



# The Times

January 2019

A journal of transport timetable history and analysis



Inside: That Scrofulous Cad  
Timetables of Australia and New Zealand

RRP \$4.95  
Incl. GST

# The Times

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

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

January 2019

Vol 36 No. 01, Issue No. 420

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[The Times](https://www.timetable.org.au/times.html) is posted in full colour to our website <https://www.timetable.org.au/times.html>, two months after publication in paper and to the National Library [website](#) 6 months after publication.  
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TIME TABLES  
EXPRESS TRAINS

### There is no such a font

The Art Deco style timetable shown on our pages 7-12 has many interesting aspects—one of which is the typography. The “[What the Font](#)” web-site cannot identify it. Art Deco fonts were all the rage for railways of that era - most notably Gill Sans, which was actually created for a railway—the LNER—by Eric Gill. The text illustrated above appears to be an attempt by the Victorian Railways printing works at North Melbourne to create its own font style. In this, it was possibly egged on by Richard Hughes, who I think wrote the copy. Hughes had written for the glossy Victorian Railways Magazine, sometimes under the pseudonym Hugh Richards. The VR Magazine was a cornucopia of Art Deco and other interesting fonts. Hughes left VR two years before the first known ANZR timetable appeared.

The outline version of the font (which I have tidied up a bit) must have been hard to create— it almost seems like some poor soul had to dab the green colour inside the letters with a paint brush after printing—in the 21st century they could have used a green highlighter. It was a devilishly difficult thing to scan.

When the Depression really began to bite in mid-1930, the VR Magazine was scrapped, but North Melbourne, forever after, was always prone to use “interesting” fonts for publicity material.

# The blue cheese theft and other stories of a Scrofulous Cad (about) DAVID HILL, by DAVID HILL, the other DAVID HILL, DAVID DALE, MR. JUSTICE MACINERNEY, WIKIPEDIA, DAVE KELLY, GEOFF LAMBERT, ROSS DUNN, KEN ANDREWS, LEN REGAN and others who had better remain nameless.

**D**AVID HILL is an English-born Australian business leader and author. Born in Eastbourne, East Sussex in 1946, into an impoverished family of four boys, Hill and his twin brother spent time in Dr Barnardo's children's home in Barkingside in Essex after their father ran away.

Hill's early years of schooling were at Bourne Junior Primary School. He migrated to Australia together with his elder brother and twin brother, and departed from Tilbury Docks, London in April 1959 aboard the SS Strathaird. His mother arrived in Australia a few years later. Prior to departing England, Hill and his brothers had enrolled to attend Fairbridge Farm School in Molong, near Orange in the Central West region of New South Wales. Hill has since written a book about the experiences of the pupils there. The documentary *The Long Journey Home* was aired on ABC TV on 17 November 2009, detailing some of the history associated with Fairbridge Farm School and other orphanages of that time.

Prior to his rise to prominence in business circles, Hill was variously a hardware shop assistant, a sandwich cutter, a labourer on building sites, a refuse collector and gardener, he sold tennis coaching courses, worked as a barman, waiter, pub bouncer, delivery agent, tutor at the University of Sydney, was a journalist, worked in investment banking, as an accountant, and was in charge of the NSW Government Ministerial Advisory Unit.

In 1980, at 33 years of age, Hill was appointed as the chief executive of the New South Wales State Rail Authority, serving until 1987 and he was later re-appointed as a director of State Rail in 1997. Hill served as chairman and managing director of the Australian Broadcasting Corporation



from 1987 to 1995, head of Soccer Australia, chairman of Sydney Water, director of the Australian National Airlines Commission and Chairman of CREATE, a national organisation responsible for representing the interests of young people and children in institutional care. A former North Sydney rugby league junior, Hill was president of the North Sydney Bears Rugby League Football Club between 1989 and 1992. Hill was an unsuccessful ALP candidate for the Division of Hughes at the 1998 federal election.

—Wikipedia [errors corrected]

I was standing in a corridor of Transport House in Sydney in July 1981, talking to a couple of SRA staff when this fresh-faced stocky young man wandered up and joined us ... he held out his hand and said "I don't think we've met—David Hill" ...

That was back then in the honeymoon days ... when the whizz-kid was well into doing what he set out to do, getting the trains to run on time—well, most of the time—and cutting the gigantic cost of the system.

Later one of the staff who'd been present apologised, "The trouble is, he pops up everywhere. We never know

who he knows or who he doesn't know, or where he'll appear".

Right up until last October, he'd appear not only at unexpected places around Transport House, but at railway stations where he'd invite staff for a meal; at workshops for informal meetings; at disputes, where he'd settle grievances on the spot and; on trains, as they trekked along the State's 10,000 km of track.

At our second meeting yesterday, I asked him did he still intend popping up everywhere?

"Change?- no not at all, I don't see any need for a change in style. The overwhelming majority of fellows in the railway are the same as everybody else out there in the community. They are saying 'this is a bloody dreadful period we're going through, not just in the railways, but the whole state'. I just happen to be one of the fellows who are trying to fix its problems and they don't hold that against me. While we're bogged down we just don't have the time to be travelling all over the state, but I want to get back and mend a few bridges as soon as we can".

It was a forthright reply, the kind you would expect from a kid with a working-class background.

—Ken Anderson, Daily Telegraph  
22-Jan-1983

On a Sunday night in 1976, Mr. Hill was called to Parliament House by Mr. Peter Cox, then the Opposition spokesman on transport matters. He arrived about 5pm and met both Mr. Cox and Mr. Wran. Mr. Wran asked Mr. Hill if he could write the policy speech. The following day, Mr. Hill agreed, believing that "they were going to tell me what they wanted in it".

"So I turned up at 9 o'clock in the morning and Cox was there to help and he had an outline - but Wran just left me with all his research staff and said 'I'll see you later'", Hill recalls.

"I didn't see him from 9 o'clock in the morning until early evening, he came in and said 'that looks good', disappeared again and came back at midnight—after midnight—we finished about 3 in the morning".

On the Tuesday, Mr. Wran delivered the speech. "Transport was the big issue. That won the election," Mr. Hill said.

Mr. Hill was appointed Chief Executive of the SRA in 1980 and reluctantly agreed to a standard seven-year term. But Mr. Hill said he did not think he would last the full term. "I don't know any job harder," Mr. Hill said. He said he had no idea what he would do if he left the position.

Mr. Hill came close to resigning in 1982 (and has some regrets that he didn't) in order to make a financial study of New York City which he likened to "old traditional public utilities".

Mr. Hill is more concerned about trains running on time than about strikes. When there are delays, the public complains. He said the SRA had "improved efficiency in this area from 70% to more than 90%."

When serious problems arise, Mr. Hill makes a point of "getting off the grog" and doing a lot of exercise. "I don't regard myself as fit but I've got the beast under control," he said.

During his younger "larrikin" days, Mr. Hill was known as a great organiser of parties. His lifestyle now

is perhaps a little quieter. "My view is that, at 37, I have been to every good party," he said.

Ross Dunn SMH 30-Apr-1984

An illustration of the problems associated with the 1996 [rail] reforms is in relation to Network Control. Network Control is concerned with the day to day management of the movements of trains through the rail network and includes the work performed by train controllers and signallers. It also includes train monitoring, train timetabling, incident management, track possession management and the preparation of operating statistics. Under the 1996 reforms. Network Control was to be the responsibility of RAC [Rail Access Corp.] as infrastructure owner. However, RAC was not provided under the restructure with the expertise in terms of staff, intellectual property and equipment to undertake all aspects of Network Control directly, and it thus had to contract that function to the SRA. Once again this contract was negotiated in a tight time frame and required the parties to anticipate how the railway system would function after disaggregation. There were also problems in determining whether some services should be classified as Network Control and therefore an RAC responsibility, or as an activity inherent in the provision of passenger services and therefore a responsibility of SRA. It was then decided that the agreement should include a mechanism whereby the terms and conditions could be reviewed as



understanding of the requirements for Network Control services developed, but this has not occurred. The agreement was due to expire on 29 June 2000 but this term has been extended to allow RAC and SRA to finalise negotiations. It is not clear what has happened, if anything, in this regard.

The arrangement by which Network Control services were subcontracted by RAC to SRA has created difficulties within SRA. Under the legislation SRA was to be exclusively a train and station operating organisation. Otherwise SRA could potentially monopolise Network Control services at the expense of other operators.

The response to this was to create restrictions on communication between Network Control and the



remainder of SRA, which was by far the largest user of the rail network. SRA employees, contracted to RAC because controllers and signallers working in Network Control are therefore expected to operate with a notional barrier between them and other SRA employees engaged in the rail system. This is obviously an artificial and unsatisfactory state of affairs.

The unsatisfactory nature of that arrangement was illustrated by an experience that Mr. Hill related in his evidence. Mr. Hill was Chief Executive of the State Rail Authority from 1980 to 1987 and from April to October of 1997. He stated:

*When I arrived in 1997, I tried to ascertain how the railways, with 140 years of experience, could introduce a timetable that couldn't work...I went to Network Control and I thought I owned them. I said: 'Look, you own timetabling, how come we introduced a timetable that couldn't work'. They said: 'No, no, we got a specification from CityRail down the other end of the corridor. They told us what they wanted. We simply drew a timetable to meet their specifications. It is there'.*

*So I went to CityRail and said: 'It is yours'. They said: 'No, no, we simply surveyed our passengers and gave them the passenger loading numbers and the generic shape of what we wanted. They designed it'. So I abolished them both. And there were good people running them...It was the next day I was told that what I had done was illegal, that the SRA did not own [Network Control] even though we employed the people, it was under contract to the RAC.*

—Mr. Justice MacLinerney

### Who moved my cheese?

*Some time in 1982?*

*Stay in Touch* has learned of nefarious doings inside the Board-room of the State Rail Authority. On preparing the room for the next meeting, the staff found the following notice in the refrigerator in the attached kitchen:

*Would the person who removed my blue cheese from this refrigerator, please replace it. This cheese was for*



*the exclusive use of myself, David Hill*

11 November 1982

Stay-in-Touch was not previously aware of the exquisite culinary tastes of the Man Who Runs Our Railways.

We shall not forget it.

### Public transport

9 November 1982

I'd better declare a bias before I start this. I like trains. I particularly like dining cars and sleeping cars. There is no more comfortable, graceful way to travel. Until yesterday. Then comes a press conference by this scrofulous cad David Hill, who runs the State Rail Authority. He announces that the Indian Pacific from Sydney to Perth will be cut to one service a week instead of four; that one of the daily services to Melbourne will be eliminated; that the dining cars will be removed from the Brisbane Express and the Gold Coast Motorail; and from long distance trains.

And the man is quite shameless about it. He describes the sleeping car as 'a vestige of a bygone era'. Of course it is. That's why it's such fun. He says: 'We can no longer support the level of conductors on interstate and intrastate sleeper trains, which is frankly an archaic legacy'. Okay. He wants to play rough. From now on, the name of that man is banned from this page. And I'm in too bad a temper to tell you any more about what they did in Macquarie Street.

The name of the man who purports to run the State Rail Authority in NSW has been banned from this column until he comes to his senses about providing a real sleeping and dining service for the public. However, we must mention him again today, because we have learnt that this Ronald Reagan of Australian rail, who condemns sleeping cars as 'an archaic legacy', is not above taking advantage of some of the system's archaic legacies himself. On the inaugural trip of the through train from Sydney to Alice Springs three weeks ago, this man travelled in the luxurious Commissioner's Carriage, which had been specially attached to the train. This delicious antique has three oak-panelled bedrooms. We have no objection to this man travelling in such comfort occasionally, but it does seem a little churlish to deny much lesser pleasures to other long distance travellers.

### Reactions

11 November 1982

The Public Relations Officer of the State Rail Authority has phoned this column with a plea for his boss, whose name has been banned from this column because of his plans to cut dining and sleeping cars on trains. The PR person said that He Who Cannot Be Named really loves sleeping cars, and uses them often. He does not want

to cut them out; but merely to reduce the number of personnel who work on them.

The PR person said that his boss's use of the term 'archaic legacy' was not a reference to the sleeping cars, but to the number of conductors on them. He said that yes, there is a plan to eliminate some dining cars, but they will be replaced by buffet cars.

Humbug, I say. One of the greatest attractions of long distance train travel is the service and the comfort. If you want to eat plastic food in cramped conditions, you take a plane. If you're being murdered in your sleeping compartment, it's not much use trying to get the help of a guard who's four carriages away. You can't gamble that Hercule Poirot will be travelling in the next compartment on every journey. And the stools of a buffet car are no substitute for crisp white tablecloths, monogrammed silverware, waiters in colourful uniforms, and an uninterrupted view of endlessly changing countryside.

—David Dale

### The man in Bib Overalls

On the day that David Hill re-launched 3801 (23-Nov-1982), Dave and Judy Kelly were in the main concourse at Central. They approached a man in bib-overalls and engaged him in conversation on the topic of SRA Management and, in particular, on the management style of David Hill.

The man in bib overalls said, "I'm Hill—let's talk" ...

—Dave Kelly [Geoff Lambert's recollection of a conversation with Dave Kelly]

### The Cad's STNs ... or ...

#### Everybody back to their own beds

As befits a man of style, fond of blue cheese and ornate Parlour Cars, the CEO was also rather fond of having the STNs for his Tours of Inspection made up into elaborate little notebooks, which he could annotate with information gleaned as he roamed the system in the Commissioner's Train.

Some typical make-ups for the Cad's inspection trains are shown on page 14. The standard seems to have been to have all available AAH class cars, plus one or two sleepers.

#### Timetables

Representative timetables are shown on our pp14-15. The usual practice seems to have been to inspect in one direction and run Express in the other.

The average duration of inspections at all but the major stations seems to have been three to five minutes. This is not sufficient time to inspect the books or the Train Register, but probably just enough to yak to the ASM. In theory, citizens of the towns visited were supposedly invited to speak with the exalted ones during the visit, but there could hardly ever have been time to do more than shake hands.

Some of the inspections seem to have occurred in the wee small hours—I wonder if the Cad got out of bed in his Candice Classic satin Jarmies for these, or whether he was waited upon in his bunk? There are also some very early morning arrivals back at Central for some of these trips. I wonder if the sleepers on board the Sleepers were

allowed to stay on board on arrival. This was a courtesy often extended to passengers in the Sleepers on NSW Mail Trains

—Geoff Lambert

I certainly do have plenty of gossip, scandal, rumour & innuendo about David Hill. Not a bad lad really! However, in terms of my namesake I do recall the day, way back in 1999, when I worked for the ARA and I called the SRA's Public Affairs Dept. I said 'David Hill here'. I could hear the phone call recipient just about fall off her chair - "Yes, Mr. Hill, what can we do for you?"! Then there was the time in 1992 when he had finished his first stint at the SRA and my wife and I left our bags at the Central Station luggage depot so we didn't have to cart them around all day. The SRA dude said he hoped I was nicer than the other one!! We got them back ok! I eventually met him at an ARA gig & said "Ah, so you're David Hill. So am I". We had a pleasant chat over a drink or three!

—the other David Hill

The story, as it was told to me by a cynical railwayman, relates to the time in the mid 1980s when there was discussion about the expansion of XPT services.

David asked his senior staff how long it would take, with the XPT travelling at its maximum speed all the way, for the train to get from Sydney to Brisbane.

When the staff came back with their answer, he said: "Great, that's what we will do - non-stop Sydney to Brisbane.

(Continued on page 13)



# Have you seen this ANZR PTT?

Geoff Lambert – from the collection of Noel Farr

ON PAGE 16 OF THE NOVEMBER Times, we published an image and accompanying letter from Kent Hannah, enquiring about a 1935 timetable published by “Australian and New Zealand Railways”. Nobody on the ATA Committee had ever seen—or even heard of—such a thing and we

do not know when the first edition of these timetables appeared. However, ATA member Noel Farr had one of a slightly later date in his extensive collection of Commonwealth Railways PTTs. Scans and letters relating to these two TTs appear on our rear cover.

Noel’s timetable gives us very little

information on the provenance of these timetables, other than that both were printed by the Victorian Railways print shop. The florid text on the rear cover, however, suggests that the author probably WAS Richard Hughes, as I had speculated for the earlier TT. John Le Carre in his “The

(Continued on page 10)

**Intersystem Limited**  
**Express Trains**  
**Australian Mainland**

**Time-tables—Through Service**  
(For Fares, Reservations, etc., see page 8.)

PERTH-ADELAIDE-MELBOURNE-SYDNEY-BRISBANE

STATIONS	TIMES	DAYS
<b>PERTH</b> ... Dep.	9.0 p.m.	— — Tu — — — Sat
*Kalgoorlie ... Arr.	1.42 p.m.	— — W — — — Sun
.. ... Dep.	2.15 p.m.	— — W — — — Sun
Dining Car attached Perth-Port Augusta. (Alter watches as advised by Conductor.)		
*Port Augusta ... Arr.	6.0 a.m.	— — F — — — Tu
.. ... Dep.	7.30 a.m.	— — F — — — Tu
Eurelia ... Arr.	10.40 a.m.	— — F — — — Tu
.. ... Dep.	10.50 a.m.	— — F — — — Tu
*Terowie ... Arr.	12.48 p.m.	— — F — — — Tu
.. ... Dep.	1.20 p.m.	— — F — — — Tu
Riverton ... Arr.	3.43 p.m.	— — F — — — Tu
.. ... Dep.	3.57 p.m.	— — F — — — Tu
<b>ADELAIDE</b> ... Arr.	5.26 p.m.	— — F — — — Tu
.. ... Dep.	6.35 p.m.	W Th F Sat — M Tu
Dining car attached at Adelaide at 6 p.m. and runs to Tailem Bend. (Alter watches at border.)		
Dining car attached between Ararat and Melbourne.		
Ballarat ... Arr.	7.32 a.m.	Th F Sat Sun — Tu W
.. ... Dep.	7.38 a.m.	Th F Sat Sun — Tu W
<b>MELBOURNE</b> ... Arr.	9.35 a.m.	Th F Sat Sun — Tu W
.. ... Dep.	6.0 p.m.	Th F Sat Sun M Tu W
Dining car attached Melbourne-Albury.		
*Albury ... Arr.	10.20 p.m.	Th F Sat Sun M Tu W
An Ordinary Express also leaves Melbourne at 4.40 p.m. Daily, Sundays excepted, reaching Albury at 9.50 p.m.		
.. ... Dep.	10.40 p.m.	Th F Sat Sun M Tu W
Moss Vale ... Arr.	7.36 a.m.	F Sat Sun M Tu W Th
Passengers by 10.40 p.m. Limited Express breakfast at Sydney, and those by 11 p.m. Express at Moss Vale.		
Moss Vale ... Dep.	8.0 a.m.	F Sat Sun M Tu W Th
*SYDNEY ... Arr.	8.55 10.5	F Sat Sun M Tu W Th
.. ... Dep.	7.40 p.m.	F Sat Sun M Tu W Th
Train runs via Hamilton Junction and does not proceed to Newcastle. Passengers from Newcastle travel by local train leaving Newcastle at 10.5 p.m. and join Express at Waratah.		
Dining car attached to train from Taree to Brisbane		
<b>BRISBANE</b> ... Arr.	2.30 p.m.	Sat Sun M Tu W Th F

\* Change Trains.

Alternative service from Sydney to Brisbane (via Wallan-garra) by Express train :—

STATIONS	TIMES	DAYS
*SYDNEY ... Dep.	2.0 p.m.	F — Sun M Tu W Th
Train runs via Hamilton Junction and does not proceed to Newcastle. Passengers from Newcastle travel by local train to Waratah and join Express.		
Muswellbrook... Arr.	7.25 p.m.	F — Sun M Tu W Th
.. ... Dep.	(Dinner) 7.50 p.m.	F — Sun M Tu W Th
*Wallan-garra ... Arr.	8.15 a.m.	Sat — M Tu W Th F
.. ... Dep.	(Breakfast) 8.42 a.m.	Sat — M Tu W Th F
Toowoomba ... Arr.	2.23 p.m.	Sat — M Tu W Th F
.. ... Dep.	(Luncheon) 2.43 p.m.	Sat — M Tu W Th F
<b>BRISBANE</b> ... Arr.	6.44 p.m.	Sat — M Tu W Th F

**BRISBANE SYDNEY-MELBOURNE-ADELAIDE-PERTH**

(Queensland) (New South Wales) (Victoria) (South Australia) (Western Australia)

STATIONS	TIMES	DAYS
<b>BRISBANE</b> ... Dep.	11.0 a.m.	Sun M Tu W Th F Sat
Dining car attached to train from Brisbane to Taree. Train runs via Hamilton Junction and does not proceed to Newcastle. Passengers for Newcastle change at Waratah and travel by local train due Newcastle at 4.2 a.m.		
*SYDNEY ... Arr.	6.57 a.m.	M Tu W Th F Sat —
.. ... Dep.	7.0 a.m.	— — — — — Sun

Alternative service from Brisbane to Sydney (via Wallan-garra) by Express train :—

<b>BRISBANE</b> ... Dep.	8.0 a.m.	— M Tu W Th F Sat
Toowoomba ... Arr.	12.10 p.m.	— M Tu W Th F Sat
.. ... Dep.	(Luncheon) 12.30 p.m.	— M Tu W Th F Sat
*Wallan-garra ... Arr.	6.25 p.m.	— M Tu W Th F Sat
.. ... Dep.	(Dinner) 6.50 p.m.	— M Tu W Th F Sat
Muswellbrook ... Arr.	6.52 a.m.	— Tu W Th F Sat Sun
.. ... Dep.	(Breakfast) 7.14 a.m.	— Tu W Th F Sat Sun
Train runs via Hamilton Junction and does not proceed to Newcastle. Passengers for Newcastle change at Waratah and travel by local train due Newcastle at 9.45 a.m.		
*SYDNEY ... Arr.	12.53 p.m.	— Tu W Th F Sat —
.. ... Dep.	1.0 p.m.	— — — — — Sun

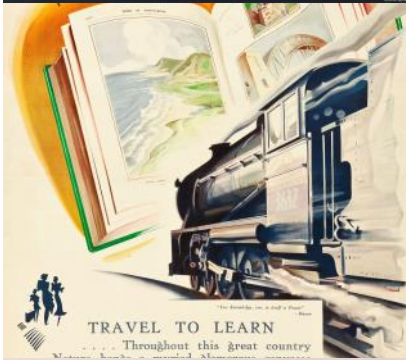
\* Change Trains.

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**ACROSS AUSTRALIA**



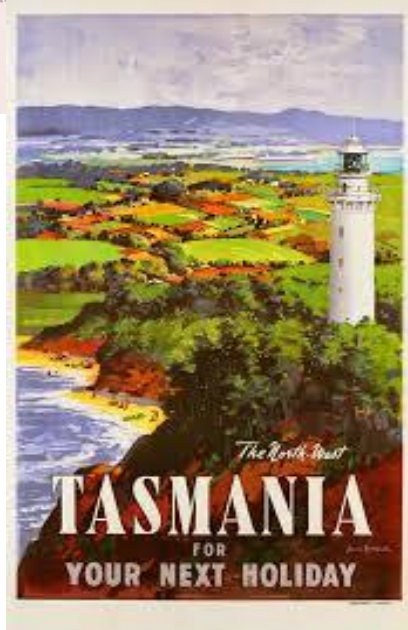
Save days - by the  
**TRANS-AUSTRALIAN RAILWAY**

INTERNATIONAL ARRANGEMENTS -  
 Commonwealth Railways, Melbourne  
 INTERNATIONAL ARRANGEMENTS -  
 Commonwealth Railways, Melbourne  
 OFFICE OF TOURS, COOK & SON

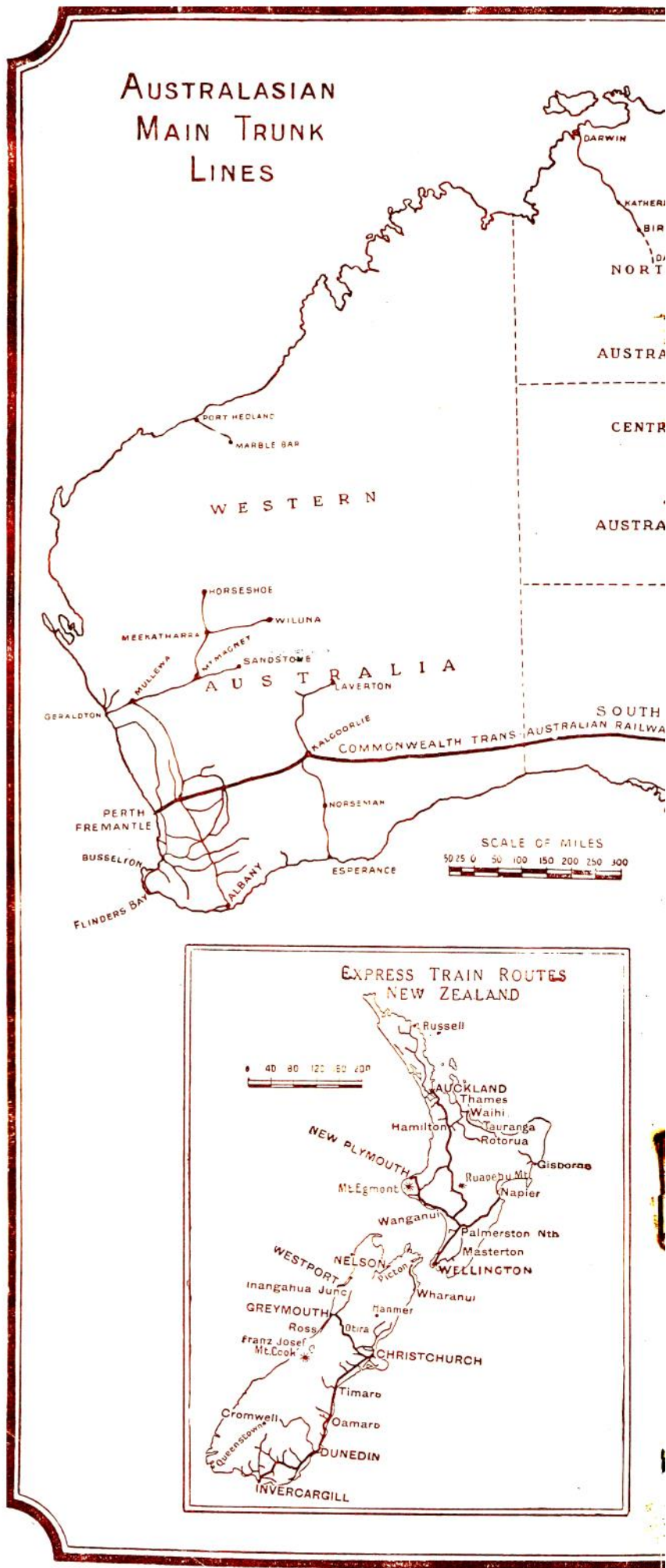


**TRAVEL TO LEARN**

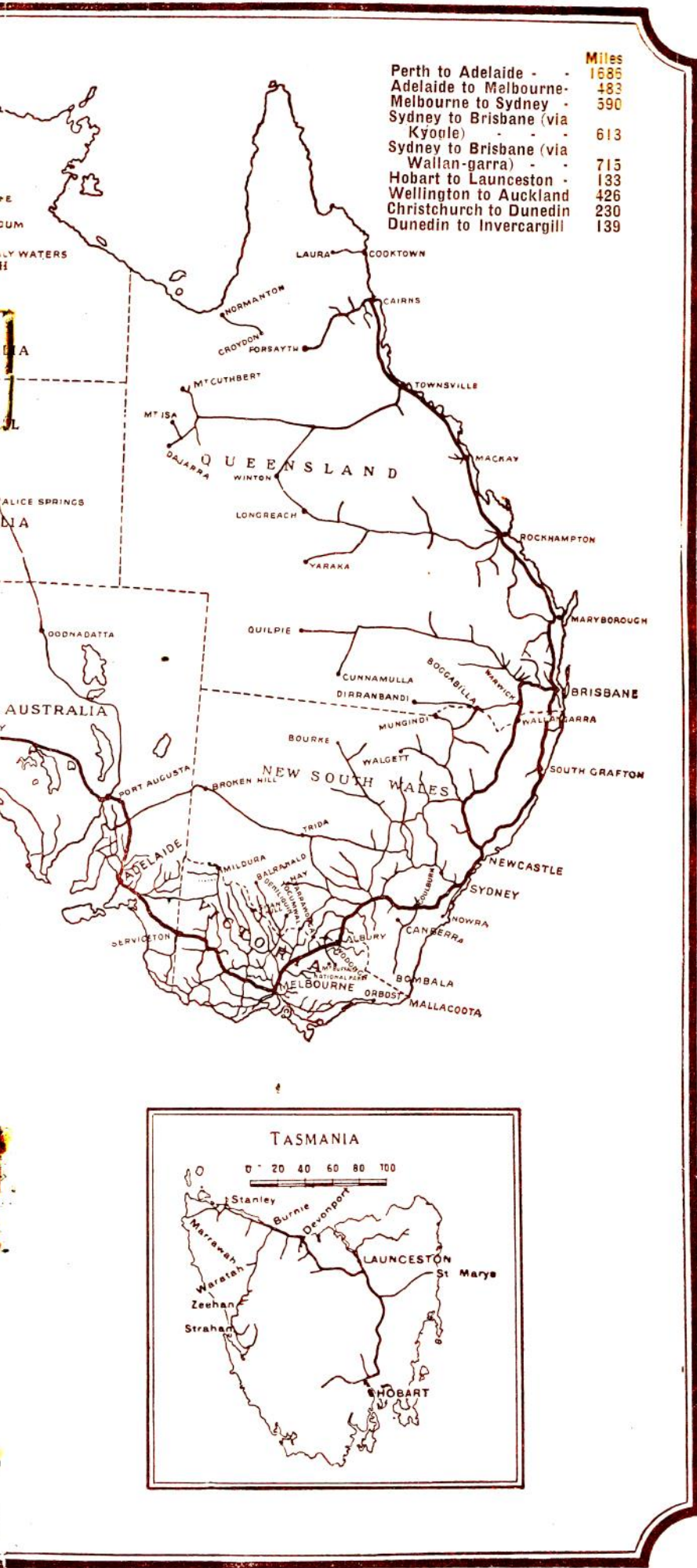
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GOVERNMENT TOURIST BUREAU  
AND OTHER TRAVEL AGENCIES.

STATIONS	TIMES	DAYS
*SYDNEY ... Dep.	8.20 p.m.	M Tu W Th F Sat Sun
*Albury ... Arr.	7.0 a.m.	Tu W Th F Sat Sun M
An Ordinary Express also leaves Sydney at 7.35 p.m. Daily, Sundays included, reaching Albury at 6.35 a.m. next day.		
Albury ... Dep.	7.30 a.m.	Tu W Th F Sat Sun M
Dining car attached Albury-Melbourne.		
*MELB'RNE ... Arr.	11.30 a.m.	Tu W Th F Sat Sun M
" ... Dep.	5.45 p.m.	Tu W Th F — Sun M
(Alter watches at border.) Dining car attached between Melbourne and Ararat, and Tailem Bend and Adelaide.		
Murray Bridge Arr.	5.56 a.m.	W Th F Sat — M Tu
" ... Dep.	6.16 a.m.	W Th F Sat — M Tu
*ADELAIDE ... Arr.	9.0 a.m.	W Th F Sat — M Tu
" ... Dep.	10.15 a.m.	— — F — — — Tu
Riverton ... Arr.	11.57 a.m.	— — F — — — Tu
" ... Dep.	12.23 p.m.	— — F — — — Tu
*Terowie ... Arr.	3.9 p.m.	— — F — — — Tu
" ... Dep.	3.50 p.m.	— — F — — — Tu
Eurelia ... Arr.	5.54 p.m.	— — F — — — Tu
" ... Dep.	6.19 p.m.	— — F — — — Tu
*Port Augusta Arr.	9.35 p.m.	— — F — — — Tu
" ... Dep.	11.0 p.m.	— — F — — — Tu
(Alter watches as advised by Cdr.) Dining car attached Port Augusta-Perth.		
*Kalgoorlie ... Arr.	1.20 p.m.	— Sun — — — —
" ... "	2.10 p.m.	— — — — — Th
" ... Dep.	4.20 p.m.	— — Sun — — — —
" ... "	5.15 p.m.	— — — — — Th
PERTH ... Arr.	8.57 a.m.	— — M — — — —
" ... "	9.47 a.m.	— — — — — F

\* Change Trains.

### RAILWAY GAUGES AUSTRALIAN MAINLAND

Fremantle-Kalgoorlie ...	3 ft. 6 in.
Kalgoorlie-Port Augusta ...	4 ft. 8½ in.
Port Augusta-Terowie ...	3 ft. 6 in.
Terowie-Albury ...	5 ft. 3 in.
Albury-Brisbane (via Kyogle) ...	4 ft. 8½ in.
Albury-Wallan-garra ...	4 ft. 8½ in.
Wallan-garra-Brisbane ...	3 ft. 6 in.

### TASMANIA

Hobart-Launceston ...	3 ft 6 in.
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### NEW ZEALAND

Wellington-Auckland ...	3 ft. 6 in.
Christchurch-Dunedin-Invercargill ...	3 ft. 6 in.

Page Three

## Tasmania

### Time-tables and Fares

#### LAUNCESTON TO HOBART

	Miles	Week Days		Sundays
		a.m.	p.m.	p.m.
Launceston ...	—	Dep. 11 35	5 45	3 0
Parattah Junction ...	78	Arr. 2 28	8 28	5 48
" (Refreshments) ...	—	Dep. 2 48	8 43	6 8
HOBART ...	133	Arr. 5 15	10 55	8 25

On Steamer days a Special Boat Express leaves Launceston Wharf immediately after arrival of Melbourne steamer and runs to Hobart.

#### HOBART TO LAUNCESTON

	Miles	Week Days		Sundays
		a.m.	p.m.	p.m.
HOBART ...	—	Dep. 9 0	6 5	2 35
Parattah Junction ...	55	Arr. 11 31	8 24	4 55
" (Refreshments) ...	—	Dep. 11 48	8 39	5 15
Launceston ...	133	Arr. 2 45	8	7 53

In addition to the above services, a Special Boat Express leaves Hobart at 8.35 a.m. on each steamer day and runs direct to Launceston Wharf.

#### FARES

	Single		Return	
	1st	2nd	1st	2nd
Launceston-Hobart	24/-	18/-	43/3	32/5

## New Zealand

### Time-tables and Fares

#### WELLINGTON-AUCKLAND

	Miles	Daily		Daily	
		Suns. exc.	p.m.	Sats. exc.	p.m.
WELLINGTON (Thorndon) ...	—	Dep. 3 0	7 15		
Marton Junction ...	116	Arr. 6 59	10 53		
" ...	—	Dep. 7 22	11 1		
Frankton Junction ...	341	Arr. 4 31	6 59		
" ...	—	Dep. 4 41	7 19		
Auckland ...	426	Arr. 7 6	9 40		

(Continued page 7)

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(Continued from page 7)

Honourable Schoolboy", worked Hughes in as his character "Old Craw", and it is clear from the novel that Hughes never lost this flair for colourful turns of phrase (see The

Times of [November 2011](#) and [March 2012](#)). Only Hughes could have used the word "[encomiums](#)" when describing railway food.

It is not clear to me who the intended

audiences for these timetables were. It all smacks of being the sort of pamphlet one might pick up at Australia House in London, were one planning to emigrate or visit the Antipodes.

New Zealand—continued

AUCKLAND-WELLINGTON

		Miles	Daily	Daily	Sats. exc.
			Suns. exc.	Suns. inc.	
Auckland	... ..	—	Dep. 3 0	p.m. 7 0	
				a.m.	a.m.
Marton Junction	... ..	310	Arr. 3 39	5 47	
"	... ..	—	Dep. 3 49	5 50	
WELLINGTON (Thorndon)	426	—	Arr. 7 42	9 41	

FARES

		Single		Return	
		1st	2nd	1st	2nd
Wellington (Thorndon)–					
Auckland	... ..	54/6	37/2	101/10	68/-

CHRISTCHURCH-DUNEDIN-INVERCARGILL

		Miles	Daily	Tues.,	Wed.,	Wed.,	Sun.	Sun.
			(Suns. exc.)	Fri.,	Fri.,	Sun.	Sun.	
				Sat.				
Christchurch	— Dep.	...	8 35	8 35	12 25	11 2	...	
						Mon.		
Oamaru	152 Arr.	...	1 30	12 56	5 26	3 25	...	
	— Dep.	...	Dinner	Tea				
Dunedin	230 Arr.	...	1 55	1 19	5 49	3 40	...	
	— Dep.	8 33	...	4 40	...	...	5 30	
Invercargill	369 Arr.	1 10	...	9 5	...	...	10 3	

INVERCARGILL-DUNEDIN-CHRISTCHURCH

		Miles	Tues.,	Wed.,	Daily	Sun.
			Mon.,	Thurs.,	(Suns. exc.)	
			Fri.	Fri.,	Sat.	
Invercargill	... ..	—	Dep. ...	7 0	1 45	6 40
Dunedin	... ..	139	Arr. ...	11 20	6 23	10 57
"	... ..	—	Dep. 8 45	11 35	...	11 20
						Mon.
Oamaru	... ..	217	Arr. 11 45	2 37	...	2 25
						a.m.
Oamaru	... ..	—	Dep. 12 8	3 0	...	2 35
Christchurch	369 Arr.	5 10	7 26	...	7 18	

\* Daily (Suns. excepted) during Summer.  
† Does not run during Summer.

FARES

		Single		Return	
		1st	2nd	1st	2nd
Christchurch–Dunedin	... ..	29/7	20/2	55/2	36/10
Christchurch–Invercargill	... ..	47/3	32/3	88/6	59/-

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FARES AND MILEAGES

AUSTRALIAN MAINLAND

SINGLE FARES (RAIL ONLY)

JOURNEY	Miles	1st Class	2nd Class
Perth–Adelaide	1686	£ s. d. 8 5 0	£ s. d. 5 10 0
Perth–Melbourne	2169	10 10 0	7 0 0
Perth–Sydney	2759	13 4 0	8 16 0
Perth–Brisbane (via Kyogle)	3372	17 0 0	11 6 0
Adelaide–Melbourne	483	3 10 0	2 7 0
Adelaide–Sydney	1073	6 5 0	4 3 0
Adelaide–Brisbane (via Kyogle)	1686	9 15 0	6 10 0
Melbourne–Sydney	590	4 0 0	2 13 0
Melbourne–Brisbane (via Kyogle)	1203	7 10 0	5 0 0
Sydney–Brisbane (via Kyogle)	613	4 12 0	3 1 6

RETURN FARES (RAIL ONLY)

JOURNEY	1st Class	2nd Class
Perth–Adelaide	£ s. d. 13 15 0	£ s. d. 9 3 6
Perth–Melbourne	17 10 0	11 13 6
Perth–Sydney	22 0 0	14 13 6
Perth–Brisbane (via Kyogle)	28 7 0	18 16 6
Adelaide–Melbourne	6 13 0	4 9 0
Adelaide–Sydney	11 17 6	7 17 6
Adelaide–Brisbane (via Kyogle)	18 10 6	12 7 0
Melbourne–Sydney	7 12 0	5 0 6
Melbourne–Brisbane (via Kyogle)	14 5 0	9 10 0
Sydney–Brisbane (via Kyogle)	8 14 6	5 16 6

BERTHS, MEALS, SEATS

AUSTRALIAN MAINLAND

	1st	2nd
Perth and Adelaide—		
Berths (Compulsory), Perth to Kalgoorlie	20/-	8/-
Berths (Compulsory), Kalgoorlie to Port Augusta	25/-	16/-
Meals (Compulsory), Perth to Kalgoorlie	7/-	7/-
Meals (Compulsory), Kalgoorlie to Port Augusta	20/-	17/6
Seats, Ordinary Cars, Port Augusta to Adelaide	1/3	1/3
Adelaide and Melbourne—		
Berths—Ordinary Car	20/-	—
Berths—Pullman Car	25/-	—
Seats	1/3	1/3
Melbourne and Albany—		
Seats	1/3	1/3
Seats, Parlor Car	6/-	—

Page Eight



Berths, Meals, Seats—Australian Mainland—(contd.)

Albury and Sydney—			
Berths	...	...	20/-
Seats	...	...	1/-
Sydney and Brisbane (via Kyogle)—			
Berths	...	...	20/-
Seats	...	...	1/3
Sydney and Wallan-garra—			
Berths	...	...	20/-
Seats	...	...	1/-
Wallan-garra and Brisbane—			
Seats	...	...	1/3

## Big Fare Concessions for Interstate... Holiday Travel

● INTERSTATE Tourist Excursion Tickets are rapidly gaining in popularity representing as they do substantial reductions in the ordinary railway fares for Interstate holiday travel.

● A Tourist from Melbourne to Sydney, Brisbane or Adelaide, or from any one to any other of these capital cities is offered a liberal reduction in the return fare for the journey, provided that, when booking, he lodges a deposit for a certain amount of additional tourist travel, to be made on arrival at the capital city which is his destination.

**FURTHER Information at Govt. Tourist Bureaux, Brisbane, Sydney, Melbourne or Adelaide.**

## The Comforts ...of Travel —By Train

NOWADAYS Interstate express travel over the Australian Railway Systems has a justly earned reputation for speed, comfort and reliability.

Powerful locomotives, properly equipped tracks, and luxurious day, dining and sleeping cars give these intercapital expresses an irresistible appeal to the connoisseur of de luxe travel.

Years of research have gone to the realisation of this service. The traveller enjoys such a degree of relaxation and pleasure in comfortably upholstered cars that the six days occupied in moving over the 3,372 miles between Brisbane and Perth—a saving of several days as compared with steamer travel—leave the least experienced traveller without any feeling of fatigue.

Everything has been provided to ensure ease and well-being on these journeys. The sleeping compartments, designed to give the maximum of privacy and comfort, rank with the world's best. Fitted with special ventilation, reading lamps, washbasins, clothes-lockers, and electric fans, they afford a degree of rest not obtainable by any other form of land transport.

Observation cars with their commodious chairs and wide windows, enabling the traveller to view the infinite charm of the ever-varying Australian landscape, add to the pleasure of long distance travel. The carefully chosen menus and the service in the handsomely furnished dining cars have won numerous encomiums from overseas visitors. At convenient stopping places *en route* excellent meals are available in well-equipped refreshment rooms.

Above all, there is the attraction of low fares—frequently reduced to excursion rates at holiday periods—the surety of perfect and courteous service, and the conviction, induced by unchallengeable records, of being delivered safely at one's destination.

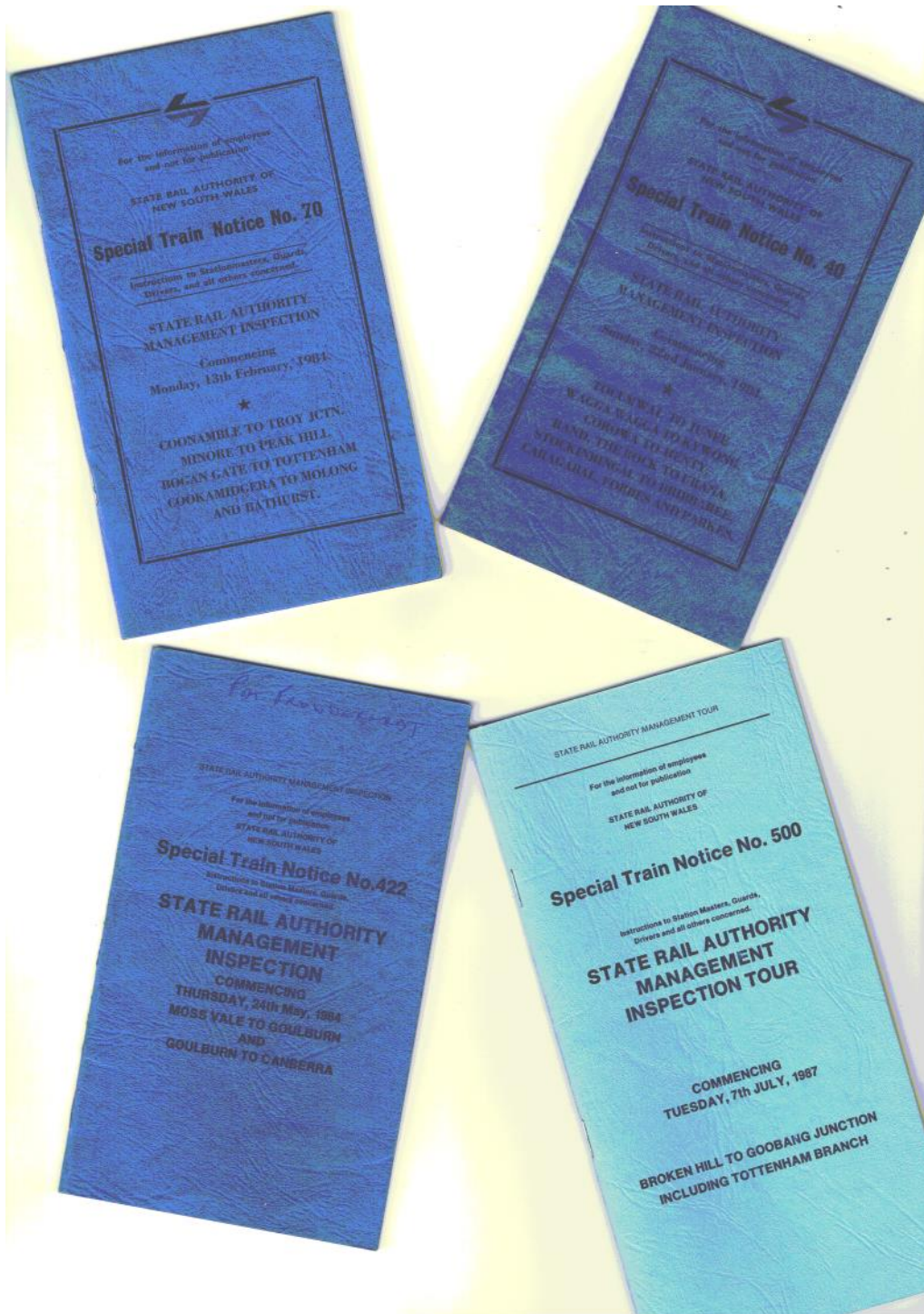
Published Jointly by  
The Australian and New Zealand Railways.

Dec., 1935.

Victorian Railways Print—6474-35

TRANS-AUSTRALIAN RAILWAY  
1917-2017





(Continued from page 6)

We don't have to stop at all those towns along the way".

The impression was that the towns along the way didn't need to have an XPT service. He may have been adventurous and been contemplating that the non-stop XPT would have been in addition to an "all-stops" service. In any case, it was not until 3 years after he left State Rail in 1987, and with a change of government in 1988, that XPTs were introduced on the Brisbane service, stopping at only some of the towns along the way.

—Len Regan

At a morning operations meeting, where David was interrogating the operations people as to why a specific train from Hornsby was cancelled 3 or 4 of 5 weekdays every week. The operators explained this was the train that was pulled out of service if another set failed, and was used to operate the failed service schedule.

David asked why, if it was only sufficiently reliable to operate once or sometimes twice a week, why did we bother having that train in the timetable at all.

Some member of the meeting replied that if we cancelled it all together, our

on time running statistics would go up.

Another said on that basis, if we cancel 50% of the trains permanently, our on time running will be even better !

—Anon

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# Special Train Notice No. 990

STATE RAIL AUTHORITY MANAGEMENT TOUR

Train marshalled in the following order:-

Departing Sydney, Cootamundra, Stockingbingal, Orange, Orange.

AAH19 (46 tonnes), AAH9 (46 tonnes), AAH7 (54 tonnes), AAH8 (46 tonnes), RMS (46 tonnes), NAM (46 tonnes), PHS (30 tonnes), AHO (32 tonnes), Locomotive.

Total—346 tonnes.

Departing Temora.

AHO (32 tonnes), PHS (30 tonnes), NAM (46 tonnes), RMS (46 tonnes), AAH8 (46 tonnes), AAH7 (54 tonnes), AAH9 (46 tonnes), AAH19 (46 tonnes), Locomotive.

Total—346 tonnes.

Locomotive working will be as follows:-

Sydney to Lithgow via Cootamundra, Stockingbingal, Parkes, Orange, Parkes, Peak Hill, Narromine, Dubbo and Molong.

Main Line Diesel Locomotive.

Lithgow to Sydney—Electric Locomotive.

Guard's Foreman, Sydney, to provide Conductors who will accompany and work the Special trains throughout.

Guards' Foreman, Sydney, Train Crewing Managers, Sydney, Junee, Orange and Lithgow, to confer and arrange to provide crews to work the Special trains.

Guards' Foreman and District Superintendents Goulburn, Junee, Orange and Lithgow to ensure that copies of Guards Journals are forwarded to General Manager, Passenger Services, not later than Wednesday, November 5th.

District Manager, Locomotives and Rolling Stock, Eveleigh, Junee, Orange, Lithgow and C.M.P.C., to confer and arrange to provide suitable locomotives.

Drivers to regulate speed to ensure trains do not run earlier than the times indicated.

When through unforeseen circumstances a train is delayed, the Driver is to endeavour to regain time consistent with the observance of the permissible maximum speeds.

Light type thus 1516 indicates passing times.

Distance from Sydney km m	Tuesday, October 28	S571	
		Arrive	Depart
...	Sydney (Platform 2).....	...	2250
...	Strathfield.....	2302	2303
...	Flemington C.S. Junction.....	...	2309
...	Lidcombe.....	2312	2313
...	Sefton Park Junction.....	...	2318
...	Cabramatta.....	...	2329
...	Liverpool.....	...	2332
...	Campbelltown.....	2350	2351
...	Menangle.....	...	2400
<b>Wednesday, October 28</b>			
...	Douglas Park.....	...	0006
...	Pictou.....	...	0015
...	Bargo.....	...	0032
...	Yerrinbool.....	...	...
...	Mittagong.....	...	0059
...	Moss Vale.....	...	0110
...	Exeter.....	...	...
...	Penrose.....	...	...
...	Wingello.....	...	0134
...	Marulan.....	...	0144
...	Goulburn.....	0210	(5r)
...	Gunning.....	...	0214L
...	Yass Junction.....	...	0257
...	Bowning.....	...	0331
...	Binalong.....	...	0342
...	Harden.....	...	0403
...	Demondrille.....	...	0431
...	Wallendbeen.....	...	0439
...	Cootamundra North.....	...	0453
...	Cootamundra West ‡.....	0511	0507
429.650	Cootamundra.....	0535§	0530¶

# Special Train Notice No. 40.

Train to be marshalled in the following order:-

Departing Sydney, Coonamble (W374), Tottenham (W378).

AAH19 (46 tonnes), AAH9 (46 tonnes), AAH7 (54 tonnes), AAH8 (46 tonnes), NAM (46 tonnes), PHO (30 tonnes), AHO1498 (32 tonnes) Locomotive

Depart Dubbo (W373), Parkes (W375).

AHO1498 (32 tonnes), PHO (30 tonnes), NAM (46 tonnes), AAH8 (46 tonnes), AAH7 (54 tonnes), AAH9 (46 tonnes), AAH19 (46 tonnes), Locomotive.

Total - 300 tonnes.

Worked by 44 class diesel locomotive, Lithgow to Dubbo, Dubbo to Parkes, Parkes to Lithgow, 48 class diesel locomotive, Dubbo to Coonamble and return and Parkes to Tottenham and return, and 85 class, Sydney to Lithgow and Lithgow to Sydney.

Guards' Foreman, Sydney, to provide Conductors to work Special Trains throughout.

Guards' Foreman, Sydney and District Superintendents Orange and Lithgow to confer and arrange to provide Guards to work the Special Trains.

District Managers, Locomotives and Rolling Stock, Eveleigh, Parkes, Orange, Bathurst and Lithgow, to confer and arrange to provide suitable locomotives and crews.

Trains will be worked throughout by Conductors accompanying the Special Trains.

Drivers to regulate speed to ensure trains do not run earlier than the times indicated.

When through unforeseen circumstances a train is delayed, the Driver is to endeavour to regain time consistent with the observance of the permissible maximum speeds.

Light type figures (thus 1516) indicate passing times.

## TRANSFER OF EMPTY CARS

### SYDNEY—CAR AND WAGON SIDINGS, REDFERN

Wednesday, February 15.

H379 (cars off W378, due Sydney 5.48 p.m.), will depart Sydney (Platform 8) at 6.12 p.m., Main Line, Redfern 6.15/6.19, Car and Wagon Sidings, Redfern arrive 6.21 p.m.

H379, will convey the following cars:-

AAH19, AAH9, AAH7, AAH8, NAM, PHO, AHO

District Manager, Locomotives and Rolling Stock, Eveleigh and C.M.P.C., to confer and provide suitable locomotive and crew.

Guards' Foreman, Sydney, to provide Guard.

Distance from Sydney km m	Tuesday, February 14,	W371 (continued)	
		Arrive	Depart
...	Gresham.....	...	0004
...	Newbridge.....	...	0018
...	Murrobo ‡.....	...	0033
...	Blayney ‡.....	...	0037
...	Poiona ‡.....	...	0047
...	Spring Hill.....	...	0055
...	Orange East Fork Jctn. ‡.....	...	0105
...	Orange †††.....	0108	0112L
...	Mullion Creek †††.....	0130	0133
...	Stuart Town †††.....	0212	0215
...	Wellington †††.....	0247	0250
...	Geurie †††.....	0313	0316
...	Dubbo East Jctn. ‡.....	...	(5r)
...	Dubbo.....	0351	...
<b>W373</b>			
...	Dubbo †††.....	...	0359L
...	Troy Jctn. †.....	0404	0406
...	Eumungerie.....	...	0444
...	Gilgandra †.....	0511	0513
...	Gular †.....	0620§	0622
...	Coonamble.....	0715	(4r)
<b>W374</b>			
...	Coonamble †.....	...	0800
616.133	Gular †.....	0849§	0854
573.361	Gilgandra †.....	1000	1015
525.009	Eumungerie.....	1042	1047
498.236	Troy Jctn. †††.....	1125	1130
466.669	Dubbo.....	1140	(5r)

Distance from Sydney km m	Wednesday, October 23 (continued)	S573	
		Arrive	Depart
...	Cootamundra †	...	0730
...	Cootamundra West †††	...	0734
...	Stockinbingal	...	0803 (5r)
489.291	Temora	0845	...
...	Temora †	...	0945 (3r)
454.046	Stockinbingal	1025	...
...	Stockinbingal †††	...	1045
454.046	Milvale	1105	1110
490.154	Weedallion	1121	1124
500.629	Bribbaree †††	1137	1142 (4r)
515.006	Quandialla	1203	1208
523.894	Berendebba	1220	1223
535.528	Caragabal †††	1233	1238
555.051	Wirrinya †††	1301	1304
592.214	Red Bend	1344	1347
597.271	Forbes †††	1355	1425
629.022	Parkes	1515	...
...	Parkes †††	...	1520 45
...	Cookamidgera †††	1533	1535
...	Bumberry †††	1602	1604
...	Manildra †††	1626	1628
...	Molong †††	...	1655
...	Gamboola †††	...	1709
...	Borenore †††	...	1722
...	Nashdale †††	...	1733 (10r)
...	Orange East Fork ‡	1752†	1802
...	Orange	1806	...

††† Electric Train Staff System  
‡ Single Line Track Block System  
† Ordinary Train Staff System  
(-r) Time allowed for recovery of time lost due to speed restrictions  
‡ Turn train via Triangle. D.S. Orange arrange provision of suitable locomotive at Orange East Fork

Distance from Sydney km m	Monday, January 23 (continued)	S373	
		Arrive	Depart
...	Junee †††	...	1600
...	Harefield †††	...	1610
...	Bomen †††	...	1620
521.160	Wagga Wagga †††	1626	1636
535.723	Uranquinty †	1650	1655
589.627	Kywong	1815	...
...	Kywong †	...	1845
...	Uranquinty	2005	...
...	Uranquinty †††	...	2024
...	The Rock †††	...	2033
...	Yerong Creek †††	...	2044
...	Henty †††	...	2054
...	Culcairn	2105§	...
...	Corowa †	...	0515
...	Corowa †	0638	...
673.446	Corowa †	...	0700
596.819	Culcairn †††	0823	0828
580.286	Henty	0840	...
...	Henty †	...	0850
633.256	Rand	1005§§	...
...	Rand †	...	1035
...	Henty †††	1150	1210
...	Yerong Creek †††	...	1219
550.294	The Rock	1230	...

\* Inspect.  
††† Electric Train Staff system.  
† Ordinary Train Staff system.  
§ Reverse AAH19 and AHO1498 Brake-van. AAH19 is to be the leading vehicle from Culcairn to Corowa.  
§§ Reverse AAH19 and AHO1498 Brake-van. AAH19 is to be the trailing car from Rand to Henty.

STATE RAIL AUTHORITY MANAGEMENT INSPECT

Distance from Sydney km m	Monday, January 23 (continued)	S373
		Arrive
...	Junee †††	...
...	Old Junee †††	0108
...	Marrar †††	0131
...	Coolamon †††	0150
...	Ganmain †††	0208
...	Matong †††	0224
...	Grong Grong ††††	0241
...	Narrandera †	0307
...	Corobimilla †	0345
...	Morundah †	0401
...	Widgiewa †	0422
...	Jerilderie †	0523
...	Berrigan †	0603
...	Finley †††	0630
...	Tocumwal	0700
783.956	Tocumwal †††	...
745.437	Finley †	0813
723.54†	Berrigan †	0843
688.403	Jerilderie †	0921
631.545	Widgiewa †	1024
615.852	Morundah †	1045
603.972	Corobimilla †	1103
583.478	Narrandera ††††	1128
562.561	Grong Grong †††	1217
549.739	Matong †††	1232
538.396	Ganmain †††	1248
523.075	Coolamon †††	1306
508.873	Marrar †††	1325
483.453	Old Junee †††	1346
485.670	Junee	1400

\* Inspect.  
††† Electric Train Staff system.  
†††† Divisible Electric Train Staff system.  
† Ordinary Train Staff system.  
(r) Time allowed for recovery of time lost due to speed restrictions

Vic SMITH Toc  
TERRY ELLWOOD BERRIGAN  
ALWYN SHERRY BERRIGAN  
OWEN GUTHRIE JERILDERIE  
KELVEN HAWKES NARRANDERA

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AUSTRALIAN & NEW ZEALAND  
RAILWAYS



**TIME TABLES**  
*for*  
**EXPRESS TRAINS**

AUSTRALIA { BRISBANE,  
SYDNEY, MELBOURNE,  
ADELAIDE, PERTH,  
HOBART, LAUNCESTON

NEW ZEALAND { *NORTH ISLAND*  
WELLINGTON, AUCKLAND  
*SOUTH ISLAND*  
CHRISTCHURCH, DUNEDIN,  
INVERCARGILL



Australian & New Zealand  
Railways



**TIME TABLES**  
*for*  
**EXPRESS TRAINS**

AUSTRALIA { Brisbane,  
Sydney, Melbourne,  
Adelaide, Perth,  
Hobart, Launceston.

NEW ZEALAND { *North Island*  
Wellington, Auckland.  
*South Island*  
Christchurch, Dunedin,  
Invercargill.

1935

Geoff, Have you seen this 1935 form (above left)? It was done by the Victorian Railways Print shop. It sounds like there was interline ticketing (or interstate ticketing) in Australia. However, I really wonder if that applied to The Tasmanian system. Could one buy a Ticket in Sydney on NZ railways at Central?

**-Kent Hannah**

I have one in my TAR collection (Dec 1935) featuring a b&w S302 on the cover, so at least 2 issues back then. My uneducated guess would be a Morse/Telegram; also guessing pre-telex to NZR reservations to confirm seats sleeper and fare. Of course in 2018 Passengers do all this themselves.

**-Noel Farr**