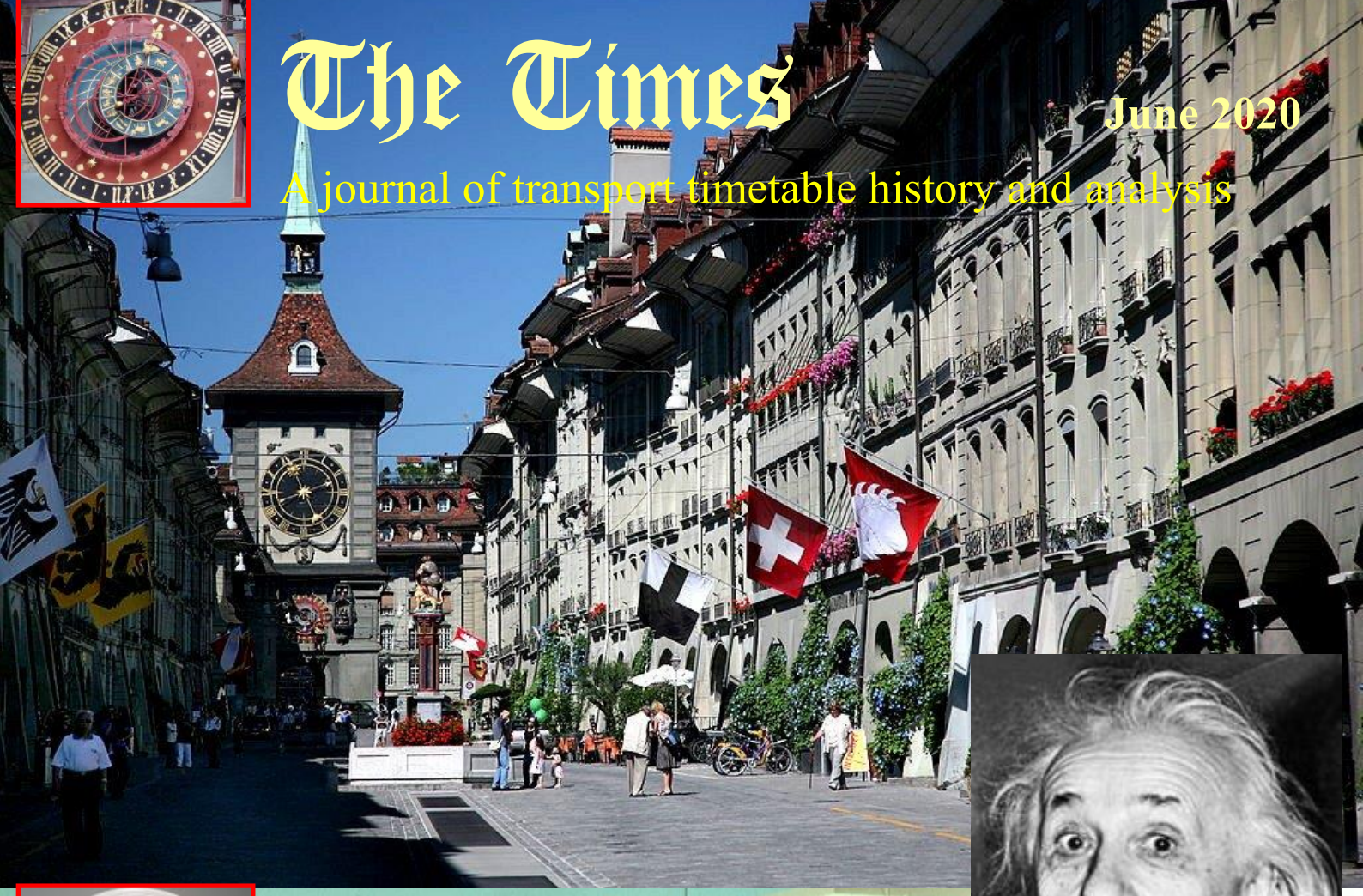
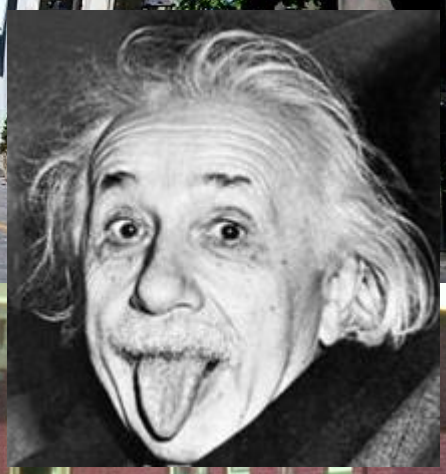
The Times

June 2020

A journal of transport timetable history and analysis





Inside: Einstein and the Bern Station Clocks
The Dreamtime
Swiss PTTs

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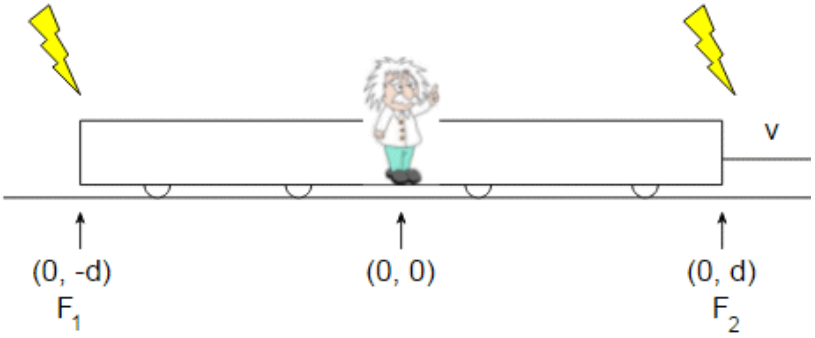


Letter—The effect of viruses on timetables

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*

A 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.

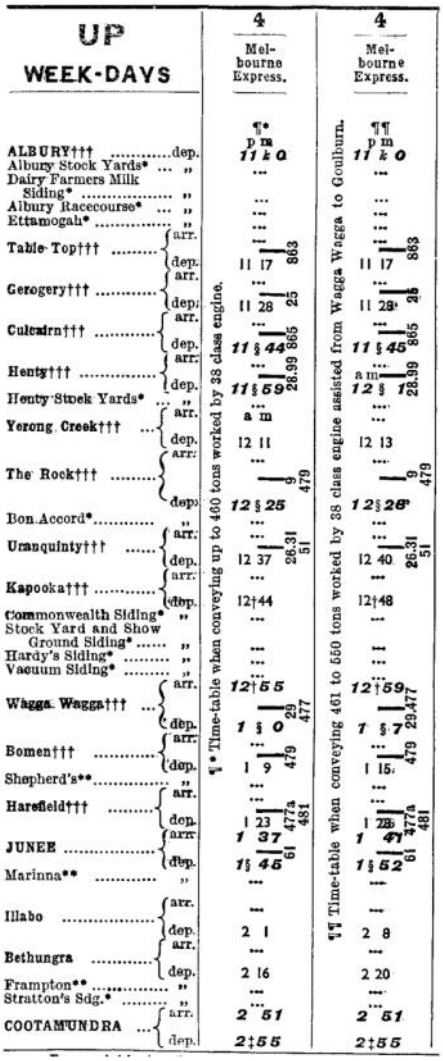
So it was on Thursday 25th August 1960 that I was on the Spirit to Albury (S307, 13/665) connecting to the Melbourne Express (the 'second division'), which on this night was a 500 ton train behind 3638 and 3828. I can't locate the actual times (they will surface one day) but we replaced the assistant 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	STATIONS.	81 "SPIRIT OF PROGRESS" DAILY SUN. INC.
—	**MELBOURNE** W G (Spencer Street) dep.	P.M. 6 30
1	North Melbourne	*
2¼	Kensington	*
2¾	Newmarket	*
3½	Ascot Vale	*
4¼	Moonee Ponds	*
5	Essendon	6 41*
5¾	*Glenbervie* ○	*
6	*Strathmore* ○	*
7	Pascoe Vale	*
8	*Oak Park* ○	*
9	Glenroy	*
9½	*Jacana* ○	*
10½	Broadmeadows	6 52*
13½	Somerton N C	6 58*
16¼	*Craigieburn* ○	7 2½*
20¾	*Donnybrook* ○	7 8½*
26	*Beveridge* ○	7 16½*
29½	**WALLAN** W	7 20½*
33¼	*Heathcote Jun.* ○ ... arr. / dep.	... / 7 26*
34¼	*Wandong* ○	7 27½*
39½	*Kilmore East* ○ W ...	7 33*
46¾	Broadford	7 40½*
48	McDougall N C	...
56	Tallarook ... ... arr. / dep.	... / 7 50½*
61¼	**SEYMOUR** W G ... arr. / dep.	... / 7 58*

			106DL	102	62	49, 90, 106	94	2, 98, 114	116	124	122	130	126
61¼	**SEYMOUR** W G ... dep.	P.M. 7 58*											
62	Seymour Marshalling Yard ...	...											
68	*Mangalore* ○ E S ... arr. / dep.	... / 8 6½*											
72	Avenel E S ... ... arr. / dep.												
79¼	*Locksley* ○ E S ... arr. / dep.	8 11½* / ...											
84¾	*Longwood* ○ E S ... arr. / dep.	8 19* / ...											
89	*Creighton* ○ E S ... arr. / dep.	8 24* / ...											
93¾	Euroa E S W ... ... arr. / dep.	8 28½* / ...											
98¾	*Balmattum* ○ E S ... arr. / dep.	8 33* / ...											
105¼	Violet Town E S ... arr. / dep.	8 37½* / ...											
113¾	*Baddaginnie* ○ E S ... arr. / dep.	8 44* / ...											
121¼	**BENALLA** E S W ... arr.	8 52½* / ...											
121¼	**BENALLA** E S W ... dep	9 0*											
127¼	Winton N C	...											
136	Glenrowan E S ... arr. / dep.	... / 9 16*											
144¾	Alumatta E S N C ... (See note page 12)	...											
145¼	**WANGARATTA** E S W arr. / dep.	... / 9 25½*											
149	*Bowser* ○ E S ... arr. / dep.	... / 9 29*											
160	Springhurst E S ... arr. / dep.	... / 9 41*											
168¼	Chiltern E S ... ... arr. / dep.	... / 9 50*											
174	*Barnawartha* ○ E S ... arr. / dep.	... / 9 57½											
187	**WODONGA** E S W G arr. / dep.	... / 10 11*											
187¾	Wodonga Coal Sdg. E S N C ... (See note, page 12)	...											
189¼	Caltex Siding N C ... arr.	... / 10 20											
190¼	**ALBURY** (N.S.W.) ... E S W	LTD. EXP. DAILY SUN. INC.											EXPRESS DAILY SUN. INC.



UP
WEEK-DAYS

	4	4
	Mel-bourne Express.	Mel-bourne Express.
	¶* p m	¶¶ p m
ALBURY††† dep.	11 k 0	11 k 0
Albury Stock Yards* ... "	...	...
Dairy Farmers Milk Siding* ... "	...	...
Albury Racecourse* ... "	...	...
Ettamogah* ... "	...	...
Table Top††† arr.	...	...
dep.	11 17	11 17
	863	863
Gerogery††† arr.	...	...
dep.	11 28	11 28
	25	25
Culcairn††† arr.	...	...
dep.	11 § 44	11 § 45
	865	865
Henty††† arr.	...	...
dep.	11 § 59	a m 12 § 15
	26.99	26.99
Henty Stock Yards* ... "	...	...
Yerong Creek††† arr.	a m	...
dep.	12 11	12 13
	9	9
	479	479
The Rock††† arr.	...	...
dep.	12 § 25	12 § 28
Bon Accord* ... "	...	...
	26.31	26.31
Uranquinty††† arr.	...	...
dep.	12 37	12 40
	51	51
Kapooka††† arr.	...	...
dep.	12†44	12†48
Commonwealth Siding* "	...	...
Stock Yard and Show Ground Siding* ... "	...	...
Hardy's Siding* ... "	...	...
Vacuum Siding* ... "	...	...
Wagga Wagga††† arr.	12†55	12†59
	29	29
dep.	1 § 0	1 § 7
	477	477
Bomen††† arr.	...	...
dep.	1 9	1 15
	479	479
Shepherd's** ... "	...	...
Harefield††† arr.	...	...
dep.	1 23	1 28
	477a	477a
	481	481
JUNEE arr.	1 37	1 47
dep.	1 § 45	1 § 52
	61	61
Marinna** ... "	...	...
Illabo arr.	...	...
dep.	2 1	2 8
Bethungra arr.	...	...
dep.	2 16	2 20
Frampton** ... "	...	...
Stratton's Sdg.* ... "	...	...
COOTAMUNDRA ... arr.	2 § 51	2 § 51
dep.	2†55	2†55

¶* Time-table when conveying up to 460 tons worked by 38 class engine.

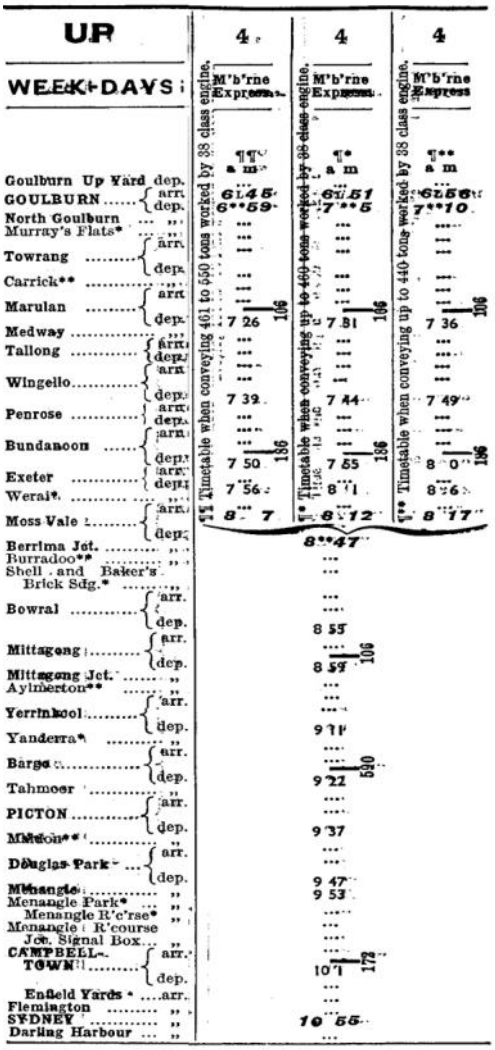
¶¶ Time-table when conveying 461 to 550 tons worked by 38 class engine assisted from Wagga Wagga to Goulburn.

UP
WEEK-DAYS

	4	4
	Mel-bourne Express.	Mel-bourne Express.
	¶* a m	¶ a m
COOTAMUNDRA ... arr.	2 51	2 51
dep.	2††55	2††55
	120.430	120.430
Cootamundra West ... "	...	...
Jindalee* ... "	...	...
Morrison's Hill* ... "	...	...
Wallendbeen ... arr.	...	...
dep.	3 21	3 23
Nubba** ... "	...	...
Demondrille ... arr.	3 37	3 40
	L	L
dep.	3 52	3 55
Murrumburrah ... dep.	...	...
arr.	4 1	4 4
	L4	L4
HARDEN ... dep.	4†† 4	4 ††7
Cunningar** ... arr.	...	...
dep.	...	...
Rocky Ponds* ... "	...	...
Galong ... arr.	...	...
dep.	4 30	4 30
Binalong ... arr.	...	...
dep.	4 41	4 40
Illalong Creek Quarry Signal-box ... dep.	...	...
arr.	...	...
Illalong Creek* ... dep.	...	...
Goondah* ... arr.	...	...
dep.	...	...
Bowning ... arr	...	...
dep	5 7	5 4
YASS JUNCTION ... arr.	5 18	5 14
	L	L
dep	5§23	5 § 21
	118.598a.698a	118.598a.698a
Coolalie** ... arr.	...	...
dep.	...	...
Jerrawa ... arr.	...	...
dep.	5 47	5 43
Oolong** ... arr.	...	...
dep.	...	...
Gunning ... arr.	...	...
	110.596a.696a	110.596a.696a
dep.	6 4	6 0
Fish River ... arr.	...	...
dep.	6†11	6†7
Razorback Refuge Siding* arr.	...	...
dep.	...	...
Callerin** ... "	...	...
A.I. and S. Ltd. Sdg.* "	...	...
Breadalbane ... arr.	...	...
dep.	6†37	6†32
Yarra ... arr.	...	...
dep.	6 48	6 43
Joppa Junction ... arr.	...	...
dep.	...	...
Goulburn Loco. Signal-box ...	...	...
Goulburn Stock Yards* "	...	...
Goulburn Up Yard ... arr.	...	...
GOULBURN ... arr.	6§56	6 § 51
	L	L
dep.	7 10	7 5

† Allowed additional one minute Fish River-Breadalbane for recovery of time lost by speed en route.

¶ Time-table, when conveying 441 to 460 tons, worked by 38 class engine, assisted from Demondrille to Goulburn.



UP
WEEK-DAYS

	4	4	4
	M'b'rne Express.	M'b'rne Express.	M'b'rne Express
	¶¶ a m	¶* a m	¶** a m
Goulburn Up Yard dep.	...	...	...
GOULBURN ... arr.	6 45	6 51	6 56
dep.	6**59	7**5	7**10
North Goulburn ... "	...	...	...
Murray's Flats* ... "	...	...	...
Towrang ... arr.	...	...	...
dep.	...	...	...
Carrick** ... "	...	...	...
Marulan ... arr.	...	...	...
dep.	7 26	7 31	7 36
	196	196	196
Medway ... arr.	...	...	...
dep.	...	...	...
Tallong ... arr.	...	...	...
dep.	...	...	...
Wingello ... arr.	...	...	...
dep.	7 39	7 44	7 49
Penrose ... arr.	...	...	...
dep.	...	...	...
Bundanoon ... arr.	...	...	...
dep.	7 50	7 55	8 0
	196	196	196
Exeter ... arr.	...	...	...
dep.	7 56	8 1	8 6
Werai* ... "	...	...	...
Moss Vale ... arr.	...	...	...
dep.	8 7	8 12	8 17
Berrima Jct. ... "	...	8**47	...
Burradoo** ... "	...	...	...
Shell and Baker's Brick Sdg.* ... "	...	...	...
Bowral ... arr.	...	...	...
dep.	...	8 55	...
Mittagong ... arr.	...	...	...
		106	
dep.	...	8 59	...
Mittagong Jct. ... "	...	...	...
Aylmerton** ... "	...	...	...
Yerrinbool ... arr.	...	...	...
dep.	...	9 11	...
Yanderra* ... "	...	...	...
Bargo ... arr.	...	...	...
		590	
dep.	...	9 22	...
Tahmoor ... "	...	...	...
PICTON ... arr.	...	...	...
dep.	...	9 37	...
Mt Hunter** ... "	...	...	...
Douglas Park ... arr.	...	...	...
dep.	...	9 47	...
Menangle ... "	...	9 53	...
Menangle Park* ... "	...	...	...
Menangle R'c'rse* ... "	...	...	...
Menangle R'course Jct. Signal Box ... "	...	...	...
CAMPBELL-TOWN ... arr.	...	...	...
		172	
dep.	...	10 1	...
Enfield Yards* ... arr.	...	...	...
Flemington ... "	...	...	...
SYDNEY ... "	...	10 55	...
Darling Harbour ... "	...	...	...

¶¶ Time-table when conveying 461 to 550 tons worked by 38 class engine.

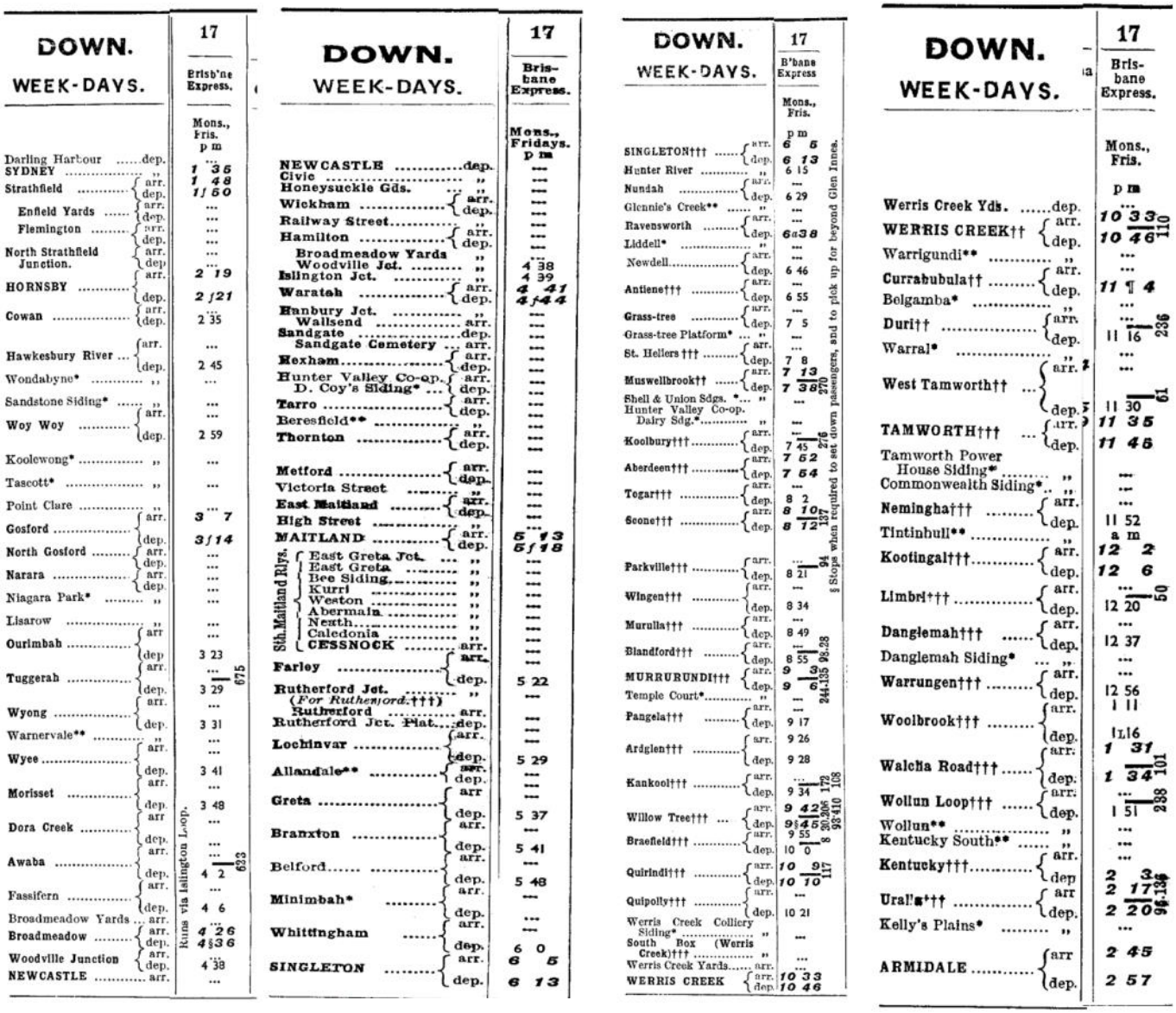
¶* Time-table when conveying 441 to 460 tons worked by 38 class engine.

¶** Time-table when conveying up to 440 tons worked by 38 class engine.

† Allowed additional one minute Fish River-Breadalbane for recovery of time lost by speed en route.

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, BB18¼ 1027, with a totally conventional 5 total train (3 cars, 1 baggage and 1 brake-van), ran the narrow gauge train



DOWN. WEEK-DAYS. 17 Brisbane Express. Mons., Fridays. p m

		17
NEWCASTLE	dep.	...
Civic	,,	...
Honeysuckle Gds.	,,	...
Wickham	arr.	...
	dep.	...
Railway Street	,,	...
Hamilton	arr.	...
	dep.	...
Broadmeadow Yards	,,	...
Woodville Jct.	,,	4 38
Islington Jct.	,,	4 39
Waratah	arr.	4 41
	dep.	4 44
Hanbury Jct.	,,	...
Wallsend	arr.	...
Sandgate	dep.	...
Sandgate Cemetery	,,	...
Hexham	arr.	...
	dep.	...
Hunter Valley Co-op.	arr.	...
D. Coy's Siding*	dep.	...
Tarro	arr.	...
	dep.	...
Beresfield**	,,	...
Thornton	arr.	...
	dep.	...
Metford	arr.	...
	dep.	...
Victoria Street	,,	...
East Maitland	arr.	...
	dep.	...
High Street	,,	...
MAITLAND	arr.	5 13
	dep.	5 18
Sth. Maitland Rlys. East Greta Jct.	,,	...
East Greta	,,	...
Bee Siding	,,	...
Kurri	,,	...
Weston	,,	...
Abermain	,,	...
Neath	,,	...
Caledonia	,,	...
CESSNOCK	arr.	...
	arr.	...
Farley	dep.	5 22
Rutherford Jct.	,,	...
(For Rutherford.†††)		
Rutherford	arr.	...
Rutherford Jct. Plat.	dep.	...
Lochinvar	arr.	...
	dep.	...
Allandale**	arr.	5 29
	dep.	...
Greta	arr	...
	dep.	...
Branxton	arr	5 37
	dep.	...
Belford	arr.	5 41
	dep.	...
Minimbah*	arr.	5 48
	dep.	...
Whittingham	arr.	...
	dep.	...
SINGLETON	arr.	6 0
	dep.	6 5
		6 13

DOWN. WEEK-DAYS. 17 B'bane Express. Mons., Fris. p m

		17
SINGLETON†††	arr.	6 5
	dep.	6 13
Hunter River	,,	6 15
Nundah	arr.	...
	dep.	6 29
Glennie's Creek**	,,	...
Ravensworth	arr.	...
	dep.	6a38
Liddell*	,,	...
Newdell	arr.	...
	dep.	6 46
Antiene†††	arr.	...
	dep.	6 55
Grass-tree	arr.	...
	dep.	7 5
Grass-tree Platform*	,,	...
St. Heliers †††	arr.	...
	dep.	7 8
Muswellbrook††	arr.	7 13
	dep.	7 38 270
Shell & Union Sdgs. *...	,,	...
Hunter Valley Co-op. Dairy Sdg.*	,,	...
Koolbury†††	arr.	... 276
	dep.	7 45
Aberdeen†††	arr.	7 52
	dep.	7 54
Togar†††	arr.	...
	dep.	8 2
Scone†††	arr.	8 10 137
	dep.	8 12
Parkville†††	arr.	... 94
	dep.	8 21
Wingen†††	arr.	...
	dep.	8 34
Murulla†††	arr.	...
	dep.	8 49
Blandford†††	arr.	... 98.28
	dep.	8 55
MURRURUNDI†††	arr.	9 3
	dep.	9 6 244-135
Temple Court*	,,	...
Pangela†††	arr.	...
	dep.	9 17
Ardglen†††	arr.	9 26
	dep.	9 28
Kankool†††	arr.	... 172
	dep.	9 34 108
Willow Tree†††	arr.	9 42 30.206
	dep.	9§45 93-410
Braefield†††	arr.	9 55 8
	dep.	10 0
Quirindi†††	arr.	10 9 117
	dep.	10 10
Quipolly†††	arr.	...
	dep.	10 21
Werris Creek Colliery Siding*	,,	...
South Box (Werris Creek)†††	,,	...
Werris Creek Yards	arr.	...
WERRIS CREEK	arr.	10 33
	dep.	10 46

§ Stops when required to set down passengers, and to pick up for beyond Glen Innes.

DOWN. WEEK-DAYS. 17 Brisbane Express. Mons., Fris. p m

		17
Werris Creek Yds.	dep.	10 33
WERRIS CREEK††	arr.	110
	dep.	10 46
Warrigundi**	,,	...
Currabubula††	arr.	...
	dep.	11 ¶ 4
Belgamba*	,,	...
Duri††	arr.	...
	dep.	11 16 236
Warral*	,,	...
West Tamworth††	arr.	...
	dep.	... 61
TAMWORTH†††	arr.	11 30
	dep.	11 35
Tamworth Power House Siding*	,,	11 45
Commonwealth Siding*	,,	...
Nemingha†††	arr.	...
	dep.	...
Tintinhull**	,,	11 52
Kootingal†††	arr.	a m
	dep.	12 2
Limbri†††	arr.	12 6
	dep.	... 50
Danglemah†††	arr.	12 20
	dep.	...
Danglemah Siding*	,,	12 37
Warrungen†††	arr.	...
	dep.	...
Woolbrook†††	arr.	12 56
	dep.	1 11
Walcha Road†††	arr.	1L16
	dep.	1 31
Wollun Loop†††	arr.	1 34 101
	dep.	...
Wollun**	,,	1 51 288
Kentucky South**	,,	...
Kentucky†††	arr.	...
	dep	...
Ural*†††	arr	2 3
	dep.	2 17 96-136
Kelly's Plains*	,,	2 20
ARMIDALE	arr	...
	dep.	2 45
		2 57

Runs via Islington Loop. 633 675

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 22nd 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

Milepost Mileage from Sydney. Miles.	Chains.	DOWN. WEEK-DAYS.		17 Brisbane Express.
				Tues., Sats. *
				a m
359	55	ARMIDALE†††	arr.	2 45
			dep.	2 57
365	64	Dumaresq†	arr.	...
			dep.	3 11 34
372	71	Exmouth**	,,	...
380	19	Black Mountain† ...	arr.	...
			dep.	3 49
386	28	Guyra†	arr.	4 0
			dep.	4 3
393	38	Llangothlin**	,,	4 16
401	26	Ben Lomond†	arr.	... 36.62
			dep.	4 33
410	12	Glencoe†	arr.	...
			dep.	4 50
417	46	Stonehenge**	,,	5 2
423	28	GLEN INNES†	arr.	5 14 38
			dep.	5 30
430	75	Yarraford**	,,	a
438	2	Dundee*	,,	5a58
446	33	Deepwater†	arr.	6 13
			dep.	6 18
460	69	Bolivia†	arr.	6 46
			dep.	6 50
466	59	Sandy Flat**	,,	a§
472	74	Bluff Rock*	,,	a§
475	73	Bungulla*	,,	a§
480	69	TENTERFIELD††† ...	arr.	7 42
			dep.	7*50
481	77	Tenterfield Stock Yds.*	,,	...
482	70	Tancred's Sidings, Tenterfield*	,,	...
487	5	Sunnyside*	,,	a§
492	20	WALLAN-GARRA ...	arr.	8*20

Height above Mean Sea Level. Feet.	Miles from Wallan-garra. m. ch.	Stations.		37 Pass. Tues. Sat. a.m.
2882	..	Wallan-garra–OS	d	*8 55 294
2739	2 37	Bald Mountain ..		D
2478	6 55	Wyberba		D
2305	9 9	Lyra (W)	arr	..
		Ditto ..	dep	A 9 15
2371	11 53	Ballandean	arr	9 21
		Ditto–OS§	dep	A 9 22
2545	14 64	Fletcher		A
2491	17 54	Glen Aplin	arr	*9 38 284
		Ditto–OS§§	dep	A 9 41
2529	20 75	Severnlea ..		D
2639	24 41	Passmore ..		A
2662	25 35	Stanthorpe	arr	10 2
		Ditto–OS	dep	*10 6 280
2860	28 50	Applethorpe ..		A
2936	30 41	Glen Niven (W)	arr	10 18
		Ditto–OS§§	dep	A10 21
3035	32 17	The Summit ..		A
3010	33 66	Thulimbah ..		A
3002	36 6	Cotton Vale	arr	10 37
		Ditto–OS§	dep	A10*39 520
2912	38 56	Dalveen ..	arr	10 44
		Ditto–OS	dep	10 45
..	40 17	183 M. 20 Ch. Sdg.		..
2566	42 40	Temangum ..		D
2482	43 66	Kerrick ..	arr	..
		Ditto–OS§	dep	*11 5 179
2415	46 13	Cherry Gully ..		D
..	49 23	Gorge Tank ..		11 17
2176	50 33	173 M. 4 Ch. Sdg.		..
1913	53 77	Silverwood	arr	11 31
		Ditto–OS§§	dep	A11 34 34
1579	60 15	Morgan Park ..		D
1492	64 15	Warwick (W)	arr	*11 58 124

Stations.		37 Pass. Mon. Tues. Thur. Fri. Sat. From Sydney and Wallan-garra, Tues., Sat. From Warwick Mon., Thur., Fri.,
		p.m. 304,34
Warwick (W)–ES	d	*12 10
Killarney Junct. ..		..
Millhill ..	arr	..
Ditto–ES	dep	A12 16
Rosehill		D
Toolburra ..	arr	..
Ditto–ES§§	dep	D12 27
Massie		D
Deuchar		D
Hendon ..	arr	..
Ditto–ES	dep	*12 44
Ellinthorp ..		D
Elphinstone ..		D
Clifton ..	arr	.. 123,102
Ditto–ES	dep	*1 8 62
King's Ck. (W)	arr	..
Ditto ..	dep	D
Nobby ..	arr	..
Ditto–ES	dep	A 1 23
Greenmount	arr	1 35
Ditto–ES	dep	*1 38 26
Watts		..
Cambooya	arr	..
Ditto–ES	dep	A 1 54
Wyreema ..	arr	..
Ditto–ES	dep	A*2 5
Shepperd		..
Finnie		.. 60, 296, 202,
Drayton		D 177
Commonwealth Sdg.		..
Harristown	arr	..
Ditto–ES	dep	A*2 24
Wheat Board Sdg.		..
Electric Light Co. Sd		..
Toowoomba (W)	arr	*2 34 200 H6

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

Stations.		37 Pass.	
		p.m.	
Toowoomba W–ESd		3*0	624
Barlow's Siding ..		..	
Campbell's Siding		..	
99 M. 36 Ch. Sdg. ..		..	
Harlaxton ..		3D7	
Rangeview	arr	..	
Ditto–ES	dep	3 12	
95 M. Ballast Sdg.		..	
Ballard ..	arr	..	
Ditto–ES	dep	3A19	
Spring Bluff (W) s		..	
Ditto–ES	dep	3A31	
88 M. Siding ..		..	
Holmes ..	arr	..	
Ditto–ES	dep	L3 46	
Murphy's Ck (W) ar		..	
Ditto–ES	dep	4*2	10
Lockyer		..	
Ditto–ES§	dep	4 15	
Russell's Siding ..		..	525
Commonwealth Sdg		A	
Helidon (W)	arr	4*26	
Ditto–BS	dep	4 34	
Grantham ..	arr	..	
Ditto–BS	dep	4 45	
Gatton ..	arr	..	
Ditto–BS	dep	4 57	
Lawes		..	
Forest Hill ..	arr	..	
Ditto–BS	dep	..	
Laidley ..	arr	..	
Ditto–BS	dep	5 12	
Yarongmulu	arr	..	
Ditto–ES	dep	5 22	
Grandchester (W) a		..	
Ditto–BS	dep	5 37	
Calvert		..	
Lanefield		..	
Westvale Col. Sdg.		..	
Rosewood ..	arr	..	
Ditto–BS	dep	5 50	
Normanton Col. Sdg		..	
Thagoona		..	
Caledonian Col. Sdg.		..	
Walloon ..	arr	..	
Ditto–BS	dep	..	
Karrabin		..	
Wulkuraka	arr	..	
Ditto–BS	dep	..	
Thomas Street ..		..	
Ipswich (W)	arr	6 9	
Ditto–BS	dep	6 14	
Corinda (W)	arr	..	
Ditto–BS	dep	6j45	
Roma Street–BS	arr	§7z0	
Central ..	arr	..	

See Note, page 131. From Sydney and Wallan-garra, Tues. and Sat. From Toowoomba Wed. and from Warwick Mon. Thur. and Fri. §7.3 p.m. Saturday. D.E.L. on M., Th., Fr., Sa. Steam on Tu. and We.

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.

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.

Einstein's timetables

GEOFF LAMBERT *synchronises his watch*

IT 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 slippery 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.

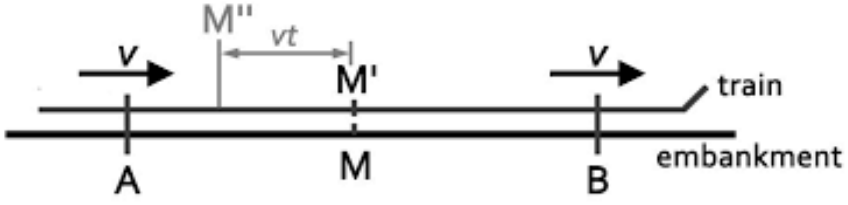
The young Einstein was not, of course, employed in the academic world of the Annalen, but in the Swiss Patent Office. Given the number of times in his papers that he uses thought experiments involving moving trains and distant clocks, it is logical to surmise that he was helped in visualizing and articulating 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, released in 2006, 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 The Battery 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 Cleveland Union Terminal ("CUT") and the parade consisted of 200 honking and flag-draped cars.

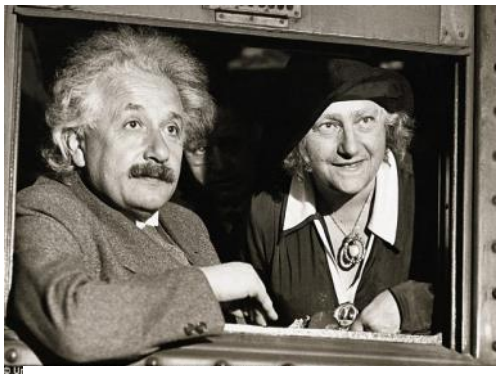
Einstein returned to Europe at the end of August.

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 "Grand Canyon Limited" 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.

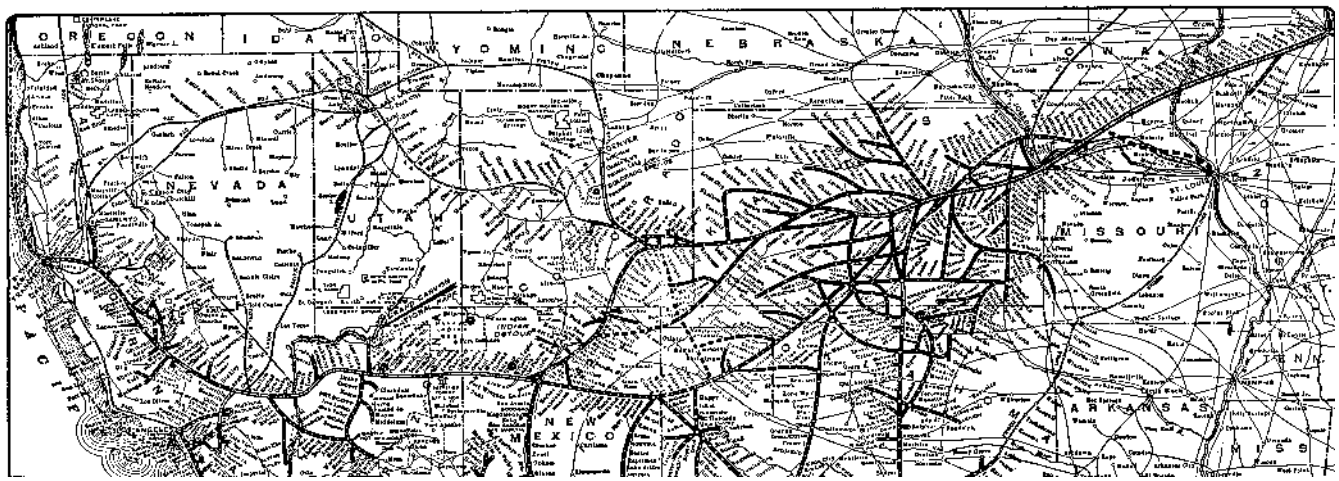
Einstein shunned airlines all his life and preferred to stay on the surface of the Earth. After his arrival at Princeton in 1933, he seems never to have travelled much at all.

He died in 1955, about nine years 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.



WESTWARD.

TIME TABLE No. 56, August 30, 1931.	Ruling Grade Ascending.	Communications.	EASTWARD. First Class. 8 The Hopi.	14 Denver Express.	24 Grand Canyon Limited.	6 The Scout.	4 California Limited.	20 The Chief.
STATIONS.			Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
ALBUQUERQUE.		C	AM m 6.20	AM m 6.30	PM 3.50	PM m 5.00	PM 7.45	PM 8.50
1.5	14.9							
ABAJO.		C	6.16	6.26	3.46	4.56	7.41	8.46
5.9	26.4							
BARR.		B	6.08	6.17	3.38	f 4.45	7.33	8.38
5.2	26.4							
ISLETA.		C	6.00 AM	f 6.08	3.32 PM	f 4.37	7.27[19] PM	8.32 PM
7.4	26.4							
LOS LUNAS.		C		s 5.55		s 4.24		
5.0	25.3							
CHLOE.				f 5.45		f 4.15		
5.0	21.1							
A. T. & S. F. Crossing.								
0.2	21.1							
BELEN.		C		5.35 5.20		4.05 PM		
4.0	26.4							



A Brief History of Swiss Public Timetables

VICTOR ISAACS

SWITZERLAND 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

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.

Schweizerische Bundesbahnen.

169 St. Gallen-Gossau-Sulgen-St. Gallen. 1. Mai 1914.

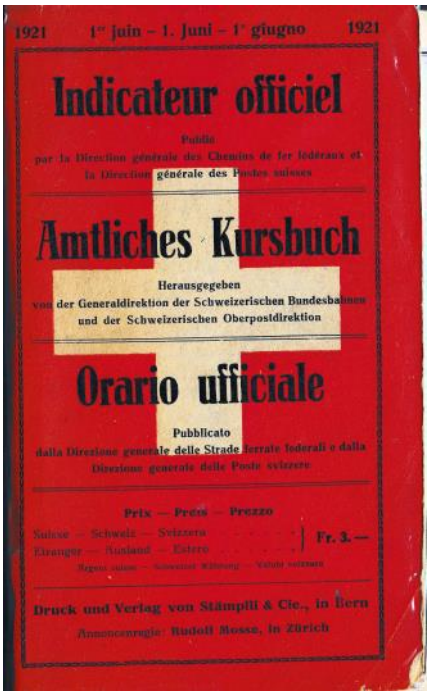
Km		3762	3766	3514	3768	3774	3778	3782	3584	3788
	(Kreis IV)	2-3	2-3	1 3	2 3	2-3	2-3	2-3	1-3	2-3
	u. Rorschach 168 an	—	*654*	*935*	..	*1250*	*150*	*520*	*850*	*858*
	u. Gais 172 . . . „	—	*640*	*954*	—	*1142*	*311*	*507* ◀ *606*	*915*	*915*
	u. Trogen 170 . . „	—	*654*	*950*	—	*1132*	*155*	*525*	*755*	*755*
—	**St. Gallen** ☤ 🚌 . ab	450	720	1020	—	1254	326	624	920	932
4	Bruggen . . . . . „	456	727	1026	—	101	333	631	927	
7	Winkeln 🚌 . . . . . „	501	732	1031	—	106	338	636	932	
11	**Gossau** (St. Gallen) 🚌 an	506	738	1036	—	112	343	641	937	943
	nach Herisau 173 ab	*624*	*834*	*112*	..	*340*	*439*	*738*	*946*	*946*
	„ *Wil 168* . . ab	*522*	*841*	*1039*	—	*230*	*408*	*720*	*941*	—
	von Herisau 173 . an	—	*713*	↘	*1010*	*1235*	*225*	*625*	↘	*931*
	„ *Wil 168* . . . an	—	*731*	—	*1030*	*1258*	*336*	*638*		*941*
11	**Gossau** (St. Gallen) 🚌 ab	510	743	—	1042	115	348	646		945
15	Arnegg 🚌 . . . . . „	517	750	—	1050	123	356	654		952
20	Hauptwil . . . . . „	524	757	—	1059	131	404	702		959
24	Bischofszell ☤ 🚌 . . „	532	805	—	1106	139	412	710		1006
27	Sitterthal 🚌 . . . . „	538	812	—	1113	145	419	717		1012
32	Kradolf . . . . . „	546	820	—	1121	153	427	726		1020
34	**Sulgen** . . . . . an	550	824	—	1125	157	431	730		1024
	n. Romanshorn 139 ab	*600*	*828*	—	*1139*	*216*	*553*	*800*		*1027*
	n. Winterthur 139 „	*606*	*858*	—	*1135*	*203*	*437*	*736*		—

Km		3761	3765	3769	3525	3773	3777	3781	3785
		2-3	2-3	2-3	2-3	2 3	2-3	2-3	2-3
	u. Winterthur 139 an	§555	*716*	*827*	—	*1205*	*322*	*552*	*757*
	u. Romanshorn 139 „	*603*	*723*	*856*	—	*1132*	*329*	*435*	*805*
	Sulgen . . . . . ab	608	726	900	—	1220	333	557	809
3	Kradolf . . . . . „	613	731	905	—	1225	338	602	814
7	Sitterthal 🚌 . . . . „	621	739	913	—	1233	346	611	822
11	Bischofszell ☤ 🚌 . . „	628	746	920	-	1240	353	619	829
15	Hauptwil . . . . . „	637	756	929	—	1250	403	629	838
19	Arnegg 🚌 . . . . . „	646	806	938	..	100	413	639	847
23	**Gossau** (St. Gallen) 🚌 an	653	813	945	..	107	420	646	853
	nach Wil 168 . . at	*718*	*841*	*1015*		*230*	*434*	*720*	*941*
	„ *Herisau 173* „	*736*	*834*	*948*	↓	*112*	*438*	*738*	*946*
	von Wil 168 . . . an	*619*	*731*	..	*943*	*1258*	*336*	*630*	*844*
	„ *Herisau 173* . „	*516*	*713*	—	*927*	*1235*	*403*	*625*	*715*
23	**Gossau** (St. Gallen) 🚌 ab	655	815	..	947	112	423	650	857
27	Winkeln 🚌 . . . . . „	703	821	.	954	119	430	657	904
30	Bruggen . . . . . „	708	826	..	959	124	435	702	909
34	**St. Gallen** ☤ 🚌 . . an	715	832		1005	130	442	708	915
	n. Rorschach 168 ab	*721*	*851*	—	**1020 1036*	*135*	*511*	*715*	*1002*
	n. Gais 172 . . . „	*852*	*852*	.	*1056*	*210*	*612*	◀ *714 810*	*1005*
	n. Trogen 170 . . „	*759*	*907*	—	*1050*	◁ *143 156*	*528*	*712*	*1006*

* vom 21. Juni bis und mit 15. September.
§ ab Frauenfeld

Weitere Züge St. Gallen-Gossau-St. Gallen siehe Nr. 168.

— 223 —



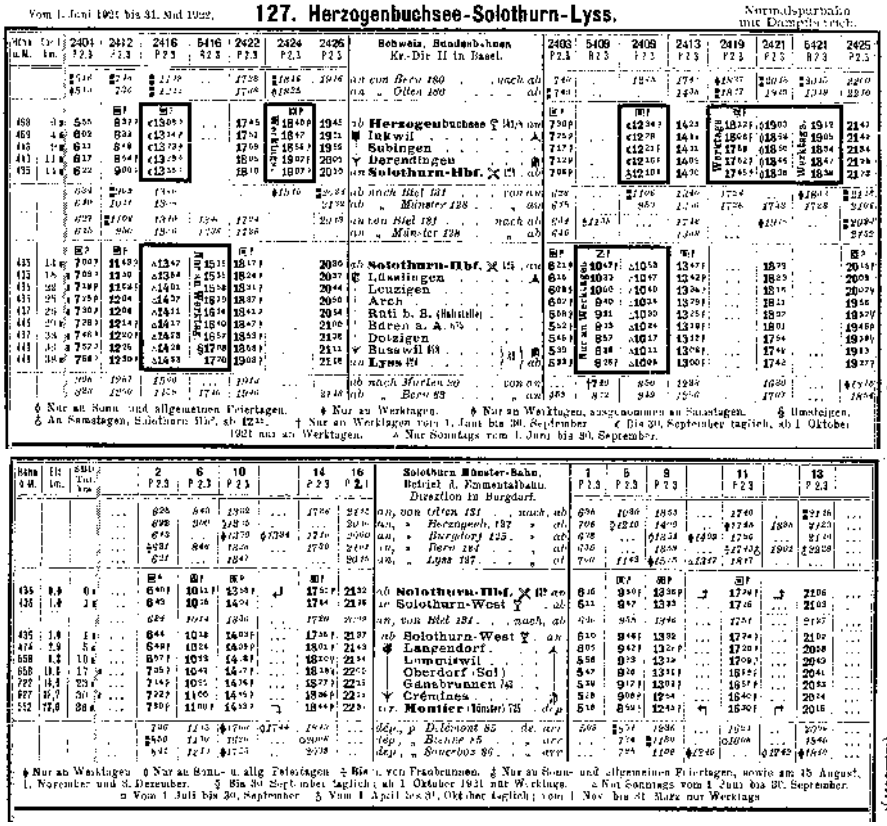
1921

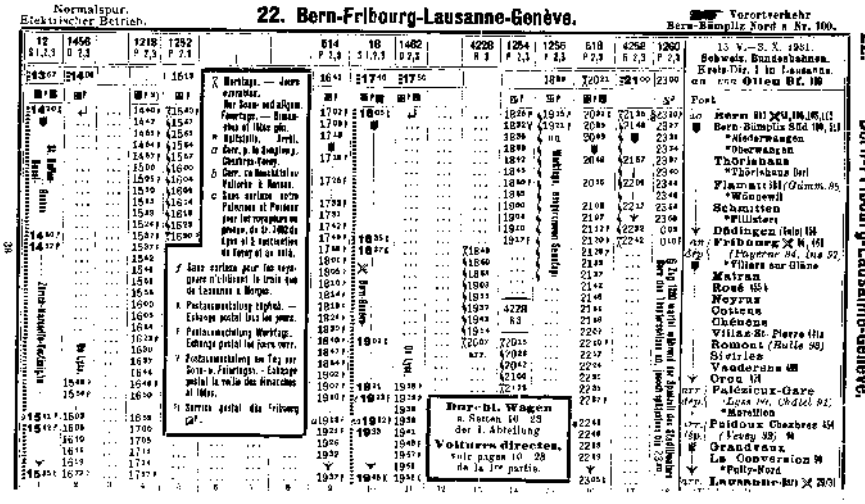
The first Official Timetable I have sighted is 1 June 1921. To our Australian eyes, it is curious. Like many European timetables of this period it was a combined Postal and Railway Guide. In fact, it was the Postal Administration which was mainly responsible for its production. The Post edited the railway,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

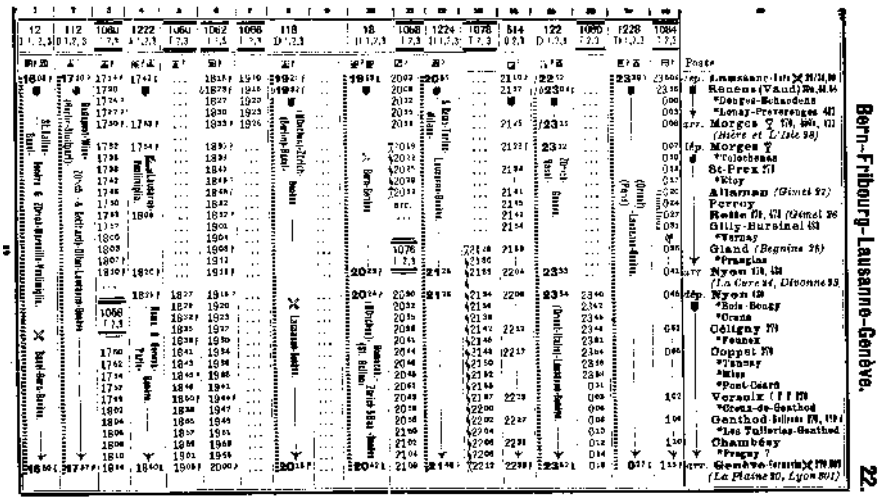
It is 11 x 18 cm, 610, pages, price 3 Swiss Francs. There is a back cover map and a two-page map inside. Most of the book is comprised of railway timetables. These include symbols, when appropriate, showing when mail was to be delivered or collected from specific trains at specific stations. There are 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







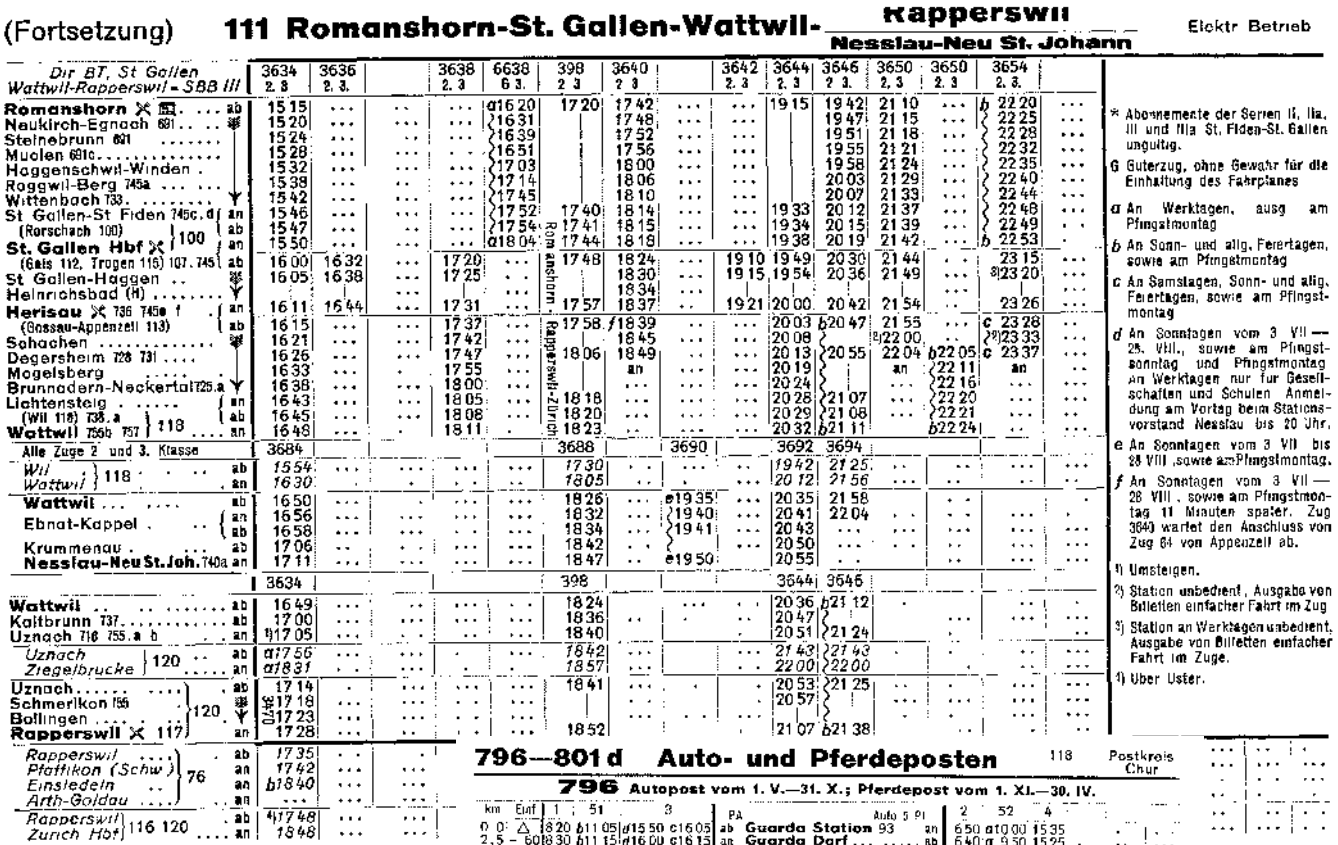
includes schedules of air services.

1931-1938

At some stage between 1931 and 1938, The Swiss PTT ceased to contain a Postal Guide. It was now produced solely by the Swiss Federal Railways.

1938

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



(Fortsetzung) **111 Romanshorn-St. Gallen-Wattwil-Rapperswil** Nesslau-Neu St. Johann Elektr Betrieb

* Abonnemente der Serien II, IIa, III und IIIa St. Fiden-St. Gallen ungültig.

G Guterzug, ohne Gewähr für die Einhaltung des Fahrplanes

a An Werktagen, ausg. am Pfingstmontag

b An Sonn- und allg. Feiertagen, sowie am Pfingstmontag

c An Samstagen, Sonn- und allg. Feiertagen, sowie am Pfingstmontag

d An Sonntagen vom 3. VII — 28. VIII., sowie am Pfingstsonntag und Pfingstmontag. An Werktagen nur für Gesellschaften und Schulen. Anmeldung am Vortag beim Stationsvorstand Nesslau bis 20 Uhr.

e An Sonntagen vom 3. VII bis 28. VIII., sowie am Pfingstmontag.

f An Sonntagen vom 3. VII — 28. VIII., sowie am Pfingstmontag 11 Minuten später. Zug 3640 wartet den Anschluss von Zug 84 von Appenzell ab.

1) Umsteigen.

2) Station unbedient, Ausgabe von Billetten einfacher Fahrt im Zug

3) Station an Werktagen unbedient, Ausgabe von Billetten einfacher Fahrt im Zuge.

4) Über Uster.

796—801 d Auto- und Pferdeposten 118 Postkreis Chur

796 Autopost vom 1. V.—31. X.; Pferdepost vom 1. XI.—30. IV.

797 Paschiavo-La Rosa 1. VI.—30. IX. — La Rösa-Bernina Hospiz 1. VII.—31. VIII.

798 Pferdepost 2-3 Pl. Promontogno 800 827 an — Soglio ab 630 d16 10 — 2) 1. X.—31. V. Fahrbote 1-2 Pl. (Vom 1. VII.—11. IX. auch Autobetrieb, s. Nr. 800)

799 Pferdepost 1-2 Pl. Remüs (Landstrasse) 801 an 910 — Remus (Post) ab 1) 900 — Manas ab 830 — 1) Remus (Post) an 9.30 — 2) Remus (Post) an 8.50

800 St. Moritz-Maloja-Lugano **800a** St. Moritz-Stilfserjoch-Bolzano, s. folg. Seiten

800b St. Moritz Bahnhof-Dorf-Bad PHG

Auto 25 Pl. Vom 20. VI.—10. IX. Betriebslänge 3,8 km

Halt auf Verlangen: Grand Hotel, Palace Hotel, Guardaje,, Hotel Gaspar Badrutt, Hotel Belvedère, Engadinermuseum, Englische Kirche, Hotel Bellevue, Hotel Edelweiss, Cafe Stahl, Hotel du Lac, Inntbrucke, Postbureau St. Moritz Bad, Hotel Victoria, Hotel Stahlbad, Hotel Engadinerhof. Siehe den besondern Plakatfahrplan

Taxen ab St. Moritz Bahnhof-Dorf 20 Rp., Bad 50 Rp. Inhaberabonnement 30% Ermässigung

St. Moritz Dorf-Suvrettahaus PRG

Auto 17.—22 Pl. Vom 20. VI.—10. IX. Betriebslänge 2,6 km

Siehe den besondern Plakatfahrplan

800c St. Moritz-München siehe Seite 121

801 Schuls-Landeck siehe Seite 122

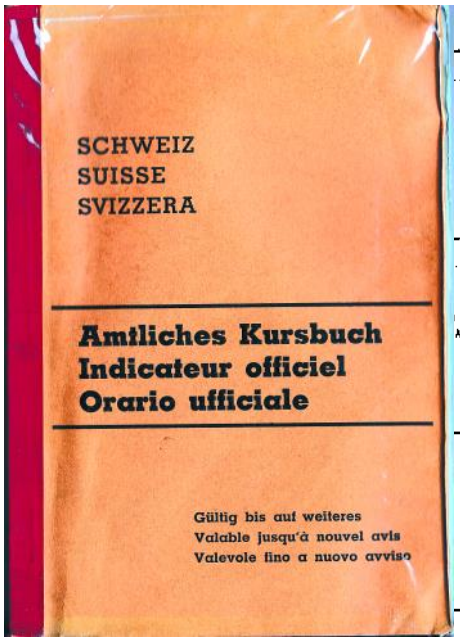
801a Auto 25 Pl. Schuls (Post) — Schuls-Tarasp (Stat.) 93 — Tarasp — Felsan (Dorf) — Bergpoststrasse A.

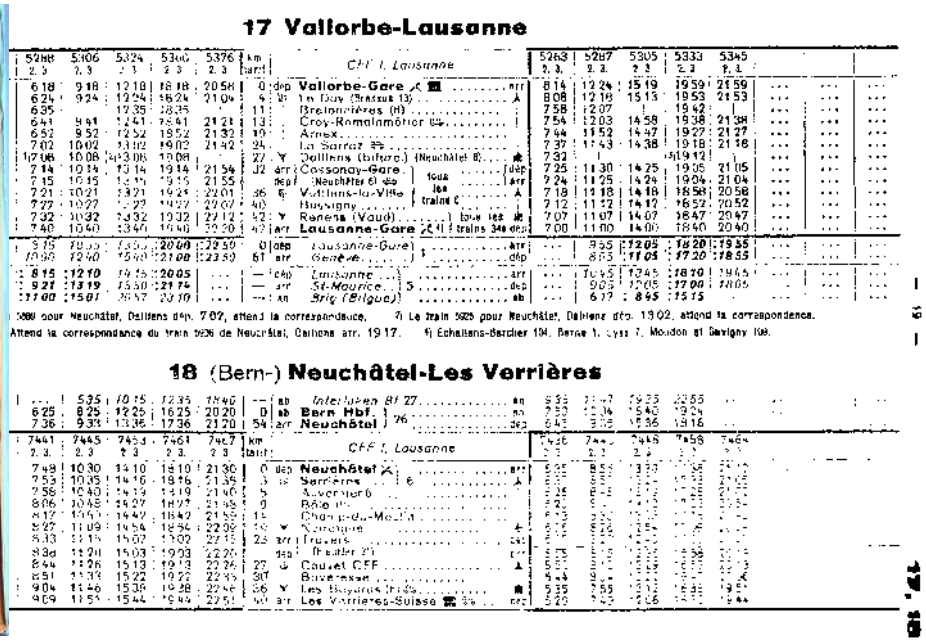
801b Auto 25 Pl. Schuls (Post) — Schuls-Tarasp (Stat.) 93 — Tarasp Kurhaus — Vulpera — xVilla Maria — Tarasp — Halt auf Verl., ferner Abzw. Schloss und Strandbad Tarasp — Bergpoststrasse A.

801c Vom 1. VI.—31. VIII. (Schuls-Sent-Landeck, siehe Nr. 801).

801d Vom 1. VI.—31. VIII.; übrige Zeit eingestellt. Auto 25 Pl. Schuls (Post) — Tarasp Kurhaus (Trinkhalle). Abonnementen u. Fahrkartenverkauf durch den Fahrer. Bergpoststrasse A.

* Billettausgabe durch die Bahnstation.




17 Vallorbe-Lausanne

18 (Bern-) Neuchâtel-Les Verrières

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.

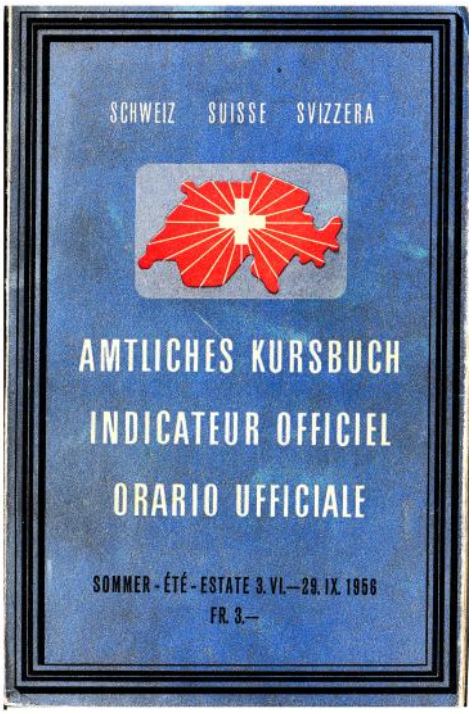
The services offered were very much a slimmed-down version of prior timetables. In particular, all trains terminated/started at the borders of Switzerland. There were no international trains. For example, even the line over the Bernina Pass only operated as far as Campocologno, even though it was only 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 Minirex railway publishing company.

17 Vallorbe-Lausanne

18 (Bern-) Neuchâtel-Les Verrières



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.

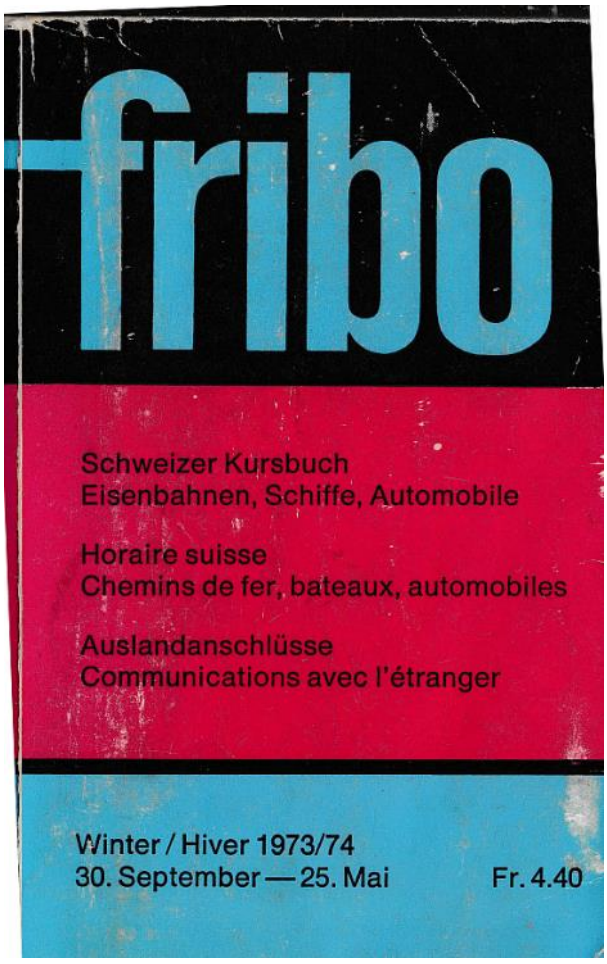
The most recent Reka I have seen is that of 30 May 1999, price 12.50 Swiss Francs. I do not know if it is still produced.

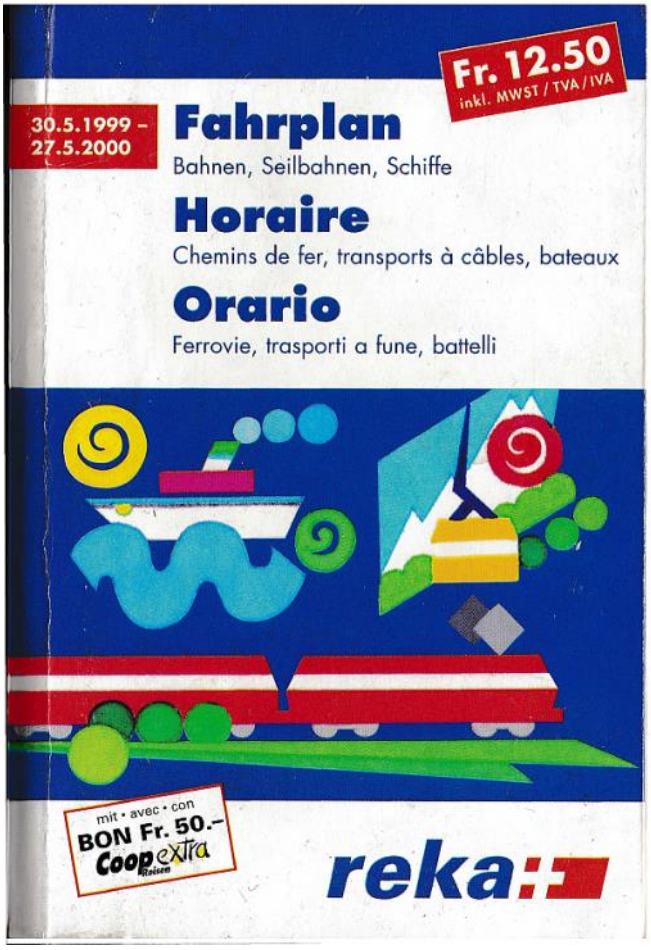
In this period, it was a great pleasure to be in Switzerland at timetable change time. Large numbers of Official and privately produced timetable books would be on display for sale at the railway stations, and, as well, prominently displayed at bookshops.

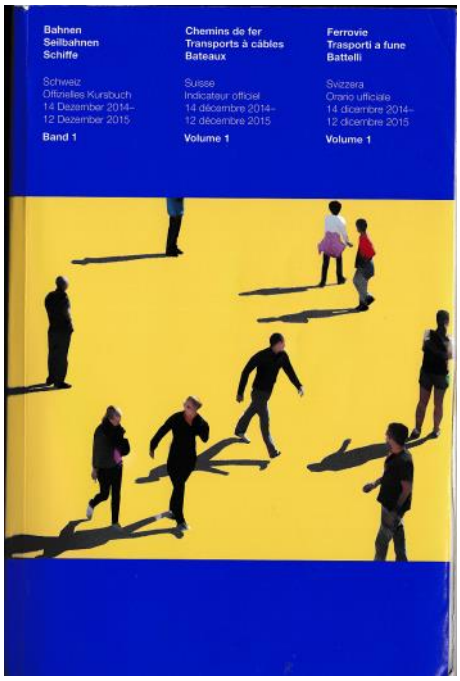
2016

The Official Timetable was now a large publication—in fact too large to be convenient—and elaborately-produced. 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



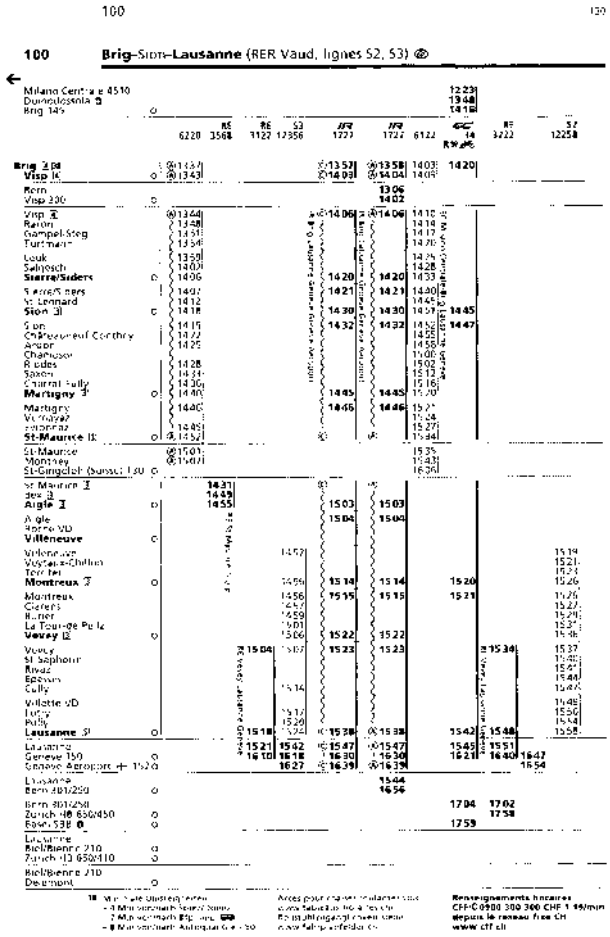


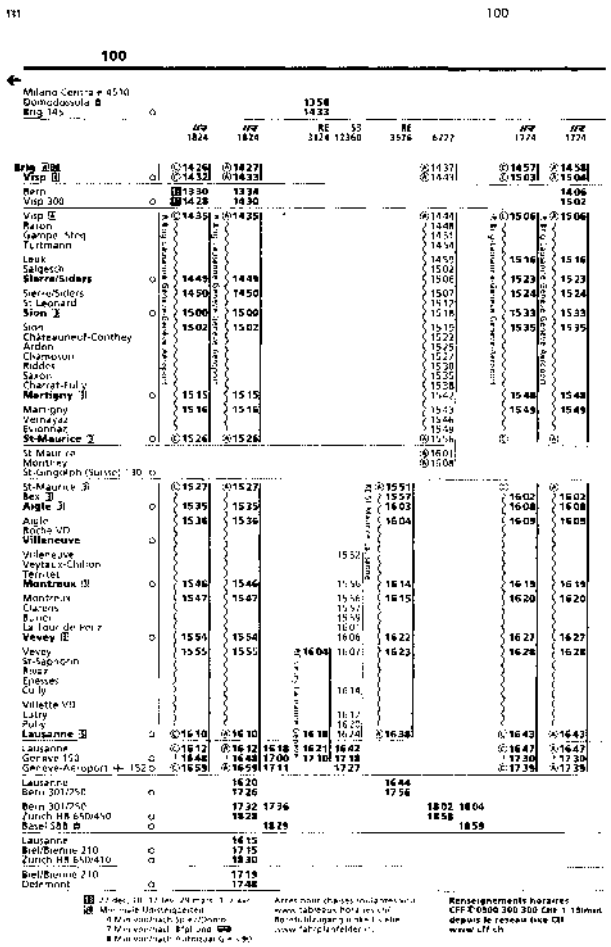


2017 and later

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 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 - Eté - Estate

15. V. — 1. X. 1938

Fr. 2.—