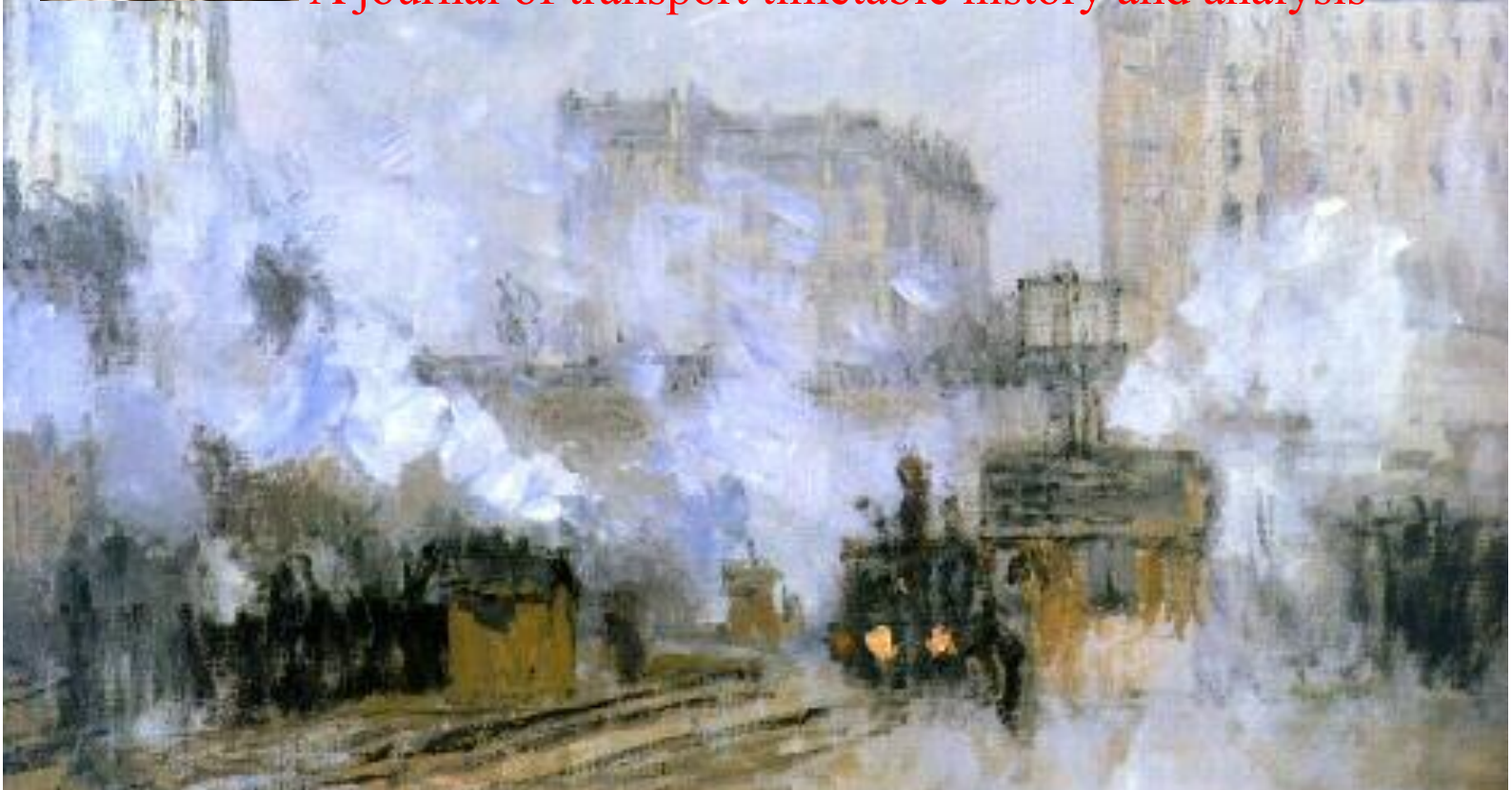




The Times

February 2018

A journal of transport timetable history and analysis



Inside: Tuggeranong

The Restaurant Car at the End of the Universe

Chatswood non-stop

World's Most Idiotic Hobby

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Tuggeranong Bus Services

By HILAIRE FRASER

TUGGERANONG IS SITUATED to the south of Canberra's CBD. Development commenced in 1974 and now Gungahlin has a population of 85,000.

Based on the Tuggeranong Weekday [Bus Timetable](#) booklet effective 9 October 2017, Tuggeranong has twelve full-time weekday bus services as follows:-

313 319 343 Blue Rapid (Kippax-Belconnen-City-Woden-Tuggeranong-Lanyon)

Nine Woden Connectors

60 Woden-Tuggeranong via Kambah West

61 Woden-Tuggeranong via Wannassa Central & Oxley

62 Woden-Tuggeranong via Kambah East

63 Woden-Tuggeranong via Wannassa East & Monash East

64 Woden-Tuggeranong via Wannassa West & Monash West

65 Woden-Tuggeranong via Gowrie, Richardson & Isabella Plains

66 Woden-Tuggeranong via Chisholm

67 Woden-Tuggeranong via Fadden & Gilmore

71 Woden-Tuggeranong via Wannassa East & Theodore

Two Feeders

18 Tuggeranong-Lanyon via Gordon

319 Tuggeranong-Banks via Lanyon

Blue Rapid routes 313, 319 and 343 combine to provide a ten minute daytime service with 313 and 343 continuing to provide a 15 minute evening service. The last 319 to Banks leaves the City at 9.18pm. Some early Blue Rapid services operate as 300 to Kippax only.

Woden connectors 60, 61, 62, 64, 65, 66 and 67 operate every 60 minutes while 63 and 71 operate every 30 minutes. All Woden connector evening services operate hourly. Feeders 18 and 319 operate every 30 minutes continuing into the early evening, with 18 operating as 318 commencing from Belconnen. Some early and later 319 services operate to and from Tuggeranong as route 19. Meanwhile, in peak periods 60, 61, 62, 63, 64 and 71 services extend from Woden to the City as 160, 161, 162, 163, 164 and 171, 65 and 67 operate to the City via Russell as Xpresso services 765 and 767. Other Xpresso services are 705 Tuggeranong-Belconnen Direct and 775 City-Gordon via Russell.

Based on the Canberra Weekend Bus

Timetable booklet effective 7 October 2017, Tuggeranong has eleven weekend bus services as follows:-

300 Blue Rapid (Belconnen-City-Woden-Tuggeranong)

Five Woden Connectors

960 Woden-Tuggeranong via Kambah West (same as 60)

961 Woden-Tuggeranong via Wannassa West & Oxley East

962 Woden-Tuggeranong via Kambah East (same as 62)

964 Woden-Tuggeranong via Wannassa East & Monash

971 Woden-Tuggeranong via Wannassa East & Theodore (same as 71)

Five Feeder Services

918 Tuggeranong-Lanyon via Gordon (same as 18)

919 Tuggeranong-Banks via Lanyon (same as 19)

966 Tuggeranong-Chisholm via Oxley West, Gowrie & Fadden

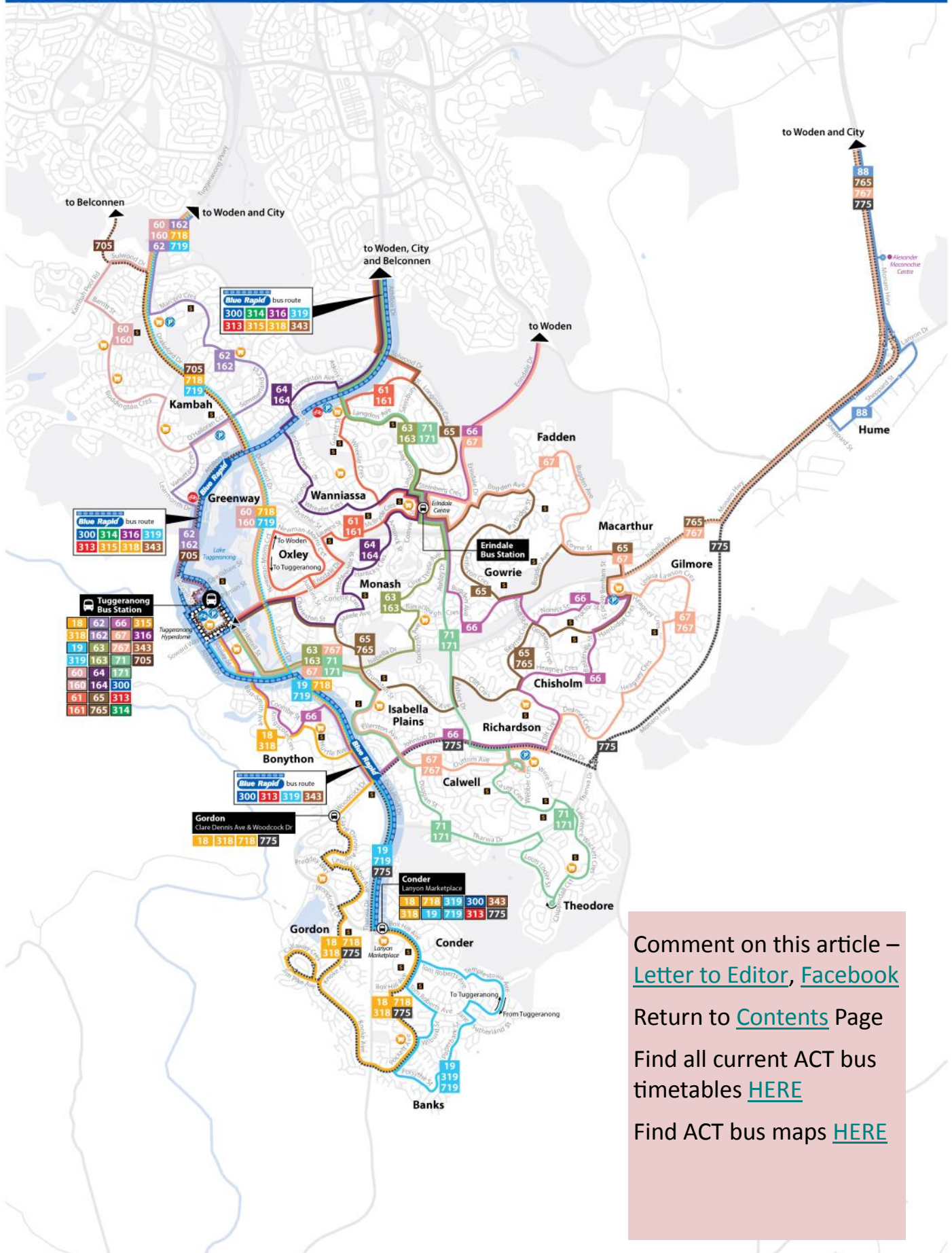
967 Tuggeranong-Chisholm-Gilmore-Richardson-Isabella Plains Loop

968 Tuggeranong-Isabella Plains-Richardson-Gilmore-Chisholm Loop

The 300 operates every 15 minutes. All Woden Connectors and Feeders operate hourly with the exception of 967 and 968 which operate two-hourly and combine to operate hourly.



Tuggeranong Network Map



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 Find ACT bus maps [HERE](#)

The Restaurant Car at the End of the Universe

By COUNT HELMUTH VON MOLTKE, GEOFF LAMBERT & VICTOR ISAACS

AUNT GERTRUDE, WHY ARE Papa and Mama always looking out the window instead of eating their borscht?"

"It's hard to explain dear, but they are waiting for a signal to reset their watches."

"But they have done it three times already."

"Hush, Hilda, you must ask Papa about it all when we arrive at the station."

Hilda is travelling from Frankfurt to Hamburg on the Prussian State Railways. Father has already altered his watch 12 times on this trip. Some times he has altered it forward, some times he has altered it backward—but always by exactly one minute. He will do so another 7 times before the train pulls in to Hamburg Hauptbahnhof.

This is the great mystery that confronts Hilda.

On the continent of Europe, [the railways brought the same problems of timekeeping that they had brought to Britain](#). In general, though local mean time was kept by the passengers, the trains in each country were run according to some central time. In France, for instance, clocks inside railway stations were kept to *l'heure de la gare* which was 5 minutes slow on Paris time, while clocks outside the station were kept to local time—*l'heure de la ville*. Belgian trains ran to Brussels time, Dutch trains to Amsterdam time. In Germany, railway officials kept any one of five times - those of Berlin, Munich, Stuttgart, Karlsruhe or Ludwigshafen. Passengers, however, kept strictly to local time and there were



posts set alongside the rails marking each minute's change of time. It was apparently customary for watches to be altered in ten-minute steps during the journey. Hilda's Papa, however, was an *Eisenbahnenthusiast* and *Stundenplansammler*, who insisted on adjusting his watch at every "minute post". The family's journey, being largely South to North, wandered across the same meridians of longitude several times. Papa was kept very busy. It's just as well that Papa had chosen **cold** borscht for lunch.

The map on page 6 shows Germany's railways of the late 1860s. The graticule is 30 minutes of longitude. In 1893, when a uniform time was adopted, there would have been many more lines and many more posts. Red and green dots are each minute posts: these are 15 minutes of longitude apart. The stars represent where travellers leaving Berlin would change their watches by 10 minutes to keep them to Berlin

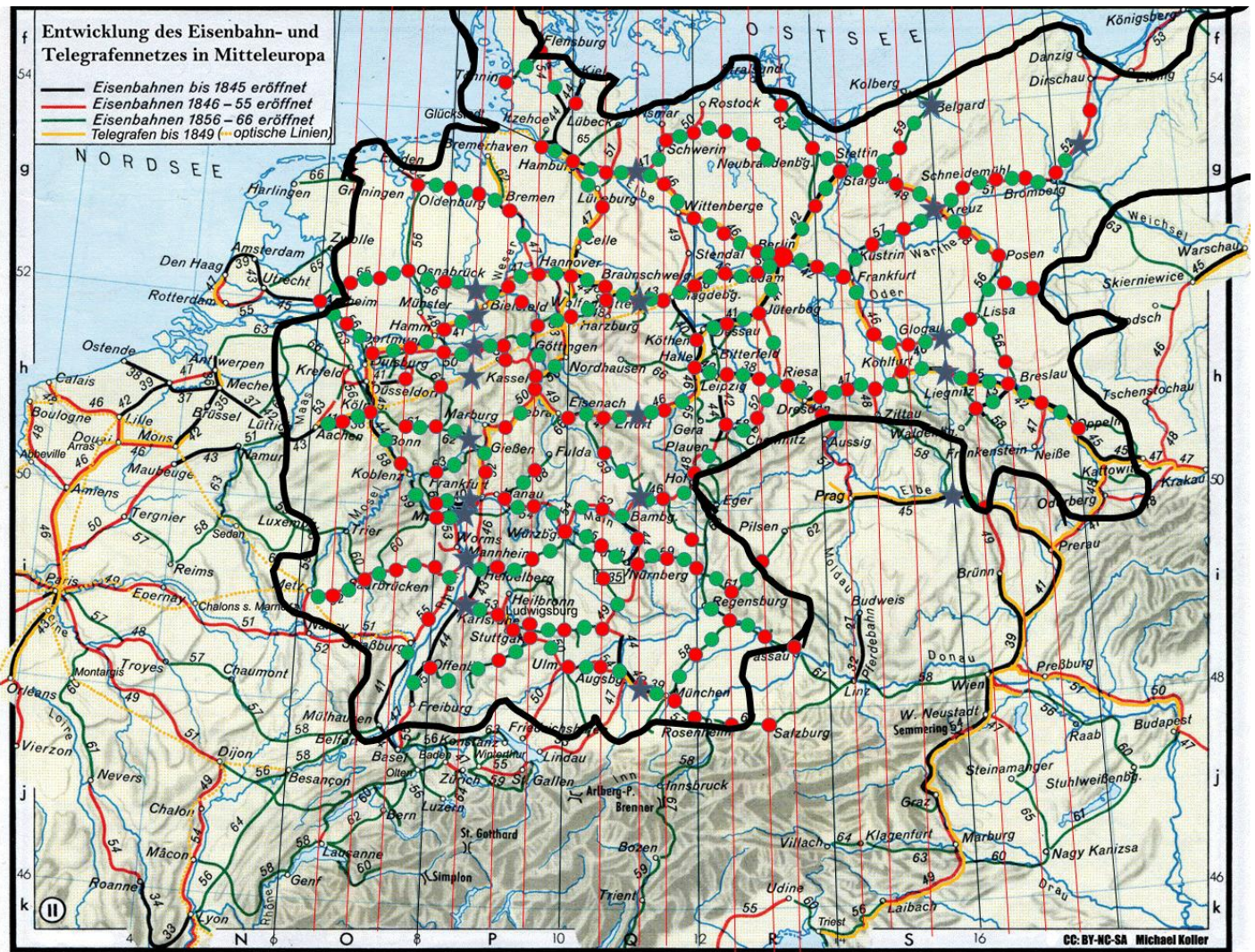
time. The stars would be in different places for people joining trains from their local stations. Careful counting was needed as trains rocked back and forth across the "Event Horizon" (lines of longitude) like Douglas Adams' "[Restaurant at the End of the Universe](#)."

While many pursued the issue of altering the astronomical day, a separate movement was leading toward greater uniformity in public timekeeping. By the start of the twentieth century, civil times based on exact hours from the Greenwich meridian were the norm throughout much of the European continent; to a lesser extent, the British Empire's colonies were also adopting times referenced to Greenwich. These national times were segments of today's worldwide system of time zones, a system that eventually supplanted essentially all other notions of public time.

In 1886, the Austrian astronomer and geodesist [Robert Schram](#) (1850-1923) published an article titled "Uniform Time" in the *Wiener Zeitung*. An associate of Theodor von Oppolzer and his eventual successor as director of the Austrian Geodetic Bureau, Schram summarized the status of universal time as discussed at the conferences in Rome and Washington. However, he

Very soon no other time will be displayed in the United States than that of the Greenwich minute and second, linked to the most convenient meridian hour. - Robert Schram, "Einheitliche Zeit," 1886

The almost unanimous adhesion of the civilized countries to the meridian of Greenwich should cause the supporters of other meridians to struggle no longer on this terrain - Ernest Pasquier, "L'unification de l'heure," 1891



emphasized the 1883 implementation of Standard Railway Time in the United States, pointing out that many of the country's cities and towns had abandoned their local times in favour of it.

Schram proposed that Austrian railways adopt this system, using the time along the fifteenth meridian east of Greenwich—exactly one hour later than Greenwich Time—as their operating time. Fifteen members of the committee endorsed the concept and unanimously agreed to propose three resolutions at the Railway Union's next general conference:

1. The introduction of the proposed standard time for railroad service [internal operations] is in the highest degree advisable;
2. The same is to be said about the use of this time for the timetables destined for the public;
3. The general introduction of the said

standard time for everyday life is recommended.

Schram turned his article into a pamphlet, but his proposal—the product of an outsider insofar as railways were concerned—was ignored.

In a summary prepared some years later, Schram highlighted subsequent events. In 1888, the president of the Hungarian State Railways, who had seen Schram's writings, recommended to a conference of Austrian and Hungarian railway Directors that a time one hour ahead of Greenwich be adopted as the network's common operating time. The Directors accepted this proposal unanimously and the resolution was referred to the Austro-Hungarian government's Ministry of Commerce for ratification. Approval came several months later, but was coupled to a desire that the new standard be adopted by all railways within the time section: those of the German Empire, Switzerland, Italy and Serbia.

The minister of Commerce indicated that the Imperial Government of Austria-Hungary would take preparatory diplomatic steps to foster its adoption.

In November 1889 the president of the Hungarian State Railways submitted the standard-time proposal to the German Railway Union, which appointed a special committee of delegates from the important railways of Austria-Hungary and Germany.

Meeting in Dresden in late July, members of the German Railway Union voted in favor of introducing the new time standard throughout the network in the spring of 1891, the usual season for schedule changes.

Since many of the German railways were owned by the various states that made up the German Empire, government approval of the set of proposals was required. As for extending the new time to civilian uses, opposition appeared early on, with numerous newspaper editors against the idea, as

was Wilhelm Foerster, director of the Berlin Observatory. Thus, when the proposals came before the Reichstag late in 1889, the entire set was rejected.

The following year a special commission's report came before Imperial Germany's Bundesrat (Federal Council). The report recommended that the new time be introduced into the railways' exterior services as well as internal operations. Opposed by the Prussian delegates, the recommendation failed. The government of the State of Prussia also opposed the change.

This fixation on local time, encouraged by the German astronomers, was only abandoned, and Berlin time adopted throughout in late 1891. [Count von Moltke](#) (1800-1891, inset our page 1) pointed out the military consequences of this lack of standardization at an extraordinary event that took place on 16 March 1891, when budget estimates for the Imperial Railway Department, along with its views on uniform time (Einheitszeit), went before the Reichstag.

Considered by many to be the greatest military strategist of the second half of the nineteenth century, von Moltke had recognized early in his career the enormous value of a railway system for moving men and materiel and subsequently incorporated this view into Germany's war planning.

He urged the adoption of a single time throughout the country, the one defined by the meridian one hour faster than Greenwich meridian time—today's Central European Time. The ninety-year-old Prussian field marshal's arguments in favour of uniform time for the empire altered the situation completely.

von Moltke, a member of the Reichstag and the recently retired chief of staff of the German army, began by noting that it was universally recognized that a uniform time was indispensable for safe and efficient railway operations.

He noted that, in Germany, five times were being employed by the railways:

1. The local time of Berlin in North Germany and Saxony;

2. Munich time in Bavaria;
3. Stuttgart time in Wurttemberg;
4. Karlsruhe time in Baden and;
5. the local time of Ludwigshafen in the Rhine Palatinate.

This is the equivalent of five zones for a country barely sixty-seven minutes in breadth.

Moreover, while the smaller states were using their respective railway times throughout their regions, in Prussia, the Railway's Berlin time was being converted to the various stations' local times for public displays and timetables (exterior services). As von Moltke reminded his fellow legislators, *"This collection of times is debris left over from the era of a splintered Germany and which should be removed now that we are an empire"*.

Though of little significance for the railway traveller who found the railway's time different from his watch's display at each station, *"these different times become a substantial aggravation while carrying out the business of railways, especially for those services which, from a military point of view, must be demanded"*, von Moltke argued. Turning to the most significant issue, he declared:

In the event of a mobilization, all timetables that go to the troops must be computed in both local times and in the South German standard times. Naturally, troops and the train crews being called up depend only on the clock time at their respective lodgings in their native land. The same condition holds with the timetables mailed to the railway administrations. At the present time, however, the North German railway administration uses only Berlin time; thus all tables and lists must be reworked into Berlin time. This repeated rewriting readily becomes a source of error—errors which can result in very serious consequences.

This cumbersome process complicates the scheduling process enormously when tie-ups or accidents make immediate changes necessary.

Noting the great advantage that would accrue from adopting a standard time for all German railways, von Moltke

identified the fifteenth meridian east of Greenwich as the one best suited for the empire. Local time at the eastern border would differ from it by thirty-one minutes, and by thirty-six minutes at the western frontier with France.

Subsequent events

While many pursued the uniformity—postponing issue of altering the astronomical day—a separate movement was leading toward greater uniformity in public timekeeping. By the start of the twentieth century, civil times based on exact hours from the Greenwich meridian were the norm throughout much of the European continent; to a lesser extent, the British Empire's colonies were also adopting times referenced to Greenwich. These national times were segments of today's worldwide system of time zones, a system that eventually supplanted all other notions of public time.

The famous timetable [Bradshaw's Continental Railway Guide](#), usually could be relied upon to detail what was going on in the world of railway time.

1897 page ii:

- In BELGIUM and HOLLAND, the railway services are arranged according to West Europe (Greenwich) Time;
- in GERMANY, AUSTRIA, HUNGARY, SWITZERLAND, ITALY, SERBIA, DENMARK, NORWAY, SWEDEN and part of TURKEY, according to Mid Europe Time, which is one hour earlier than West Europe Time;
- in BULGARIA, ROUMANIA and the eastern part of TURKEY, according to East Europe Time, which is one hour earlier than Mid Europe Time, and two hours earlier than West Europe Time;
- in FRANCE, according to Paris Time;
- in GREECE according to Athens Time;
- in PORTUGAL, according to Lisbon Time;
- in RUSSIA, the train services in this Guide are according to St. Petersburg Time, but the railway authorities usually issue timetables also showing the services by local time, such as Warsaw and Moscow Time, etc.;
- in SPAIN according to Madrid Time.

West Europe ([Greenwich Time](#)) is

4 minutes later than Paris Time
1 hour later than Mid Europe Time

1 hr. 35 min. later than Athens Time
 2 hours later than East Europe Time
 2 hr. 1 min. later than St. Petersburg Time
 14 ¾ mins. earlier than Madrid Time
 36 ½ minutes earlier than Lisbon Time

June 1908 page lxix:

- In BELGIUM, HOLLAND and SPAIN, the railway services are arranged according to West Europe (Greenwich) Time;
- in GERMANY, AUSTRIA, HUNGARY, SWITZERLAND, ITALY, SERBIA, DENMARK, NORWAY, SWEDEN and part of TURKEY, according to Mid Europe Time, which is one hour in advance of West Europe Time;
- in BULGARIA, RUMANIA and the eastern part of TURKEY, according to East Europe Time, which is one hour in advance of Mid Europe Time, and two hours in advance of West Europe Time;
- in FRANCE, according to French Railway Time which is five minutes later than Paris Time;
- in GREECE, according to Athens Time;
- in PORTUGAL, according to Lisbon Time;
- in RUSSIA, the train services in this Guide are according to St. Petersburg Time, but the railway authorities usually issue timetables also showing the services by local time, such as Warsaw and Moscow Time, etc.;
- in SPAIN, according to Madrid Time.

West Europe (Greenwich Time is 9 minutes later than Paris Time
 1 hour later Mid Europe Time
 1 hr. 35 min. later than Athens Time
 2 hours later than East Europe Time
 2 hr. 1 min. later than St. Petersburg Time
 36 ½ min. earlier than Lisbon Time.

In BELGIUM, ITALY AND SPAIN, TIME is reckoned to 24 o'clock.

August 1914 page lxix:

- In BELGIUM, FRANCE, SPAIN and PORTUGAL, the railway services are arranged according to West Europe (Greenwich) Time;
- in HOLLAND, according to Amsterdam Time, which is 20 minutes in advance of Greenwich Time;
- in GERMANY, AUSTRIA, HUNGARY, SWITZERLAND, ITALY, SERBIA, DENMARK, NORWAY, SWEDEN and part of TURKEY, according to Mid Europe Time, which is one hour

- in advance of West Europe Time;
- in BULGARIA, RUMANIA and the eastern part of TURKEY, according to East Europe Time, which is one hour in advance of Mid Europe Time, and two hours in advance of West Europe Time;
- in FRANCE, according to French Railway Time which is five minutes later than Paris Time;
- in GREECE, according to Athens Time;
- in PORTUGAL, according to Lisbon Time;
- in RUSSIA, the train services in this Guide are according to St. Petersburg Time, but the railway authorities usually issue time tables also showing the services by local time, such as Warsaw and Moscow Time, etc.;
- in SPAIN, according to Madrid Time.

West Europe (Greenwich Time is 9 minutes later than Paris Time
 1 hour later than Mid Europe Time
 1 hr. 35 min. later than Athens Time
 2 hours later than East Europe Time
 2 hr.1 min. later than St. Petersburg Time
 36 ½ min. earlier than Lisbon Time.

In BELGIUM, ITALY AND SPAIN, TIME is reckoned to 24 o'clock.

[i.e., between 1908 and 1914 France and Portugal adopted Greenwich Time, but Holland went off it.]

November 1934, page xlvii:

- West Europe Time is applicable to Great Britain, Belgium, France, Algeria, Spain and Portugal.
- Mid Europe Time is applicable to

Germany, Austria, Hungary, Switzerland, Italy, Czechoslovakia, Yugoslavia, Lithuania, Poland, Denmark, Norway, Sweden, and Tunis.

- East Europe Time is applicable to Bulgaria, Estonia, Finland, Greece, Latvia, Rumania, Russia and Turkey.
- Amsterdam Time (used in Holland) is 20 minutes in advance of West Europe Time.

During "Summer Time", West Europe Time (except Spain and Portugal) and Amsterdam, Times are advance 1 hour and the comparisons above are modified accordingly.

August 1939 page 60:

- Trains in Great Britain, France, Belgium, Luxembourg and Spain run on Greenwich (West European) time;
- In Switzerland, Italy, Denmark, Norway, Sweden, Germany and Jugoslavia on Mid-European time (one hour fast of Greenwich);
- In Holland, Amsterdam time (20 minutes fast of Greenwich);
- In Roumania, Bulgaria, Egypt and part of Turkey on East European Time (two hours faster than Greenwich);
- In Eastern States of U.S.A. on Eastern standard time (five hours slower than Greenwich), and in Western States on Pacific standard time (eight hours slower than Greenwich).

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Non-stop Chatswood

Peak hour trains not stopping at Chatswood? You must be joking? But it has happened and may happen again. By JAMES T WELLS.

CHATSWOOD IS THE principal station on Sydney's North Shore suburban railway. It has had this status for at least a hundred years because it was the original terminus of the tram from North Sydney and became the seat of government for Willoughby Council. It now has two large shopping centres and many high rise residential apartment buildings.

Its importance as a railway centre was sealed when the Epping-Chatswood railway link opened nine years ago. In connection with this, the station was completely rebuilt from a three platform layout with an overhead concourse to a four platform one (twin island) with a below platform concourse.

Up Shore trains use Platform 1 and Up Epping line trains use Platform 2, thus facilitating cross platform interchange.

Our first example of scheduled non stop running is from 1917, when steam trains ruled the roost and trains went to Milsons Point for ferry connections to Sydney – see sample, above right.

In the morning peak, of the nine trains arriving Milsons Point between 8 and 9 am, two did not stop at Chatswood. Both of these started at Hornsby, the 7.46 am ran non stop from Killara to Milsons Point and the 8.14 am likewise—but from Gordon. The first of these trains provided an easy transfer to the following Gordon starter for a connection to Chatswood; the second did not.

Almost certainly this timetabling was in place because the Hornsby trains were over crowded by

| 156 | | HORNSBY—MILSON'S POINT. | | | | | | | | | | | |
|--------|----------------------|-------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Miles. | Up. | WEEK-DAYS. | | | | | | | | | | | |
| | | a m | a m | a m | a m | a m | a m | a m | a m | a m | a m | a m | a m |
| — | HORNSBYdep. | 5 0 | 6 0 | 6 30 | 6 55 | 7 20 | 7 20 | 7 36 | 7 46 | 7 46 | 7 46 | 7 46 | 7 46 |
| 1 | Waitara | 5 2 | 6 2 | 6 32 | 6 57 | 7 22 | 7 22 | 7 38 | 7 48 | 7 48 | 7 48 | 7 48 | 7 48 |
| 2 | Wahroonga | 5 5 | 6 5 | 6 35 | 7 0 | 7 25 | 7 25 | 7 41 | 7 51 | 7 51 | 7 51 | 7 51 | 7 51 |
| 3 | Warrawee | 5 7 | 6 7 | 6 37 | 7 2 | 7 27 | 7 27 | 7 43 | 7 53 | 7 53 | 7 53 | 7 53 | 7 53 |
| 4 | Turrumurra | 5 9 | 6 9 | 6 39 | 7 4 | 7 29 | 7 29 | 7 45 | 7 55 | 7 55 | 7 55 | 7 55 | 7 55 |
| 5 | Pymble | 5 12 | 6 12 | 6 42 | 7 7 | 7 32 | 7 32 | 7 48 | 7 58 | 7 58 | 7 58 | 7 58 | 7 58 |
| 6 | Gordon | 5 15 | 6 15 | 6 45 | 7 10 | 7 20 | 7 35 | 7 51 | 8 2 | 8 2 | 8 2 | 8 2 | 8 2 |
| 6 | Killara | 5 17 | 6 17 | 6 47 | 7 12 | 7 23 | 7 37 | 7 53 | 8 4 | 8 4 | 8 4 | 8 4 | 8 4 |
| 7 | Lindfield | 5 20 | 6 20 | 6 50 | 7 15 | 7 26 | 7 40 | 7 56 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 |
| 7 | Roseville | 5 22 | 6 22 | 6 52 | 7 17 | 7 28 | 7 42 | 7 58 | 8 4 | 8 4 | 8 4 | 8 4 | 8 4 |
| 8 | Chatswood | 5 25 | 6 23 | 6 55 | 7 20 | 7 31 | 7 45 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 | 8 1 |
| 9 | Artarmon | 5 28 | 6 28 | 6 58 | 7 23 | 7 34 | 7 48 | 8 4 | 8 4 | 8 4 | 8 4 | 8 4 | 8 4 |
| 10 | St. Leonards | 5 31 | 6 31 | 7 1 | 7 26 | 7 37 | 7 51 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 | 8 7 |
| 11 | Wollstonecraft | 5 33 | 6 33 | 7 3 | 7 28 | 7 39 | 7 53 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 | 8 9 |
| 12 | Bay Road | 5 36 | 6 36 | 7 6 | 7 31 | 7 42 | 7 56 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 | 8 12 |
| 13 | MILSON'S PT. arr. | 5 41 | 6 41 | 7 11 | 7 36 | 7 47 | 7 55 | 8 5 | 8 17 | 8 23 | 8 30 | 8 36 | 8 36 |

| Up. | | WEEK-DAYS. | | | | | | | | | | | |
|----------------------|------|------------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|
| a m | a m | a m | a m | a m | a m | a m | a m | a m | a m | a m | a m | a m | a m |
| HORNSBYdep. | 8 14 | 8 16 | 8 19 | 8 21 | 8 24 | 8 27 | 8 30 | 8 33 | 8 33 | 8 33 | 8 33 | 8 33 | 8 33 |
| Waitara | 8 16 | 8 16 | 8 19 | 8 21 | 8 24 | 8 27 | 8 30 | 8 33 | 8 33 | 8 33 | 8 33 | 8 33 | 8 33 |
| Wahroonga | 8 19 | 8 19 | 8 21 | 8 21 | 8 24 | 8 27 | 8 30 | 8 33 | 8 33 | 8 33 | 8 33 | 8 33 | 8 33 |
| Warrawee | 8 21 | 8 21 | 8 21 | 8 21 | 8 24 | 8 27 | 8 30 | 8 33 | 8 33 | 8 33 | 8 33 | 8 33 | 8 33 |
| Turrumurra | 8 24 | 8 24 | 8 24 | 8 24 | 8 27 | 8 27 | 8 30 | 8 33 | 8 33 | 8 33 | 8 33 | 8 33 | 8 33 |
| Pymble | 8 27 | 8 27 | 8 27 | 8 27 | 8 27 | 8 27 | 8 30 | 8 33 | 8 33 | 8 33 | 8 33 | 8 33 | 8 33 |
| Gordon | 8 18 | 8 30 | 8 39 | 8 39 | 8 58 | 8 58 | 9 30 | 9 50 | 10 10 | 10 10 | 10 10 | 10 10 | 10 10 |
| Killara | 8 21 | 8 41 | 8 41 | 8 41 | 9 0 | 9 0 | 9 32 | 9 52 | 10 12 | 10 12 | 10 12 | 10 12 | 10 12 |
| Lindfield | 8 24 | 8 44 | 8 50 | 8 50 | 9 3 | 9 9 | 9 35 | 9 55 | 10 15 | 10 15 | 10 15 | 10 15 | 10 15 |
| Roseville | 8 27 | 8 46 | 8 52 | 8 52 | 9 11 | 9 11 | 9 37 | 9 57 | 10 17 | 10 17 | 10 17 | 10 17 | 10 17 |
| Chatswood | 8 30 | 8 38 | 8 49 | 8 55 | 9 14 | 9 14 | 9 40 | 10 0 | 10 20 | 10 20 | 10 20 | 10 20 | 10 20 |
| Artarmon | 8 33 | 8 41 | 8 58 | 8 58 | 9 17 | 9 17 | 9 43 | 10 3 | 10 23 | 10 23 | 10 23 | 10 23 | 10 23 |
| St. Leonards | 8 33 | 8 44 | 9 1 | 9 1 | 9 20 | 9 20 | 9 46 | 10 6 | 10 26 | 10 26 | 10 26 | 10 26 | 10 26 |
| Wollstonecraft | 8 33 | 8 46 | 9 3 | 9 3 | 9 22 | 9 22 | 9 48 | 10 8 | 10 28 | 10 28 | 10 28 | 10 28 | 10 28 |
| Bay Road | 8 33 | 8 49 | 9 6 | 9 6 | 9 25 | 9 25 | 9 51 | 10 11 | 10 31 | 10 31 | 10 31 | 10 31 | 10 31 |
| MILSON'S PT. arr. | 8 42 | 8 47 | 8 54 | 9 0 | 9 11 | 9 18 | 9 30 | 9 56 | 10 16 | 10 36 | 10 36 | 10 36 | 10 36 |

For Fares, see page 258.

For Northern Main Line Time-tables, see pages 144 to 151, and 214 to 248.

Killara or Gordon. Chatswood-joining passengers hardly had cause for complaint. They had starters at 8.20 and 8.38 am and non-stop trips to Milsons Point at 8.17 and 8.49 am and a one stop trip at 8.30 am. Oh!, were it to be like that today!

The passengers with the most to complain about would have been those from north of Gordon going to St Leonards. The 7.36 from Hornsby stopped at all stations but if one missed that train one would have to change at either Gordon or Killara and also at Chatswood (up

and over).

Similar arrangements applied on the down direction in the evening peak.

Not all that much had changed by 1950. Yes, the electrification had come in and trains now went to Central and there were many more of them.

Document quality prevents us showing the am peak timetable here, but to understand it a summary of trains arriving Wynyard between 8 and 9 am follows:

- Ex Hornsby – all stops 5 trains
- Ex Gordon – all stops 3 trains
- Ex Lindfield – all stops 4 trains
- Ex Hornsby – skip stops 4 trains
One skipped St Leonards, Wollstonecraft and Waverton
- 2nd Chatswood, Artarmon, Wollstonecraft and Waverton
- 3rd St Leonards, Wollstonecraft
- Last Roseville, Chatswood, Artarmon, and Wollstonecraft .

So, there were no Chatswood starters and only two trains did not stop at Chatswood.

As an aside, there was a notorious non-stop train in the late 1970s and early 1980s. Run 84g ran in the shoulder peak (see right, lower) and ran non stop between North Sydney and Hornsby.

This was an era when the NSWGR, like the VR in earlier days, was very keen to reduce car distance travelled. The solution adopted was to include in the first major order for full double deck trains (the S sets) eighty five “D” class driving trailers so that the trains could be operated as two car units.

The evening antics of Run 84g are quite interesting, when contrasted with today’s operations:

- Hornsby 4.26—Cowan 4.43
- Cowan 4.45—Central 6.00 via Strathfield
- Central 6.06—Cowan 7.06 via Shore
- Cowan 7.09—Hornsby 7.26
- Hornsby 7.32—Cowan 7.49
- Cowan 8.10—North Sydney 9.29 via Strathfield
- Nth Sydney 9.47—Hornsby 10.46 via Strathfield
- Hornsby 10.58 - Central 1140 via Shore
- Central 1140 - Penrith 12.50 (stable)

Two of the Cowan turnarounds were very short – 2 min. at 4.43 and 3 min. at 7.06.

The dwell at 6.00 for 6 minutes at Central would have been quite



| Up Main and Dn Shore | 81f | 102 | 35t | 112 | 84g | 89t |
|-----------------------------|---------------|--------------|--------------|--------------|--------------|--------------|
| MON to FRI | Pass. | Pass. | Pass. | Pass. | Pass. | Pass. |
| Central | 5 41 | 5 43 5 44 | 5 47 5 48 | 5 50 5 52 | 6 0 6 6 | 6 9 6 10 |
| Town Hall | 5 46 | 5 49 | 5 53 | 5 58 | 6 11 | 6 15 |
| Wynyard | 5 48 | ♦ | ♦ | ♦ | ♦ | ♦ |
| Circular Quay | ♦ | ♦ | ♦ | ♦ | ♦ | ♦ |
| Milson's Point | ♦ | ♦ | ♦ | ♦ | ♦ | ♦ |
| Nth. Sydney | ♦ | 5 54 | 5 58 | 6 3 | 6 16 | 6 20 |
| Waverton | ♦ | ♦ | ♦ | ♦ | ♦ | ♦ |
| N. Syd. C.S. | ♦ | ♦ | ♦ | ♦ | ♦ | ♦ |
| Wollst'necraft | ♦ | ♦ | ♦ | ♦ | ♦ | ♦ |
| St. Leonards | ♦ | 6 1 | 6 5 | 6 10 | 6 21 | 6 27 |
| Artarmon | ♦ | ♦ | ♦ | ♦ | ♦ | ♦ |
| Chatswood | ♦ | 6 6 | 6 10 | 6 15 | 6 24 | 6 32 |
| Roseville | ♦ | ♦ | ♦ | ♦ | ♦ | ♦ |
| Lindfield | ♦ | 6 11 | 6 14 | 6 19 | ♦ | 6 36 |
| Killara | ♦ | ♦ | ♦ | ♦ | ♦ | ♦ |
| Gordon | ♦ | 6 16 | 6 19 | 6 24 | 6 31 | 6 41 |
| Pymble | ♦ | ♦ | ♦ | ♦ | ♦ | ♦ |
| Turrumurra | ♦ | ♦ | 6 25 | 6 30 | ♦ | 6 47 |
| Warrawee | ♦ | ♦ | ♦ | ♦ | ♦ | ♦ |
| Wahroonga | ♦ | ♦ | ♦ | ♦ | ♦ | ♦ |
| Waitara | ♦ | ♦ | ♦ | ♦ | ♦ | ♦ |
| Hornsby | ♦ | ♦ | 6 33 6 35 | 6 38 6 39 | 6 42 6 49 | 6 55 6 56 |
| Hornsby Yard | ♦ | ♦ | ♦ | ♦ | ♦ | ♦ |
| Hornsby C.S. | ♦ | ♦ | 6 37 | 6 43 | ♦ | 7 0 |
| Asquith | ♦ | ♦ | ♦ | ♦ | ♦ | Divide |
| Mount Colah | ♦ | ♦ | ♦ | ♦ | ♦ | ♦ |
| Mt Kuring-gai | ♦ | ♦ | ♦ | ♦ | 6 57 | 8 53 |
| Berowra | ♦ | ♦ | ♦ | ♦ | ♦ | Main |
| Cowan | ♦ | ♦ | ♦ | ♦ | 7 6 | 86g |
| Forms or Destination | Wells Street. | 6 31 | 7 22 | Stable. | 7 9 | 7 30 89a |

frustrating for through passengers, but was presumably to space out the Shore service from the previ-

ous one. Even so, on the basis that a suburban train typically saves a minute for a skipped stop the ser-

vice would almost certainly be running on caution signals by about Turramurra.

This train achieved a measure of international reputation. A visitor to Sydney in the early 1980s was Gerald Fiennes, a former senior manager in British Railways. He wrote a book called “I tried to run a Railway”. The British “Modern Railways” magazine published in May 1981 Mr Fiennes’ impressions of Sydney trains. It is a classic read. Here’s the relevant bit:

So, taking a deep breath, I tell you that, out of 49 journeys on the Sydney Suburban Service not one was on time. Many were seriously (over 15 minutes) late. Once, at North Sydney Station at a time when four trains should have run to my destination of Wahroonga, I waited for 58 minutes while three terminated at North Sydney, two terminated short of my station, one ran fast to Hornsby with only two cars on and one did not appear at all.

Now back to today or rather the future. Is it possible that in the a.m. peak the railways will schedule trains to skip Chatswood? There is a possibility they might.

This is all about the Metro currently under construction between Epping and Cudgegong Road. The Chatswood Epping section will be converted to run as part of the Metro, i.e. with dedicated driverless single deck trains.

It is expected that the Metro will open in 2019 and by the mid 20s will be extended to the City, Sydneyham and Bankstown.

So the problem is that the Metro running every four minutes in the peak will disgorge its passengers at Chatswood. Continuing passengers will make a cross platform transfer to a Shore double deck train.

The wider implications of this do not bear too much thinking about, given the narrow width of the platforms at Chatswood. Some passengers will transfer at Epping and the M2 bus services may continue, to ease the pressure.

Two suggestions have been made about a.m. peak Shore services post-Metro:

The first is that all trains will run from Hornsby or beyond so they are all more or less evenly loaded at Chatswood. Joining passengers will have no reason not to board the first available service.

The other possibility is that greater use could be made of the Gordon and Lindfield turn-backs so that a proportion of trains will be more or less empty on arrival at Chatswood.

The first option would be extremely unpopular with the Gordon to Roseville crowd, who would lose their access to favoured window seats. Nor will it be all that popular

with passengers travelling from further north because all trains will have to stop all stations—but there won’t be too much scope for that anyway. At least, frequencies will be much better for all.

If there are local services from Gordon or Lindfield (possibly six from each in the hour) and the Hornsby trains (five or six only) became quite crowded, there could be a case to be made to have the Hornsby trains skip Chatswood.

The difficulty is going to be that in the five minutes between the departure of a local train and the arrival of the next one, two Metros could arrive. There is no way the platform could cope with two train loads. It might be manageable by fine tuning operations, including holding back Metros for a minute or two. Maybe half minute timings could be introduced on the Shore.

Almost certainly this won’t happen—no Chatswood non stops. I will be on the platform on day one to see what happens. I will stand on the end of the platform so I do not get trampled by the heaving masses.

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How others see us ... or ...World's Most Idiotic Hobby?

Japan's trains are in a league of their own. Japan's subculture of train fanatics is no different by ANNA FIFIELD, TETSUYA SUZUKI, BILLY BUSHWOOD & GOOGLE TRANSLATE

Anna Fifield, Washington Post, 6-Jan-2017

This country, where a 20-second delay leads to profuse apologies on the platforms and conductors bow to passengers as they enter the train car, has taken train nerd-dom to a new level.

Sure, there are the vanilla trainspotters who take photos of various trains around the country [right]. They're called tori-tetsu. (tori means to take, and tetsu means train.)

But there are also nori-tetsu, people who enjoy traveling on trains; yomi-tetsu, those who love to read about trains, especially train schedules; oto-tetsu, the people who record the sound of trains; sharyo-tetsu, fans of train design; eki-tetsu, people who study stations; and even ekiben-tetsu, aficionados of the exquisite bento lunchboxes sold at stations.

And that's not even getting into the subcultures of experts on train wiring, the geeks who intercept train radio signals or the would-be conductors.

Even in the internet age, Japan still prints phone-book sized tomes of train timetables.

"It's really hard to find people here who hate taking trains," said Junichi Sugiyama, a journalist who writes about trains and the author of train-related books including *'How to Enjoy Railroads From Train Schedules.'*

"Our railway systems are very well developed, despite the small land size and trains are familiar to people. The amount of contact that Japanese people have with trains is very high," Sugiyama said.

Take Tetsuya Suzuki, a 48-year-old yomi-tetsu who has more than 660 volumes of train timetable books dating back to April 1980. He uses the latest edition — yes, Japan still prints phone-book-size schedules — to map out imaginary journeys just for fun.

He began reading timetables in first grade, and started going out on trips

by himself to test his itineraries when he was in second grade.

"I can do my hobby anywhere," Suzuki said in his apartment, where the living room featured a large train set — he said it was for his young son, who was wearing a sweater with trains on it — and the balcony offered a view of the tracks. "Whether I'm traveling or at home, I can always have my timetable book with me."

His skill is somewhat in demand. A television program trying to get to seven famous ramen stores around the country in 10 days asked him for advice on the most efficient way to do it — and while the stores were open. Suzuki went through 20-odd different routes before coming up with the perfect itinerary — which he made just for kicks, not for money.

"It's a good way to relieve stress from work because it's so completely different from what I do during the day," said Suzuki, who runs health-screening programs for a hospital.

Then there are tori-tetsu like Muneki Watanabe and Katsuhiko Orido, 43 and 49, respectively, who spend many of their weekends taking photos of various trains.

In Japan, there are the famous bullet trains that whiz the length of the country in about the same time it takes Amtrak to get from DC to New York, and the slightly slower but perfectly punctual commuter trains. But there are also the special trains: the retro, 1950s-style cars, the cars festooned with leaves in fall or cartoon characters like *Hello Kitty* and *Pokémon*, the trains with indoor playrooms or foot spas.

"I can't explain why, but ever since I was little I've been attracted to trains," said Watanabe, who does sales for a hotel, as the duo headed out on the Tokyo monorail on a recent Sunday. "My parents' theory is that it was because my grandfather's house was



close to the tracks."

Orido even chose his current house specifically because it's close to the tracks — he likes to open the windows and watch the trains. "When I started doing this, I was still using film," he said. "I have the photos stored in the closet at my parents' house. The shelves are groaning under the weight."

The friends like to go places where there are no other tori-tetsu, partly because they like to take different photos, but also because they don't like the commotion at the most sought-after spots.

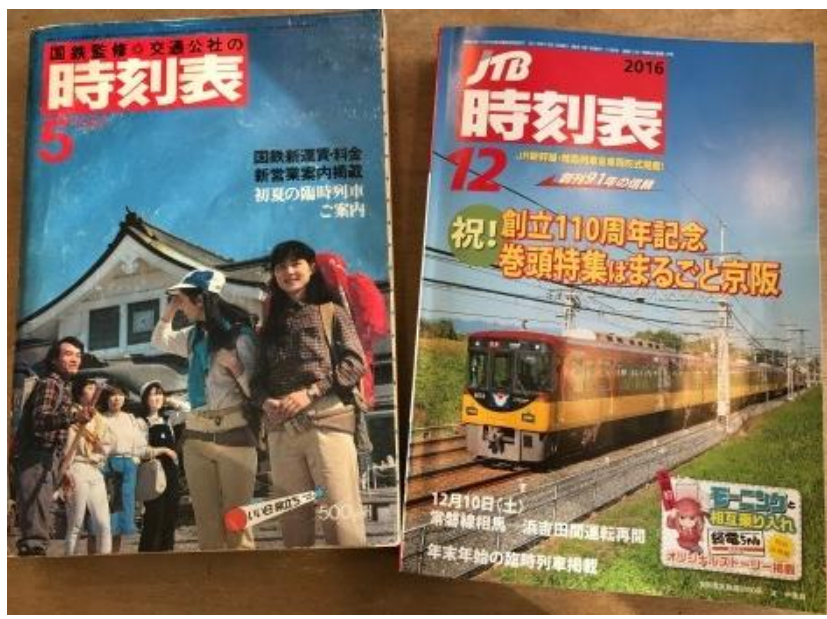
"When a rare train comes along, hundreds of people camp out overnight to secure the best spots," Watanabe said.

Watanabe recalls a trainspotting melee when he was in junior high school: Hustling for the best spot to see a special train, he saw two classmates get into a fight and fall onto the train tracks (they got up before the train came through).

The Japanese train system is a microcosm of Japan itself, says Takashi Noda, the author of books including *"The Way of Tetsu: Riding, Photographing and Making Carefree Stopovers"* and a nori-tetsu of 60 years.

"Trains and train systems appeal to Japanese people because trains are operated on time and accurately," Noda said. "Train fans find joy and get excited when they can make a tightly-scheduled transfer. For them, trains are not just means of transportation, but their purpose."

For Takafumi Mochizuki, a 40-year-



old radio scriptwriter, it's the precision of the lunchboxes, not the trains themselves, that is alluring. He always loved eating "ekiben" — a combination of the Japanese words for "station" and "lunchbox" — but now it's a serious pastime.

"There's so much effort put into an ekiben. They use local ingredients, so they're different all over Japan, and they have to figure out how to keep the ingredients good for some hours," Mochizuki said at the gargantuan Tokyo Station after a day riding the rails.

He'd been out for more than 12 hours and had eaten four ekiben in that time. There was the box containing clams he ate for breakfast; the fisherman's meal box containing fish and squid that he ate at his first stop; the sea urchin and clam bento from his second; and finally a whale-meat bento.

Mochizuki returned from his journey with four other ekiben, which he planned to take home for dinner with his wife, who isn't particularly wild about his hobby, he said.

"I think my wife and my friends think it's strange," Mochizuki said, admitting that there aren't many ekiben connoisseurs as fanatical as he is — he even keeps the wrapper of every ekiben he eats.

Another reason for Japan's train obsession? It's something that everyone can do, said Hirohiko Yokomi, a well-known train expert who has alighted at every station in Japan.

"This is an easy subject to follow," he

said. "It doesn't require much effort to ride or take photos, and anyone can get into it easily — even schoolchildren — because Japanese trains arrive on time."

—Yuki Oda contributed to this report.

[The Washington Post article seems to have been prompted by this article in the [Mainichi Shimbun](#) of 7 December 2016]:

Although the small letters and numbers are merely lined up, the view of the train running appears to the eyes when Tetsuya Suzuki (48), an office worker in Nakano-ku, Tokyo, went on a desk trip with a timetable. He has 659 JTB timetables collected over 40 years.

"I became interested in the first year of primary school. I learned that I could know the arrival time of the 'Limited Express Romance Car' on the Odakyu Line from the timetable which my father turned up. The images of letters and numbers and the running train overlap one another and I was drawn to understanding speed"

When I was in 2nd year I first took a train by myself and visited my grandparents in Kanagawa prefecture. When I entered junior high school, I bought a timetable every month with pocket money and read it. I used to mark the trains I cared about.

"The [timetable](#) has only letters and numbers" Suzuki says, "That piqued my curiosity. I thought 'what kind of place is it', when I saw a station name.

I did not know and so, I examined the time of the limited express at each station stop. If you see an Up train that stops at a particular station on a single line for half an hour, you can deduce that it must be waiting for a Down train. From the express train ticket, I also learned the values that exchange time and money.

After becoming a social worker, I would go around the second-hand bookstores and collect timetable issues of the 1960s and 1970s when I was young. Such timetables are packed with memories and cannot be thrown away. I keep them in the warehouse of my apartment.

In addition to special feature articles introducing the stations and topics of various places, photographs and advertisements are also part of the timetable, adding to the interest. On the cover immediately after the opening of the Shinkansen there were overwhelmingly photos of the Shinkansen, but in the latter half of the 1970s, snapshots such as women descending to the station platform became more common. In the period of high growth, we also saw that there was a time when we organized a "diamond" Shinkansen scheduled to arrive and depart in the early morning / late night due to the demand of the Osaka Expo ['diamond' refers to the patterns on a train graph and became a metaphor for a major revision].

I opened an exhibition in Tokyo six years ago and released a part of the collection. "I used it to show the trail



that a person in the Showa 30s [1955-1965] traced. I wanted to compare the diamond of the train over the years. As a result of my exhibition, researchers investigating the regional economy and the elderly, who write their own history, made inquiries about the operation status of the past. It is fun to trace other people's lives and to do research. My timetable collection is arranged in date order in the cardboard boxes in the warehouse so that it can be taken out immediately.”

In recent years, many lines and night trains have been abolished and the print runs of timetable are also decreasing. Mr. Suzuki says "I am rather lonely, but a timetable search can be done easily on the net and the linking of various routes by relying only on letters and numbers becomes a 'source of vitality for living' with a moment of bliss that makes you think of the trains that ran in the past and to be immersed in the memories of the trip. Like the journey of the train, I learned from the timetable that there are many ways to go around on the 'line of life'”.

According to Mr. Suzuki, the timetable has various types according to publisher and posting area. The nationwide version of the large timetable (B5 size) is produced by both JTB and JR. The JTB timetable (1183 yen) is the one that is currently being published and is the nation's oldest, at 91 years. Prior to privatization of JNR, it was issued by Nippon Kosan Co., Ltd. and supervised by the National Railways Company, but now JTB publishes it monthly.

Mr. Suzuki apparently thought that the Mainichi Shimbun article was better than the Washington Post article, so he posted the following on his blog:

Tetsuya Suzuki

In early December last year I was interviewed by the American newspaper "Washington Post". The purpose was to introduce to American readers, people who are interested in Japan's diverse railway hobbies. The subjects covered included trains, riding trains, reading train timetables, train rolling stock, railway stations and several more. I was described as a "yomi - tetsu".

I looked at the Washington Post version in English, but I thought that the angle it took, was different to the view taken by the "Mainichi Shimbun" newspaper the other day and was written to suit American sensibilities. It seemed like an attempt to crowd personal figures, with personal gestures and thoughts, and the "life style" as its base.

The common point between the Mainichi Shimbun and the Washington Post is probably the part corresponding to the profile of the timetable collectors. Early first grade students began to read the timetable, the second graders actually planned and started traveling.

In the original article, I focused on the permanent layout of the platform that we organized for home observation at the house, the sweater with the train photograph which my son was wearing at the time, and the view of the JR line seen from the room.

The closing also mentioned that work can be completely unrelated to hobbies, so that hobbies can be good partners to alleviate work stress. During the interview, the reporter was very interested in the degree of communications between rail-fan, via blogs like this.

The reporter found it amazing that railway time-keeping in Japan was so precise that a delay of only 1 or 2 minutes behind schedule could prompt the issue of an apology at the station and in the train—but that is part of our national character. In America, there is no time schedule released each month as there is here in Japan, so people do not even think that the train will come on time.

Well, it is also interesting to see how the readers of the United States realized how many Japanese enjoy such a railway hobby.

I thought that public discussion of railways in Japan was narrowing down to only the topics of abolition of local lines and sleeping trains which have occurred in recent years. But from a global perspective, the railroad is a genre that lends itself to many subdivisions of topics. This focus on subdivisions is a great attraction to many railfans. The sub-topics may appear unusual to outsiders but intrigue insiders

and perhaps give them a "strange feeling".

Speaking of being strange, this is true even from the same Japanese who we are, but there is a shameful tendency to satisfy only my own desire. This is a dangerous act that hinders train operation. Moreover, I think that it is a negative aspect and an aspect that the general people are also inconveniencing and cannot boast to other countries.

I'm waiting for comments!

He got some—as this consequent blog shows!

Worlds Most Idiotic Hobby- Billy Brushwood, January 10, 2017

Many of you out there in the greater blogosphere have doubtless been concerned that you are not as praiseworthy as many people you read about. You know, the wonderful sort of person who volunteers at homeless shelters, or creates multi-million dollar foundations dedicated to eradicating plague in third-world countries or marching in anti-Trump parades. You compare yourself to these saintly people (or, in some cases, violent anarchists) and you think, wow! ... I waste my time watching mindless reality shows such as *Face the Nation*, drinking beer in sports bars, and reading obscure blogs like this one.

Most of us are never going to dedicate our lives to fighting poverty, or marching with Elizabeth Warren in the "*Lots and Lots of Angry Broads*" march coming to Washington in the near future. Let's face it, most of us are just lazy, booger-picking reprobates.

However, to help you boost your self-esteem, I have taken the trouble to investigate really fun hobbies that you could waste your time on, but not feel guilty. After all, you are just following your heart and dedicating your life to your hobby. Like millions of kindred and overly obsessed hobbyist souls, none of whom are called mindless booger pickers by unread social satirists like myself.

As is my usual practice, here I need to digress. There is a huge retail chain called the Hobby Lobby (600 stores full of gimrackity knick-knackity junk). It has 600 stores and sales of

\$3.3 billion, all dedicated to satisfying the needs of people who dedicate endless hours to their pointless...err... wonderful hobbies. Such as scrap-booking, and creating custom home décor much more cheaply and easily bought online on Amazon. So hobbies are big business, you need to get yourself one. But I can recommend some that are practically free (apart from the consequent psychotherapy).

My recommendation comes from those whacky folks in Japan, best known for eating uncooked fish and making better cars than we do.

They also appear to lead the world in idiotic hobbies. They have almost 10 different varieties of wasting time related to trains, I quote from the Washington Post: [“... there are the vanilla trainspotters ... the would-be conductors.”]

While it may take you decades to catch up to this level of dedication to the study of all things pertaining to trains, if you start now you are sure to have many guilt-free hours of fun. You can be the first to start up a local Meet Up Group of ono-tetsu!!

I recommend you to read the entire article, which enumerates new heights

of mockable weirdness beyond the warped belief system of the most credulous Birther or 9/11 Truther. I kid you not. These people are one misfiring synapse removed from involuntary relocation to padded cells.

For those that doubt me, I quote again from the Washington Post: [“Take Tetsuya Suzuki ... to map out imaginary journeys just for fun.”]

Doesn't that sound much better than watching cat videos or Fantasy Football? I hate to say it, but these Japanese disposer brains make me almost accepting of our native time wasting hobbyists. People like (say) bird watchers. These are the sort of people dedicating their lives to tramping around the woods, looking at birds easily observed online or on the Nature Channel. Or plane spotting—which is another transportation based invitation to bore people at neighborhood cookouts. In this hobby you track the movement of specific planes from one airport to another. Huh. Three minutes on Google indicates that this risible practice keeps some large number of people unaccountably occupied. Or tombstone rubbing—is this sort of like grave robbing? Here you can lurk about graveyards hoping no one asks

you which plot you want to occupy in the next few minutes. These are just a few examples of weird American hobbies.

Back to those who obsess about train wiring or capturing train sounds. With your new fascinating hobby, you can become the life of the party in the break room at work. Formerly, when asked how your weekend was, you could only mumble, “Well, I watched a marathon of *2 Broke Girls* and cleaned my gold fish bowl.” Now, you can raise your head high, puff out your chest, and proudly exclaim “I got ten killer pictures of the Amtrak GE P42DC, serial number B428-T. And, I planned a train-only travel itinerary that can get you from Chicago to Sacramento in just four and a half days. It was SO exciting!”

The good news is that people will stop asking you about your weekend forever, freeing you up to fantasize about taking the Siemens ACS-64 from Orlando to Mobile.

ALL ABOARD THE CRAZY TRAIN!!!

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