

The Journey to the Snow Line

An observant ski-runner sends the following interesting remarks on the journey from Sydney to the Hotel Kosciusko, which in some respects has not improved in the slightest degree since the day the Hotel was opened.

Leaving Sydney by the 8.40 train, it is a very trying railway journey to Cooma; the first portion to Goulburn not being so rough, but from there on you stop, start and shunt at every little siding the driver of the train can find. Sometimes it seems as though he has missed one in the dark, and you have to reverse back to it. The only good point about these stations is that you are enabled to have a little sleep while the train is at rest, but unfortunately just as you are dozing off the driver generally lets in his clutch with a rush of steam, and the resulting jolt thoroughly wakes you up, until the next wayside station is reached.

After having had a rough night in the train with little or no sleep, matters no doubt being made worse by the excitement and anticipation of the holiday in front of you, you have a kind of a wash and get dressed for the arrival at Cooma at 7.15 a.m. Once you have stuck your nose out of the warm carriage into the Cooma air you wake up with a jerk; all weariness vanishes, and you begin to sniff the eggs and bacon with renewed relish. The Railway Refreshment Rooms have established a refreshment room at Cooma Station, and if you have had the foresight to order your breakfast from the sleeper conductor the night before, you can go and sit down right away to a very appetising and satisfying meal. This is a vast improvement on the old method where you went to Cooma and hung around for the best part of an hour before breakfast was ready, by which time you could not enjoy or eat anything, being too hungry, as well as having suffered the agonies of the long, never-ending wait.

By the time you have finished breakfast, if you have a party and have ordered a special car, your luggage has been all adjusted on the trailers by Balmain Bros., and you leave direct for the snow line and Kosciusko.

If you are not one of these fortunate people, you walk or ride to Cooma and wait around with nothing to do until about 9.30 or 10 o'clock before the service cars start calling for their passengers at the different hotels. This delay is most tedious and wearisome, and the sooner it is eliminated the better for all parties.

Once started on the road, you are taken very carefully to the Hotel Kosciusko (a distance of 50 miles) in very good

cars and coaches, with trailers of luggage behind, calling at all the hotels en route, stops being made at Berridale and Jindabyne, another useless waste of time.

You eventually arrive at the Hotel just before lunch, the road trip taking about 2½ to 3 hours to see the happy users of the special cars already established and making themselves at home with clothes and skis all unpacked ready to make an early start immediately after lunch.

To shorten the journey and lessen the delays on the way—delays which are only irritants to people with one object in mind—to reach and see the snow (if any) at the earliest possible opportunity—should be the object of all parties concerned. Railway Commissioners could perhaps:

Despatch the train later.

Not make so many stops.

Endeavor to make it as smooth as possible; and

Arrive as they do now about 7.15.

Breakfast to be served on arrival at Cooma Station or the hotels, and cars to leave immediately afterwards for the hotel, reaching there about 10.15 or 10.30, when the hotel management could have ready hot tea or coffee and light refreshments. People after an early breakfast and a drive in wonderfully cold crystal air, get stiff and very hungry, and a welcome like this would be greatly appreciated. They could then be shown to their rooms not later than 11 o'clock, and could be well settled down before lunch, and the tedium of the journey could be cut down by three to four hours.

To make rooms available for incoming guests, outgoing guests should be given notice that their rooms are required at a certain time, and if they are not vacated they will be charged an extra amount.

The road now under the Main Roads Board is very badly in need of repair, being a mass of loose metal, pot holes and V-gutters, which play havoc with tyres and springs. It is worse now than I can remember over a period of 12 years.

An improvement has been made in the type of service car running, as enclosed 'busses are now on the run, and all luggage is either carried on the back seats of these 'busses or on trailers.

The road for the last couple of miles to the Hotel is always kept well open, due to a deviation and successful attempts to deal with the snow drifts at Rennix's Gap, 1¼ miles from the Hotel. The snow here used to pile up, making it impossible for the cars to go through, but it is kept clear now through the efforts of the snow plough from the Hotel, and the storm fences erected to catch the drifts. I don't think the cars fail to reach the Hotel any day in the

year now, whereas in the past it was quite common to have to travel in the coach and sleigh, arriving with luck at the Hotel minus luggage about 2 or 3 o'clock. Perhaps we are not so fortunate these days, and do not have as much snow, but certainly it is more comfortable to reach the Hotel steps per car than to have to change and endure a cold, slow freeze in a coach or sleigh.

Perhaps some of the suggestions put forward in this article will be adopted, and will shorten the journey and cut out the tedious delays to the snow line.

A WORD TO SKI RUNNERS.

To our readers the Editor would like to say that the *Year Book* is produced as a labor of love, and it involves a deal of hard work upon the many Club members who devote their attention to its making. The Editor's grateful thanks are accorded to all those who have assisted, and he feels confident that the readers of the book will appreciate the effort that has been put forward by the contributors. His task has been greatly lightened by the active co-operation of Mr. R. H. Allen, the Associate Editor, who has been indefatigable in his endeavor to make the publication successful.

It would be quite impossible from the financial aspect to publish the book at all, without the assistance of our advertisers. Many of the advertisements which grace the pages of the book have been inserted by generous controllers of businesses, who are anxious to help along the sport and without much expectation of a tangible result. Let us assure them that their generosity will be rewarded. They are casting their bread upon the waters. Recent scientific investigation in America has proved that magazine advertising holds the pre-eminent place among all the media for lasting and effective result. The *Year Book* circulates among the spending class of the community, and it will be carefully treasured as a work of reference from year to year. Last year's books are still being used in this way; and therefore a pronouncement published in these pages has a permanent value. It is the hope of the Editor that our readers will carefully scan the advertising pages, and by sticking to those who stick to us, assure our business friends of our value so that the future of the *Year Book* may be safeguarded and its path made smooth.