3KZ XMAS EVE CAROL FESTIVAL 1938

Under the Patronage of the
Lord Mayor of Melbourne
(Cr. A. W. Coles)

Souvenir PROGRAM 1/-

All proceeds directed to the
Austin Hospital Appeal.

Inside: Getting home from Carols by Candlelight
   Passing times
   Changing trains
   Naming stations

RRP $2.95
Incl. GST

—Contents—

On the front cover

One of the earliest forms of Carols by Candlelight began in the 1800s, when Cornish Miners in Moonta, South Australia would gather on Christmas Eve to sing carols lit with candles stuck to the brims of their safety hats. The tradition spread through Victoria and Melbourne until it was popularised in 1938 by Norman Banks, a radio announcer then with Melbourne radio station 3KZ. Whilst walking home from his night-time radio shift on Christmas Eve in 1937, he passed a window and saw inside an elderly woman sitting up in bed, listening to Away in a Manger being played on the radio and singing along, with her face being lit by candlelight. Wondering how many others spent Christmas alone, he had the idea to gather a large group of people to all sing Christmas carols together by candlelight. The first ever such event was held in Alexandra Gardens the following Christmas, 1938, and was attended by around 10,000 people. Most of them travelled by public transport of course. In this issue Albert Isaacs tells us how they did it.

President	Victor Isaacs	43 Lowanna Street BRADDON ACT 2612	abvi@webone.com.au
Secretary	Geoff Lambert	179 Sydney Rd FAIRLIGHT NSW 2094	G.Lambert@unsw.edu.au
Editor, The Times	Geoff Lambert		
Editors, Table Talk	Geoff Mann	19 Rix St GLEN IRIS VIC 3146	geoffwm@bigpond.com.au
	Victor Isaacs	43 Lowanna Street BRADDON ACT 2612	abvi@webone.com.au
Distribution Officer	Len Regan	PO Box 576 KOTARA NSW 2289	(02) 4957 9229
			tp@hunterlink.net.au
Membership Officer	Dennis McLean	P.O. Box 1253 NORTH LAKES 4503	(07) 3886 4204
Webmaster	Lourie Smit	lsmit@ozemail.com.au	(02) 9527 6636
Adelaide Convenor	Roger Wheaton	2C Bakewell Street, TUSMORE SA 5065	(08) 8331 9043
Canberra Convenor	Victor Isaacs	Address as above	
Brisbane Convenor	Brian Webber	8 Coachwood St KEPERA Qld 4054	(07) 3354 2140
Melbourne Convenor	Stephen Ward	12/1219 Centre Rd SOUTH OAKLEIGH VIC 3167	(03) 9540 0320
Sydney Convenor	Geoffrey Clifton	GPO Box 1963 SYDNEY NSW 2001	0405 387478

What does that station name mean– officially?

VICTOR ISAACS

Here is an unusual aspect of "Railway paper".

One of the unusual – and pleasant – aspects of Railway publishing in Australasia was the publication a long time ago of guides by various Railways about the meanings of their station names.

Queensland Railways started the idea with the publication in **1914** of *Nomenclature of Station Names.* This is, however, a very disappointing publication. Unlike subsequent publications by other systems, no distances or heights are given. The main disappointment is that the meaning of the place name is, in almost every case, exceedingly sparse. For example, the first entry (in the second edition) is Abbottville, for which the meaning given is "After the late Mr Abbott". But there no indication of who Mr Abbott was. For other entries, the explanation is even more useless. Many are frustratingly given just as "Name of district" or "Name of town". Sometimes it states, eg for Broadlands or Callide Coalfield "Obvious", or, for example, for Southbrook "Self explanatory", and sometimes it states nothing at all.

The introduction of the QR list stated, "The meanings of some of the names has been omitted, or not available at the time of going to Press. It is anticipated, however, that the publication of the pamphlet in its present form will do much towards securing authentic information from different sources to permit of the issue of a complete second edition in the near future." In fact, a second edition did not appear until November 1956. This was in the same style as the first edition, including all its deficiencies.

In **1915** the **South Australian Railways** published *Names of South Australian Railway Stations*. This is a very classy publication. Details are given for each station of mileage from Adelaide or Port Lincoln, as the case may be, plus whether north or south of Adelaide (or north west, for just a few stations in the metropolitan area), then height in feet, then the derivation of the name. Usually the explanation is very detailed. The booklet concludes with a map of the SAR system folded inside. The list includes the Central Australia Railway, then extending as far as Oodnadatta, 688 miles from Adelaide. This line had been built by the SAR and was operated by them until 1926, but financial responsibility for it had been transferred to the Commonwealth government in 1911.

The publication was compiled by Alfred N Day, Secretary to the Railways Commissioner. The Introduction stated that "It is intended to publish a more complete issue in the future", but as far as I have been able to ascertain, this did not happen.

Until I examined this publication, I was unaware that the SAR had a station named with wonderful tautology Mount Hill (80 miles from Port Lincoln, named after William Hill) and a station called Parramatta (yes, named after Parramatta, NSW). Amusingly but understandably, the first two entries are placed out of order, so that the all-important Adelaide appears first, and the very unappealing Abattoirs comes second.

This publication is now unavailable, but microfilm copies are in major libraries.

Then the **Victorian Railways** caught the trend. Their *Names of Victorian Railway Stations* was published in **1918**. Indeed it was inspired by the Queensland and SA ventures, As the introduction stated: "The following list had its origin in a request by the Council of the Historical Society of Victoria in May, 1916, to the Victorian Railways Commissioners that they should publish a list of the names of railway stations in this State, with their origins and meanings, such as had already been issued by the Railway Departments of South Australia and Queensland. The Commissioners in reply, suggested that the compilation of such a list might be more suitably undertaken by the Society then by the Department. Accordingly the work was delegated by the Council to one of its members, Mr. Thos. O'Callaghan, who has now completed his labours, after an investigation extending over more than twelve months. Equipped at the outset with considerable knowledge of the subject, Mr. O'Callaghan took up his task with enthusiasm, and has carried it out in a manner that is beyond praise."

The Victorian book commences with an introduction by O'Callaghan about the derivation of place names generally. But the bulk of the book is very similar in style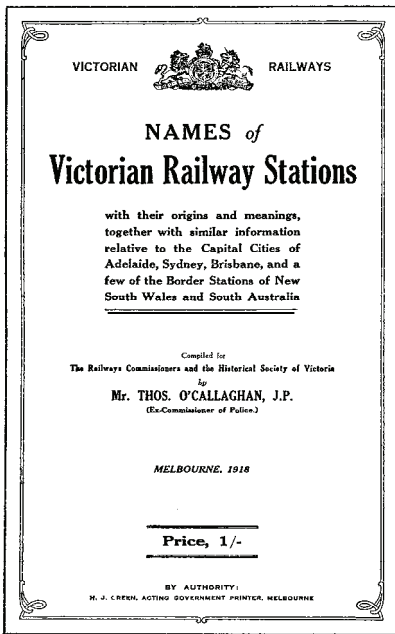 to its SA predecessor. It is, however, of course, much bigger, as the Victorian Railway system was, and is, so much bigger.

Thomas O'Callaghan is very interesting. He had a long career in the Victoria Police. Despite various vicissitudes this culminated in his becoming Commissioner of Police. He appears in Frank Hardy's famous novel *Power Without Glory* as "Thomas Callinan". He has an entry in the *Australian Dictionary of Biography*. His efforts as historical researcher were a long second career. The Victorian station name book, unlike its SA predecessor, comprehensively provides sources for the information given. A very large proportion of the sources are Police officers throughout the state.

We are very lucky because, after 85 years, this book was re-published in 2003 by Boz Publishing, PO Box 372, Mansfield, Victoria.

In **1936** the Publicity Branch of **New Zealand** Railways published two booklets, *New Zealand railway station names and their meanings,* 32 pages, and *The wisdom of the Maori: Railway station Maori names along the Main Trunk Line*, 31 pages, by "Tohunga". Tohunga is Maori for expert or prophet., but, in fact, both booklets were by James Cowan. These were revised and republished in **1938** as *Maori Names of New Zealand Railway Stations: their meanings and traditions,* 30 pages. Explanations are given in line and station order. James Cowan was a prolific and widely-read author of innumerable books about NZ history, especially the colonial period and Maori ethnography. He often wrote for the *New Zealand Railways Magazine.*

In **New South Wales** there was an early publication, but not by the Railways. Mr C A Irish wrote a series of articles in the *Labour Daily* from January to November **1926** about the origins of NSW station names. These articles were collated and republished by the Royal Australian Historical Society in their *Journal* in **1927** entitled *Names of Railway Stations in New South Wales. With their Meaning and Origin.*

VICTORIAN RAILWAYS

NAMES of
Victorian Railway Stations

with their origins and meanings,
together with similar information
relative to the Capital Cities of
Adelaide, Sydney, Brisbane, and a
few of the Border Stations of New
South Wales and South Australia

Compiled for
The Railways Commissioners and the Historical Society of Victoria
by
Mr. THOS. O'CALLAGHAN, J.P.
(Ex-Commissioner of Police.)

MELBOURNE. 1918

Price, 1/-

BY AUTHORITY:
H. J. CREEN, ACTING GOVERNMENT PRINTER, MELBOURNE

In **1965** the New South Wales Railways at last joined in. Their publication was re-printed in 1978, 1979 and 1980 and then a second edition appeared in **1982.** It is from the second edition that my description is taken. The title of this was either *How & Why of Station Names: Meanings and Origins* (front cover) or *Station Names: Dates of Opening, Closing and/or Change of Name: Meaning or Origin of Name* (title page).

This publication was prepared by John H. Forsyth, then Archives Officer of the State Rail Authority of NSW. Forsyth was a livewire whom many railway historians and enthusiasts remember with great affection. He not only organised and made available the Railways' vast archival resources, but he also prepared a number of publications about NSW railway history on a variety of subjects which are both very useful and interesting.

His NSW station name book, second edition, is a very handsome and useful publication indeed. It is very comprehensive in its description of the origin of names. Information given also includes kilometres from Sydney and height in metres. There are also details of:

- dates that stations were renamed;
- name of parish and county the station is situated in for comparison,
- dates that the first school and post office opened in the locality
- whether the station has a grain silo.

All of this information is useful. The dates of renaming, I think, are especially useful for railway historians.

The information is complemented by old photographs of many stations. These are very interesting and the result is a very pleasing production indeed.

Sadly, as far as I can ascertain, there were never equivalent publications for **Western Australia** or **Tasmania.**

Today there are innumerable books published about the origins of Australian place names. The charm of the guides I have described is their combination of this information with their Railway provenance.

Thanks to Geoff Lambert for his assistance with this article.

51

VICTORIAN RAILWAYS—*continued.*

Name of Station.	Height above Sea.	Miles from Melbourne.	Derivation and Meaning of Name.
	Feet.		
GREDGWIN	407	180¾	Bendigo to Manangatang. Native. Greedgin or Gree-jin. A small swamp or natural water-hole, the water in which became polluted by the leaves from oak trees dropping therein. In the local aborigines dialect the name meant "dirty water." R. B. and J. A. R.
GREEN HILL	1554	64½	Kyneton to Redesdale. Named after an adjacent hill which bears that title. T. O'C.
GREENSBOROUGH	151	13½	Melbourne to Hurstbridge. Named after Edward Bernard Green, formerly of the 4th Regiment, an early settler in that locality. *V. H. M.*, vol. 3, p. 80
GREENWALD	375	254	Heywood to Mount Gambier. Takes its name from that of a pastoral station or run, occupied in 1860 by Mr. F. Edgar. A. S. K.
GRITJURK	661	215¾	Hamilton to Coleraine. Native. Mosquito. Smyth, vol. 2, p. 200
GROVEDALE	116	50¾	Melbourne to Port Fairy. This name was given to his house by one of the early English residents, and selected by the Shire Council as the name of the station when it was deemed advisable to change it from "Germantown," the name it formerly bore. H. W. B.
GUILDFORD	815	84½	Castlemaine to Maryborough. Named after a town in Surrey, England. T. O'C.
GUNBOWER	278	172	Elmore to Cohuna. Gunboa, tortuous. Smyth, vol. 2, p. 175. Anabranch. *Ib.*, p. 195. Curr, vol. 3, p. 499, says the proper name is "Kanbowro"
GYMBOWEN	557	238¾	Horsham to Goroke. Native. "Kim-bowa," a long time since. Smyth, vo . 2, p. 169
HADDON	1291	84¼	Ballarat to Linton. Formerly Haddon's Lead. Said to have been named after the discoverer of gold in that locality. T. O'C.
HALLAM	57	22½	Melbourne to Orbost. From Hallam's-road, which was named after William Hallam, storekeeper. Saxton, p. 32
HAMILTON	576	197½	Ararat to Portland. In 1836 Major Mitchell named a little stream running through this place "Grange Burn," and the settlement which was formed there was known as "The Grange." In 1851 it was notified in the *Government Gazette* that a site for a town had been selected, and the name was given as "Hamilton." The site was that previously known as "The Grange." No record has yet been found as to the reason for naming the place "Hamilton"; but it is probable that it was named in honour of the Duke of Hamilton (and Brandon), whose seat was at a place called "Hamilton," near the confluence of the Avon and the Clyde, 11 miles from Glasgow, in Scotland. T. O'C.

REMARKS	STATION NAME Distance in km. Height in metres Grain silo********

Cowra to Demondrille
Opened 1.11.1886. The construction name was BANG BANG
Illunie parish, Monteagle county
An Aboriginal word for *Pine trees*. Bang Bang Creek
   passes under the line about 1.2km. north of the
   station and is the boundary of Bang Bang parish.
     School opened as MONICA VALE 3.1884, to KOORAWATHA
       1888.
       Post office opened as MONICA VALE 25.12.1887, to
         KOORAWATHA 1.12.1888.
	KOORAWATHA
	393.595km.
	340.7m.

Burren to Walgett
Opened as private platform 1.1941, to public platform
   21.4.1941, closed 20.2.1975
Mungerarra parish, Denham county
The station was located on F.G.Marshall's 2 071ha.
   property which may have been named *Koothney*.
	KOOTHNEY
	699.655km.
	140.2m.

Tamworth to Armidale
Opened as MOONBI 9.1.1882, to KOOTINGAL 20.4.1914
Moonbi parish, Inglis county
It is an Aboriginal word for *Star*. The Moonbi pastoral
   holding was shown in the 1848 Directory as being
   occupied by Henry Dangar, whilst in 1866 it had an
   area of 10 773ha. and was leased by John Gill. The
   original area allocated for the railway station at
   Moonbi was on the eastern side of Moonbi Creek at
   474.879km. where the road from Moonbi Village
   crossed the proposed railway and continued on to
   Cockburn River. As there was no connecting road on
   the south side of the river, the station was built
   on the present site where a river crossing was
   available. Moonbi is an Aboriginal word for *Ashes*.
     School opened as COCKBURN (UPPER) RIVER 6.1870, to
       COCKBURN RIVER 1872, to KOOTINGAL 10.1914.
     Post office opened as MOONBI RAILWAY STATION
       16.1.1883, to MOONBI RAILWAY 15.9.1913, to
       KOOTINGAL 15.8.1914
	KOOTINGAL
	472.089km.
	420.9m.

Gosford to Broadmeadow
Opened 12.11.1924
Newcastle parish, Northumberland county
An Aboriginal word for *A club*.
     School opened 2.1937
       Post office opened 7.12.1936, closed 31.3.1980,
       reopened 3.3.1981, closed 30.6.1981
	KOTARA
	158.922km.
	 40.5m.

Stockinbingal to Forbes. See PULLABOOKA	KOWANA
The Rock to Culcairn Opened 10.9.1911, platform 11.4.1927, closed 3.1957 Vincent parish, Mitchell county An Aboriginal word for *Young man attending an initiation ceremony*.	KUBURA 557.577km. 265.7m.
Batlow to Kunama Opened 17.12.1923, closed 1.2.1957 Selwyn parish, Wynyard county An Aboriginal word for *Snow*.	KUNAMA 563.703km. 939.6m.

Station.	Railway.	Meaning of Name.
Royston	Woodford-Kilcoy	No local significance
Rubyanna	Woongarra	
Rumula	Mount Molloy	After aboriginal who camped in locality
Runcorn	South Coast..	After a town in Cheshire, England
Rungoo	North Coast..	Black's camp
Rywung	Western	Dry barren ridge

S.

Station.	Railway.	Meaning of Name.
Sabine	Oakey-Cooyar	After an old pioneer
Sala's Siding	Great Northern	After a resident
Salisbury	South Coast..	After a city in England
Saltern	Central	Called after station or creek
Samford	Dayboro'	Name of district
Samsonvale	Dayboro'	Name of district and Post Office
Sanatorium	Bell	After the Jubilee Sanatorium
Sandgate	Sandgate	After seaside resort of that name in England
Sandy Creek	Great Northern	After adjacent creek
Sarina	North Coast..	After township
Scarness	Urangan	Name of locality
Scrubview	North Coast..	Obvious
Selene	Mundubbera-Monto ..	Name of parish
Sellheim	Great Northern	After a one-time Gold Warden, Charters Towers
Selma	Central	Supposed to be named after County of Selma. Aboriginals say Selma means " Bulgulla," the name of a small bush which grows in that district
Selwyn	Great Northern	Name of township
Sexton	Nanango	After late Traffic Manager Sexton
Sharon	Mount Perry	A Biblical name
Shepperd	Main Line	After Mr. Shepperd
Sherwood	Main Line	After Sherwood Forest, England
Shirley	Crow's Nest	Name of a town in England
Shorncliffe	Sandgate	Name of locality
Silkwood	North Coast..	After adjacent Post Office
Silverwood	Southern	Descriptive of locality
Sisalana	North Coast..	After botanical name for " Sisal Hemp." Plantation adjoins station
Sladevale	Maryvale	Name of locality
Sleipner	Emu Park	After Mount Sleipner
Smyth's Siding	North Coast..	After member of Ayr Tramway Board

Name of Station.	Mileage from—		Height Above Sea.	Derivation and Meaning of Name.
	Adelaide.	Port Lincoln.		
			Feet.	
Krongart.........	278¾ S	—	219	This name is of uncertain origin. It was applied by R. H. Ralstone to his station near Penola about 1864. The sound is similar to that of a native word meaning " bullfrog swamp "
Kulde	89¼ S	—	300	Native for " brothers "
Kulkami	129¼ S	—	275	Native word, meaning " to wait "
Kunlara	134 S	—	228	Native for " the native companion "
Kybunga.........	87¾ N	—	630	A word coined by Lieut.-Col. C. B. Roberts, who applied it to his farm, and also to the township. Without a meaning
Kybybolite	227¼ S	—	299	Was the native name given to Townsend's Station in 1849, and is believed to have reference to a runaway hole in the garden in front of the house. In later years it became the freehold property of Mr. Kiddle, from whom the Government purchased it in 1905 for use as an " Experimental farm "
Lameroo	138 SE	—	326	A word used by the natives of the Northern Territory. Town named by Sir George Le Hunte
Largs	9¾ NW	—	22	After " Largs " on the Firth of Clyde, Scotland
Laura	143¼ N	—	813	Named in 1872 by Governor Sir James Fergusson in honor of the widow of H. B. Hughes, the owner of Booyoolie Estate. The natives called the site of the town " Wirramatya," meaning " gum flat "
Leigh's Creek	373¼ N	—	779	Derives its name from Harry Leigh, Alexander Glen's head stockman, who opened up this part of the State with stock in 1856
Littlehampton	33¼ S	—	1,113	Owes its origin to Mr. Benjamin Gray, who laid it out in 1849, naming it after his native town in Sussex
Long Gully	16¾ S	—	1,311	Descriptive
Lowalde	111¼ S	—	185	Taken from " Taplin's Vocabulary of the " Narinyerri Tribe." It means " summer "

Getting home form carols by candlelight

Albert Isaacs

In the 21st century Carols by Candlelight is primarily known as a Christmas Eve television spectacular telecast nationally from Melbourne's Sidney Myer Music Bowl over the Nine Network and usually perceived as being in competition with a similar carols spectacular, Carols in the Domain, coming out of Sydney and broadcast over the rival Seven Network. Before looking at some of the rail and tram timetables issued in conjunction with nascent Carols by Candlelights, let us look at the early history of the event.

Norman Banks was a popular, albeit controversial, radio broadcaster who began his career at 3KZ Melbourne a few months after the station commenced in 1930. He left KZ in 1952 after a dispute with management. He then broadcast from 3AW from 1952 until 1978 when he was dismissed by another management because his views were said not to fit in with station policy.

Late on Christmas Eve 1937, Banks (a former Anglican divinity student) finished his shift at KZ and was walking home when, through an open window, he saw a solitary lady standing up and singing Christmas carols to the light of a solitary candle. This incident so inspired Banks that he talked KZ into holding a public CbC in the Alexandra Gardens on Christmas Eve 1938 (Christmas Day actually, because as we'll see, it commenced at midnight).

In early days, CbC was held in conjunction with KZ's annual Christmas Day appeal for the Austin Hospital. During the War, the Red Cross became an additional charity supported by both CbC and the radiothon. In 1949, the Royal Victorian Institute for the Blind (now Vision Australia) and the Austin Hospital were the two supported charities. Today, CbC is still run in support of Vision Australia.

In its very first year CbC was attended by no less than 10,000 people and was heard over an Australia-wide radio network. The next year (1939), those attending live had risen to 40,000 and by 1949 the live crowd was estimated at a mammoth 300,000 – incredibly, this represented one quarter of Melbourne's total population, although, of course, there would have been some interstate and overseas visitors attending CbC. By then, as well as the national radio hook-up, CbC was heard over Radio Australia on no less than five bands and a half-hour highlights package was broadcast over 216 stations in the US through the Mutual Broadcasting Network.

By comparison, today, there is usually a live audience of between 30 and 40,000, a national television hook-up and radio broadcasts that are now usually confined to Melbourne. Perhaps it could be argued that this is an example of the secularisation of society; along with a population that represents a wider range of non-Christian beliefs than could have ever been imagined 60 years ago.

The CbC concept was quickly recognised as an ideal way to celebrate Christmas in warmer climes and the idea quickly spread. Sydney's CbC in Hyde Park commenced in 1945 and was jointly sponsored by 2UW and the Daily Telegraph with monies raised going to The Rachel Forster Hospital for Women and Children, Redfern. The concept of the Sydney CbC was the brainchild of radio announcer, musician and vaudevillian, Vernon Lisle. The Sydney event lapsed in the 1960s and even though today's Carols in the Domain is in the same venue, it is not a direct successor to CbC. Soon, the idea of CbC had spread world-wide and was particularly popular in South Africa, New Zealand and many Pacific Island nations, such as Fiji.

So, how did public transport enter the equation? The Sydney CbC ran from 1900 hours to 2130 and so getting home afterwards would not have been a problem. However, in Melbourne the first (1938) CbC was based on the traditional times of Midnight Mass and thus ran from 0000 hours to 0100. Therefore, the obvious question was how did Norman Banks' committee envisage people getting home?

Both the VR and the M&MTB were contracted to provide special services, which were advertised in the CbC program In the case of rail services, special trains ran between 100 and 105 minutes after the normal last trains which, on most lines, then left at 0000. The tram and tramway bus services were supplementary to the normal all-night tram services of the day.

Timings are interesting: because of radio commitments and the closing down of KZ for the night, after CbC had ended, the event would have ended right at the 0100 time signal. Even though the Alexandra Gardens is close to Flinders Street station, all of those using trains were expected to get to the station in either 20, 23 or 25 minutes. Surely this was a mammoth, logistical task because of the numbers involved and, therefore, one can envisage many trains running late as the guard held the "spark" while people continued down the ramp from the Swanston Street concourse.

Services ran on many lines but not to Port Melbourne, Ashburton, Kew, Altona and St. Albans, and not beyond Essendon, Coburg, Oakleigh, East Malvern, Heidelberg, Mordialloc, Box Hill, Reservoir and Williamstown. Most services were timed to leave at 0120; the only ones leaving later were those that shared their track with other trains; this even included Essendon and Coburg where track would have been shared only for a short distance. The Mordialloc, Box Hill and Reservoir trains are shown as being express for the first part of their journeys because of the earlier services to Oakleigh, East Malvern and Heidelberg respectively. If the published summary timetable is completely accurate, it would have seen the Mordialloc and Box Hill trains running non-stop through Richmond – quite a novelty in 1938.

Tram passengers had to really get their skates on! Was it rational to expect all potential passengers on eight routes to get to the corner of Flinders and Swanston Streets by 0115? However, realistically one imagines the eight trams lined up between Flinders Street and Princes Bridge, that is, just across the river from the Alexandra Gardens.

In an interesting piece of lateral thinking, four of the Elizabeth Street and Swanston Street routes (East Coburg, Essendon, North Coburg, West Coburg) commenced from the corner of City and St Kilda Roads, obviously commencing their jour-

---

SPECIAL LATE TRAINS

LEAVE FLINDERS STREET STATION AFTER THE CONCLUSION OF CAROLS BY CANDLELIGHT, AT

12.25 a.m.

FOR THE FOLLOWING DESTINATIONS:

Ringwood (Connecting Kew, Alamein and East Kew)	Williamstown	Heidelberg
East Malvern	Frankston	Reservoir
Coburg	Dandenong	St. Kilda
	Sandringham and Black Rock	Port Melbourne
	Broadmeadows	

THESE TRAINS STOP AT ALL STATIONS

Page 32

Arbuckle, Waddell Pty. Ltd., 20 McKillop Street, Melbourne.

ney in Sturt Street. I'd be interested in readers' speculation as to the actual route that these trams would have taken in 1938.

Pity the poor passengers who had to walk an extra city block to get to their East Preston, Mont Albert or South Melbourne trams in Collins Street, or to their Maribyrnong tram at Elizabeth Street.

As can be seen ,Bourke Street is not mentioned – in other words, there were no special cable trams. Of course, this brings us to the case of the advertised Port Melbourne service – the Port Melbourne cable tram service had closed just 12 months' earlier (December 1937) and, anyway, these cable cars did not go anywhere near the corner of Flinders and Swanston Streets – therefore this service would have been operated by an M&MTB bus. However, unlike the East Brunswick and North Carlton buses, this is not clarified on the list.

For the second CbC (1939) the timing of the event was changed; there were a number of preluding entertainments, with the main event being held between 2300 and 0000. This still meant difficulties in getting people home but public transport arrangements were not listed in all CbC programs. However, such a list did appear in the 1950 program (right).

It will be noted that, by this time, CbC had made contractual arrangements with the VR but not with the M&MTB, although the latter were still running their all-night services. By 1950, there was a much more comprehensive rail service (plus a VR tram to Black Rock and VR buses Hawthorn-Kew and East Camberwell-East Kew); in fact, the only electrified lines not to have services were Altona and St. Albans plus the lightly populated outer sections Ringwood-Lilydale/Upper Ferntree Gully, East Malvern-Glen Waverly, Coburg-Fawkner, Reservoir-Thomastown and Williamstown-Williamstown Pier.

One can just imagine the atmosphere on these special trains and trams – jolly passengers but with a dash of sanctity thrown in – there would be no hint of today's vandalism and rowdiness on these family oriented services – yes, family oriented, even in the early hours of the morning. I will stand by my somewhat idealistic vision of the atmosphere on these trains and trams but, who knows, perhaps I'm just getting to that stage in life where I pine for the good old days.

<u>Footnote:</u> As well as collecting railway timetables, the author also has a collection of radio program guides and printed radio ephemera. This collection includes about a dozen programs for both the Melbourne and Sydney CbCs, 1938-1952, and this article has mainly been sourced from these programs.

FOR YOUR INFORMATION

TRAIN SERVICE.

For your convenience, we set out hereunder schedule of train and tram departures after the conclusion of the concert. This service has been made possible by the co-operation of the Melbourne and Metropolitan Tramways Board and the Victorian Railways Department.

TRAINS DEPART.
From Flinders Street for—

WILLIAMSTOWN	1.20 a.m.	Stops all stations.
ESSENDON	1.20 a.m.	Stops all stations.
SANDRINGHAM	1.20 a.m.	Stops all stations.
COBURG	1.23 a.m.	Stops all stations.
OAKLEIGH	1.25 a.m.	Stops all stations.
ST. KILDA	1.20 a.m.	Stops all stations.
EAST MALVERN	1.23 a.m.	Stops all stations.
HEIDELBERG	1.23 a.m.	Stops all stations.
MORDIALLOC	1.20 a.m.	Express to Caulfield.
BOX HILL	1.20 a.m.	Express to Hawthorn.
RESERVOIR	1.20 a.m.	Express to Clifton Hill.

TRAM SERVICE.

ROUTE.	DEPARTURE TIME.	FROM.
Burwood	1.20 a.m.	Princes Bridge.
Camberwell Junc. (via Malvern Rd.)	1.15 a.m.	Flinders and Swanston Sts.
Carnegie	1.18 a.m.	Flinders and Swanston Sts.
Glenhuntly Depot	1.15 a.m.	Flinders and Swanston Sts.
East Brunswick Bus	1.20 a.m.	Flinders and Swanston Sts.
North Carlton Bus	1.19 a.m.	Flinders and Swanston Sts.
East Brighton	1.15 a.m.	Flinders and Swanston Sts.
East Coburg	1.15 a.m.	City and St. Kilda Rds.
East Kew	1.20 a.m.	Flinders and Swanston Sts.
East Malvern	1.15 a.m.	Flinders and Swanston Sts.
East Preston	1.20 a.m.	Collins and Swanston Sts.
Essendon	1.15 a.m.	City and St. Kilda Rds.
Glen Iris	1.15 a.m.	Flinders and Swanston Sts.
Hawthorn	1.20 a.m.	Flinders and Swanston Sts.
Maribyrnong River	1.20 a.m.	Elizabeth and Flinders Sts.
Mont Albert	1.20 a.m.	Collins and Swanston Sts.
North Coburg	1.15 a.m.	City and St. Kilda Rds.
Port Melbourne	1.20 a.m.	Flinders and Swanston Sts.
Prahran	1.20 a.m.	Princes Bridge.
South Melbourne	1.20 a.m.	Collins and Swanston Sts.
St. Kilda Beach	1.15 a.m.	Flinders and Swanston Sts.
South Melb. and St. Kilda Beach	1.15 a.m.	Flinders and Swanston Sts.
Toorak	1.15 a.m.	Flinders and Swanston Sts.
Wattle Park	1.20 a.m.	Princes Bridge.
West Coburg	1.15 a.m.	City and St. Kilda Rds.

A minimum fare of sixpence on any route will apply in connection with the above special services.

In addition to this special service, the regular all-night services will be maintained to and from the City on the **North Coburg**, Camberwell, Essendon, South Caulfield, East Kew, Mont Albert, St. Kilda and Albert Park routes.

Passing Times

CONRAD SMITH

Following Jim Wells' article regarding passing times in a timetable,

I resolved to search through my boxes of papers to turn up what I remembered was there somewhere. I managed to find this today.

I attach illustrations from a leaflet I picked up at Newcastle-upon-Tyne Enquiry Office back in 1961. Even aged 14 already I was collecting timetables seriously, and had managed to persuade various signalmen and guards to let me have redundant working timetables, so this public version of what appeared only in the working timetables otherwise caused quite a stir at the time. My fraternity loved timing trains and these passing times were usually a closely-guarded secret - this quite widely

available leaflet contains passing times to the nearest ½-minute taken directly from that 'Private And Not For Publication' source.

On a historic note, the route followed by the 'Queen of Scots Pullman' between Harrogate and Northallerton no longer exists, nor the section between York and Selby, a by-pass line being built to leave the Selby coalfield to be deep-mined under the former track-bed. Main line trains no longer serve Selby.

It is interesting that a third line in the timetable is provided for places needing to display arrival, departure and also passing times whereas in the working timetable the passing time appeared on the departure line for the station concerned, albeit with the reserved font to denote passing time. This special font was reproduced faithfully in the leaflet, however, making it the closest I have ever seen to a 'hybrid' public/working timetable.

The booklet folded measures 106 by 178; the timetable pages open out in 212 by 178 pairs and the map unfolds on the other side to 848 by 178 mm. The whole 3-colour production is very cleverly folded thus for presentation.

I hope you find it interesting.

	THE TYNESIDER	THE TALISMAN	THE FLYING SCOTSMAN	THE QUEEN OF SCOTS
	K	G		H B
London (King's Cross) dep.	am 12 55	am 8 0	am 10 0	am 11 50
Hatfield ... ... pass	1 20	8 22	10 23	pm 12 13
Hitchin ... ... pass	1 34	8 35	10 37	12 27
Huntingdon (North) ... pass	1 58	8 57	11 0	12 50
Peterborough (North) ... pass	2 19	9 16	11 20	1 10
Grantham ... pass	2 58	9 42	11 50	1 40
Newark (North Gate) pass	3 15	9 58	pm 12 6	1 56
Retford ... pass	3 33	10 14	12 23	2 13
Doncaster... ... pass	3 55	10 34	12 44	2 34
Leeds (Central) arr.				3 17
dep.				3 25
Harrogate... ... arr.				3 57
dep.				4 0
Selby ... ... pass	4 23	10 53½	1 3	
York ... ... arr.				
dep.				
pass	4 39	11 8½	1 18½	4 33
Northallerton ... pass	5 9½	11 35	1 46½	
Darlington ... arr.	5 30	11 51		4 52
dep.		11 53		4 54
pass			2 2½	
Durham ... ... arr.	6 7	pm		
dep.				
pass		12 16½	2 24½	5 21
Newcastle ... arr.	6 33	12 36	2 45	5 41
dep.		12 42	2 51	5 47
Berwick-upon- arr.		1 52		
Tweed) dep.		1 54		
pass			4 2½	6 56½
Dunbar ... ... pass		2 23	4 33	7 24
Edinburgh (Waverley) ... arr.		2 52	5 2	7 56

B—Pullman cars only—supplementary charges
C—Saturdays excepted. Does not run Monday 25th, Tuesday, 26th December, Friday, 20th, Monday, 23rd April and Monday, 11th June.
D—Only conveys passengers for beyond Edinburgh.
E—Conveys sleeping car passengers only
FO—Fridays only
The figures shown in italics, e.g. 1 34½, indicate passing times and that the train does not call

	THE NORTH-UMBRIAN	THE HEART OF MIDLOTHIAN	THE TALISMAN	THE TEES-TYNE PULLMAN
			G N	C B
London (King's Cross) dep.	pm 12 20	pm 1 0	pm 4 0	pm 4 50
Hatfield ... ... pass	12 42	1 23	4 22	5 12
Hitchin ... ... pass	12 57	1 37	4 35	5 25
Huntingdon (North) ... pass	1 20	2 0	4 57	5 47
Peterborough (North) ... arr.		2 21		
dep.		2 27		
pass	1 40		5 16	6 6
Grantham ... arr.	2 11			
dep.	2 17			
pass		2 59	5 42	6 32
Newark (North Gate) pass	2 35	3 15	5 57	6 48
Retford ... ... pass	2 52	3 32	6 13	7 4
Doncaster... ... pass	3 13	3 53	6 33	7 24
Selby ... ... pass	3 33	4 13	6 53½	7 43½
York ... ... arr.	3 50	4 30		8 0
dep.	3 56	4 36		8 2
pass			7 7½	
Northallerton ... pass	4 25	5 5	7 34	8 29½
Darlington ... arr.	4 42	5 23		8 47
dep.	4 46	5 27		8 49
pass			7 47½	
Durham ... ... arr.	5 11			
dep.	5 13			
pass		5 51	8 9	9 13½
Newcastle ... arr.	5 34	6 11	8 28	9 34
dep.		6 17	8 36	
Berwick-upon- arr.		7 38		
Tweed) dep.		7 40		
pass			9 43½	
Dunbar ... ... arr.		8 12		
dep.		8 14		
pass			10 13	
Edinburgh (Waverley) ... arr.		8 48	10 42	

FX—Fridays excepted
G—Saturdays excepted. Does not run Monday 25th, Tuesday, 26th December, Thursday 19th, Friday 20th and Monday, 23rd April, Friday, 8th and Monday, 11th June.
H—Does not run Monday 25th, Tuesday, 26th December, Friday 20th, Saturday 21st, Monday, 23rd April and Monday, 11th June.
K—Conveys sleeping car passengers only. Except on Monday mornings, also conveys first-class sleeping accommodation King's Cross to Edinburgh (Waverley) (arr. 9-46 am)
The figures shown in italics, e.g. 1 34½, indicate passing times and that the train does not call

	THE ABERDONIAN		THE NIGHT SCOTSMAN	
	FX	D FO	E SO	E SX
London (King's Cross) dep.	pm 7 30	pm 7 30	pm 10 15	pm 11 35
Hatfield ... ... pass	7 53	7 53	10 40	am 12 0
Hitchin ... ... pass	8 5½	8 5½	10 54	am 12 14
Huntingdon (North) ... pass	8 28	8 28	11 18	12 38
Peterborough (North) ... pass	8 48½	8 48½	11 39	12 59
Grantham ... arr.	9 24	9U24	am	
dep.	9 30	9U30	12 18	1 28
pass				
Newark (North Gate) pass	9 47	9 47	12 35	1 55
Retford ... ... pass	10 3	10 3	12 53	2 13
Doncaster... ... pass	10 22	10 22	1 13	2 35
Selby ... ... pass	10 43	10 43	1 38	2 58
York ... ... arr.	11 1	11U 1		
dep.	11 11	11U11		
pass			1 56	3 16
Northallerton ... pass	11 38	11 38		
Darlington ... arr.	11 55	11U55	2 28	3 50
dep.	11 59	11U59		
pass	am	am	2 46	4 8
Durham ... ... pass	12 25	12 25	3 11	4 34
Newcastle ... arr.	12 44	12U44	3L32	4L55
dep.	12 54	12U54	3L40	5L 3
Berwick-upon- Tweed) pass	2 2	2 2	4 53	6 21
Dunbar ... ... pass	2 29	2 29	5 23	6 52
Edinburgh (Waverley) ... arr.	3 0	3 0	5 55	7 25

L—Stops only to change engine or trainmen
N—Limited seating accommodation. All seats bookable in advance.
SO—Saturdays only   SX—Saturdays excepted
U—Stops to take up passengers only, and only conveys passengers for beyond Edinburgh
The figures shown in italics, e.g. 1 34½, indicate passing times and that the train does not call

	THE TEES-TYNE PULLMAN	THE TALISMAN	THE FLYING SCOTSMAN
	M	C	
Edinburgh (Waverley) dep.	am	am 8 30	am 10 0
Dunbar ... ... pass		9 0	10 32
Berwick-upon- arr.		9 30	
Tweed dep.		9 32	
pass			11 2½
Newcastle ... arr.	9 25	pm 10 41	pm 12 14
dep.		10 47	12 20
Durham ... ... pass	9 42½	11 4½	12 38
Darlington ... arr.	10 9	11 31	
dep.	10 11	11 33	
pass			1 4
Northallerton ... pass	10 25	11 47	1 16
York ... ... arr.		pm	
dep.			
Selby ... ... pass	10 50	12 12	1 43
Doncaster... ... pass	11 4½	12 26½	1 56
Retford ... ... pass	11 27	12 48	2 21
Newark (North Gate) pass	11 47	1 8	2 42
Grantham ... pass	pm 12 3	1 24	2 59
Peterborough (North) ... pass	12 17	1 39	3 15
Huntingdon (North) ... pass	12 44	2 6	3 44
Hitchin ... ... pass	1 5	2 27	4 6
Hatfield ... ... pass	1 30	2 52	4 31
London (King's Cross) arr.	1 43	3 5	4 45
	2 3	3 25	5 5

B—Does not run Monday 25th, Tuesday, 26th December, Friday 20th, Saturday 21st, Monday, 23rd April and Monday, 11th June. Pullman cars only—supplementary charges.
C—Saturdays excepted. Does not run Monday 25th, Tuesday, 26th December, Thursday 19th, Friday 20th, Monday, 23rd April, Friday 8th and Monday, 11th June.
The figures shown in italics, e.g. 1 34½, indicate passing times and that the train does not call

EAST COAST NAMED TRAINS
SOUTHBOUND
WEEKDAYS

		THE NORTH-UMBRIAN	THE QUEEN OF SCOTS B	THE HEART OF MIDLOTHIAN	THE TALISMAN C Q
Edinburgh (Waverley)	dep.	pm	pm 12 5	pm 1 30	pm 4 0
Dunbar	pass		12 35	2 3	4 30
Berwick-upon-Tweed	arr.			2 40	
	dep.			2 43	
	pass		1 34½		4 58½
Newcastle	arr.	12 30	2 13	3 54	6 6
	dep.	12 49	2 19	4 0	6 12
Durham	arr.	12 52			
	dep.				
	pass		2 36½	4 18	6 29½
Darlington	arr.	1 22	3 4	4 47	
	dep.	1 25	3 6	4 51	
	pass				6 54
Northallerton	pass	1 39	3 21	5 5	7 6
York	arr.	2 7		5 33	
	dep.	2 13		5 38	
	pass				7 31
Selby	pass	2 29		5 54	7 45
Harrogate	arr.		3 52		
	dep.		3 55		
Leeds (Central)	arr.		4 27		
	dep.		4 38		
Doncaster	pass	2 52	5 20	6 20	8 6
Retford	pass	3 13	5 41	6 41	8 26
Newark (North Gate)	pass	3 30	5 58	6 58	8 42
Grantham	arr.			7 15	
	dep.			7 27	
	pass	3 46	6 14		8 56
Peterborough (North)	arr.	4 17			
	dep.	4 23			
	pass		6 44	7 53	9 22
Huntingdon (North)	pass	4 47	7 6	8 15	9 42
Hitchin	pass	5 14	7 33	8 42	10 7
Hatfield	pass	5 28	7 47	8 56	10 20
London (King's Cross)	arr.	5 48	8 7	9 16	10 40

EAST COAST NAMED TRAINS
SOUTHBOUND
WEEKDAYS

		THE TYNESIDER N	THE NIGHT SCOTSMAN D	THE ABERDONIAN SO	THE ABERDONIAN D SX
Edinburgh (Waverley)	dep.	pm	pm 11 5	pm 10 50	pm 11 L50
				am	am
Dunbar	pass		11 37	11 22	12 22
Berwick-upon-Tweed	arr.		am		
	pass		12 13	11 57	12 57
Newcastle	arr.	10 45	1 L30	am	am
	dep.	11 5	1 L58	1 14	2 L14
Durham	arr.	11 5		1 22	2 L22
	dep.	11 9			
	pass		1 57	1 41	
Darlington	arr.	11 41			2 41
	dep.	11 47			
	pass	am	2 25	2 9	3 9
Northallerton	pass	12 3	2 37½	2 21½	3 21½
York	arr.		2 50		
	dep.		2 57		
	pass	12 35	3 6		3 49
Selby	pass	12 51	3 22	3 14	4 5
Doncaster	arr.			3 40	
	dep.			3 53	
	pass	1 15	3 46		4 29
Retford	pass	1 36	4 7	4 17	4 50
Newark (North Gate)	pass	1 58	4 29	4 39	5 12
Grantham	arr.			5 0	
	dep.			5 6	
	pass	2 17	4 8		5 31
Peterborough (North)	arr.			5 42	
	dep.			5 51	
	pass	2 49	5 20		6 3
Huntingdon (North)	pass	3 12	5 42	6 6	6 26
Hitchin	pass	3 42	6 13	6 46	6 58
Hatfield	pass	3 57	6 28	7 1	7 13
London (King's Cross)	arr.	4 17	6 48	7 21	7 33

D—Only conveys sleeping car passengers
L—Stops only to change engine or trainmen
M—Saturdays excepted. Does not run Monday 25th, Tuesday, 26th December, Friday 20th, Monday, 23rd April and Monday, 11th June. Pullman cars only—supplementary charges
The figures shown in italics, e.g. 1 34½, indicate passing times and that the train does not call

N—Saturdays excepted. Conveys sleeping car passengers only for King's Cross and ordinary passengers for Durham and Darlington
Q—Limited seating accommodation. All seats bookable in advance.
SO—Saturdays only   SX—Saturdays excepted
The figures shown in italics, e.g. 1 34½, indicate passing times and that the train does not call

---

MILES FROM EDINBURGH

Edinburgh became the capital of Scotland in the reign of James II, 1452, but a Parliament was held there in 1215, and the city dates back to A.D. 854, its castle into the mists of antiquity.

It is a city of beauty and splendour dominated by the castle with its crowning glory the magnificent and dignified National War Memorial. The annual Festival of Music and Drama is acclaimed throughout the world.

EDINBURGH (Waverley) — 392½

Waverley station, the East Coast main line terminus, was opened in 1900 and is the second largest station in the kingdom. The combined length of the platforms is 2½ miles, the total area under cover 18 acres. The palatial North British Hotel, served and managed by the British Transport Commission, adjoins the station.

The approach to Edinburgh is dominated on the landward side by the massive Arthur's Seat, 822 feet high. On the seaward side are Portobello and Musselburgh, popular local resorts.

The Bass Rock, of volcanic origin, 313 feet high, is now a favourite nesting place for sea birds, especially Solan geese, but in the seventeenth century was used as a State prison for covenanters. It was held by King James 1691-1694, being the last place loyal to him. North Berwick Law, 614 feet, is another conspicuous feature in the landscape.

DUNBAR — 29¼ / 363½

Dunbar has figured in history since the 7th century. It gave sanctuary to Edward II after Bannockburn, also to Mary, Queen of Scots, at several times of crisis in that unfortunate Queen's life. There are splendid facilities for bathing and boating and two fine golf links.

The Border is marked by a sign bearing the rose and thistle emblems and the flags of St. George and St. Andrew.

BERWICK-UPON-TWEED — 57½ / 335¼

The railway is carried over the River Tweed by the Royal Border Bridge, opened by Queen Victoria in 1850. The bridge has 28 arches, is 2,160 feet long and 126 feet 6 inches high. Berwick-upon-Tweed station stands at the north end of the bridge on the site of the old castle. The two road bridges can be seen to seaward from the train. The stone bridge with 15 arches was completed in 1634, the Royal Tweed Bridge in 1928. Holy Island, Bamburgh Castle and the Farne Islands may be seen over the old bridge. Inevitably from its position the town has had a turbulent history, changing ownership between Scots and English with great frequency, but in 1885 it was finally included in Northumberland for administrative purposes.

Hereabouts the clean windswept vastness of this northernmost English county and the rolling solitude of the Cheviot Hills (Cheviot 2,676 feet) greet the eye. On the sea side there is a charming view of Alnmouth from the south and further north glimpses of the Farne Islands, the outer lighthouse on which is the Longstone whence Grace Darling made her epic rescue, Bamburgh Castle and Holy Island Castle.

ALNMOUTH — 89½ / 303½

Newcastle. The 'new' castle was built by William the Conqueror's son Robert in 1080. The city is now famed among other things for its bridges over the Tyne—the High Level designed by George Stephenson's son Robert and opened in 1850 by Queen Victoria : the King Edward (over which main line trains normally pass), opened July 1906 by King Edward VII : the Tyne Road Bridge opened 1928 by King George V. The Newcastle-Tynemouth branch became the first open country section of electrically worked railway in Britain on 29th March, 1904.

NEWCASTLE — 124½ / 268½

Newcastle station is being modernised. New electric lighting has been fitted and a power-operated colour light signalling system, similar to that at York, has been installed.

DURHAM — 138½ / 254½

Durham. Probably the finest view during the whole journey is dramatically presented as the northbound train races out of a cutting on to the viaduct at Durham. Majestic on its eminence almost encircled by the River Wear stands the cathedral—
half church of God
half castle 'gainst the Scots.

Darlington can claim the proud distinction of being the birthplace of railways, for on 27th September, 1825, the first public railway'—the Stockton and Darlington Railway—was opened. A modern diesel servicing and maintenance depot, complete with the latest diesel and main line coach-cleaning equipment, was opened on 17th September, 1957.

DARLINGTON — 160½ / 232½

On the straight, level track north of York speeds in excess of 70 m.p.h. are regularly attained. Here, long stretches of the track consist of welded rail, which makes for smoother running. At Thirsk and Northallerton are electrically-operated signal boxes, forerunners of the wonder-box in use at York since 1951.

The halfway point between London and Edinburgh is marked by a sign. The White Horse seen on the Hambleton Hills covers two acres and was cut in 1857.

NORTHALLERTON — 174¾ / 218

York is a proud city giving pride of place to but one other, London. Even today its Lord Mayor ranks second only to the first citizen of London. The Minster, a national treasure house of stained glass, is but one of many architectural gems. Here too, is a unique Railway Museum, devoted exclusively to the study and display of railway relics — early locomotives, models and items of equipment. The York signal box controls one of the largest route relay interlocking systems in the world, along with a colour light signalling installation exceeding over 33 miles of track. A large comfortable hotel managed by the B.T.C. adjoins the station and those wishing to break their journey could not do so in a more interesting and convenient place.

THIRSK — 182½ / 210½

YORK — 204¾ / 188

SELBY — 218½ / 174½

Selby is an ancient market, manufacturing and shipbuilding town on the Yorkshire Ouse. Its church west of the railway was the Abbey Church of a wealthy northern monastery which shared with St. Mary's Abbey, York, the distinction of having a mitred abbot with a seat in Parliament.

Travelling from London the last and shortest tunnel (only 57 yards) in England is a mile or two south of Retford, an important junction where the former Great Central Railway line crosses the East Coast route.

DONCASTER — 236½ / 156

Doncaster is essentially a railway town, the majority of its inhabitants working in the east array of locomotive shops, carriage and wagon works seen west of the line south of the station.
The St. Leger is run here each September.

Newark Castle dates from the Saxon times and has been the scene of many a stubborn fight. It was besieged thrice in the Civil War before surrendering to Parliament. King John died here on 19th October, 1216.

RETFORD — 254½ / 138½

Grantham. The lofty spire east of the railway is that of the parish church, rising to a height of 285 feet.
Sir Isaac Newton was born in nearby Woolsthorpe and educated at Grantham Grammar School.

NEWARK — 272½ / 120

The square-towered church of Gt. Ponton, some 4 miles south of Grantham, was built by Anthony Ellys, a wealthy merchant of Calais, as a thank-offering for a prosperous business career.

GRANTHAM — 287½ / 105½

at Grantham Grammar School.

The square-towered church of Gt. Ponton, some 4 miles south of Grantham, was built by Anthony Ellys, a wealthy merchant of Calais, as a thank-offering for a prosperous business career.

287½ ⸺●⸺ **GRANTHAM** ··· 105½

Newark Castle

Peterborough, on the River Nene, has a fine Norman and Early English Cathedral. North of the station, on the east side, can be seen the well-designed new goods depot.

Peterborough Cathedral

316½ ···· ············ ●⸺ **PETERBOROUGH** ·························· 76¼

Just south of Peterborough the railway crosses the Whittlesea Mere portion of the Fen District. Careful draining and tillage have brought the land under excellent cultivation. The serried ranks of chimneys are of the Fletton and Whittlesea brickworks, the largest in the world.

Huntingdon, County town, birthplace of Oliver Cromwell and close connection with Pepys, the great diarist. A fourth rail track has been added on the east side, for a distance of 3 miles to the north of the station.

334 ·· ··················· ●⸺ **HUNTINGDON** ················· 58¾

St. Neots, 52 miles from London, is a small but pleasantly situated market town. Has a saline spring of some repute and the River Ouse gives extensive facilities for boating and fishing.

Huntingdon Bridge

Knebworth. The fine Elizabethan mansion is Knebworth House, once the home of the great novelist, poet and essayist Bulwer, Lord Lytton.

Hatfield House

367¾ ··· ···················· ●⸺ **KNEBWORTH** ················· 25

At Welwyn, 2½ miles north of Hatfield, a magnificent view is obtained as the train speeds across the viaduct at a height of 100 feet above River Mimram. The old mill below is named Digswell Mill.

375 ························· **HATFIELD** ●⸺ ···· 17¾

380 ························ **POTTERS BAR** ●⸺ ············ 12¾

Potters Bar. A 2½-mile two-track bottleneck has been eliminated here. The first stage, including a new station at Potters Bar, was completed in 1955. Three new tunnels and a new station at Hadley Wood have been completed.

Hatfield, the home of the Cecils, is a quaint cheerful Hertfordshire town. Hatfield House, the historic seat of the Marquis of Salisbury, dating from the reign of James I, is a fine example of Jacobean architecture.

Just south of Finsbury Park station (2½ miles north of King's Cross), on the west side of the line, is the fine new diesel maintenance depot completed in 1960. King's Cross station, opened in 1852, has 15 platforms covering 15½ acres and deals with more than 750 trains per day. The Great Northern Hotel adjoins. Considerable station alterations will be necessary for the scheduled electrification.

392¼ ·· ○

LONDON (King's Cross)

London, the capital of England, the first city in the Commonwealth, the centre of Government and commerce, is the greatest city of any age or country. St. Paul's Cathedral was built to the design of Sir Christopher Wren to replace the earlier edifice lost in the Great Fire of 1666 and barely escaped a like fate in World War II when much of the surrounding property was destroyed.

HOW TO USE THIS FOLDER

Passengers should imagine themselves facing north whether northbound or southbound. The views do not in all cases indicate the side of the line on which the objects appear, the descriptive matter does. If travelling north read up, if south, down.

St. Paul's Cathedral

MILES FROM LONDON

Field of fools

By the Cowan Kid

I have just finished reading the story in the April 2010 issue of *The Times*

I have to say the whole problem is not passing lanes, single or double track, but the alignment and grades that the trains are forced to crawl around and over. Having walked a few miles of the main south over the years, looking at permanent speed restrictions and poor engineering dating back over a century when the idea of running from Sydney to Melbourne was impossible for the early politicians and Railway Commissioners, for a standard goods hauling a string of four wheel wagons but not 3 NR's with a string of articulated wagons, no amount of concrete sleepering will ever replace modern engineering or the 60 or 65 KPH speed board with even 80 KPH boards.

If rail is to compete on the Sydney to Melbourne section, then the money must be invested in a new alignment from at least Sydney to Junee. Look at the Hume Highway from Campbelltown to Albury. How often do cars or trucks slow to even 80 KPH, except around Holbrook? Yet we accept 60, 70 or 80 KPH speed boards on the Main South while the cars and trucks sit on at least an average of 100

Remember when the Intercapital Daylight was the fastest land transport between Sydney to Melbourne at an average speed of 42 MPH? The XPT averages just 80 KPH. Oh give me a break! The main south has the best alignment compared to the NSW west, north main and north coast.

On a different area of train operation, I caught the Indian Pacific from Sydney to Perth and the improvements that ARTC have made between Port Augusta and Parkeston by installing power operated points on all the crossing loops save so much time, to pull into a loop, wait for the opposing train and then move out, instead of stopping, setting the points, moving in, stopping, resetting the points, moving to the end of the loop, waiting for the cross, setting the points, moving out, resetting the points, then moving to the next loop for a cross. The time and energy saved is amazing.

Geoff Lambert- thank you for the article on the ARTC project

More crimes

Albert Isaacs trawls again through the Railway Crimes case-book

I read all of the responses in The Times, May 2010, in response to Victor Isaacs' original article in January 2010 and agree with nearly all that was said. However, like Victor I find it difficult to accept Jim Wells' argument that tram scrappings throughout most of Australia were: "very proper and necessary having regard to changes in technology and the need to make effective use of available road space". Like Victor, I see a deep division on this issue between English-speaking countries and other parts of the world, particularly Europe, who continued to see the advantages of the tram. Now that places like Sydney, Adelaide and the Gold Coast are reviving their interest in Light Rail or trams, they are able to reap the advantages of European companies who continued to invest in tram technology and have therefore been responsible for the modern developments within this transport mode of which Australia is now able to take advantage.

I am often annoyed by people who seem to think that 19th century people had the same attitudes and social mores as we in the 21st century. Many a novel, many a play, many a film, many a television series and many a radio drama has been spoilt by writers who make the mistake of giving their 19th century characters 21st century attitudes. I am particularly bemused by those who try and convince us that everyone in the 1800s had contemporary thoughts about women's rights – they didn't! Similarly, why do some writers try to convince us that our great-grandparents swore to the same extent as we do? In the 19th century, phrases like "Oh, drat!" and even "Oh, dear!" were uttered with great vehemence; much more so than the way modern teenagers use expletives!". Tony Bailey makes a very interesting point by bringing this argument into the railway world by reminding us that 19th century railway planners would not have been able to see into the future in the way that we are able to see into the past.

As it happens, only one of the nine railway Crimes enumerated by me in May's The Times, had 19th century origins. All the others were 20th century Crimes and mostly from the latter part of that century. Tony: am I excused for my one 19th century Crime?

That being said, I am now going to add another Crime to my list. As it happens, this is a 19th century Crime but one that cannot come under Tony's umbrella because its stupidity was uncovered within a few years of implementation. In case my earlier list looked to be somewhat parochial, here is a Victorian Crime: the pandering by Victorian politicians to the wants of local interest groups, for purely political reasons, by bribing them by building railways where railways should never have been built. Minister for Railways, Thomas Bent's notorious Octopus Act of 1884 was one of the worst examples of the building of badly thought-out and unnecessary lines and it led to many of his political opponents using the catch-cry: "Bent by name; Bent by nature". Although the effects of the depression of the 1980s were felt around the world, Victoria would have to be one of the few places where lines were closed as early as this! Parts of the Outer Circle, Penshurst-Dunkeld and Kilmore-Lancefield all closed during the last decade of the 19th century. There was another raft of closures in the wake of the 1930s depression and yet more closures as part of Operation Phoenix after the end of World War II. Compare the Victorian situation with that in NSW: although we currently criticise NSW for the number of lines that have been closed, we have to remember that only a handful of branches were removed from the map until the Shirley era in the early 1970s.

So! Let me conclude this letter in exactly the same way as I did in my earlier epistle: "Let the debate continue …"

Regards,

ALBERT.

Change here, and here, and here ...

Ian Jack and Andrew Jackson The Guardian, Saturday August 2 2008

Certain kinds of reference books attract certain kinds of personality. These personalities tend to be male. Some might argue that they have been damaged at some key stage in their development. The 55-year-old accountant studying Wisden, the 75-year-old bishop wetting his forefinger to turn the pages of Debrett's - surely some tragedy must have marked their childhoods for them to derive such pleasure from the batting averages of TW Hopkinson in Loamshire's 1948-49 season or the lineage of the de Waldegrave family, to whom the bishop is not even distantly related. As someone who can happily pass an hour or two in the company of a railway timetable, the question equally applies to me. Why do I keep so many of them - Newman's Indian Bradshaw, Cooks Continental. Italy's Pozzorario Generale, British Railways (Scottish Region) for 1965? Why in these few slack hours am I not reading Proust instead?

Like travel writing, the timetable certainly appeals to that fading species, the "armchair traveller"; but its greater charm is its ability to set and solve puzzles. I may never see Friedrichshafen and its airship sheds, but how interesting to devise a route that could take me there on the way from St Pancras to Rome, with the proviso that I must avoid Paris and spend only one night in a hotel. Long ago, the headmaster of Repton public school would set similar tasks as punishment exercises: a boy would be handed a copy of Bradshaw and told to find a way, say, between Great Yarmouth and Exeter without touching London. Long before Game Boys and PlayStations (and unlike travel books proper), the timetable provided the challenge of interactivity.

George Bradshaw, a Quaker printer in Manchester, invented the format in 1841, the timings and route of each train expressed in a grid system, with stations listed vertically and times horizontally. Six years later he published the first edition of his monthly Continental Railway Guide, which is what Phileas Fogg takes with him on his 80-day journey around the world. As railways expanded across Europe it grew to a thousand pages and became inconvenient to carry.

In 1873, Thomas Cook saw an opportunity for a thinner and more convenient guide - edited highlights, you might say - and Cooks Continental was born. From 1988, it has been known as Cooks European, the word "continental" belonging to an era when people shunned tap water in Paris, but in essence it remains the same as the first volume I bought in the early 1970s.

Overnight sleepers are fewer, many named trains have vanished (no more Rheingold or Wiener Walzer), but the little maps of city termini remain and the routes covered number nearly 2,000. Like no other book - at least not one available for £13.50 - it demonstrates the rich complexity of Europe: all those trains, all those junctions, all those travellers and platforms and the smell of coffee in station buffets. So much to be seen that will never all be seen, and can only be imagined.

The journey

You can reach Venice in a day from St Pancras. It takes about 15 hours, changing four times, travelling through France to Lyon, then on to Milan and up to north-east Italy. Or you can take the scenic route, following wiggly lines that zigzag across the continent, much as you might take B roads instead of the motorway. All you need for the latter is the Thomas Cook European rail timetable and map, an InterRail pass and a fistful of euros.

Back in February I unfurled the map over the kitchen table and started to plot a route, sticking wherever possible to the green lines, which denote their scenic status. There are famously panoramic routes such as the San Bernadino pass through the Alps, but I was after beauty on a budget, and was determined to travel without paying an extra penny on top of my rail pass, or booking in advance.

Four months later I was standing at Brussels station on a Saturday morning. As weekenders wheeled their cases across the marble floor direction Bruges, I hoisted my battered old rucksack onto my back and changed platforms - the first of countless changes over the next six days.

Day one:

The first stop is Marloie. An hour to spare in this unremarkable Belgian town gave me just enough time to sink a beer and buy a baguette and cheese for a picnic. Back on the train I headed to Rivage, then south into the heart of the Ardennes through deep gorges and lush valleys. Trois-Ponts, Vielsalm, Gouvy, Clervaux - the stations slipped by. For much of the journey, a river runs alongside the track and I saw people in kayaks and rafts. The world whizzed past my window, and I hardly noticed the time pass as the gentle rocking

En route ... vineyards along the Moselle river Germany. Photograph: Jose Fuste Raga/Corbis

of the train lulled me into a state of relaxation. I spent the night in a quiet town called Wiltz in Luxembourg, which has a brewery, a football team and a couple of auberges.

Day two:

From Luxembourg, I headed out east along the river Moselle to the point where it joins the Rhine, which has a railway running down both banks. At St Goarshausen I joined the daytrippers crossing the Rhine by ferry to St Goar, mingling with the crowds as a classic car car rally passed through. I climbed up to the castle and hung over the battlements watching the long barges piled with coal navigating the far bend in the river. Hopping back across the river, I moved on to Rudesheim, a quaint old town with timber-framed houses set among vineyards. I explored the narrow passageways and took the cable car up the hill, floating away above rows of vines in the late afternoon sun. I hadn't even heard of this pretty village before I consulted the map that morning. I had passed through some underwhelming places but my meandering route was also revealing little gems such as Rudesheim. My bed for the night was at the Lindenwirt, an old shuttered hotel with a dining terrace. After a foaming weissbier and a plate of pork, I slept soundly.

Day three:

Monday's leg of the journey turned into a round-the-houses epic as I took an unplanned tour of the Odenwald, a little-known region between Frankfurt and Stuttgart. There were villages perched on wooded hilltops, small farms, and whole fields of buttercups. It looked like good hiking country. After six more changes I connected to the Schwarzwaldbahn (Black Forest railway). Built between 1866 and 1873, the line, which runs from Offenburg to Singen is a fine example of outrageous railway engineering. There are 39 tunnels

in total, each one named with a plaque that you can just catch as you whip past. Every couple of minutes you're plunged into darkness, then comes a flashing glimpse of misty mountainside or the foaming river below. As the track twists and turns, you snatch views through flickering pines into the valley below. Like the latest ride in a theme park, it was almost worth turning round and doing it again. And again. I picked it up in Hausach and stopped en route in Triberg, whose claim to fame is the world's largest cuckoo clock.

Day four:

I crossed into Switzerland at Lake Konstanz, and spent a morning picking my way along the south side, hopping from one train to another, until I reached Bregenz in Austria. There I joined an express train through the Arlberg Pass. The guard shook his head when I asked if there were any windows that opened so I could take photos but he did recommend I sit on the right-hand side up to Langen, and on the left on the way down. It was dramatic stuff. The mountains had snowy peaks and the rivers were in full flood. The valley floors were swathes of green grass with chalets scattered up towards the tree line. On we climbed until the only way ahead was through a tunnel deep inside a mountain. Finally we emerged at St Anton, where I stopped for some tea in the resort and a stroll in the thin air. Then it was downhill all the way to Innsbruck, where I stayed at the Hotel Weisses Kreuz in the centre of the old town.

Day five:

From Innsbruck a smart Austrian train in red and white livery climbed up through the foothills of the Tyrol. Gradually, the terrain became more rugged and the escarpments steeper until at the Italian border at Brennero we were hedged in by mountains in cloud. In this South Tyrolean town, things looked Italian - salamis hanging in the delicatessen, caribinieri drinking espresso in the cafe - but people spoke to me in German.

As we rolled down a long, broad fertile valley towards Bolzano and then on to Trento the roof tiles turned from grey slate to terracotta and the mountain pastures

gave way to vineyards.

From there, the main line follows the river to Verona, but the scenic route took me via Bassano del Grappa. Toiling up the hillside, the two-coacher curled round until it presented a panoramic view of the city, encircled by craggy mountaintops dusted with snow. The railway passed through the middle of villages, alongside backyards and gardens, vines and flowering orchards close enough to touch. We stopped at 22 stations in less than three hours until, with a thunderstorm threatening, we wound through a huge foreboding chasm out into the flatlands that extend to the lagoon.

I rested up at Hotel Al Castello in Bassano, a small jewel of a town, an easy day-trip from Venice. Built around three small piazzas, it's the kind of place where you feel you don't have to do much. There's a fine old wooden bridge over the river where the locals gather for evening aperitifs at the Nardini grapperia. I drank, debated football with new-found friends, and filled up on authentic pizza for supper.

Day six:

My final morning and I had time to browse the market where the entire town seemed to have congregated, followed by a leisurely lunch of the local speciality - white asparagus with chopped egg.

I'd put the Thomas Cook timetable through its paces (or perhaps that should be the other way round), catching more than 30 trains across seven countries in six days. You could easily make a similar journey with fewer stops and connections. But I recommend taking it slowly, lingering for a day or two in places you've happened upon.

Within a couple of hours I was sitting on the prow of a vaporetto enjoying the view of the palazzos along the Grand Canal, feeling as if I had had two holidays in on

Edutor's note:

Ian Jack and his story of the Repton Headmaster has appeared in these pages before. Although the story of the Repton Headmaster and his Bradshaw puzzles for students lives on, the truth of the matter is yet to be revealed. What do YOU know?.