

N.V. KON. NED. IND. LUCHTVAART MIJ

ROYAL DUTCH INDIAN AIRWAYS

KNILM

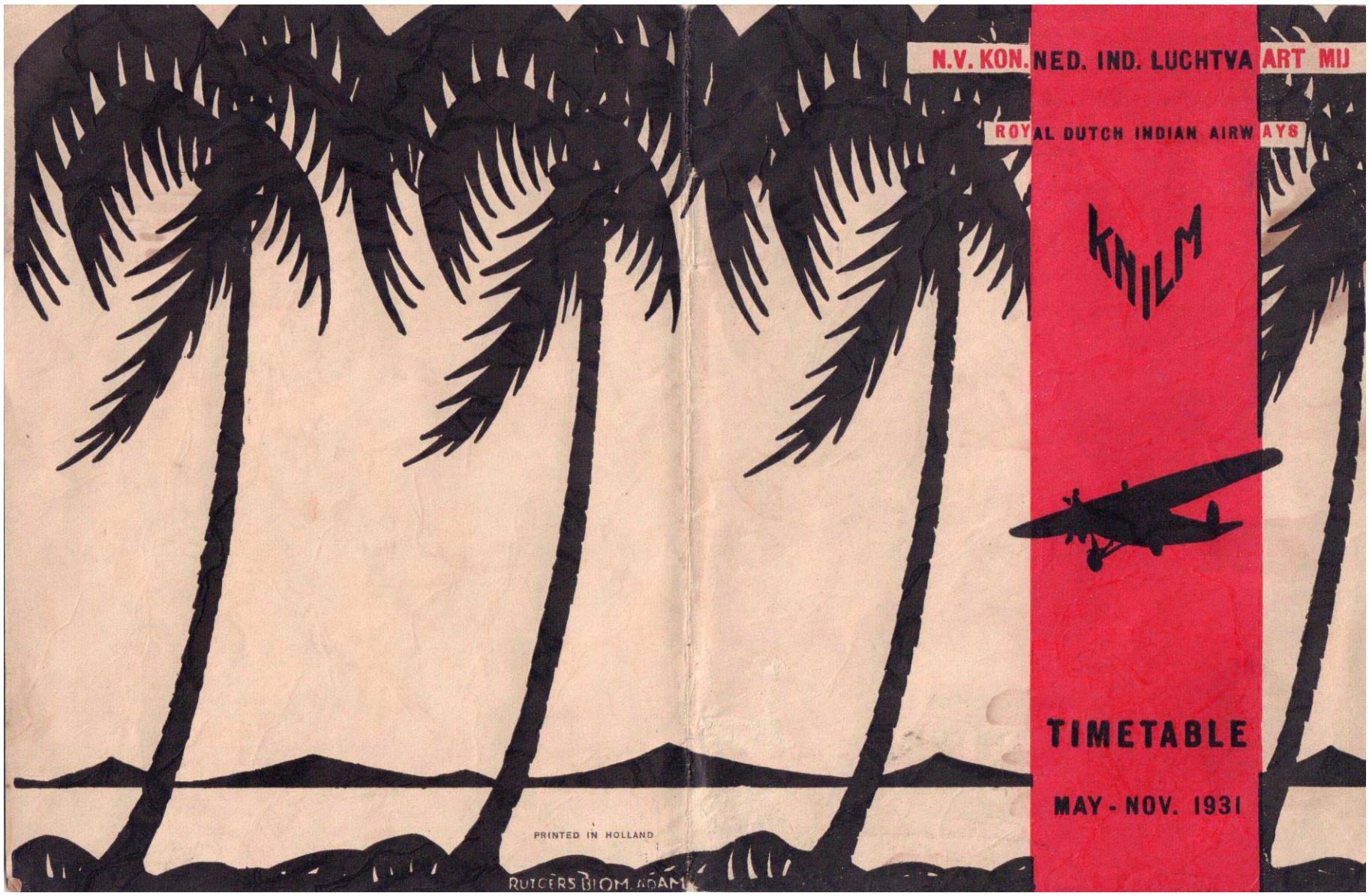


TIMETABLE

MAY - NOV. 1931

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**Koninklijke Nederlandsch-Indische
Luchtvaart Maatschappij N.V.**

(Royal Dutch Indian Airways)

K. N. I. L. M.

Amsterdam C.

Cable-Address „AERA”

Multa variantur, multa restant.

(Much changes, much remains).

„When they had brought guns in the cart, they started from Bandoeng to Batavia, which journey would take 3 days. Because of the heat they would have to travel mainly in the early morning”.

This was in 1809.

„Because of the heat” and what is inseparable from it in the tropics, „the dust”.

When in 1867 the first railroad was laid and afterwards, considerably improved every one felt the benefit of it. It was possible to travel much faster, but the heat and the dust remained.

With the arrival of the motorcar a new era commenced. One could travel whenever one liked and avoid the hours of heat as much as possible.

But the dust remained.

Then the aeroplane made its appearance. Now one was free from the earth and the dust, the speed of the flight not only shortened the duration of the journey but also brought coolness. Seated in easy chairs with no dust and heat, the traveller sees the

earth sliding away beneath him at a speed of 100 miles per hour, taking him in a straight line — the shortest distance — to his destination.

Is it any wonder that the saying „Time is money” is more than ever applicable, aviation is causing an evolution in travel in the tropics.

A journey with a K.N.I.L.M.-plane is,

Cool

Quick

Comfortable

**Koninklijke Nederlandsch-Indische
Luchtvaart Maatschappij N.V.**
(Royal Dutch Indian Airways)
K. N. I. L. M.



The triple engine Fokker F XII, with room for 14 passengers

The K.N.I.L.M. uses the world famous triple-engine Fokker Monoplanes F VIIb and XII for all The Company's flight. These machines are capable of flying fully loaded on a combination of any two engines, and are furnished with comfortable arm chairs.

FIGURES

From the opening on November 1 st. 1928 till 1st of May 1931
FLOWN 1.125.000 miles, equal to abt. — 45 times round the earth.

CARRIED

Passengers	40.000
Freight	463.500 lbs.
Airmail	37.500 lbs.

WITH A REGULARITY OF **100** %



The cabin of the Fokker XII

Special Sightseeing Flights.

Aeroplanes can be hired for sightseeing flights to the numerous points of interest at the rate of f 250.— per hour. The number of passengers, however, must not exceed 8 for the Fokker VIIb.

No other means of transport offer such unique opportunities for viewing and admiring so extensively the many attractions of the country in a short space of time as that provided by the „K. N. I L. M.“.

JOY FLIGHTS. These flights can be arranged (providing there are sufficient passengers) over Batavia, Bandoeng, Soerabaya, Semarang, Palembang, Medan and other places where' planes and pilots are available, at the rate of f 12,50 per passenger.

TAXI FLIGHTS. Taxi planes may be hired to convey passengers to places where there are Government licensed aerodromes, at the rate of f 250.— per hour. The return journey is charged for at the same rate whether passengers accompany the machine or not.

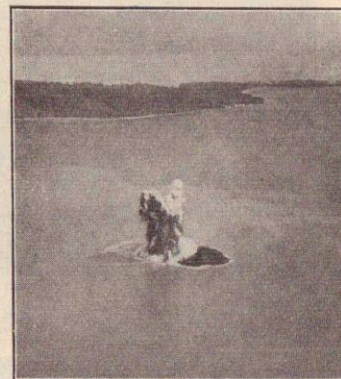
Joy-ride f 12.50

Moonlight-flights

SPECIAL TRIPS

to

Boroboudour,
Sand Sea,
Krakatau,
Bromo,
Wijnkoopsbay,
Tangkoeban Prahoe,
Merapi,
Merbaboe, etc.



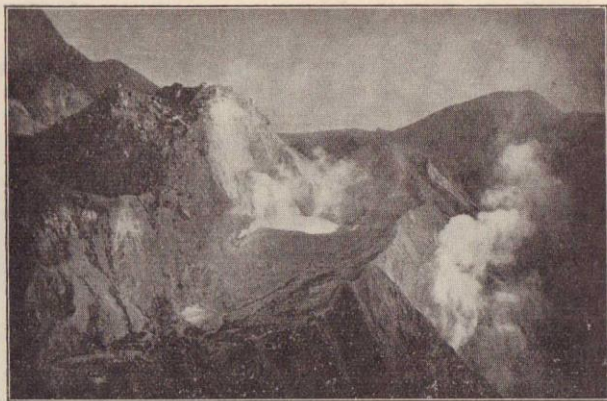
The „KRAKATAU“

Fl. 250.— per hour 8 passengers.

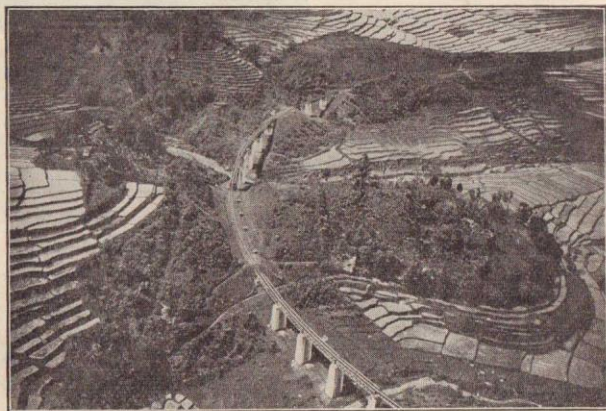
WEEKEND-FLIGHTS

to BALI

BOELELENG.	GIANJAR.
SINGARADJA.	KINTAMANI.
DEN PASAR.	SANGSIT.



THE "SIBAJAK", EAST SUMATRA



SCENERY WITH RAILROAD IN THE PREANGER

Batavia-Semarang- Soerabaia

V. V.

(See map on page 19)

Daily: Sundays and Public Holidays excluded.

400 miles = abt. 4½ hours.

			Wednesday	Daily except Wednesday
7.30 ↓	D. Aerodrome Batavia	A.	10.10	11.35
10.20	A. Aerodrome Semarang	D.	7.40	9.05
10.40	D. Aerodrome Semarang	A.	7.25	8.45
12.30 ↓	A. Aerodrome Soerabaia	D.	5.40	7.00

The modified service Soerabaia-Batavia is run on Wednesday to connect with the mailboat departing from Tandjong Priok.

	Fare	Excess Bagage per Kg. 20 Kg. free	Freight	
			per Kg.	min.
Batavia-Soerabaia	f 90.—	f 0.90	f 1.—	f 2.50
Batavia-Semarang	„ 60.—	„ 0.60	„ 0.70	„ 2.—
Semarang-Soerabaia.	„ 40.—	„ 0.40	„ 0.50	„ 1.75
Through-passage } via Batava }	Bandoeng—Soerabaia or back		f 90.—	
	„ —Semarang		„ 60.—	
	available day of issue.			

Batavia-Bandoeng

v.v.

(See map on page 19).

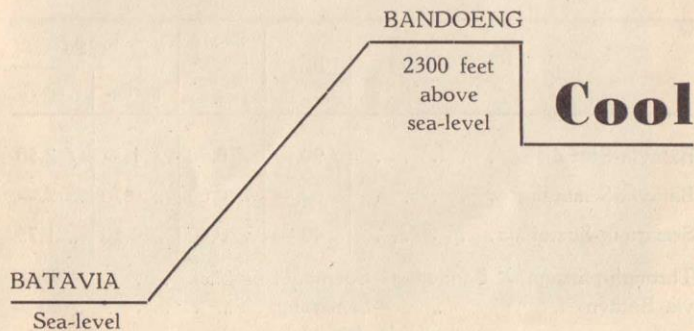
Daily: Sundays and Public Holidays excluded.

70 miles = 45 min.

7.45	↓	16.15	↓	Aerodrome Batavia	↑	7.15	↑	15.45
8.30	↓	17.00	↓	Aerodrome Bandoeng	↑	6.30	↑	15.00

Fare	f	17.50
Excess baggage (20 Kg. free)	"	0.15 per Kg.
Freight (minimum f 1.50)	"	0.20 per Kg.
Through-passage } Bandoeng—Semarang or back	f	60.—
via Batavia } Bandoeng—Soerabaia "	"	90.—

available day of issue.



Batavia - Palembang - Singapore-Medan

v.v.

(See map on page 19).

WEEKLY.

Batavia—Singapore 725 miles = abt. 6½ hours.
Singapore—Medan 475 " = " 5 "

Tuesday	From May till 1st of July	Wednesday
7.20	D. Aerodrome Batavia	A. 14.30
10.20	A. Aerodrome Palembang	D. 11.15
10.50	D. Aerodrome Palembang	A. 10.45
13.30	A. Aerodrome Singapore	D. 7.00

Singapore—Medan from the first of July 1931. The line will then be flown as follows.

- Monday - Batavia—Singapore.
- Tuesday - Singapore—Medan.
- Wednesday - Medan—Singapore.
- Thursday - Singapore—Batavia.

	Fare	Excess Bagage per Kg. 20 Kg. free	Freight	
			per K.G.	min.
Batavia-Medan	f 250.—	f	f	f
Batavia-Singapore	" 175.—	" 1.75	" 1.90	" 3.50
Batavia-Palembang	" 93.50	" 0.90	" 1.—	" 2.50
Palembang-Singapore	" 81.50	" 0.75	" 0.95	" 2.25
Singapore—Medan	" 100.—			

Batavia-Palembang- Pakan Baroe-Medan v.v.

(See map on page 19).

WEEKLY.

1100 miles = abt. 11 hours - **Quick.**

Saturday

6.00	↓	D. Aerodrome Batavia	A. ↑	17.15
9.00	↓	A. " Palembang	D. ↑	14.00
9.30	↓	D. " Palembang	A. ↑	13.30
13.00	↓	A. " Pakan Baroe	D. ↑	10.05
13.30	↓	D. " Pakan Baroe	A. ↑	9.35
16.00	↓	A. " Medan	D. ↑	5.45

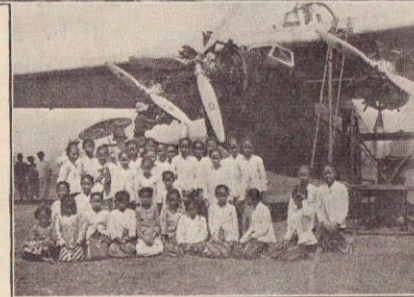
Day after scheduled arrival
at Belawan of the Dutch
mail boats from Holland

	Fare	Excess Bagage per Kg. (20 Kg. free)	Freight	
			per Kg.	Min.
Batavia-Palembang	f 93.50	f 0.90	f 1.—	f 2.50
Batavia-Pakan Baroe	" 188.50	" 1.80	" 1.95	" 3.50
Batavia-Medan	" 225.—	" 2.—	" 2.35	" 3.75
return-tickets valid for 6 w.	" 400.—	—	—	—
Palembang-Pakan Baroe	" 95.—	" 0.90	" 1.—	" 2.50
Palembang-Medan	" 165.—	" 1.60	" 1.75	" 3.25
Pakan Baroe-Medan	" 85.—	" 0.80	" 0.90	" 2.40

In Medan connection is obtained with the mailboat for and from Holland.
All fares are subject to alteration at any time without previous notice.



The Sultan of
Deli and com-
pany after a
flight with a
K. N. I. L. M.
plane.



Young Java before a K. N. I. L. M. plane.

Immigration Regulations.

Passengers from Singapore for Palembang must present themselves to the Immigration Officer at his office on the aerodrome at Palembang. Passengers for Java must present themselves to the Immigration Officer at the aerodrome at Batavia.

Passengers who are already in possession of a Certificate of Residence or Admission must produce same to the Immigration Officer.

Passengers who have no such documents can obtain a permit from the Immigration Officer, subject to there being no objection to their admittance. To non-Dutch subjects landing permits are issued upon payment of f 100.—. This amount will be refunded when leaving the Netherlands Indies within six months after arrival. Tourists whose voyage does not terminate in the Netherlands Indies can obtain exemption from the Immigration formalities on production of their return, circular, or through tickets.

Non-Dutch subjects must be in possession of a valid passport. With the exception of countries for which exemption is granted these passports must bear a Dutch visa.

For identification purposes it is advisable that Dutch subjects also carry a valid passport.

NOTE. Passengers (whether Dutch or non-Dutch subjects) are notified that it is in their own interests to have their Certificates of Admission signed by the Immigration Officer before leaving the Netherlands Indies.

In places where there are no Immigration Officers, the signature of the Head of the Local Government should be obtained.

Non-compliance with the above renders the Certificate of Admission invalid and when returning to the Netherlands Indies a new copy must be applied for.

Passenger Information.

Reservations.

As only a limited number of seats is available, early reservation is recommended. No seat is guaranteed unless the ticket has been paid for.

Passengers are requested to present themselves at the booking office on the aerodrome not later than 20 minutes before the departure of the aeroplane.

Children's fares.

2 years or under — Free.

3—7 years — Half fare.

Luggage.

For the transport of cabin trunks and other large, heavy luggage it is advisable to make arrangements beforehand.

Transport of heavy luggage by the "K.P.M." steamer can be arranged at cheap rates.

Motor transport.

This can also be arranged to and from the aerodrome at reasonable fares.

Photography.

Very Important!

Passengers are notified that it is strictly prohibited to take cameras into the cabin of the aeroplanes under penalty of confiscation by the Government and imprisonment or fine. Cameras will only be taken on the planes of the K. N. I. L. M. if stored in the luggage wholl.

Offices and Agencies of the K. N. I. L. M.

Europe

*Amsterdam	Headoffice K.N.I.L.M., Nwe Spiegelstraat 5
"	K. L. M., Leidsche Plein
"	De Vries & Co., Dam 6
"	Ruys & Co., Prins Hendrikkade 86
"	American Express Co., Rokin
"	Thos. Cook & Son, Vijgendam 10
*The Hague	K. L. M., Hofweg 9
"	Crans & Co., Plein 22a
"	Ruys & Co., K. Vijverberg 5
*Rotterdam	K. L. M., Coolsingel
*Berlin	Holl. Verkeersbüro G.m.b.H., Unter der Linden 61
"	Holland-America Line, Unter der Linden 19
"	Deutsche Luft Hansa
*London	D. H. Drakeford, 60 Haymarket
"	Escombe Mc. Grath & Co., 13 Fenchurch Avenue
"	Eggar, Forrester & Verner Ltd., 3. Billiter Avenue
*Marseille	Ruys & Co., 7 Boulevard Dugonsier
*Genoa	Agenzia Marittima Olandese, via Rome 30
*Zürich	A. Kuöni, Bahnhofplatz 7
*Oslo	Halle & Petersen, Skippergaten 22
In all places	The offices of the American Express Co.

Dutch East Indies

Batavia-Weltevreden	Indian Headoffice K. N. I. L. M., Sluisbrug
"	K.N.I.L.M., Aerodrome Tjilitan
"	Royal Mail Line „Nederland“
"	Royal Mail Line „Rotterdamsche Lloyd“
"	Travelling Office Lissone-Lindemann
Bandoeng	K.N.I.L.M., Aerodrome Andir
"	Preanger Administratie- en Incasso-kantoor
"	J. A. C. de Kock van Leeuwen & Co.
Semarang	K.N.I.L.M., Aerodrome Simongan
"	Royal Mail Line „Nederland“
"	Royal Mail Line „Rotterdamsche Lloyd“
"	Royal Packet Navigation Company
Soerabaia	K.N.I.L.M., Aerodrome Dermo
"	Travelling Office Lissone-Lindemann
"	Royal Mail Line „Rotterdamsche Lloyd“
"	Royal Mail Line „Nederland“
"	Royal Packet Navigation Company
Palembang	Royal Packet Navigation Company
Medan	K.N.I.L.M., Aerodrome Medan
"	Royal Mail Line „Nederland“
"	Royal Mail Line „Rotterdamsche Lloyd“
"	Royal Packet Navigation Company
Pakan Baroe	Borneo Sumatra Handel Mij.
Malang	Malangsch Ass en Administratiekantoor.
Paseroean	N.V. Soerabaia Veem.

In all other places in the Dutch East Indies: the offices of the Royal Packet Navigation Cy., the Royal Mail Lines „Nederland“ and „Rotterdamsche Lloyd“.

