

Inside: Einstein and the Bern Station Clocks The Dreamtime Swiss PTTs RRP \$4.95 Incl. GST

## The Times

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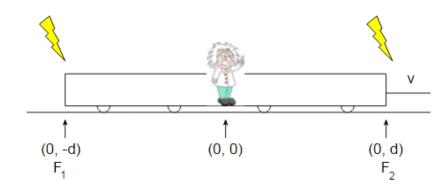
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## Letter-The effect of viruses on timetables

As everyone is well aware, the mainstream media currently often includes items comparing COVID-19 with the so-called Spanish 'flu of 1918-1920. With this in mind, David Whiteford's extract in The Times (April 2020, p.11), from the W.A.G.R. 9 June 1919 Public T.T. is appropriate and timely! The T.T. shows the Interstate Time Table, Kalgoorlie-Port Augusta-Adelaide-Melbourne-Sydney-Brisbane, and includes the following footnote under both the east/north and south/west tables:

During the quarantine period, owing to the Influenza Epidemic, this time table is suspended and trains will run only as advertised in the press from time to time.

Does that all sound somewhat familiar? So, what's new?

Some years ago I paid big bucks (\$350) for a W.A.G.R. Working T.T. dated 9 December 1918, which was also published during the period of the Spanish 'flu. The Trans-Australian table shows identical times to those in David's 9 June 1919 Public, but there is no footnote re suspended trains, in fact there is also no mention in the General Notices, etc., of any special arrangements on account of the epidemic.

Albert Isaacs

## The Dreamtime Max MICHELL, under viral lock-up, looks back to his dreamtime

LONG TIME AGO (early 1960s) I was a fairly frequent traveller between Sydney and Brisbane via Wallangarra. Why you may well ask? Because I could—and it was a much more interesting journey than the fairly straightforward run up the NSW North Coast (which by then was all diesel).

A trip north in August 1960 was perhaps the pinnacle of my experiences on the Brisbane via Wallangarra train - after that date, when the load exceeded the basic single engine load, double 48's were used north from Werris Creek. This train only ran four days a week (Mo, We, Fr, Su) from Sydney so departure from Melbourne needed to be on the day prior meaning leaving on Thursday evening to get the Friday train from Sydney.

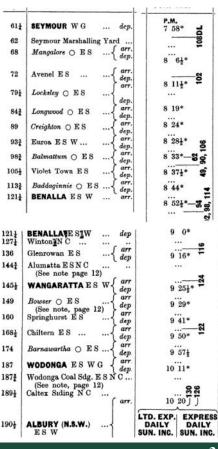
So it was on Thursday 25th August 1960 that I was on the Spirit to Albury (S307, 13/665) connecting to the Melbourne Express (the 'second division'), which on this night was a 500 ton train behind 3638 and 3828. I can't locate the actual times (they will surface one day) but we replaced the assistant 36 with 3642 at Junee, and lost both the Canberra car and 36 at Goulburn.

A couple of hours were spent in Sydney before the main act - the 13.35 Brisbane via Wallangarra Express. Earlier in 1960 the Gosford line had been electrified so it was no surprise to find 4638 on the front of a six car consist (one more than the normal train). At Gosford, 3518 took over, only to be replaced by 3502 at Broadmeadow, along with addition of an extra car. At Singleton, another car was added, so now we had eight total and exceeded the single engine load on 1 in 40 grades quite handsomely. 5198 therefore was called to action to provide the necessary assistance from Murrurundi to Willow Tree

Werris Creek (now late in the evening) found 3517 in charge, only to be joined by compatriot 3509 at Tamworth for the arduous ascent to the uplands at Walcha Road. From there, it was a rather cold amble over the high country to Armidale (the water columns up in this part of



Miles	STATION	8.		81 "SPIRIT OF PROGRESS" DAILY SUN. INC.
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1	North Melbourne			*
21	Kensington			*
24	Newmarket			*
31	Ascot Vale			*
41	Moonee Ponds			*
5	Essendon			6 41*
53	Glenbervie O			*
6	Strathmore O			*
7	Pascoe Vale			*
8	Oak Park O			*
9	Glenroy			*
91	Jacana O			*
-101	Broadmeadows			6 52*
131	Somerton NC			6 58*
161	Craigieburn O			7 24*
203	Donnybrook O			$7 8\frac{1}{2}*$
26	Beveridge O			7 161*
291	WALLAN W			7 201*
			arr.	. 202
331	Heathcote Jun. O		dep.	7 26*
341	Wandong O			7 271*
391	Kilmore East O			7 33*
463	Broadford			7 401*
48	McDougall N C			
		ſ	arr.	
56	Tallarook		dep.	7 501*
		7	arr.	
61‡	SEYMOUR WG	{	-	
			dep.	7 58*



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Bon.Accord*		88 12320
Uranquinty†† {dep.	12 37 80 S	161 to 550 tons worked by 7 15 1 1 15 1 1 15 15 15 1 2 15 15 1
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Illabo		1 47. 1 52 1 52 1 52 9
Bethungra		
Frampton**	2 16	2 20
COOTAMUNDRA { arr.	2 51	2 51
l dep.	2‡55	2:55

the country were all insulated with rope to stop them freezing up). Armidale was the end of 'heavy engine' working so it was no surprise to find 3228 and 3284 up front for the long and lonely journey through the night to Tenterfield. We shed a car at Glen Innes (almost certainly the HKL mail car) and, on arrival, shed our two steeds to get 5456 for the final 12 miles to the border (it then became the day shunter at Wallangarra).

After around half an hour for breakfast in the border refreshment room, BB18<sup>1</sup>/<sub>4</sub> 1027, with a totally conventional 5 total train (3 cars, 1 baggage and 1 brakevan), ran the narrow gauge train

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WEEK-DAYS	bourne Express.	bourne Express.
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Goulburn Stock Yards"		
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Marulan dep			
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Burradoo** Shell and Baker's Brick Sdg.*			
Bowral	8	<b></b> .	
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Mittagong Jet			
Yerrinkool			
Yanderra*	8	971	
Barge		····	
Tahmoor		9 22 0	
PICTON	9 I		
Ministon.	•	9 37	
Douglas Park { arr	8		
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TOWN	31.44	107	
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Darling Harbour "	1	10 55.	



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	Mons., Fris. pm		Mons., Fridays.	C NTT.	pm 6 5 ¢		Mons
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Flemington f urr.		Railway Street		Ravensworth	6a38	WERRIS CREEK++	10 46
North Strathfield } dep.			=	Liddell*	1 I for t	Warrigundi**	1040
Junction. dep	2 19		4 38	Newdell	6 46 🖶	Carr.	
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(arr.		Sandgatedep. Sandgate Cemetery arr.	=	Grass-tree Platform*	, Pus	dep.	11 16 ~
Hawkesbury River dep.	2 45	Rexham		St. Hellers †††	78	warral (arr. ?	
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Sandstone Siding* ,,		D. Coy's Siding* dep.		Shell & Union Sdgs. " "	7 385		
(arr.		Tarro arr. Beresfield** Thornton farr.		Hunter Valley Co-op. Dairy Sdg.*		dep.	11 30
Woy Woy {dep.	2 59	Thornton { arr. dep.				TAMWORTH	
Koolewong* ,,		Laep.		Koolbury††† {arr. dep.		Tamworth Power (dep.	11 46
		Metford { arr.		Aberdeenttt	7 54 \$	House Siding#	
Tascott*,,		Victoria Street		Togarttt{arr.	irred	Commonwealth Siding*	
Point Clare	3 7	East Maitiand {arr.				Neminghattt	
Gosford	· · · · · ·	High Street	5 13	Sconetit{dep	8 12 8	Tintinbull**	11 52 a m
(dep. North Gosford∫ arr.	3/14	MAITLAND { dep.	6118		who		12 2
ر dep.		E ( East Greta Jot		Parkvillettt	8 21 3	Kootingal $\dagger \dagger \dagger \ldots \qquad \begin{cases} arr. \\ dep. \end{cases}$	12 6
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Niagara Park*		d Keston	=	Wingenttt dep.	8 34	Limbri+++	12 20
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(dep	3 23	BIT	=	Blandford††† $\begin{cases} arr. \\ dep \end{cases}$	8 55 8	Danglemah Siding	
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(dep.	3 29	Rutherford Jet. "(For Ruthenjord. +++)"		Temple Court*		ldep.	12 56
Wyong		Butherford		Pangelattt ${arr.}$		Woolbrookttt	111
Warnervale**	3 31	Rutherford Jct. Platdep.	=	( apr.	9 26	dep.	1116
Wyee		Lochinvar	5 29	Ardglenttt dep	1	(arr.	1 31
L dep.	3 41	Allandale** dep.	527		9 20	Walcha Roadttt dep.	1 34
Morisset		( arr	=	Kankoolttt	9 34	COTT	∞
L dep.	. 3 48	Greta	5 37	Carr.	9 4287	Wollun Loopttt dep.	1 51 0
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Broadmeadow Yards arr.		dep.		Worris Creek Collins	. 10 21	Well-to Dist. A	2 205
Broadmeadow { arr. dep.	suny 4 36	Whittingham	-	South Box (Werris		Kelly's Plains"	
Woodville Innetion / arr,	4 38	dep.	6 0			(arr	2 4 5
NEWCASTLE	4 38	SINGLETON dep.	6 13	Werris Creek Yards arr WERRIS CREEK	10 33	ARMIDALE {dep.	2 57

northwards to Toowoomba, where a similar number of cars from Roma were added and 1411 took over, becoming the first diesel locomotive up front since Albury. Somewhere around 19.00 we finally arrived at Roma St station, having spent just over 48 hours travelling on one of the journeys of that era that were ordinary then but now are just dreamland stuff.

Being in enforced home detention is partly to blame for musing over things past. Which set me thinking where you could have caught a train that connected to the Wallangarra train and would get you to Brisbane earlier than if you went via Sydney and took the Brisbane Limited?

The trusty, but now fragile 22<sup>nd</sup> January 1956 NSWGR public timetable, becomes rather useful at this point. This is probably the first timetable book issued following dieselisation of the Brisbane Limited, but equally the last before introduction of the SYD-MEL Daylight and its concurrent diesel operation of



Miler Miles fro Sydı	m	DOWN. WEEK-DAYS.	17 Bris- bane Express.	Height above Mean Sea Level.	Miles from Wallan- garra.	- Stations.	37 Pass.	Stations.	Pass. Mon. Tues. Thur.
Miles.	Chains.		Tues., Sats.				Tues. Sat.	<del></del>	Fri. Sat. ***
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872	71	Exmouth**	3 1100	2305	6 55 9 9	Wyberba Lyra (W) arr	D	Ditto-ES dep Rosehill	12 16 12 16
<b>3</b> 80	19	Black Mountain† { arr. dep.	 3 49 4 0	2371	11 53		A 9 15 9 21	Toolburra arr Ditto-ES§§ dep	
386	28	Guyrat				Ditto-OS§ dep	A 9 22	Massie	10 D12 27
393	38	Llangothlin** (dep.	4 3 4 16	$2545 \\ 2491$	14 64 17 54	Fletcher	*9 382	Deuchar Hendon arr	d F
401	26	Ben Lomondt { arr. dep.	4 33	2529	20 75	Disco on 35 mp	A 9 41	Ditto-ES dep	44 starter
		(arr.		2639	24 41	Passmore	A	Elphinstone	com War 14: d d 80128,102
410	12	Glencoet	4 50	2662	25 35	Stanthorpe arr	10 2	Clifton arr	8 8
417	46	Stonehenge**	5 2	2860	0.00	Divid on any	*10 6 8	Ditto-ES dep	From .: 128 128
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430	75	Yarraford**	a	3035	32 17	Ditto-OS§§ dep The Summit	A	Nobby arr	
438	2	Dundee* "	5a58	3010 3002	33 66 36 6	Thulimbah	10 37	Ditto-ES dep Greenmount arr	1 28 1 85 E +1 38
446	33	Deepwater† {arr. dep.	6 13 6 18			Ditto-OS§ dep	A10*39	Ditto-ES dep Watts	
460	69	Balivia†{arr. dep.	646	2912	38 56	Dalveen arr Ditto-OS dep	10 44 10 45	Cambooya arr Ditto-ES dep Wyreema arr	8 67 
466	59	Sandy Flat**	aş	2566	40 17 42 40	183 M. 20 Ch. Sdg. Temangum	D	Ditto-ES dep	3A*2 5
472		Bluff Rock*	aş	2482	43 66	Kerrick arr	• ·· ø	Shepperd Finnie	202,
475	73	Bungulla* ",	aş	2415	46 13	Ditto-OS§ dep Cherry Gully		Drayton	and 296,
480	69	TENTERFIELD $\dagger$ $\dagger$ $\dagger$ $\ldots$ $\begin{cases} arr. \\ dep. \end{cases}$	7 42 7*50	2176 1913	49 23 50 33	Gorge Tank 173 M. 4 Ch. 3dg.	11 31	Harristown arr Ditto-ES dep	₩ A*2 24
481 482	77 70	Tenterfield Stock Yds.* ". Tancred's Sidings,		1513	53 77	Ditto-OS§§ dep	A11 345	Wheat Board Sdg. Electric Light Co. So	rom Sy 54: : 5
487	5	Tenterfield*	aş	1492	60 15 64 15	Morgan Park Warwick (W) arr	*11 58	Toowoomba (W) arr	Fro 2009
492	20	WALLAN-GARRA art.	8*20		01 10		-		1 ×

#### the Melbourne Limited.

Some ground rules - the start time had to be after midnight and the connections had to be 'reasonable'. I ignored the Sunday train via Wallangarra since very few branch line (and some main lines) had no [any?] Sunday trains of any relevance. So, effectively we are looking for Mo, We, Fr trains that connect on those days.

First up—any journey that was through Sydney is automatically out of contention - while the 'two gauge' train left Sydney first (13.35 vs 19.40) it arrived in Brisbane last (11.48 vs 19.00). So immediately all the South and Illawarra is out as is some of the West. Any train that connected at Broadmeadow or Maitland was also out for the same reason.

So what is left? The 13.55 'pass' from Binnaway to Werris Creek



in in		
		a line and

on the requisite days (Mo, We, Fr) is a key to this conundrum. The Binnaway train arrived Werris Creek at 17.38, which provided a longish connection to the northbound Brisbane train at 22 33

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Stations.

Toowoomba W-ESd

Barlow's Siding ...

Campbell's Siding 99 M. 36 Ch. Sdg.

Ditto-ES

95 M. Ballast Sdg.

Ditto-ES

Spring Bluff (W)

Ditto-ES

Ditto-ES

**Russell's Siding** 

Helidon (W)

Grantham .

Forest Hill

Yarongmulu

Gatton

Lawes

Laidley

Murphy's Ck (W) ar Ditto-ES

Commonwealth Sdg

Ditto-BS

Ditto-BS

Ditto-BS

Ditto-BS

Ditto-BS

Ditto-ES

ndohestor (W)

Ditto-ES§ dep

88 M. Siding

Harlaxton

Rangeview

Ballard

Holmes

Lockyer

This train had connections at Binnaway from Mudgee, Dubbo and Gwabegar (making Binnaway a rather busy place around the middle of these days). The Mudgee train connected off the Mail from Pipers Flat northwards (fitting our midnight criteria, but not where it actually started from), while the Dubbo train connected from both Molong and further west - Nyngan on Mondays and Narromine on We and Fri.

As well as these, the up North West Mail provided a rather convenient connection at Werris Creek - arrive 21.07 for the 22.33 departure. The North West branches mostly had 'odd day' services which ruled out of contention quite a few trains. However, it did leave both Inverell and Boggabilla in

contention - the 10.00 'pass' from the former and 11.20 Rail Motor from the latter. I will avoid mentioning here that Inverell is only a one hour drive from Glen Innes while Boggabilla is less than 10 minutes from the narrow gauge at Goondiwindi, so the likelihood of a through rail journey from either of those places would be minimal. I did have a carriage load of school girls from Inverell on the northbound train, but they joined at Glen Innes and left again at Tenterfield as part of a rather arduous 'excursion' to the coast (Gold Coast?).

Another mind game would be to find the more obscure cross country journeys from Melbourne to Brisbane making use of the Wallangarra train. Given the variety of cross country lines then in operation in NSW I suspect this would have many and varied answers. All very much in the Dreamtime but as a modicum of stimulation it probably passes muster.

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Westvale	• Col.	Sdg.	g
Rosewoo		arr	2
	0–BS	dep	5
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Thagoon		••	89
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Corinda Ditt	o-BS	dep	8
Corinda Ditt Roma St	o-BS	dep	See
Ditt	o-BS	dep	See
Ditt Roma St	o-BS	dep S arr	See
Ditt Roma St	o-BS reet-B	dep S arr	See See
Ditt Roma Str Central	o-BS reet-B	dep S arr arr	0 See
Ditt Roma Str Central	o-BS reet-B	dep S arr arr	See See
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## Einstein's timetables GEOFF LAMBERT synchronises his watch

T IS ONE OF THOSE BONE-CHILLING, foggy Bern mornings where "Kein Baum sieht einen anderen", and the frozen mist curls low over the racing water of the Aare. The young man on his way to work, clad in an outrageously bad-taste suit, creeps slowly over the slipperv ice and along the Stauffacherstrasse to the clock tower (Zytglogge), where Kaspar Brunner's clock mechanism has been ticking and telling the people of Bern the time for more than 500 years. Clocks are on his mind. He pauses for a moment, lost in thought, as the clock chimes. Now he is inside the station, on less-slippery ground, and can pause to gaze at a row of clocks high up on the wall. They show the time at numerous Swiss and German cities. An idea which has been ticking away in his own mind seems to be surfacing ...

The young man, of course, is Albert Einstein. Within a few weeks, he will send off to Annalen der Physik, the most momentous scientific paper of all time: "On the electrodynamics of moving bodies"- the theory of relativity.

The young Einstein was not, of course, employed in the academic world of the Annalen, but in the Swiss Patent Office. Given the number of times in his papers that he uses thought experiments involving moving trains and distant clocks, it is logical to surmise that he was helped in visualizing and articulating his thoughts by the trains that moved past Bern's clock tower and the rows of synchronized clocks on the station platform. Indeed, there is a tale that involves him discussing his new theory with friends by pointing to the synchronized clocks of Bern and the unsynchronized steeple clock visible in the neighbouring village of Muni.

Clock coordination was in the air at the time. Bern had inaugurated an urban time network of electrically synchronized clocks in 1890, and a decade later, by the time Einstein had arrived, finding ways to make them more accurate and coordinate them with clocks in other cities became a Swiss passion.

In addition, Einstein's chief duty at the patent office was evaluating electromechanical devices. This included a flood of applications for ways to synchronize clocks by using electric signals. From 1901 to 1904, there were twenty eight such patents issued in Bern. One of them, for example, was called "Installation with Central Clock for Indicating the Time Simultaneously in Several Places Separated from One Another." A similar application arrived on April 25; it involved a clock with an electromagnetically controlled pendulum that could be coordinated with another such clock through an electric signal.

What these applications had in common, was that they used signals that traveled at the speed of light. It is interesting to note that almost the entire first two sections of his relativity paper deal directly and in vivid practical detail of clock synchronization. He writes about the generation of "electric currents of the same magnitude" due to the "equality of relative motion" of coils and magnets, and the use of a light signal to make sure that two clocks are synchronous. Einstein's job afforded him a veritable grandstand seat from which to become acquainted with new electro-technological advances. Engineers, scientists and businessmen needed to synchronize clocks effectively in order to solve important problems, ranging from determining longitude at sea, to preventing train crashes.

When Einstein came to write his own popular exposition "Relativity" in 1916, he used, as his illustrative example of relativity, the different "points of view" of a train passenger on the one hand, and an observer standing on a railway embankment and watching the train pass by, with both of them also observing a flash of lightning. His own diagram, which illustrated this is below.

Einstein's "thought experiment" was unsurprising given Einstein's early work history in and around the Bern railway station and its clocks. When Einstein started to think about these things, railway trains were the fastest things on the planet– much slower than the speed of light to be sure, but still fast enough for the reader to grasp the concept of high speeds.

#### Einstein's train travels

Einstein, in any case, was an inveterate train-traveller. His messy personal and professional life meant that he was always flitting about Europe.

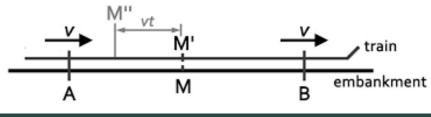
Doubtless, his letters (including love letters), notebooks and papers, <u>released in 2006</u>, contain a wealth of detail on his trips in and around Europe. Such intricacies are, quite naturally, of little interest to anybody except railway historians.

For his American trips, however, we DO have a wealth of detail from American newspapers.

#### Train trips in America

Einstein first left Europe in 1921, a few years after his exposition of the General Theory of Relativity had made him the most famous person in the world. Albert and his wife, Elsa sailed from Rotterdam on March 21 1921, and fetched up on a tugboat at <u>The Battery</u> in Manhattan, 13 days later. Einstein had wanted to travel steerage to save his hosts money, but was persuaded to accept a stateroom.

His reception in New York was tumultuous, as were the receptions he received in every city he visited— Washington, Chicago, Princeton, Hartford, Boston and Cleveland. He



travelled to all of these places by train, it seems.

In Cleveland, for instance, several thousand people thronged <u>Cleveland</u> <u>Union Terminal</u> ("CUT") and the parade consisted of 200 honking and flag-draped cars.

Einstein returned to Europe at the end of August.

His second visit to the USA, at the end of 1930, was for a two-month working visit to the California Institute of Technology. His ship sailed to San Diego via New York (where again the reception was extraordinary—"worse than my most fantastic expectation"). Other ports *en route* where he was feted were Havana and the Panama Canal. His arrival at San Diego on New Year Eve, was so chaotic that several reporters who rushed the ship, fell off the gangplank.

After his "study leave" and after posing with Charlie Chaplin at Universal Studios, the Einsteins caught the AT&SF's "<u>Grand Canyon</u> <u>Limited</u>" back to Chicago and New York, stopping off at the Grand Canyon along the way. In 1931, this train ran via Albuquerque, where one of the few photographs of Einstein actually travelling on a train was taken (above right). An extract of a 1931 ETT for the New Mexico Division is shown at right.

Einstein shunned airlines all his life and preferred to stay on the surface of the Earth. After his arrival at Princeton in 1933, he seems never to have travelled much at all.

He died in 1955, about nine years



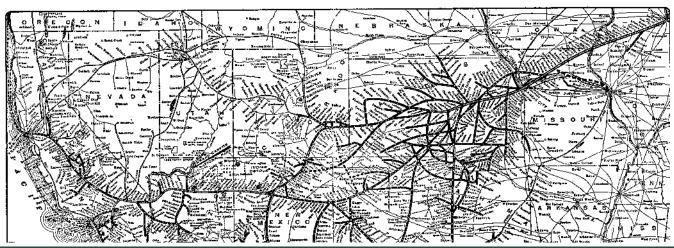


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before the really fast Shinkansen trains came on the scene. I wonder what he would have made of the Shanghai Maglev with its 431 km/h? It would have made an interesting case study for his 1905 paper on Special Relativity. Had he lived to travel on it, he could have extended his life span by 70 trillionths of a second for every round trip he took. I did—it's put a spring in my step.





The Times June 2020

## A Brief History of Swiss Public Timetables VICTOR ISAACS

WITZERLAND WAS ONCE a paradise for Public Timetables. As in many countries, this has greatly declined in recent years.

Swiss railways were nationalised in 1902, following a referendum. Since then, newly built railways have not been nationalised, but their schedules have been included in the Official Timetables. So has much other relevant material.

In addition to the Official Timetables, there used to be published a myriad of

privately published timetables. Some of these covered the whole country in less elaborate formats. Others covered regions of the country.

I will say little about the private timetables, because I know little about them. However, I start with one of them, because this is the oldest Swiss Public Timetable I have seen.

#### 1914

This the Burkli timetable, published summer 1914. This is a small book, 10 x 14.5 cm, 98 pages plus covers, price

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Schweizerische Bundesbahnen.



80 centimes. It was first published in 1855. Its full name is *Horaire Burkli/ Guide des Voyageurs en Suisse/ Reisebegleiter für Schweiz*. It is curious that French appears first in this title, because German is the dominant language in Switzerland. However, inside, the general notes appear first in German, then in French. The general notes are not repeated in Italian.

After five pages of advertisements, there are general notes, an index to lines, and an index to stations. The main part of the book of course, comprises timetables of railways and tramways. Following are timetables in the immediately-neighbouring regions of other countries. These include the various railways once owned by German provinces that were incorporated into the German State Railways in 1919. Following these, are timetables of lake and river steamers, then of postal "diligences" and, finally, Tables of fares. There are many pages of advertisements, mainly for hotels, but also for some consumer goods.

The 1914 Burkli was republished as a facsimile a few years ago—I know not by whom. The absence of any map makes it hard to use.



#### 1921

The first Official Timetable I have sighted is 1 June 1921. To our Australian eyes, it is curious. Like many European timetables of this period it was a combined Postal and Railway Guide. In fact, it was the Postal Administration which was mainly responsible for its production. The Post edited the railway, boat and postal bus timetables. The Railways edited the timetables of railways in neighbouring counties, lists of fares and general announcements.

It is 11 x 18 cm, 610, pages, price 3 Swiss Francs. There is a back cover map and a two-page map inside. Most of the book is comprised of railway timetables. These include symbols, when appropriate, showing when mail was to be delivered or collected from specific trains at specific stations. There are boat schedules, schedules of trains in immediately-neighbouring areas of foreign countries, schedules of long-distance trains to foreign destinations, automobile connections, and lists of fares.

#### 1931

The edition of 15 May 1931 is included here (lower) because it was reprinted as a facsimile a few years ago by Stampfli & Cie and Kursburch News. It is basically similar, but larger than, the original 1925 version in both page size or number of pages. It now

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Stellen</td><td></td><td>10.23<br/>11.23<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21.24<br/>21</td><td>1 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#### 1938

Railways.

The first PTT I have seen in this period is 15 May 1938. [cover on our page 16]. It is smaller, 11 x 17 cm. The price is reduced to 2 Swiss Francs. There are 96 pages of introductory explanations, indexes and advertisements. Then, 256 pages of railway schedules, 32 pages of boat schedules, 64 pages of railways immediately next to Switzerland, 48 pages of long-distance international trains, 138 pages of connecting automobiles, 30 pages of air schedules and hotel advertisements, and 64 pages of fares lists. There are two foldout maps - for domestic and foreign. services

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<sup>\*</sup> Billetlauegabe durch die Bahnetation.

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#### Undated, but 1939 and 1940

This is one of the most unusual Public Timetables ever published. In anticipation of large-scale European conflict, the Swiss Federal Railways prepared a timetable to come into effect only upon notice. This happened with the invasion of Poland by Germany on 1 September 1939. This PTT remained valid until 7 October 1939. From 11 May 1940 when Germany invaded Luxembourg, Belgium, the Netherlands and France, this PTT came into effect again until 8 June 1940.

The services offered were very much a slimmed-down version of prior timetables. In particular, all trains terminated/started at the borders of Switzerland. There were no international trains. For example, even the line over the Bernina Pass only operated as far as Campocologno, even though it was only 3 km to the terminus at Tirano in Italy. The only exception to this was the mainline between Zürich and Schaffhausen, which crossed Germany for about 10 km with three stations there. [Editor's note- During World War I and World War II, Switzerland maintained armed neutrality, and was not invaded by its neighbors].

There were ten pages of explanations and indexes, then 102 of train and boat schedules and 29 of connecting automobiles.

This little book was reprinted a few years ago by the <u>Minirex railway</u> <u>publishing</u> company.

#### **17 Vallorbe-Lausanne**

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#### 18 (Bern-) Neuchâtel-Les Verrières

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#### 1956

This PTT was now back to normal. It now included mountain funiculars, telepheriques and cableways. The air services section now only included services of Swiss Air. As well as German, French, and Italian, the General Explanation section was now also provided in English.

#### 1973-1999

There was a privately published PTT covering all of Switzerland. It was called Fribo and Reka. I do not know if these were different publishers or not. Reka seems to be a Swiss travel company. This was indeed a very convenient timetable to carry around on travels, because the Official Timetable was now getting large. Fribo/Reka were 9 x 14 cm, 472 pages, price 4.40 Swiss Francs. They seem to be mainly reproductions of pages from the Official Timetable, but at a much reduced size.

The most recent Reka I have seen is that of 30 May 1999, price 12.50 Swiss Francs. I do not know if it is still produced.

In this period, it was a great pleasure to be in Switzerland at timetable change time. Large numbers of Official and privately produced timetable books would be on display for sale at the railway stations, and, as well, prominently displayed at bookshops.

#### 2016

The Official Timetable was now a large publication—in fact too large to be convenient-and elaboratelyproduced. It was now in three large volumes, which could not be purchased separately - 1: railways, boats and mountain railways, 2: buses in western Switzerland, 3: buses in eastern Switzerland. As well as the four languages hitherto included, it now included general explanations and notes in Latin-derived Romansch, the language spoken by a few people in the SE of the country. Every year, an artist was commissioned to provide a cover illustration.

It was 12 x 20 cm, about 3000 pages (I can't check this as I didn't keep the two large bus volumes) with a separate map, price 16 Francs







#### 2017 and later

Due to declining sales, and increasing production costs, the Swiss Federal Railways ceased producing their PTT

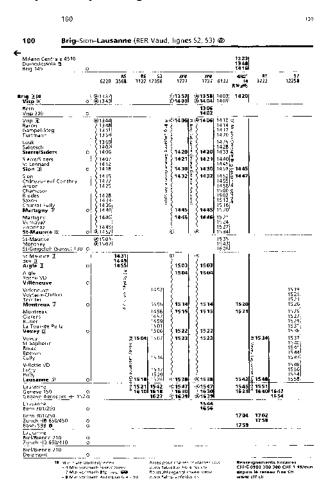
after the edition of December 2016. This was unacceptable to the Swiss who have higher per capita use of passenger trains than anywhere else. So a private organisation took up

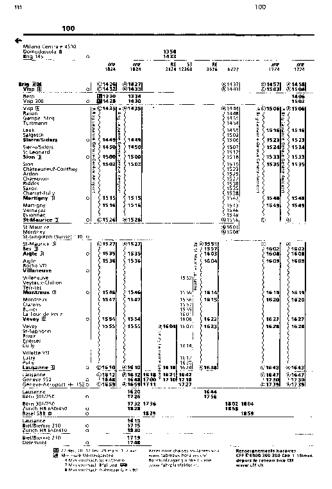
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production. It is now produced by the Verkehrsclub (Travel Club) and is now basically the former Official Timetable, but with significant reductions. It comprises the former volume 1 only- railways, mountain railways and boats. These are reproduced at a much reduced page size. Buses are not included. The elaborate cover has been dropped. English no longer appears in the general explanation notes. There are six additional pages (in German, French and Italian) inviting people to join the Verkehrsclub

The page size is 11 x 17 cm. After introductory matter and the index, there is 2137 pages and a fold out map. Price is 19 Francs. This timetable is available in December each year via the Australian Timetable Association's Distribution Service.





## SCHWEIZ SUISSE SVIZZERA

# Amtliches Kursbuch Indicateur officiel Orario ufficiale

Sommer -

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