



The Times

March 2024

AUSTRALIAN TIMETABLE ASSOCIATION

A journal of transport timetable history and analysis



... Be Proud to Save

A Commonwealth Savings Bank Pass Book disposes of all the money worries that usually trouble the traveller. There are more than 4,000 Branches and Agencies of the Commonwealth Savings Bank.

Hear the rhythm of the rattle of the rails as the train goes by. "I-think-I-can: I-think-I-can" it puffs as it plods up the grade. "I-knew-I-could: I-knew-I-could: I-knew-I-could" it sings as it descends the hill.

And so with the saving: if we think we can, we CAN . . . we CAN save more than ever before, and we MUST save for Australia and all we wish for. Then we can proudly say "I-knew-I-could: I-knew-I-could." Save hard, every minute of the day.

People who Save get what they want

FACILITATE SAVING WITH AN ACCOUNT IN THE

COMMONWEALTH SAVINGS BANK OF AUSTRALIA

W.A. GOVERNMENT TOURIST BUREAU
authorised agent for



Travellers can arrange

- * TRANS-AUSTRALIA AIR BOOKINGS
- * EASTERN STATES ACCOMMODATION
- * AND ALL FORMS OF 'TRAVELLERS' INSURANCE

at the centrally situated

W.A. Government Tourist Bureau
HAY STREET PERTH (opposite Foy's)
PHONES: B 4376, B 4741 TELEGRAMS: "WESTBURO" PERTH



A Glass of
SWAN LAGER
with your meal

provides an appreciable amount of those Vitamins and Mineral Salts so necessary to your Health

STATE SAW MILLS AND BRICKWORKS

Head Office—306 Murray Street, Perth Phone B 9171-6

PLANING MILL AND JOINER'S SHOP

Miller Street, Victoria Park Phone M 1145

Consult Us before you Build your Home

Use KARRI for
Roofing Timbers

Stocks of Pressed Bricks
Always Available

Country Depots — Narrogin and Merredin

Inside: Interesting Advertisements in a PTT Paperwork Part 7—Letter to Editor Evolution of an NZR WTT

RRP \$4.95
Incl. GST

The Times

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

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

March 2024

Vol 40 No. 03 Issue No. 482

The Times welcomes all contributions. Our Authors' Guide is available on our web-site at <https://www.timetable.org.au/>
Reproduction Provided a Creative Commons acknowledgement is made, material in The Times may be reproduced anywhere.
Disclaimer Opinions expressed in our magazines are not necessarily those of the Association or its members.
Editor Geoff Lambert 179 Sydney Rd FAIRLIGHT 2094 NSW email: thetimes@timetable.org.au

The Times is posted in full colour to our website, two months after publication in paper and to the National Library [website](https://www.nla.gov.au/) 6 months after publication. Colour PDF versions of previous issues of our magazines are at <https://www.timetable.org.au/publications/back-copies/>

—Contents—

DAVID HENNELL	<u>INTERESTING ADS</u>	3
DUNCAN MACAUSLAN	<u>THE PAPERWORK</u> (PART 7) <i>LETTER TO THE EDITOR</i>	5
J.A.DANGERFIELD	<u>EVOLUTION OF THE NZR SOUTH ISLAND WTT</u>	6



Steam at Arthurs Pass on NZR's Greymouth line. This photo, found on the web, is unattributed and undated. I would say, however, that it is an autumn shot— from the colour of the "*faqus*" on the slopes.

Interesting External Advertisements in a WAGR PTT

DAVID HENNELL describes and illustrates some interesting external advertisements from the 16th December 1946 WAGR PTT

OVER THE YEARS, railway authorities have frequently included commercial advertising in their public timetables as a source of information and as a service to rail travellers (and hence future income for the advertisers) and, more importantly, to produce much needed revenue for the railways. Physical timetables had much greater public coverage in the past than they do in the present day, most unfortunately.

Over the years, the public timetables of the Western Australian Government Railways contained a wide variety of external advertisements. These varied in terms of their layout, size, presentation, products and services being supplied and location within the timetable booklets. Some Australian systems grouped the advertisements together and away from the railway information. A WAGR PTT's internal railway advertising, along with that of other government agencies, is somewhat more staid but, then, its purpose is to supply information of a more useful nature to the travelling (and freight-consigning) public.

Over the years, the WAGR PTTs' advertisements ranged in size from a single line usually at the top or bottom of the page up to ones occupying a whole page. Some of those in the 16th

December 1946 issue – price 3d (that's exactly 2½¢) – were rather revolutionary in that colour was used. Most are plain black and white but some included red so as to be more eye-catching. Even the railway map is used as a (possible) revenue source as it shows in red "the centres of activity in the Co-operative Movement, and denotes Producers and Industrialists' Companies and Societies affiliated with the WESTRALIAN FARMERS CO-OPERATIVE LIMITED and THE CO-OPERATIVE FEDERATION OF W.A." on the map. Rather a mouthful but nevertheless helpful – the people are supporting one another (now that's a novel idea!).

Single line advertisements were confined to a couple of advertisers; viz: Harper's and Kodak:-

- The best breakfast food—"Avena" rolled oats—bags and packets.
- Harper's "Pioneer" jelly crystals will set in any weather. [Surely, it's the jelly that you want to set and not just the crystals.]
- "Silver Star" rice starch—the best in the world.
- Use Harper's "Zouave" coffee and chicory (in containers)—always fresh.
- Genuine Kodak prints are your guarantee of quality.
- Kodak Film makes every Camera a better Camera.

- Your Kodak prints— Clear! Brilliant! Sparkling! [Doesn't this depend in part on the skill of the photographer?] to list just a few.

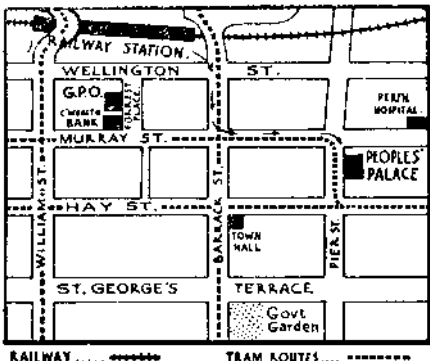
Similar brief ads occupied small squares or rectangular spaces among the tables. [As an aside, the order of the tables in this PTT is Table 43 first (and it's isolated in amongst the other railway information), then Tables 1 to 42 and finally Table 44. That's interstate (Perth to South Brisbane), local WAGR and finally Midland Railway Company in that order.]

Comments on the advertisements that are illustrated

Some are, to put it politely, rather corny but the format and content is a product of the times. Some would fall foul of current advertising laws. Some are for organisations that no longer exist or remain in a highly modified form. And the content of some others is relevant only to the immediate post war period. It's OK to cringe or chuckle when reading these delightful period pieces.

1. Commonwealth Savings Bank

"Be Proud to Save" is, no doubt, a play on "Be Proud to Serve" as we're only 15 months after the end of World War II and the Commonwealth Savings



THE SALVATION ARMY PEOPLE'S PALACE

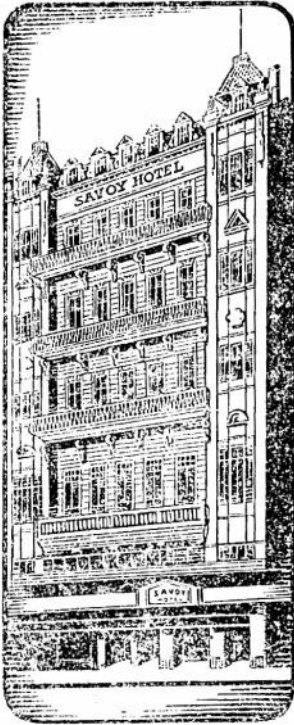
54 PIER ST., PERTH

Centrally situated, five minutes from Central Station.

For Good Clean Accommodation and Splendid Home-like Meals. Single, Double, and Family Rooms at very Moderate Rates. Hot and Cold Baths. Meals from 1/3.

Extensive alterations recently completed bring us up-to-date as an ideal Home from Home.

When in Perth make the Salvation Army People's Palace your Home.



“Meet you at the Savoy”

Featuring—
Perth's only exclusive Lounge for Ladies

GORDON HACK'S

SAVOY HOTEL

CENTRAL HAY STREET, PERTH

PERTH'S BUSIEST HOTEL

GORDON HACK, Proprietor

Telephone B 9561

A. SHEPHERD, Licensee

Bank is a government bank. "People who Save get what they want" (no full stop) is a statement about hope for a better future. [Page 1, upper left]

2. The Salvation Army People's Palace

Isn't the map helpful?! It shows just how close the People's Palace is to public transport and some other important places in the city and, in a good bit of (probably unintentional) cross fertilisation, where to find the Commonwealth Bank. The Peoples Palace would be a good venue for clean, cheap and convenient accommodation; and Spartan too?

[bottom of page 3]

3. Savoy Hotel

If the People's Palace doesn't suit your taste, then there's the Savoy. Just what does this one say about Western Australia's ladies? And also about WA's gentlemen? Just how easy was it to get a room if it were Perth's busiest hotel? Busyness is probably meant to indicate quality. Try booking early and you'll probably be lucky. [above, this page]

4. Post War Period

Patriotism is always a winner. See how both you (along with the

Commonwealth Savings Bank!) can help these heroes achieve a prosperous future. [below, this page]

5. TAA

Firstly, some TAA history: Trans Australia Airlines was formed on Friday 8th February 1946 as a federal government entity. Its first flight was from Laverton to Sydney and on Monday 9th September 1946. One can't imagine it being from Laverton WA (that's "Lay-verton"), so it must have been from Laverton Vic (this one's "Lav-erton"). Press photographs of the inaugural flight show that the aircraft is branded 'Airlines'. (Press

Western Australia must play its Part— in the Post War Period

The Industrial capacity of this State must be fully utilised.

BY PURCHASING LOCAL PRODUCTS

You will assist in re-establishing our men and women of the fighting services to get back to a normal and prosperous future. It's up to you.

The Department of Industrial Development — 62 Barrack Street, Perth

CAVES HOUSE *** YALLINGUP

Western Australia's Premier Holiday Resort



Tariff—
£3/15/0 to £4/10/0
per week

Easily accessible from all
parts of the State by Rail

Caves House features comprise the maximum of comfort, spacious lounges, excellent cuisine, and every facility for indoor recreation including a dance hall of ballroom dimensions.

Golf, tennis, swimming, fishing, and hiking, combine to insure a holiday to remember in the heart of the Caves Country of the South West.

For bookings apply to---

THE GOVERNMENT TOURIST BUREAU, PERTH — Tel. B 4376

58

photographers would have been extremely unlikely to go to Laverton W.A., a long train journey north of Kalgoorlie). TAA was rebranded as Australian Airlines in 1986 and, in this guise, was absorbed by Qantas in 1992.

Now for the comments: the PTT advertisement is by and on behalf of the W.A. Government Tourist Bureau and not directly for TAA, the WAGTB merely being agent for the airline. Note the emphasis on it being a government airline. Perhaps there were early plans to call the new organisation 'Airways' and WAGTB was unaware of the change or maybe this was just a mistake on the part of the advertising manager or his minions. We're told that the tourist bureau handled "ALL FORMS OF TRAVELLERS' INSURANCE" – is this meant to reassure those wary of

flying or would it have had the opposite effect? But isn't TAA in competition with the Commonwealth Railways, at least for the well-to-do? [front cover, upper right].

6 Swan Lager

Wouldn't get away with this one today! It's a pleasing and simple layout but a pity about the poor swan who appears to have been imbibing a little too freely. (A nearby advertisement tells the traveller that the products of the House of Seppelts (sic) are "*The Royal Flush of the Wine Industry*" because bottles of 5 different products are illustrated. Oh, dear) [front cover, lower left].

7. Caves House

Doesn't Caves House look inviting? And the facilities read well, too. The scenery doesn't quite match that of VR's Mount Buffalo Chalet but the

area is nevertheless very interesting. One wonders what transport was provided from Busselton station for tourists – the timetable was probably too recent for it to be a charabanc. The WAGR road bus service to Caves House from Bunbury was introduced on 1st November 1947 and initially ran in conjunction with the WAGTB, it being subsumed, on 5th January 1948, into the then new South West road bus network which replaced the main railway passenger services in the region. [left]

8. State Sawmills and Brickworks

This one's simple, clear and effective. Narrogin and Merredin are in the second tier of regional centres in Western Australia and were both well served by rail passenger trains and diesel electric cars in 1946 (and Merredin is still rail-served in 2022 by Transwa, the descendant of WAGR). [front cover, lower right]

9. Wesfarmers

In 1946, the full name said it all (but no groceries) [rear cover]. The locations of the agencies are indicated on the railway map, too.

Advertisements provide a fascinating insight into times past when life was slower and more predictable but their accuracy was somewhat more suspect than nowadays. Are you about to rush out and support these advertisers with your hard-earned cash (although I doubt that they'd understand cards)? I do hope so.

The assistance of Andrew Hennell and Len Regan in the preparation of this article is gratefully acknowledged.

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

Return to [Contents Page](#)

The Paperwork 7 - Letter to the Editor from DUNCAN MACAUSLAN

- In the middle column of page 3, the text suggests that the timetable for routes 131/7 is "still in matrix format". It should read "is still in paragraph format".
- Vic Solomons family name should have a final 's'

Evolution of an NZR WTT

J. A. DANGERFIELD wrote the following article for a Winter issue of "The New Zealand RAILWAY OBSERVER."

THE ORIGINS OF ALL working timetables really go back to the running of the first trains on the earliest public railways in England, but here it is intended to consider only those issued on New Zealand Railways, and in particular those issued for what became the Hurunui to Bluff Section in the Middle or South Island, later to be known as the South Island Main Line and Branches. In those early years the Greymouth and Westport Sections were regarded as parts of the Wellington train-running district.

For almost 15 years after trains first began running in New Zealand, the staff were not issued with timetables in book form. Rule No. 158 in the 1877 Book of Rules and Regulations, the first national issue, stated: "Every Driver must take care that he is provided with a Time Table showing the exact time in which each journey is performed . . . and he should consult frequently the table showing the speed of an Engine, to judge with certainty the rate at which he is travelling ..." Rule No. 159 refers to Service Time Tables and instructs drivers not to make up lost time without special permission.

But Rule No. 90 instructed that "The Time Bills and Public Announcements issued to Stations are held to be sufficient notices for Station Master, Booking Clerks, and all other Servants of the Department as to the changes in the Train Service, Special Trains or any other matter to which the notices refer".

The nearest approach to a timetable was the instruction in Rule No. 91 that the Guard of any special train was to receive written instructions directing him when to leave each station and where to shunt when necessary for train crossings. There was no mention of the ordinary services being advised of the running of the special train; all in all, a very chancy method of



The photo above shows the NZR "Honchos" at the time this article was published in the [NZ Railway Observer](#). From the haircuts, the ties, the suits, the chairs and the absence of stenographers, can you put a date to this picture ?

working trains in "Open Section" conditions.

"Open Section Working", as we have seen in NZRO 166 (Volume 38, No. 2, p. 60), applies where no safeworking appliances such as the electric train tablet system or automatic colour-light signalling are provided. In these circumstances staff must run their trains strictly in accordance with the times laid down and make their train crossings at the specified stations. This all works well provided that all trains run to time. A century and more ago, the penalty for going past the stipulated crossing place was instant dismissal. No excuses were accepted. So the economic factors, in days without social security or superannuation, made the staff doubly vigilant.

This writer doubts that proper records of train movements were maintained at stations in the 1870s. His reasoning for that statement is supported by the head-on collision near Shag Point, Otago, on Wednesday 25 September 1878. The Palmerston stationmaster dispatched the 6 30 a.m. mixed train for Oamaru regardless of the whereabouts of the 3 30 a.m. goods ex

Oamaru. That train had been an hour late starting its run and had been brought to a halt on a fairly sharp curve by the derailment of a wagon containing blocks of stone.

The stationmaster was suspended from duty, to be later reinstated, but the guard of the goods train was dismissed from the service. This seems to have been a most unfair action because the guard was responsible neither for the late running nor for the derailment of a wagon on his train. He could not advise anyone of the mishap because there were no communications of any kind, and time did not permit his going ahead to provide any warning for a train that should have been held back at Palmerston. The crew of the 6 30 a.m. mixed train were neither suspended nor censured.

The Commissioner for Railways in the Middle Island, Mr William Conyers, conducted an inquiry into this accident but refused to make the findings public, an action that did not increase his popularity, especially with the newspapers. Whilst the determinations of that inquiry may never be fully known, there were several outcomes which greatly increased the safe

working of trains. Instructions were given for a line of telegraph, connecting all stations, to be immediately installed between Dunedin and Oamaru. The operating procedures were closely scrutinised, and changes were made. For those changes, many of which are still standard practice in New Zealand, Conyers was criticised by the 1880 Commission on Railways.

One outcome was that much more attention was given to the recording of train movements in the train registers at stations. Most important of all was the requirement that time tables should be printed for personal issue to train crews. The first one in Otago, issued under the authority of Alexander Grant, General Manager, Dunedin Section, came into force on and after 7 October 1878. Its printers were Coulls and Culling, Printers and Stationers, Rattray Street, Dunedin. The date was shown as MDCCCLXXVIII.

The first page was taken up with instructions on Train Staff or Train Ticket Working between Dunedin and Burkes, the only crossing station, and between Burkes and Glendernid (later renamed Sawyers Bay), the junction station for the busy branch line to Lower Port Chalmers. Then came the tables for trains running NORTH and SOUTH on the Dunedin and Oamaru line. Four trains were listed to run in each direction, presumably on six days per week (Monday to Saturday), because no other indication was given. "Crossing bars" were shown opposite the relevant stations where trains were to pass, but the crews were obliged to read the small print at the foot of the page to ascertain the train numbers and identities of the opposing services. Staff were informed that a "dark line appearing immediately under the time opposite any station signifies that the train is to shunt at that station for another train approaching from an opposite direction or for a following train to pass."

Here is one of the vaguest of the crossing instructions: "No. 8 South crosses No. 7 North at Palmerston and the 9 p.m. Port Chalmers train at Burkes". A search of the Port Line tables reveals that the 9 p.m. North train to Lower Port Chalmers was No. 17. Throughout this remarkable book

EXPLANATORY NOTES.


In the North Island trains running towards Auckland are **Up** trains, and those running in the opposite direction are **Down** trains.


In the South Island trains running towards Lyttelton are **Up** trains, and those running in the opposite direction are **Down** trains.

Up trains are numbered with even numbers, and **Down** trains with odd numbers.

When the arrival and departure times are not both shewn, the time shewn is the departure time, and trains must, whenever possible, arrive in time to do any necessary work before the departure time.

The small figures in the Time Tables shew the times non-stopping trains should pass the stations opposite which the small figures appear.

A bar thus —  shewn immediately above departure time at a station indicates that a train has to be passed or crossed at that station, and the figure opposite the crossing-bar is the number of the train which has to be passed or crossed there.

When two or more trains are to be crossed or passed at a station, the numbers of the trains are shewn thus — 

The days of the week on which intermittent trains are to run are shewn at the top of each column immediately under the number of the train.

Trains, except those otherwise specified, run on week days only.

A Automatic Signalling with three position and colour light signals.

B Lock and Block station.

C Loco coaling station.

D Non-accounting officered station—Flag station for passenger, parcels, and goods traffic.

E Train-examining station.

F Flag-station with Signalman or Porter in charge.

G Flag-station with Caretaker.

H Holiday Switch Tablet station (switched in only after all concerned have been advised).

I Interlocked station.

J Unattended Flag station.

K Station open for passenger traffic only.

L Station open for passengers, parcels, and small lots of goods traffic only.

M Crossing siding or service station only. No public traffic unless specially authorised.

R Refreshment Room.

RR Train will run only when required, and only after all concerned have been advised.

S Train staff and ticket-station.

T Electric-tablet station.

W Loco Watering-place.

X Officer permanently in charge. The names of officered stations are printed in heavier type than those of other stations.

¶ No public siding—see Instruction page 147.

§ Trains stop to work goods traffic only.

* Trains stop, when required, to pick up or set down passengers.

a Stops for train purposes only; does not take passengers for or from this station.

b Stops only to set down passengers.

c Stops only to pick up passengers.

Italics.—The times of trains printed in italics merely indicate the starting and terminating points of the trains, and do not give any running authority. The authorised running between the stations printed in italics is shewn on the pages for the portion of the line to which the italics refer.

there was considerable repetition of numbers. No. 1 North left Palmerston for Oamaru at 5.55 a.m., No. 1 South left Dunedin for Outram at 6.50 a.m., No. 1 of the Dunedin, Peninsula and Ocean Beach Railway left 15 minutes later, and the fourth No. 1 had departed from Dunedin for Port Chalmers at 6.15 a.m. The reason was that the timetable for each section was treated separately, the trains on each section being numbered consecutively in their own series, with odd numbers for trains in one direction and even numbers for trains in the other direction.

Trains on the main line were described as running NORTH or SOUTH. Those on branch lines were described as IN or OUT according to whether they

were travelling towards or away from the main line.

There was no standardisation in the meaning of the footnotes, "a" variously meant that trains stopped to pick up or put down passengers if necessary, or that trains stopped to pick up or put down pilotman only, "b" instructed that such a train was goods only; or was a mixed train; or it ran on Saturdays only; or it stopped at all stations on Saturdays, "c" indicated a goods train; or, this train will not run on Saturdays. The asterisk (*) had many meanings, but the prize for being vague must go to the symbol of the pointing finger: A SPECIAL TRAIN leaves Dunedin for Port Chalmers on Saturdays at 11 p.m. returning therefrom at 11.40.



One must assume that this was a late shopping night special conveying passengers to their home stations. No instructions were given regarding stops at intermediate stations, nor times of arrival or departure. No crossings were listed because there were none. The last trains from North had already arrived in Dunedin: the mixed from Oamaru at 9 35 p.m. and the suburban service from the port at 10 10 p.m. Should that mixed have been late then safety was maintained because the Train Staff Regulations instructed that the working was to be maintained "from the first train in the morning until the last train in the evening".

A close study of this October 1878 working timetable gives the impression that each portion was hurriedly prepared by a separate individual and that there was no cross checking before the data was sent to the printer. Distances between stations were shown only in complete miles, and only on the Oamaru line were any train classifications shown, Mixed or Express. It would be interesting to compare this pioneer working timetable with the similar document issued for the running of trains in Canterbury, if one still exists.

The next issue of the working timetable, dated from 23 January 1879 (after the opening of the line through to Invercargill), was much more sophisticated. It was issued from the Christchurch office of the Commissioner for Railways, Middle Island, and the printing was done by

the Lyttelton Times newspaper, Gloucester Street and Cathedral Square. Amberley to Bluff with Branches was the area covered, with main line trains still running NORTH or SOUTH and the branch line services IN or OUT. Branch line trains that ran for part of their journeys on a main line, e.g. Oamaru-Pukeuri-Maerewhenua, therefore worked as combinations of North-South-In-Out classifications.

From March 1879 instructions were added providing for all trains running on the double line between Addington and Heathcote to keep to the left. Trains running towards Christchurch were to be regarded as being on the UP line, and those going in the opposite direction were to be considered as going DOWN. Train could follow train on the double line between Christchurch and Addington at an interval of five minutes, but for some reason the time interval on the Heathcote line was to be not less than ten minutes, unless otherwise ordered by the Manager.

By this time there was some standardisation of lettering. The capital letters C and W shown opposite a station name indicated that coal and/or watering facilities respectively were provided there. The asterisk (*) in train columns indicated that trains would stop, when necessary, to set down or pick up passengers at the station opposite which it was shown. Train headings were now more explanatory, while the crossings were set out more simply at

the bottom of each page. Distances between stations, however, were still shown in complete miles.

One innovation was the use of small type to indicate the passing times of non-stopping trains. All trains were now numbered, but the use of separate series for each section persisted. It was to be a long time before trains passing over several sections of line would be identified by their own distinctive number throughout. In 1879 the South Express left Christchurch at 8 40 a.m. as No. 7 to Ashburton. From Ashburton to Oamaru it became No. 5, and as it entered the Dunedin Section it became No. 8 as far as Palmerston. On the final section to Dunedin it became No. 26 because No. 8 on the Palmerston-Dunedin table had left Palmerston for Dunedin at 6 30 a.m.

The "back pages" of the book were becoming more extensive with additional instructions for staff concerning the prevention of accidents, and such elementary matters as provision of fresh drinking water for passengers in clean waiting rooms. If the "code of engine whistles" was fully complied with, then living near a station must have been a nightmare. One wonders about the control of horse-drawn traffic in such noisy localities.

Because trains were running at relatively high speeds having regard to their limited braking power, the instructions were very explicit: "It is imperative that brake vans be run at the rear of every train ... "In order that the guard may be in close proximity to his brake as much as possible while his train is in motion, it must be understood that it will be his duty to commence the examination or collection of tickets in the leading carriage immediately after leaving a station, and work through to his van as quickly as possible . . . "In pulling up trains at stations a judicious application of the guard's brakes should be made, and not, as is sometimes the practice, to such an extent as to cause the wheels to skid."

The 1 May 1879 issue contained information on the provision and location of certain fixed signals, and a table for calculating the speed of trains by observing the time taken in minutes

and seconds to pass between the quarter-mile posts. Speeds of trains over certain bridges, many of which carried road traffic as well as rail, were not to exceed twelve miles per hour, while the distances between stations were now more precisely given in miles and chains.

This same issue was the first to include a tunnel profile diagram with dimensions of clearances from the maximum height and width of loads permitted to be carried on the railway system. The overall dimensions of rolling stock were listed, also the lengths of sidings at stations. These latter were expressed in feet, but fortunately for the staff their holding capacities in wagon lengths were also shown. Another instruction paid attention to correct time. "Each guard must, before starting on his journey, satisfy himself that his watch is correct . . . The guard in charge of the first passenger or mixed train starting after 9 a.m., stopping at all stations on the portion of the main line or branch over which it runs, must, on his arrival at each station, give the stationmaster, or other person in charge, the precise time, in order that the station clock may be regulated accordingly." In later years, "TIME" was sent over the entire railway telegraph network, and later still by telephone, at exactly 9 a.m.

Any conversations or messages being transmitted were interrupted for about 40 seconds. This time check and the action taken to adjust the station clock was recorded in the train register for later noting by the inspecting officers.

July 1879 brought an improvement in train numbering in that all trains running southwards from Amberley to Invercargill were given odd numbers and all northbound services received even numbers. Some IN trains on branch lines were given even numbers and some were given odd numbers, the deciding factor being the running direction once the main line was reached. There was one notable exception. The Invercargill-Kingston line was, from 1 May 1879, regarded as more important than a branch line. Here trains ran NORTH and SOUTH. North trains, with even numbers, ran towards Kingston.

The timetable issued from 20

ARTHURS PASS—GREYMOUTH.														
DISTANCE.				DOWN.		751	755	757	761	763	765	767	769	
From		Between Stations		STATIONS.		RR	Goods	Mixed	Mixed	Mixed	Goods	Goods	Mixed	Goods
Mls	Chs	Mls	Chs											
8	18	8	18	Arthurs Pass	x ACITW	dep	a.m. 6.40	...	...	...	8.20	...	...	...
				Otira	x ACEIRTW	arr	7.10	...	...	...	8.50	...	...	...
				Do.	A	dep	...	...	7.40	...	9.33	...	...	...
13	01	4	63	Aickens	AJW	arr	...	...	...	...	...	...	...	...
				Do.		dep	...	...	7.52	...	...	...	...	...
19	34	6	33	Jackson	ACGW	arr	...	...	...	...	10.8	...	...	...
				Do.		dep	...	...	8.9	...	10.17	...	...	...
22	61	3	27	Inchbonnie	AJ	arr	...	...	...	...	...	...	...	...
				Do.		dep	...	...	8.20	...	...	...	...	...
25	53	2	72	Poerua	AJ	arr	...	...	...	...	...	...	...	...
27	41	1	68	Wallis Siding (Private)	§ A	arr	...	...	...	...	...	...	...	...
29	30	1	69	Roto Manu	AJ	arr	...	...	...	...	...	...	...	...
				Do.		dep	...	...	...	...	...	...	...	...
32	78	3	48	Water at 27m. 34ch		dep	...	...	...	...	...	...	...	...
33	25	0	27	Te Kinga	AJ	arr	...	...	...	...	...	...	...	...
				Te Kinga Land and Timber Co.'s Siding (Private)	§ A	arr	...	...	...	...	...	...	...	...
35	02	1	57	Ruru	AJW	arr	...	...	...	...	...	...	...	...
36	08	1	06	Moana	x ACW	arr	...	...	9.10	...	11.15	...	...	...
				Do.		dep	...	...	9.15	...	11.37	...	...	...
38	35	2	27	Kotuku	AJ	arr	...	...	...	...	...	...	...	...
39	71	1	36	Aratika (Private Siding)	AL	arr	...	...	...	...	...	...	...	...
43	00	3	09	Kaimata	AJW	arr	...	...	...	...	...	...	...	...
				Do.		dep	...	...	...	...	...	...	...	...
44	44	1	44	Patara (Private Siding)	§ A	arr	...	...	...	...	...	...	...	...
45	20	0	56	Kokiri	AJ	arr	...	...	...	...	12.33	...	...	...
				Do.		dep	...	...	...	...	12.47	...	...	...
46	51	1	31	Newman and O'Neill's (Private Siding)	§ A	arr	...	...	...	...	...	...	...	...
48	16	1	45	Arnold Siding (Private)	§ A	arr	...	...	...	...	...	...	...	...
50	10	1	74	Stillwater Junct.	x AW	arr	...	...	10.5	...	1.2	...	...	...
				Do.		dep	...	...	7.55	...	1.10	...	...	...
51	58	1	48	Brunner	FITW	arr	...	...	8.2	...	2.5	...	...	2.19
				Do.		dep	...	...	8.7	...	...	...	...	...
52	08	0	30	Wallsend	JL	arr	...	...	...	...	...	...	...	...
53	05	0	77	Dobson	J	arr	...	...	...	...	...	...	...	...
53	48	0	43	Greymouth Power Board's Siding (Private)	§ A	arr	...	...	...	...	...	...	...	...
56	22	2	54	Kaiata	FT	arr	...	...	10.42	...	...	...	...	...
				Do.		dep	...	...	10.45	...	...	...	...	...
58	65	2	43	Greymouth	x CEITW	arr	...	8.37	10.55	11.20	...	1.45	2.40	2.55

d Stops to allow passengers from North of Stillwater to alight.
 No. 757 on Fridays will stop if required at Arnold Private Siding and on Wednesdays and Saturdays will stop if required at Patara and Newman and O'Neill's Private Siding for passenger, parcels and R.S.W. traffic in small lots. Passengers to or from Arnold Siding are to be booked as to or from Kokiri or Stillwater, the longer distance in every case.
 Passengers to or from Wallis Siding are to be booked as to or from Poerua or Roto Manu, the longer distance in every case.

For trains, Christchurch—Arthurs Pass, see page 30.

December 1880 brought supplementary instructions that dealt mostly with the work of trains, but with this interesting departure from the Train Staff workings: "No. 2 North Goods (Dunedin depart 5 40 a.m.) will run without Block, and will work all stations and sidings north of Glendermid (to Palmerston)". Such an instruction should of course have been placed on the page containing the running schedule and not tucked away amongst a mass of other data.

Comment has been made on the ability of the train crews to read and write, but one wonders about the abilities of those who compiled these documents. Present-day railwaymen, if given their schedules in a similar form, would throw up their hands in horror and declaim that they were not

Philadelphia lawyers!

The July 1881 issue listed Railway Telegraph Stations, information that would seem to have been of little use to train crews, yet it was retained right through until the 1930s. Another addition about this time was a list of weighbridges giving their locations, dimensions and capacities. The Train Staff working between Dunedin and Glendermid was abandoned in favour of Absolute Block Working, which was also introduced between Lyttelton signalbox and Heathcote, Kaiapoi and Eyreton Junction, Oamaru and Waiareka Junction, Dunedin and Kensington, Kensington and Caversham, Caversham and Burnside, Burnside and Abbotsford, and Abbotsford and Mosgiel.

From 1 May 1883 the authorised

maximum rates of speed for trains over the different sections of line were set out in the working timetable for the information and instruction of staff. The lengths of crossing loops and sidings, in feet, were deleted, but their wagon holding capacities were clarified. Extensive listings of "Accommodation at Stations" were included for the first time indicating: Class of passenger station, shelter shed, passenger platform, cart road to passenger platform, goods shed (size in feet), loading bank, cattle yards, crane, water service, coal supplies, engine turntable, engine reversing triangle, weighbridge, wagon turntable, engine shed, fixed signals, stationmaster's house, urinals. Then, in 1887, a section called "Engine Runs", setting out which classes of locomotives were allowed to run over the various portions of line was added to the timetable instructions.

Sometime in 1882 the unsatisfactory method of making amendments to the schedules and frequency of trains with "patches" was introduced. Small pieces of printed paper "to be inserted between pages so and so" were issued to the staff. During 1886 the policy of reprinting complete pages was reintroduced, but with these and the patches the book became bulky and one wonders how the staff managed to decipher such a mixture of presentation in the poor lighting available to them. After 1887, the issue of patches was generally eliminated, larger type was used for the instructions, and the presentation of information was not usually so cramped as it had tended to become in the economy-minded climate a few years earlier. While this writer has no evidence to support the contention, it does seem a possibility that the formation in 1886 of the railway workers' first union, the Amalgamated Society of Railway Servants of New Zealand, may have influenced the changes (though, in view of official attitudes to worker unrest at that period, it is unlikely the authorities of the day would have acknowledged any such influences. - Magazine Editor).

Although the issue dated 3 September 1888 was for the section Culverden to Bluff and Branches, it was remarkable for two different styles of presentation.

On the pages prepared in the Christchurch and Invercargill offices, details of the train crossings were still enmeshed amongst the footnotes with the customary admonition: NOTE - The heavy black lines indicate the crossing places. The Dunedin compilers, however, stole a march on their Canterbury and Southland compatriots for they arranged for the numbers of the trains to be crossed to be printed alongside the relevant crossing bars. This distinct improvement, one that would undoubtedly have been well received by the train men, is still standard practice. It was still necessary to search the small print for information as to the days on which particular trains ran, and there was still no complete? standardisation of reference letters, asterisks, etc., but from the issue dated 5 August 1894 there was a big advance towards simplicity, the names of the days on which- the trains were to run at last being lifted from the small print and placed at the head of the train columns.

By 1898 the footnotes too had been greatly simplified, dealing mostly with information on train connections at junction stations, such as: "No. 10 OUT Eyreton Branch train must not leave Kaiapoi before No. 1 South Mixed has arrived." No. 10 OUT was a Monday Only Mixed that ran through to Oxford West, leaving Kaiapoi at 9 10 a.m. and arriving at the country terminus at 11 20. No. 1 IN Mixed left Culverden at 5 50 a.m., picking up en route and making a meet at Rangiora with the morning train from Oxford West. At Kaiapoi it made another connection with a service that had left Bennetts Junction at 7 08 a.m. via the Eyreton Branch.

In accordance with a directive from Head Office, Wellington, in 1901, the terms NORTH, SOUTH, IN and OUT were to be replaced by the terms UP and DOWN. In the South Island all trains running towards Lyttelton would henceforth be UP trains and those in the opposite direction would be DOWN trains. UP trains were to be numbered with even numbers, and DOWN trains with odd numbers. (In the North Island trains running towards Auckland would be UP and those running away from Auckland

would be DOWN trains.)

To comply with the edict it became necessary to reverse all train numbers on the Invercargill-Kingston line and its branches. Certain other branch lines also required a reversal of train numbering, and this brought about some anomalies, but only of a local nature. At Gore, for example, UP trains for Dunedin and DOWN trains for Lumsden via the Waimea Plains left from the same platform and ran in the same direction as far as the junction points. It might be noted here that the terms EAST and WEST had never been used although, had the Midland line to Greymouth been completed at that time, they just might have been brought into use.

As this change in nomenclature to UP and DOWN occurred just prior to the introduction of mechanical interlocking of points and signals at major stations, the limited space on the lever face-plates for descriptive wording and the need for some degree of uniformity throughout the system may have been factors in leading to the decision.

The next major change was the addition of an index of train numbers. This was of limited usefulness because of the difficulty of amending it whenever amendments were made to the numbering of trains, but it remained in the book until a complete revision of the content of the working timetable was made in 1943 to coincide with the introduction of a new book of rules and regulations. Meanwhile there had been few changes in style or format until 2 May 1937 when the issue of bound books was abandoned in favour of the loose-leaf system. From that date there were no regular issues of complete books, which grew progressively more bulky as page amendments were issued and pasted in. With the loose-leaf system it was simply a matter of discarding the obsolete pages and inserting the new in their places.

From the management point of view that was fine because printing costs were reduced and the problems of distribution were lessened. From the average railwayman's point of view it was fine because the process of making amendments was so much

simplified. But from the historian's point of view the new system was a disaster because so few of the discarded pages have been saved for inspection and study. Nevertheless a few enthusiasts have disregarded the admonition that cancelled pages are to be destroyed, and have accumulated a large mass of historical data that is of extreme value in tracing the history of New Zealand's train services and methods of train working.

After the complete reprint of both the North and South Island working timetables from 5 December 1943 (to coincide with the introduction of the new rule book), the form that had evolved over the past 65 years was crystallised. From the ten pages of the Otago book in 1878, with a page size of 220 x 150 mm, the book for the Hurunui-Bluff Section had grown to

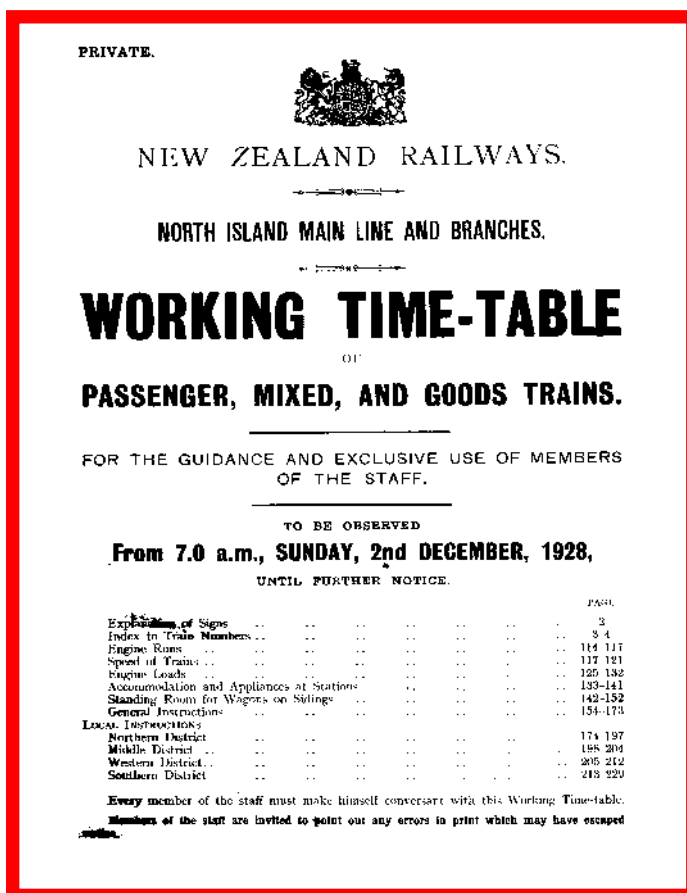
60 pages, 250 x 190 mm, by 1883. Since then the page size has remained approximately the same, but with the issue of the first loose-leaf timetable for the South Island+Main Line and Branches in 1937 the number of pages had grown to 214, including an 8-page index. The December 1943 edition comprised 224 pages, including a 6-page index. Pages 1 and 2 covered the title page and explanatory notes, pages 3 to 105 all the timetable schedules for the various sections of line, pages 106 to 171 the general instructions, and pages 172 to 218 the local instructions for the Northern, Middle and Southern Districts. The current book runs nominally to 252 pages, including the six pages of index, but at least 20 page numbers are not currently in use.

Since 1943 the South Island working timetable has been reprinted in its

entirety only three times, in 1946, 1952 and 1974, the latter occasion being to coincide with the metrication of all measurements from 1 April of that year. Between times, pages are reprinted only as required, each reprinted page being endorsed at the top with a note of the time and date from which it becomes effective. Since 1974 the only major change in style perhaps has been the changeover to the 24-hour clock system from 8 June 1980, from which date large sections of the timetable were necessarily reprinted, in fact all sections except the General Instructions

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

Return to [Contents Page](#)



New Zealand (of course!) has two main islands. It also had, in effect, a different railway management team for each Island. The article in this issue of The Times shows, on our page 6, the South Island's Management Team. Whether the NZR North Island's Management Team had different haircuts is anybody's guess—but clearly they oversaw the production of two very different-looking WTTs. Above, are snapshots of the covers of the respective WTTs for 1928, from my own collection.

Why Mr Dangerfield singled out the South Island is also anybody's guess. Perhaps it was because that was the WTT for which he had access to the most complete "run"; perhaps it was because NZ's first railway was the Bluff line in the South. At any rate, Mr Dangerfield does not mention a 1928 WTT in his article.

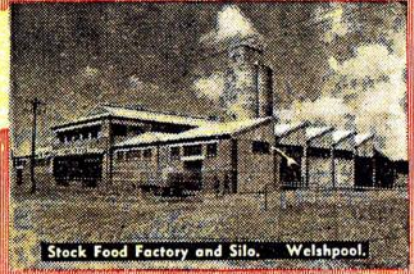


Motor Garage. James St.

Some of

WESFARMERS

Successful Services for PRODUCERS!

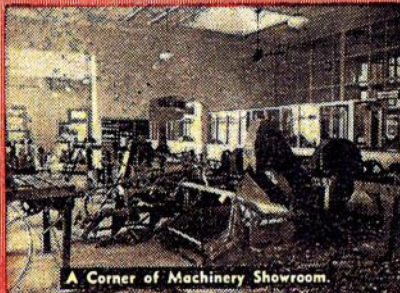


Stock Food Factory and Silo. Welshpool.

- Wool Stores (3)
- Skin Stores (3)
- Live Stock Marketing (all classes—including meat export).
- Poultry Auction Rooms
- Holding Paddocks (Midland Junction)

- ### AGRICULTURAL MACHINERY AGENCIES
- Horwood-Bagshaw
 - Ronaldson-Tippett
 - "Smithco."
 - "Federation" Windmills
 - "Eclipse" Milking Machines

- "PASCOMI" (Milk Pasteurising and Distribution)
 - "Wescobee" Honey
 - Cool Stores (3)
- Other Departments**
- Insurance
 - Taxation
 - Printing
 - Co-op. Wholesale Section



A Corner of Machinery Showroom.

- Allis-Chalmers Diesel Crawler Tractors
 - "Le Tourneau" Earth-moving Equipment.
- Westralian Tutt-Bryant Pty., Ltd.



Wesfarmer's Flour Mill.

WESTRALIAN FARMERS CO-OPERATIVE LTD. 569 Wellington St., Perth 165 Branches and Agencies throughout W.A.

Railways
TIMETABLES

AK6

30c

Principal Rail, Road and Ferry Services
Except suburban services at Auckland, Wellington, Christchurch and Dunedin, New Zealand
OPERATES FROM 1 NOVEMBER 1971

Mutual-Avis

serves you best

OVER 1700 LATE MODEL CARS
OVER 100 BRANCHES AND AGENCIES

Rail/Auto Plan

A CAR TO MEET YOU AT MOST RAILWAY STATIONS

- Rent it Here—Leave it There
- Fly NAC/Drive Mutual-Avis
- Ship/Auto Plan
- A series of pre-planned tours including Top Hospitality, Mutual Motor Inn, Mutual Motels
- Accommodation booking service
- International Booking Service

More people by far—hire
Mutual Avis
RENTAL CARS

WE RENT CARS, TRUCKS AND VANS

We're just a phone call away.