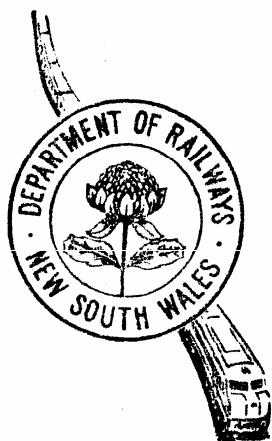


29,000 LITTLE TRAINS -



*In every year, 29,000 passenger and mixed trains move across branch lines of the rural scene carrying mails, freight and people in a never-ending contribution to the State's prosperity and progress. Along these branch line tracks — **capillaries of steel that feed into the arterial mainlines** — **the State draws the substance of which its greatness is made . . .** the bounty of its pastures, the minerals of its earth, the fruits of its orchards, the output of its factories . . .*

On the durable structure of the spreading network of the New South Wales Government Railways grew this State to greatness, and on such will it continue to grow.

RAILWAY SUPPORT MEANS PROSPERITY FOR YOUR STATE

Inside: Where do you want to go today?

Train travel in the Philippines

Flight-progress time-sheets

RRP \$2.95
Incl. GST

The Times

Journal of the Australian Association of Time Table Collectors Inc. (A0043673H)

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On the front cover

Would you advertise that your trains were little pipsqueaks? The New South Wales Government Railways created this impression with this ad. In this issue, Victor Isaacs finds much to marvel at in the thought processes of the advertising men within the State Government Railways Departments of the past.



Is horariology an illicit activity? One of the suspicious activities reported by British police during and after the August terrorism scare was "studying timetables". If one looks closely at the Australian Government's recent *If you see something, say something* poster one can see a group of people who appear to be peering at a bus timetable, like the girl paying homage to the Timetable Gods on the right. It's worse if you are doing so while standing next to luggage (left). If this be true, how does an AATTC meeting rate as a security threat? These days, to photograph trains in Melbourne, one has to obtain a permit, the requirements for which include a demonstrated long-term membership of a railway enthusiast organisation, including this one. Perhaps we should produce a membership card?



Contributors The Times

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The Times on-line

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Destination X

DAVID WHITEFORD has sent us a WAGR timetable, where even the driver was in the dark as to the destination, until the time the train left Perth. The envelope, please!

This page from WAGR Weekly Notice No. 30 of 1932 may be worth reproducing in *The Times*. After all, there can't be too many timetables published to and from "X" - with tickets printed to match!

PS: Must do a piece on WAGR Hike Trains one day, as there were some very interesting operations.

Editor's Note. It would seem possible, for those with a mathematical turn of mind to solve this mystery with a set of simultaneous equations involving the fares. The information directing all passengers to travel via Perth may be just a lot of flannel to deceive the sleuths, for it would seem to rule out *all* lines! My guess is that the trains went to Mundaring Weir (below), what's yours?

In the first half of last century "round-trip" hiking tickets were quite common— out via one line and back by another, after walking between the two. I can remember doing such trips in New Jersey as late as the 1970s. Perhaps that is what was involved here, and each train ran to a different destination? The easy way, of course, would be to pick up a copy of the following Monday's *Daily News* and read the report of the trip— but that would be cheating, wouldn't it?



MYSTERY HIKE, Sunday, 24th July, 1932.—With the co-operation of the "Daily News" Hiking Club, a Mystery Hike, which will be open to all members of the public, will be held on Sunday, 24th instant.

The destination of the trains will be kept secret until a few moments before departure, when the train crews will be handed sealed orders.

Train Arrangements—

H1.—Perth ... dep. 10-5 a.m.	H3.—Fremantle ... dep. 9-35 a.m.
" X " ... arr. ?	Perth ... arr. 10-15 a.m.
	Do. ... dep. 10-20 a.m.
	" X " ... arr. ?
Both trains will run non-stop to " X."	
H2.—" X " ... dep. 4-15 p.m.	H4.—" X " ... dep. 4-45 p.m.

Patrons residing at stations between Perth, Bellevue, and Armadale will require to travel into Perth by ordinary trains connecting with the Hike Specials. The Mystery Hike tickets will be available for travel via Perth without extra charge.

Passengers from Northam off No. 86 will connect with H3 at Perth, and on the return journey will travel by No. 81 from Perth.

Special Fares.

	s.	d.
Perth and all Stations to Bellevue inclusive	2	6
Rivervale to Armadale inclusive	2	6
West Perth to Karrakatta inclusive	3	0
Claremont to Buckland Hill inclusive	3	3
Leighton to Fremantle inclusive	3	6
Northam	7	6

Specially printed "Mystery Hike" tickets, vide specimen shown, will be issued at Perth and most of the Suburban Stations. Stations not supplied with printed tickets will issue Blank Paper Special Excursion tickets. It will only be necessary to show "Mystery Hike" on each portion of the ticket in addition to the date and fare collected.

Hikers' Excursion tickets, vide specimen shown on page 432, will be issued at Northam.

The tickets may be sold in advance. It will not be necessary to press-date the printed "Mystery Hike" tickets.

The "Mystery Hike" tickets must be shown as a special entry on the General Passenger return and all unsold tickets are to be treated as cancelled and despatched to the Comptroller of Accounts and Audit booked value on Monday, 25th July. Return of bookings to be rendered promptly.

Free Passes and Privilege Tickets will not be available by the Mystery Hike Special Trains.

Station Staff not rostered for duty next Sunday will be specially advised (before relinquishing duty on Saturday) in the event of their being required in connection with the "Mystery Hike." In the absence of advice it is to be taken for granted that their services are not required. All members of the Staff who receive special advice to report for duty are asked to treat it as strictly confidential.

Specimen of "Mystery Hike" Ticket.

Colour—White with two diagonal red lines.

(Front.)

W.A.G.R.	W.A.G.R.
○ MYSTERY	MYSTERY ○
○ HIKE	HIKE ○
○ SUNDAY,	SUNDAY,
24th JULY, '32	24th JULY, '32
○ PERTH	X ○
○ TO	TO ○
X	PERTH

(Back.)

RAILWAY DEPARTMENT'S
NEXT
HIKE
SUNDAY, 14th AUGUST, 1932

Train travel in The Philippines

JOHN COYLE recounts some experiences and supplies some pages from a PNR Working Timetable.

My wife, Carlota, comes from Manila. We travelled from Manila to Baguio, by bus. Baguio is a mountain resort. It is also the summer capital of the Philippines, due to the cooler climate. Road travel is a real horror! Stop-start conditions apply for about half the journey. The buses and "Air-con" coaches stop along the way, permitting passengers to purchase hot or cold snacks. The windows of the bus were opened, and food and money was exchanged. Carlota bought me an iced coffee and pastry. She, on the other hand, obtained an egg. At least, in my innocence, I thought that was what she had purchased. The "egg" turned out to be a Balute, which is a chicken inside an egg! I turned away, whilst Lota consumed the delicacy. After an overnight stay in Baguio, we took a bus to a small town, where we changed to another bus to San Fernando.

I had read in the Cooks Overseas timetable, that a daily train operated from San Fernando to Manila. That information was correct. However, there wasn't the dining car, stated in the Cooks. Still, I was pleased to be able to ride a train, in any case, rather than having to put up with the stop-start traffic. Plus, of course, the stinking pollution! The train trip was fun. We went through small villages along the way. Later, the train entered the heavily populated Manila area. The houses were so close to the line, that one could have grabbed a cold drink off somebody's kitchen table! Kids build a small trolley, that is designed to fit onto the 3'6" gauge track. Then, the trolley is pushed along the railway line, carrying goods! The goods are transported from one end of town to the other, in between PNR trains!

I saw one of the dining cars, mentioned in

the "Cooks" timetable, sitting in a rail yard, in Manila. Like much of the PNR rolling stock, it was in poor condition. Part of the reason is that as soon as tradespeople gain a certificate, they leave the Philippines, for jobs overseas. The money that can be earned in the Middle East, Britain, or various other places, is far greater than is paid in the Philippines. Another problem is that the PNR was under funded, by the Government. So much so, that only the main South line, from Manila to Naga, still has passenger trains. That line once went all the way to Legaspi.

The "Mayon Limited" sounds like an important train. Well, some years ago, it might have been an important train! It was listed as having first and economy class sleeping cars, and a dining car. As PNR fares are a real bargain, I requested first class sleeping berths for my wife, a couple

PHILIPPINE NATIONAL RAILWAYS TRANSPORTATION DEPARTMENT Manila

WORKING TIMETABLE NO.

55-C

LONG DISTANCE & COMMUTER TRAINS

Effective: May 2, 2005


RODOLFO A. CRUZ
Transp. Opns. Supvr.


ENGR. EDGARDO R. REMONTE
AGM Opns./Maint.


ESTELITO A. NIERVA
Department Manager


JOSE MA. I. SARASOLA II
General Manager

-----The Management reserves the right to change the schedule from time to time.-----

Train Summary
Working Timetable Number 55-C
for Long Distance & Commuter Trains
(Effective : May 2, 2005)

Southbound

Northbound

<u>Train Number</u>	<u>Route</u>	<u>Leave</u>	<u>Arrive</u>	<u>Train Number</u>	<u>Route</u>	<u>Leave</u>	<u>Arrive</u>
201	San Pedro, L. -- Carmona	0440	0455	302	Carmona -- Tayuman	0510	0723
587	Tayuman -- Legazpi	0600	2110	402	Calamba -- Tayuman	0530	0807
401	Tayuman -- Alabang	0645	0818	588	Legazpi -- Tayuman	0630	2145
301	Tayuman -- Alabang	0830	1003	404	Alabang -- Tayuman	0825	0958
403	Tayuman -- Alabang	0930	1103	304	Alabang -- Tayuman	1015	1148
303	Tayuman -- Alabang	1230	1403	406	Alabang -- Tayuman	1115	1248
405	Tayuman -- Alabang	1330	1503	306	Alabang -- Tayuman	1415	1548
407	Tayuman -- Alabang	1500	1633	408	Alabang -- Tayuman	1515	1648
409	Tayuman -- Calamba	1740	2020	410	Alabang -- Tayuman	1645	1818
305	Tayuman -- San Pedro, L.	1840	2036				

TRAIN SEQUENCE

CROSSING STATION

<u>CLASSIFICATION</u>	<u>SET NO.</u>	<u>LINK</u>	<u>TOTAL TRAINS</u>
Rail Cars	1	(201)-302-301-304-303-306-305	6
Commex	2	401-404-405-408-409	5
	3	402-403-406-407-410	5
Long Distance	4	587	1
	5	588	1
Non-Revenue Train		201	1
Total No. of Trains			19

Binang 409 X 588
Alabang 305 X 588
Hondagua 587 X 588

NOTE: Working Timetable No.55-C cancels schedule of Working Timetable No. 55-B issued Dec. 1, 2004

page 1

of her family members and myself. Sorry, the first class air-con sleeping cars have been withdrawn, was the polite response to an enquiry from my wife, to the booking clerk at the main Manila railway station. The answer to a question as to whether economy class sleeping car space would be available on the train, was met with a firm "yes". We made immediate bookings. While the bookings were being made, we sent my wife's Nephew home, to collect spare clothing, money, etc. We were going that night, and there was little point in us all returning to Malate. I suggested that Victorino, join the train in Paco, which isn't far from Malate.

When I noticed the "Mayon Limited" being shoved back into the platform, I said that I wanted to take a look at the cars. I had expected the economy class sleeping car to be an older style of vehicle. Perhaps, like a NSWGR "TAM" class sleeping car, I thought. Wrong! The car looked like it was built in India, which turned out to be correct. I was shocked to the core, by what confronted me. The car was a shambles. The cabins were without doors to the passageway, and the toilet was a stinking room, with a hole leading directly onto the track! I began to panic! If we hadn't sent Vic to the house, and on to Paco station to join the train, I would have cancelled the trip!

The train slowly moved out of Tutuban, towards Paco. And I do mean "slowly", as people were all over the tracks, along the route. The train rocked from side to side, missing houses by a matter of inches! We were on very poor quality "jointed" rail. Which, in itself, wasn't a problem for me. I had more to worry about. People, came and sat in our compartment, whilst I was taking a leak onto the tracks, in the "hole in the floor", toilet. Lota was there, talking to the interlopers, who were smoking and smelt of alcohol! I was told by a discreet hand signal, to be quiet, and wait for her to resolve the situation. I wasn't very happy to have strangers sitting in our sleeping compartment, but I was powerless to do anything, or the problem may have become worse! Finally, it was time to bed down, or so I thought. After a late night snack, which had been purchased at a railway station platform, I suggested that we put the lights off and try to get some sleep. Believe it or not, there wasn't a light switch! We stretched ourselves out on the plastic covered bunks. I took an upper bunk I was about to close my eyes, when two large spiders walked along the ceiling, hardly six inches from my face!

I asked Vic to kill the spiders. He said, they are not poisonous, Uncle John. I repeated my request, this time backed by the fact that all spiders are poisonous, in Aus-

tralia! Vic killed the intruders.

Sleep came fitfully. The next morning we saw the Mayon Volcano. It didn't have the usual cloud cover. Like Mt McKinley in Alaska, the Mayon Volcano is more often than not, obscured by clouds.

In the Philippines, most towns and villages look very similar to each other. There would seem to be a lack of imagination in urban design, in the Philippines. To a certain degree, I noticed a similar situation in the USA. In particular, in suburban areas, in some cities. Sadly, a similar trend is evident in Australia. McDonalds, KFC, Woolworth's Supermarkets, etc, look the same everywhere! However, at least in Australia, it is possible to take a photo of a streetscape and people can tell which city the photo was taken. Not so, in the Philippines. Houses, shops, schools, and so on, look the same. I travelled in each direction from Manila, and the villages all look alike! I am not trying to be over critical; I am just reporting what I observed.

The LRT is a bright spot on the transport scene in the Philippines. I have travelled on the first LRT line, which runs close to the Manila International Airport. I don't understand why the line doesn't go into the airport!

On one trip to the Philippines, we checked

into the airport on our way back to Australia. The PAL flight was delayed until the next day! We didn't have any money, so we were told that we would be accommodated in a good quality hotel. Fair enough, I thought. The bus taking us to the hotel ran down a narrow laneway, scraping along somebody's car, in the process! Further

along the lane, a house was on fire! When we reached the hotel, it turned out to be a "short stay" hotel, all set up for sex sessions! I said, "OK", who cares. But, Lota said, no way! We ended up taking a taxi to our relatives, and getting them to pay the fare! We repaid them, the next day, before departing on our much-delayed flight.

The lesson was, QANTAS is far more dependable than Philippine Airlines, even though one may pay a little more. Anyhow, PAL doesn't operate to Australia any longer. I wonder why?

SOUTHBOUND

(Read Down)

STATIONS	Km. Dist. Ex. MA	Station Code	RC 201	Bicol Day Express 587	COMMEK 401	RC 301	COMMEK 403	RC 303	COMMEK 405	COMMEK 407	COMMEK 409	RC 305
Caloocan	05.80	CN										
MANILA (Toyuman)	00.00	TY		0600	0645	0830	0930	1230	1330	1500	1740	1840
Blumentritt	02.73	BLU		0609	0654	0839	0939	1239	1339	1509	1749	1849
				0610	0655	0840	0940	1240	1340	1510	1750	1850
Laon-Laan	03.07	LL		--	0658	0843	0943	1243	1343	1513	1753	1853
					0659	0844	0944	1244	1344	1514	1754	1854
Espana	03.82	SPN		0616	0701	0846	0946	1246	1346	1516	1756	1856
				0618	0702	0847	0947	1247	1347	1517	1757	1857
Sta. Mesa	06.49	SA		--	0709	0854	0954	1254	1354	1524	1804	1904
					0710	0855	0955	1255	1355	1525	1805	1905
Pandacan	07.79	PD		--	0715	0900	1000	1300	1400	1530	1810	1910
					0716	0901	1001	1301	1401	1531	1811	1911
Paco	09.40	PC		--	0723	0908	1008	1308	1408	1538	1818	1918
					0724	0909	1009	1309	1409	1539	1819	1919
Vito Cruz	11.06	VTC		--	0729	0914	1014	1314	1414	1544	1824	1924
					0730	0915	1015	1315	1415	1545	1825	1925
Buendia	12.12	DIA		--	0734	0919	1019	1319	1419	1549	1829	1929
					0735	0920	1020	1320	1420	1550	1830	1930
PASAY ROAD	13.25	PRD		0648	0737	0922	1022	1322	1422	1552	1832	1932
				0650	0738	0923	1023	1323	1423	1553	1833	1933
Edsa	14.35	EDS		--	0740	0925	1025	1325	1425	1555	1835	1935
					0741	0926	1026	1326	1426	1556	1836	1936
Food Terminal, Inc.	18.60	FTI		--	0750	0935	1035	1335	1435	1605	1845	1945
					0751	0936	1036	1336	1436	1606	1846	1946
Bicutan	20.92	BIC		--	0757	0942	1042	1342	1442	1612	1852	1952
					0758	0943	1043	1343	1443	1613	1853	1953
Sucab	25.01	SU		0719	0810	0955	1055	1355	1455	1625	1905	2005
				0726	0811	0956	1056	1356	1456	1626	1906	2006
ALABANG	28.09	AA		0728	0818	1003	1103	1403	1503	1633	1913	2013
Muntinlupa	32.01	MP		--	--	--	--	--	--	--	1914	2014 X 588
											F1925	F2025
San Pedro, L.	35.56	SPL	0440	0748							1936	2036
Pacita Complex	37.55	PX	0445								1937	
Chrysanthemum Vill.	38.75	CSV	0450									
			0455									
CARMONA	40.26	GMA										
Pacita Main Gate	37.55	PMG									F1939	
Golden City 1	38.72	GCI									F1942	
											1948	
Binan	39.76	NA		0758							1949 X 588	
Sta. Rosa, L.	43.80	SRL		0800							F1953	
Golden City 2	45.76	GC2									F1956	
Cabuyao	47.14	AD									F2005	
Mamatid	52.56	TD									F2013	
Banlic	54.80	BLC									F2017	
											2020	
Calamba	56.16	LA		0828								
				0830								

(cont. on page 4)



NORTHBOUND

(Read Up)

STATIONS	Km. Dist. Ex. MA	Station Code	RC 302	COMMEX 402	COMMEX 404	RC 304	COMMEX 406	RC 306	COMMEX 408	COMMEX 410	Bicol Day Express 588
Calabcan	05.80	CN									
MANILA (Tayuman)	00.00	TY	0723	0807	0958	1148	1248	1548	1648	1818	2145
			0714	0758	0949	1139	1239	1539	1639	1809	2136
Blumentritt	02.73	BLU	0713	0757	0948	1138	1238	1538	1638	1808	2134
			0710	0754	0945	1135	1235	1535	1635	1805	--
Laon-Laan	03.07	LL	0708	0753	0944	1134	1234	1534	1634	1804	--
			0706	0751	0942	1132	1232	1532	1632	1802	2129
Espana	03.82	SPN	0705	0750	0941	1131	1231	1531	1631	1801	2127
			0658	0743	0934	1124	1224	1524	1624	1754	--
Sta. Mesa	06.49	SA	0657	0742	0933	1123	1223	1523	1623	1753	--
			0652	0737	0928	1118	1218	1518	1618	1748	--
Pandacan	07.79	PD	0651	0736	0927	1117	1217	1517	1617	1747	--
			0644	0729	0920	1110	1210	1510	1610	1740	--
Paco	09.40	PC	0643	0728	0919	1109	1209	1509	1609	1739	--
			0638	0723	0914	1104	1204	1504	1604	1734	--
Vito Cruz	11.06	VTC	0637	0722	0913	1103	1203	1503	1603	1733	--
			0633	0718	0909	1059	1159	1459	1559	1729	--
Buendia	12.12	DIA	0632	0717	0908	1058	1158	1458	1558	1728	--
			0630	0715	0906	1056	1156	1456	1556	1726	2053
PASAY ROAD	13.25	PRD	0629	0714	0905	1055	1155	1455	1555	1725	2051
			0627	0712	0903	1053	1153	1453	1553	1723	--
Edsa	14.35	EDS	0626	0711	0902	1052	1152	1452	1552	1722	--
			0617	0702	0853	1043	1143	1443	1543	1713	--
Food Terminal, Inc.	18.60	FTI	0616	0701	0852	1042	1142	1442	1542	1712	--
			0610	0655	0846	1036	1136	1436	1536	1706	--
Bicutan	20.92	BIC	0609	0654	0845	1035	1135	1435	1535	1705	--
			0557	0642	0833	1023	1123	1423	1523	1653	2023
Sucut	25.01	SU	0556	0641	0832	1022	1122	1422	1522	1652	--
			0549	0634	0825	1015	1115	1415	1515	1645	2016
ALABANG	28.09	AA	0548	0633							2014
Muntinlupa	32.01	MP	F0537	F0822							--
			0526	0611							2003
San Pedro, L.	35.56	SPL	0525	0610							--
Pacita Complex	37.55	PX	F0520								
Chrysanthemum Vill.	38.75	CSV	F0515								
			0510								
CARMONA	40.26	GMA									
Pacita Main Gate	37.55	PRG		F0606							
Golden City 1	38.72	GC1		F0604							
				0601							1950 X 409
Binan	39.76	HA		0600							1949
Sta. Rosa, L.	43.80	SRL		F0554							
Golden City 2	45.76	GC2		F0550							
Cabuyao	47.14	AO		F0547							
Mambid	52.96	TD		F0538							
I C D	52.96	ICD		F0533							1924
				0530							1922
Calamba	56.16	LA									

(cont. on page 4)

(Read Down) (Read Up)

STATIONS	Km. Dist. Ex. MA	Station Code	Bicol Day Express 587	Bicol Day Express 588
Calamba	56.16	LA	0828	1924
			0830	1922
College	67.07	COL	0851	1902
			0920	1833
San Pablo	88.77	PBO	0921	1832
Candelaria	111.98	CD	0956	1759
Sariaya	124.70	SY	1018	1738
			1028	1728
LUCENA	133.04	LC	1030	1726
Pagbilao	143.61	PG	1100	1656
Maliboy	156.10	OY	1130	1626
Padre Burgos	165.55	BUR	1150	1606
San Isidro, Q.	171.78	SIQ	1201	1555
Agdangan, Q.	179.68	AGD	1230	1526
Panaon	187.67	PAN	1240	1516
Summit	193.35	SUM	1248	1508
			1255	1501
Plaridel	199.73	PLA	1256	1500
			1320	1436
Gumaca	210.59	GM	1321	1435
Lopez	229.80	LZ	1348	1408
			1358	1358 X 587
HONDAGUA	237.28	HA	1400 x 588	1356
Calauag	243.51	CLG	1410	1344
Sumulong	247.62	SUG	1418	1335
ALONEROS	255.38	ALS	1432	1318
Manato	260.39	NT	1438	1311
Katime	265.94	TM	1444	1304
Kinatakutan	269.47	KN	1449	1258
			1500	1246
TAGKAWAYAN	278.39	TK	1502	1244
			1524	1222
Del Gallego	288.91	DGO	1525	1221
			1535	1212
Sinuknipan	293.59	SKP	1536	1211
			1544	1203
Godofredo Reyes, SR.	297.73	GRS	1545	1202

(Read Down) (Read Up)

STATIONS	Km. Dist. Ex. MA	Station Code	Bicol Day Express 587	Bicol Day Express 588
Godofredo Reyes, SR.	297.73	GRS	1544	1203
			1545	1202
Port Junction	300.81	PJN	1551	1156
F. Simson	304.56	FSN	1557	1150
Liboro	308.09	ORO	1603	1144
			1612	1135
RAGAY	312.41	RGY	1614	1134
Banga Caves	321.16	BGC	1630	1119
			1640	1109
Del Rosario	325.61	RIO	1641	1108
			1715	1034
Lupi Viejo	330.50	LPV	1716	1033
Lupi Nuevo	335.15	LPN	1731	1018
			1749	1000
SIPOCOT	340.50	COT	1751	0958
			1810	0939
Libmanan	353.39	LIB	1811	0938
			1818	0923
Pamplona	365.19	PAM	1819	0922
			1834	0905
NAGA	377.57	NG	1850	0850
Pili	389.81	PLI	F1910	F0830
Baao	405.16	BAO	F1926	F0815
			1935	0805
IRIGA	411.97	IR	1937	0803
Bato	420.31	BTO	1945	0755
			2009	0731
Polangui	437.01	PLG	2011	0729
Oas	440.66	OS	2016	0724
			2025	0715
LIGAO	437.06	LIG	2027	0713
			2037	0703
Travesia	456.00	TRA	2038	0702
Daraga	474.00	DA	2058	0642
			2110	0630
Legaspi	479.00	LG		

Running Time (Origin to Destination) 15 Hrs. & 10 mins. 15 Hrs. & 15 mins.

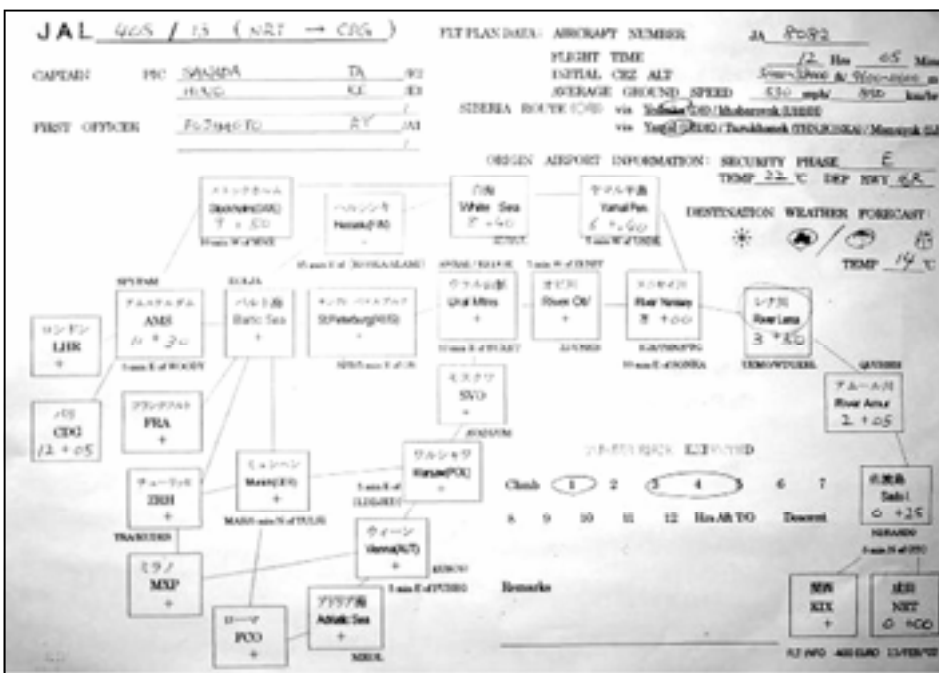
Flight-progress time-sheets

Letter

ALEX SIMS has forwarded some modern flight-progress time-sheets, in response to a plea from the Editor in the March issue

Just reading the March 2006 issue of the times. I've attached low res-versions of sheets that were put up for passenger viewing on a JAL Tokyo-Paris flight I took in May 2003. I think this must be a fairly regular occurrence as the second one (which presumably was circulating in first class etc for a while before it appeared) is coloured in.

I haven't seen them on other flights, but they are probably a necessity as after the first 4 hours the snow coloured tundra gets a bit boring. The flights also have self service snack corners in economy.



By their ads shall ye know them

VICTOR ISAACS reads between the lines of his timetables.

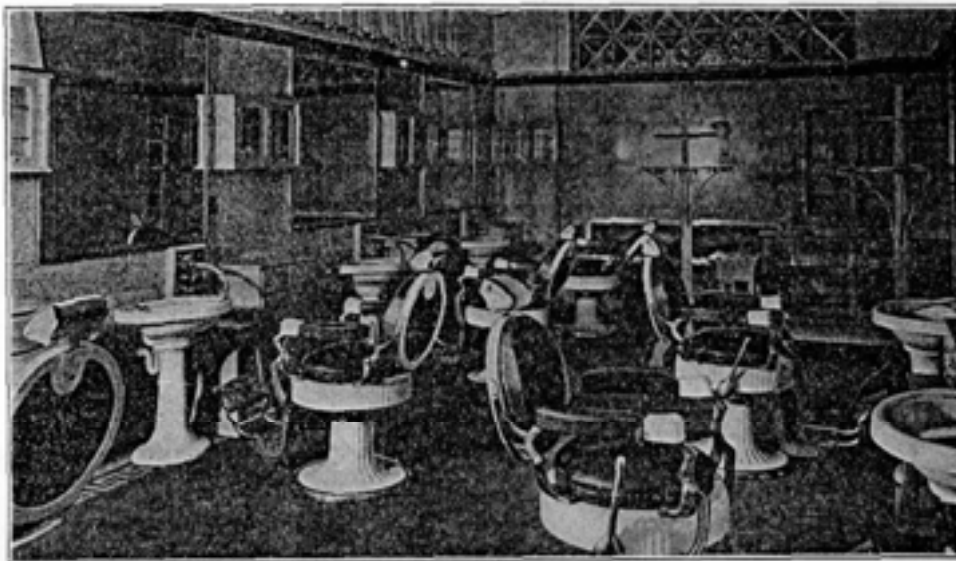
For those of us who are aficionados of the Public Timetables of railways, some of the most interesting insights into railway administrations are provided by the advertisements that appeared. This review is concerned only with ads by railways for railways. These provide often revealing, sometimes quirky, insights into what railways were like, in particular the interface between railways and their cus-

tomers.

I start with extracts from the South Australian Railways Public Timetable of 13 May 1935. There are advertisements by the SAR for some very non-railway like activities. There is the Railway's Hairdressing Saloon, "Courtesy and Good Service Guaranteed" - that's a relief. But, pray, what is "Singeing" - price one shilling? Or what about the Railway Dining Rooms. Note

the well-dressed patrons being served by the immaculately pinafored waitress in pristine surroundings. But the prize for unlikeliness must go to the SAR Tennis Courts. Has there ever been anywhere else where one made bookings for Tennis with a Stationmaster? "Yes, Beatrice, today I think I shall have a shave and a Singe at the SAR Hairdressing Saloon. What say we then meet up for a fine lunch at the SAR

HAIRDRESSING SALOON ADELAIDE RAILWAY STATION



Fitted throughout with Modern Equipment, combined with Hygienic Methods and Skilful Treatment, Patrons are assured of Expeditious Service and Complete Satisfaction.

TARIFF.

Shave and Brush Up	s. d.	Head Massage	s. d.	Beard Trimming	s. d.
Haircutting	0 9	Face Massage	1 6	Neck Shaving	1 0
Shave and Neck Shave	1 0	Haircutting and Singe	1 6	Razor Setting	0 6
Dry Shampoo	1 6	Singeing	1 0	Brush Up	1 6
Wet Shampoo	1 6				0 6

OPEN WEEK DAYS, 8.20 a.m. to 6 p.m.; SATURDAYS, 8.20 a.m. to 1 p.m.

RAZOR SETTING BY EXPERTS.

COURTESY AND GOOD SERVICE GUARANTEED

RAILWAY DINING ROOMS



EARLY MORNING BREAKFAST.

6.30 a.m. to 10.00 a.m.

Open to 7.30 p.m.

CAFETERIA OPEN FROM 6.20 A.M. TO 11.20 P.M.

1/3 SPECIAL THREE COURSE LUNCHEON 1/3

LARGE PRIVATE DINING ROOMS

SPECIALY POLISHED FLOOR

AVAILABLE FOR DANCES, SOCIALS, Etc.

Well Ventilated and Delightfully Cool

(Ring Central 7000, Ex. 23, for particulars)

ADELAIDE RAILWAY STATION

Dining Rooms? Then we shall take the 2.13 to Aldgate for a spot of tennis at the SAR Courts. Get the Butler to ring the Aldgate Stationmaster."

In the late 1950s, 60s and early 70s, undoubtedly the most innovative and memorable railway advertisements in Australia came from livewire minds at the Victorian Railways. Just to read the slogans still has great resonance! These ads appeared in Public Timetables throughout this period. I have made a small selection.

The reassuring: "THIS GRIP OF STEEL which locks railway carriages together so securely is just one of the many factors that

make RAIL TRAVEL SO SAFE"

The convincing: "CEILING ZERO! But who cares? FOR YOU GO WEATHER OR NO When You Book By Interstate Train" Hey, shouldn't this ad be revived today?

The soothing: "STATION MASTER. HE'S YOUR FRIEND".

The strange: "CHILDREN ON HOLIDAYS GET SO BORED, SO WHY NOT LET THEM EXPLORE VICTORIA With an all-lines ticket." Yes, I did – thanks a lot Dad! – it was terrific. (But, I don't think I looked like the boy devised by the VR advertising people.)

The weird- especially as it was for a non-railway Railway activity: "Learn the easy way AT MT. BUFFALO NATIONAL PARK" (The Victorian Railways owned the Mt. Buffalo Chalet).

The soft sell: "A WISE PRESCRIPTION...Relaxation...to be taken as a tonic at THE CHALET, MT BUFFALO".

For this one, check out the picture: PIPE BANDS and PARTY TRAVEL CONCESSIONS.

The appealing: "Too tired to clinch a sale? DON'T LET DRIVING FATIGUE RUIN YOUR SALES PROSPECTS." Surely another advertising theme ripe for revival?

In Shade, 1,400 ft. above sea level

TENNIS AT ALDGATE

Two Good Courts (Nets Provided) Available Every Day.

One Minute from Station. 3s. 9d. per Court per Day.

Write Stationmaster, Aldgate, or 'Phone Stirling 54 FOR RESERVATIONS.

And on the same theme: "HOW ARE YOUR ULCERS TODAY?...COVER THE CAREFREE DISTANCE BETWEEN TWO CITIES - RAILAXED."

The all time winner for VR inventiveness must go to the CAFÉ DE PLUSH. "CLOSED gone to lunch. SILLY, isn't it? What café owner would eat out? That would be bad business. YOU OWN THE RAILWAYS. DO YOU USE THEM AS MUCH AS YOU CAN?" Are you convinced?

No apologies for concentrating on the former Victorian Railways because their advertising was the best of any system. By contrast, other systems' advertising was ordinary. However, for oddity, I cannot do other than conclude with what I consider the strangest Railway advertisement ever presented in Australia. The illustration on our cover is from the NSW Country Public Timetable of 16 April 1962. The subject? Lauding NSWGR's "29,000 LITTLE TRAINS". This advertisement, as far as I am aware, only appeared once. Perhaps, even then, the management and the accountants realised it was bizarre to be trumpeting the running of lots of little trains!



THIS GRIP

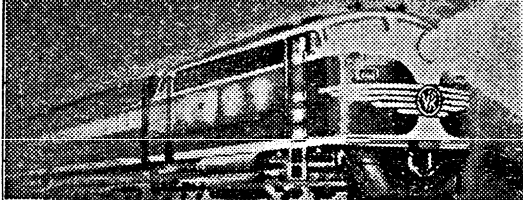


OF STEEL

which locks railway carriages together so securely is just one of the many factors that make

RAIL TRAVEL SO SAFE

CEILING ZERO!



But who cares?

FOR YOU GO **WEATHER OR NO**

When You Book By Interstate Train

- No road hazards or stormy skies to delay your departure or arrival in the heart of the city
- You're at ease in mind and body
- You relax in an air-conditioned car and enjoy the amenities of de-luxe rail travel

BOOK AT VICTORIAN GOVT. TOURIST BUREAU, 272 Collins St., (MF 0202) OR SPENCER ST. STATION.

TABLE 12—WOOMELANG, MILDURA

(Continued on next page)

	"Mildura Sun-light" Tues., Wed., Thur.	Mon., Sat.	Fri.	Tues., Wed., Thur.	Sun., Fri.
MELBOURNER (Spencer St.) (See table 14)	... dep. 7 50	8 40	1 40	1 40	9 0
BALLARAT (See table 11)	... arr. 10 7	11 30	3 40C	3 40C	10 50
	... dep. 10 17	11 10PM	4 20PM	4 15PM	11 10
WYBOROUGH R	... arr. 11 19	1 20	5 30	5 35	12 24
	... dep. 11 39	1 30	5 35	5 40	12 25
Bel Bat	... ..	1 43	5 48	5 53	12 44
Dunolly	... ..	1 52	5 57	6 2	12 44
Goldborough	... ..			
	... p.m.				
Beeliba	... ..	2 13	6 18	6 23	1 3
Emu	... ..	2 25	6 29	6 34	1 15
Caraposee	... ..	2 36	6 40	6 45	1 27
St. Arnaud	... ..	2 48	6 52	6 57	1 36
Siberland	... ..	2 59	7 3	7 8	1 45
Swanwater	... ..		7 19	7 24	2 00A
Cape Cope	... ..	3 16	7 19	7 24	2 00A
DONALD	... ..	1 30	7 33	7 40	2 38
	... dep. 1 34	3 30	7 33		2 38
Litchfield	... ..	3 48	7 51		A
Plasey	... ..				A
Wazzlem	... ..	1 55	8 11		3 9
Florson Plains	... ..				3 30
BIRCHIP R	... ..	3 13			3 40
	... dep. 3 23	4 29	8 34		A
Kinnabulla	... ..				A
Corva	... ..	4 54	8 59		A
Woorlogga	... ..				A
WOOMELANG	... ..	5 20	9 30		4 20
	... dep. 5 0				4 22
Lascelles	... ..	5 11			4 33
Gams	... ..				4 45
Terriff	... ..	D			4 51
Speed	... ..	3 34			5 0
Tenny	... ..				5 6
Bronzewing	... ..				5 35
OUYEN R.	... ..	4 8			5 30
	... dep. 4 18				5 30
Kiamal	... ..	4 47			5 39
Hatch	... ..				5 45
Nowingi	... ..	5 16			5 50
Carwarp	... ..				5 57
Yatpool	... ..				6 7
Redcliffs	... ..	5 31			7 7
	... dep. 5 34				7 13
Irrmale	... ..	5 42			7 21
MILDURA	... ..	6 0			7 40

"Explanation of Symbols for Table 12 on page 46."



CHILDREN ON HOLIDAYS

GET SO BORED, SO WHY NOT LET THEM

EXPLORE VICTORIA

With an all-lines ticket
See page 6 of this timetable

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THE MAN TO SEE
if you want any
freighting advice

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Learn

the easy way



AT MT. BUFFALO NATIONAL PARK

Full details from Victorian Government Tourist Bureau

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TABLE 43 (cont.)—LEONGATHA, YARRAM

(continued on next page)

	Wed., Thurs.	Mon., Tues., Fri.	Sat.	Sun.		
MELBOURNE R						
(Flinders St.)						
dep.	a.m. 6 25M	a.m. 6 25M	a.m. 6 55M	a.m. 7 10		
Caulfield	6 52	6 52	7 12	7 27		
Oakleigh	*	*	*	*		
Dandenong	7 13	7 13	7 34	7 49		
Lyndhurst	*	*	*	*		
Cranbourne	7 27	7 28	7 48	8 1		
Clyde	7 34	7 35	7 55	8 8		
Torquay	7 42	7 43	8 3	8 15		
Dunmore	*	*	*	*		
Koo-we-erup	*	*	*	8 24		
Monomith	*	*	*	*		
Lang Lang	8 2	8 3	8 23	8 34		
arr.						
NYORA						
dep.	8 19	8 20	8 40	8 51		
Loch				8 58		
Jeetho				9 10		
Bena				*		
KORUMBRA R						
arr.				9 19		
Kardella				*		
Raby				9 55		
LEONGATHA						
dep.						
Koo-woorra						
Tarwin						
Heemysie						
Stony Creek						
Buffalo						
Fish Creek						
Hoddle						
Forster						
Bennison						
Toora						
Welshpool						
Hedley						
Gullondale						
Albiston						
YARRAM						
arr.						

*Explanation of Symbols for Table 43 on page 81.

TABLE 42—WONTHAGGI

	Mon., Tues., Fri., Sat.	Wed., Thurs.	Mon., Tues., Fri.	Sat.	Sundays
MELBOURNE R					
(Flinders St.)					
dep.	a.m. 8 10M	a.m. 8 25M	a.m. 8 25M	a.m. 8 55M	a.m. 7 10
arr.	9 55C				9 0C
NYORA					
dep.	10 7M	8 19	8 20	8 40	9 10M
Woodleigh	10 19	8 21	8 22	8 52	9 22
Kernoc	10 25	8 26	8 27	8 57	9 29
Almurra	10 29	8 40	8 41	9 1	9 34
Glen Forbes	10 33	8 43	8 44	9 4	9 38
Woodlam	10 40	8 49	8 50	9 10	9 48
Anderson	10 49	8 57	8 58	9 18	9 53
Kilonda	10 56	9 2	9 3	9 23	10 1
Dalyston	11 4	9 10	9 11	9 31	10 15
arr.	11 20	9 25	9 25	9 45	
WONTHAGGI					
dep.	a.m. 7 31M	a.m. 7 31M	a.m. 4 41M	a.m. 5 10M	a.m. 6 25M
Dalyston	7 43	7 43	4 54	5 19	6 33
Kilonda	7 51	7 51	5 3	5 28	6 42
Anderson	7 57	7 57	5 11	5 26	6 47
Woodlam	8 3	8 3	5 18	5 43	6 59
Glen Forbes	8 9	8 9	5 25	5 50	7 11
Almurra	8 13	8 13	5 29	5 54	7 15
Kernoc	8 17	8 17	5 34	5 59	7 19
Woodleigh	8 23	8 23	5 40	6 5	7 25
NYORA	8 26	8 26	6 0C	6 25C	7 30C
dep.	8 37	8 37	6 7M	6 31M	7 37
MELBOURNE R					
(Flinders St.)					
arr.	10 23	10 25	8 7	8 35	9 20

† Stops only if required to pick up or set down passengers.
C Change trains.
M Rail Motor.
R Refreshment room.

A WISE PRESCRIPTION



THE CHALET, MT BUFFALO NATIONAL PARK
INFORMATION AND BOOKINGS AT VICTORIAN GOVT.
TOURIST BUREAUX.



PIPE BANDS

are not the only groups that benefit from

PARTY TRAVEL CONCESSIONS

When they go by train, members of sporting and athletic clubs, choirs, and others travelling to competitions can all benefit from low cost party rates.

FOR FURTHER DETAILS ASK CHIEF COMMERCIAL MANAGER, RAILWAY OFFICES, SPENCER ST., MELBOURNE or YOUR LOCAL STATIONMASTER

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TABLE 43—LEONGATHA, YARRAM

(continued on next page)

	Mon. Tue. Fri. Sat.	Sat.	Mon. to Fri.	Mon. to Sat.		
MELBOURNE R						
(Flinders St.) ... dep.	8 10PM	8 12PM	8 50PM	6 12	...	...
Caulfield ...	8 27	8 29	4 13	6 29	...	...
Oakleigh ...	...	...	...	...	...	...
Dandenong ...	8 48	8 54	4 40	6 49	...	...
Lyndhurst ...	...	2 21	4 49	...	...	...
Cranbourne ...	9 2	2 11	4 58	...	...	...
Clyde ...	9 9	2 17	5 6	...	...	...
Tooradin ...	9 17	2 24	5 11	...	...	...
Dalmara ...	...	2 28	5 15	...	...	...
Koo-wee-rup ...	9 27	2 36	5 23	7 22	...	...
Monomaich ...	...	2 41	5 28	...	...	...
Lang Lang ...	9 38	2 51	5 38	...	...	...
NYORA	arr. 9 55	...	...	...	...	...
Loch ... dep.	9 56	3 12	5 59	...	...	...
Jeetha ...	10 4	3 20	6 10	7 53	...	...
Bena ...	10 19	3 35	6 35	8 9	...	...
KORUMBURRA R	arr. 10 31	3 37	6 37	8 20	...	...
Kardilla ...	...	...	...	8 30	...	...
Ruby ...	...	...	...	...	...	...
LEONGATHA	dep. ...	...	...	8 51	...	...
Koolwarras ...	...	...	...	9 8	...	...
Tarwin ...	...	...	...	9 13	...	...
Meenyan ...	...	...	...	9 20	...	...
Sony Creek ...	...	...	...	...	...	...
Buffalo ...	...	...	...	...	...	...
Fish Creek ...	...	...	...	9 39	...	...
Hoddle ...	...	...	...	...	...	...
Foster ...	...	...	...	9 56	...	...
Bannison ...	...	...	...	...	...	...
Toora ...	...	...	...	10 10	...	...
Welshpool ...	...	...	...	10 22	...	...
Hadley ...	...	...	...	...	...	...
Gallandale ...	...	...	...	10 36	...	...
Alberson ...	...	...	...	...	...	...
YARRAM	arr. ...	...	...	10 55	...	...

"Explanation of Symbols for Table 43 on page 81."



HOW ARE YOUR ULCERS TODAY?

Why not get that business breather next time you travel—and go by train.

You owe it to your wife, children, and more important, yourself, to escape the vortex of workday problems, panic, and peptic persecutions.

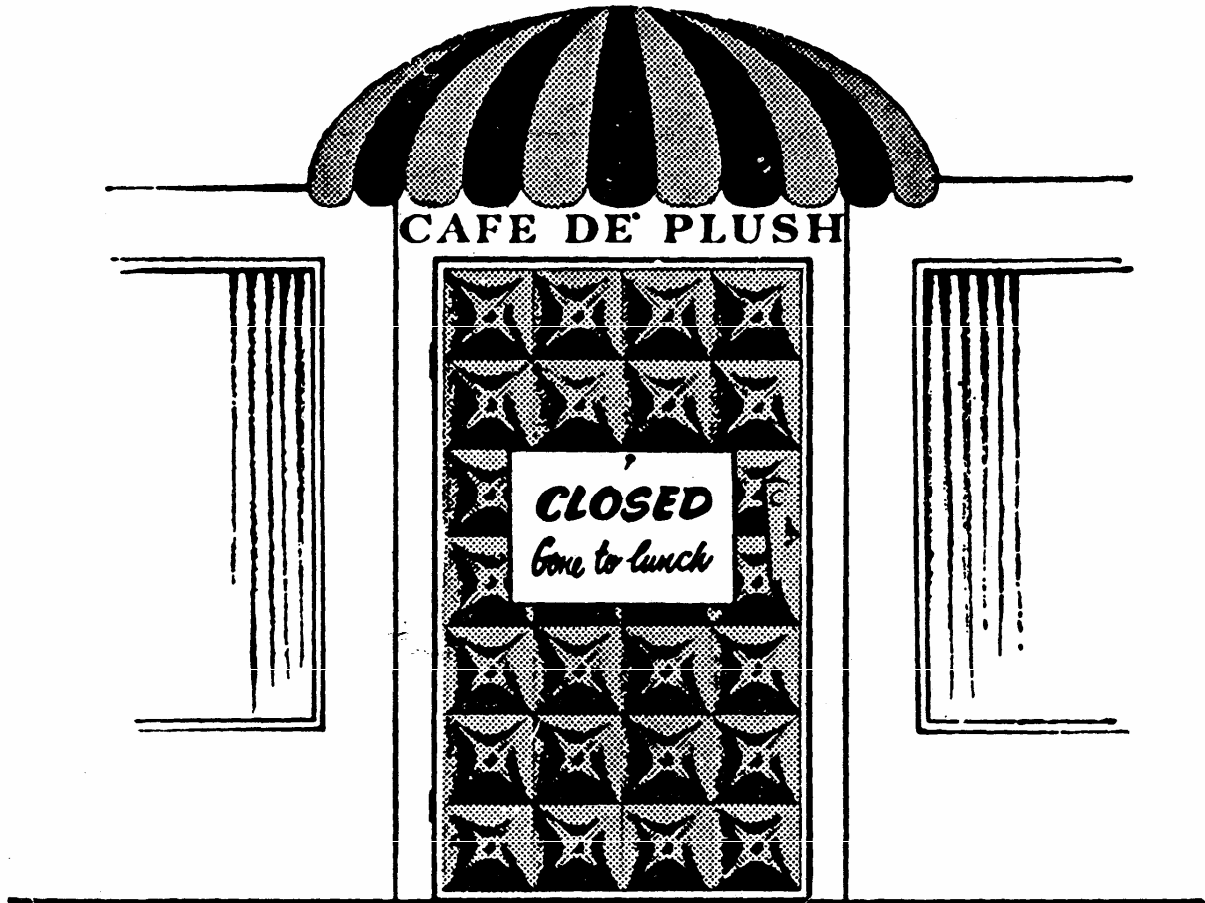
**COVER THE CAREFREE DISTANCE
BETWEEN TWO CITIES—RAILAXED**



DON'T LET
DRIVING
FATIGUE RUN
YOUR SALES
PROSPECTS

Buy a railway all lines ticket—or a sectional ticket if you travel only part of the State.
Write, call or 'phone the Chief Commercial Manager, Victorian Railways, Spencer Street, Melbourne, MY210 (62.0311 as from Dec. 5, 1959, Extension 1246).





SILLY, isn't it ?

- ✓ **What cafe owner would eat out?**
- ✓ **That would be bad business.**
- ✓ **YOU OWN THE RAILWAYS,**
- ✓ **DO YOU USE THEM AS MUCH AS YOU CAN ?**



Timetable Oddity # 11

Trouble in Timetable Land

This notice (right) was inserted into the NSW State Rail Authority's STN 544-1994 in about the middle of the year. One might say it was a case of the system outsmarting itself. At the time, the CityRail Working Timetable carried a peculiar numbering system. Each section of the book (there were 9) carried a page number of the form *Xnn*, where *X* was the section number and *nn* was the page number. In addition, Section 9, which covered freight trains, was subdivided according to region (thus Section "9:W" for West), but this notation did not appear in the page numbering. Instead, each geographically-based section started with numbers separated by about 20. Thus Illawarra started at 901, West started at 921, etc. Therefore there were many missing numbers. Plus, the timetable was produced (then as now) in two books for weekdays and weekends... and the page numbering system in them was identical. There were thus *two* pages numbered 901. In the STN both appeared in quick succession.

Is that clear? Well, it wasn't clear to the printer, because he made an awful mess of it. The copy I acquired came out of the grab-box at an AATTC Sydney meeting, still as one "perfect-bound" collation and had never had the corrections made. The jumble of pages took some 20 minutes to sort out, with weekends and weekdays mixed up and different sections jumbled around. These STNs were also colour-coded with separator sheets of the appropriate traditional colour (e.g. green=South) between the sections. But these had also been mixed up and also appeared *after* the section to which they applied. It probably didn't help that the sequence of geographical sections in the WTT at this time was Illawarra, West, North, South, instead of the century-old Illawarra, South, West, North.

These days rail staff get paid overtime to insert amendments into their WTTs, so this could have turned out to be a costly mistake. In a system such as prevailed in the USA, where the WTT had a kind of "Absolute Block" authority to enter a line section, it could have been a very dangerous mistake as well.

Heads probably rolled somewhere and the mistake does not seem to have recurred. The collation in the next set of amendments— STN 987-94 in November—was immaculate. The strange page numbering system disappeared soon after this— too much of a risk, I imagine.

Instructions to Station Masters, Guards, Drivers and all other concerned.

STATE RAIL AUTHORITY OF NEW SOUTH WALES

IMPORTANT

THESE PAGES ARE NOT
NECESSARILY ASSEMBLED IN
THE CORRECT ORDER

BEFORE INSERTING IN YOUR
FOLDER PLEASE CHECK
THOROUGHLY FOR THE LINE
AND WHETHER IT COVERS
MONDAYS TO FRIDAYS OR
WEEKENDS

IMPORTANT

TIMETABLE

DAYS

994

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