

The Times

April 2016

A journal of transport timetable history and analysis



Inside: The dog ate my timetable—a true story
Riding the slow rails of Japan
Pioneer buses – where the name came from?

RRP \$4.95
Incl. GST

The Times

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

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

April 2016

Vol 33 No. 04, Issue No. 384

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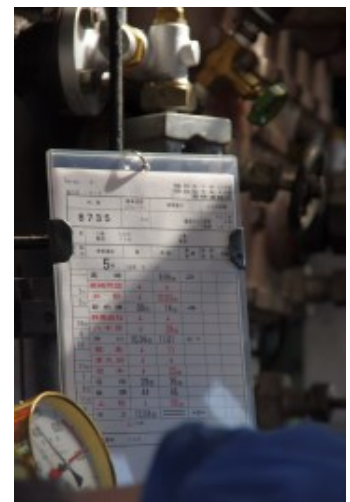
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Japan Train Graph BRIAN WEBBER



Richard Price and myself travelled by rail in Japan with a 15 day Japan Rail Pass [and a SUICA card to pay for non-JR fares and non-rail purchases]. We did not experience any difficulty as there were enough English language signs and business employees could usually speak enough English to facilitate a transaction.

However on a day tour of Tokyo subway, train and tram routes we decided to ask a station employee for the best way to get from where we were to another station as there were several options. So Richard asked a "Porter" who, as it happened, spoke some English and understood what our question involved. While Richard had a Tokyo rail map, to our surprise the employee also produced a Train Graph. He was probably surprised that Richard understood what a train graph was !!



The Hunting of the Snark

Is timetable collecting a genetic defect?

Geoff Lambert



I ONCE OWNED AN ANIMAL psychology book which asserted that monkeys would work hard at a task imposed on them by animal psychologists for a mere glimpse through a trapdoor of a toy train running on a circular track. This might say something about the atavistic or Aspergian drives of railway timetable collectors, although it is not an analogy which one should push too far.

Konrad Lorenz (left) showed over 80 years ago that goslings (also left) attached themselves to the first object they encountered when they hatched – even to him.

Such “imprinting” surely accounts for my own obsessions – at the age of 3 days, I travelled home from the Queenstown Hospital to Rosebery in Tasmania over the rails of the Abt Railway, the Strahan-Zeehan line and the Emu Bay Railway. The timetables in operation for this trip are shown on this and the next page and are taken from the 1945 TGR WTT.

I do not remember very much of this trip, although I have hazy recollections of travelling through the Argent Tunnel on the EBR on a snowy day in mid-1949. I think this was the day I emigrated from Rosebery to Bacchus Marsh – reversing the above trip to Queenstown, then by bus to Hobart, train to Launceston, thence via the steamer *Nairana* to Melbourne and finally by train to Bacchus Marsh.

I made the latter trip, a few months after my father who, like quite a few mining people in Rosebery, had been recruited to

MOUNT LYELL MINING AND RAILWAY CO. LTD.

	Week Days.		Week Days.
Queenstown	A.M. 7 45	Regatta Point	P.M. 4 30
Regatta Point	9 45	Queenstown	6 45

Goods trains run each day as required.

STRAHAN-ZEEHAN LINE.

MILEAGE	DOWN	Mon., Wed., Fri.		MILEAGE.	UP	Mon., Wed., Fri.	
		2	4			1	3
From Regatta Point.	STATIONS.	Goods.	Empty.	From Zeehan.	STATIONS.	Empty.	Goods.
...	Regatta Point † ...	A.M. 10 35	P.M. 3 55	...	Zeehan † (CW) ...	...	1 30
1/2	Bantick's Siding ...	...	...	1	Silver Bell Jun. † ...	...	...
1	Grining's Siding ...	...	...	...	Ditto .....	...	a
1	Strahan Wharf † ...	10 40	4 0	1 3/4	Smelters .....	...	...
...	Ditto	10 43	4 5	1 3/4	Austral Siding .....	...	a
1 1/2	Pine Export Co. Sd.	...	...	3 1/2	Oceana (W) .....	...	a
2	W. Strahan † (CW)	10 48	4 10	10 1/2	Eden .....	...	a
...	Ditto	10 50	...	11 3/4	Blacklow .....	...	a
3	Stella	a	...	12 1/2	Firewood .....	...	a
4 1/2	Bellinger	a	...	15 3/4	Fowler's Siding ...	...	a
8	Beach Road	a	...	16 1/2	Koyule .....	...	a
13	Koyule	a	...	21 1/4	Beach Road .....	...	a
13 1/2	Fowler's Siding ...	a	...	24 3/4	Bellinger .....	...	a
16 3/4	Firewood	a	...	26 1/4	Stella .....	...	a
17 3/4	Blacklow	a	...	27 1/4	W. Strahan † (CW)	...	3 13
18 3/4	Eden	a P.M.	...	...	Ditto	10 5	3 18
25 3/4	Oceana (W)	a	...	27 3/4	Pine Export Co. Sd.	...	...
27 1/2	Austral Siding	a	...	28 1/2	Strahan Wharf † ...	10 10	3 22
28 1/2	Silver Bell Jun. † ...	a	...	...	Ditto	10 15	3 32
...	Ditto .....	...	...	28 3/4	Grining's Siding ...	...	...
29 1/4	Smelters .....	...	...	29	Bantick's Siding ...	...	...
29 1/2	Zeehan † (CW) ...	12 40	...	29 1/2	Regatta Point † ...	10 20	3 36

NOTE.—If engine of No. 1, train is required at Strahan Wharf for additional shunting, O.P. Strahan Wharf will arrange. Guard attends to Staff working at West Strahan and Silver Bell Junction.

Shunting engine works between Zeehan and Smelters as required by D.S.M. Zeehan.

EMU BAY RAILWAY COMPANY LIMITED.

DOWN

Stations.	No. 2: Ore. Garratt Daily.	No. 4: Goods. M, W, F.	No. 6: Motor. Daily.	No. 8: Ore, &c. Mondays.	No. 10: Ore. Daily.
	A.M.	A.M.	A.M.	A.M.	P.M.
Burnie	6 0	6 35	7 35	8 15	...
Ridgley	A ...	...	...	...	...
Ditto.....	D ...	7 32	8 7	...	...
Hampshire	A ...	...	...	...	...
Ditto.....	D (7 15)	8 10	8 40	(9 50)	...
Toronna	A ...	...	...	...	...
Ditto.....	D ...	...	...	...	...
Guildford.....	A (8 25)	9 10	9 28	...	...
Ditto.....	D (8 35)	9 53 ^{p.b.}	9 38 ^{pass 4}	(10 50)	...
Farrell	A ...	...	...	12 30	...
Ditto.....	D ...	11 25	10 55	12 45 ⁵	...
Primrose	A 10 45	11 45	...	...	...
Ditto.....	D ...	11 46 ⁵	N.S.	...	2 20
Rosebery	A ...	...	...	1 10	...
Ditto.....	D ...	11 55	11 19 ³	...	(2 40)
Zeehan	A ...	1 0	12 10	...	4 0

UP

Stations.	No. 1: Ore. Daily.	No. 3: Goods. T, Th, S.	No. 5: Ore. Garratt Daily.	No. 7: Motor. Daily.	No. 9: Ore. Mondays.
	A.M.	A.M.	P.M.	P.M.	P.M.
Zeehan	9 0	9 50	...	1 20	...
Rosebery	A ...	10 56	...	...	...
Ditto.....	D (10 30)	11 22 ⁶	...	2 13	1 50
Primrose	A 10 35	11 27	...	...	...
Ditto.....	D ...	11 28 ²	12 15 Mon.	...	2 0
Farrell	A ...	...	N.S. 12 40 ⁸	2 35 Mon.	2 20 ⁷
Ditto.....	D ...	(12 noon)	12 40 ⁸	2 37 ⁹	2 52 ^{p.b.}
Guildford	A ...	P.M.	(2 25)	4 0 ^{ps.}	...
Ditto.....	D ...	(2 10)	(2 40)	4 10 ^{ps.}	(5 10)
Toronna	A ...	...	...	...	...
Ditto.....	D ...	...	...	...	...
Hampshire	A ...	...	...	...	...
Ditto.....	D ...	(3 15)	(3 50)	(4 56)	...
Ridgley	A ...	...	...	...	...
Ditto.....	D ...	...	...	...	...
Burnie	A ...	(4 25)	(5 0)	5 53	7 10

Figures in parentheses are approximate only.

When No. 5 or No. 9 are run by Garratt engines, no train to follow from Primrose to Guildford under 30 minutes' interval.

Road motor to and from Waratah connects at Guildford with Burnie-Zeehan Motors.

Down MELBOURNE-BALLARAT-SERVICETON—continued. Goods Service

Miles	STATION	9 Fast Gds. (News) Daily	11 Pilot Tues.	15 Pilot Daily	17 Goods Fri. A.M.	19 Goods Sat.	21 Pilot Tues.	29 Goods Sat. exc.	31 Goods Sat. exc.	33 Goods Mon., Thurs.	45 Goods Mon., Thurs.	55 Pilot Mon.	55A Fast Goods Sat.	63 Pilot Mon.	79 Goods Sat. exc.
—	MELBOURNE W (Sp. st.)	dep. 1 50	..	..	..	..	..	9 25	..	..	..	..	2 25	..	8 15
1	North Melbourne	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2 1/2	South Kensington	..	..	..	..	..	..	..	..	..	..	..	2 43	..	..
2 3/4	Maribyrnong Siding Junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3 1/2	Footscray	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4	Middle Footscray	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4 1/2	West Footscray	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5 1/2	Tottenham	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	White City N C	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7 1/2	Sunshine E S	2 15	..	..	..	..	..	10 20	..	..	..	..	..	..	9 6
10	Ardeer N C	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10	Ardeer Siding N C	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11	Deer Park O E S (See note p. 11)	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15 1/2	Rail Motor Stop. Place N C	..	..	..	..	..	..	..	..	..	..	..	..	..	..
18 1/2	Rockbank O E S	2 36	..	..	..	..	..	11 15	..	..	..	..	..	..	9 28
21 1/2	Rail Motor Stop. Place N C	..	..	..	..	..	..	..	..	..	..	..	..	..	..
23 1/2	Melton E S	arr. 2 46	..	..	..	..	..	..	..	..	..	..	..	..	9 38
26 1/2	Staughton's Siding N C	..	..	..	..	..	..	..	..	..	..	..	..	..	..
29 1/2	Parwan O E S	arr. 3 0	..	..	..	..	..	..	..	..	..	..	..	..	9 52
31 1/2	Bacchus Marsh E S W	arr. 3 8	..	..	..	..	..	1 0	..	..	..	..	..	..	9 59
34 1/2	Rosley (See note page 11)	..	..	..	..	..	..	..	..	..	..	..	..	..	..
40 1/2	Bank Box	..	..	..	..	..	..	..	..	..	..	..	..	..	..
45	Ingliston O E S	arr. 3 55	..	..	..	..	..	..	..	..	..	..	..	..	16 53
49 1/2	BALLAN E S W	dep. 4 20	..	..	..	..	..	..	..	3 20	..	..	..	..	11 5
52	Bradshaw	..	..	..	..	..	..	..	..	..	..	..	..	..	11 20
53 1/2	Llandeilo N C	..	..	..	..	..	..	..	..	3 45	..	..	..	..	11 42
56 1/2	Gordon E S	..	..	..	..	..	..	..	..	..	..	..	..	..	Mn. ex. t A.M. 12 1
58 1/2	Millbrook	dep. 4 40	..	..	..	..	..	..	..	4 0	..	..	..	..	..
61 1/2	Wallace O	..	..	..	..	..	..	..	..	..	..	..	..	..	..
64	BUNGAREE E S	arr. ..	..	..	..	..	..	..	..	4 40	..	..	..	..	..

UP SERVICETON-BALLARAT-MELBOURNE—continued. Goods Service.

Miles	STATIONS.	2 Pilot Tues.	84 Fast Goods Sun.	4 Goods Mon., Thurs.	14 Pilot Tues.	18 Pilot Daily	20 Pilot Tues.	22 Goods Tues., Thurs.	26 Goods Fri. Tues.	28 Goods Sat. Tues.	30 Pilot Tues.	42 Pilot Tues. Tues.	38 Fast Goods Tues., Wed., Thurs., Fri.	64 Pilot Mon.	36 Fast Goods Sat. exc.	88 Fast Goods Tu., Wed., Th., Fri.	90 Goods Mon., Wed., Fri.
223	BUNGAREE E S	dep. 3 9	11 35	..	..	..	..	..	..	..	..	..	10 41	..	11 41	2 31	..
225 1/2	Wallace O	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
228 1/2	Millbrook	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
230 1/2	Gordon E S	arr. 12 30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
233 1/2	Llandeilo N C	dep. 3 24	1 20	..	..	..	..	..	..	..	..	..	10 56	..	11 56	3 5	..
235	Bradshaw	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
237 1/2	BALLAN E S W	arr. 1 50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
242	Ingliston O E S	arr. 3 40	..	..	..	..	..	..	..	..	..	..	11 10	..	12 9	3 18	..
246 1/2	Bank Box	arr. 3 48	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
252 1/2	Rosley (See note, p. 11)	arr. 4 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
256 1/2	Bac. Marsh E S W	arr. 4 25	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
257 1/2	Parwan O E S	arr. 4 33	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
260 1/2	Staughton's Siding N C	arr. 4 45	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
263 1/2	Melton E S	arr. 4 45	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
268 1/2	Rockbank O E S	arr. 4 53	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
276	Deer Park O E S (Note p. 11)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
277	Ardeer Siding N C	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
277	Ardeer N C	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
279 1/2	Sunshine E S	arr. 5 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
281	White City N C	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
281 1/2	Tottenham Goods Yard	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
281 1/2	Tottenham	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
282 1/2	West Footscray	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
283	Middle Footscray	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
283 1/2	Footscray	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
283 1/2	Maribyrnong Siding Jnct.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
284 1/2	South Kensington	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
286	North Melbourne	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
287	MELBOURNE (Spencer street) W	arr. 6 30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

work for Maddingley Brown Coal—which had been bought out by Australian Paper Manufacturers to provide itself with steaming coal for its paper mills.

Father went to Bacchus Marsh before my mother and I went there and, while our new house was being built, boarded at the Fiskien St railway gatehouse – his bedroom

a mere 6 feet from the tracks.

At the time, only 17 regular night goods trains passed his bedroom window each week – 6 were Down trains and 11 were Up trains. This imbalance was due to the presence of the Ingliston Bank, which somewhat daunted the VR from running Down goods trains. The sole Down train

was No. 9 the daily Fast Goods (News)—something of a priority train, which had to run to time. For the first week or two, this train awakened my father every night until, at last, he got used to it. That's timetable imprinting for you. The exception was Sunday mornings when he would suddenly be awakened by the absence of the Paper

W.T.T. 75/52

VICTORIAN RAILWAYS

INAUGURATION
of
DIESEL-ELECTRIC OPERATION
of
'OVERLAND' EXPRESSES
and
INTERSTATE FAST GOODS
TRAIN SERVICES

Altered and Accelerated
Passenger Train Services

Commencing on Tuesday, 14th October, 1952, in conjunction with operation of "Overland" Expresses and Interstate Fast Goods Train Services by Diesel-Electric Locomotives, the within alterations will have effect:-

In addition, the undermentioned trains will operate to altered and accelerated schedules shown herein, on Monday, 13th October, 1952.

8.0 p.m. (No. 69). "The Overland," Melbourne-Serviceton-Adelaide.
8.35 p.m. (No. 73). Passenger, Melbourne-Ballarat-Mildura.
8.40 p.m. (No. 80). Passenger, Mildura-Ballarat-Melbourne (arriving Melbourne 7.20 a.m., Tuesday, 14.10.52).

ALL CONCERNED TO NOTE, MAKE ALTERED SERVICES WIDELY KNOWN, AMEND NORTHERN AND MIDLAND, AND WESTERN AND SOUTH WESTERN WORKING TIME TABLE BOOKS, AND W.T.T. 55/52, AND ARRANGE.

G. ROGERS,
Chief Traffic Manager.

2971-52 Victorian Railways Print.

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W.T.T. 75/52

BALLARAT-MELBOURNE.
(Full Passenger Train Service). (Continued on Page 7).

UP.	80 EXPRESS (From Mildura) MON. EXC.	82 EXPRESS (From Mildura) MON.	18 PASS. MON. Rail Motor (Diesel Elec.) Mon. Exc.	10 "THE OVERLAND" (From Adelaide) DAILY SUN. INCL.
BALLARAT ...	A.M. 5 15 dep. 5 25	A.M. 5 15 5 25	A.M. ...	A.M. 6 55 7 15A
Ballarat East ...	5 37*	5 37*	...	7 24*
Warranhope ...	*	*	...	7 32*
Dunstonside ...	5 46*	5 46*	...	7 41*
Bungaree ...	*	*	...	7 49*
Wallace ...	*	*	...	7 54*
Millbrook ...	*	*	...	8 12*-13
Gordon ...	5 56*	5 56*	...	8 18*
Bradshaw ...	*	*	...	8 26*
Ballan ...	6 5††	6 5††	7 14	8 32*
Ingliston ...	*	*	7 23-13	...
Rowley ...	*	*	7 34	...
Bacchus Marsh ...	6 29††	6 29††-23A	7 42	...
Parwan ...	6 34*	6 34*	7 53	...
Staughton's Siding ...	...	...	8 4	8 45*
Melton ...	6 42*	6 42*	8 14	8 52*
Rail Motor Stopping Place ...	6 48*-13	6 48*-13	8 19	9 0
Rockbank ...	...	...	8 24	...
Rail Motor Stopping Place ...	...	...	...	...
Deer Park ...	...	...	...	...
Ardeer ...	...	...	...	...
Sunshine ...	7 3*	7 3*	...	...
Footscray ...	7 10*	7 10*	...	...
North Melbourne ...	...	...	...	...
MELBOURNE ... (Spencer Street) arr.	7 20	7 20	...	...

- A. Passengers are not permitted to join "The Overland" at Ballarat.
- B. No. 18 stops on Mondays only, if required, to pick up passengers.
- F. Steam train, when substituted for Diesel Electric Rail Motor, does not stop at this location.

Train – another illustration of timetable imprinting. Pages from the 1948 WTT showing the night traffic appear on our page 5.

In the Marshian suburb of Maddingley, we lived about a quarter of a mile from the tracks. The trains, sparse though they might be, were a constant feature of our life. In steam days, my father timed his departure for the mine rather finely, at about just after 07:30, so that he could be held up by *The Overland* at the Grant St railway gates at 07:37. We watched this from the back veranda as a brace of A2s or R-class (the "Red and Blackers" and—ultimately—B-class diesels) dropped down into the valley. What a thrill the latter were when they made their first appearance. The

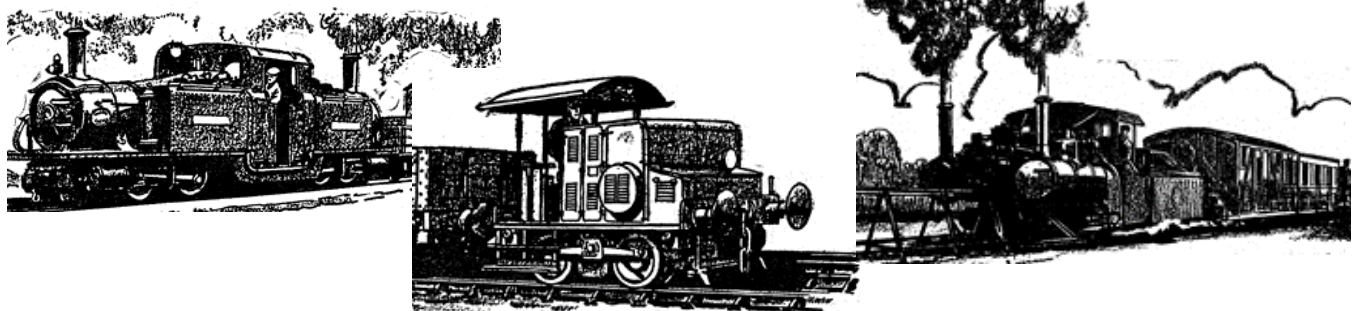
inaugural timetable for the diesel hauled service appears on our page 6

My bad eyesight led me into Epworth Hospital for surgery 4 times during my childhood. On the second time, when I returned home blindfolded in 1953, my father presented me, without apparent irony, a railway book, *The Steam and Steel Omnibus*. When I was eventually able to see again, its dark and scary pencil sketches of "Queer Trains" became the stuff of my nightmares (pictures below).

At about this time, Dad made a deal with the State Electricity Commission to acquire its surplus Ruston-Bucyrus electric shovels from the Kiewa scheme in return for supplying the SEC's Ballarat Power Station with brown coal. For this, a

steam train made a nightly return trip to North Ballarat. On frosty nights, with slippery rails, the loco on this service would often slip in a wild cacophony of noise—sufficient to trigger nightmare images of the "Queer Trains" from my book. I was terrified. The timetable for these trains never seemed to appear in a regular WTT, but a modified version, current during the 1954 Royal Tour, appears on our page 7.

Throughout the mid-1950s, the Down Adelaide Fast Goods was a constant part of our day. We children were fascinated by it. The daily street cricket match invariably came to a halt while we all — boys and girls both — counted the number of trucks. To reach 100 was a landmark event, because only 75 were allowed by the WTT. To see 3 B-class on this train was



MELBOURNE-BACCHUS MARSH-BALLARAT-S.E.C. SIDING.

DOWN.	13 Goods March 6	B 39 Diesel- Electric Loco. & Van March 5	UP.	B 12 Goods March 6	26 Goods March 6
MELBOURNE— (Pass. Yard) ... Dep.	a.m. 4 45	p.m. 8 5	S.E.C. SIDING ... Dep.	a.m. 2 0	a.m. ...
Stn. Kensington ... "	5 0	8 22	Nth. Ballarat ... "	2 5	...
		-Fol. 8.11 p.m. St. Albans			
Footscray ... "	...	8 25	BALLARAT ... "	2 10	...
Tottenham Yard ... "	5 45	...	Ballarat East ... "	...	...
Sunshine ... "	5 55	8 38	Warrenheip ... "	2 27	...
Deer Park ... "	...	...	Bungaree ... "	2 40	...
Rockbank ... Arr.	6 22-80	...	Gordon ... "	2 56	...
" ... Dep.	6 35	8 53	Ballan ... "	3 8	...
Melton ... "	6 48	8 59	Ingliston ... Arr.	3 18 ⁻⁹	...
Parwan ... Arr.	7 2-18	...	" ... Dep.	3 50 ⁻⁹	...
" ... Dep.	7 30	9 7	BACCHUS MARSH Arr.	4 20	...
BACCHUS MARSH Arr.	7 40	9 15-73 Goods		-C Spcl. -Fol. 80	
" ... Dep.	...	10 15	" ... Dep.	6 20	10 55
		-Pre. 75	Parwan ... "	6 26	11 5
Ingliston ... "	...	11 5	Melton ... Arr.	6 37-13	...
Ballan ... "	...	11 15-32	" ... Dep.	6 50	11 18
		wk. clr.	Rockbank ... "	7 0	11 30
Gordon ... "	...	11 26	Deer Park ... "	...	...
Bungaree ... "	...	11 40	Sunshine ... "	7 20	11 55
Warrenheip ... "	...	11 51		Via Goods Lines	Via Goods Lines
		Mar. 6 a.m.			
Ballarat East ... "	...	...	MELBOURNE—		p.m.
BALLARAT ... "	...	12 10	(Pass. Yard) ... Arr.	8 15	1 0
North Ballarat ... "	...	12 15			
S.E.C. SIDING ... Arr.	...	12 20			

THE END

the stuff of legend. The WTT for this train appears on our page 8.

In all of this, the passing goods trains were seen, as it were, "through a glass darkly". We were like those monkeys working for their reward – thrilled by the spectacle, but essentially ignorant of what drove the spectacle and what it meant. We knew that timetables existed for passenger trains; the concept that they must surely exist also for goods trains never reached the surface of our consciousness. That was, until I left high school and joined the Australian Railway Enthusiasts (I didn't know there were such people!)

I blame the dog. (top left, page 9). One day, while nosing around in the wreckage of Rowsley Station (bottom, page 9), he

unearthed two copies of the 1962 Western and South Western WTT. At least I assume there were two copies of the same issue – one was too far gone to be able to tell. As it was, the better copy took days of bibliographical restoration techniques before I knew for sure what it was I had in my hands. My crude attempt to reconstruct the cover, plus a page from a more-recently-acquired version of the same WTT appears on our page 9, top right and on page 10 respectively.

I was hooked. From that day to this, a regular dream has been to uncover a secret cache of W&SW WTTs – a cornucopia of all that have been issued. I have a lot of them – all since 1938, but only a few before that. Many were acquired *via*

"regular" methods – such as that described in my article "*The Secrets of Room 73*" (March 2016), but many were acquired by other techniques such as picking them out of rubbish dumps, stealing them from guards' vans, or even finding them during my summer vacation jobs with the APM waste-paper department.

As a dedicated comparative horariologist, and inspired by Jack McLean, I began to look more widely for WTTs – first in Australia and then overseas. During my post-doc years in New York City, I hung about *Broadway Limited Antiques* (I met John Lennon in there one day—he lived nearby) and acquired a number of American ETTs which were strangely unsatisfying, so different were they from

MELBOURNE-BALLARAT-ARARAT-DIMBOOLA-SERVICETON.

(Full Goods Train Service.)

(Continued on Page 16.)

DOWN.	9 News Goods Daily	13 Goods Sat. Exo.	31 Goods Sat. Exo.	27 Light Engine Sat. Exo.	37 Pilot Sat. Exo.	33 Goods Mon.	77 Fast Goods Daily Sun. Incl.	51 Light Engine Sat. Exo.	79 Goods Sat. Exo.	97 Fast Goods (Sat. Exo.) (If Req'd.)	99 Fast Goods Tue Thu Fri
MELBOURNE ... dep.	A.M. 1 50 Via Pass. Lines	A.M. 4 45	A.M. 9 25	A.M. ...	A.M. ...	P.M. ...	P.M. 2 30 Via Pass. Lines	P.M. ...	P.M. 8 15	P.M. 9 40	P.M. ...
South Kensington ...	...	5 0	...	...	...	...	2 41	...	...	9 56	...
Footscray ...	...	...	...	...	...	...	2 45	...	...	10 1	...
Tottenham Yard ...	...	5 55	...	...	11 30	...	...	...	...	...	...
Sunshine ...	2 14	6 5	10 20	...	11 35	...	2 55	...	9 11	...	...
Ardeer ...	...	...	...	...	P.M. 12 40	...	...	...	...	...	...
Deer Park ...	arr. dep.	...	...	...	...	...	...	...	...	...	...
Rockbank ...	arr. dep.	6 32 6 50	80,82 11 15	...	...	...	3 15	...	9 38	28	...
Melton ...	arr. dep.	2 34 2 44	6 50 7 3	11 30 11 55	...	...	3 23	...	9 49	...	...
Parwan ...	arr. dep.	2 57	7 17-18	12 15	P.M. 9 55	...	3 34	4 45	10 3	...	...
Bacchus Marsh ...	arr. dep.	3 4	7 40-21	1 10 1 20	10 3	...	3 40	4 53	10 10	...	...
Rowsley ...	...	...	...	...	...	...	4 28	...	11 17	...	...
Ingliston ...	...	3 45	...	...	...	...	4 28	...	11 30	...	...
Ballan ...	arr. dep.	3 56 4 6	...	...	...	3 20	4 38	...	11 45	...	...
Bradshaw ...	...	...	...	...	...	...	...	...	Mon. Exo.	(Via Nth. Geelong Loop)	...
Gordon ...	arr. dep.	4 24	...	...	...	4 0	4 54	...	A.M. 12 6-36	...	...
Millbrook ...	...	...	...	...	...	...	...	...	12 25	...	...
Wallace ...	...	...	...	...	...	4 40	60,77	...	12 50	88	...
Bungaree ...	arr. dep.	4 44	...	...	...	6 15-34	60,77	5 8	1 20	...	...
Dunnstown ...	...	...	...	...	...	6 50	57	...	...	Mon. Exo.	...
Warrenheip ...	arr. dep.	5 0 5 10	...	...	...	7 40	57	5 19	1 40	A.M. 4 0	...
Ballarat East ...	arr.	5 20	80,82	...	...	8 0	5 31-34	...	2 10	4 30	...

	23 Goods. Daily.	19 Goods. Sat.	29 Goods. Mon., Wed., Fri.							
BALLARAT ... dep.	A.M. 6 0	A.M. 10 20	P.M. 1 0	...	5 33	...	...	5 10	10 30-88	...
North Ballarat ...	...	...	...	...	...	...	...	...	...	...
Wendouree ...	...	...	...	...	...	...	...	...	...	...
Linton Junction ...	6 9	10 34-38DL	1 14	...	5 41	...	...	5 20	10 40	...
Windermere ...	arr. dep.	6 22-10 6 37	10 48 11 30	1 30	...	5 51	...	5 33	10 52	...
Burrumbeet ...	arr. dep.	...	11 40-25	...	...	...	...	...	10 59-88	...
Trawalla ...	arr. dep.	6 44	P.M. 12 5	2 0	6 17	...	...	5 40	11 25	...
Beaufort ...	arr. dep.	7 3	12 55	2 35	6 34	...	...	6 2-10	11 45	...
Middle Creek ...	...	7 36	2 35	3 59	7 2	...	...	6 54	12 15	...
Buangor ...	arr. dep.	7 44	3 10	4 10-48,54	7 9	...	...	7 2	12 23-89	...
Dobie ...	arr.	8 20-33	3 50-34	6 10-36	7 35-88	...	...	7 40	1 0	...
ARARAT ... dep.	...	9 5 (To Dimb'ola Page 16)	...	...	8 15 (To S'viceton, Page 16)	...	...	11 15 (To Dimb'ola Page 16)	...	...

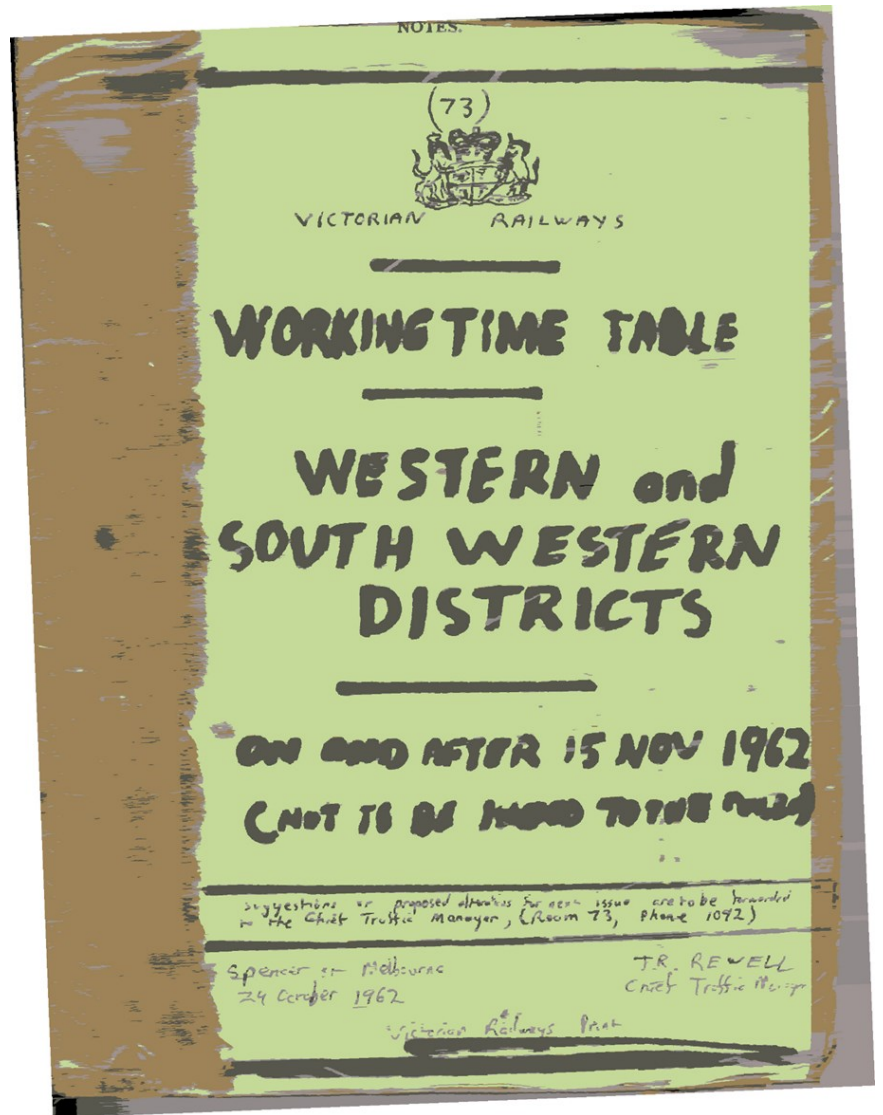


what I knew—hardly any trains in most of them.

Like most of us, I suppose, I could never pass a second-hand bookshop without entering it and fossicking about for old timetables. I doubt that any self-respecting generalist bookseller would seek out timetables for re-sale, but many of them seem to have had them foisted upon them from deceased estates or so. The best one could hope for was about one book per year. The find of my life was a bound set of 1891 NSW 1891 WTTs from Berkelouws at Berrima. I checked with the shop in 2014 and their catalogue revealed that it was the only one they had ever sold.

There were, however, a number of transport-oriented bookshops in Australia which deigned to stock old and discarded timetables. Some of these were run by railway organisations and some were private enterprise. It paid to strike up a good relationship with the managers of these shops—they would set aside for me things they thought I would covet. This was particularly true of the NSW Railway Shop at Central Station. All of these shops are gone now.

Eventually I discovered the cornucopias of my dreams in the periodical catalogues of some dozen railway booksellers, mostly in the UK. These catalogues might contain listings of more than 1,200 WTTs per issue. Such catalogues were not only a sales inducement, they also formed an invaluable bibliography, which I used to build up timetable databases for the ATA. I know of at least one other ATA member



who has analysed these catalogues for a similar purpose. Really obsessive collectors bound their catalogues and these are now themselves collectors' items, selling for more than £100 in recent times.

While most of the booksellers were primarily mail-order operations, many also ran shops, often from their homes. Throughout the 1990s and beyond, I often appended expeditions to these shops to my yearly overseas trips for medical research. The timetables for these expeditions and



DOWN.

MELBOURNE-BALLARAT-SERVICETON. Passenger Service.

Miles	STATIONS	5 Empty Carriages Mon.	107 Empty Carriages Tue. to Fri.	21 Diesel Rail Car (153 h.p.) and Trailer Mon to Fri.	23 Diesel Rail Car (153 h.p.) Sat.	7 "MIL-DURA-SUN-LIGHT" TUE., WED., THUR.	15 Diesel Rail Car (280 h.p.) Mon. to Sat.	25 PASS. MON. TO SAT.	109 Rail Motor (D.E.) Sat.	47 PASS. SAT.	49 PASS. MON. TO FRI.	11 Diesel Rail Car (153 h.p.) and Trailer Fri.	11 Diesel Rail Car (153 h.p.) and Trailer Mon. to Thur.	53 Rail Motor (D.E.) and Trailer Mon. to Fri.
	MELBOURNE W G (Spencer-street) dep.	A.M. 5 15	A.M. 5 40	A.M. ...	A.M. ...	A.M. 7 50	A.M. ...	A.M. 9 10	P.M. 12 25	P.M. 1 40	P.M. 1 40	P.M. ...	P.M. ...	P.M. 4 23
1	North Melbourne ...	5 18*	5 43*	...	...	7 53*	...	9 13*	12 28*	1 43*	1 43*	...	...	4 26
2½	South Kensington ○ ...	*	*	...	...	*	...	*	*	*	*	...	...	*
3½	Footscray ○ ...	5 23*	5 48*	...	...	7 59*	...	9 19	12 33	1 48*	1 48*	...	...	4 31
4	Middle Footscray ○ ...	...	...	...	...	...	...	*	*	*	*	...	...	*
4½	West Footscray ...	...	...	...	...	...	...	*	*	*	*	...	...	*
5½	Tottenham ○ ...	...	...	...	...	...	...	*	*	*	*	...	...	*
6	White City N C ...	...	...	...	...	...	...	*	*	*	*	...	...	*
7½	Sunshine E S ...	arr. ...	...	...	...	...	...	...	...	...	...	...	...	...
11	Deer Park ○ E S (see note page 12) dep.	5 32*	5 55*E	...	...	...	...	9 28	12 43	1 55*	1 55*	...	...	4 42
17½	Rail Mtr. Stop Pl. No. 64 NC	...	...	...	...	...	...	9 35-12	12 50	*	*	...	...	4 50½
18½	Rockbank ○ E S ...	arr. ...	...	...	...	...	...	...	Z	...	...	...	...	††
21½	Rail Mtr. Stop. Pl. No. 65 NC	...	...	...	...	...	...	9 46	1 5	2 9††	2 8*	...	...	5 6
23½	Melton E S ...	dep. 5 48*	6 10*	...	...	...	...	Z	...	...	...	...	...	††
29½	Parwan ○ E S ...	arr. ...	...	...	...	...	...	1 13-24	...	...	...	...	...	...
31½	Bacchus Marsh ESW	dep. 5 56*	6 16*	...	...	...	...	9 53	1 21 ●	2 15††	2 13*P	...	...	5 17
40½	Bank Box (See note page 12)	arr. ...	...	...	...	...	...	10 1*P	1 32 ●	2 23††	2 20*	...	...	5 29
45	Ingliston ○ E S ...	arr. ...	...	...	...	...	...	1 40	...	...	...	...	...	5 37
49½	BALLAN E S W ...	arr. ...	...	...	...	...	...	10 36*P	...	3 1*	2 57*	...	...	...
52	Rail Mtr. Stop. Pl. No. 77 NC	...	...	...	...	...	...	10 45	Z	3 9	3 5	...	...	...
56½	GORDON ○ E S ...	arr. ...	...	7 40	7 43-10	...	...	...	...	...	...	...	...	...
58½	Millbrook ...	...	...	7 57-22	7 57-22	...	...	...	...	...	...	...	...	...
61½	Wallace ○ ...	...	...	...	...	...	...	...	...	...	...	...	...	...
64	Bungaree E S ...	arr. ...	...	8 4 ●	8 4 ●	...	...	10 55	...	3 19*	3 15*	...	...	...
67½	Dunnstown ...	...	...	8 9 ●	8 8 ●	...	...	...	...	...	...	...	...	...
69½	Warrenheip E S ...	...	...	8 16 ●	8 14 ●	...	...	...	...	...	...	...	...	...
72½	Rail Motor Stop Pl. No. 73	...	...	8 20 ● D	8 18 ● D	...	...	11 8	...	3 27*	3 23*	...	...	...
73½	Ballarat East ○ ...	...	...	8 25 ●	8 23 ●	...	...	11 13 33	...	3 34*	3 30*	...	...	...
73½	Ballarat W G ...	arr. ...	...	8 30 ●	8 28 ●	9 59*	10 34	11 17*	...	3 34*	3 30*	...	...	...
74½	North Ballarat Jun.	...	...	8 36 ●	8 33 ●	...	10 40	11 23	...	...	...	...	...	...
76	Wendouree N C ...	...	...	8 42	8 38	10 7	10 45	11 32	...	3 45	3 40	...	...	...
76½	Linton Junction E S ...	arr. ...	...	...	...	...	...	...	...	...	...	...	...	...
83½	Windermere ○ E S (See note page 12)	dep. ...	...	...	...	...	...	11 47	...	3 55	3 55	4 25	4 30 ●	...
86½	Burrumbeet ○ E S ...	arr. ...	...	...	...	...	...	11 49*	...	3 57*	3 57*	4 27*	4 32*	...
97½	Travalla ○ E S (See note page 12)	dep. ...	...	...	...	...	...	11 53*	...	4 1*	4 1*	4 34A	4 39A ●	...
102½	Beaufort E S W ...	arr. ...	...	...	...	...	...	...	...	...	...	...	...	...
112½	Middle Creek ○ E S (See note page 12)	dep. ...	...	...	...	...	...	12 0*	...	4 9	4 9	...	...	...
116½	Buangor ○ E S ...	arr. ...	...	...	...	...	...	...	...	...	...	...	...	...
131	ARARAT E S W ...	arr. ...	...	...	...	...	...	12 3*	...	4 14	4 14	...	...	...
	Continued on ...	...	...	...	...	...	...	12 14*G	...	4 27	4 27	...	...	...
		...	...	...	...	...	...	12 20	...	4 35	4 35	...	...	...
		...	...	...	...	...	...	12 33*	...	4 49	4 49	...	...	...
		...	...	...	...	...	...	12 38*P	...	4 56	4 56	...	...	...
		...	...	...	...	...	...	1 0	...	5 15	5 15	...	...	...
		...	...	...	...	...	...	44,107	...	5 20	5 30	...	...	...
		...	...	...	...	...	...	Page 18	...	Page 18	Page 18	...	...	...

● No. 21 may depart Gordon 7.58 a.m., Millbrook 8.3 a.m., Wallace 8.10 a.m., Bungaree 8.14 a.m., Dunnstown 8.19 a.m., Warrenheip 8.24 a.m., Ballarat East 8.30 a.m. No. 23 may depart Gordon 7.58 a.m., Millbrook 8.2 a.m., Wallace 8.8 a.m., Bungaree 8.12 a.m., Dunnstown 8.17 a.m., Warrenheip 8.22 a.m., Ballarat East 8.27 a.m. No. 109 may depart Melton 1.14 p.m., Parwan 1.25 p.m. No. 11 Mon. to Thur. may depart Ballarat 4.25 p.m. Linton Junction 4.34 p.m.
 G. Stops definitely on Fri. only. P. May stop, if required, to pick up or set down passengers only. Parcels traffic and/or mails must not be despatched to or from these stations by these trains. B. No. 21 may stop Monday to Friday, if required, to set down passengers. A. May stop, if required, to pick up or set down passengers at Linton Junction Signal Box. D. When No. 12A runs Nos. 21 and 23 will depart Bungaree 8.25 a.m., thence correspondingly later than tabled to Ballarat.
 E. No. 107, when No. 198 runs, to depart Sunshine 6.0 a.m., Rockbank 6.15 a.m., Melton 6.21 a.m., Parwan arrive 6.28 a.m., thence as tabled.



Riding the Slow Rails of Japan

DAVID CRANNEY

THE JULY 2014 ISSUE of *The Times* carried an article describing how to traverse the US Northeast Corridor by a series of local trains instead of using the Amtrak expresses. This reminded me of the much greater scope for doing likewise throughout Japan.

Your average foreign tourist in Japan is probably aware of the major tourist spots and how to reach them quickly by Shinkansen services while using a Japan Rail Pass. This person may not be aware of the many other discount tickets and passes offered by railway companies, some for foreign tourists only and others for everyone including local residents.

For many years the six 'JR' companies that collectively comprise the national railway network have issued a ticket (strictly speaking a rail pass) designed for exploring Japan by the non-express trains. This is the *Seishun 18 Kippu* (literally *Youth 18 Ticket*) which as the name suggests is aimed principally at students but in fact is available to anyone. It is valid for three periods each year coinciding with student vacations. The ticket costs 11,850 yen and can be used on any five days (midnight to 23:59) within the validity period for an average of 2,370 yen per day. It can be shared between people and more than one ticket can be purchased. Given the high cost of regular fares, this represents a considerable saving if travelling a reasonable distance.

JR East on its English language website <http://www.jreast.co.jp/e/pass/seishun18.html> helpfully summarises the conditions attached to *Seishun 18*. The main challenge is to arrange an itinerary using a combination of 'Local' trains (all stations) and 'Rapid' trains (fewer stops than a Local).

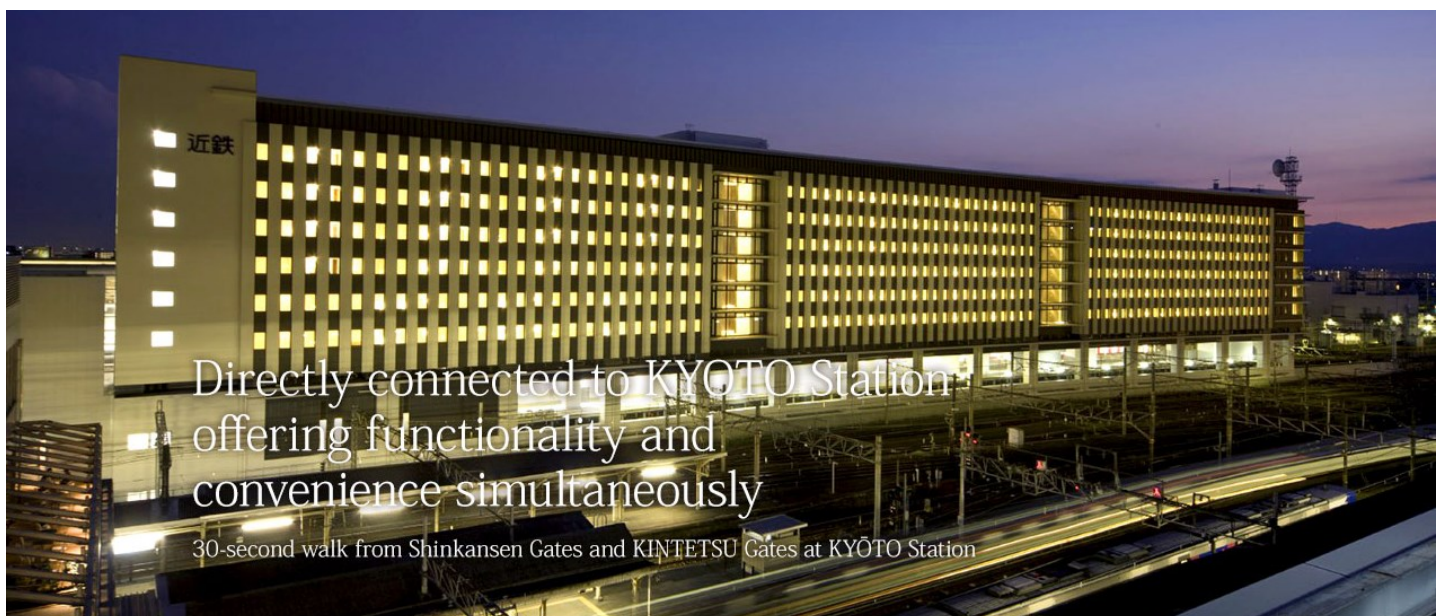
For effective planning and checking times en-route, a *Seishun 18* traveller would consult the JTB *jikokuhyou* published monthly (in Japanese) for the whole of Japan or one of the smaller regional timetables with the same level of information. Alternatively they would consult a fully comprehensive electronic timetable such as *HyperDia* which is also available in English and Chinese (<http://www.hyperdia.com/en/>). Timetables shown in this article were generated from *HyperDia*.

To illustrate the challenge of planning to take advantage of the *Seishun 18*, consider the Tokaido line between Tokyo and Osaka which has Japan's greatest service frequency outside urban centres. All long distance express traffic is diverted to the Shinkansen, leaving the conventional route to host a collection of shorter distance Local and Rapid trains. A typical 556km journey between Tokyo and Osaka using these trains will take around nine hours and involve six changes of train. Fortunately for the traveller, most connections on the Tokaido line involve only a few minutes wait. A sample itinerary generated on *HyperDia* is illustrated.

A greater challenge arises if travelling in less densely populated parts of Japan with a lower frequency of Local and Rapid trains. At the extreme, some rural lines may have only a few Local trains each day and connection times may be considerable. This applies particularly on the island of Hokkaido (JR Hokkaido), the island of Shikoku (JR Shikoku) and the southern portion of the island of Kyushu (JR Kyushu). Average speeds tend to be lower, particularly on single line tracks where Local trains must wait for Express trains to pass. In those situations, a very careful reading of the timetable is essential to avoid unwanted waits for trains.

Some passengers are however given help to maximize their travel. Now that overnight trains are rare, JR Central still operates a Rapid service for sitting passengers on dates when the *Seishun 18* is valid. The *Moonlight Nagara* runs between Tokyo and Ogaki (just west of Nagoya) conveying passengers to stations en-route, presumably allowing an early start for further travel. A seat reservation fee is payable and the train is reportedly heavily booked. Details are on an English language blog, <http://jprail.com>, by Takeshi Shimomura who also provides a wealth of information on all manner of Japanese rail passes and destinations for foreigners and answers all questions about rail and ferry transport.

Travellers between the islands of Honshu (JR East) and Hokkaido (JR Hokkaido) are required to transit the Seikan undersea tunnel which carries



Directly connected to KYOTO Station
offering functionality and
convenience simultaneously

30-second walk from Shinkansen Gates and KINTETSU Gates at KYOTO Station

only Limited Express trains. *Seishun 18* users are allowed to transit the tunnel for the minimum distance in unreserved seats on Limited Expresses.

Perhaps as an added bonus, various heritage steam trains are classed as Rapid trains and available to *Seishun 18* users on payment of a seat reservation fee. There are also many tourist and specialty themed trains operating on specified dates that might be available to ticket holders.

Just how far might one travel in a day (midnight to 23:59) on Local and Rapid Trains? The best route to take for this purpose, due to the availability of services, is from Tokyo along the Tokaido line to Osaka and then along the Sanyo line to the western tip of the main island Honshu at Shimonoseki. Indeed a search in *Hyperdia* provides an itinerary departing Tokyo at 04:55 and arriving Shimonoseki at 23:50 for a distance of 1,117.6km and a regular fare of 13,180 yen. The *Seishun 18* ticket price for one day of 2,370 yen is an absolute bargain assuming of course that you don't mind 12 changes of train and limited time for personal needs at stations between trains. Fortunately there will be plenty of *ekiben* (railway station boxed meals) and drinks from the ubiquitous vending machines for which Japan is famous.



鉄道ホビートレイン TETSUDO HOBBY TRAIN

For the truly adventurous, it is possible to take the *Moonlight Nagara* from Tokyo to Ogaki and then transfer to a series of Local and Rapid trains that would take you through Kyoto, Osaka, Okayama, Shimonoseki, Hakata

(Fukuoka) and ending in Kumamoto halfway down the island of Kyushu at 23:32. This is a total of 1,293.3km with a regular fare of 15,120 yen. It's easy to see why the *Seishun 18* is so popular.

みほん **みほん**

西 青春 18 きつぷ No. [redacted]

企 (普通列車乗車券) ¥11500

旅客鉄道会社全線 (JR全線) ※特急(新幹線含む) 急行列車 及びJRバスを除く

ご利用期間は平成 20 年 7 月 20 日から平成 20 年 9 月 10 日までです。

1回 (大) 津 年 8 月 日 当日限り有効 JR 西日本	2回 (大) 津 年 8 月 日 当日限り有効 JR 西日本	3回 (大) 津 年 8 月 日 当日限り有効 JR 西日本	4回 (大) 草津 年 8 月 日 当日限り有効 西日本	5回 (大) 草津 年 8 月 日 当日限り有効 西日本
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平成 20 年 8 月 1 日 発行

みほん **みほん**

Seishun 18



What is it?

The Seishun 18 is a limited-time offer. Please take note of the sales and valid dates.

The Seishun 18 allows unlimited rides on local and rapid JR trains (excluding reserved seats) throughout Japan from Hokkaido in the north to Kyushu in the south. Although the Seishun 18 is not valid on Shinkansens and limited express trains, it is a great way to enjoy travel at a more leisurely pace. This ticket package includes five days worth of travel for only 2,370 yen per day. One person can enjoy the Seishun 18 for five days, or it can be split for use by up to five people. The unlimited rides also include use of the JR Miyajima Ferry for travel from the mainland to the island of Itsukushima, popularly known as Miyajima. The Seishun 18 is a great way to enjoy leisurely travel.

Prices

	Price
Seishun 18	11,850 yen

Note: The price for the Seishun 18 is the same for adults and children.

Validity Periods and Sales Dates

	Validity periods	Sales dates
Spring	Sunday, March 1 to Friday, April 10, 2015	Friday, February 20 to Tuesday, March 31, 2015
Summer	Monday, July 20 to Thursday, September 10, 2015	Wednesday, July 1 to Monday, August 31, 2015
Winter	Thursday, December 10, 2015 to Sunday, January 10, 2016	Tuesday, December 1 to Thursday, December 31, 2015

Terms of Use

- The Seishun 18 is valid for five days worth of travel. Any five days within the valid period can be used.
- The five days of travel can be shared by two or more people, though if the ticket is used by more than one person at one time, those people must be traveling together. Each day one person uses the Seishun 18 counts as one day of travel. Therefore, if five people use the ticket on the same day, the ticket will be used up at the end of that day.
- The period of one day begins at midnight and ends at 23:59 that night. If traveling on a train at 23:59 at the end of a day of travel, the valid period of the ticket is extended until the next stop.
- **Using the Seishun 18** – Present the ticket at the station or on the train. A station or train staff will stamp it with that day's date. The Seishun 18 cannot be used in automatic ticket gate machines.

Valid Train Routes

- Unlimited rides on local and rapid trains (excluding reserved seats) within the designated open seating zone on the following transportation services:
 - All JR company lines (including Bus Rapid Transit) throughout Japan – JR Hokkaido, JR East, JR Central, JR West, JR Shikoku and JR Kyushu
 - The JR West Miyajima Ferry
- Even in combination with a Super (Limited) Express Seat or other special ticket, the Seishun 18 cannot be used for travel on Shinkansens, limited express trains, express trains or sleeper cars.

Route 1 Take time: 540 Minutes Transfer: 6 Times Distance: 556.4 km Commuting ticket
 Total: ¥ 8,750 (Ticket Fare: ¥ 8,750 Seat Fee: ¥ 0) Commuting ticket (1 mon: ¥ — 3 mon: ¥ — 6 mon: ¥ —)

Time	Route	Fare	Seat Fee	UsefulLink
07:42	TOKYO  [Departure track No.10] Station timetable | Add to favorite	┌		 Map  Rent-a-car  Hotel
[109 Min]	 JR Tokaido Line Train timetable | Interval timetable			Unreserved seat: ¥ <input type="button" value="v"/>
09:31 09:37	 ATAMI Station timetable | Add to favorite	|		Map  Rent-a-car  Hotel
[61 Min]	 JR Tokaido Line Train timetable | Interval timetable			
10:38 10:47	 SHIMIZU(SHIZUOKA) Station timetable | Add to favorite	|		Map  Rent-a-car  Hotel
[88 Min]	 JR Tokaido Line Train timetable | Interval timetable			
12:15 12:20	 HAMAMATSU Station timetable | Add to favorite	|		Map  Rent-a-car  Hotel
[34 Min]	 JR Tokaido Line Train timetable | Interval timetable			
12:54 13:03	 TOYOHASHI Station timetable | Add to favorite	|	¥8,750	 Map  Rent-a-car  Hotel
[89 Min]	 JR Tokaido Line Rapid Train timetable | Interval timetable			
14:32 14:41	 OGAKI Station timetable | Add to favorite	|		Map  Rent-a-car  Hotel
[35 Min]	 JR Tokaido Line Train timetable | Interval timetable			
15:16 15:18	 MAIBARA Station timetable | Add to favorite	|		Map  Rent-a-car  Hotel
[54 Min]	 JR Special Rapid Service Train timetable | Interval timetable			
16:12 16:14	KYOTO  [Arrival track No.5 / Departure track No.5] Station timetable | Add to favorite	|		Map  Rent-a-car  Hotel
[28 Min]	 JR Special Rapid Service Train timetable | Interval timetable			
16:42	OSAKA  [Arrival track No.5] Add to favorite	└		 Map  Rent-a-car  Hotel

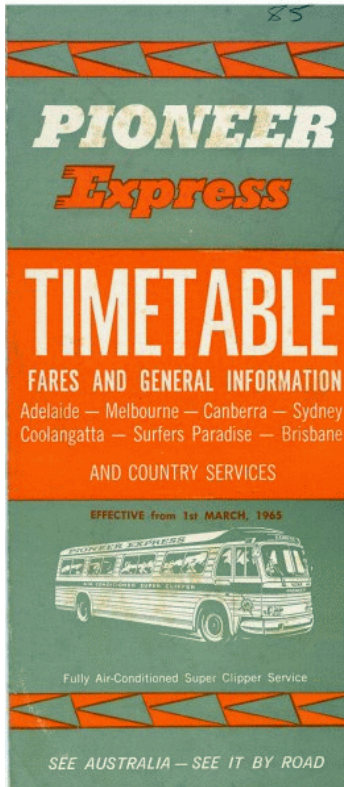
Route1

Take time: **1135** Minutes Transfer: **12** Times Distance: **1117.6** km

Total:¥ **13,180** (Ticket: Fare:¥ **13,180** Seat Fee:¥ **0**) Commuting ticket(1mon:¥ — 3mon:¥ — 6mon:¥ —)

[Commuting ti](#)

Time	Route	Fare	Seat Fee	UsefulLink
04:55	TOKYO [Departure track No.2] Station timetable | Add to favorite	|	|	Map Rent-a-car Hotel
[9 Min]	JR Yokosuka Line Train timetable | Interval timetable			Unreserved seat
05:04 05:10	SHINAGAWA Station timetable | Add to favorite	|	|	Map Rent-a-car Hotel
[71 Min]	JR Tokaido Line Train timetable | Interval timetable			
06:21 06:22	ODAWARA Station timetable | Add to favorite	|	|	Map Rent-a-car Hotel
[23 Min]	JR Tokaido Line Train timetable | Interval timetable			
06:45 06:49	ATAMI Station timetable | Add to favorite	|	|	Map Rent-a-car Hotel
[150 Min]	JR Tokaido Line Train timetable | Interval timetable			
09:19 09:23	HAMAMATSU Station timetable | Add to favorite	|	|	Map Rent-a-car Hotel
[33 Min]	JR Tokaido Line Train timetable | Interval timetable			
09:56 10:03	TOYOHASHI Station timetable | Add to favorite	|	|	Map Rent-a-car Hotel
[89 Min]	JR Tokaido Line Rapid Train timetable | Interval timetable			
11:32 11:42	OGAKI Station timetable | Add to favorite	|	|	Map Rent-a-car Hotel
[35 Min]	JR Tokaido Line Train timetable | Interval timetable			
12:17 12:20	MAIBARA Station timetable | Add to favorite	¥13,180	|	Map Rent-a-car Hotel
[53 Min]	JR Special Rapid Service Train timetable | Interval timetable			
13:13 13:30	KYOTO [Arrival track No.5 / Departure track No.5] Station timetable | Add to favorite	|	|	Map Rent-a-car Hotel
[28 Min]	JR Special Rapid Service Train timetable | Interval timetable			
13:58 14:00	OSAKA [Arrival track No.5 / Departure track No.5] Station timetable | Add to favorite	|	|	Map Rent-a-car Hotel
[82 Min]	JR Special Rapid Service Train timetable | Interval timetable			
15:22 15:25	AIOI(HYOGO) Station timetable | Add to favorite	|	|	Map Rent-a-car Hotel
[66 Min]	JR Sanyo Line Train timetable | Interval timetable			
16:31 16:48	OKAYAMA [Arrival track No.1 / Departure track No.2] Station timetable | Add to favorite	|	|	Map Rent-a-car Hotel
[86 Min]	JR Sanyo Line Train timetable | Interval timetable			
18:14 18:33	ITOZAKI Station timetable | Add to favorite	|	|	Map Rent-a-car Hotel
[135 Min]	JR Sanyo Line Train timetable | Interval timetable			
20:48 20:49	IWAKUNI Station timetable | Add to favorite	|	|	Map Rent-a-car Hotel
[181 Min]	JR Sanyo Line Train timetable | Interval timetable			
23:50	SHIMONOSEKI Add to favorite	|	|	Map Rent-a-car Hotel



Pioneer buses – where did the name come from?

From the Ephemera Society of Australia

The first buses were adapted from stage coaches; hence the use of the word 'coach'. They were constructed in 1903 by Geelong engineering works, Humble and Son. William Humble had been an inventor and innovator in the field of transport; his story can be found in the *Australian Dictionary of Biography*. At a very similar time, in Tasmania a 17 passenger vehicle was being delivered by Albion Magnet Company. We quote at length from a very evocative story about this 'bus. From the *Launceston Examiner*, 29 December 1903

FIRST MOTOR 'BUS IN TASMANIA. ARRIVAL AT BURNIE. A MOST SERVICEABLE VEHICLE.

The arrival at Burnie of the motor 'bus built by the Albion-Magnet Motor Company, Melbourne, to the order of Mr. T. Wiseman created considerable interest. The vehicle was brought over from Victoria by Mr. H. F. Moloney, the representative of the makers, and its landing at the wharf was witnessed by a large crowd. On Friday afternoon the horseless coach made its initial run in Tasmania along the main road, with the members of the Emu Brass Band on board, and the manner in which it behaved fully justified all that its makers claimed it would do.

The motor, which is to be used in place of the coach that has been running between Burnie and Stanley, is 18ft. in length, 9ft. 6in. high, and 7ft. wide, and carries 17 passengers. It is set on artillery wheels, with steel rims, and Kelly Dunlop 3in. solid tyres.

The spokes are made of English oak, and the wheels run on $\frac{3}{4}$ in. steel ball bearings. The engine, which is of 14-h.p., has twin cylinders, and gives a speed up to 14 miles per hour. The engine is under the complete control of the driver. In front of him on the dashboard are two levers, one advancing or retarding the ignition, and the other controlling the throttle. Brake levers are conveniently placed, and the gear lever operates speeds of two, eight, and 14 miles an hour. Reversing gear is also fitted.

Petrol is the driving spirit, a large tank of which is situated over the driver's head, connected to the engine with the requisite pipe. Transmission is by a chain on either side of the vehicle, engaging with sprockets on the axles of the back wheels. The body of the 'bus is after the pattern of an old-time vehicle of that ilk, but of course on a larger scale. It has open sides, but rain-proof curtains can be lowered when the exigencies of the weather demand. The seats and backs are upholstered in carpet, and are extremely comfortable. The top of the 'bus is slightly arched, and is, provided with an iron railing. Luggage up to half a ton in weight can be stored there, and a skeleton iron ladder allows the same to be easily accessible. The springs, while being strong and serviceable, absorb all road shocks.

Before being shipped the motor had a trial run from Geelong to Melbourne, along a fairly rough road. Describing the arrival of the 'bus at Footscray, the *'Australian Cyclist'* says:—"The progress of the car through the streets was little short of triumphal. Shopkeepers left their counters and customers their purchases to flock to the doorways to see the first motor 'bus they had ever cast eyes upon. The crowd in Hopkins-street gazed open-mouthed, as with the eight mile gear running we wended our way along. Proceeding via the Dock road, we mounted the steep hill at the foot of Dudley-street with perfect ease. The driver threw in the "two miles" gear, which when set, Mr. Moloney explained, the 'bus would mount any hill. The steep rise in Victoria-street, between Madeline and Lygon streets, was surmounted without a hitch, and eventually was brought up at the Albion-Magnet Works, at the top of Bourke-street. The journey from Geelong had been performed in a little under six hours, an average of eight miles an hour—a most creditable performance, considering that a stop of nearly an hour at Werribee for lunch and sundry other pauses for photographic purposes, and as have already been related, were made. The engine ran consistently, and gave no trouble whatever, and the trial trip can only be termed an unqualified success, which augurs well for the rough wear to which the motor 'bus will be subjected when it reaches its final destination, viz., Tasmania.

The car has been named the "Pioneer," and a second one is being built by the Albion Magnet Company, which is to supersede the Burnie-Wynyard coach. The expedition with which the motor was constructed astounded Victorian importing firms, who considered that such a vehicle could not be built in that state. It is estimated that the saving on the cost of the vehicle as compared with that of an imported motor of equal capacity is over £150.

Reference hyperlinks (active only in the PDF copy of this issue of The Times):

Ephemera [Society](#) article

[Launceston Examiner](#) 29-Dec-1903