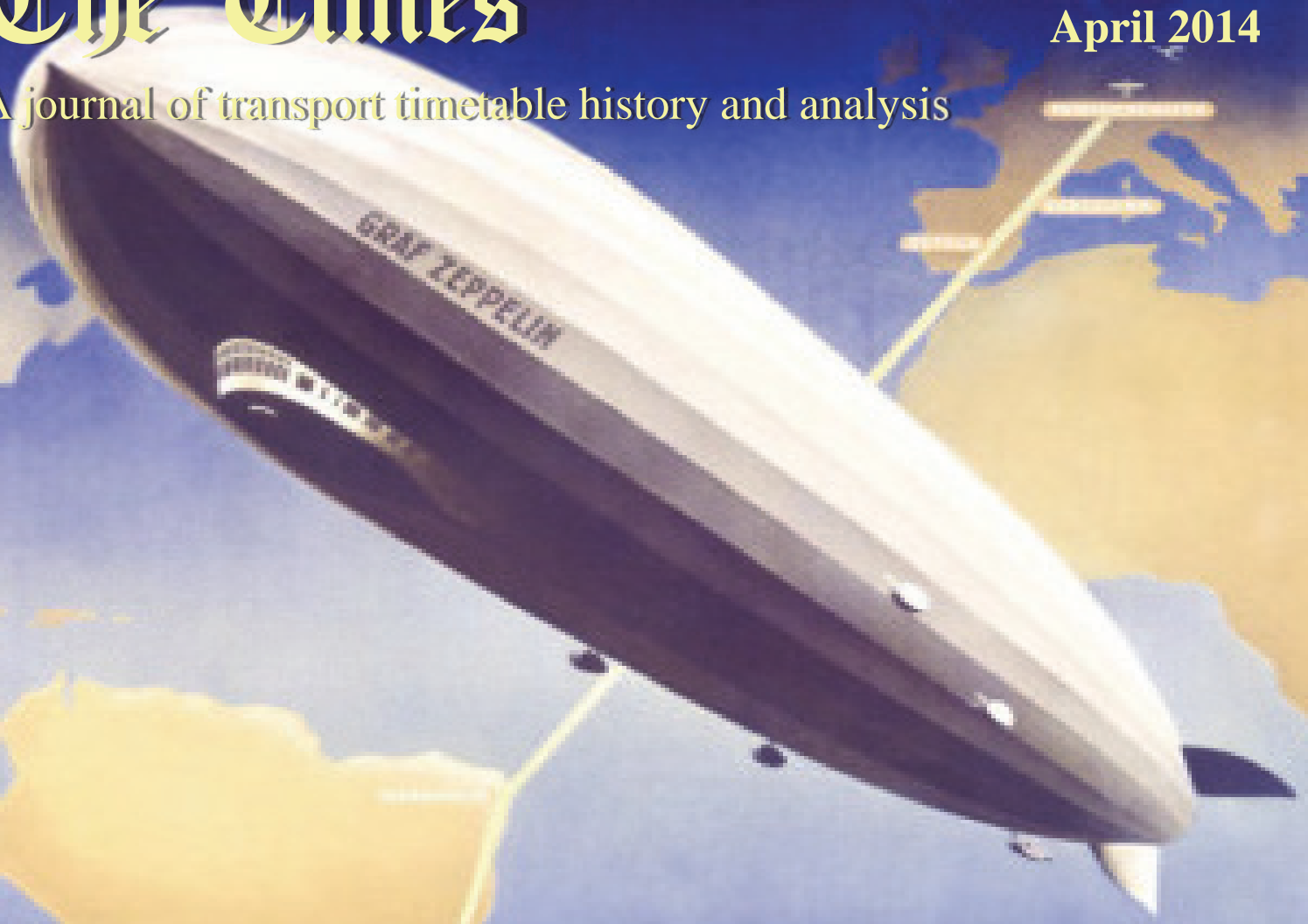


# The Times

April 2014

A journal of transport timetable history and analysis



**NACH  
SÜDAMERIKA  
IN 3 TAGEN !**



GENERALVERTRETUNG DES LUFTSCHIFFBAU ZEPPELIN



**HAMBURG-AMERIKA LINIE**

**Inside: Bradshaw's Air Guide, 1934**  
**How railroad men time trains**  
**Bus timetables of yesteryear– the 145**  
**Langi Logan**

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# The Times

A journal of the Australian Timetable Association Inc. (A0043673H)

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


**April 2014**

**Vol. 31 No. 04, Issue No. 363**

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**Editor, The Times** Geoff Lambert 179 Sydney Rd FAIRLIGHT 2094 NSW G.Lambert@inet.com.au  
 A full ATA contact list can be found periodically in Members News, at <http://www.austta.org.au/newsletter.pdf>  
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## What Bradshaw's Air Guide didn't show

Luftschiffbau Zeppelin  Friedrichshafen, Germany  
No. 2

### To South America by Zeppelin

1934 Time Table of the airship „Graf Zeppelin“.

Friedrichshafen *	Pernambuco	Rio de Janeiro	Aeroplane connection of Syndicato Condor Ltda.		Rio de Janeiro	Pernambuco	Friedrichshafen *
Dep. Saturday evening	Arr. Tuesday evening	Arr. Thursday morning	Buenos Aires Arr. Friday	Buenos Aires D. Wednesd.	Dep. Thursday morning	Dep. Friday evening	Arr. Tuesday after noon
6. 9.	6. 12.	6. 14.	6. 15.	6. 13.	6. 14.	6. 15.	6. 19.
6. 23.	6. 26.	6. 28.	6. 30.	6. 30.	7. 1.	7. 2.	7. 6.
7. 21.	7. 24.	7. 26.	7. 27.	7. 25.	7. 26.	7. 27.	7. 31.
8. 4.	8. 7.	8. 9.	8. 10.	8. 8.	8. 9.	8. 10.	8. 14.
8. 18.	8. 21.	8. 23.	8. 24.	8. 22.	8. 23.	8. 24.	8. 28.
9. 1.	9. 4.	9. 6.	9. 7.	9. 5.	9. 6.	9. 7.	9. 11.
9. 15.	9. 18.	9. 20.	9. 21.	9. 19.	9. 20.	9. 21.	9. 25.
9. 29.	10. 2.	10. 4.	10. 5.	10. 3.	10. 4.	10. 5.	10. 9.
10. 13.	10. 16.	10. 18.	10. 19.	10. 17.	10. 18.	10. 19.	10. 23.
10. 27.	10. 30.	11. 1.	11. 2.	10. 31.	11. 1.	11. 2.	11. 6.

\* In Europe there are direct aeroplane connections operated by the Deutsche Lufthansa A.-G.  
 The foregoing Time Table is subject to alteration, especially as regards the departure dates in and after August.

# Bradshaw's International Air Guide, No. 1, 1934

by Victor Isaacs

**B**RADSHAW'S RAILWAY GUIDES to Britain are well known. So too is Bradshaw's Continental Railway Timetable.

Bradshaw also published an International Air Guide. The first edition was published in November 1934. The style is amazingly similar to the Bradshaw Rail Guides. This first edition is very evocative of another age of travel, and, in particular of the very early period of development of air travel [cover and title page, right].

A large proportion of the timetables in the first edition are merely "skeleton" timetables, that is, they give the names and mileages of the ports, but no services are shown. Instead a sub-heading says "Service suspended during Winter". This reflects the then low demand for air travel, which in 1934 was very expensive and in a period of immense financial stress. It equally reflects the early development of aviation when aircraft were not so sturdy for a European winter. However, one must therefore wonder about the motives of the Bradshaw Company in publishing their first edition of the Air Guide right at the start of the Northern Winter. Perhaps this was a deliberate ploy to ease themselves gradually into the compilation of the timetable.

The Guide – as one would expect in a British production – has a comprehensive coverage of aviation services in Britain. It has what appears to be comprehensive coverage of services on the continent of Europe. There are some services across the Mediterranean to North Africa. There are only five intercontinental services – three to the Far East, one to Africa and one across the South Atlantic to South America by Zeppelin. There are no services shown across the North Atlantic, because there then were none. In the period there were many air services within North America, but this area is completely ignored in the inaugural edition of Bradshaw's Air Guide. There are also no internal African services (with one small exception), no South or Central American or Caribbean services and no Australasian services whatsoever.

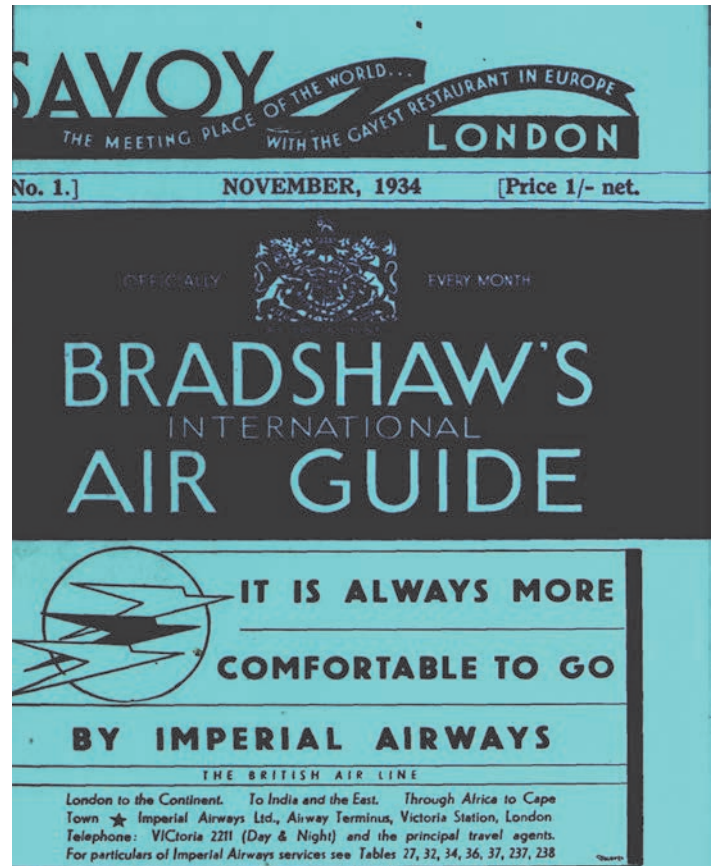
The Guide contains a number of advertisements, mostly for hotels, of which most are in Britain.

After the index, there is a section entitled "Information for Travellers". One paragraph reads:

**"Personal Hints**

*The cabins of the air-liners are enclosed and heated, therefore no special clothing is required, similar clothing to that worn for rail or boat travel being sufficient."*

The first tables show the internal UK services of Railway Air Services. This is the air company established jointly by the four big mainline railway companies. It mainly concentrated on where water impeded or prevented railway travel, such as across the Severn River estuary from SW England to Wales, to the Isle of Wight, and, in particular to Northern Ire-



No. 1]	NOVEMBER, 1934	[PRICE 1/- NET	
ISSUED MONTHLY	<b>BRADSHAW'S INTERNATIONAL AIR GUIDE</b>	ISSUED MONTHLY	
<p>The Tables in this book are compiled with as much care as circumstances will permit; but it must be distinctly understood that the Proprietors do not hold themselves in any way responsible for inaccuracies. It will be esteemed a favour if early intimation be given of any error that may be found in the Guide.</p> <p>PROPRIETORS AND PUBLISHERS: HENRY BLACKLOCK &amp; Co., LTD., BRADSHAW HOUSE, SURREY STREET, STRAND, LONDON, W.C.2. Phone: Temple Bar, 2976. Telegrams: "Bradshaw, London." AND ALBERT SQUARE, MANCHESTER.</p> <p>ADVERTISEMENT AND EDITORIAL OFFICES: BRADSHAW HOUSE, SURREY STREET, LONDON, W.C.2.</p>			
<b>CONTENTS</b>			
General Index . . . . .	Page 3 etc.	Booking Offices . . . . .	Pages 26-29
Index to Advertisers' Announcements . . . . .	19	Air Companies' Addresses, etc . . . . .	30 & 31
Index to Hotel Pages . . . . .	19	AIR SERVICES . . . . .	Tables 1-241
General Information . . . . .	20 & 21	Supplementary List of Fares . . . . .	Pages 154-157
Comparative International Times . . . . .	22	General Conditions of Carriage of Passengers and Baggage . . . . .	158-163
Almanac . . . . .	23	Hotels . . . . .	End of Guide
Foreign Monies . . . . .	24	Maps . . . . .	in Envelope at End of Guide
Metric System of Weights and Measures with English Equivalents . . . . .	25		
VICTORIA COACH STATION - - HESTON - - RYDE			
<b>London-Isle of Wight in 1½ hrs.</b>			
19/6 Single	WEEK-END SERVICE DURING WINTER MONTHS For Time Table, see Table No. 14	38/6 Return	
Reservations and full Information from :— <b>THE BRITISH AIR NAVIGATION CO., HESTON AIRPORT.</b> Telephone: Hounslow, 3244.			
PORTSMOUTH, SOUTHSEA, & ISLE OF WIGHT AVIATION, LTD.			



land. Many of the Town Termini for Railway Air Services were at mainline railway stations. Railway Air Services is one of the corporate predecessors of today's British Airways.

The Guide's first timetable (below left) shows RAS' service from London to Liverpool to Belfast. Manchester and Glasgow are also included in the table but with no services shown against these places. There was one plane a day on weekdays only.

The next three tables in theory showed more RAS services, but in fact all tables are empty as services were "Suspended during Winter". Tables 2 & 3: "Empty" RAS timetables are shown below, right.

Tables 10 and 11 (top of page 5- Table 11 has been rotated) were of services by Jersey Airways to the Channel Island of Jersey. What is unique about these is that the service varied day by day.

From timetable no. 27 the Guide moved on to "Continental Services". There were three operators on the London-Paris route, the most shown for any route. These were Imperial Airways, Air France and Hillman's Airways. However, there was still a total service on weekdays of only seven flights between them - fewer on weekends. Our page 6 shows some of the services across the Channel / La Manche

All times given in the Tables are local times, see page 22  
 Passengers should be at the Town Terminus or Airport at least 15 minutes before scheduled time  
 Conveyance between an Airport and the Town Terminus is free unless otherwise indicated in the Table  
 The full names and addresses, etc., of the Companies will be found on pages 30 and 31  
 The Tables have been numbered with an allowance for the addition of new Services  
 The Air routes on the Continent are known by certain official numbers; these are printed in the respective Tables, thus:—Route 454

**1 LONDON—LIVERPOOL—BELFAST**  
 (Weekdays only)  
**RAILWAY AIR SERVICES**

Miles	Airports of	dep	arr	Airports of	dep	arr
0	LONDON	...	dep 10 15	GLASGOW	...	...
	BIRMINGHAM	...	...	BELFAST	...	...
	MANCHESTER	...	...	LIVERPOOL	...	dep 9 45
180	LIVERPOOL	...	arr 11 45	MANCHESTER	...	arr 11 30
	BELFAST	...	dep 12 5	BIRMINGHAM	...	...
344	BELFAST	...	arr 13 30	LONDON	...	arr 13 0
	GLASGOW	...	...			

Distance and Time allowance for conveyance between Airport and Town Terminus

TOWN	AIRPORT	TOWN TERMINUS	Miles	Minutes
LONDON	Croydon	Airway Terminus, Victoria Station, S.W. 1	12	45
		Snow Hill Station	5	30
BIRMINGHAM	Castle Bromwich	New Street Station	5	35
		Midland Hotel	6	30
MANCHESTER	Barton	L.M.S. Office, Piccadilly	6	55
LIVERPOOL	Speke	Lime Street Station or Adelphi Hotel	6	30
BELFAST	Aldergrove	Smithfield Omnibus Station	17	40
GLASGOW	Renfrew	York Road Station	17	50
		Central Station	5	25

**FARES**

FROM LONDON	Single	Return	Excess Baggage per lb.
To LIVERPOOL	s. d. 60 0	s. d. 90 0	s. d. 0 5
To BELFAST	110 0	185 0	0 9
FROM LIVERPOOL			
To BELFAST	55 0	100 0	0 5

Children under 3 years not occupying a separate seat carried free; half fare if occupying a seat. From 3 to 7 years, half fare.  
 Free baggage allowance—35 lbs. (no free baggage for children travelling at half fare or free).  
 Cancellation of reservations—At least 24 hours' notice should be given.

**2 LONDON—ISLE OF WIGHT**  
 (Service suspended during Winter)  
**RAILWAY AIR SERVICES AND SPARTAN AIR LINES**

Miles	Airports of	dep	arr	Airports of	dep	arr
0	LONDON	...	...	COWES	...	...
66	RYDE	...	...	BEMBRIDGE	...	...
76	BEMBRIDGE	...	...	RYDE	...	...
	COWES	...	...	LONDON	...	...

‡ Lands at Ryde on request if circumstances permit

Distance and Time allowance for conveyance between Airport and Town Terminus

TOWN	AIRPORT	TOWN TERMINUS	Miles	Minutes
LONDON	Croydon	Airway Terminus, Victoria Station, S.W. 1	12	40
RYDE	Ryde	Pickford's Office (on the Front)	—	—
BEMBRIDGE	Bembridge	Central Garage	1 1/2	—
COWES	Somerton	West Pier	1 1/2	—

**FARES**

FROM LONDON	Single	Return	Excess Baggage per lb.
TO	£ s. d.	£ s. d.	s. d.
RYDE			
BEMBRIDGE			
COWES			

**3 BIRMINGHAM—BRISTOL—SOUTHAMPTON—COWES**  
 (Service suspended during Winter)  
**RAILWAY AIR SERVICES**

Miles	Airports of	dep	arr	Airports of	dep	arr
0	BIRMINGHAM	...	...	COWES	...	...
84	BRISTOL	...	...	SOUTHAMPTON	...	...
146	SOUTHAMPTON	...	...	BRISTOL	...	...
161	COWES	...	...	BIRMINGHAM	...	...

Distance and Time allowance for conveyance between Airport and Town Terminus

TOWN	AIRPORT	TOWN TERMINUS	Miles	Minutes
BIRMINGHAM	Castle Bromwich	Snow Hill Station	5	25
BRISTOL	Whitchurch	New Street Station	5	20
		Temple Meads Station	4	15
SOUTHAMPTON	Sourhampton	Terminus Station	4	20
COWES	Somerton	West Station	4	15
		Cowes (S.R.) Station	1 1/2	5

**FARES**

FROM BIRMINGHAM	Single	Return	Excess Baggage per lb.
TO	£ s. d.	£ s. d.	s. d.
BRISTOL			
SOUTHAMPTON			
COWES			



Railway Air Services DH.89 Dragon Rapide G-AGPR at Manchester (Ringway) Airport in 1938  
 Railway Air Services (RAS) was a British airline formed in March 1934 by four railway companies and Imperial Airways. The airline was a domestic airline operating routes within the United Kingdom linking up with Imperial's services. The railways were the "big four": London Midland & Scottish, London & North Eastern, Great Western Railway and Southern Railway.

**10 \* LONDON—JERSEY  
JERSEY AIRWAYS**

NOVEMBER

Miles	Airports of	1st	2nd	3rd	4th	5th	6th
0	HESTON ... dep	8 30	9 15	10 15	10 30	+	+
200	JERSEY ... arr	10 30	11 15	12 15	12 30	+	+
	JERSEY ... dep	11 15	12 15	13 15	13 30	+	+
	HESTON ... arr	13 15	14 15	15 15	15 30	+	+

Distance and Time allowance for conveyance between Airport and Town Terminus

TOWN	AIRPORT	TOWN TERMINUS	Miles	Minutes
LONDON	Heston	Coach Station, 11, Elizabeth Street, S.W. 1	12	70
ST. HELIER	St. Helier	Landing on the Beach. No Special Conveyance	—	—

FARES FROM LONDON TO

	Single	Return	Excess Baggage per lb.	Baggage Allowance
JERSEY	£ 2 19 6	£ 4 19 6	4	25lbs.

Children under 3 years 20% of above Fares, from 3 to 7 years 50%.

**\* SMOKING ON THIS ROUTE IS PERMITTED.**

**11 \* SOUTHAMPTON—PORTSMOUTH—JERSEY  
JERSEY AIRWAYS**

NOVEMBER

Miles	Airports of	1st	2nd	3rd	4th	5th	6th	7th	8th
0	SOUTHAMPTON ... dep	8 45	9 30	10 30	10 45	+	+	+	+
120	PORTSMOUTH ... dep	9 15	10 0	11 0	11 15	+	+	+	+
	JERSEY ... dep	10 30	11 15	12 15	12 30	+	+	+	+
	PORTSMOUTH ... arr	11 15	12 15	13 15	13 30	+	+	+	+
	PORTSMOUTH ... arr	12 30	13 30	14 30	14 45	+	+	+	+
	SOUTHAMPTON ... arr	13 0	14 0	15 0	15 15	+	+	+	+

Distance and Time allowance for conveyance between Airport and Town Terminus

TOWN	AIRPORT	TOWN TERMINUS	Miles	Minutes
SOUTHAMPTON	Eastleigh	No Special Conveyance	3½	—
PORTSMOUTH	Portsmouth	87a, Commercial Road (Fare 1/6)	2½	30
ST. HELIER	St. Helier	Landing on the Beach. No Special Conveyance	—	—

FARES

FROM	Single	Return	Excess Baggage per lb.	Baggage Allowance
SOUTHAMPTON TO JERSEY	£ 1 15 0	£ 3 0 0	2	25lbs.
PORTSMOUTH TO JERSEY	£ 1 12 6	£ 2 15 0	2	25lbs.

Children under 3 years, 20% of above fares, from 3 to 7 years 50%.

**\* SMOKING ON THIS ROUTE IS PERMITTED.**



**JERSEY AIRWAYS**

**THE HOLIDAY-MAKERS MAGIC CARPET**

One of the ferry routes starts at Heston, from Victoria.

HAS NOW CARRIED OVER 80,000 PASSENGERS TO THAT SUNNY PLAYGROUND OFF THE COAST OF FRANCE.

KLM of the Netherlands just edges out Qantas as the oldest airline in the world. Its services in this Guide even includes flights (three a day) between Amsterdam and Rotterdam, against a frequent trains service and of a mere 35 miles! The KLM Amsterdam-Rotterdam flights appear in Table 90, on our page 7.

**To Saarbrücken Airport by Tram.** The most prolific operator in Europe is DLH, that is Deutsche Lufthansa. In Saarbrücken and also in Bremen the connection from its Town Terminus to the Airport is shown as being by Tram! This service is shown in Table 115 and appears on our page 8.

The Italians seem to have been particularly keen to connect their possessions – some contentiously obtained after the Great War - by air services. Our page 9 shows Italian air services across the Adriatic Sea (Table 187). On the opposite page are interesting

*I'm going by*  
**JERSEY AIRWAYS**

**LONDON AND SOUTHAMPTON SERVICES DAILY**

ALSO SUMMER SERVICES FROM BRIGHTON AND EXETER

**CHEAP "HOLIDAY...WEEKEND" TICKETS**

**LOCAL INTER-ISLAND SERVICES**

**JERSEY AIRWAYS**

TIMETABLE EFFECTIVE FROM MAY 1<sup>st</sup> 1937

in association with  
The Southern & Great Western Railway Companies



<b>30</b>	<b>LONDON—PARIS</b> (Daily unless otherwise stated) <b>AIR FRANCE</b>		Route 476	
	Miles 0 224	Airports of <b>LONDON</b> ... dep: 9 0 ... arr: 10 30 <b>PARIS</b> ... dep: 10 30 ... arr: 12 0	W 13 30 15 0	
W—On Weekdays only				
Distance and Time allowance for conveyance between Airport and Town Terminus				
TOWN	AIRPORT	TOWN TERMINUS	Miles	Minutes
LONDON	Croydon	Air France, 52, Haymarket, S.W.1.	13	50
PARIS	Le Bourget	Air France, Place Lafayette	6½	35
<b>FARES</b>				
FROM LONDON	Single	Week-end	Return 15 Days	Return 60 Days
To PARIS	£ s. d. 4 15 0	£ s. d. 6 15 0	£ s. d. 7 12 0	£ s. d. 8 1 6
FROM PARIS	Frs. 405	Frs. 540	Frs. 650	Frs. 690
To LONDON				Frs. 2 50
<b>31</b>	<b>LONDON—PARIS</b> (Daily) <b>HILLMAN'S AIRWAYS</b>			
	Miles 0 225	Airports of <b>ESSEX (Stapleford t)</b> ... dep: 10 0 ... arr: 12 0 <b>PARIS</b> ... dep: 10 0 ... arr: 12 0	13 45 15 45	
t—Near Abridge.				
Distance and Time allowance for conveyance between Airport and Town Terminus				
TOWN	AIRPORT	TOWN TERMINUS	Miles	Minutes
LONDON	Essex	Coaching Station, King's Cross, N.1.	25	60
PARIS	Le Bourget	25 Rue Royale	8	45
<b>FARES</b>				
FROM LONDON	Single	Return	Week-end	Day Return
To PARIS	£ s. d. 3 10 0	£ s. d. 5 10 0	£ s. d. 4 15 0	£ s. d. 4 5 0
FROM PARIS	Frs. 300	Frs. 475	Frs. 400	Frs. 375
To LONDON				Frs. ...

**AIR FRANCE** Apply B.G. AIR FRANCE, 52, Haymarket, London, S.W.1. Phone: Whitehall 9671. Or all Travel Agents.

**Fastest to 87 cities in 29 countries, 4 continents.**

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<b>32</b>	<b>LONDON—LE TOUQUET</b> (Service suspended during Winter) <b>IMPERIAL AIRWAYS</b>		Routes 454a, 454b	
	Miles 0 119	Airports of <b>LONDON</b> ... dep: ... <b>LE TOUQUET</b> ... arr: ...	Airports of <b>LE TOUQUET</b> ... dep: ... <b>LONDON</b> ... arr: ...	
Distance and Time allowance for conveyance between Airport and Town Terminus				
TOWN	AIRPORT	TOWN TERMINUS	Miles	Minutes
LONDON	Croydon	Airway Terminus, Victoria Station, S.W.1.	12	45
LE TOUQUET	Berck	Airway Terminus, Casino Grounds	8	45
<b>FARES</b>				
FROM LONDON TO	Single	Return 18 Days	Sunday Excursion	Excess Baggage per Kg (2.2 lbs.)
LE TOUQUET	£ s. d.	£ s. d.	£ s. d.	s. d.
<b>33</b>	<b>LONDON—LE TOUQUET—DIEPPE</b> (Service suspended during Winter) <b>BANCO</b>			
	Miles 0 115 140	Airports of <b>HESTON</b> ... dep: ... <b>LE TOUQUET</b> ... arr: ... <b>DIEPPE</b> ... arr: ...	Airports of <b>DIEPPE</b> ... dep: ... <b>LE TOUQUET</b> ... dep: ... <b>HESTON</b> ... arr: ...	
‡ For Pourville				
Distance and Time allowance for conveyance between Airport and Town Terminus				
TOWN	AIRPORT	TOWN TERMINUS	Miles	Minutes
LONDON	Heston	Coach Station, 164, Buckingham Palace Rd., S.W.	13	60‡
LE TOUQUET	Berck	Le Touquet Casino	8	45‡
DIEPPE	Dieppe		2½	30‡
‡—From Terminus to Airport †—From Airport to Terminus				
<b>FARES</b>				
FROM LONDON TO	Single	Return	Free Baggage Allowance	Excess Baggage per lb.
LE TOUQUET DIEPPE	£ s. d.	£ s. d.		s. d.

All times given in the Tables are local times, see page 22  
Conveyance between an Airport and the Town Terminus is free unless otherwise indicated  
in the Table

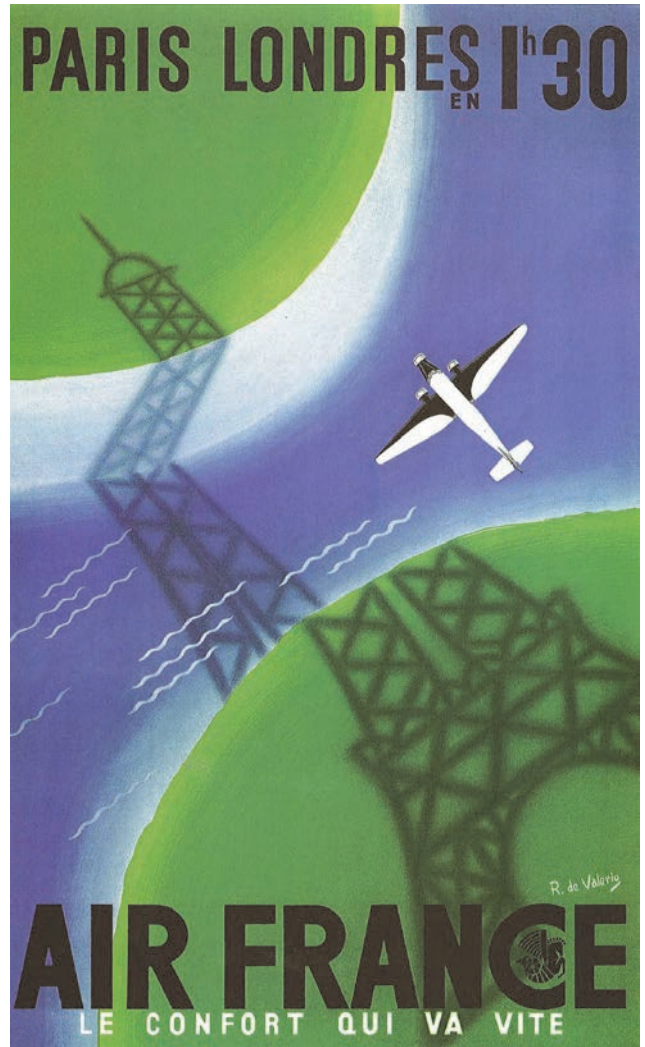
The full names and addresses, etc., of the Companies will be found on pages 30 and 31

47



early services in Eastern Europe.

Now, to what is perhaps more interesting: the genesis of intercontinental air services. The first such timetable shown is of Imperial Airways' service from Britain to South Africa (Table 237 shown in the top half of our page 10). It operated just once a week. It travelled via France and Italy before flying across Africa. There were no night flights. What appears most peculiar to me is that the first night outbound, or last night homebound, was in fact spent on the train from Paris to Brindisi or vice versa. After that overnight halts were made at Cairo, Juba, Nairobi, Mbeya, Salisbury and Johannesburg. The full journey took nine







Air France had come into existence in October 1933 by the amalgamation of various French aviation companies. This was not long before this Guide was published.

The third service shown in the Guide to the "Far East" was the Dutch service, notwithstanding the fact that this was the first one to be established. This was a combined service  
(Continued on page 9)



115		CREFELD—DÜSSELDORF		(Service suspended during Winter)		D.L.H.		Route 80	
Miles	0	Airports of	CREFELD	... dep	... arr	Airports of	DÜSSELDORF	... dep	... arr
12½			DÜSSELDORF				CREFELD		
Distance and Time allowance for conveyance between Airport and Town Terminus									
TOWN	AIRPORT	TOWN TERMINUS	Miles	Minutes					
CREFELD	Borkum	Reisebüro Eszer, Ostwall 60	4½	25					
DÜSSELDORF	Düsseldorf	Breidenbacher Hof and Parkhotel Hauptbahnhof (Central Station)	5½	60					
FARES									
FROM CREFELD TO	Single	Return 15 Days	Return 60 Days	Excess Baggage per Kg (2.2 lbs.)					
DÜSSELDORF	RM.	RM.	RM.	RM.					
116		DÜSSELDORF—ESSEN/MÜLHEIM—MÜNSTER—BERLIN		(Service suspended during Winter)		D.L.H.		Route 18	
Miles	0	Airports of	DÜSSELDORF	... dep	... arr	Airports of	BERLIN	... dep	... arr
19			ESSEN/MÜLHEIM				MÜNSTER		
—			MÜNSTER	... dep	... arr		ESSEN/MÜLHEIM	... dep	... arr
301			BERLIN	... dep	... arr		DÜSSELDORF	... dep	... arr
Distance and Time allowance for conveyance between Airport and Town Terminus									
TOWN	AIRPORT	TOWN TERMINUS	Miles	Minutes					
DÜSSELDORF	Lohausen	Hauptbahnhof (Central Station)	5½	30					
ESSEN/MÜLHEIM	Mülheim/Rach	Verkehrsverein Essen, opposite Hauptbahnhof (Central Station)—On application	6½	30					
MÜNSTER	Pottale—Flugwache	Verkehrsverein Prinzipalmarkt	2½	30					
BERLIN	Tempelhof	Hauptbahnhof (Central Station)	2½	20					
		Linden,Fredrichstrasse—No Special Conveyance	3	—					
FARES									
FROM DÜSSELDORF TO	Single	Return 15 Days	Return 60 Days	Excess Baggage per Kg (2.2 lbs.)					
ESSEN/M. MÜNSTER. BERLIN.	RM.	RM.	RM.	RM.					
DÜSSELDORF ESSEN/M. MÜNSTER	Single	Ret. Ex. Bag.	Single	Ret. Ex. Bag.	Single	Ret. Ex. Bag.			
DÜSSELDORF ESSEN/M. MÜNSTER	RM.	RM.	RM.	RM.	RM.	RM.			
Ret.—Return 60 days. Ex. Bag.—Excess Baggage per Kg (2.2 lbs.).									

117		DÜSSELDORF—COLOGNE—SAARBRÜCKEN		(Service suspended during Winter)		D.L.H.		Route 88	
Miles	0	Airports of	DÜSSELDORF	... dep	... arr	Airports of	SAARBRÜCKEN	... dep	... arr
21			COLOGNE				COLOGNE		
139			SAARBRÜCKEN	... dep	... arr		DÜSSELDORF	... dep	... arr
Distance and Time allowance for conveyance between Airport and Town Terminus									
TOWN	AIRPORT	TOWN TERMINUS	Miles	Minutes					
DÜSSELDORF	Düsseldorf	Breidenbacher Hof and Parkhotel Hauptbahnhof (Central Station)	5½	25					
COLOGNE	Butweiler Hof	Domhotel, Domhof	4½	30					
SAARBRÜCKEN	St. Annual	No Special Conveyance. Tram	2½	15					
		—Towards Saarbrücken	—Towards Düsseldorf	20					
FARES									
FROM DÜSSELDORF TO	Single	Return 15 Days	Return 60 Days	Excess Baggage per Kg (2.2 lbs.)					
COLOGNE SAARBRÜCKEN	RM.	RM.	RM.	RM.					
120		DÜSSELDORF—ERFURT—(Halle/Leipzig—Berlin)		(Service suspended during Winter)		D.L.H.		Route 142	
Miles	0	Airports of	DÜSSELDORF	... dep	... arr	Airports of	Berlin (Table 134)	... dep	... arr
186½			ERFURT				Halle/Leipzig (Table 134)	... dep	... arr
245½			Halle/Leipzig (Table 134)	... dep	... arr		ERFURT	... dep	... arr
335½			Berlin (Table 134)	... dep	... arr		DÜSSELDORF	... dep	... arr
Distance and Time allowance for conveyance between Airport and Town Terminus									
TOWN	AIRPORT	TOWN TERMINUS	Miles	Minutes					
DÜSSELDORF	Düsseldorf	Hauptbahnhof (Central Station)	5½	30					
ERFURT	Erfurt	Breidenbacher Hof and Parkhotel Hauptbahnhof (Central Station), Hauptausgang	3½	25					
FARES									
FROM DÜSSELDORF TO	Single	Return 15 Days	Return 60 Days	Excess Baggage per Kg (2.2 lbs.)					
ERFURT	RM.	RM.	RM.	RM.					

All times given in the Tables are local times, see page 22  
Conveyance between an Airport and the Town Terminus is free unless otherwise indicated in the Table  
The full names and addresses, etc., of the Companies will be found on pages 30 and 31



187 TRIESTE—ZARA—LAGOSTA—DURAZZO—BRINDISI (A.L.S.A.) Route 392									
Miles	Airports of	M	W	Airports of	T	W			
0	TRIESTE	dep 7 45	8 20	BRINDISI	dep 9 30				
62	POLA	arr 8 40	8 40	DURAZZO	dep 9 55				
107	LUSSINO	arr 9 10	9 10	LAGOSTA	dep 11 55				
156	ZARA	dep 9 15	9 15	ZARA	dep 12 20				
340	LAGOSTA	dep 10 15	+	LUSSINO	dep 14 35	14 35	14 35		
523	DURAZZO	dep 12 25	+	POLA	dep 15 40	15 15	15 10		
626	BRINDISI	arr 14 50		TRIESTE	dep 16 0	16 0	16 0		
		arr 16 5			arr 16 35	16 35	16 35		
M—On Mon. and Fri. T—On Tues. and Sats. W—Weekdays only. +—To or from Ancona, see Table 190									
Distance and Time allowance for conveyance between Airport and Town Terminus									
TOWN	AIRPORT	TOWN TERMINUS	Miles	Minutes					
TRIESTE	Bacino S. Giorgio	No Special Conveyance	—	—					
POLA	Pola Seaplane Sta.	No Special Conveyance	—	—					
LUSSINO	Lussino Seaplane Sta.	No Special Conveyance	—	—					
ZARA	Zara Seaplane Sta.	No Special Conveyance	—	—					
LAGOSTA	Lago Grande Seaplane Station	No Special Conveyance	—	—					
DURAZZO	Durazzo Seaplane Station	No Special Conveyance	—	—					
BRINDISI	Civil Airport	Motorboat from Quai, opposite Hotel Internazionale	—	25					
FARES									
FROM TRIESTE TO	Single	Return 15 Days	Return 60 Days	Excess Baggage per Kg (2.2 lbs.)					
POLA	50	—	—	0-50					
LUSSINO	65	—	—	0-65					
ZARA	100	—	—	1					
LAGOSTA	185	—	—	1-85					
DURAZZO	275	—	—	2-75					
BRINDISI	375	—	—	3-75					
\$ 30% reduction on homeward journey									
190 ANCONA—ZARA A.L.S.A. (Weekdays only) Route 394									
Miles	Airports of	M	W	Airports of	T	W			
0	ANCONA	dep 9 40		ZARA	dep 12 0				
106	ZARA	arr 10 55		ANCONA	arr 13 15				
Distance and Time allowance for conveyance between Airport and Town Terminus									
TOWN	AIRPORT	TOWN TERMINUS	Miles	Minutes					
ANCONA	Sanzio Andreoli	Piazza Roma 8	—	30					
ZARA	Zara Seaplane Sta.	No Special Conveyance	—	—					
FARES									
FROM ANCONA TO	Single	Return 15 Days	Return 60 Days	Excess Baggage per Kg (2.2 lbs.)					
ZARA	75	—	—	0-75					
\$ 30% reduction on homeward journey									

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191 BRINDISI—ATHENS—RHODES AERO ESPRESSO Route 371									
Miles	Airports of	W	Airports of	T	W				
0	BRINDISI	dep 7 0		RHODES	dep 7 0				
435	ATHENS	arr 11 30		ATHENS	arr 9 30				
736	RHODES	dep 14 30		BRINDISI	arr 13 0				
T On Thursday only. W On Wednesday only.									
Distance and Time allowance for conveyance between Airport and Town Terminus									
TOWN	AIRPORT	TOWN TERMINUS	Miles	Minutes					
BRINDISI	Seaplane Station	Motorboat from Quai, opposite Hotel Internazionale	—	45					
ATHENS	Falero	Hotel Grande Bretagne	—	60					
RHODES	Seaplane Station	No Special Conveyance	—	—					
FARES									
FROM BRINDISI	Single	Return 15 Days	Return 60 Days	Excess Baggage per Kg (2.2 lbs.)					
To ATHENS	500	—	—	5					
To RHODES	800	—	—	8					
FROM ATHENS	—	—	—	—					
To RHODES	380	—	—	3.80					
\$ 30% reduction on homeward journey.									
192 BRINDISI—ATHENS—ISTANBUL AERO ESPRESSO Route 372									
Miles	Airports of	T	Airports of	W					
0	BRINDISI	dep 7 0		ISTANBUL	dep 7 0				
435	ATHENS	arr 11 30		ATHENS	arr 10 30				
906	ISTANBUL	dep 16 0		BRINDISI	arr 13 30				
T On Monday and Friday. W On Tuesday and Saturday.									
Distance and Time allowance for conveyance between Airport and Town Terminus									
TOWN	AIRPORT	TOWN TERMINUS	Miles	Minutes					
BRINDISI	Seaplane Station	Motorboat from Quai, opposite Hotel Internazionale	—	45					
ATHENS	Falero	Hotel Grande Bretagne	—	60					
ISTANBUL	Buyukdere	Hotel Pera Palace and Tokatlian	—	60					
FARES									
FROM BRINDISI	Single	Return 15 Days	Return 60 Days	Excess Baggage per Kg (2.2 lbs.)					
To ATHENS	500	—	—	5					
To ISTANBUL	1,000	—	—	10					
FROM ATHENS	—	—	—	—					
To ISTANBUL	500	—	—	5					
\$ 30% reduction on homeward journey.									

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(Continued from page 8)  
 by KLM (Royal Flying Company) and  
 KNILM (Royal Netherlands Indies  
 Flying Company). Again the Guide  
 showed the days of operation, but no  
 times (our page 11, upper). The Dutch  
 service to the Far East was the first to  
 (Continued on page 12)

BRINDISI - ATHENS - RHODES  
 BRINDISI - ATHENS - ISTANBUL  
 S.A. AERO ESPRESSO ITALIANA

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ENGLAND—EGYPT—EAST AFRICA—SOUTH AFRICA  
(Weekly)  
IMPERIAL AIRWAYS

Route 457

Miles	Airports of	dep	Wed.	12 30	Airports of	dep	Tues.	7 30
0	LONDON	...	dep	Wed.	12 30	CAPETOWN	...	dep
205	PARIS (Gare de Lyon)	...	dep	Wed.	17 15	KIMBERLEY	...	dep
1352	BRINDISI	...	arr	Fri.	Morn.	JOHANNESBURG	...	arr
1721	ATHENS	...	dep	Wed.	6 0	ESBURG	...	dep
2308	ALEXANDRIA	...	dep	Wed.	11 40	BULAWAYO	...	dep
2426	CAIRO	...	arr	Wed.	19 0	BROKEN HILL	...	arr
3058	WADI HALFA	...	dep	Sat.	Even	HILL	...	arr
3576	KHARTOUM	...	arr	Sat.	13 0	DODOMA	...	dep
4335	JUBA	...	arr	Sun.	Even	NAIROBI	...	arr
4670	ENTEBBE	...	dep	Mon.	7 0	ENTEBBE	...	dep
5004	NAIROBI	...	arr	Mon.	13 0	JUBA	...	arr
5376	DODOMA	...	dep	Tues.	Even	KHARTOUM	...	dep
5662	MBEYA	...	arr	Tues.	9 0	WADI HALFA	...	arr
6175	BROKEN HILL	...	dep	Wed.	14 25	LUXOR	...	arr
6475	SALISBURY	...	arr	Wed.	9 0	CAIRO	...	arr
6701	BULAWAYO	...	dep	Thurs.	14 0	ALEXANDRIA	...	dep
7153	JOHANNESBURG	...	arr	Thurs.	8 0	ATHENS	...	dep
7425	KIMBERLEY	...	dep	Fri.	9 55	BRINDISI	...	arr
7963	CAPETOWN	...	arr	Fri.	10 15	PARIS (G.de Lyon)	...	arr
					16 25	LONDON	...	arr

Intermediate calls may be made at the following places—Assiut, Assuan, Luxor (outward), Kosti, Malakal, Kisumu, Moshi, Mjika, Mbeya (return), Pietersburg, and Victoria West.  
A—Local service; calls at Pietersburg. § By rail between Paris and Brindisi.  
A passenger spends the night at this port or in the train.

Distance and Time allowance for conveyance between Airport and Town Terminus.

TOWN	AIRPORT	TOWN TERMINUS	Miles	Minutes
LONDON	Croydon	Airway Terminus, Victoria Station, S.W. 1	12	45
PARIS	Le Bourget	Airway Terminus, Rue des Italiens	8	45
BRINDISI	Marine	Hotel Internationale	1	5
ATHENS	Phaleron Bay	Hotel Grande Bretagne	4	15
ALEXANDRIA	Ras-el-Tin (Marine)	Hotel Cecil	1	10
CAIRO	Heliopolis	Shepherds Hotel	6	20
LUXOR	Luxor	Luxor Hotel	9	20
WADI HALFA	Wadi Halfa	Wadi Halfa Hotel	1	5
KHARTOUM	Khartoum	Grand Hotel	3	10
MALAKAL	Malakal	Imperial Airways Office	2	*
JUBA	Juba	Juba Hotel	3	5
ENTEBBE	Entebbe	No Transport	—	—
KISUMU	Kisumu	Kisumu Hotel	4	15
NAIROBI	Nairobi	Avenue Hotel	5	15
MOSHI	Moshi	Mawenze Hotel	1	5
DODOMA	Dodoma	Railway Hotel	1	7
MBEYA	Mbeya	No Transport	—	—
BROKEN HILL	Broken Hill	Boons Hotel	3	5
SALISBURY	Salisbury	Meikels Hotel	2	10
BULAWAYO	Bulawayo	Grand Hotel	2	12
JOHANNESBURG	Germiston	Carlton Hotel (Germiston)	10	20
KIMBERLEY	Kimberley	Queen's Hotel	5	15
CAPETOWN	Wingfield	Assembly Hotel	6	20

\* 10 minutes by car in dry season, 45 minutes by launch.

Fares, etc., continued on next page

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BY  
**IMPERIAL AIRWAYS**



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LONDON—INDIA AND FAR EAST  
(Weekly Service)  
AIR FRANCE

Route 456

Miles	Airports of	dep	Wednesday	Airports of	dep	Sunday
0	LONDON	...	dep	SAIGON	...	dep
690	PARIS	...	arr	ANGKOR	...	arr
1225	MARSEILLES	...	arr	BANGKOK	...	arr
1721	NAPLES	...	arr	RANGOON	...	arr
1650	CORFU	...	arr	AKYAB	...	arr
1925	ATHENS	...	arr	CALCUTTA	...	arr
2310	CASTELROSSO	...	arr	ALLAHABAD	...	arr
2725	BEYROUTH	...	arr	JODHPUR	...	arr
3250	DAMASCUS	...	arr	KARACHI	...	arr
3825	BAGHDAD	...	arr	JASK	...	arr
4310	BUSHIRE	...	arr	BUSHIRE	...	arr
5040	KARACHI	...	arr	BAGHDAD	...	arr
5475	JODHPUR	...	arr	DAMASCUS	...	arr
6070	ALLAHABAD	...	arr	BEYROUTH	...	arr
6540	CALCUTTA	...	arr	CASTELROSSO	...	arr
6900	AKYAB	...	arr	ATHENS	...	arr
7385	RANGOON	...	arr	CORFU	...	arr
7850	BANGKOK	...	arr	NAPLES	...	arr
8080	ANGKOR	...	arr	MARSEILLES	...	arr
8370	SAIGON	...	arr	PARIS	...	arr
				LONDON	...	arr

§ By car between Beyrouth and Damascus. A The passenger stays overnight at this port.

TOWN	AIRPORT	TOWN TERMINUS	Miles	Minutes
LONDON	Croydon	Air France, 52, Haymarket, S.W. 1	13	50
PARIS	Le Bourget	Air France, Place Lafayette	63	35
MARSEILLES	Marganne	Air France, 1 Rue Papire	18	60
NAPLES	Phalikon	M. Galati, 138, Rue Nikiphorou Theodoki	7	—
CORFU	Megalo Pevko	Hotel Grande Bretagne	22	—
ATHENS	Hotel Excelsior	No Special Conveyance	—	—
CASTELROSSO	Beyrouth	Hotel St. Georges	5	—
BEYROUTH	Hotel Onayad	Rest House, Kazeroun	1	—
DAMASCUS	Bagdad	Maude Hotel, Tigris Palace	5	—
BAGHDAD	Bushire	Rest House, Dr. Durning	2	—
BUSHIRE	Jask	No Special Conveyance	—	—
KARACHI	Drigh Road	State Hotel	13	15
JODHPUR	Jodhpur	No Special Conveyance	—	—
ALLAHABAD	Allahabad	No Special Conveyance	—	—
CALCUTTA	Dum-Dum	Great Eastern Hotel	4	30
AKYAB	Rangoon	No Special Conveyance	—	—
RANGOON	Don Nuang	Strand Hotel	1	—
BANGKOK	Angkor	No Special Conveyance	—	—
ANGKOR	Tan-Son-Nhut	No Special Conveyance	—	—
SAIGON			3	—

All times given in the Tables are local times, see page 22.  
Conveyance between an Airport and the Town Terminus is free unless otherwise indicated in the Table.  
The full names and addresses, etc., of the Companies will be found on pages 30 and 31.

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**AIR FRANCE**  
每星期一、四、六  
HANOI SAIGON



**240** **AMSTERDAM—BATAVIA**  
(Weekly)  
K.L.M. and K.N.I.L.M. Route 531

Miles via Rome 0	Miles via Budapest 0	Airports of	AMSTERDAM ... dep	Thursday	Airports of	BANDOENG ... dep	Wednesday
	812	MARSEILLES ...	ROME ... dep	Friday	BATAVIA ...	PALEMBANG ...	"
	1000	BELGRADE ...			SINGAPORE ...	SINGAPORE ...	"
340		HALLE LEIPZIG ...	BUDAPEST ...	"	MEDAN ...	ALOR STAR ...	Thursday
755		BELGRADE ...			BANGKOK ...		"
955							Friday
1450	1705	ATHENS ...	MERZA MATRUH ...	Friday	RANGOON ...		Friday
1960	2213	CAIRO ...	CAIRO ...	Saturday	CALCUTTA ...		"
2245	2474						Saturday
2465	2690	GAZA ...		Sunday	ALLAHABAD ...		"
3055	3283	BAGHDAD ...			JODHPUR ...		"
				Monday	KARACHI ...		"
3545	3771	BUSHIRE ...			JASK ...		Sunday
4045	4271	JASK ...			BUSHIRE ...		"
4640	4863	KARACHI ...			BAGHDAD ...		Monday
5025	5245	JODHPUR ...			GAZA ...		"
				Tuesday	CAIRO ...		Monday
5570	5787	ALLAHABAD ...			MERZA MATRUH ...		Tuesday
6035	6253	CALCUTTA ...			ATHENS ...		"
				Wednesday			Wednesday
6785	6923	RANGOON ...			BELGRADE ...		"
7065	7283	BANGKOK ...			BUDAPEST ...		"
				Thursday	HALLE LEIPZIG ...		"
7625	7842	ALOR STAR ...			ROME ...		Wednesday
7855	8070	MEDAN ...			MARSEILLES ...		"
				Friday	AMSTERDAM ...		Thursday
8240	8455	SINGAPORE ...					"
8543	8758	PALEMBANG ...					"
8820	9035	BATAVIA ...					"
8886	9101	BANDOENG ...					"

Optional stop. Combined services of the K.L.M. and K.N.I.L.M.  
Summer Route. The passenger stays overnight at this port.

TOWN	AIRPORT	TOWN TERMINUS	Miles	Minutes
AMSTERDAM	Schiphol	K.L.M. Office, Leidscheplein	8	40
MARSEILLES	Margiane	De Noailles Hotel	102	60
ROME	Littorio	Palace—Ambassadeurs Hotel	5	15
ATHENS	Tatol	Hotel Grande Bretagne, 64 Rue de Strade	10	30
CAIRO	Almaza	Heliopolis House at Heliopolis	8	10
KARACHI	Drigh Road	Bristol Hotel	8	30
JODHPUR	Jodhpur	State Hotel	8	30
CALCUTTA	Dum Dum	Great Eastern Hotel	4	30
BANGKOK	Don Muang	Oriental Hotel	14	45
MEDAN	Medan	De Boer Hotel	14	10
SINGAPORE	Salear	Sea View Hotel	10	30

Distance between Airport and Town

TOWN	AIRPORT	Miles	TOWN	AIRPORT	Miles
HALLE LEIPZIG	Schkeuditz	83	JASK	Jask	2
BUDAPEST	Matyasfold	7	ALLAHABAD	Allahabad	5
BELGRADE	Beograd	23	RANGOON	Rangoon	11
MERZA MATRUH	Merza Matruh	2	ALOR STAR	Alor Star	61
GAZA	Gaza	11	PALEMBANG	Palembang	83
BAGHDAD	Baghdad	11	BATAVIA	Batavia	91
BUSHIRE	Bushire	11	BANDOENG	Bandoeng	91

*Fly to Java*  
by  
**K.N.I.L.M.**  
ROYAL NETHERLANDS INDIES AIRWAYS

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**241** **GERMANY—SOUTH AMERICA**  
(Service Suspended during Winter)  
D.L.H.; L. ZEPPELIN; S. CONDOR LTDA Route 191

Miles 0	Airports of	BERLIN ... dep	Arica ... dep
333	STUTTART ... dep	Santiago ... arr	Santiago ... dep
407	FRIEDRICHSHAFEN ... arr	Buenos Aires ... arr	Buenos Aires ... dep
	NATAL ... dep	MONTEVIDEO ... arr	MONTEVIDEO ... dep
5379	RECIFE ... arr	RIO DE JANEIRO ... arr	RIO DE JANEIRO ... dep
6684	PERNAMBUCO ... dep	RECIFE ... arr	RECIFE ... dep
	RIO DE JANEIRO ... arr	PERNAMBUCO ... dep	PERNAMBUCO ... dep
	MONTEVIDEO ... dep	NATAL ... arr	NATAL ... dep
	BUENOS AIRES ... arr	FRIEDRICHSHAFEN ... dep	FRIEDRICHSHAFEN ... dep
	Buenos Aires ... dep	STUTTART ... arr	STUTTART ... dep
	Santiago ... arr	BERLIN ... dep	BERLIN ... dep
	Arica ... dep		

Connection for Asuncion. Connection for La Paz.

TOWN	AIRPORT	TOWN TERMINUS	Miles	Minutes
BERLIN	Tempelhof	Linden-Friedrichstrasse. No Special Conveyance	3	—
STUTTART	Böblingen	Luftverkehrsbüro Württemberg A.G., Fährstrasse 1	133	55
FRIEDRICHSHAFEN	Friedrichshafen	Kurgarten Hotel	—	4
NATAL	Natal	Central Hotel	—	20
RECIFE PERNAMBUCO	Recife Pernambuco		—	25
RIO DE JANEIRO	Rio		—	25
MONTEVIDEO	Montevideo		—	25
BUENOS AIRES	Buenos Aires		—	25

D.L.H. Section.—Conveyance between Airport and Town is included in the fare.

A day may be saved on the journey to Montevideo and Buenos Aires by changing at Recife from the Airship to the Express Aeroplane of the Condor Line, instead of changing at Rio (see Fares on next page). The Airports between Recife, Rio and Buenos Aires are served by the regular services of the Condor Line. Departure from Recife on Thursday and from Rio on Friday.

**IN 2 DAYS ACROSS THE ATLANTIC**  
DEUTSCHE ZEPPELIN-REEDEREI  
HAMBURG-AMERIKA LINIE

All times given in the Tables are local times, see page 22  
Conveyance between an Airport and the Town Terminus is free unless otherwise indicated in the Table  
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be established. It dated from September 1929. Locations in this timetable are the closest that the Guide got to Australia.

Now finally to what is the most interesting timetable in the Guide. Or rather what would have been the most interesting timetable, because this is only a skeleton timetable with no details of times, or even of days shown. [some timetables do exist, however.

One is shown on our page 2, but it is difficult to interpret—Ed] This final timetable (lower illustrations, our page 11, also our front cover) is of the German Zeppelin service from Berlin to Buenos Aires, Argentina. The notes to this timetable indicate various special conditions. The Zeppelin service from Germany to South America lasted from May 1930 to 1936, when the crash of the “Hindenburg” in the US

halted interest in travel by Zeppelin.

## Conclusion

The November 1934 edition of Bradshaw's Air Guide has recently been republished by Old House Books, P O Box 883, Oxford, OX1 9PL, UK, [www.oldhousebooks.co.uk](http://www.oldhousebooks.co.uk)

## “How railroad men time trains”

**E**VERY RAILROAD ISSUES two timetables whenever the running time of trains is changed, one table for the public and one for the guidance of the engineers and the trainmen. The main difference between the two is that the schedule for the employees contains the time of every train at every station on its route, whereas the schedule for the public only gives time at places where the train stops. Dots and daggers and letters along side of the time figures explain to the engineer and conductor at what points and why he is to stop. The absence of these show that the train is not to stop at all. There is naturally nothing about the conduct of a railroad on which more time and care are spent that these time tables and the growth of railroading between the period not many years ago when the Philadelphia express was held at Newark or elsewhere for some regular passenger who had been belated and the present time when that trains that run distances of 500 miles can be relied on to be at any point on their route on scheduled time, is shown most clearly in the equal growth of the time table. The half minute appears for the first time in the schedule about to be issued for the New York Division of the Pennsylvania Railroad. Minutes have been fine enough divisions of time before. It is explained that the half minute has forced itself into recognition. Modern railroading is so fast, stations have grown so close together and the movement of trains has become so regular that this fine division of time not only can be but has to be made. Nothing greater than half a minute will apply to a train running at the rate of 60 miles per hour between New Brunswick and East Brunswick, which are just a half a mile apart.

The time table in question has many other new features. It is to govern the movements of 226 passenger trains every day. It is no longer an unhandy chart three feet long by two feet wide, like its predecessors, but a thin narrow book, such as some other railroads long ago saw the wisdom of issuing. Its novel features are that its type is kept standing and when any trains time is changed, instead of the change being published, as has always been done, on a separate sheet, apt to be mislaid or lost, the page on which it occurs will

be corrected and reprinted, to be pasted into all the books by a man whose special duty that will be, and who will stamp the back of each corrected book before returning it. The Sunday trains are on yellow leaves, to distinguish them from the others, which are on white paper. Bound with the timetable is a collection of diagrams showing the position of the tracks and signals at the principal junctions and points where the switches are complicated. It is said that engineers learn by heart the switches on certain tracks upon which they are accustomed to run and master thoroughly the switches governing those, but they are thoroughly at sea when, by reason of a blockage caused by a wreck or other irregularity, they receive telegraphic orders to take some track they are not used to. The diagrams give them the fullest information by means of a picture which admits of no misunderstanding.

Heretofore when a special train was to start, a calculation about what speed it was to run at was made, according to the condition of the road at the time warranted. If it was at night when the road is lined with freight trains, a high rate of speed was not considered as safe again as in the daylight, but whenever it was the engineer received his orders to run at the rate determined upon. If he happened to be a very intelligent and self possessed man, used to irregular performances, he would keep an even rate of speed, but the chances were great that he would run like lightning half the time, then loaf the rest of the way. In all cases the fact that he was coming would have been telegraphed ahead all over the line and every freight engineer along the line would be uneasy and anxious to seek a siding until the extra rumbled by and the danger past. The signalmen and operators in the dispatcher's office were also on tenterhooks trying to determine his whereabouts and the time of his arrival at the points ahead. Now, with the new schedule, all are to be informed that an extra leaving at such a rate, and every man interested can satisfy himself by a reference to the tables just where an extra is or will be at any given moment. In cases where a train from the west had two, three or four hours, as is sometimes the case when a wreck blocks the road, it is to be annulled by telegraph. The schedule is to be

of use again in governing the trains run as second sections of regular trains. Now they are indicated by a flag carried ahead of the engine on the regular, but that entails their being run on the same time, which may be faster than is necessary. Hereafter they will be run on one of the new schedules, and announced ahead over the wires. Railroad men who have considered this invention say that it is a wonder that a railroad could ever have been run without them. A railroad man who was trying to think up all possible uses of the new schedule, said that there is a millionaire cattle dealer in Princeton who frequently orders a special train, as well as a young New Yorker who engages one whenever he is on a lark.

"He always has a friend with him," said he, "and he seems to think that the thing to do is to have a train all to himself. The other day he came—it was the third or fourth time—and said he wanted to go to Philadelphia as quick as possible. He was told it would cost him \$150. We said he could have a car all to himself to any point in any regular train for eighteen regular fares, but he wanted a train and didn't mind the expense. He started at sixty miles an hour. When he got to Trenton he called the conductor and told him he had been trying to think why he wanted to go to Philadelphia and could not make out why it was. He said he thought he'd go back to New York. In that case the new schedule would have been a blessing."

*This article, submitted by NAOTC member Christopher Manthey, [to John Wilkins, Editor of NAOTC's "First Edition"] was printed in the January 3, 1883 issue of the Cleveland Plain Dealer and originally in the New York Sun. Can you imagine any major newspaper today running an article dealing with railroad employee timetables? How about a charter train for \$150 ordered at the last minute. It is doubtful if Amtrak could obtain either the equipment or crew on such short notice or if they could figure how to turn a train in Trenton. Question; are any of our readers familiar with any organization that schedules in half minutes?*



## “Making a railroad timetable”

**T**RAVELERS WHO CONSULT THE ever-handy timetable as to the arrival or departure of the particular train that is to carry them either going or coming, probably never give a thought as to the manner in which a modern timetable is made up. To the uninitiated it is a Chinese puzzle, and even those well versed in its mysteries often become confused. How are timetables made? What is the procedure in determining the speed of a train and the exact time and place it shall meet another train? The answer to these questions is to be found in the "Chartroom."

The chartroom is usually in some quiet corner of the general offices of a railway company, and for weeks at a time is locked. But every nows and then the word goes forth that the schedule is to be shortened or lengthened, new trains to be put on, or some change made that necessitates the revision of the time card. Then, from distant points on the system, the division superintendents gather for a conference with the heads of the passenger and freight departments in order to learn the most desirable time for trains to arrive and depart from terminals. With this information they retire to the chartroom, where there is a separate chart for each district.

The charts are white boards about six feet wide and from two to five feet high. The names of the stations, accurately scaled, are printed on the board at the side, and from the top of the board many colored strings dangle, more suggestive of a parlor game than a tool for laying out the path of traffic and commerce.

The superintendents confer regarding the time at junction points on connecting trains and then work out the schedule on intermediate points on a chart of his division.

Horizontally the chart shows twelve midnight on the left side, and there is a line extending across the chart for each five minutes from that time until the full twenty-four hours have been shown. For convenience each third line, representing a period of fifteen minutes, is in a different color.

Superintendents are supplied with varicolored silk thread, pins and a tack hammer. Red is used to designate a passenger train, green is for a second class or freight train, black is for a third-class or local freight train. Whenever a train is scheduled out of a terminal at a certain hour, a pin is driven at the intersection of the station line and the hour line - this being the beginning - and such other times at various stations as may be desired are determined are determined by drawing the thread over the board to meet the intersection of the various station and hour lines at the proper times. Where necessary tacks are driven to keep the thread on the proper schedule.

Westbound trains run down and diagonal-

ly to the right. Eastbound trains start at the bottom and run upward and diagonally to the right. Whenever these threads cross a meeting point is indicated, and if this crossing of the threads is between station lines, it is necessary to adjust the time on each train, so that the meeting point will be at the most convenient station. This is done holding by holding the lines crossed at station with a pin. Of course, on double tracks these meeting points are not necessary.

After the chart has been strung, a former issue of the time card with pen and ink, is brought into use and the superintendent begins at original terminal, looks at the station line, and whenever any string representing a train crosses this station line, he notes the time as shown on the proof of the time card. One train at a time is read from start to finish, after they have all been checked, they are rechecked to see that all meeting points are properly made and noted on proof, after which the timetable is ready for the printer.

To make a successful time card a superintendent must be perfectly familiar with the

grade and track conditions, and when stringing the thread must allow more time for unfavorable grade, railroad crossing and other unusual stops, so that the running time of the train will be uniform. Whenever it is desirable to make a meal stop a pin is put in at the proper station, and the string run horizontally to the line until the required number of minutes lines have been passed, when it is again taken down the board at the proper degree of speed. By making the string more vertical, the speed is increased, as there are fewer minutes lines crossed. By swinging thread to the right the speed is decreased, and by the use of pins this can be arranged between each station to suit conditions.

*This article, also submitted by NAOTC member Christopher Manthey (and printed in **The First Edition**), was printed in the December 1907, Volume 24 Number 12 issue of *The Railroad Telegrapher*. This was the monthly publication of the Order of Railroad Telegraphers."*





# Buses in Sydney – Timetables of Yesteryear.

## 1. Route 145: Maroubra Beach – Central Railway

By ROBERT HENDERSON

**T**HIS IS THE FIRST OF A series of short articles about old bus timetables around Sydney.

**Background:** I acquired this timetable in a recent ATA auction. It is dated 22 January 1927. It shows a bus route between Maroubra Beach and Central Railway.

After the Little Bay, later La Perouse, tram line was opened along Anzac Parade through what is now Maroubra Junction in 1901, houses and a shopping centre grew around that tram line. It was not until the 1920s that growth moved from there towards the beach, as the Government released Crown land for settlement. Maroubra's large beach then became more popular. This caused the tram to be extended there in 1921 and our Route 145 bus probably started in 1924.

**Timetable:** The format of the timetable is typical of many routes at the time, where the same timetable applied seven days a week, except that, as can be seen, weekend and Public Holiday trips started at 6.53am rather than 6.03am on weekdays. The route between Maroubra Beach to Maroubra Junction provided a reasonable degree of competition with what was then known as the Maroubra Bay tram line. Between Maroubra Junction and the City, Route 145 competed directly with City tram services from both Maroubra Bay and La Perouse (and other tram routes as it came closer to the City).

The timing point "Cleveland Street Junction" means the intersection of Anzac Parade and Cleveland Street, Moore Park, which curiously the tramway authorities referred to as Anzac Parade Junction. "Raleigh Park" in one of the notes in the timetable refers to the WD & HO Wills tobacco factory in Todman Avenue, Kensington.

Note the typographical error in the last four lines of the timetable in which the digit "1" appears to have been omitted

Look for Route  
No. 145

Time of Journey—38 Minutes.

MAROUBRA BEACH TO RAILWAY.  
Via DARLINGHURST.

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TIME TABLE

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Proprietors.  
THE DONCASTER & ROSEBERY WHITE  
TRANSIT COY., LTD.  
28 BOTANY ROAD, MASCOT.  
Phone: Mascot 602.

---

W. Henderson, Printer, South Kensington.

from the times leaving Central Railway.

Government Gazettes of the 1920s laid down both the route and running times of private bus routes. The Gazette dat-

ed 15 October 1926 specifies some different running times than those actually displayed in the timetable. Whereas the timetable shows the running time from Maroubra Beach to



Maroubra Junction as seven minutes, the Gazette showed it as nine minutes. Similarly between Maroubra Junction and Gardeners Road, the timetable shows seven and the Gazette nine minutes. Examples of bureaucracy being out of step with reality?

**Operator:** The Doncaster & Rosebery White Transit Co, 28 Botany Road, Mascot, owned by T Stalker & W Langford. It was renamed South Sydney Bus Co from September 1927.

The Company also operated at least these other routes in the same vicinity:

130 Maroubra Junction – Central Railway

131 Long Bay (now Malabar) – Central Railway via Bunnerong Road & Darlinghurst

132 Wilson Street, Botany – Central Railway via Maloney Street, Eastern & Day Avenues

133 Kensington – Central Railway via Darlinghurst (appears to have been a short-working of 132), but by 1931 extended to Mascot Aerodrome

146 Mascot – Brighton-le-Sands

237 Mascot – Central Railway via

Gardeners Road & Darlinghurst, but by 1929 extended to Brighton-le-Sands (below)

All these routes competed to a greater or lesser extent with tram lines and so ceased on 31 October 1931, when the State Transport (Co-ordination) Act was passed, which imposed a prohibitive tax on private bus routes that were competitive with tram routes or railway lines. Routes 131, 145 and 237 were soon after partly reinstated as feeder routes to tram lines. But Route 145 had by then been transferred to M Jones, who, not long after 31 October 1931, was authorised to run it as a feeder from Maroubra Beach to Maroubra Junction, where passengers would have had to change between bus and tram to travel to or from the City – and pay a separate fare on each mode.

**Route:** The route between Maroubra Beach to Maroubra Junction both before and after 1931 was along Maroubra Bay Road. Before October 1931, when Route 145 buses ran into the City, they operated from Maroubra Junction via Anzac Parade, Flinders Street, Oxford Street, Liverpool Street, Elizabeth Street and Eddy Avenue to Central Railway. This part of the route totally followed tram lines. As authorised as a feeder, it was presumably no

longer regarded as being in competition with the tram line, which was mainly located several blocks to the south, along easier grades than Maroubra Bay Road.

**Later history of Route 145:** The route was transferred from Mr Jones to the Department of Government Transport (DGT) on 10 August 1952, at the same time as the Department also took over another nearby private operator's Route 138 between Kensington and both Botany Cemetery and Botany Town Hall. Under the DGT Route 145 was renumbered 396, in accordance with the geographical system that then applied only to Government bus routes. When the last of Sydney's trams from the Circular Quay and the Railway to Maroubra Beach and La Perouse were replaced by buses on 25 February 1961, the bus routes replacing the Maroubra Junction-Maroubra Beach section of tram line were rerouted via Maroubra Bay Road instead of the more circuitous tram line. The replacing bus routes were numbered 395 from the Railway and 396 from Circular Quay and remain as such to this day.

*PS: The timetable's printer is, to the best of my knowledge, no relation.*





MONDAYS TO SATURDAYS AND SUNDAYS AND HOLIDAYS.

Leave Mr'bra Beach	Arrive Mr'bra Junction	Arrive Gard'nrs Road	Arrive Cleveland St. Junct	Arrive Darlinghurst	Arrive Central Rail'y	Leave Central Rail'y	Arrive Darlinghurst	Arrive Cleveland St. Junct	Arrive Gard'nrs Road	Arrive Mr'bra Junction	Arrive Mr'bra Beach
a.m.	a.m.	a.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
6.3	6.10	6.17	6.28	6.34	6.43	6.45	6.54	7.0	7.11	7.18	7.25
6.33	6.40	6.47	6.58	7.4	7.13	†7.15	7.24	7.30	7.41	7.48	7.55
†6.53	7.0	7.7	7.18	7.24	7.33	†7.35	7.44	7.50	8.1	8.8	8.15
7.26	7.33	7.40	7.51	7.57	8.6	8.7	8.16	8.22	8.33	8.40	8.47
7.58	8.5	8.12	8.23	8.29	8.38	8.40	8.49	8.55	9.6	9.13	9.20
8.28	8.35	8.42	8.53	8.59	9.8	9.10	9.19	9.25	9.36	9.43	9.50
8.48	8.55	9.2	9.13	9.19	9.28	9.30	9.39	9.45	9.56	10.3	10.10
9.21	9.28	9.35	9.46	9.52	10.1	10.2	10.11	10.17	10.28	10.35	10.42
9.53	10.0	10.7	10.18	10.24	10.33	10.35	10.44	10.50	11.1	11.8	11.15
10.13	10.20	10.27	10.38	10.44	10.53	10.55	11.4	11.10	11.21	11.28	11.35
10.43	10.50	10.57	11.8	11.14	11.23	11.25	11.34	11.40	11.51	11.58	12.5
11.18	11.25	11.32	11.43	11.49	11.58	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
11.38	11.45	11.52	12.3	12.9	12.18	12.0	12.9	12.15	12.26	12.33	12.40
p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	12.20	12.29	12.35	12.46	12.53	1.0
12.8	12.15	12.22	12.33	12.39	12.48	12.50	12.59	1.5	1.16	1.23	1.50
12.41	12.48	12.55	1.6	1.12	1.21	1.22	1.31	1.37	1.48	1.55	2.2
1.3	1.10	1.17	1.28	1.34	1.43	1.45	1.54	2.0	2.11	2.18	2.25
1.33	1.40	1.47	1.58	2.4	2.13	2.15	2.24	2.30	2.41	2.48	2.55
2.3	2.10	2.17	2.29	2.34	2.43	2.45	2.54	3.0	3.11	3.18	3.25
2.28	2.35	2.42	2.53	2.59	3.8	3.10	3.19	3.25	3.36	3.43	3.50
2.58	3.5	3.12	3.23	3.29	3.38	3.40	3.49	3.55	4.6	4.13	4.20
3.28	3.35	3.42	3.53	3.59	4.8	4.10	4.19	4.26	4.36	4.43	4.50
3.53	4.0	4.7	4.18	4.24	4.33	4.35	4.44	4.50	5.1	5.8	5.15
4.23	4.30	4.37	4.48	4.54	5.3	5.5	5.14	5.20	5.31	5.38	5.45
4.51	4.58	5.5	5.16	5.22	5.31	5.32	5.41	5.47	5.58	6.5	6.12
5.18	5.25	5.32	5.43	5.49	5.58	6.0	6.9	6.15	6.26	6.33	6.40
5.48	5.55	6.2	6.13	6.19	6.28	6.30	6.39	6.45	6.56	7.3	7.10
6.13	6.20	6.27	6.38	6.44	6.53	6.55	7.4	7.10	7.21	7.28	7.35
6.43	6.50	6.57	7.8	7.14	7.23	7.25	7.34	7.40	7.51	7.58	8.5
7.13	7.20	7.27	7.38	7.44	7.53	7.55	8.4	8.10	8.21	8.28	8.35
7.38	7.45	7.52	8.3	8.9	8.18	8.20	8.29	8.35	8.46	8.53	9.0
8.8	8.15	8.22	8.33	8.39	8.48	8.50	8.59	9.5	9.16	9.23	9.30
8.38	8.45	8.52	9.3	9.9	9.18	9.20	9.29	9.35	9.46	9.53	10.0
9.1	9.8	9.15	9.26	9.32	9.41	9.42	9.51	9.57	10.8	10.15	10.22
9.33	9.40	9.47	9.58	10.4	10.13	10.15	10.24	10.30	10.41	10.48	10.55
10.3	10.10	10.17	10.28	10.34	10.43	10.45	10.54	11.0	11.11	11.18	11.25
10.23	10.30	10.37	10.48	10.54	11.3	1.5	11.14	11.20	11.31	11.38	11.45
10.58	11.5	11.12	11.23	11.29	11.38	1.40	11.49	11.55	12.6	12.13	12.20
11.28	11.35	11.42	11.53	11.59	12.8	2.10	12.19	12.25	12.36	12.43	12.50
11.48	11.55	12.2	12.13	12.19	12.28	2.30	12.39	12.45	12.56	1.3	1.10

†Denotes first trip on Saturdays, Sundays and Holidays. ‡Denotes will ply to Raleigh Park via Flinders and Dowling Streets.  
 H.—To take effect from January 22nd, 1927. All previous Time Tables Cancelled.

# Langi Logan

## Letter from ALBERT ISAACS

**T**HE JANUARY 2014 edition of *The Times* was particularly interesting! In your article "Going for gold on the VR" you talk about worker's train for miners and you say: "There appears to have been only one such service in Victoria..."

There was also a similar service for mine workers Langi Longan-Ararat. Langi Logan is 7.5 km from Ararat on the Adelaide-Ararat-Melbourne/Portland line. One can still see the mullock heaps from the old mine when one passes Langi Logan on the *Overland*.

There is very little on the internet about this service other than a message from a Railpage correspondent

that really does no more than confirm the existence of the service: (<http://www.railpage.com.au/f-t11358235-s15.htm>). However, Geoff Lambert has reminded me that during my editorship of *The Times*, in March 1985 to be exact, I wrote an article, "This train is MINE", which dealt with the Langi Logan service and that was based on some quickly-issued S notices from August 1916.

So, once again *The Times* is able to provide research into a subject that no-one else knows much about! I would love to hear from anyone who can add to my very patchy information.

**Editor's Note:** I too was convinced that I had this TT in my collection, but could not find it. However, almost at "press time", a search of The Times Cumulative Index revealed Albert's original article.

I had almost forgotten that one of Albert's pet projects was the Cumulative Index to The Times. I digitised the Index many years ago and this incident has prompted me to bring it up to date. There have been 2,800 articles by some 280 authors. The index will be available in a future Distribution List as an Excel or PDF document

-Geoff Lambert