



AUSTRALIAN TIMETABLE  
ASSOCIATION

# The Times

February 2024

A journal of transport timetable history and analysis

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Dallying at Didcot

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# The Times

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**February 2024**

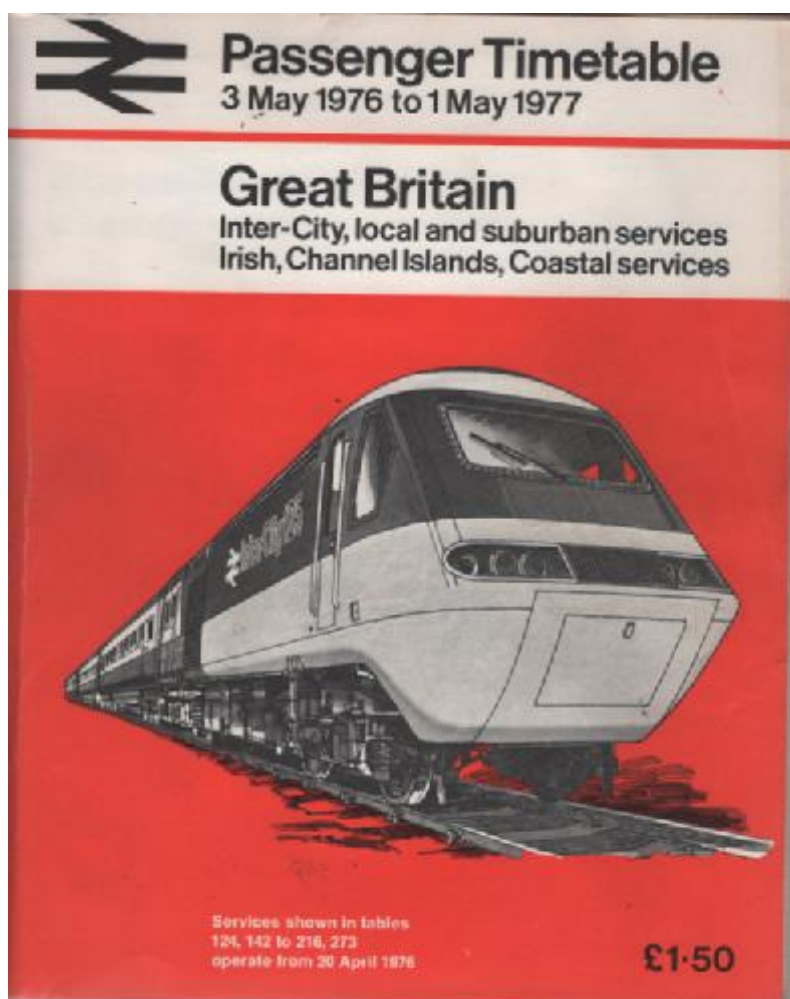
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**BR PTT 1976-1977 — downloaded from**  
**Timetable World**

### Letter to the Editor

As a follow-up to your article on the Cross-Channel service from Hoek van Holland, you may be interested to compare my identical journey in April 1973. My notebook reveals - **Thursday 26/4/73** - No 2166, 2023 Rotterdam Central - Hook van Holland, consist 2 car EMU, dep 2023, arr 2053 (1 early). I assume that we went out early evening to the port, rather than wait at Rotterdam for the late evening Boat Train. M.V. St George, cast off 2318,

**Friday 27/4/73** - Harwich tie up 0625.

**Then** 0810 Harwich - London, Class 31-5511, load 11/403. Dep OT, non-stop, Liverpool St arr 0940 (OT).

**Then** 0952 Tube (Metropolitan Line) to KC - St Pancras ...and so on.

Mention of the steam passes around Rheine evoked memories of travelling up & down on them on the line to Norddeich, (just like Gosford - Newcastle in the 1960s) in fact the Youth Hostel at Rheine was operated by a railfan, with many fans from UK & USA staying there. Enough of us one night to organise an impromptu Slide Evening in the Common Room!

Regards, Graeme Cleak

# The Paperwork Part 7

**DUNCAN MACAUSLAN** reports on DGT paperwork

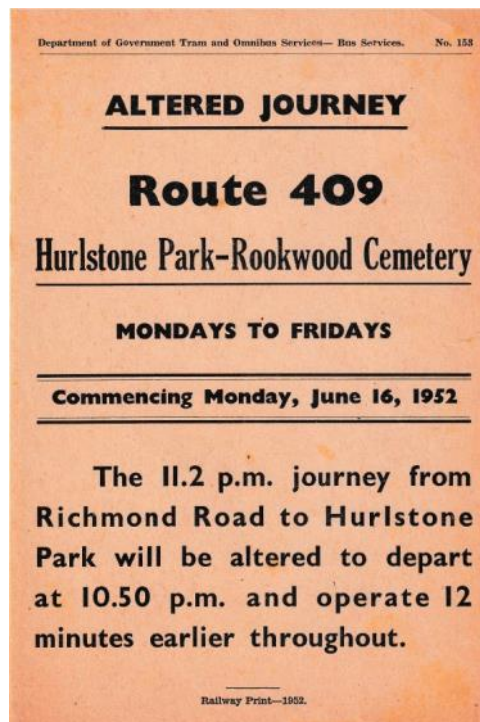
**REPORTS AFTER WW2:** Sydney's street transport was in a mess. Revenue from trams and buses did not cover working expenses, the fleet of old crossbench trams and pre-war buses was unattractive to the public. This combined with erratic government policies trying to satisfy an enormous range of population needs of which public transport was only one. The Government's answer: reports, and reorganisation.

In October 1946, NSW Auditor-General EH Smith was asked to report on the DRTT's finances. One of his findings was the negative impact of the extensive free and concession fares granted to, amongst others, ex-servicemen, defences forces, blind people, and police officers. This was compounded by inconsistent fare section lengths ranging from 1500m to 5.6Km, overlapping fare sections, difficulty of fare collection on crossbench trams and generally very low fares. As a result, the DRTT was only undertaking essential repairs and was saving money wherever it could.

A second report was prepared by MS Wilson of Tasmania and SM Richardson of Melbourne in 1948, who focussed on the DRTT's operations. They recommended a 'definite decision' be made on closing the trams but in general favoured retaining both.

London Transport's GF Sinclair and AF Andrews report in 1950 was in general hostile to the DRTT but made many sound recommendations. One was that Sydney's bus destination displays, especially when compared with London's, were very poor. They were 112cm wide with no intermediate information. The DRTT reduced to 84cm wide, which lead to creative, but illegible artwork, by the department's sign writers and a proliferation of paper supplementary signs<sup>1</sup>.

On our cover is an example of the adverts in the 302-3 timetable mentioned at the end of part 6. One



wonders how 'self-supporting trousers' prevented missing the bus. [I think it has something to do with the old adage "keep your pants on" — Editor] .

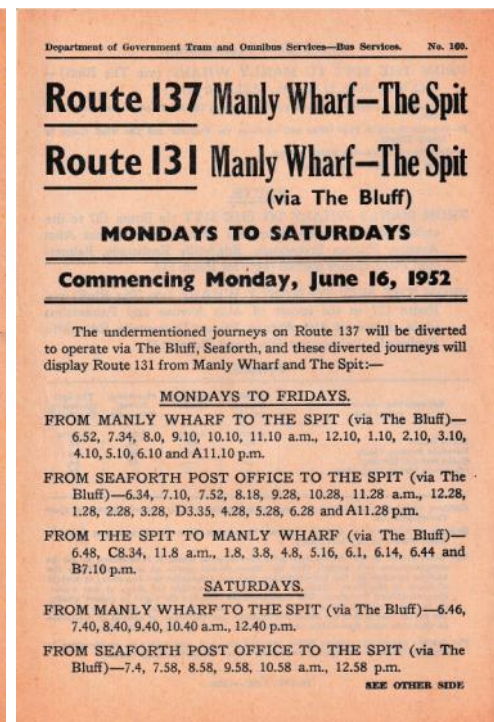
In 1952 the DRTT was replaced by the Department of Government Tram and Omnibus Services, DGT&OS, soon known as the Department of GOaTS, and which was quickly renamed the Department of Government Transport (DGT). The private bus industry was regulated by the Department of Motor Transport (DMT). This inexplicable split was to hinder Sydney's transport planning for decades.

## Department of Government Tram and Omnibus Services

Created on 1 June 1952 and renamed on 27 October 1952 the DGT&OS had little time to be creative and followed the DRTT's lack of a house style.

Handbills bearing their name appeared on 16 June, one for an altered journey on route 409 and another, a new timetable for the 131 and 137, still in matrix format, both in different styles and fonts. [Above]

The reason for this lack of consistency



was that the Department did not lay the documents out. The printers, usually Railway Print, did the layout and used whatever characters were available in their type cases. [Page 4, upper left]

The use of matrix layout<sup>2</sup> for timetables was slowly increasing, and DGTOS HB103 shows the clarity it provides even for only a few journeys.

One DGTOS innovation was the first of many attempts to solve surface transport in Sydney's narrow but long CBD. A rather plain pamphlet was produced to introduce the complex Blue and Yellow routes, operating from 10:00 until 16:00 at a maximum frequency of every six minutes. The routes began operating on 13 October 1952 but due to lack of patronage Blue ceased on 31 October and Yellow on 2 January 1953. [page 4, upper right and lower].

## Department of Government Transport

Several timetables and handbills must have been at the printers as it was not until 9 November that the first handbill, number 323, headed

# ROUTE 331

## Macquarie St.—South Head Cemetery

PEAK HOUR SERVICE

DATED JUNE 23, 1952

### TIME-TABLE

South Head Cemetery.	Dover Road.	Curlewis Street.	Macquarie Street.	Macquarie Street.	Curlewis Street.	Dover Road.	South Head Cemetery.
Mondays to Fridays.							
Dep. a.m.	Dep. a.m.	Dep. a.m.	Arr. a.m.	Dep. p.m.	Dep. p.m.	Dep. p.m.	Arr. p.m.
7 50	7 56	8 1	8 30	5 10	5 37	5 42	5 49
8 5	8 11	8 16	8 45	5 25	5 52	5 57	6 4
8 20	8 26	8 31	9 0	5 40	6 7	6 12	6 19

SATURDAYS, SUNDAYS AND HOLIDAYS—NO SERVICE.

### ROUTE.

Macquarie Street, Queens Square, College, Oxford and Flinders Streets, Moore Park Road, Oxford Street, Old South Head Road, Victoria, Birriga and Old South Head Roads.

### TRAVELLING RESTRICTIONS.

On Outward journeys, passengers WILL NOT be set down before arrival at Murrivier Road, Bondi.

### FARES.

Between the undermentioned points and—	Queens Square.	Taylor Square, Darlinghurst.	Lang Road, Woolahra.	Bondi Junction.	Curlewis Street, North Bondi.	Dover Road, Rose Bay.	South Head Cemetery.
Macquarie Street Terminus ...	Adults. 4d.	Adults. 6d.	Adults. 8d.	Adults. 9d.	Adults. 10d.	Adults. 11d.	Adults. 1/-
Queen's Square .....	—	4d.	6d.	8d.	9d.	10d.	11d.
Taylor Square, Darlinghurst .....	—	—	4d.	6d.	8d.	9d.	10d.
Lang Road, Woolahra .....	—	—	—	4d.	6d.	8d.	9d.
Bondi Junction .....	—	—	—	—	4d.	6d.	8d.
Curlewis Street, North Bondi .....	—	—	—	—	—	4d.	6d.
Dover Road, Rose Bay .....	—	—	—	—	—	—	4d.

† B6996

## INNER CITY BUS SERVICES

On the Blue and Yellow routes buses operating at frequent intervals will provide a convenient means of travelling through the central city business and shopping areas on either side of the city fare section at Market Street at the special fare of 4d. for an adult or 1d. for a child.

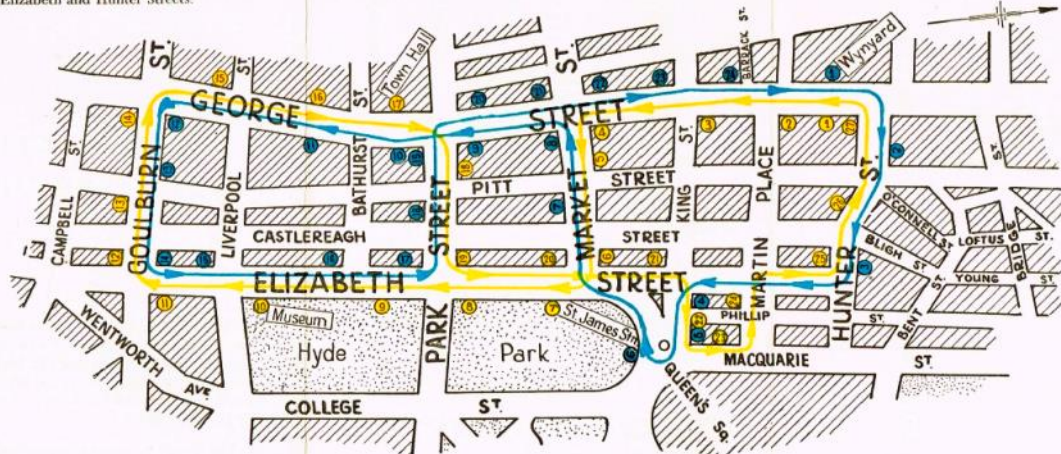
This pamphlet contains particulars of the routes, timetables, stopping places and also a directory giving the names of the principal public buildings, business establishments, departmental stores and theatres on or adjacent to the routes and points at which transfer to or from suburban train, tram and bus services may be made.

### YELLOW ROUTE SERVICE

Wynyard to Elizabeth and Goulburn Streets, via George and Market Streets, St. James Station, Elizabeth Street and Museum Station.  
Goulburn and George Streets to Queen's Square and Macquarie Street, via Town Hall, Park and Elizabeth Streets.  
Queen's Square to Wynyard Station and George Street, via Macquarie Street, Martin Place, Elizabeth and Hunter Streets.

### BLUE ROUTE SERVICE

Wynyard to Queen's Square, via Hunter, Elizabeth and King Streets.  
Queen's Square and St. James Station to George and Goulburn Streets, via Market Street.  
Goulburn and Elizabeth Streets to Wynyard, via Park and George Streets.



### BUS IDENTIFICATION

Distinct destination signs coloured blue and yellow respectively, clearly indicate the route to be travelled by each bus.

### STOPPING PLACES

As required, buses take up or set down passengers at stopping places indicated on this map.

At these stopping places, numbered discs painted blue or yellow indicate the route and the names of streets within the section of convenient travel.

**Route 143: Manly Wharf–Brookvale Depot**

FROM MANLY WHARF TO BROOKVALE DEPOT—5.40, 6.25, 7.10, 7.55, 8.40, 9.25, 10.12, 10.55 p.m.

FROM BROOKVALE DEPOT TO MANLY WHARF—5.15, 6.1, 6.46, 7.31, 8.16, 9.1, 9.52, 10.33 p.m.

**Route 144: Manly Wharf–St. Leonards Station**

ALTERED JOURNEYS.

An additional journey will be operated from Manly Wharf to Seaforth Post Office at 9.25 p.m.

10.40 p.m. from Manly Wharf to St. Leonards altered to depart 10.55 p.m.

11.24 p.m. from St. Leonards to Manly Wharf altered to depart 11.39 p.m.

**Route 155: Manly Wharf–North Narrabeen**

FROM MANLY WHARF TO NORTH NARRABEEN—5.40, 6.25, 7.10, 7.55, 8.40, 9.25, 10.12, 10.55 p.m., DGI.6 a.m., DC\*2.42 a.m.

FROM NORTH NARRABEEN TO MANLY WHARF—4.53, 5.37, 6.23, 7.8, 7.53, 8.38, 9.29, 10.8, B10.55, B11.38, Z2.4, 13.17 a.m.

**Route 157: Manly Wharf–Church Point**

5.8 and 7.23 p.m. journeys from Church Point to Manly Wharf altered to depart 5.12 and 7.31 p.m. respectively.

6.14 p.m. from Manly Wharf to Church Point altered to depart 6.25 p.m.

**Route 163: Manly Wharf–Dee Why West (via Curl Curl)**

ALTERED JOURNEYS.

6.40 p.m. from Manly Wharf to Dee Why West, altered to depart 6.25 p.m.

7.24 p.m. from Dee Why West to Manly Wharf altered to depart 7.9 p.m.

DISCONTINUED JOURNEY.

5.24 p.m. from Dee Why West to Manly Wharf.

EXPLANATION OF SIGNS.

A—Displays Route 163 and operates to Dee Why West.

B—To Brookvale Depot.

C—To Mona Vale.

D—From Brookvale Depot.

E—Route 143 bus from Dee Why West departs Howard Avenue.

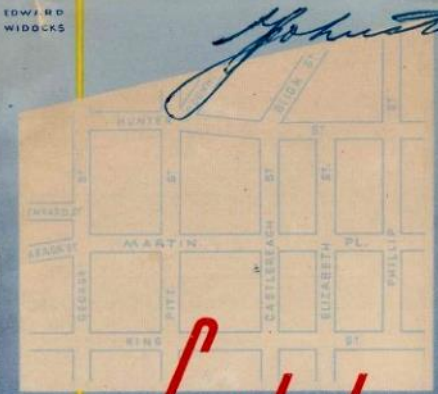
G—To Mona Vale—Proceeds via Pittwater and Queenscliff Roads, Dalley, Cavill, Lawrence and Oliver Streets, Wyuna Avenue, Harbord Road, Wyadra Avenue, Pittwater, Harbord, Abbott, Pitt and Griffin Roads, The Strand, Howard Avenue. Route 155 to North Narrabeen, thence Route 150.

Z—Departs Mona Vale 5 minutes earlier and operates via Route 142 to Brookvale Depot.

\*—Operates via Route 142.

†—Commences from Mona Vale 5 minutes earlier and operates via Route 142 Lismore Avenue, Fisher Road and Route 163 to Pitt and Griffen Roads, thence Route 149 to Manly Wharf.

Sydney: A. H. Pettifer, Government Printer—1952.



*John H. Sturt*

**Guide to**

**OMNIBUS**

**TRAMWAY**

**TROLLEY BUS**


**AND FERRY**

**SERVICES**

**SYDNEY 1954**

GRATUITOUS COPY

DEPARTMENT OF  
GOVERNMENT TRANSPORT



Department of Government Transport appeared. The language used in their handbills is almost archaic: Consequent, discontinued, and curtailed. Changes to the Manly ferry timetables required changes to bus timetables. This handbill amended ten routes and even required explanation signs, some trips requiring three, for example the 02:42 trip on route 155 does not run from Manly Wharf to North Narrabeen but by route 142 from Brookvale Depot to Mona Vale! The printer has changed from the

Railways to the Government Printer, then Mr A H Pettifer. [Above, left]

**Maps**

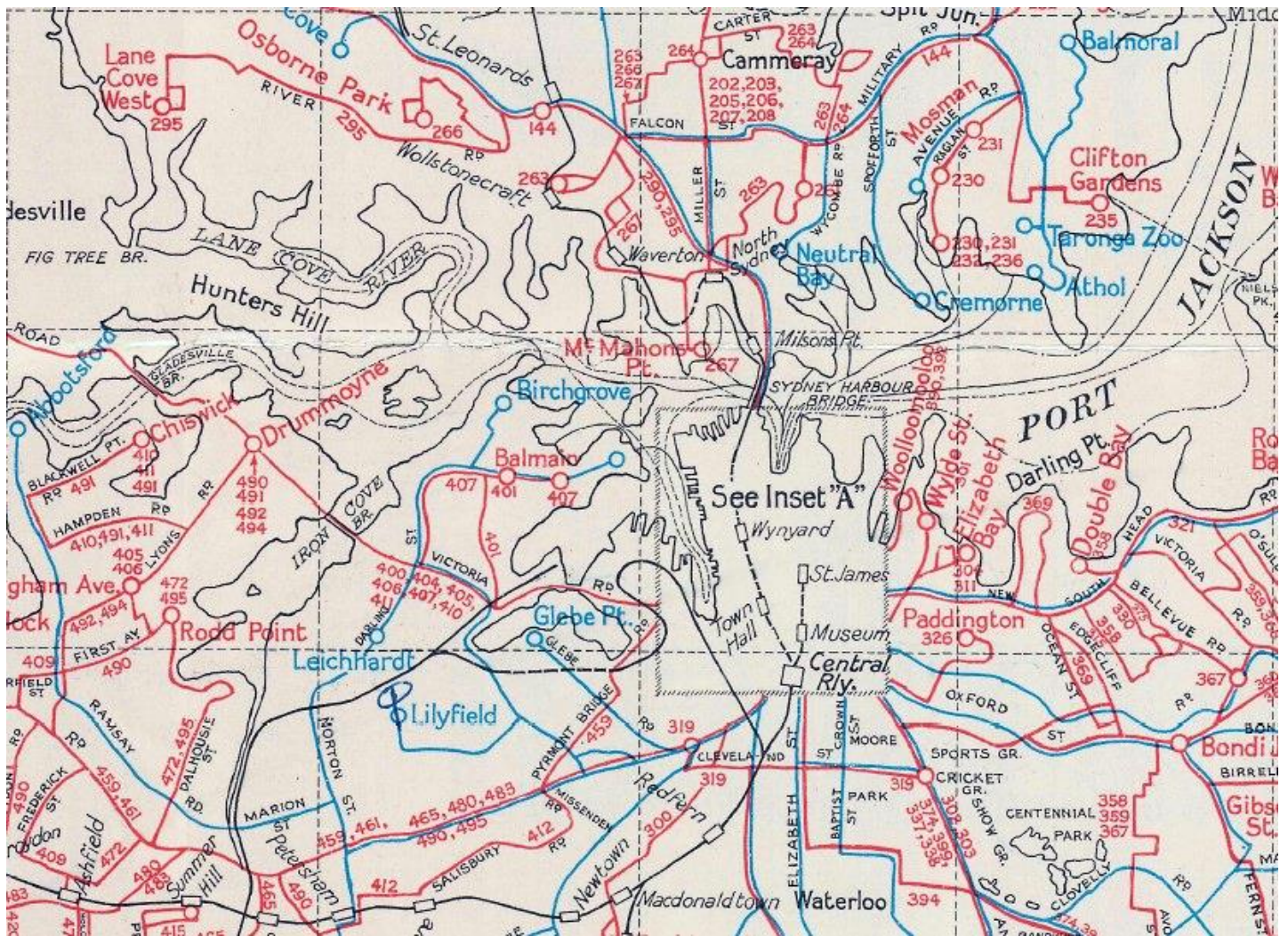
After a 16 year gap the DGT prepared a map! Almost the same layout as the 1938 edition, the January 1954 issue, with correctly positioned colour imprints, appears to have been issued in conjunction with Queen Elizabeth's visit<sup>3</sup>. Although sold for 6d at Challis House for the royal visit the copy provided by Vic Solomon is a 'gratuitous'<sup>4</sup> copy. Note what may be

the cartographer's name on the top left corner of the cover. [above right]. The City Centre map is at the top of page 6.

A second map for bus, tram, trolleybus and ferry services, was issued, priced 6d, in 1956 using the same format. Further similar maps were issued every 3 or 4 years.

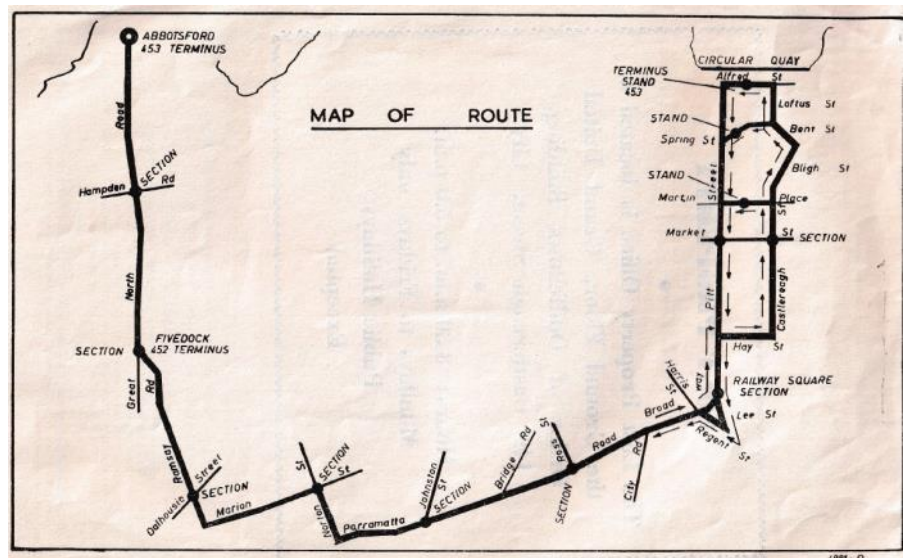
Maps had been deemed unnecessary for tram services, as were service numbers.

One of the earliest DGT timetables to



contain a route map is dated 29 September 1957, for the Haberfield tram and bus services 452 and 453. A twelve-page stapled book, with timetables in the dense paragraph layout, has a map on page 9 and it only shows the bus routes [right].

The 9 December 1957 West Kensington bus and tram timetable was an 8-page book<sup>5</sup>, 104mm by 165mm. This was to be the standard size for many years. The map attempts to show common tram and bus routes, and at first glance it appears that many transfers between tram and bus are necessary south of Cleveland Street. Golf links are shown but other



No. 197

DEPARTMENT OF GOVERNMENT  
TRANSPORT, NEW SOUTH WALES

## BUS TIME-TABLE

### ROUTE 387 CIRCULAR QUAY— WEST KENSINGTON

(SELECTED TRAM JOURNEYS OPERATE  
BETWEEN CENTRAL RAILWAY AND  
WEST KENSINGTON)

COMMENCING  
MONDAY, DECEMBER 9, 1957

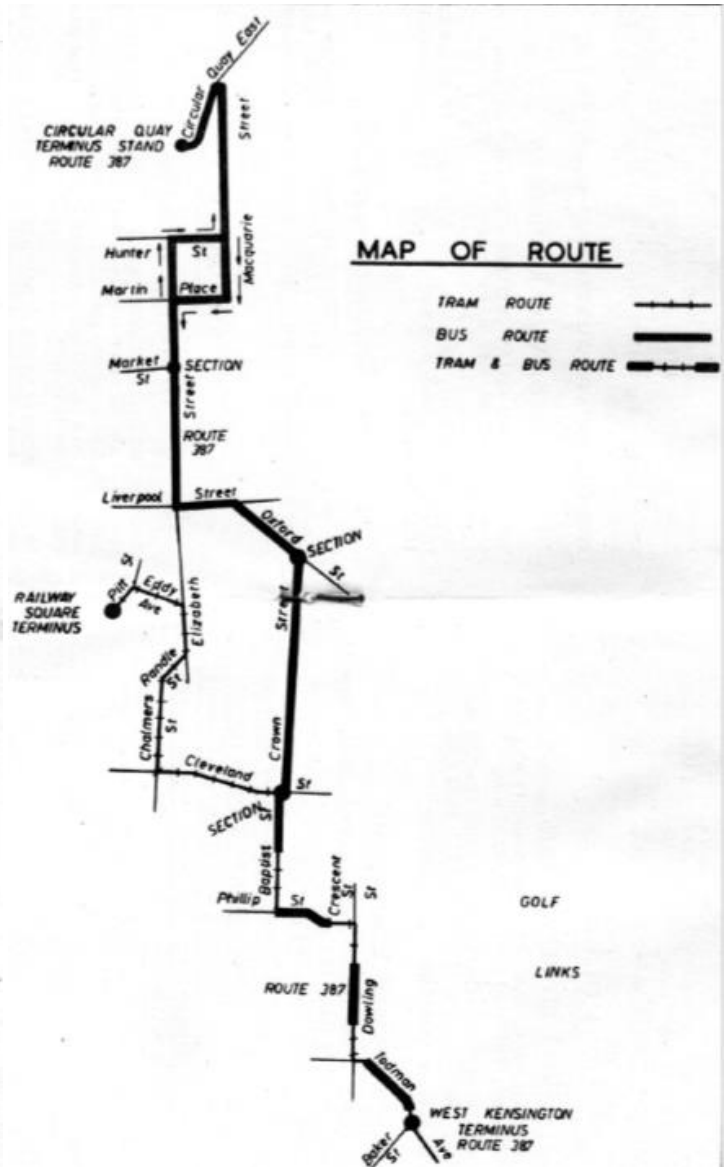
(All previous Time-tables Cancelled.)

Published by Authority of the Commissioner for  
Government Transport, N.S.W.

(Crown Copyright Reserved.)

(Issued Gratis.)

†27902



significant landmarks such as stations, hospitals and shops are not [see above].

The 1950s saw the major replacement of the tram network by buses. Each time a line closed there was a flurry of paper. The Commissioner, A.A. Shoebridge, 'wrote' a letter to customers giving an overview of the changes as in the 1958 example [at the top of page 8].

The accompanying map was a distinct improvement in providing information to passengers. [bottom of page 8].

To be continued...

#### Endnotes

1 For the detailed political history of the incompetent post-war transport politics see Peter Hughes new book "[Wheels within Wheels](#)", available from Sydney Bus Museum for \$89.95 plus postage.

2. I have previously used 'tabular' or 'table' to describe this format, however, after reading the paper *Nineteenth-Century Timetables* and the *History of Reading* by Mike Ebester I feel 'matrix' is more

accurate.

3. Transport guide map (1954, January 29). The Daily Telegraph (Sydney, NSW : 1931 - 1954), p. 17. <http://nla.gov.au/nla.news-article248764268>

4. These days that would mean 'done without good reason'. 'Gratis' is used on later timetables.

5. Its predecessor, dated 24 October 1955, had been a 160mm by 250mm four page tram notice.



99 Macquarie Street,  
Sydney,  
19th November, 1958.

**REPLACEMENT OF TRAM SERVICES  
OPERATING IN GEORGE STREET**

Dear Passenger,

This coming Sunday, November 23, tram services operating in George Street are to be replaced with modern buses.

This will be the third major changeover of tram services in Sydney within the past fourteen months and it is another important step forward in the plan to modernise Sydney's street transport system and put it on a par with modern cities overseas.

The change to buses will bring about a smoother and speedier traffic movement in George Street and other streets in the city and suburbs and I am sure that you will appreciate these benefits and also the better mode of travel when you are familiar with the new services.

So that you will be well acquainted with your new means of travel, details of the services and their routes are shown overleaf.

Because some of the tram routes are in unmade roadway, it has not been possible for the new bus services to always follow the same route operated by trams in the Forest Lodge area.

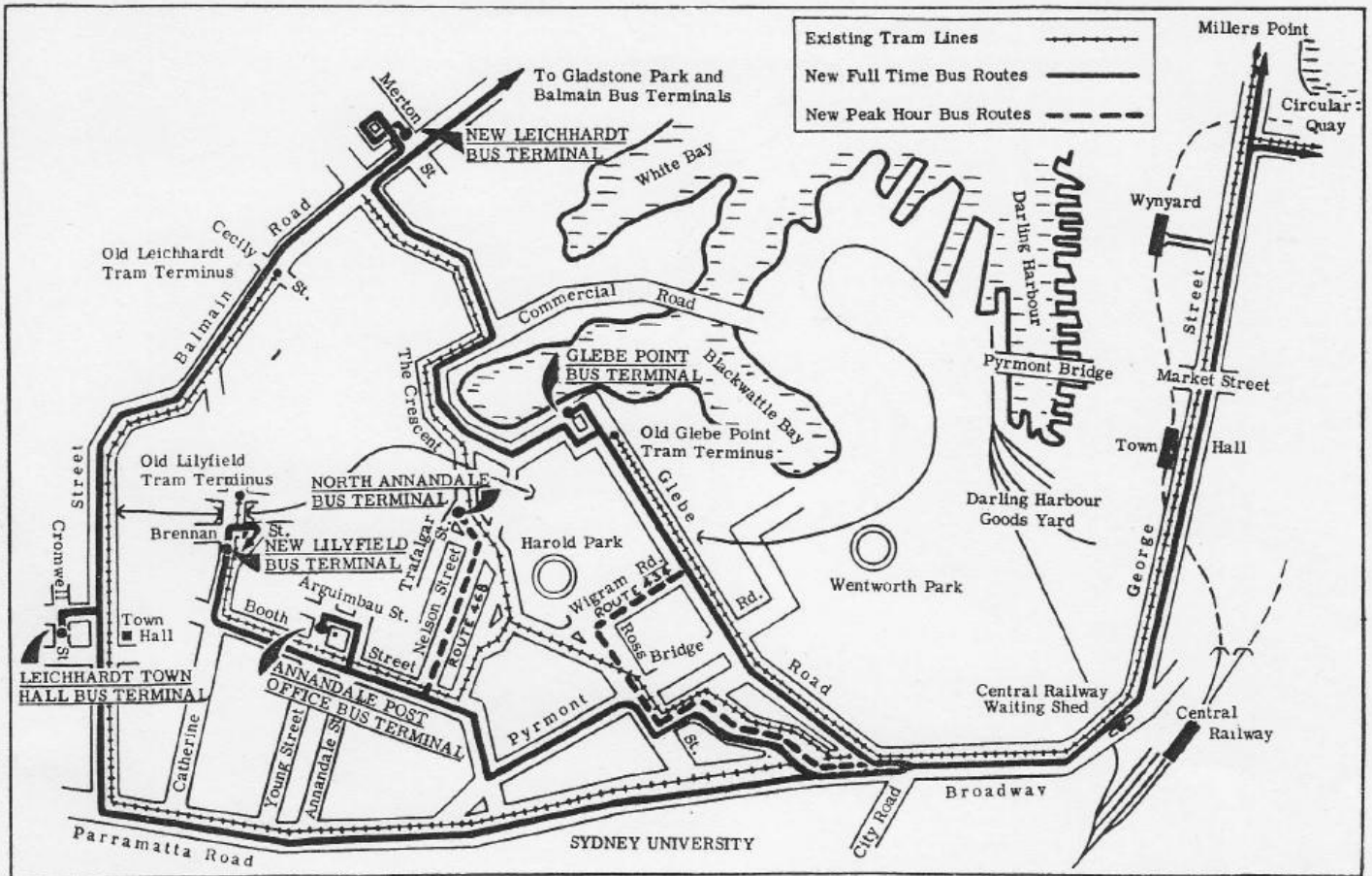
However, the bus services will operate as close as possible to the present route of the tram services and I am confident you will find them convenient and satisfactory.

Yours faithfully,

Commissioner.

Comment on this article - [Letter to the Editor](#)

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# Dallying at Didcot with Bazza and Basil

How **GEOFF LAMBERT** passed the time waiting for Bob Hawke to fix things

**SLEEPLESS IN SEATTLE** is one thing. Sleepless in the midst of a Monday morning peak hour at Liverpool St Station is quite another.

**Monday 9th May 1977.**

As I wrote in the January issue (page 11), it was a **bright** cold day in May in London, but inside Liverpool station (the old much-hated version), it was **grey** and cold. A bit like it looked in the photo below, which was said to have been taken during the rush hour in 1976 [lower left—but look at the clock!].

My logbook entries ceased for a day after arrival. My plan (I THINK I had one), would have been to hoon around London for at least one day and fly out to Sydney a day or two later.

From my photo-logbook, from Google Earth and from dim memories, I have come to the conclusion that I booked into the [Brompton Hotel](#) not far from South Kensington Tube Station. It served as a central base for my peregrinations around London over what turned out to be a long week. Basil Fawltly would have been right at home running it. I was to use this hotel again in several later visits to London and remember packing BR WTTs into my backpack before leaving for Sydney.

I don't **think** I would have planned to

call in at Qantas' London Office and double-check my ticket. The ticket would have been booked in New York—possibly at JFK(?)—and probably paid with a check (aka cheque).

My slide and photo-index says that I inspected the Houses of Parliament, watched the Changing of the Guard just before noon and then visited the Science Museum, where I photographed “Locomotion”, “The Rocket”, and the first Deltic.

Had I known about it, I probably would have called in at Collectors Corner, near Euston Station. It was there when we were there in January, but I don't think I found out about it until the mid 1980s.

[Their current website](#) says [I had to heavily edit this]: *The idea for a shop which could sell British Rail's (BR) collectable items (commonly known as “relics”) arose from a staff member who noticed that a former BR Fireman, who had been made redundant had set up a business buying and selling railway relics which in the late 1960s mainly comprised items from steam locomotives, such as name and number plates.*

*Collectors Corner opened in November 1969, in a building on*

*Cardington Street, Euston which had originally been a harness room for horses. It started with two staff, from the LMR's Stores Controller organisation. A sweep of various stores around the Region brought together all sorts of items: - from lamps to station signs, out of date copies of rule books, timetables [they are on the far shelf in the photo below right] , labels, signalling equipment, old uniform clothing etc. The shop was open on three days a week from Wednesday to Friday but, as business grew this was extended to include Saturdays, which allowed customers from outside London to visit. A price list was published and a lot of business was conducted by post.*

*The success of the shop saw the staffing increased in the 1970s to three, then for a short period to four. Opening hours extended to include Mondays to Saturdays. To promote the business, staff took the opportunity of attending the various BR depot and station open days. This proved in the main to be very successful and easy to achieve. A transit van used to visit railway locations to collect new stock. The re-signing of stations across BR brought an almost non-ending supply of new material. Changes on*



the railway such as the introduction of new battery hand and train tail lamps had dramatic and fortunate consequences for Collectors Corner. Other changes such as withdrawal of locomotives which carried nameplates meant these were some of the most desirable and expensive items the shop ever sold.

By 1983 the premises were considered no longer fit for use. The shop was moved to an adjacent building, formerly a garage, on the other side of the courtyard. Unfortunately this did not last very long because the site had been sold for a hotel development. The shop then transferred to a nearby building which had originally been electrical substation to supply the old Euston Station before it was rebuilt in the 1960s. This was a success. It had three floors, one of which was used as the sales area. The Shop remained

there until 1998. In that year, the business was transferred to a site on Hudson St in York.

As described above, Collectors Corner formed part of the London Midland Region of BR under the oversight of the Stores Controller (later the Regional Stores Controller). This organisation was disbanded in the late 1980s and oversight was transferred to the local Area Manager at Euston. But, when the railway was being split up into Business Sectors a decision was made to transfer Collectors' Corner to BR Headquarters Central Services this being one of the last reorganizations under OFQ (Organisation For Quality). It was a sensible administrative move because the shop was by this time dealing with all parts of BR. Privatisation of BR saw Collectors Corner sold to be part of

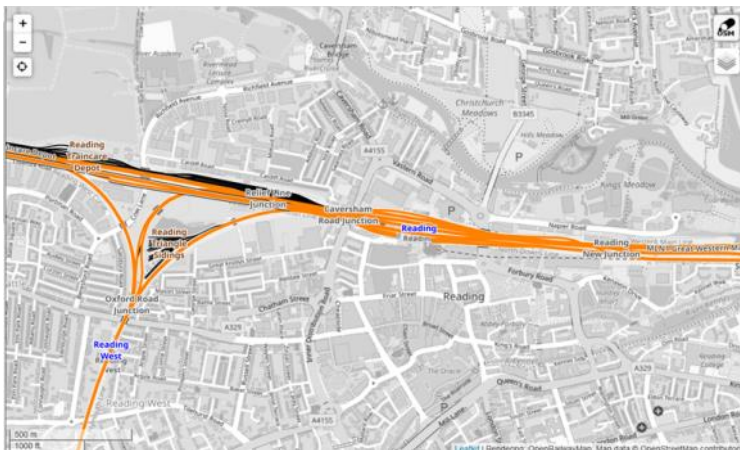
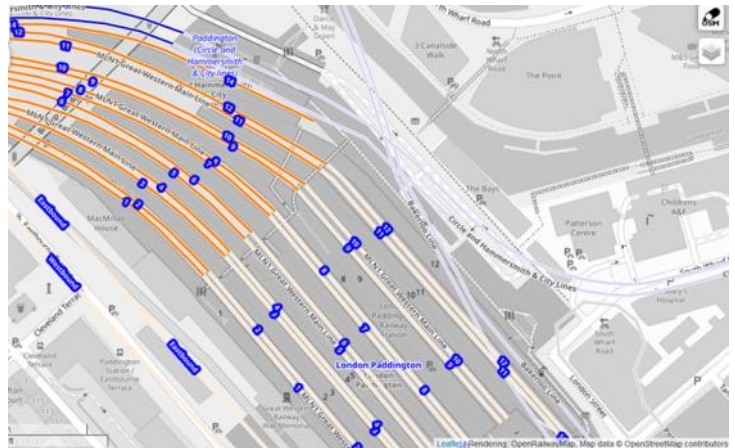
National Railway Supplies. The building at Euston was not included in the sale and was subsequently sold in 1998—hence the move of the shop to York.

I must have been carrying around my Qantas ticket and surely (?) I eventually called in at its Oxford St office. On this day, or on Tuesday morning. There, I must have learned from Qantas that there was an air-traffic controllers strike in Australia; and that all air travel within Australia and all international flights to and from Australia were suspended indefinitely. In those days, Qantas was not an Australian Domestic airline.

This must have required some sort of indefinite rejig of my plans. The rest of this day are total blanks in my memory and my log-book.

**Table 127**  
**London to Bristol and Weston-super-Mare, Gloucester and Cheltenham, Cardiff and Swansea**

	①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮	⑯	⑰	⑱	⑲	⑳
London Paddington ..	116, 117 d	13 45	14 10	14 20	15 15	15 20	15 45	16 00	16 15	16 20	..	..	..	..	..	..	..	..	..	..
Slough .....	116, 117 d	14 00	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
125 Heathrow Airport ..	d	12 40	13 10	13 10	..	..	14 40	..	15 10	15 10	..	..	..	..	..	..	..	..	..	..
Reading .....	116, 117 d	14 12	14 32	14 43	..	..	16 12	..	16 37	16 43	..	..	..	..	..	..	..	..	..	..
116 Oxford ..	d	14 04	..	..	..	..	15 40	..	15 40	..	..	..	..	..	..	..	..	..	..	..
Didcot .....	116 d	14 26	15 00	15 03	..	..	16 26	16 26	17 00	..	..	..	..	..	..	..	..	..	..	..
Swindon ..	d	14 49	15 00	15 03	..	..	16 09	16 49	17 00	..	..	..	..	..	..	..	..	..	..	..
Kemble .....	d	15 18	..	..	..	..	17 16	..	17 16	..	..	..	..	..	..	..	..	..	..	..
Stroud ..	d	15 35	..	..	..	..	17 33	..	17 33	..	..	..	..	..	..	..	..	..	..	..
Stonehouse ..	d	15 42	..	..	..	..	17 38	..	17 38	..	..	..	..	..	..	..	..	..	..	..
Gloucester ..	a	15 54	..	..	..	..	17 52	..	17 52	..	..	..	..	..	..	..	..	..	..	..
Cheltenham Spa ..	a	16 09	..	..	..	..	18 05	..	18 05	..	..	..	..	..	..	..	..	..	..	..
Bristol Parkway ..	a	16 02	15 28	..	..	..	17 29	..	17 29	..	..	..	..	..	..	..	..	..	..	..
Chippenham ..	d	15 04	..	..	..	..	17 04	..	17 04	..	..	..	..	..	..	..	..	..	..	..
Bath Spa ..	a	15 18	..	15 34	..	..	16 34	17 18	17 39	..	..	..	..	..	..	..	..	..	..	..
Bristol Temple Meads ..	a	15 35	15 50	..	..	..	16 50	17 35	17 56	..	..	..	..	..	..	..	..	..	..	..
134 ..	a	15 38	16 19	..	..	..	17 09	17 38	..	..	..	..	..	..	..	..	..	..	..	..
134 ..	a	15 50	16 35	..	..	..	17 30	17 53	..	..	..	..	..	..	..	..	..	..	..	..
134 ..	a	16 02	16 47	..	..	..	17 26	18 07	..	..	..	..	..	..	..	..	..	..	..	..
Newport ..	a	15 47	..	16 41	16 55	..	17 49	18 01	18 21	..	..	..	..	..	..	..	..	..	..	..
Cardiff Central ..	a	16 06	..	17 09	17 10	..	18 08	18 21	18 25	..	..	..	..	..	..	..	..	..	..	..
Bridgend ..	d	16 09	..	17 03	17 25	..	18 11	18 31	18 47	..	..	..	..	..	..	..	..	..	..	..
Port Talbot ..	d	16 40	..	17 34	17 58	..	18 42	19 00	19 09	..	..	..	..	..	..	..	..	..	..	..
Neath ..	d	16 43	..	17 42	18 08	..	18 50	19 09	19 09	..	..	..	..	..	..	..	..	..	..	..
Swansea ..	a	17 04	..	17 58	18 23	..	19 05	19 26	19 26	..	..	..	..	..	..	..	..	..	..	..
128 Llanelli ..	a	17 35	..	18 29	19 16	..	19 35	19 55	..	..	..	..	..	..	..	..	..	..	..	..
128 Carmarthen ..	a	18 10	..	19 03	..	..	20 10	20 10	..	..	..	..	..	..	..	..	..	..	..	..
128 Pembroke Dock ..	a	18 10	..	19 03	..	..	21 36	21 36	..	..	..	..	..	..	..	..	..	..	..	..
128 Milford Haven ..	a	19 27	..	..	..	..	21 30	21 30	..	..	..	..	..	..	..	..	..	..	..	..



return fare £2.10

Train No (HST)  
13.45 Paddington - Western SM

Paddington	dep	13.45
Old Oak Common	pas	13.48 1/2
(box)		13.50
		13.51 1/2
		13.52 1/2
		13.53 1/2
		13.54 1/2
		13.55
Langley Slough	arr	13.55 3/4
	dep	13.57 1/4
	dep	14.00 1/4
Taplow	pass	14.04 1/2 - HST
Maddenhead		14.05 1/4 - pass
Twyford		14.08 *
East Jct		14.11 3/4
Reading	arr	14.12 1/4
	dep	14.14 1/4
West Jct	pass	14.16 1/2
Titchhurst		14.18
Pangbourne		14.19 1/4 - HST
Goosing & Stratley		14.21 *
Cholsey		14.23 1/4 - HST
Didcot E Jct		14.25 1/4
Didcot	arr	14.26 1/4

Trains near Didcot 10/5/77

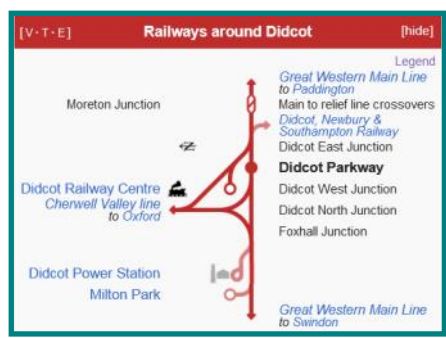
Up Goods		
Down	HST	14.43 47
Down	Flnr	14.44 (4557)
Up	Frnt	14.47 (4A28)
Up	Parcels	14.50
Down	HST	14.49
Up	Pass	14.53
Down	Goods	15.04
Up	HST	15.06
Up	HST	15.09
Up	HST	15.14
Up	HST	15.22
Up	DMU	15.24
Down	HST	15.46
Up	HST	15.48
Up	Parcels	15.48
Down	HST	15.49
Down	Goods	15.52
Down	Pass	15.54
Down	Parcels	15.57
Down	Parcels DMU	15.59
Up	HST	16.01
Down	HST	16.17
Up	Pass	16.21 47530
Down	HST	16.24
Up	HST	16.26
Down	DMU	16.27
Up	DMU	16.33
Down	Pass	16.36 (Xany)
Down	Parcels	16.42

* Up	Pass	16.46
* Down	HST	16.53
Up	DMU	16.53
Down	DMU	16.53
* Down	HST	16.59
* Up	Goods	17.03 47262
Down	DMU	17.10
* Up	HST	17.10
Up	DMU	17.13
Up	LE	17.16 47005
* Up	Pass	17.19
Down	HST	17.22
Down	DMU	17.27
Up	Pass	17.30
Down	HST	17.32
Up	HST	17.39
* Down	Pass	17.41
Down	DMU	17.47
Down	HST	17.50
* Up	DMU	17.52
Down	Pass	17.57
Up	Works	17.59
Up	HST	18.01
* Down	Pass	18.01
* Up	HST	18.13
Down	Pass	18.17 47098
* Up	Pass	18.20
Down	Pass	18.21 47120/421
* Down	HST	18.21
* Up	DMU	18.23
Down	HST	18.27
Down	Pass	18.30 47136

252-005 HST

Didcot	dep	20.12 - HST
Cholsey		20.17 - Goods
Goring		20.19 - "
		20.18 1/2 - "
		20.18 1/2 - "
Pangbourne		20.20 1/2 - Goods
Titchhurst		20.21 1/2 - "
W Jct		20.22 1/2 - "
Reading	arr	20.25 1/2 - Goods
	dep	20.27 1/2 - Pass
		20.31 1/2 - DMU
Twyford		20.35 - HST
Maddenhead		20.35 1/2 - Goods
Taplow	arr	20.38 1/2 - DMU (Pass)
Slough	dep	20.40
		20.42 1/2 - DMU (Pass)
		20.43 1/2 - DMU (Pass)
		20.44 1/2 - "
		?
		20.46 1/2 - DMU
		20.48 1/2 - DMU
Old Oak Common		20.50
Paddington		20.55

Down	Pass	18.36
* Up	HST	18.38
* Down	Pass	18.46
Down	HST	18.47
* Down	Pass	18.50
*** Up	DMU	18.51
Down	HST	18.56
Up	DMU (L jn)	18.56
Down	Pass	19.08 50033
* Up	HST	19.10
Up	Pass	19.11
Down	Pass	19.11
* Down	Parcels	19.14
Down	Pass	19.16 47027
Down	Pass	19.19
* Up	Pass	19.26 (3057)
Down	Pass	?
Up	Goods	? - others?
DMUOT		STN
Up	HST	19.45
Up	DMU	19.48/5
Down	Pass	19.51/51 (50033)
Down	HST	19.53-
Down	HST	19.59-
Up	HST	20.00-
Up	HST	arr 20.11-
dep		20.12

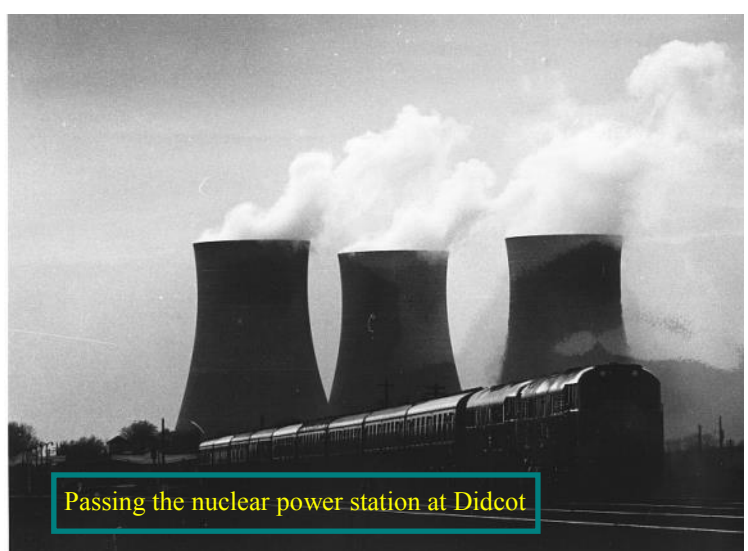


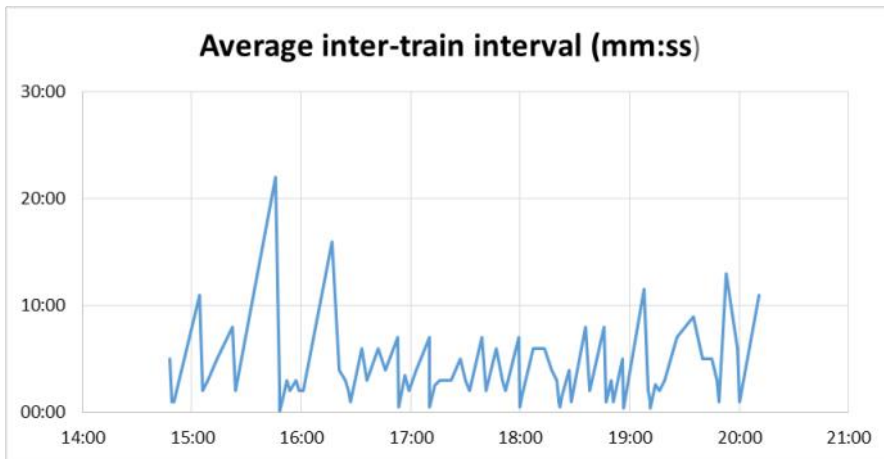
photos I took are at lower right on this page. The logbook for the forward and return journeys are above (Teal outlines) and the sightings I made and recorded in the logbook are also above (red outlines).

Wiki has this to say about Didcot

**Tuesday 10th May 1977**

The logbook resumes in the early afternoon of Tuesday, when I made a Paddington—Didcot—Paddington trip to photograph trains at Didcot East Junction, near Didcot [now called Didcot Parkway]. The 2023 ORM track plans for this:- Paddington, Reading and Didcot Parkway are on the previous page. The 1977 timetable for the train I caught is at middle left on the previous page and one of the





Train Description	#of
	<b>86</b>
Down_DMU	5
Down_Freightliner	1
Down_Goods	1
Down_HST	17
Down_Parcels	2
Down_Pass	17
Up_DMU	7
Up_DMU(Ety)	1
Up_Freightliner	1
Up_Goods	3
Up_HST	16
Up_LE	1
Up_Parcels	3
Up_ParcelsDMU	1
Up_Pass	9
Up_Works	1

Just to the north of the station is the Didcot Railway Centre, which is accessed through the station. The centre is a comprehensive exhibition of original Great Western Railway rolling stock, with demonstration running tracks and including a reconstructed station named Didcot Halt.

On 7 December 1964, local passenger services between Didcot and Swindon were withdrawn and the stations at Steventon, Wantage Road, Challow, Uffington, Shrivensham and Stratton Park were closed

A summary of what I saw is in the chart above right and the Table above left. The chart and the Table illustrate:

- the “busyness” of the line
- the balance between Up and Down trains and
- the lack of any real indication of a “rush hour”.

**11th May:** This seems to have been a day wandering around Kensington and visiting museums and railway stations. I have a vague memory of travelling on the District Tube line. ... when the doors opened at Earl’s Court, I discovered that it was indeed “Kangaroo Valley” with at least three [Bazza Mackenzie](#) look-alikes



12/15/77

Paddington dep	15 59	- Bus
West Park	16 02	- LE
Old Oak Common	16 04	- DMU
Aston Main Line	16 07	- DMU
Aston West-Box	16 08	- DMU
Ealing Broadway arr	16 09	- DMU
Ealing Broadway dep	16 09	- DMU
West Ealing	16 10	- DMU
Hanwell	16 12	- DMU
Southall(?)	16 14	- DMU
H + H	16 15	- DMU
West Drayton	16 18	- DMU
Ives	16 21	- DMU
Langley(?)	16 23	- DMU
Slough	16 26	- DMU
Slough arr	16 26	- DMU
Slough dep	16 30	- DMU
Burnham	16 34	- DMU
Taplow	16 37	- DMU
Madohead	16 38	- DMU
Madohead	16 43	- DMU

crowding on to the train. I cringed ... and covered up the Australian flag on my backpack.

**12th May:** More wanderings around central London, followed by a trip to Maidenhead to find a haven from Bazza & Basil with Dale & Richard— old friends from Sydney (logbook above). Maidenhead thus became my new home base. These days, it is also the base for the timetable archive site “[Timetable World](#)”.

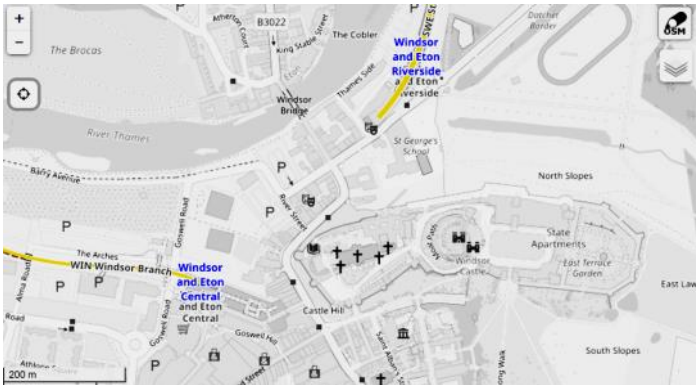
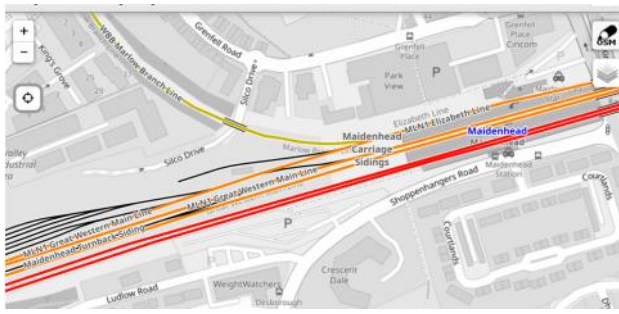
**13th May:** Seems to have been spent around Whitehall, so I guess I reversed the journey of the night before and returned the same way.

**14 May:** Everything is blank—I may have gone to an airshow at Farnborough.

**15th May:** I visited Windsor Castle. I did not record my journey, but it surely must have been:

- Maidenhead—Slough PTT Table 117
- Slough—Windsor&Eton Central PTT Table 119 ...
- ... and return?





**Table 117** Mondays to Fridays

**Reading to London (Local services only)**

For fast service Reading to London see Table 116

Station	116 d	116 e	116 f	116 g	116 h	116 i	116 j	116 k	116 l	116 m	116 n	116 o	116 p	116 q	116 r	116 s	116 t	116 u	116 v	116 w	116 x	116 y	116 z
Reading	08 52	09 02	09 12	09 22	09 32	09 42	09 52	10 02	10 12	10 22	10 32	10 42	10 52	11 02	11 12	11 22	11 32	11 42	11 52	12 02	12 12	12 22	12 32
London Paddington	11 52	12 02	12 12	12 22	12 32	12 42	12 52	13 02	13 12	13 22	13 32	13 42	13 52	14 02	14 12	14 22	14 32	14 42	14 52	15 02	15 12	15 22	15 32

For general notes see pages 2-4

**Table 119** Mondays to Fridays

**Slough and Windsor & Eton**

Second Class only

Station	119 a	119 b	119 c	119 d	119 e	119 f	119 g	119 h	119 i	119 j	119 k	119 l	119 m	119 n	119 o	119 p	119 q	119 r	119 s	119 t	119 u	119 v	119 w	119 x	119 y	119 z	
117 London Paddington	08 52	09 02	09 12	09 22	09 32	09 42	09 52	10 02	10 12	10 22	10 32	10 42	10 52	11 02	11 12	11 22	11 32	11 42	11 52	12 02	12 12	12 22	12 32	12 42	12 52	13 02	13 12
117 Reading	11 52	12 02	12 12	12 22	12 32	12 42	12 52	13 02	13 12	13 22	13 32	13 42	13 52	14 02	14 12	14 22	14 32	14 42	14 52	15 02	15 12	15 22	15 32	15 42	15 52	16 02	16 12

For general notes see pages 2-4

**Table 119** Mondays to Fridays

**Windsor & Eton to Slough**

Second Class only

Station	119 a	119 b	119 c	119 d	119 e	119 f	119 g	119 h	119 i	119 j	119 k	119 l	119 m	119 n	119 o	119 p	119 q	119 r	119 s	119 t	119 u	119 v	119 w	119 x	119 y	119 z	
Windsor & Eton Central	08 52	09 02	09 12	09 22	09 32	09 42	09 52	10 02	10 12	10 22	10 32	10 42	10 52	11 02	11 12	11 22	11 32	11 42	11 52	12 02	12 12	12 22	12 32	12 42	12 52	13 02	13 12
117 Reading	11 52	12 02	12 12	12 22	12 32	12 42	12 52	13 02	13 12	13 22	13 32	13 42	13 52	14 02	14 12	14 22	14 32	14 42	14 52	15 02	15 12	15 22	15 32	15 42	15 52	16 02	16 12

For general notes see pages 2-4

**Table 117** Saturdays

**London to Reading (Local services only)**

For fast service London to Reading see Table 116

Station	117 a	117 b	117 c	117 d	117 e	117 f	117 g	117 h	117 i	117 j	117 k	117 l	117 m	117 n	117 o	117 p	117 q	117 r	117 s	117 t	117 u	117 v	117 w	117 x	117 y	117 z	
London Paddington	08 52	09 02	09 12	09 22	09 32	09 42	09 52	10 02	10 12	10 22	10 32	10 42	10 52	11 02	11 12	11 22	11 32	11 42	11 52	12 02	12 12	12 22	12 32	12 42	12 52	13 02	13 12
Reading	11 52	12 02	12 12	12 22	12 32	12 42	12 52	13 02	13 12	13 22	13 32	13 42	13 52	14 02	14 12	14 22	14 32	14 42	14 52	15 02	15 12	15 22	15 32	15 42	15 52	16 02	16 12

For general notes see pages 2-4

A representative timetable page image for this supposed trip is at right.

**16th May (Flight day):** By mechanisms now forgotten, I came to learn of the resolution of the Air Traffic Controllers Strike on 13th May (you can read a good summary of the strike in "The Bulletin" of 21st May 1977). The New York Times has a blow-by-blow description. Two images are at the top of page 14.

By an equally-unremembered mechanism, Qantas found me a flight for this day. All I needed to do was to get myself from Maidenhead to Heathrow in time for QF8 to get me to Sydney via Mumbai and Perth.

Heathrow was not far from Maidenhead and I might have travelled to Reading by train and thence via the Railair Link bus (right). Who can say? I cannot.

## Inter-City train services

This table gives examples of journey times of selected Inter-City trains linking with the Railair service.

**Average journey time**

From	To	Journey Time
From READING	Bath	1 1/2
	Birmingham	2
	Bristol	1 1/2
	Cardiff	2
	Exeter	2 1/2
	Gloucester	1 1/2
	Newport	1 1/2
From WATFORD	Birmingham	1 1/2
	Bletchley	1 1/2
	Carlisle	3 1/2
	Coventry	2 1/2
	Crewe	2
	Glasgow	5
	Liverpool	2 1/2
From WOKING	Bournemouth	1 1/2
	Portsmouth	1 1/2
	Salisbury	1 1/2
	Winchester	1 1/2

## Railair Link

Direct express coaches link Inter-City trains with London's Airports

Published by British Rail 1986/A174/574  
Printed in Great Britain by Western Press



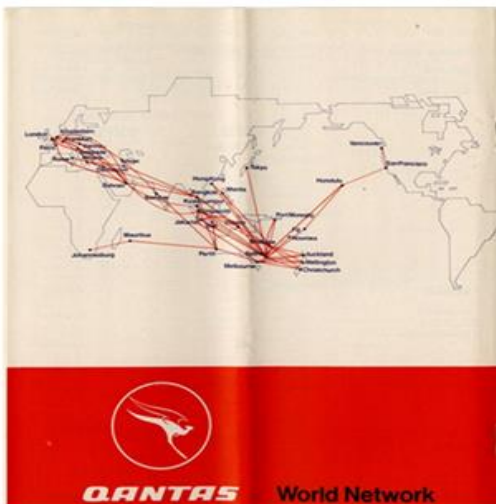
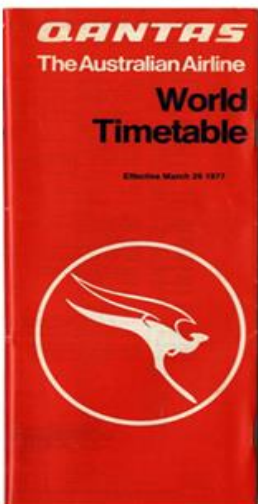
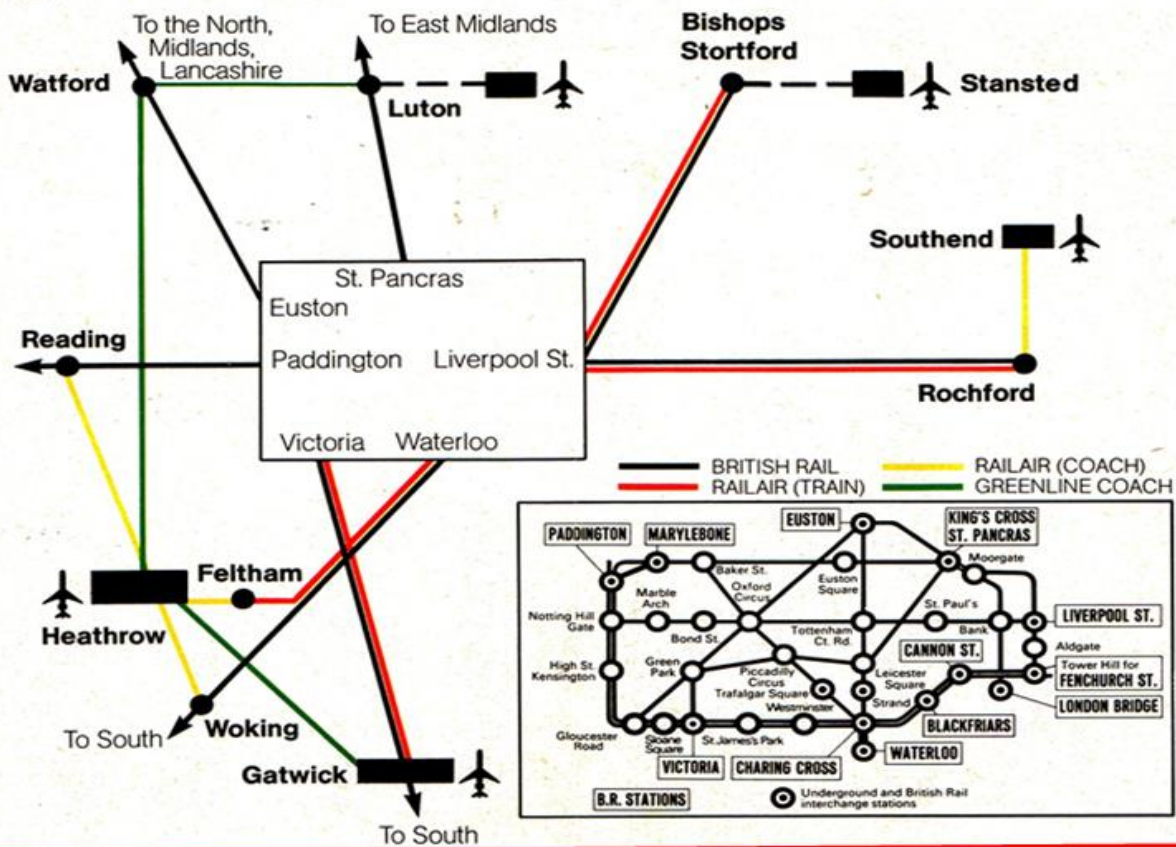
# Railair Links

Railair Links are convenient, short-cut coach/rail routes for all passengers arriving at or departing from London's principal airports.

Avoiding the capital's congested road routes they can save you valuable time and money.

Railair Links connect directly with the centre of London and, at the city's peripheral stations, with Inter-City services to many principal centres in Britain.

Railair Link journeys can be included in your flight ticket by your travel agent or you can purchase tickets from British Rail offices in Europe or North America. There are also British Rail ticket offices and staff to help you at the airports.



# Australia overnight

NEW QANTAS FLIGHT

# QF8



**"We make it very easy!"**

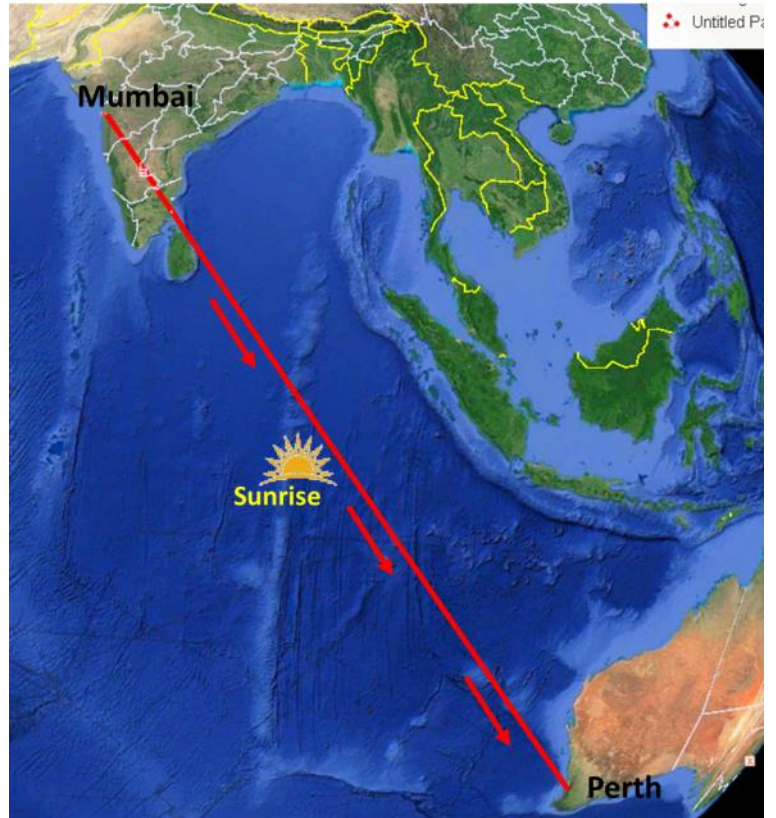
You leave London at 11.15 a.m. and arrive in Perth just after lunch the following day, and in Sydney that evening. Any Monday, Thursday or Saturday. On the new Qantas Flight QF8 - The Aussie way to Australia.

Qantas have removed the irritant of frequent stops, and made flying to Australia fast - and easy.

But it's not just the direct route that makes flight QF8 so relaxing. Qantas services in warm, friendly, Aussie style. And if you're travelling First Class, you can enjoy the extra privileges of the Qantas Captain's Club. Next time you're off to Australia, make it easy - and fast by Qantas Flight QF8.

Or take the more leisurely QF2. Every day by 747 to Sydney via Bahrain and Singapore (and three times a week through Kuala Lumpur, too). You arrive in Sydney at 06.30 or Melbourne at 08.20. Ask your travel agent for details.

**Starts Saturday 30th March.**



My flight was QF8, which was a new service introduced in 1974 (see publicity on page 14 and above). Some screen-shots from the Qantas World Timetable of February 1977 are at the bottom of page 14.

I am pretty sure that the flight number on my original ticket would have been QF2, which ran via Bahrain and Singapore, rather than the newish QF8 which ran via Bombay. I certainly travelled on QF8, because my next visual memory is of a squalid toilet in the International Lounge at Bombay at about 02:10 local time. It was a bit like London—tipping the attendant was mandatory (they liked \$US).

Mumbai ([Chhatrapati Shivaji Maharaj International Airport](#) as it is now) underwent a major rebuild (1977-1980) and a modernisation (announced in 2006).

According to Google Earth, the Great Circle distance between Bombay and

Perth is 7,333 km (see table at the foot of this page and the Google Earth path at top right).

Half of the flight was in darkness, but the sun rose at about 05:06, Central Indian Ocean Time = Cocos Island Time (CCT) and provided a stunning display of miniature thunderheads below the plane (image next page).

Perth was fine and sunny with a temperature of 21 degrees when I arrived ("just after lunch"), but there had been a frost that morning. [Perth Airport](#) was then a very modest version of what it has become in 2023. The redevelopment to properly accommodate the "new" 747Bs was yet to commence.

I am not at all clear about whether I passed through "Customs" here, or in Sydney. I do recall looking out over the tarmac and seeing my plane being refueled (just like the picture on page

16).

The flying time Perth-Melbourne-Sydney, including 30 minutes in Melbourne would have been 5h30m, but, with a time difference of three hours, I "arrived" in Sydney about 2h30m after I had "left" Perth. This is congruent with Qantas' assertion of an "evening arrival".

I was pretty stupefied and jet-lagged by the time I arrived at our new flat in Manly late that night. So much so, in fact, that I couldn't get much sleep that night in any case and went for a walk in the National Park on nearby North Head after breakfast the next day — but that's another story which is still playing out in 2024.

Comment on this article – [Letter to the Editor](#)

Return to [Contents Page](#)

Date	Mode	Service#	From	To	Dep	Arr	Dep	Arr	Travel time	km	Avg velocity	Day total
					GMT		Local					
16-May-77	AIR	QF8	Heathrow	Mumbai	11:15	20:20	11:15	01:50	09:05	7178	790	
16-May-77	AIR	QF8	Mumbai	Perth	21:15	12:30	03:00	13:30	09:15	7333	793	14511
18-May-77	AIR	QF8	Perth	Melbourne					03:30	2722	778	
18-May-77	AIR	QF8	Melbourne	Sydney					01:35	708	447	3430
									23:25	17941	766	17941

London is the meeting place of the world's airlines. Each airline has its own place in one of London Heathrow's three adjoining terminals which are just a few hundred yards apart.

Free buses leave every few minutes to make any terminal changes even easier

If you are arriving from any country outside Europe or the British Isles and are making a connection for overseas follow instructions **1**

If you are arriving from Europe by a British Airways European flight and are making a connection for overseas, outside the British Isles, follow instructions **2**

If you are arriving from Europe by any airline OTHER than British Airways European Division and are making a connection for overseas outside the British Isles follow instructions **3**

If you are arriving from anywhere outside the British Isles by air within the British Isles follow instructions **4**

If you are arriving from within the British Isles by British Airways European flights and are making a connection for overseas follow instructions **5**

If you are in any doubt ask the British Airways cabin staff who will be pleased to help you.



**1**

If you are arriving from any country outside Europe or the British Isles and are making a connection for overseas follow these simple instructions.

You will have arrived at London Heathrow Terminal 1.

- 1 Follow the yellow overhead signs towards the Terminal building.
- 2 These will lead you to the lounge between gates 23 and 2 with a sign

↑ **Transfers to international flights**

You do not have to continue to immigration and customs.

- 3 Go into the lounge and check right away at the British Airways transfer desk even if your onward flight is with another airline - they will want to see your ticket.
- 4 If your next flight leaves from this terminal, you will be directed to the appropriate desk.
- 5 If your flight leaves from one of the other two nearby terminals, you will be directed to the lounge where special buses leave every few minutes for the short journey.  
Your baggage will already be on its way to the right aircraft provided it was labelled right through to your final destination at your original check-in. IT IS MOST IMPORTANT TO ENSURE THIS IS DONE.
- 6 When you reach the correct terminal, check in at once with the transfer desk of the airline on which you are departing. You must check in as soon as you arrive to complete all formalities for your departure.

If you are arriving from Europe by British Airways European flights and are making a connection for overseas outside the British Isles, follow these simple instructions.

You will have arrived at London Heathrow Terminal 1.

- 1 Follow the yellow overhead signs towards the Terminal Building

↑ **Terminal Building**

- 2 At the top of the escalators just before immigration and customs are several desks marked 'Transfer desk.'

- 3 Check here right away at the British Airways transfer desk even if your onward flight is with another airline.

- 4 If your next flight is on a British Airways European service it will leave from this terminal and you will check in for your flight.

- 5 If your flight is on another airline or a British Airways Intercontinental service it will leave from one of the other two nearby terminals and you will be directed to the bus stop just a few yards away where special buses leave every few minutes for the short journey.

Your baggage will already be on its way to the right aircraft provided it was labelled right through to your final destination at your original check-in. IT IS MOST IMPORTANT TO ENSURE THIS IS DONE.

- 6 When you reach the correct terminal, check in at once with the transfer desk of the airline on which you are departing. You must check in as soon as you arrive to complete all formalities for your departure.



**2**

If you are arriving from Europe by any airline OTHER than British Airways and are making a connection for overseas outside the British Isles follow these simple instructions.

You will have arrived at London Heathrow Terminal 2.



You will have arrived at London Heathrow Terminal 2.

- 1 Follow the yellow overhead signs towards the Terminal Building

↑ **Terminal Building**

- 2 These will lead you to the transfer lounge right opposite departure gate 1. You do not have to continue to immigration and customs.

- 3 Go into the lounge and check at once with the transfer desk of the airline with whom you arrived.

- 4 If your next flight leaves from this terminal you will be directed into the nearby departure lounge.

- 5 If your next flight leaves from one of the other two terminals close by you will be directed to the bus stop just a few yards away where special buses leave every few minutes for the short journey.

Your baggage will already be on its way to the right aircraft provided it was labelled right through to your final destination at your original check-in. IT IS MOST IMPORTANT TO ENSURE THIS IS DONE.

- 6 When you reach the correct terminal, check in at once with the transfer desk of the airline on which you are departing. You must check in as soon as you arrive to complete all formalities for your departure.



**4**

If you are arriving from anywhere outside the British Isles and are continuing within the UK by air follow these simple instructions.

- 1 Follow the yellow overhead signs to

↑ **Immigration & Customs**

Your baggage will come through with that of all the other passengers and you and your baggage must be cleared through immigration and customs.

- 2 If you arrive at terminal 3 there is a British Airways transfer desk just opposite customs. You will be directed to the bus stop just outside where the free transfer bus leaves every few minutes for terminal 1 from where all UK domestic flights depart.

- 3 If you arrive at terminal 2 just make your own way after clearing customs to the transfer bus-stop outside. The free transfer bus leaves every few minutes for terminal 1

- 4 Porters are available at terminals 2 and 3 to help with baggage if needed.

- 5 You must check in as soon as you arrive at terminal 1 to complete all formalities for your departure.

The buses continue on the round trip between terminals throughout the day.



Mumbai International today



Sunrise over the Indian Ocean



At Perth International