



JRTR

Japan Railway & Transport Review

Feature

Railway Timetables

- The Story of Foreign Language Timetables in Japan
- Thomas Cook Timetables—Covering the World
- The Tale of One Thousand Timetable Issues

53

Sep. 2009



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**Inside: The Sundays-only bus
Timetable romance
A clean shave and a nice cup of tea
The tale of one thousand timetables**

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On the front cover

In this issue, we reproduce the first of 3 articles which appeared in the Japanese rail magazine, the Japan Railway and Transport Review, the cover of which appears on our cover and the "contents box" of which appears here

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The Times

Jim O'Neil, Momoko Kawai, Den Ogle, Albert Isaacs, Victor Isaacs, Tony Bailey, Jitendra Mulky welcomes articles and letters. Send paper manuscripts or word-processor files on disk or via e-mail to the editor at the address below. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF or TIF format images with at least 300 dpi resolution on disk or via e-mail.

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A short lived bus route: the 499, Sundays only, route around South Auburn

JIM O'NEIL

In the early eighties the Urban Transit Authority assisted various private bus operators to improve their services, revise their routes and renumber them into the same series as those the government buses used. They also printed timetables for these revised services in a standard format, including a map of the route(s), which was unusual for private buses at that time. They also made these timetables available from the information centre for the government buses at Wynyard, which was where I acquired, amongst many others, the first timetable to be examined here.

It was issued by the U.T.A and Auburn Passenger Transport, for the Route 499 on the 28th October 1984 (see this page and next). There are three unusual features about this route: it ran on Sundays only, it was the furthest west in the 400 series in 1984, and it lasted less than a year. (In 1986 the route 168 from Auburn to Paramatta was renumbered 405, and this extended the zone of the 400's even further west. However in 1995 the 405 became the 904, while in 2001 the route 406, Auburn to Ermington, was replaced by the routes 540 and 544, which restored the western

boundary of the 400 series to Lidcombe Station.)

Auburn P.T., a division of Highway Tours, had taken over the buses south of Auburn Station previously operated by the Cumberland Bus Group, as well as some other services in the general area. Cumberland had not operated in the Auburn area on Sundays and Holidays, and this initiative restored Sunday service. But as on many of the reorganisations made at this time, Sunday service was provided on a single route covering all, or part, on a number of different weekday services. The route 499 pro-

Route 499
AUBURN - REGENTS PARK
- BERALA - AUBURN

AUBURN PASSENGER TRANSPORT
4 Cleveland Street,
Enfield 2136
Phone 642 6433

**AUBURN DISTRICT
BUS TIMETABLES**
Route 499 : Sundays

*Linking AUBURN
with
WEST AUBURN
REGENTS PARK
BERALA*

- Shows connecting train times at Auburn, Regents Park, Berala stations

28th October 1984

A development of
**THE NEW SOUTH WALES GOVERNMENT'S
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AUBURN

LIDCOM

FARE ZONE 2

BERALA

REGENTS PARK

FARE ZONE 3

SCALE
KILOMETRES

vided a loop service covering the old Cumberland routes south of Auburn, but not those parts crossing the Duck River into territory also covered by Delwood buses. It also covered much of the route 123, taken over from Drummond.

The bus operated trips around the loop, with alternate trips going in opposite directions round the loop, except for a lunch break between 1.45 and 2.40, which was both preceded and followed by trips going anti-clockwise. There were five trips round the loop in each direction and a final trip, at 5.40, which only went as far as Progress Park, West Auburn. While there were aspects of a clock face timetable, it would not have been easy to memorize the departure times. Buses going clockwise left Auburn at 25 and 55 minutes after the hour, but in the other direction at 10 and 40 minutes past. This allowed the bus to depart at three quarters of an hour intervals. We may also note the train connections at Berala and Regents Park, most of which recur at half-hourly or multiple intervals at

each station for both directions of the loop, although there are some long waits for transferring passengers at those stations, so the timetable was designed for rail connections at Auburn rather than the other stations. Also of interest is the special zone fare system. It seems you could travel all the way round the loop and get off in zone 1 on the other side and still pay the 45c adult fare.

If we compare the map on the 499 timetable with the one of the Todd's bus routes on top of page 5, we can see how the U.T.A. had combined the different weekday routes. Travelling in the clockwise direction bus followed the route 116 to Berala, including the diversion down Norval Street for passengers to Auburn Hospital. The 499 made a different approach to Berala Station, allowing it to leave in a north westerly direction along Kerrs Road to pick up the 123. It did not go to Lidcombe Station, but followed the 123 south to Regents Park. From there it went north along Park Road, the route of the 13, as far

as St. John Road. Travellers from further north on Park Road had to walk east or west to pick up the 499. From St. Johns Road the 499 followed the route 14 north along Cumberland Road, but diverted west at Wellington Street to join the routes 5 and 149 along Chisholm Road, returning at Elm Road to Cumberland. The 499 did not turn east from Cumberland at Mary Street, as the 14 did, but continued north as far as Normanby Pde, where it followed the last part of the 239 to Auburn Station. In this way the new route 499, provided transport on Sundays to an area which was covered by seven weekday services. Some passengers would require longer walks on a Sunday, but a practical service was provided for the small number of would-be Sunday travellers.

For comparison, I have included the latest timetable I have for the South Auburn area before the takeover by Highway on the 28th October 1984. Issued by Todd's Bus Services, a member of the Cumberland

Route 499

From Auburn Station via Auburn District Hospital to Berala, Regents Park, West Auburn to Auburn Station

Auburn Station		Auburn District Hospital	Berala Station			Walters & Kingsland Roads	Regents Park Station			Progress Park	Japanese Gardens	Cumberland Road & Mary Street	Auburn Station	
Train arrives from City	Bus departs		Train arrives from City	Bus departs	Train departs for City		Train arrives from City	Bus departs	Train departs for City				Bus arrives	Train departs for City
SUNDAYS MORNINGS														
9.19	9.25	9.29	9.23	9.33	9.49	9.38	9.35	9.44	9.47	9.50	9.52	9.56	9.59	10.03
10.49	10.55	10.59	10.53	11.03	11.19	11.08	11.05	11.14	11.17	11.20	11.22	11.26	11.29	11.33
AFTERNOONS														
12.19	12.25	12.29	12.23	12.33	12.49	12.38	12.35	12.44	12.47	12.50	12.52	12.56	12.59	1.03
3.19	3.25	3.29	3.23	3.33	3.39	3.38	3.35	3.44	3.56	3.50	3.52	3.56	3.59	4.05
4.49	4.55	4.59	4.53	5.03	5.19	5.08	5.07	5.14	5.17	5.20	5.22	5.26	5.29	5.36

Route 499

From Auburn Station via West Auburn to Regents Park, Berala, Auburn District Hospital to Auburn Station

Auburn Station		Cumberland Road & Mary Street	Japanese Gardens	Progress Park	Regents Park Station				Berala Station			Auburn Station		
Train arrives from City	Bus departs				Train arrives from City	Bus departs	Train departs for City	Walters & Kingsland Roads	Train arrives from City	Bus departs	Train departs for City	Auburn District Hospital	Bus arrives	Train departs for City
SUNDAYS MORNINGS														
10.06	10.10	10.14	10.17	10.20	10.05	10.26	10.45	10.31	10.33	10.37	10.47	10.41	10.45	11.03
11.36	11.40	11.44	11.47	11.50	11.35	11.56	12.17	12.01	12.03	12.07	12.19	12.11	12.15	12.33
AFTERNOONS														
1.06	1.10	1.14	1.17	1.20	1.05	1.26	1.47	1.31	1.33	1.37	1.49	1.41	1.45	2.03
2.36	2.40	2.44	2.47	2.50	2.35	2.56	3.17	3.01	3.03	3.07	3.19	3.11	3.15	3.33
4.06	4.10	4.14	4.17	4.20	4.05	4.26	4.47	4.31	4.33	4.37	4.49	4.41	4.45	5.03
5.36	5.40	5.44	5.47	5.50										

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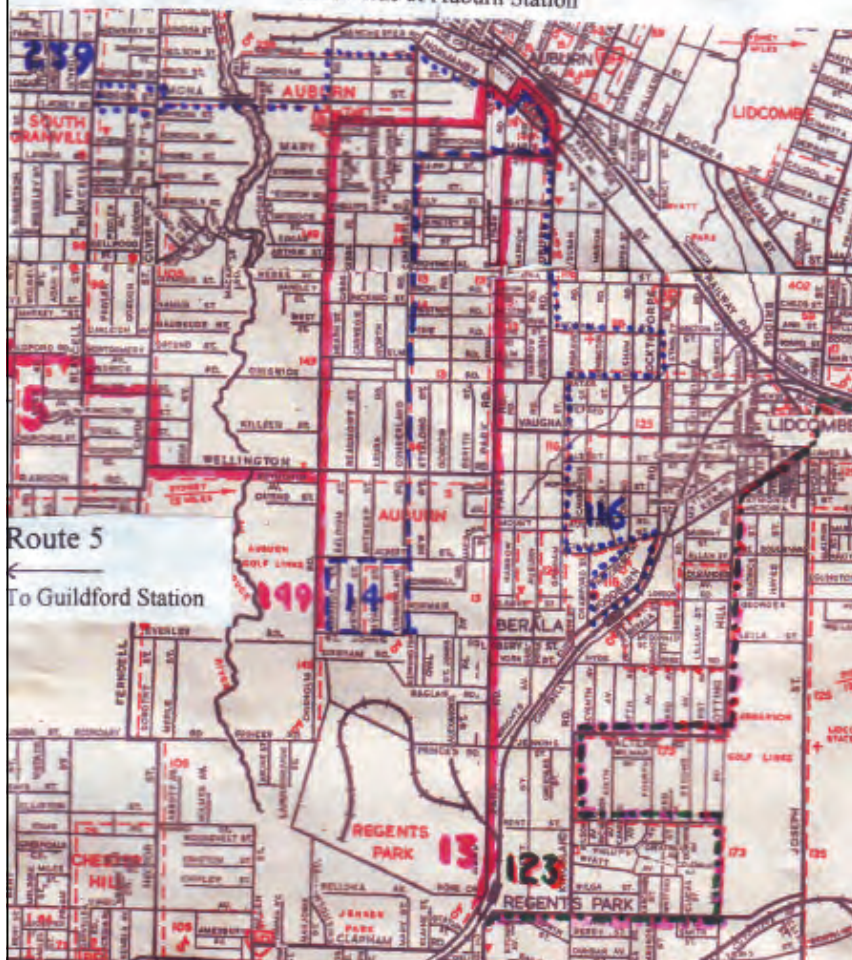
* You may travel anywhere within one fare zone for 45c Adult or 20c Concession

* or, you may travel anywhere between two adjacent fare zones for 65c Adult or 30c Concession

* or, you may travel anywhere throughout three fare zones for 85c Adult or 45c Concession.

The fare zones are shown on the map overleaf.

Bus Routes On the South Side of Auburn Station



ROUTES 5 & 149 (Known as Route 5)

AUBURN STATION — GUILDFORD STATION
via Chisholm Road
MONDAY TO FRIDAY

Dep. Aub. to G'ford — AM 6.25 X X6.49 7.10 7.33 7.58
8.19 8.51 9.15 9.45 10.15 10.45 11.15 11.45 PM
12.15 12.45 1.16 1.45 2.15 2.48 P3.12 P3.35 4.10
4.35 5.08 5.35

Arr. & Dep. Wellington & Chish Rd. for G'ford — AM 6.11
6.30 6.56 7.17 7.40 8.05 8.25 8.58 9.22 9.52
10.22 10.52 11.22 11.52 PM 12.22 12.52 1.22 1.52
2.22 2.58 P3.21 P3.43 4.21 4.46 5.18 5.43

Arr. & Dep. Blaxcell St. & G'ford Rd. for G'ford — AM 6.15
6.34 7.00 7.21 7.44 8.10 8.30 9.02 9.29 9.59 10.29
10.59 11.29 11.59 PM 12.29 12.59 1.29 1.59 2.29
3.03 3.28 3.52 4.27 4.52 5.21 5.47

Dep. G'ford to Aub. — AM 6.25 6.45 7.10 7.31 7.55
8.25 8.42 9.15 9.45 10.15 10.45 11.15 11.45 PM
12.15 12.45 1.16 1.45 2.15 2.42 3.20 P3.40 4.05
4.40 5.04 5.35 5.55

Arr & Dep. Blaxcell St. & G'ford Rd. for Auburn — AM 6.33
6.54 7.18 7.39 8.04 P8.34 8.51 9.22 9.53 10.23
10.53 11.23 11.53 PM 12.23 12.53 1.23 1.53 2.23
2.53 3.30 3.50 4.13 4.50 5.13 5.46 6.02

Arr. & Dep. Wellington & Chisholm Rd. for Auburn — AM
LC6.27 LC5.47 LC6.07 LC6.27 6.39 6.49 6.59 7.11
7.22 7.33 7.44 7.55 S8.04 8.08 8.27 P8.43 8.46
8.58 9.30 10.00 10.30 11.00 11.30 12PM 12.30 1.00
1.30 2.00 2.30 3.00 WA3.27 3.34 3.55 4.10 4.18
4.38 4.55 5.09 5.18 5.36 5.48 6.03 6.06 6.18 6.33
6.46 7.12 7.42 Thursday Only 8.12 8.43

XX — Denotes via Guildford Rd. Direct
P — Denotes Park

SATURDAYS ONLY (Via Chisholm Road)

Dep. Auburn Stn for Guildford Stn — AM 8.05 8.25 8.55
9.25 9.55 10.25 10.55 11.25 11.55

Arrive & Depart Chisholm & Wellington Rds — AM 8.12 8.33
9.03 9.33 10.03 10.33 11.03 11.33 12.03

Arr. & Dep. Blaxcell & G'ford Rds — AM 8.17 8.38 9.09
9.39 10.09 10.39 11.09 11.39 PM 12.09

Dep. G'ford Stn for Aub. Stn — AM 8.30 8.55 9.25
9.55 10.25 10.55 11.25 11.55 PM 12.20

Arr. & Dep. Blax. & G'ford Rd. — AM 8.39 9.05
9.35 10.05 11.35 11.05 11.35 PM 12.05 12.30

Arr. & Dep. Chis. & Wellington Rds — AM 8.44 9.10 9.40
10.10 10.40 11.10 11.40 PM 12.10 12.35

NO SUNDAYS

EASTER SATURDAY

Combined Routes 13, 14, & 149

NOTE: A combined timetable is operated incorporating a portion of the services on routes 13, 14, & 149. All journeys proceeding on the following routes, Auburn Stn, via Cumberland Rd, Wellington Rd, Park Rd., Albert Rd, Cumberland Rd, St. Johns Rd, Chisholm Rd, Northcote St, Alice St, Mary St, Auburn Stn.

	AUB.	PARK WTON	CUMB ST. JOHNS	CHISH ST. JOHNS	AUB.
AM	8.25	8.35	8.40	8.41	8.51
	8.55	9.05	9.10	9.11	9.21
	9.25	9.35	9.40	9.41	9.51
	9.55	10.05	10.10	10.11	10.21
	10.25	10.35	10.40	10.41	10.51
	10.55	1.05	1.10	1.11	1.21
	1.25	1.35	1.40	1.41	1.51
PM	11.55	12.05	12.10	12.11	12.21
	12.25	12.35	12.40	12.41	12.51

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Bus Timetable Routes 5, 14, 149, 13, 116, 239 COMBINED

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Romancing the timetable- A railfans fascination with names and numbers

DR. JITENDRA MULKY, *Dahanu Road (Western Railway)*

Those were the days before the advent of TV; even black and white Doordarshan with its 4 hour transmission of Krishi Darshan and Chhaya Geet had not yet left its imprint on the sands of the entertainment world, forget about 24 hour channels. The only activities that children could indulge in (apart from studies and school life) were the occasional movie, sports and books, and the rarely obtained permission to hear a few songs on Vividh Bharati or Radio Ceylon.

So when my father, after one of his trips to Madras, brought back with him a strange looking book, mainly consisting of a lot of names and columns with strange looking numbers within, my curiosity was immediately aroused. "What is this strange book, Papa, and why are you reading it so much?" He then patiently explained to me what the book contained, and with that explanation, a whole new world was thrown open to me. Till then, a train was just something that we took to go to my aunt's house in Vile Parle, a distant suburb of Bombay as it was then called. (Today, Vile Parle is no longer considered distant, and Mumbai itself spreads far beyond). I used to enjoy the train ride of course, and the yellow and brown monsters that made such noise were fascinating. But beyond that I knew nothing about trains or the vast empire of the Indian Railways.

My father introduced me to the world of the Railway Timetable, of long distance trains, hauled by either electric or steam engines, and I learned for the first time that each train ran from one station to another and had a particular timing at and in between stations, which never ever changed. (Boy, was I to be disappointed when faced with hard reality!). I learnt to identify station names seen in the timetable with places on the map, and to trace the journey of the train along the black lines which indicated railway lines on the map. I also learnt that each train had a particular number, and to top it all, I had to contend with the fact there was a Down train which went Up the map, and an Up train which went Down.

This was too much for the limited mental capacity of an 8 year old, and I decided to shift allegiance to the magnificent trains themselves. So I insisted that my father take me to see the trains, one Sunday to Bombay Central and the next Sunday to Bombay V.T. I learned that the two were

different railway zones and had no connection whatsoever (well at least in those days, there wasn't). VT as it is affectionately called, had the attraction of engines which ran on electricity (the same electricity that lights up our house – my father's explanation), but it was Bombay Central that had me captivated with its huge black steam engines making all those huffing and puffing noises and belching out thick black smoke with its peculiar aroma, which I still remember to this day.

Time passed, and with higher classes and more studies, the weekly outings to VT and Bombay Central had to take a back seat. But with the increase in my reading and grasping powers, I was attracted to that little book again. By this time, I learnt that Indian Railways had 8 zones (the 9th came later) and each had its own timetable printed for trains running in its territory. Each zone also maintained its own engines in different sheds. I had the privilege to see this for myself when my mother and I went to Puttaparthi to bring my grandmother back to Bombay. We took the 11 Down Bombay Madras Express to a place I had never heard of before – Guntakal. There we had to change to a smaller train, to another town called Dharmavaram and then take a bus. 11 Down reached a place called Raichur at dawn the next morning, and against the background of an orange rising sun, I saw one gleaming black steam engine with CENTRAL written on its side, being replaced by another with SOUTHERN on its side. This was the first time that I was entering another zone, and along with it came another timetable, opening up altogether new vistas. Meter gauge was a totally new concept for me, and the cute little 85 Down Secunderabad – Bangalore Express was my first train ride on MG.

When the burden of studies became too much, I was with my timetables, and slowly things made more and more sense. I now knew the difference between a station with bk and one without, the difference between V, *V and VL, and N, *N and NL, and the meaning of the symbols ... and _ across the columns in the tables. I realized that there was an AC and I class, in which I hoped I would travel someday, the different fares for different classes made sense now, and I learnt about trains which carried dak, those which had Dining cars and Pantry car services, through and sectional carriage services, various

intermediate station quotas and so on.

Then came the mother of all timetables – the All India Railway Timetable (for the princely sum of Rupees Five only; the smaller zonal ones were 50P each). Different colours for different zones (there were 9 by now) CR was pink, ER green, NR pink, NER purple, NFR yellow, SR pink, SCR purple, SER yellow and WR green. And then finally on white collared paper, the Light Railways : Futwah – Islampur, Dehri – Rohtas, etc. In 1970, an uncle presented me a copy of the Newman's Indian Bradshaw, a bit drab when compared with the All India Railway TT, but including Pakistan Western Railway, Pakistan Eastern Railway and Ceylon Government Railway, along with Indian Airlines and Air India timetables. Unfortunately this Bradshaw was very difficult to come across in the Bombay region, and I picked up the courage to send a subscription request to the address in Calcutta. When the payment had to be made, and the copies came one every month, my mother, who was already fed up with the piling up of books in my room, was even more angry. In a fit or rage one day, she gave all the old copies to the raddiwala, and relations between the two of us were strained for some time. But I forgave her because by then she had understood that her son was so besotted with the Railways, and in those days of the Hippies and Hare Rama Hare Krishna types, it was better than what other kids were doing.

Sadly the All India Railway Timetable stopped publication in 1977, and I had to then make Herculean efforts to buy all the zonal TTs. I made friends with the AH Wheeler Bookshop seller at VT station, and he used to "reserve" my copy of whichever zone TT they received. The compact but "far-from-complete" Trains at a Glance failed to satisfy my thirst, as it left out the smaller stations and all the Passenger trains. I consider these days the "Dark Ages" of my timetabling days, and very often there were periods when there was a gap in my records. This continued for some years, till the advent of what is informally known as "Hajipurization". The 9 railway zones became 17, each with its own published TT. Still diligently I pursued my hobby of collecting and memorizing by rote each timetable. In the very first year, I managed to still get hold of 8 out of the 17 TTs. By then I was a

member of IRFCA (Indian Railways Fan Club), and my heart filled with jealousy when I learnt that some members had managed to get hold of all the zonal TTs.

After the “Dark Ages”, the period of the “Renaissance” came the very next year, when the Railway Ministry came out with the brilliant idea of dividing the country into 5 Zones (Eastern, Northern, Southern, Western and surprise, surprise South Eastern), each bringing out its own timetable. So from 17, the number came down to 5 (6 if you count the Trains at a Glance), which I felt was more manageable. The Western Zone TT was easy to purchase as I stay in the Mumbai area. The Southern Zone TT was also easy, as someone or the other used to make one trip to the south and I would request them to bring one TT for me. The Northern Zone was also easy because one of my patients is from Delhi, and her family makes frequent trips to their hometown, from where they purchase one NZ TT for me (Ahh! One of the advantages of being a doctor!!).

It was the two eastern TTs which was the problem. I did not know many people in the eastern part of the country, at least not those who would frequently travel between the east and west. So I diligently sought out Bengali people in and around Dahanu, and befriended them, initially with selfish motive (the TT), but then as the friendship grew, for who they are. Through them I could finally achieve my goal of collecting all the timetables published by the Ministry.

Many people asked me what I used to achieve by reading timetables, as the information available in them can nowadays be got easily anywhere, e.g. on the internet, through mobile numbers, through SMSs and so on. I retort back by picking on that person’s particular hobby, e.g. if someone is interested in cricket and keeps tabs on all cricket statistics and scores, what does he achieve? Nothing, yet everything. It’s his hobby, his lifeline to a stress-free life. It’s the same with me and my timetables. And I am helpful to society too, as those very same people who ridicule me, turn to me first whenever they are planning any rail trip, rather than rely on all those newer methods.

Through IRFCA, I have been introduced to people staying in almost all parts of the country, and during our interaction, I discovered many more people sharing my “strange” obsession with railway timetables. Some of them are far more into it than I am, e.g. there is one member who can rattle off train timings with distances including inflated distances, fares, and other details in one breath. He is my role model and I aspire to attain at least half

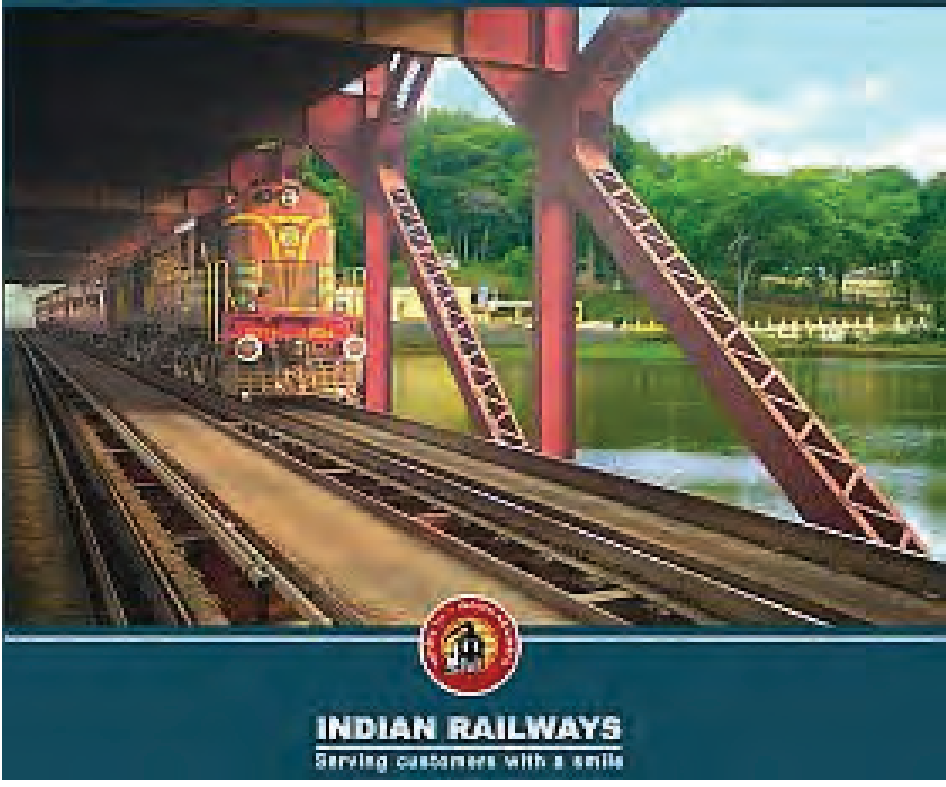
the amount of his knowledge. Then there is one more member, who has kindly furnished me with photocopies of the entire 1975 All India Railway Timetable (belonging to the lot that my mother threw out) and 1944 Bradshaw encompassing Pre – Partition trains – fascinating combo of history, geography and geo-politics.

Today I am busy in my medical practice from 8 am to 7 pm, and sometimes I am quite exhausted at the end of the day. Then I turn on the AC to maximum cooling, put on some soothing music, turn on my Broadband connection, remove my 6 timetables from the small cupboard beneath my workdesk, and I am lost in the world of timetables and Indian Railways. This is MY time of the day, when I indulge my hobby of railfanning in my style. One of the younger members on IRFCA had asked me why I don’t go out into the field, click more pictures of fast moving trains and post them on the gallery. If I had been younger and more enthusiastic, I would have done so. But pressure of work and family duties do not allow me to do so. So the timetable is my solace.

My wife (who has replaced my mother in her anger with the growing pile of books in my room) picks up fights with me over my obsession of collecting all the timeta-

bles. It’s the same thing, only a few trains are changed here and there – is her constant refrain. I retaliate by taunting her about her obsession with collecting recipes and making a scrap book – it’s the same thing, only a few grocery items are changed here and there. But this is all in good humour, and not to be taken seriously.

My son, who is 8 years old has been in love with trains since early childhood. He has only recently been introduced to the world of timetables. He has learnt to identify station names seen in the timetable with places on the map, and to trace the journey of the train along the black lines which indicate railway lines on the map. Instead of Up and Down trains, he is an expert at remembering 4 digit train numbers, and often corrects me when I am not certain whether 62XX series belongs to Bangalore division or Mysore division of SWR. I am quite sure that as he grows up, other things may occupy his interest for some time, but he will eventually come back to the love of his life – the Indian Railway timetable. Because, it was just last year that he had asked me, “What is this strange book, Papa, and why are you reading it so much?” Life has indeed come a full circle.



A clean shave and a nice cup of tea

By ALBERT ISAACS, TONY BAILEY, DEAN OGLE and VICTOR ISAACS

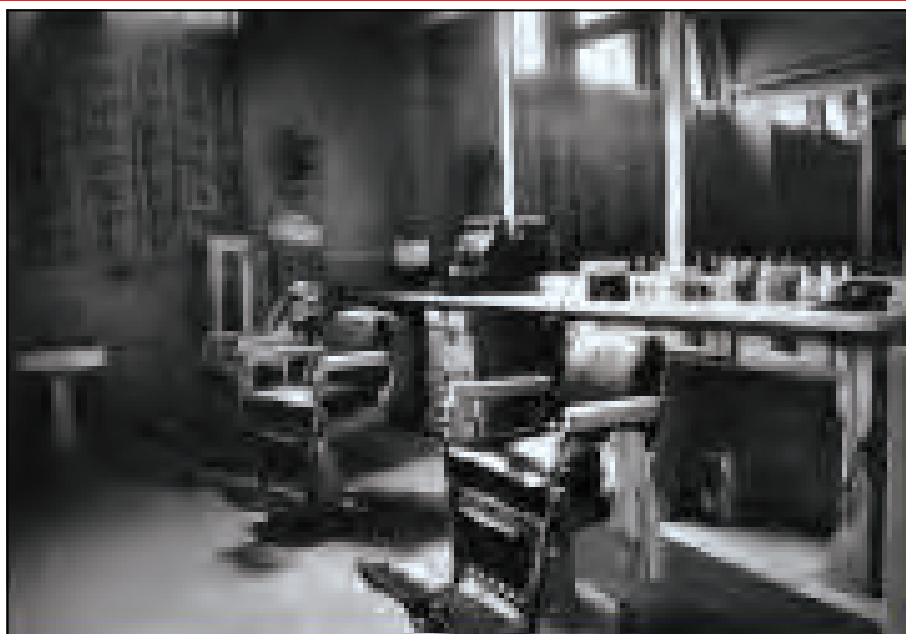
In the article "How high are we?" (The Times, No. 317, August 2010), Jim Wells talks about the provision of information about the altitude of stations in Australian Public Timetables. He says the following: "To my knowledge North American timetables did not provide altitude information ...". This set me to thinking! There are two other pieces of information that used to be ubiquitous in Australian Public Timetables but which I have not seen in P.T.T.s from other parts of the world.

LISTS OF REFRESHMENT ROOMS

Most overseas P.T.T.s contain lists of refreshment stops in the actual tables and/or in the index. Obviously, this information is helpful to potential travellers in planning where they can get a meal or a cup of tea. Of course, knowledge of where RRRs (Railway Refreshment Rooms) are sited is useful when one is travelling on a train that doesn't have a Dining or Buffet Car. It also helps to know whether such facilities are available at stations where one will have a wait, either before or the middle of a journey. Nevertheless, it is most unusual to find this information in North American P.T.T.s. However, this may reflect the fact that U.S. and Canadian railroads were amongst the first in the world to introduce Dining Cars.

Interestingly, most Australian railroads went in the opposite direction to North America (pun intentional) and as well as including refreshment stops in the tables and/or the index, most P.T.T.s also included a separate list of refreshment services, both on- and off-train. As far as I can ascertain, although the practice was widespread in Australia, it seems to be unique to this continent. These lists were first found in the earliest of P.T.T.s and persisted until the 1980s.

As we have already discussed, such information was of use to travellers when attached to train tables or to indexes but the one has to wonder why so many Australian railway executives thought it necessary to provide a stand-alone list of RRRs. Surely, such lists would only be of interest to nerds like me who like to make a record of all RRRs. Then again, which came first, the chicken or the egg? Perhaps people like me have developed an interest in railway refreshment services simply because information used to be freely available in P.T.T.s. The fact that there are many others interested in this eccentricity within a



wider eccentricity, is attested to by the fact that whenever railway crockery or railway menus are offered in public auctions, the bidding is usually most competitive.

SHAVING FACILITIES ON TRAINS

In the 1950s, soon after electric razors became universally accepted (amongst the male of the species, at least), VR started listing the various intrastate and interstate trains and the stations that provided power-points that took razors. Curiously, the practice was soon adopted by most other Australian railways and, once again, the practice continued until as late as the 1980s.

Why were shaving facilities listed – I really have no idea! The railways provided many other services to its passengers that got no mention in P.T.T.s or, at the least, scant attention. Perhaps VR originally introduced the list to try and show that this then ultra-modern facility was available on more Victorian trains than on trains in other states. However, by the 1980s, the provision of such a service was ho-hum and probably had a negative affect because, by then, the provision of these facilities was expected by travellers and yet the list highlighted the places where suitable power-points were not yet provided.

It could also be argued that a list of shaving facilities was sexist! No railway provided a list of female toilets with disposal facilities – of course they didn't, because

such bins were only just being introduced at the time that the railways were finally dropping the lists of shaving facilities from P.T.T.s.

CONCLUSION

Perhaps there are readers who can provide lists of other weird services that have appeared in overseas timetables

Some responses to Jim and Albert follow:

1) India listed Retiring Rooms - somewhat akin to a hotel with bathing, sleeping and arrangements for meals- probably originally designed or Sahibs in First Class to rest between connections but extended on (as did much in India) after independence.

Provision of bedding kits at a price for sleepers

Refreshment baskets available at certain stations-?? I'm a bit dubious about this.

The last were available under some circumstances on the UK, especially on remote lines were they not?

2) The listing of refreshment facilities in Australia lead to that rather remarkable song "On the Queensland Railway Lines" which recited the list from the TT- "There are stations where one dines. Private individuals also run refreshment rooms. CHORUS Bogan-Tungan, Rollingstone, ..."

<http://warrenfahey.com/rail-folklore/rail-folklore-10.html> [full text on p16 of The Times

of July 2003– Ed.]

3) One can't mention RRRs in North America without getting to Harvey Houses (and more songs) on the SP - but I think that you will find if you can interpret the passenger table well enough to find RR Division Points that, if there is enough time, you will nearly always find a restaurant there, designed for the crews but open to anyone - often now privately operated.

4) Europe - I would suspect that it would be easier in large parts of Europe to list stations with no facilities. There was probably no requirement for lists as most

stations, except very remote rural ones, either had meal facilities or they were nearby.

-Tony Bailey

The August Times has not yet wended its way into my mailbox, so I don't know in what context Jim Wells says that to his knowledge "North American timetables did not provide altitude information."

Admittedly I'm cherry-picking through my collection and not doing anything resembling real research, but Great Northern and Northern Pacific included altitudes in the station index. Union Pacific and Spokane

Portland & Seattle included the information in the actual schedule tables.

I don't know if this was primarily a western US thing, given that the eastern US is relatively flat in comparison, and I haven't checked timetables of any other roads.

-Dean Ogle

Canadian Pacific and Canadian National put in heights of stations in the tables - but usually only for their transcontinental lines.

-Victor Isaacs

Request stops revisited

Letters

Attached is an image of the Up platform at Zig Zag taken in June 2008.

I believe STONEY CREEK on the route of the SAVANNAHLANDER and JURANDA TOURIST TRAINS has no road access. I believe I have a CAIRNS-STONEY CREEK ticket in my collection indicating that the public could alight there.

Best regards and THANKS for your considerable contribution to the magazine and the Society

-Brian Webber

Jim Wells' article, "CityRail 'on-demand' stops", refers to the scene in Alfred Hitchcock's film "North by Northwest" where an intercity bus picks up a passenger at an intersection which appears to be nowhere and asks "Did the passenger have a booking?"

In North America, until very recently, intercity bus operators have not required bookings. You simply showed up, bought your ticket, and if there were more paying passengers than seats, another bus and operator were available. I recall waiting in Seattle to board a bus - had to give up my place in line to return to the terminal for something - when I returned, every seat on the bus was filled. Another coach was soon brought out, and a dozen of us had a most comfortable trip spread out across a 47-seat bus. Sometimes the extra coach would operate to the endpoint of the trip, or if it was known that many passengers would be leaving the regular bus midway through the journey, the extra would operate only that far, passengers transferring to the through coach.

Through the 50s and 60s, most buses had "jump seats" that folded down into the aisle to accommodate a limited number of passengers who would otherwise have had to stand. If a bus overloaded during a jour-

ney, the driver would be on the telephone at the next stop, arranging for an extra coach to operate from the next major station, or if there was time, to travel empty and meet the full vehicle at some intermediate point.

Before freeways, buses obviously operated along the two-lane highways pictured in the film. While some trips were designated "Express" and would not make stops other than those scheduled, other trips would stop along the highway to set down upon request, or to lift if flagged down.

Some carriers were more amenable to this than others, of course. My mother and I used to travel by bus to and from a family gathering at Christmas (she would rather let someone else drive if there was snow). The festivities were at a farm miles from civilization and the closest place the bus

passed was a road intersection some distance from a small town. Getting off was no problem, of course; but how to flag the bus for the return trip? I waved my young, energetic arms valiantly (and probably wildly) for several years before someone pointed out the light mounted atop a pole, and the switch to operate it; I don't know who paid for the electricity, but turning on the light was the official signal for the bus to stop. As far as I know, this wasn't written down anywhere; it just *was* and the locals knew it. Actually, it was so unusual for a car to be parked at this location that the bus would stop just because a car was there - never mind the light. But the light certainly made it easier at night.

-Dean Ogle



The Tale of One Thousand Timetable Issues

Momoko Kawai

Introduction

Spring 2009 marked an epoch in Japan when the May edition of the monthly *JTB Timetable* was published by JTB Publishing on 20 April, bringing the magazine to issue 1000 since its launch in April 1925. This milestone has been reached only by a handful of other art and literary monthlies in Japan—a commonplace timetable, filled mostly with numbers, has caused a stir in the world of Japanese publishing.

Although monthlies are usually published every month, 12 times a year, our timetable's monthly publication was interrupted from December 1943 to 1947 because of WWII—but the publishers of the *JTB Timetable* overcame the tragedy of war and have continued publishing unbroken for 84 years.

The history of railway timetables in Japan dates back much further than 1925, originating with a single sheet in 1872 for the line between Shimbashi and Yokohama. Contrast this with the current *JTB Timetable* of 1152 pages and we see it has taken 127 years for the timetable to grow from 1 to 1152 pages. Obviously we don't have enough space here to cover 127 years of historic events in the timetable but I have compiled some key facts from the historic debut up to the current state of the Japanese timetable.

Tracing Roots of One Thousand Consecutive Issues

From one sheet to directory

1872 saw the birth of the first railway in Japan between Shimbashi and Yokohama under the guidance of British Engineer-in-Chief Edmund Morel (1841–71). Prior to the official opening by the Meiji Emperor (1852–1912) on 14 October (12 September in old lunar calendar), Locomotive No. 1 had been making provisional runs between Shinagawa and Yokohama from 12 June (7 May in lunar calendar) and the Railway Board produced a railway timetable showing departure and arrival times as well as fares. This is the first known railway timetable in Japan.

Starting with the inaugural run carrying the Meiji Emperor on 14 October, nine return services were run each day, stopping at Shimbashi, Shinagawa, Kawasaki, Tsurumi,

Kanagawa and Yokohama stations, and covering the 29 km between the termini in 53 minutes. Times and fares were posted on station boards to keep passengers informed about services. At the same time, the Railway Timetable and Fare List was recorded in the official archives of the Railway Board, the government office controlling the line at that time. In addition, the *Yokohama Mainichi Shimbun* newspaper dated 13 September 1872 carried an advertisement announcing the sale of railway timetables by its publisher Yokohama Kappansha, so marketing of timetables emerged in step with the railway's launch.

In the headlong rush to expand the network as a potent political symbol of progress and civilization, the government purchased railway technologies from the western powers and hired foreigners to assist with the construction. As intended, the railways played a full part in Japan's modernization but another less tangible asset obtained with the building of railways nationwide was a perceptual revolution related to time and time keeping.

At that time, Japanese people still marked time by the lunar calendar; day was from sunrise to sunset, and night was from sunset to sunrise—both day and night were divided into six equal *ittoki* parts (1 day had 12 *ittoki* in total) of about 2 hours. Since sunrise and sunset change with the season, the lengths of days, nights, and *ittoki* changed with the season too. As a result, people lived with a loose sense of time. However, the railway departures and arrivals were run on an hours-and-minutes basis where time was exactly divided into 24 hours each day and 60 minutes each hour, based on the Gregorian calendar. Soon after the western railway and timekeeping systems arrived in Japan, the government switched to the western calendar and timekeeping systems.

Following the arrival of the railway in Yokohama, new lines were completed between Osaka and Kobe then between Osaka and Kyoto. Despite this expansion, the small number of services still allowed the nation's railway timetable to fit on one sheet of paper.

However, as soon as the government authorized construction of railways by private companies, the ensuing construction boom saw new lines in Hokkaido, Tohoku, Kansai (area of western Honshu encompassing Osaka, Kobe, Nara and Kyoto), San'yo (a conurbation consisting of Okayama,

Hiroshima and Yamaguchi prefectures), and Kyushu, and the days of a single-sheet timetable had passed. Travellers now needed a portable timetable listing the complexities of rail travel, such as changes, and onward connections over a wide area. Inevitably, bound timetable books (directories) started pouring off printing presses.

The oldest known timetable directory discovered to date is the *Revised Railway Handbook* (190 by 122 mm) published by Bunseido of Shizuoka Prefecture in May 1889. We think it was published in conjunction with the opening of the Shizuoka–Hamamatsu section of the Tokaido main line on 16 April 1889. From then on, more timetables in many styles and with various titles were issued irregularly to match the opening of new lines or revisions to existing timetables.

Advent of monthly timetables with debut of JTB Timetable

The publishing company Koinshinsha launched the first monthly timetable—*Travel Guide for Steam Trains and Steam Ships* in October 1894. Koinshinsha was established in 1890 by Takemasa Tezuka (1853–1932), a graduate of Keio Public School (which later became Keio University), and published magazines and study guides. It is said that Tezuka got the idea to publish a monthly timetable with encouragement from Yukichi Fukuzawa (1835–1901), his former teacher and expert on European affairs. Departures and arrivals were printed vertically from right to left using Chinese *kanji* characters for both words and numbers, as was the style for steam trains and steam ships. There was an outline of departures and prices for rickshaw, carriage, and horse-drawn tramway services, as well as palanquin and porter services at Odawara and Hakone. The timetable included guides to famous locations and historic spots as well as current news and a serialized novel. The preface to the first edition describes the world's very first marketed timetable—Bradshaw's railway timetable—published in Britain (the birthplace of steam trains and ships) in 1839. It also notes the usefulness of the guide's several hundred pages of departure and arrival times and fares.

The high demand for *Travel Guide for Steam Trains and Steam Ships* led to the launch of several copycat variants, such as Koekisha's *Latest Timetable and Travel Guide* (June 1901), which changed to *Rail and Ship Travel Guide* in 1908, and Hakubunkan's *Railway and Steam Ship Travel Guide* (June 1907). All were mainly travel magazines and guides.

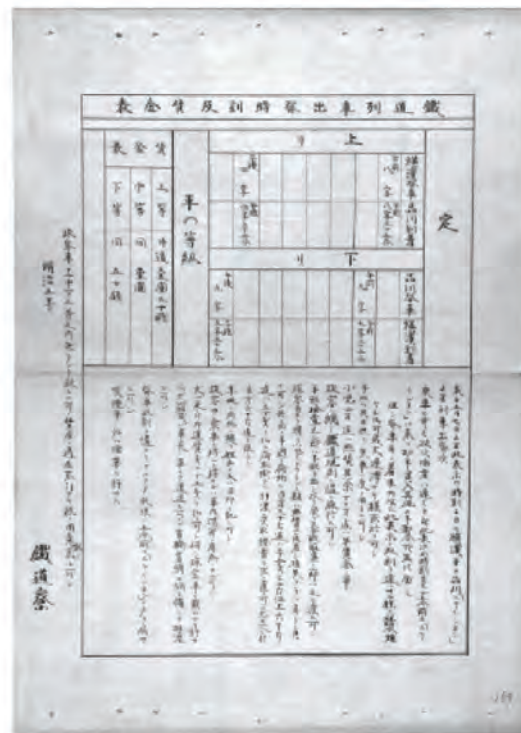
Seibisha's 265-page, B5-size *What to Do when Traveling* issued first in January 1904 introduced every station nationwide, had information on famous places, and provided guides to tourist spots like Nikko and Hakone. Although it was essentially a guidebook, it had a railway timetable and was the first timetable to use Arabic numerals and horizontal left to right writing.

To attract foreign tourists (and currency), in 1910, the Imperial Japanese Government Railways also published a timetable that included Arabic numerals and horizontal writing together with English. When the successor Japanese Government Railways took over, they also intermittently published a *Steam Train Timetable* with Arabic numerals for use in the department.

The 1905 Treaty of Portsmouth ended the Russo-Japanese War (1904–05) and the South Manchuria Railway Company (SMR) established in 1906 provided an international corridor and trade route via Dalian, Vladivostok, and the Trans-Siberian Railway to Europe. Japan set to work attracting tourists in order to get foreign currency by establishing the Japan Tourist Bureau in 1912 within the Japanese Government Railways. The timetables of European countries were copied, giving a table of contents, index of stations, and systemized search by putting all times in actual tables.

The rail network continued growing at breakneck speed as private railway companies built main-line routes across the country, but the government responded by nationalizing most lines in 1906 to almost instantly create a nationwide network overnight.

When Tokyo Station was completed in 1914 to take over the key role of the start of the Tokaido main line from Shimbashi Station, sales of timetables became a cutthroat



Railway timetable and fare list (The Railway Museum)

business between Koinshinsha, Koekisha, and Hakubunkan, spawning an intense news coverage feud. This state of affairs did not escape the attention of the Japanese Government Railways, which forced the three publishers into a merger in 1915, creating the Ryokoannaisha with Takemasa Tezuka as president. He launched the *Official Steam Train and Steam Ship Travel Guide* with approval from the Japanese Government Railways. The cover was designed by Hisui Sugiura (1876–1965), a designer at Mitsukoshi Department Store. His design of a train running along a seafront offset by three pine trees to symbolize the three merged publishing houses endeared itself to the nation and was used for 30 years until the last edition in March 1944.

The Imperial Japanese Government Railways was replaced by the Japanese Ministry of Railways (the term "Japanese Government Railways" was used when referring to the lines owned by the Ministry) in 1920, which published the *Train Timetable* as a service timetable that included Japanese Government Railways' lines, all sea routes, regional railways

and trams. After 1923, times were printed for all stations (prior to then only principal stations had been mentioned), and publication became monthly. Around this time, the timetable started to look similar to today's format.

There were two timetables at the time—the *Official Steam Train and Steam Ship Travel Guide* using kanji numbers, and the *Train Timetable* (for national railway's institutional use) using Arabic numbers. With the popularization of Arabic numbers and because the *Official Steam Train and Steam Ship Travel Guide* omitted some stations and trains, people using the *Train Timetable* at stations started demanding public sales of the *Train Timetable*.

In February 1924, the Japanese Ministry of Railways, shipping companies and travel organizations established the Japan Culture and Tour Association to promote tourism in Japan. In April 1925, this association reproduced the *Steam Train Timetable with Ship and Motorcar Departures & Arrivals* compiled by the Transport Bureau of the Japanese Ministry of Railways. In other words, the Japan Culture and



Steam Train Timetable—the inaugural JTB Timetable

(Author)

Tour Association had taken over marketing the timetable used for national railway service since the time of the Imperial Japanese Government Railways.

This *Steam Train Timetable* was the first JTB timetable. You might wonder why and some background about JTB is needed to understand the answer; the Japan Culture and Tour Association was the forerunner of JTB. The Japan Culture and Tour Association (it changed its name to Japan Tour Association in 1926) amalgamated with the Japan Tourist Bureau (set up to attract tourists from abroad) in 1934 to form the foundation known as Japan Tourist Bureau, which took on the task of publishing the *Steam Train Timetable*. That foundation evolved through reorganizations and name changes into Toa Ryokosha, Toa Kotsu Kosha, Nihon Kotsu Kosha, and then into JTB. The current publisher, JTB Publishing, is a member of the JTB Group. This is why the *Steam Train Timetable* published in April 1925 is regarded as the first JTB Timetable that reached issue 1000 in April 2009.

Proof that the current timetable is descended from the service timetable compiled by Japan Government Railways is on the 1000 covers of (JTB) timetable with the words 'Compiled by Japanese Ministry of Railways, Edited by Ministry of Transport, Edited by Japanese National Railways, and Editorial Supervision by Japanese National Railways'.

Nevertheless, this way of doing things came to an end in 1987 when Japanese National Railways (JNR) was privatized and split into six passenger companies and one freight company. These seven companies decided to publish their own unified timetable as the *JR Timetable* using Kosai Shuppansha (now Kotsushimbunsha). As a result, 'editorial supervision' vanished from the *JTB Timetable*. It reminds us of the removal of the two kanji characters meaning 'official' from the *Official Steam Train and Steam Ship Travel Guide* when it was reproduced by the Japan Culture and Tour Association as the *Steam Train Timetable*, which became the inaugural edition of the *JTB Timetable*.

State of Timetables in Japan

Trains in Japan almost always run on time in accordance with the timetable. This punctuality does not stop at trains, buses and planes run on timetables scheduled to individual minutes and are adhered to in actual service. This is something Japanese are proud of. And, it is a visage of Japanese life that gives existence to "timetables", records of transport service times. If train times were arbitrary, and that arbitrariness the normal state of affairs, there would be no significance in having a timetable.

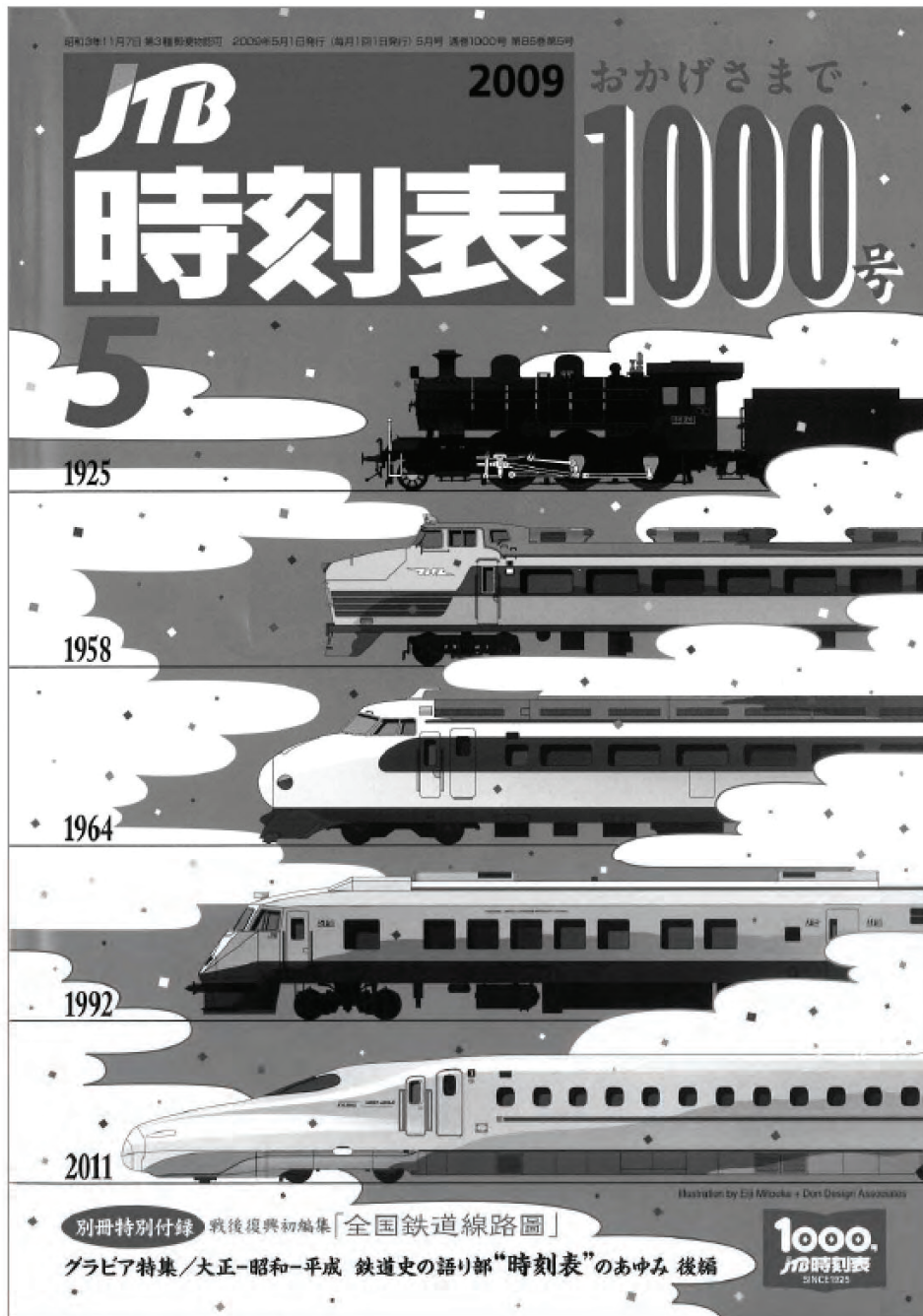
Looking back at Edo-period (1603–1868) Japan, historians believe there were 30,000 to 50,000 time bells, gongs and drums nationwide in castles, castle towns, and

Buddhist temples. They gave order to daily life by signalling curfew times, opening and closing times of castle gates, etc. Perhaps, people became subliminally aware of the importance of time in their societies and this nurtured the tendency to appreciate punctuality today—in other words, maybe it explains the on-time train services we have today.

Presently there are two companies—JTB Publishing and Kotsushimbunsha—that publish timetables. It used to be that three or four companies simultaneously marketed timetables, but a look at the past shows that the most prodigious number of publishers existed in the period touched on above, and that number has now become the two companies of today. Both companies output nationwide versions, mostly in a B5-size format, issued every month, and sold at bookshops and kiosks, etc. In terms of contents, there are no big differences, just minor variances in page arrangement and rail line order. Both publishing houses also produce compact booklets formatted for portability during trips. In addition, some of the private lines also publish their own timetables, which are sold at station kiosks along their rail lines.

As the name suggests, 'timetable' means a listing of times—for trains in this case. The station names are listed vertically, with trains arranged by departure time from left to right across the page. Time is depicted in the 24-hour clock system. Timetables in Japan first adopted the 24-hour clock back in 1942. Before then, the 12-hour clock was used with a.m. times indicated in standard font and p.m. times in bold. The target readers are intended to be people checking times for travel, but actually, the greatest number of users are service oriented like the general affairs departments and accounting departments of companies and public agencies, which use timetables to calculate, adjust and budget staff business trips. As mentioned later, some companies now use business trip calculators on the Internet, so the era where administrators and accountants always have several timetables on hand is coming to an end. A strong niche is occupied by people who purchase timetables for hobbies such as armchair travel and train photography. Among these people, some passionate railway fans buy the timetable every month although they do not intend to travel. Doubtless, these fans—no small number—are a unique aspect of Japan.

The explosive development of the Internet and mobile phones in Japan has led to growth in services supplying timetables via the Internet and phones. Consequently, the number of printed timetables is taking a nosedive. To counter this trend, we aim to promote the convenience of paper in terms of finding information at a glance and easy, safe storage. Moreover, it is the data prepared for printed publication that supports the electronic distribution now becoming so popular. In other words, there is no electronic timetable without a paper version!



Issue No. 1000 of JTB Timetable, May 2009

(Author)

Timetable editing

The timetable shows the times of all trains (about 35,000) at all stations (about 4600) on all lines (approximately 180) across Japan operated by all JRs in the group. However, on lines where the traffic is consistently at very high frequency, such as on the Yamanote Line in Tokyo and the Osaka Loop Line, only the times of the early and late services are given, with the remainder expressed as interval between trains.

The timetable also includes schedules for all the nationwide private railways, inter-city express buses, regular buses, cable railways and aerial cableways in major tourist locales and other places, regular ferries and ships, domestic flights, international routes departing from and arriving in Japan, and other routes such as tourist buses, regular cruises and international shipping routes. Every month, the times of some 850 companies have to be checked for whether or not there

are any changes. Here, it should be noted, that not all the stations and stops of the private railways and bus services are included. In fact, hardly any such services are listed fully because of space issues, and these are explained when omissions are made.

Timetable editing starts each month as soon as the necessary materials have been collected from the JR's and other companies. There is a specialist contact desk for material from JR and material comes in daily via this desk. As described below, non-JR companies mail in their changes. A galley proof of the previous month's timetable is revised in red ink based on the new data, and the editing is performed using a specialist system according to the red-ink revisions. Unfortunately, the JR materials are all paper based and there is no compiled computer data. The editorial staff input all the timetable changes in accordance with the provided material to create the data for trains. When the train times are in the computer, the timetable page for that train is arranged and the data for the entire page settled. Next, each page is printed and proofed. Conversely, pages for private railways are compiled in accordance with the replies to the monthly letters of enquiry sent to the transport companies who return them with any changes. The editorial staff uses these replies to compile drafts. From here on, any queries are resolved by telephone or fax with requests for additional details.

Although somewhat old-fashioned, coloured pencils are still used for corrections. Generally, light blue and yellow pencils are used to strike through times that have been checked because the times can still be seen and do not mark surrounding areas when paper is copied or faxed, so numbers remain recognizable. Great care is taken in proofreading, with at least four people—the data supervisor, page supervisor, deputy chief editor and chief editor—quadruple checking the materials.

When mistakes are found, the data is corrected and printed again. While this process is going on, schedules or service dates sometimes change, so revising and correcting is repeated right up to the deadline. Next, the data is passed for printing; page proofs are okayed in units of 16 or 32 pages and moved on. A day or two after the final proofs are passed, the 1000+ pages are bound and shipped to bookshops, ready for the general public.

The schedule of services in the JR group of passenger operators are revised about once a year. A revision may increase or decrease the numbers of services, etc., meaning the number of timetable pages will be wrong. As a consequence, when the JR schedule is revised, advanced research of train number and service flow is required to enable page-number adjustments and layout changes. In addition, layout changes may be needed for private railways, as well, because they have extended or closed lines or changed routes.

The War on Weight

One copy of the timetable weighs about 950 g and each monthly copy must be sent to subscribers. We have a bulk mail contract with Japan Post, because its 3rd-class mail for printed matter is inexpensive. However, the special rate requires the posted item to weigh less than 1 kg. In recent years, courier delivery services have provided an alternative means to deliver publications but so many of the timetables must be delivered that the costs add up. As a result, a war has been waged on weight to allow continued use of 3rd-class mail. In earlier days, there were fewer pages, so weight was not an issue, but following the JNR privatization and division, the number of services increased and weekend schedules infiltrated the timetable, all adding up to a dramatic leap in the number of pages. To offset this, a special thinner, lighter, and stronger paper is used to cut weight but when a supplement had to be added to deal with time revisions for express trains prior to a schedule revision, there was a real fear that the timetable would exceed 1 kg. There was no alternative but to trim the four sides by 1 mm, which did the trick, and saved postage.

The timetable production system has evolved with the times, going from letterpress, through computerized photo-setting, and on to the current digital system introduced from the May edition of 2000. And, keeping up with the times, this present system is used both for printing the paper timetable and for maintaining the Internet database.

Nevertheless, whatever advances are made in technology, whatever developments in machinery, the basic task of timetable production is proofreading by human eye. ■



Momoko Kawai

Mrs Momoko Kawai was an editor of *JTB Timetable* at JTB Publishing Co. She is currently an editor of other railway related publications.