

The Times

Journal of the Australian Association of Time Table Collectors

RRP \$2.95

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

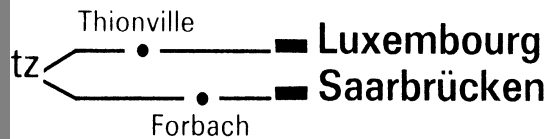
March, 2001

Issue No. 204 (Vol. 18 No. 3)

How to get from....

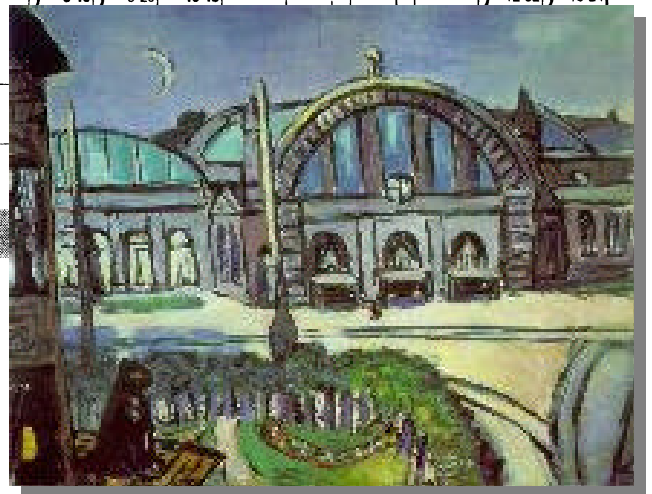


Paris Est.... to...



110

Restauration Particularités	19 R	19 R	17	R	12	R	40	R	X R	X R	R	40	40
Tab Km	Biarritz tab. J2	Quimper tab. J2		Nice tab. 145		Corbère tab. 145				Gènes tab. 170			
100 0 Paris-Est									7 00	7 46		9 00	
172 Châlons-sur-Marne									8 54	9 36		10 55	
254 Bar-le-Duc	A								8 55	9 48		10 58	
289 Bar-le-Duc													
289 Lérerville													
333 Onville													
354 Metz	A	22 5 48	23 6 17		16 7 30		8 30		9 44	10 39	11 10	11 48	
177 0 Metz					7 45				9 49	10 47	11 13	12 04	12 25
30 Thionville					8 13				10 22	11 09	11 34	12 42	13 03
63 Luxembourg	A				8 45				10 55		11 56		
174 Metz	22	6 26	23 6 54	6 33	15 7 50	16 8 44	13 8 50	9 52			11 55		12 00
360 Peltre					7 56								12 56
367 Courcelles-sur-Nied	◇				8 02								13 02
370 Sanry-sur-Nied	△												
376 Rémilly	A				6 47	8 09	8 09		8 58	9 07			12 17
Rémilly					6 47	8 09	8 09		8 58	9 07			12 17
383 Herry					6 53								12 23
388 Mainvillers	◇												13 15
393 Faulquemont					7 02	8 21	8 21		9 10	9 20	10 15		12 32
398 Tétting (Moselle)	◇				7 06								
404 Saint-Avold					7 12	8 29	8 30						
411 Hombourg-Haut	◎				7 17	8 34	8 36						
415 Béning	A				7 22	8 39	8 40						
Béning					7 23	8 40	8 41						
418 Cocheren	◇				7 25	8 42	8 44						
424 Forbach	A				7 31	8 48	8 51						
Forbach					7 36	8 54	9 02						
427 Stiring-Wendel	◎				7 39								
434 Saarbrücken	A				7 46	9 02	9 11						
602 Mainz/Hbf	A												
646 Frankfurt/M. Hbf	A												
	Strasbourg tab. 170	Strasbourg tab. 170											



...Frankfurt Hauptbahnhof

The Times

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About The Times	The Times is published monthly by the Australian Association of Time Table Collectors (AATTC) as our journal, covering historic and general items. Current news items are published in our other journal, <i>Table Talk</i> .
The Times on-line	AATTC's home page: http://www.aatc.org.au
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How to submit copy	Submit paper manuscripts or word-processor files (MS Word preferred) on disk or via e-mail. Illustrations should be submitted as clean sharp photocopies on white paper or scanned TIFF format images with at least 600dpi resolution on disk or via e-mail.
Editorial deadlines	Contributions should reach the editor by the 1st day of the month preceding the date of publication.
Subscriptions	Membership of AATTC is \$30 and includes subscriptions to both The Times and <i>Table Talk</i> . Individual copies of both journals are available at \$2.95 per copy from the Railfan Shop in Melbourne and the ARHS bookshop in Sydney.
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Disclaimer	Opinions expressed in The Times are not necessarily those of the Association or its members. We welcome a broad range of views on timetabling matters.

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Editorial Notes

1. By the time you read this, **The Times** should be available on the AATTC website (www.aatc.org.au) in Adobe Acrobat (.PDF) format. At the moment, we are trialling a single issue, that of November 1999. Files should download as a mirror image of the print version, with all the illustrations intact and with resolution equal to the original, which is 600 DPI. We are interested in getting your feedback as to the ease of use and time of downloading of this facility (the files will each be about 1MByte in size). Please write or e-mail with your observations

2. **The Times** has been chosen by the National Library of Australia as a paragon of good design! Well, the November 2000 issue will appear in a new brochure by the library, illustrating its recommended use of ISSN numbers in magazine mastheads. I knew our obsessiveness would be rewarded sooner or later!

Trains, Timetables and Tribulations

MARK GIRDLER wrestles with a family of European train timetables, in an attempt to find his way from Paris to Frankfurt

My out of date copy of Cook's - Table 390, showed Train 57, EC, Dep. Paris Est 0854, to Saarbrucken, *The Goethe*.

When I received a reservation on this train showing departure at 0820, I knew that I had some research to do.

I visited Paris Est, the day before, and collected a pocket sized booklet *Enterprises Lignes Affairs*. It set out my train as going on to Mannheim and Frankfurt as my booking showed but, horror, there were

four trains 57. Wait... there were some footnotes in print so small it was easy to miss them. The table itself, and an extracted condensed version appear below.

I arrived at Paris Est on 13/10 in time for the 0820, but the departure board only showed the 0854. As well as having breakfast on the station, I also collected a copy of *SNCF Guide Est* and consulted page 16 (see page 4). The layout was much easier to follow and, at the head of two columns, were the figures 1 & 2 indicating two divisions of train 57. However,

there was a connection to Luxembourg shown, but none to Frankfurt.

On boarding the train, on the seat was a copy of the excellent DB *Reiseplan*, setting out arrival and departure times at intermediate stations, distances, track numbers, and connections for both long distance and regional services once the train reached Germany. See page 5.

In fact, the train divided at Metz, and a DB loco came on at Saarbrucken. It arrived at Frankfurt ten minutes late.

Relations Est 6									
Paris - Metz - Luxembourg - Frankfurt					Frankfurt - Luxembourg - Metz - Paris				
Tab. 103					Tab. 104				
N° du train					N° du train				
1614 359 353 353 52 54 351					1835				
Particularités					Particularités				
Restauration					Restauration				
6:55	8:33	8:54	8:54	8:54	10:54	10:54	12:14	12:14	12:14
8:55	—	—	—	—	13:01	13:15	—	—	—
9:46	11:30	11:40	11:40	11:40	13:54	14:09	—	—	—
10:12	12:10	12:18	12:30	—	14:19	14:36	—	—	—
10:35	12:34	12:34	12:49	—	14:45	14:57	—	—	—
10:50	12:45	—	—	12:45	14:57	15:10	—	—	—
—	14:11	—	—	14:11	—	—	—	—	—
—	15:06	—	—	15:06	—	—	—	—	—
55	16:17	53	207	16:15	355	261	—	—	—
N° du train					N° du train				
1839					1839				
Particularités					Particularités				
Restauration					Restauration				
12:44	15:58	17:19	18:17	18:04	19:51	22:27	—	—	—
17:17	—	—	—	21:12	23:58	—	—	—	—
15:40	18:53	20:01	21:12	22:05	22:56	1:40	—	—	—
16:22	19:44	20:29	21:48	—	23:21	—	—	—	—
16:50	19:59	20:52	22:06	—	23:45	—	—	—	—
18:45	—	20:59	22:22	—	0:10	—	—	—	—
18:11	—	22:23	—	—	—	—	—	—	—
18:35	—	23:13	—	—	—	—	—	—	—

Relations Est 7									
Texte des renvois du tableau 103 :									
(a) jusqu'au 23 juin, du 24 juin au 11 sept et à partir du 17 nov : tous les jours.					(f) du 12 sept au 11 oct : tous les jours le 20 nov.				
(b) du 23 juin au 23 juillet et du 12 sept au 18 nov : tous les jours.					(g) jusqu'au 11 sept et à partir du 12 oct : tous les jours et sauf le 20 nov.				
(c) le 20 nov.					(h) jusqu'au 29 juin et à partir du 28 août : tous les jours.				
(d) jusqu'au 23 juin et du 24 juin au 11 sept : tous les jours à partir du 17 nov : tous les jours sauf les jours 27 nov.					(i) Du 20 juin au 25 août les voitures Frankfurt am Main Paris Est sont assurées par le train 1252 entrées à Paris Est à 06h47.				
(e) jusqu'au 28 juin et à partir du 28 août : tous les jours.					(j) du 26 juin au 21 juillet et du 12 oct au 16 nov : tous les jours.				
(f) Du 29 juin au 25 août les voitures à destination de Frankfurt am Main sont assurées par le train 1253 départ de Paris Est à 22h58.					(k) les ven et le 13 juil.				
					(l) jusqu'au 23 juin, du 24 juin au 11 oct et à partir du 17 nov : tous les jours.				

	57	57	57	57
Paris Est.	0820 (b)	0854 (d)	0854 (c)	0854 (a)
	(b) runs 13/10	(d) runs 13/10	(c) 20/11 only	(a) runs 13/10
Luxembourg		1234	1249	
Frankfurt	1506			1506

All this raises some interesting questions about timetables.

The two French timetables were very different in size and intended application, but both contained errors and, to this non-French speak-

ing traveller, were confusing. No information being shown over the border is a major fault. I can see the compilers of the time tables saying that as both trains arrived at Frankfurt at the same time, the lack

of clear detail does not matter, but to a deaf, non-French speaker, it was confusing. Luckily I had some experience of railways and timetables.

Paris > Metz > Saarbrücken et Luxembourg

POUR CONNAITRE LES PRIX REPORTEZ-VOUS AUX PAGES 32 à 35

Nom du train	2037/2 Vilgot	51832 Goethe	51832 Goethe	357/E L. Mosellan	55 G. Eiffel	1617	53/1034 H. Heine	207/W R. Schuman	1015	355/151 Goethe	281 Goethe
PARIS-EST	Départ 6.55	8.20	8.54	10.54	12.44	15.58	17.19	18.17	19.04	19.51	22.27
METZ	Arrivée 9.48	11.39	11.40	13.45	15.48	18.52	20.01	21.12	22.05	22.56	1.40
Saint-Avoide	Arrivée	11.21	12.21		16.21		20.34				
Forbach	Arrivée	12.35	12.35		18.35		20.48			23.50	
SAARBRÜCKEN	Arrivée	12.45	12.45		18.45		20.59			0.03	
Hagondange	Arrivée	10.00	11.59	11.58	14.00		20.15	21.28			
Thionville	Arrivée	18.12	12.10	12.10	14.12		20.25	21.40		23.21	
LUXEMBOURG	Arrivée	18.35	12.34	12.34	14.35		20.52	22.06		23.45	

CIRCULATIONS ET TARIFS

du 26 mai au 16 juillet et du 28 août au 2 décembre

du 17 juillet au 27 août

Légende

— train circulant ce jour — ne circule pas ce jour

Correspondances à Metz

— Tous les jours.
— Sauf samedi, dimanches et fêtes.
— Sauf dimanches et fêtes.

Horaires modifiés

— Ce train circule de 25 juin au 21 juillet et de 12 septembre au 18 novembre.
— Ce train circule de 28 mai au 24 juin, du 22 juillet au 11 septembre et à partir du 17 novembre.
— Les 19 et 20 novembre arrivent à Luxembourg 12.43.
— Arrêt à Forbach et à Saarbrücken uniquement du 30 juin au 25 août. En dehors de cette période correspondance à Metz.
— Le 18 septembre arrive à Metz 1.51.

flash

- Bénéficiez d'un nouveau train tous les jours au départ de Paris à 19h04 (18h17 le samedi) pour rejoindre Metz à 22h05 (21h12 le samedi).
- Du lundi au samedi, en quittant la capitale à 8h54, vous arrivez à Luxembourg à 12h34.
- Désormais tous les jours, en quittant Paris à 15h58, vous rejoignez Metz à 18h53.
- Pour voyager dans les meilleures conditions possibles, pensez à réserver votre place les jours de grands départs.

110 Paris-Est — Metz — Luxembourg 110

Thionville
Forbach
Saarbrücken

Identification du train	Exp 0615/4	Exp 0611/8	201 REUSE	315 AUFREU	Exp 6161/8	1331	Exp 6161/4	2019 AUFREU	Exp 216 LORAN	Exp 216/111 LORAN	Exp 216 LORAN	Exp 213 LORAN	Exp 837 AUFREU	Exp 811 AUFREU	Exp 8013 AUFREU
100 0 Paris-Est									7.00	7.40		9.00			
172 Orléans via Metz															
254 Bar-le-Duc															
289 Lérouvillé															
333 Orville															
354 Metz	A 05 54 30	0 17			7 20		7 45	8 20	9 44	10 30	11 15	11 45			
177 0 Metz						7 45	8 13	8 45	9 42	10 45	11 15	11 45	12 00	12 28	12 55
43 0 Thionville															
43 0 Luxembourg	A														
174 Metz	05 0 20	0 54 30	0 30	7 30	7 30		8 44	9 30	9 52			11 55	12 00	12 50	12 50
300 Metz				7 40	7 47									12 30	13 02
307 Courcelles-sur-Nied				8 02	8 03									12 37	13 09
370 Sarry-sur-Nied				8 07	8 08									12 42	13 14
376 Rémyilly				8 47	8 50		9 00	9 07	9 30					12 57	13 29
383 Rémyilly				8 53	8 59		9 08	9 11	9 33					13 02	13 34
383 Henry				9 03	9 08		9 18	9 21	9 43					13 07	13 39
388 Marvillers				9 13	9 18		9 28	9 31	9 53					13 12	13 44
389 Faulquemont				9 23	9 28		9 38	9 41	10 03					13 17	13 49
398 Tilling (Mearns)				9 33	9 38		9 48	9 51	10 13					13 22	13 54
404 Saint-Avoide				9 43	9 48		9 58	10 01	10 23			12 22	12 27	13 04	13 36
411 Hornboug-Haut				9 53	9 58		10 08	10 11	10 33			12 32	12 37	13 14	13 46
415 Bény	A			10 03	10 08		10 18	10 21	10 43			12 42	12 47	13 24	13 56
416 Bény				10 13	10 18		10 28	10 31	10 53			12 52	12 57	13 34	14 06
418 Cochem				10 23	10 28		10 38	10 41	11 03			13 02	13 07	13 44	14 16
424 Forbach				10 33	10 38		10 48	10 51	11 13			13 12	13 17	13 54	14 26
427 Forbach				10 43	10 48		10 58	11 01	11 23			13 22	13 27	14 04	14 36
427 Siring-Wendel				10 53	10 58		11 08	11 11	11 33			13 32	13 37	14 14	14 46
434 Saarbrücken	A			11 03	11 08		11 18	11 21	11 43			13 42	13 47	14 24	14 56
802 Metz-REV															
805 Frankfurt/Main															

Above: An extract from SNCF Guide Est, showing two divisions of train number 57, the 'Goethe'. Although there is a connection to Frankfurt, it is not shown in this table.

Left: A page from the 1983 official SCNF system timetable, 'Chaix'. Here the train is numbered 257 (but with no name in those days). The connection to Frankfurt is shown and, furthermore, the possibility of two routes- or even two trains- is conveyed by the line diagram above the table, showing a division at Metz.

Write for The Times

Why not put YOUR NAME at the top of a Times article?

Since I took over the editing of The Times, some 20 people have contributed articles and letters. Nearly all of them have been members of the Association. That's a pretty good participation rate for an organisation with about 150 members. The members who made these contributions had interesting things to say, interesting things to report and interesting timetables in their collections for them to describe. I am sure that the same could be said of all of the other members who have remained readers over the last two years.

This is, of course, a heavy-handed hint suggesting that you warm up the word-processor, typewriter and photocopier and send in an illustrated article on some aspect of your hobby that has taken your fancy.

The Times publishes several types of articles, each of which seems to strike the right note with a proportion of our members. These include:

- The *Why I collect timetables* articles, which describe the personal history of the collector, what timetables they have collected or are interested in. Jack McLean's articles *How to collect timetables*, including the justly famous *Coal-hole story* are a good example of this type.
- Examination of particular timetable issues (for instance the GWR 1935 Working Time Tables described in this issue). Another example would be the 'autobiography' of the Burma Railways 1941 timetable which appeared last year.
- Descriptions of the history of timetables, and of transport services for geographical areas. An example is the series of articles on Sydney's private bus routes by Jim O'Neil.
- Timetable check-lists or tabulations of web sites and literature containing timetables. Next month we detail the railway timetables of New Zealand.
- Articles on timetable science, logistics, even timetable artwork and printing.

There are more I could add and, more importantly, I am sure that there are more you could add. I invite you to submit something for publication.

The Times accepts articles in any form from handwritten to fully formatted word-processor documents. Electronic submission is preferred in these modern times. Most articles are considerably enhanced by illustrations- especially of timetables themselves of course, but really of anything relevant to the timetable *genre*.

Submit paper manuscripts or word-processor files (MS Word preferred) on disk by mail or via e-mail. Illustrations should be submitted as clean sharp photocopies on white paper or scanned TIFF format images with at least 600 dpi resolution on disk or via e-mail. Originals are acceptable and will be closely guarded. Take care with your photocopying or scanning to ensure the image quality remains high- remember they must pass through at least 2 more stages of reproduction before they appear on the printed page.

Go Great Western! (2)

GEOFF LAMBERT continues his meanderings around the Great Western Railways network. In this second installment, he looks at Sections 7 to 15 of the 15 volume set of GWR timetables of 1935. The timetables are part of the Ted Downs collection.

With Section 7, we enter Wales, along the *South Wales Main Line*, the original 'Great Way Round'. The division was rather dumbbell shaped with the South Wales Main Line forming the connecting bar. The main line itself ran north-east up the Severn Estuary until it could find its way across the river at Gloucester, then curled back south-west to Newport. From Newport, it ran through Cardiff and followed the line of the coast, but 6 miles north of it, until Pyle Sand Siding. This was not a name familiar to even 1 in 1,000 Britons, but it was ingrained in GWR consciousness, one of its great and longest-lived division points. There was nothing much there. Although over 200 trains passed through Pyle Sand Siding on an average day in 1935, only 6 bothered to stop. Our Figure 8 shows one of them, the Porthcawl to Margam Goods. Even it is **CR**—calls only if required.

At the eastern end of the dumbbell, Section 7 contained a curious network of lines generically dubbed the *Forest of Dean*, although the track with that formal GWR name was only one of nearly 20 named line sections in a very small region. With a spaghetti bowl of operating and closed railways and tramways, the GWR could not bring itself to draw these lines on the cover of its timetable at all and, as only a few of them had any train service either, needed only a couple of pages in Section 7 to cover the lot, including the *Forest Of Dean Central* branch, which is our Figure 9. The area was both a coal mining and iron mining region, one of

No. 7 19

CARDIFF AND PYLE SAND SIDING.										Week Days.				
STATIONS.	B		K	B	E		J		H		B			
	Passenger.				Pilot.	W'st'n Vally's Pass.	5.55 a.m. Abergavenny Junction Goods. MX		Goods. MX			11.45 p.m. Salisbury to Aberdare Empties.		8.5 a.m. Queen Street Pass.
	arr.	dep.					dep.	dep.	arr.	dep.		arr.	dep.		arr.	dep.
SWINDON			
Purton			
Miney			
Oaksey Halt			
Kemble			
Coates			
Sapperton Sidings			
Stop Board			
Chalford			
St. Mary's Crossing			
Brimscombe			
Brimscombe Bridge			
Ham Mill Crossing			
Bowbridge Crossing			
STROUD			
Downfield Crossing			
Cashes Green Halt			
Ebley Crossing			
Stonehouse			
Standish Junction			
South Junction			
T. Sidings			
Old Yard			
Pass. Station	...	5 44	...	...	...	...	...	...	...	...	...
Over (for Glos. Dks.)			
Docks Br. Sidg.			
Oakie Street			
Grange Court			
Westbury on S. Halt			
Newham	5 59	6 4	...	...	...	...	...	...	...	...	...
Bullo Pill			
Awre Junction			
YDNEY	6 18	6 19	...	...	...	...	...	5 55	...	...	...
Woolaston	6 24	6 25	...	...	...	...	...	...	...	...	...
Beachley Jct.	...	8 30	...	...	...	...	...	6 11	...	...	...
Wye Valley Junction			
Tutshill for B. H.			
CHEPSTOW	6 33	6 35	...	...	...	...	...	...	...	...	...
Portskewett	...	6 42	...	...	...	...	...	...	...	...	...
Caldicot Halt			
Severn Tn. W.	6 59	...	...	
SEVERN TUN. JCT.	6 47	6 48	...	...	...	...	...	6 35	7 10	6 58	7 20
Undy Crossing			
Undy Halt	...	6 52	...	...	...	...	...	...	...	...	...
Magor	...	6 54	...	...	...	...	...	...	...	MX	...
Bishton			
Llanwern	...	7 04	...	...	...	...	...	...	...	...	...
East Usk Junction			
Maindee Jct. East	7 35	8 0	7 45C	R7 55			
Newport East	7 7	7 30	8 15	7 34	7 49	7 58	8 5*	8 10	7 59	8 1	...			
NEWPORT			
Gaer Junction			
Alexandra Dock Jct.			
Ebbw Junction			
St. Brides	8 23	...	...	...	...	...	...	...	...
Marshfield	7 15	7 39	...	...	...	...	...	...	...	...	...
Rumney Rvr. B. Jct.			
Pengam Sidings			
Roath			
Cardiff Goods			
Newtown West			
GARDIFF (SEN.)	M7 7 48	47 1L	...	...	...	...	...	...	...	...	...
Penarth Curve E.			
Canton Sidings			
Lackwith Junction	...	8.25 a.m. Porthcawl to	...	...	...	...	...	...	...	...	...
Ely			
St. Fagans			
Peterston			
Miskin Crossing			
LLANTRISANT			
Llanharan			
Pencoed			
BRIDGEND			
Bridgend West			
Stormy			
Pyle	8 40	10 40	...	...	...	...	...	...	...	...	...
Pyle Sand Sdg.	C10	46R	...	...	...	...	...	...	...	...	...

8. Whoever heard of Pyle Sand Siding? Every employee of the GWR perhaps, but hardly anyone else. The South Wales Main Line, formerly the South Wales Railway stretched from Newport in the East to Pyle Sand Siding, and was the heart of Section 7 of the Service Book. Unlike most other sections, the greater part of this line was devoid of branches in an administrative sense, although there were plenty of physical junctions.

Britain's early Industrial Age areas but, by the time of the 1935 timetable, worked out and abandoned. At one time, a railway company was floated to connect the Forest of Dean more directly to the coal mining areas of Wales than did the GWR main line itself. Nothing came of it, of course.

Marching across Wales from east to west, north of the South Wales Main Line, were 3 GWR districts, covering lines in a dozen mining and smelting valleys coursing north-west to south-east, to the 5 ports of Newport, Cardiff/Barry and Port Talbot/Swansea. Each Welsh valley had at least one railway and one had four. The railway map of Wales, with its snakes and ladders appearance surely forms one of the most striking in the world. All of these lines were for coal, of course- lines where sometimes 95% of the goods traffic was in 'Black Diamonds'. In an area 25 miles square, there were no less than 500 miles of railways, probably a greater density than of any other equal area on the planet. By 1935, the coal industry was dying and the myriad of mines were producing less than half the 50 million tons they produced in their peak year of 1913. A feature of most of these interdigitating lines was that Up trains ran in what, on the GWR, would normally be considered the Down direction- i.e. away from Paddington. This was because the headquarters of their predecessors' lines were in the valleys, rather than on the coast. The westernmost of these valley railway lines was actually included in an excrescence of the Section 7 book coverage, north of Pyle.

The first WTT book of these coal-mining valleys was that of **Section 8**, radiating from Newport. This covered the lines north and north-west of Newport- the *Eastern Valleys*, the *Western Valleys* and the *Cardiff-Rhymney* line. These were mostly lines that had been GWR-owned for decades, but included

FOREST OF DEAN CENTRAL LINE.										
Single Line worked by Ordinary Train Staff only. No Intermediate Crossing Place.										
Distance from Awre.	DOWN—WEEK DAYS ONLY.					UP—WEEK DAYS ONLY.				
	STATIONS.					STATIONS.				
	M.	C.	Station No.	Goods. MWFO		Station No.	Goods. MWFO		M.	C.
—	—	—	arr.	dep.	—	arr.	dep.	—	—	
—	—	—	2572	—	11 25	—	—	—	—	—
1	57	—	2596	11 30	11 58	—	—	—	—	—
4	42	—	2597	11 58	—	—	—	—	—	—
4	48	—	2598	—	—	—	—	—	—	—
5	0	—	2599	—	—	—	—	—	12 25	—
—	—	—	2600	—	—	—	—	—	12 31	12 45

Worked by Lydney Engine.

9. The Forest of Dean Central was one of the few remaining sections of line in its namesake region that still had a train service in 1935. Four days a week only- and it never quite makes it to the end of the line

Down Trains. W. VALLEYS SECTION. Sundays.													
STATIONS.	Ber-deeley Goods	Barry Coal.	Coaches.	Coaches.	Barry Coal.	Auto.	Auto.	Barry Island Excursion.	Auto.	Auto.	Auto.	Auto.	Auto.
	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Brynnaur ..	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Stop Board
Wautygio	18|20	..	..	..	..	..	..	..	..	..
Coalbrook Vale Sg.
Yew Tree Crossing
Blaina	12|38	..	7 55	9 25	10 15	11 38	3 38	7 10	10 0	10 56
Bl'nville (M.) Ht.	7 55	9 25	10 15	11 38	4 1	7 13	10 3	10 59
Rose Heyworth, N.
Rose Heyworth, S.
Abertillery	8 3	9 33	10 23	11 43	4 6	7 15	10 8	11 6
Stop Board
Cwmtillery
Tillery Colliery
Stop Board
Abertillery Junc.
Tin Works Junc.
Cwmnantygros
Six Bells Colliery
Aberbeeg	12|45	..	8 7	9 37	10 27	11 47	4 10	7 22	10 12	11 10
Beaufort Branch.
Ebbw Vale	12|17	..	..	..	..	..	..	..	..	..
Ebbw Vale Nth
Ebbw Vale S.B
Stop Board
Victoria
Wsan Llwyd N.
WannLlwyd S.I
Cwm
Marine Coll. Pl.
Graig Fawr
Aberbeeg	12|32	..	..	..	..	..	..	..	..	..
Aberbeeg	8 8	9 40	10 28	11 48	4 18	7 25	..	..
Llanhilleth	8 11	9 43	10 31	11 51	4 21	7 28	..	..
Llanhilleth North
Llanhilleth Middle
Llanhilleth South
Navigation Box
Crumlin (L.L.V.)
Newbridge
Celyn South Col.
Celyn North Col.
Abercarn Halt
Abercarn Jct.
Cwmnatt Jct.
Gross Keys
Hall's Road Jct.
Lime Kiln Siding
Stithow Junc.
Tredegar Jc. Lr.
Wyllie Halt
Ynysddu
Pont Lawrence
Nine Mile Point
Risca Rock Vein
Risca Black Vein
Brick Works S'tb
Risca Junction	1 41	..	8 34	10 6	10 53	12 14	4 45	7 52	..	..
Pontminster
Tryscoed Halt
Rogerstone
Rogerstone Sidings	12 30	1 40	1 54	0 W 10	2 35	..	..	..	..	..	..	..	..
Bassaleg Junc.	CR	..	..	..	..	..	..	..	..	..	..	..	..
Park Junction	12 46	1 51	..	..	..	..	..	..	..	..	..	..	..
Gaer Junction	12 46	..	..	..	..	..	..	..	..	..	..	..	..
Newport (M. St.)	12 48	..	..	..	..	..	..	..	..	..	..	..	..
Maeclas Sidings	..	1 58	..	..	..	..	..	..	..	..	..	..	..
Ebbw Junction
Maeclas Junction
Courtybella Junc.
Pill Bank Junction
Newport (Dk. St.)

10. On the Sabbath, thou shalt not mine, but thou shalt travel by train to chapel. Here we see the Sunday service of auto trains in the Ebbw Vale. An auto train was, in other places, known as a push-pull train.



(Left) 11. Ebbw Vale and the Crumlin Viaduct on a good day. On a average day in 1935, 62 timetabled trains rumbled over the bridge and 66 under it. The viaduct was one of the great achievements of the early Victorian railway (1854), more graceful than many that came later in the Welsh valleys.

(Below) 12. Otherwise untabled trains from Section 9 of the Working Book. These trains ran under local control, according to traffic requirements. They could out-number the regular tabled trains. Down the Ebbw Vale in 1913, it is said, over 500 trains a day once shuttled back and forth, with coal and empties.

also the Brecon and Merthyr and part of the Rhymney Railway. In the centre of this territory was Crumlin with its famous viaduct (Figure 11), which carried the *Vale of Neath* line (part of Section 11) at a dizzying height above the Western Valleys Line. On a weekday, some 66 time-tabled trains passed along the Ebbw Vale and under this bridge. Sundays were quieter. We show, in Figure 10, the entire Sunday Up service for the Western Valleys line, which appeared on page 57 of Book 9. Wales, a bastion of Calvinist rectitude, did not work on Sundays. The only goods trains are those finishing their trips from the night before. But there are 8 'Auto-trains'- steam powered push-pull passenger trains. People had to get to church, you know.

The Cardiff Valleys Division, Section 9 covered another clutch of parallel railways. These were all lines absorbed by the GWR at the Grouping- it owned none of them beforehand. First and foremost among them was the Taff Vale Railway (TVR), one of the world's greatest colliery railways- and one of the most profitable. It is said to have run up to 500 trains a day in and out of Cardiff at its peak. The Taff Vale's main line stretched NNW from Cardiff to Pontypridd, where it ramified startlingly into half a dozen branches. A south-east trending line to Aberthaw complemented these lines. The Taff Vale published a combined rule book and Working

No. 9.

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MINERAL TRAINS.					
The Mineral Trains from the various Depots will start at the times shewn in the list given below and work in accordance with the instructions of the Cardiff Controllers.					
As a rule Goods and Pick-up Trains will run as shewn in the Service Book unless altered by special notice.					
Set No.	Starting Time.	Time Engine to leave Shed	From	To	Notes.
Abercynon Depot.					
J. 3	a.m. { 2. 0MX 6.30MO	a.m. { 1.55 6.25	Abercynon Van Siding	As required.	
J. 7	{ 5.15 MX 7.20 MO	{ 5.10 7.15	"	Cardiff.	Suspended.
J Ballast RR	—	6.45	"	As required	
J. 8	10. 0	9.55	"	Cadoxton.	
J. 11	p.m. { 1.45	p.m. { 1.40	"	Cadoxton.	
J. 15	3.10	3. 5	"	Cardiff.	
J. 16	4.15	4.10	"	Roath Line Junct.	
J. 17	6.10	6. 5	"	W. Mendalgief	
J. 20	8. 5	8. 0	"	Abercynon.	
J. 21	8.50	8.45	"	W. Mendalgief.	
X. 1	—	—	Treherbert	Coke Ovens	Return of 4.15 a.m. ex Coke Ovens.
X. 5	a.m. { 4.15 MX 7.15 MO	a.m. { 3.55 6.55	Coke Ovens	Cadoxton.	Suspended.
X. 13	p.m. { 2.30	p.m. { 2.10	" " " "	Llantrisant.	
X. 16	5. 0	4.40	" " " "	Roath Line Junct.	
X. 18	8.10	8.55	" " " "	Radyr Junction.	
Aberdare Depot.					
A. 12	p.m. { 4.10	p.m. { 3.55	Dare Valley Jc. Van Siding	Cadoxton.	
A. 13	{ 8.50SX 7. 0SO	{ 8.40 6.45	" " "	West Mendalgief.	
Barry Depot.					
B. 1	a.m. { 1. 5 MX 2.20 MX	a.m. { 12.40 MX 1.55 MX	Cadoxton	Treharris.	
B. 2	{ 4.50 MO 4.25 MO	{ 4.25 MO 3.50 MO	"	Rhondda.	
B. 4	5. 0	4.35	"	Rhymney Valley.	
B. 5	5.45	5.20	"	Lady Windsor.	
B. 6	6.25	6. 0	"	Ferndale.	
B. 8	6.40	6.15	"	Senghenydd Brn'ch	
B. 9	6.50	6.25	"	Peterston and Stormstown.	
B. 10	7.20MX	6.55	"	Taff Merthyr Coll.	
B. 12	8.20	7.55	"	Treharris.	
B. 14	8.20	7.55	"	Rhondda.	Suspended.
B. 16	9.15MX 10. 5MO	8.50MX 9.40MO	"	Rhondda Valley.	
B. 17	9.30	9. 5	"	Rhymney Valley.	
B. 18	10.25	10. 0	"	Peterston and Stormstown.	
B. 21	10.45	10.20	"	Taff Merthyr Coll.	
B. 22	—	9.45	Trehafod	Cadoxton	Return of 10.0 a.m. ex Barry.
B. 24	11.30	11. 5	Cadoxton	Rhymney Valley	
B. 25	p.m. { 1. 0	p.m. { 12.35	"	Treharris.	
B. 26	1.25	1. 0	"	Stormstown.	
B. 27	2.10	1.45	"	Taff Merthyr Coll.	
B. 28	2.45	2.20	"	Rhondda	
B. 30	3. 5	2.40	"	Rhymney Valley	
B. 31	3.45	3.20	"	Rhondda.	

ABERGWILI JCT. TO NEWCASTLE EMLYN & ABERYSTWYTH.																	
Mile Post	C	M	Distance from Abergwili Jct.	DOWN TRAINS.			Time Allowances for ord. Freight Trains.			Passenger.		Passenger.		Passenger.		Passenger.	
				Station No.	Point-to-Point Times.	Allow for Stop.	Allow for Start.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.		
244	76	—	—	Carmarthen Jct.	3899	—	—	1	—	—	—	—	—	—	—	—	—
245	67	—	61	Carmarthen	3802	—	—	1	—	—	—	—	—	—	—	—	—
246	0	—	4	Carm'then Gds.	3721	1	—	1	—	—	—	—	—	—	—	—	—
247	6	2	10	Abergwili Jct.	3723	3	—	1	—	—	—	—	—	—	—	—	—
249	11	4	15	Bronwydd Arms	3728	6	—	1	—	—	—	—	—	—	—	—	—
252	17	7	21	Conwil	3726	10	—	1	—	—	—	—	—	—	—	—	—
255	24	10	28	Llanpumpaint	3727	10	—	1	—	—	—	—	—	—	—	—	—
257	36	12	40	Tunnel Loop	3728	—	—	—	—	—	—	—	—	—	—	—	—
258	35	13	39	Stop B'd T. L'p	—	15	—	2	—	—	—	—	—	—	—	—	—
260	6	16	10	Stop Board	—	5	—	1	—	—	—	—	—	—	—	—	—
260	27	15	31	Pencader	3731	1	—	1	—	—	—	—	—	—	—	—	—
260	61	16	65	P'nc'd'r J.	3732	2	—	—	—	—	—	—	—	—	—	—	—
263	69	18	73	Llandysul	3734	9	—	1	—	—	—	—	—	—	—	—	—
265	48	20	62	Pentrecourt H't	3835	—	—	—	—	—	—	—	—	—	—	—	—
267	68	22	72	Henllan	3735	10	—	1	—	—	—	—	—	—	—	—	—
270	67	26	71	Newcastle E'mlyn	3736	9	—	1	—	—	—	—	—	—	—	—	—
3	53	17	38	Bryn Teify	3738	4	—	1	—	—	—	—	—	—	—	—	—
3	32	19	17	Maesyrgrigiau	3739	4	—	1	—	—	—	—	—	—	—	—	—
7	23	23	8	Llanbythter	3740	9	—	1	—	—	—	—	—	—	—	—	—
8	42	24	27	Pencarreg Halt	—	—	—	—	—	—	—	—	—	—	—	—	—
12	27	23	12	Lampeter	3741	13	—	1	—	—	—	—	—	—	—	—	—
13	51	29	36	Aberayron Juno.	3743	—	—	—	—	—	—	—	—	—	—	—	—
14	52	30	37	Derry Ormond	3744	9	—	1	—	—	—	—	—	—	—	—	—
16	72	31	57	Llangybi	3746	—	—	—	—	—	—	—	—	—	—	—	—
17	26	33	11	Olmarch Halt	—	—	—	—	—	—	—	—	—	—	—	—	—
19	48	35	33	Pont Llanio	3747	13	—	1	—	—	—	—	—	—	—	—	—
22	25	38	10	Tregaron	3748	8	—	1	—	—	—	—	—	—	—	—	—
27	20	43	5	Strata Florida	3749	13	—	1	2	—	—	—	—	—	—	—	—
28	41	—	—	Ystrad Meurig S.	—	—	—	—	—	—	—	—	—	—	—	—	—
28	48	44	33	Stop Board	—	8	—	—	—	—	—	—	—	—	—	—	—
29	31	45	16	Cardog Falls H.	—	—	—	—	—	—	—	—	—	—	—	—	—
32	11	47	76	Stop Board	—	2	—	—	—	—	—	—	—	—	—	—	—
32	18	48	3	Trawsoed	3751	15	—	1	—	—	—	—	—	—	—	—	—
33	60	49	45	Felindyfryn Ht.	—	—	—	—	—	—	—	—	—	—	—	—	—
35	25	51	10	Llanilar	3753	7	—	1	—	—	—	—	—	—	—	—	—
38	31	54	16	Llanrhystyd Rd.	3754	7	—	1	—	—	—	—	—	—	—	—	—
40	54	66	39	Stop Board	—	2	—	—	—	—	—	—	—	—	—	—	—
41	19	57	4	Aberystwyth	3756	8	—	1	—	—	—	—	—	—	—	—	—

ABERYSTWYTH & NEWCASTLE EMLYN TO ABERGWILI JCT.																
Distance from Abergwili Jct.	M	C	UP TRAINS.			Time Allowances for ordinary Freight Trains.			Passenger.		7.5 a.m. Aberayron Anto.		Passenger.		Passenger.	
			Station No.	Point-to-Point Times.	Allow for Stop.	Allow for Start.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.		
—	—	—	Aberystwyth	—	—	—	—	—	—	—	—	—	—	—	—	—
2	68	—	Llanrhystyd Rd.	8	—	1	—	—	—	—	—	—	—	—	—	—
5	74	—	Llenilar	7	—	1	—	—	—	—	—	—	—	—	—	—
7	38	—	Felindyfryn Ht.	—	—	—	—	—	—	—	—	—	—	—	—	—
9	1	—	Trawsoed	10	—	1	2	—	—	—	—	—	—	—	—	—
11	1	—	Cardog Falls H.	—	—	—	—	—	—	—	—	—	—	—	—	—
12	64	—	Stop Board	—	—	—	—	—	—	—	—	—	—	—	—	—
13	79	—	Strata Florida	25	—	2	—	—	—	—	—	—	—	—	—	—
15	74	—	Tregaron	9	—	1	—	—	—	—	—	—	—	—	—	—
16	74	—	Pont Llanio	8	—	1	—	—	—	—	—	—	—	—	—	—
23	51	—	Olmarch Halt	—	—	—	—	—	—	—	—	—	—	—	—	—
23	73	—	Llangybi	—	—	—	—	—	—	—	—	—	—	—	—	—
25	27	—	Derry Ormond	9	—	1	—	—	—	—	—	—	—	—	—	—
26	47	—	Aberayron Jct.	2	—	1	—	—	—	—	—	—	—	—	—	—
27	48	—	Lampeter	3	—	1	—	—	—	—	—	—	—	—	—	—
32	57	—	Pencarreg Halt	—	—	—	—	—	—	—	—	—	—	—	—	—
33	76	—	Llanbythter	11	—	1	—	—	—	—	—	—	—	—	—	—
37	67	—	Maesyrgrigiau	10	—	1	—	—	—	—	—	—	—	—	—	—
39	46	—	Bryn Teify	6	—	1	—	—	—	—	—	—	—	—	—	—
—	—	—	Newcastle E'mlyn	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	Henllan	9	—	1	—	—	—	—	—	—	—	—	—	—
—	—	—	Pentrecourt H't	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	Llandysul	10	—	1	—	—	—	—	—	—	—	—	—	—
41	19	—	P'nc'd'r J.	9	—	1	—	—	—	—	—	—	—	—	—	—
41	59	—	Pencader	1	—	1	—	—	—	—	—	—	—	—	—	—
44	39	—	Stop Board	13	9	—	—	—	—	—	—	—	—	—	—	—
44	50	—	Tunnel Loop	—	—	—	—	—	—	—	—	—	—	—	—	—
46	60	—	Llanpumpaint	8	7	—	—	—	—	—	—	—	—	—	—	—
49	69	—	Conwil	8	6	—	—	—	—	—	—	—	—	—	—	—
52	75	—	Bronwydd Arms	8	6	—	—	—	—	—	—	—	—	—	—	—
55	0	—	Abergwili Jct.	5	5	—	—	—	—	—	—	—	—	—	—	—
56	6	—	Carmarthen Gds.	3	—	1	—	—	—	—	—	—	—	—	—	—
56	29	—	Carmarthen	1	—	1	—	—	—	—	—	—	—	—	—	—
57	10	—	Carmarthen Jct.	2	—	1	—	—	—	—	—	—	—	—	—	—

10-G2

13. The cross-country line linking South Wales to West Wales, which finishes up at the tongue-twisting Aberystwyth, progenitor of many rude limericks. Here Section 10 made an end-on connection with Section 14. If you knew your Bradshaw, you could make a round trip from Cardiff in a day via this place.

Timetable from as early as the 1850s, but few seem to have survived. In addition to the TVR, there were the lines of the Barry Railway and the Cardiff Railway.

On the GWR, coal (or 'mineral')

trains hardly ever appeared in the Service Books. Instead, most GWR Service Books for sections where coal traffic was rife had a supplementary section dealing with un-timetabled workings of

its coal trains, by way of a simple listing of the engine rosters for them. In Figure 12 is one such page from Section 9.

In Section 10, we find the continuation of the South Wales Main Line from Pyle Sand Siding (that famous non-place!) right through to Swansea and past it all the way west to Fishguard Harbour. Fishguard was touted by the GWR as the ideal docking place for trans-Atlantic liners. Many ships did call in there, speeding passengers and mails to London much faster than the ships could have done.

This area of Wales was famous for its copper smelters, steel works, galvanising plants and tinplate works. It was said that there were more than 80 tinplate works around Llanelli. The 1939 Appendix to Section 10 (more than half as big again as the Section 10 WTT itself) lists more than 15, most of them in the Llanelli area.

Section 10 also had its own clutch of parallel coal lines running up into the hills, some were GWR old-timers, but there were also lines that had made up the Port Talbot, Neath & Brecon, South Wales Mineral and the Rhondda & Swansea Bay Railways. On summer Saturdays one could catch a train over the ghost of the latter railway from Cardiff to Aberystwyth, via Treherbert and Port Talbot. On the coast, these lines snaked into a heavily industrialised area between Port Talbot and Swansea, riddled with smelters and tinplate works.

The London and North Western Railway, ever hungry to tap into the coal traffic of South Wales, had built two lines into it. One of them was the so-called Central Wales line which climbed from Craven Arms, over Sugar Loaf Summit and down into GWR territory, where it shared several lines in the Llanelli and Swansea regions. On occasion, the GWR and L&NWR issued joint working timetables for this line. In 1935, these lines of the

L&NWR had become part of the LMSR, but they were still shared with the GWR.

There was also a series of lines in the western Wales 'hinterlands', including the connecting line through the curiously-named Strata Florida to Aberystwyth in North Wales. It is the north end of this line which we illustrate in our Figure 13. This was rather sparse territory for a railway and there was never very much call for North Wales to South Wales traffic.

Having reached as far west as it could in Wales, the GWR turned to the east again for its **Section 11** Service Time Tables. This section was mostly devoted to the *Vale of Neath* line, nearly 45 miles of up and down single-track railway that cut across the grain of the Welsh valleys to join Pontypool with Swansea. One of the very early broad gauge railways of Wales, the original line with this name ran only from near Swansea to Neath. When the GWR took over, it gave the name to practically all of the cross-country route between Pontypool and Swansea. The Vale of Neath line also shot off an important branch to Merthyr, to the north. The Vale of Neath Railway itself aimed for Merthyr in the first instance, in an attempt to give Merthyr an alternative outlet to the sea at Swansea, instead of at Cardiff through the TVR. It had trouble with construction on the single line section between its main line and Merthyr and eventually fell prey to a connecting line pushed through by a GWR subsidiary. Merthyr evolved into a *'miasma of toil, sweat tears and fumes, the archetype of all South Wales industrial towns.'* Four hundred feet above Merthyr, among the slag heaps, its sister town Dowlais brooded on its history of being the greatest iron-making town on the planet— in 1935, that was already 100 years ago. Three railways managed to find their way down the slope between the two.

Merthyr became a five-company station in 1879— the Brecon & Merthyr, the L&NWR, the GWR, Rhymney and the Taff Vale. The locomotives of the

No. 11.												9	
ABERDARE & NEATH JUNC.												Week Days.	
STATIONS.	Abertillery Pilot.		Workmen.	Workmen.		6.15 a.m. Little Mill Junction to Porth Goods		Auto.	7.20 a.m. Ystrad Mynach to Swansea (East Dock) Auto Car.		Werfa Empties.		
	arr.	dep.		arr.	dep.	arr.	dep.		arr.	dep.	arr.	dep.	
Pontypool Road		5 40			6 20	6 23B	6 28	6 42					
Pontypool (Clarence St.)				6 24	6 28			6 46½					
Cwm Glyn													
Blaendare													
C.V. Coll. Plat.				6 36	6 38								
Cefa Crib				6 40									
Hafodyrnyys Platform	6 10	6 15						6 56					
Crumlin Junction								6 58					
Monk's Siding													
Llanhilleth Junction	6 25	6 35											
Crumlin (High Level)								7 0					
Bush Colliery Siding													
Troswen Halt								7 2					
Penar Junction								7 8 4					
Penmaen Halt													
Oakdale Halt													
Pontllanfraith													
Bird-in-Hand, East													
Bird-in-Hand, West													
Sirhowy Junction													
Maes-y-Cwmmer Jc.													
Hengoed (High Level)			6 17	6 18	6 25		7 5	7 20	7 14				
Ystrad North							7 25	7 28					
Penalltau Junction													
Nelson & Llancarfach			6 35	6 35	6 45			7 20	7 25	7 28			
Trelewis Halt									7 30	7 30½			
Ocean & Taff Merthyr													
Treharris													
Quaker's Yard East Jct.				6 53	7 5				7 32½	7 34			
Quaker's Yard H.L.				7 10	7 20				7 38	7 39			
Quaker's Yard W.T.				7 24					7 41	7 43			
Penrhioceiber (H.L.)									7 45	7 48			
Cresselley Crossing													
Mountain Ash (Grdf. Rtd.)				7 29	7 37				7 46½	7 47½			
Middle Duffryn													
Cwmbach Crossing													
Cwmbach Halt													
Cwmbach Siding													
Aberdare (High Level)		7 45		7 47					7 55½	8 5		8 15	
Gadlys Junction	7 50	8 10										8 30	
Robertstown Crossing													
Treconon Halt													
L. L. Ballast Siding													
Gelli Tarw Junction													
Hirwaun													
Hirwaun Pond	8 30	9 15							8 15½	8 16½		8 55	
Stop Board	9 21	9 25							8 18½	8 21			
Rhigos Halt													
Dinas Siding													
Penrhiew Siding													
Pontwalby Halt													
British Rhondda Stop Bd.	9 45	9 50							8 23½	8 29			
Cwmrhdy-Gau Halt													
Glyn Neath	9 58	10 3							8 33	8 35		9 10	
Aberpergwm Jct.													
Resolven East	10 14	10 30							8 40½	8 41			
Resolven West													
Melyncourt East													
Melyncourt Halt									8 43½	8 44			
Clyne Halt									8 46½	8 47			
Cefa Mawr													
Aberdylais									8 51½	8 52			
Neath Junction		10 49											
Neath (General)													
Swansea High St.													
Neath (Riverside)									8 56	8 57			
Swansea E. Depot													

14. Crumlin Viaduct again, this time on the GWR's Vale of Neath line. Although the table lists trains only to Neath Junction, the GWR considered that the Vale of Neath tracks ran right through to the outskirts of Swansea. The line was formed from two independent railways that sought the desirable destination of Merthyr— and met somewhere in the middle.

Cambrian Railways also worked into Merthyr. The station, which was designed by Brunel and lasted until 1953, had 5 platforms under the one roof. In 1935, there were 80 train departures from Merthyr, 55 of them passenger trains. Trains ran to 41 destinations and left town via 5 separate

lines. One could catch GWR or LMS trains up the corkscrew towards Brecon or Abergavenny; down the Cardiff-Merthyr line to any number of destinations including Cardiff, Newport, Barry and Penarth; down the Quaker's Yard single line; or over the Merthyr

Branch, through the Merthyr tunnel, and onwards towards Neath. At weekends, the traveller had available as destinations such exotic as Llantridod Wells, Moat Lane and Sully.

Eventually all of the lines calling at Merthyr, except the L&NWR, were

incorporated into the GWR, and became part of section 11, which GWR dubbed the 'Pontypool Road and Neath Junction' section of its timetable.

Along the Vale of Neath, we encounter again the Crumlin Viaduct, this time from the high

level. About 62 trains a day shuttled back and forth across its spindly steel girders. Crumlin (High Level) was more a safeworking station than a passenger station and the notation CS in our Figure 15 is explained on page 2 of Section 11 of the Service Book as 'Call at single line stations for Train Staff, Tablet, Token or Ticket'. The track across the viaduct was singled in 1926. The station signal box was open from 4.15 am on Mondays to 2.05 am on Sundays for such purposes. Crumlin Viaduct is gone now: the traffic shrank, the bridge became tottery, and was closed and demolished in the early 1960s, along with many other victims of the Beeching rationalisation.

After 5 sections devoted to Wales, with Section 12 we return to England—at least partly. This is the so-called Welsh Marches, essentially the border area between England and Wales. Section 12 is a kind of mish-mash of lines centered around Hereford. Through the centre runs the important line connecting Newport in Wales (Sections 4 and 8) with Shrewsbury (Section 14).

If you were from the Midlands and you wanted a seaside holiday in Cornwall or in Wales (Heaven forfend!), your train could well have come this way. A whole swathe of such trains passed along this line, especially on summer weekends, many of them in the dead of night. They are the trains referred to as arriving at the Teignmouth Sea Wall early in the morning in Part 1 of this article. In the July 1935 Section 11 timetable, there were no fewer than 12 of them: Crewe-Carmarthen, Crewe-Paignton, Crewe-Penzance, Crewe-Plymouth, Crewe-Taunton, Liverpool-Paignton, Liverpool-Penzance, Manchester-Paignton (2), Manchester-Truro, Manchester-Swansea, Shrewsbury-Paignton/Truro. But they were only 12 out of 300 Down trains between Shrewsbury and Newport on an average day.

Here, more than in any preceding

18 No. 12.

Down Trains.		SHREWSBURY, WORCESTER.											
STATIONS.	Joint Passenger.		Diesel Car.	Joint Passenger.	Joint Goods.	7.30 a.m. Moreton. Passenger.	MX Joint Goods.	L.M.S. Goods.	Goods. RR SX		Pilot Trip.	Kidderminster Passenger.	L.M.S. Goods.
	arr.	dep.	dep.	dep.	dep.	dep.	dep.	arr.	dep.	dep.	dep.	dep.	dep.
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
Shrewsbury ...	—	7 50	—	7 55	—	—	—	—	—	—	—	7 50	8 15
Colaham ...	—	7 53	—	7 57	—	—	—	—	—	—	—	8 15	8 16
Condover ...	—	8 0	—	—	—	—	—	—	—	—	—	—	—
Dorrington ...	—	8 6	—	—	—	—	—	—	—	—	—	—	—
Leebotwood ...	—	8 13	—	—	—	—	—	—	—	—	—	—	—
Church Stretton	8 20	8 21	—	—	—	—	—	—	—	—	—	—	—
Little Stretton H.	8 24	8 24	—	—	—	—	—	—	—	—	—	—	—
Marsh Brook ...	—	8 28	—	—	—	—	—	—	—	—	—	—	—
Marsh Farm Junc.	—	—	—	—	—	—	—	—	—	—	—	—	—
Wistanstow Halt	8 33	8 34	—	—	—	—	—	—	—	—	—	—	—
Craven Arms & S.	8 37	8 39	—	—	—	—	—	—	—	—	—	—	—
Onbury ...	—	8 44	—	—	—	—	—	—	—	—	—	—	—
Bromfield ...	—	8 49	—	—	—	—	—	—	—	—	—	—	—
Ludlow ...	8 53	—	—	—	—	—	—	—	—	—	—	—	—
Woolferton	—	—	—	—	—	—	—	—	—	—	—	—	—
Barrington & Eye	—	—	—	—	—	—	—	—	—	—	—	—	—
Kington Junction	—	—	—	—	—	—	—	—	—	—	—	—	—
Leominster	—	—	—	—	—	—	—	—	—	—	—	—	—
Ford Bridge ...	—	—	—	—	—	—	—	—	—	—	—	—	—
Dinmore ...	—	—	—	—	—	—	—	—	—	—	—	—	—
Moreton ...	—	—	—	—	—	—	—	—	—	—	—	—	—
Worcester Loop	—	—	—	—	—	—	—	—	—	—	—	—	—
Sh'b H. Tun. J.	—	8 5	—	8 15	—	—	—	—	—	—	—	—	—
R'wh J. Fgts. S.	8 7	8 10	—	8 15	—	—	—	—	—	—	—	—	—
Henwick ...	—	8 13	—	8 20	—	—	—	—	—	—	—	—	—
Boughton Halt	—	—	—	8 25	—	—	—	—	—	—	—	—	—
Rushwick Halt	—	—	—	8 27	—	—	—	—	—	—	—	—	—
Leominster Jun.	—	—	—	8 30	—	—	—	—	—	—	—	—	—
Bransford Road	—	—	—	8 34	—	—	—	—	—	—	—	—	—
Newland Halt ...	—	—	—	8 37	—	—	—	—	—	—	—	—	—
Malvern Link ...	—	—	—	8 31	—	—	—	—	—	—	—	—	—
Malvern (Great)	—	—	—	8 34	—	—	—	—	—	—	—	—	—
M. & T. Junction	—	—	—	—	—	—	—	—	—	—	—	—	—
Malvern Wells	—	—	—	8 36	—	—	—	—	—	—	—	—	—
Colwall ...	—	—	—	8 50	—	—	—	—	—	—	—	—	—
Cumming's Csg.	—	—	—	8 55	—	—	—	—	—	—	—	—	—
N. E. Ledb'y Tnl	—	—	—	9 1	—	—	—	—	—	—	—	—	—
Ledbury ...	—	—	—	9 4	—	—	—	—	—	—	—	—	—
Ashperton ...	—	—	—	—	—	—	—	—	—	—	—	—	—
Stoke Rdith	—	—	—	—	—	—	—	—	—	—	—	—	—
Withington ...	—	—	—	—	—	—	—	—	—	—	—	—	—
Shelwick Jc. ←	—	—	—	—	—	—	—	—	—	—	—	—	—
Barr's Court Jnc.	—	—	—	—	—	—	—	—	—	—	—	—	—
Barton & B. C. J.	8 58	9 2	—	—	—	—	—	—	—	—	—	—	—
Worcester Sdgs.	9 5	—	—	—	—	—	—	—	—	—	—	—	—
Hereford (B'n)	—	—	—	—	—	—	—	—	—	—	—	—	—
Hereford (Barr's Ct)	—	—	—	—	—	—	—	—	—	—	—	—	—
Rotherwas Junct.	—	—	—	—	—	—	—	—	—	—	—	—	—
Red Hill Jc. ←	—	—	—	—	—	—	—	—	—	—	—	—	—
Tram Inn ...	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Devereux ...	—	—	—	—	—	—	—	—	—	—	—	—	—
Pontrilas ...	—	—	—	—	—	—	—	—	—	—	—	—	—
Pandy ...	—	—	—	—	—	—	—	—	—	—	—	—	—
Llanvihangel ...	—	—	—	—	—	—	—	—	—	—	—	—	—
Abergavenny Jnc.	—	—	—	—	—	—	—	—	—	—	—	—	—
Abergavenny	—	—	—	—	—	—	—	—	—	—	—	—	—
Penpergwm ...	—	—	—	—	—	—	—	—	—	—	—	—	—
Nantyderry ...	—	—	—	—	—	—	—	—	—	—	—	—	—
Little Mill Junct.	—	—	—	—	—	—	—	—	—	—	—	—	—
Pontyp'1 Pass.	—	—	—	—	—	—	—	—	—	—	—	—	—
Head Goods	—	—	—	—	—	—	—	—	—	—	—	—	—
Stop Board	—	—	—	—	—	—	—	—	—	—	—	—	—
Panteg Junction	—	—	—	—	—	—	—	—	—	—	—	—	—
LowerPontnewydd	—	—	—	—	—	—	—	—	—	—	—	—	—
Llantarnam Jnc.	—	—	—	—	—	—	—	—	—	—	—	—	—
Llantarnam ...	—	—	—	—	—	—	—	—	—	—	—	—	—
Ponthir ...	—	—	—	—	—	—	—	—	—	—	—	—	—
Caerleon ...	—	—	—	—	—	—	—	—	—	—	—	—	—
Maindee J. North	—	—	—	—	—	—	—	—	—	—	—	—	—
Maindee Jnc. East	—	—	—	—	—	—	—	—	—	—	—	—	—
Bristol ...	—	—	—	—	—	—	—	—	—	—	—	—	—
Newport East ...	—	—	—	—	—	—	—	—	—	—	—	—	—
Newport ...	—	—	—	—	—	—	—	—	—	—	—	—	—
Gardiff ...	—	—	—	—	—	—	—	—	—	—	—	—	—

15. Frontier Territory. In Section 12, the GWR and LMS met in several places—often with the intent of doing battle for custom, but also sometimes cooperatively to share traffic. This table shows an astonishing degree of the latter.

section, the GWR meets one of the other *Big Four*— in this case, the LMS. Before Grouping the LMS lines had been part of both the L&NWR and Midland systems.

The line between Shrewsbury and Hereford was shared, as were a number of branches around Shrewsbury. The LMS also made contact at Abergavenny Junction, Worcester, Hay, Eardsley and Great Malvern. As with other shared track both joint Working Timetables and Joint Appendices to them were issued by the LMS and the GWR.

The way in which traffic is shared and exchanged is glimpsed in the tables of Section 12. In Figure 15, we choose to show a page on which joint and independently-worked passenger and goods trains all appear, and interchange occurs at 3 points: Shrewsbury, Craven Arms and Hereford. It is a complicated timetable page.

GWR's main line to Birmingham and beyond forms the core of **Section 13**, which also deals with the cross-country line from Birmingham to Bristol. Both of these lines competed with similar lines of the LMS. The LMS generally had the better of it in this fight. That is not to say that the line wasn't busy— it was. It was quadruple track for considerable distance on either side of Birmingham. At Birmingham's two stations Snow Hill and Moor Street about 600 trains passed through, originated or terminated on an average Monday-Saturday day and it took 100 pages of the Service Time Table to list them all. These figures must seem like fairy tales today, but they were occurring when Britain was only just struggling out of the Depression. And, of course, the LMS had its own Birmingham trains—much greater in number than those of the GWR.

Cutting across from the main line, through Stratford-on-Avon, Cheltenham and Gloucester, towards

CLASSIFICATION OF SPECIAL WAGONS, EMPTY AND LOADED.									
Showing their Relationship in Weight to a Class 3 Loaded Wagon.									
Code.	Description.	Maximum Length over Buffers of Vehicle.		Maximum Carrying Capacity of Vehicle.	Maximum Tare of Vehicle.		EQUALS.		When loaded app. to max. weight.
		Ft.	Inch.		Tons.	Cwts.	A	B	
Asmo ...	Covered Motor Car Truck	36	4	10	11	5	1	2	
Beaver B ...	Flat Wagon	35	4	20	10	12	1	3	
" E ...	" "	23	0	20	7	3	1	3	
Bocar ...	Covered Heavy Motor Car Truck	48	0	30	18	5	2	5†	
Coral ...	Glass Wagon	23	5	12	6	2	1	2	
" A ...	" "	24	6	12	7	9	1	2	
Grocodile ...	Trolley	37	0	15	8	6	1	2	
" A ...	" "	50	0	25	16	8	2	4	
" B ...	" "	53	0	15	15	1	2	3	
" C ...	" "	56	0	15	18	15	2	3	
" E ...	" "	65	0	20	24	19	2	4	
" F ...	" "	57	0	25	19	19	2	4	
" G ...	" "	50	0	35	23	6	3	6	
" H ...	" "	45	6	25	22	19	2	7	
" J ...	" "	57	0	50	28	6	3	8	
" K ...	Motor Bus Truck	49	0	10	16	10	2	3	
" L ...	Trolley	89	6	120	82	2	8	20	
Damp A ...	Covered Motor Car Truck	33	4	10	11	4	1	2	
" B ...	" "	23	4	10	9	0	1	2	
Engineering Dept.	(14-ton) " "	28	6	12	7	1	1	2	
Grain Wagon ...	" "	24	6	20	12	10	1	3	
Gane ...	Rail Wagon	48	0	40	17	7	2	6	
Gadfly ...	Aero Flat...	33	8	5	7	3	1	1	
Hydra ...	Road Vehicle Truck	28	11	8	7	13	1	2	
" C ...	Motor Car Well Truck...	34	6	5	7	10	1	1	
" D ...	Machine Truck	31	11	15	8	10	1	2	
Loriot 31308 ...	" "	36	6	6	7	0	1	1	
" A ...	" "	25	6	12	6	9			
" B ...	" "	29	6	12	6	14			
" C ...	" "	28	6	12	6	10			
" D, E, G. & H.	" "	30	0	15	8	16	1	2	
" F ...	" "	29	0	15	7	11			
" J ...	" "	29	0	12	8	16			
" K ...	" "	29	0	10	8	4			
" L ...	" "	36	7	15	12	2	1	3	
" M ...	" "	30	0	20	9	12	1	3	
" R ...	" "	43	0	25	16	17	2	4	
" W ...	Excavation	34	0	20	12	10	1	3	
Macaw ...	Single timber truck	18	0	10	5	10	1	2	
" A ...	Bolster Wagon	28	6	14	7	9	1	2	
" B ...	" "	48	0	30	15	6	2	5	
" C ...	" "	73	0	30	21	4	2	5	
" D ...	" "	48	0	40	23	0	2	6	
" E ...	" "	48	0	30	19	9	2	5	
" F ...	" "	28	0	10	8	18	1	2	
" G ...	" "	38	0	30	16	0	2	5	
" H ...	Rail	38	0	20	12	3	1	3	
Mayfly ...	Transformer Wagon	21	0	10	6	5	1	2	
Mite & Mite B.	Twin Timber Track	34	1	20	10	12	1	3	
Mink B. (No. 47722 to 47727)	Covered goods	24	1	18	8	18	1	3	
Mink D ...	Large Cov. Goods Van	31	6	10	9	10	1	2	
" F ...	" "	39	0	30	15	7	2	5	
" G ...	20-ton Cov. Goods Van	33	0	20	10	17	1	2†	
Mogo ...	Cov. Motor Car truck	20	6	12	7	14	1	2	
Morel ...	Propeller Wagon	28	0	25	10	12	1	4	
" A ...	" "	28	0	20	10	14	1	3	
" B ...	" "	20	9	12	8	6	1	2	
Open C ...	" "	28	0	14	7	12	1	2	
Pollen ...	Boiler Wagon	58	4	24	15	12	2	4	
" A ...	" "	52	1	40	16	16	2	6	
" B ...	" "	52	11	60	24	10	2	8	
" C ...	" "	42	6	40	14	14	1	5	
" D ...	" "	41	3	40	15	16	2	6	
" E ...	When used as gun wagons 4 per set	85	6	100	51	5	5	15	
" E ...	When used as girder wagons 2 per set	46	6	60	21	12	2	8	

The staff must, in compiling the Working Load, be careful to see that allowance is made for the additional length of any vehicle exceeding 21 feet over buffers in order to conform with the maximum length of train over Section which train works. *—Special load owing to light tonnage conveyed.
†—A "Bocar" conveying a load not exceeding 2 tons may be counted equal to 2 loaded Class 3 wagons.

16. Whimsy or tradition? The GWR gave a range of exotic names to many of its goods wagons, especially those constructed after World War I. If the practice was sanctioned by the Directors, they had probably done so in the knowledge that the great Brunel had preceded them.

Bristol, was the 'Birmingham and Bristol' line. Not quite so busy, it was, like the Birmingham-Newport line, a favoured route for holiday expresses between the Midland and the southern coast.

About 8 such trains per day are shown in Section 13.

But we shall turn away from timetables to examine some of the supplementary material of Section 13.

No. 14

183

VALE OF RHEIDOL BRANCH.											
(NARROW GAUGE.)											
Third Class only.											
Up Trains.						Sundays.					
Week Days.											
Miles from Aberystwyth and M.P. Mileage.	STATIONS.	B	B	B	B	B	B	B	B	B	B
		Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.
			SX		SX						
M.	C.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
1	14	ABERYSTWYTH dep.	10 0	2 0	2 30	6 5	2 30				
4	49	Llanbadarn dep.	10 7	2 7	2 37	6 12	2 37				
7	53	Capel Bangor dep.	10 20	2 20	2 50	6 25	2 50				
11	70	Aberffraw dep.	10 32	2 32	3 5	6 40	3 5				
		DEVILO'S BRIDGE arr.	11 0	3 0	3 30	7 10	3 30				
											Runs to Sept. 15th only.

DOWN TRAINS.											
Miles from Devil's Bridge	STATIONS.	B	B	B	B	B	B	B	B	B	B
		Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.
			SX		SX						
M.	C.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
4	17	DEVILO'S BRIDGE dep.	11 30	4 15	5 45	7 30	5 30				
7	21	Aberffraw dep.	11 54	4 39	6 9	7 54	5 54				
10	56	Capel Bangor dep.	11 57	4 42	6 12	7 57	5 57				
11	70	Llanbadarn dep.	12 11	4 56	6 27	8 12	6 24				
		ABERYSTWYTH arr.	12 24	5 9	6 39	8 24	6 30				
			12 30	5 15	6 45	8 30	6 30				Runs to Sept. 15th.

CORRIS BRANCH.

(NARROW GAUGE.) (Worked by one engine in steam.) Week Days only.

DOWN TRAINS.												UP TRAINS.											
Miles from Machynlleth.	STATIONS.	K	K	G	G	K	K	G	G	K	K	G	G	K	K	G	G						
		Goods	Goods	LE	LE	Goods	Goods	LE	LE	Goods	Goods	LE	LE	Goods	Goods	LE	LE						
		SO	SX	SX	SX	SO	MO	SO	MS	SO	MO	SO	MS	SO	MO	SO	MS						
M.	C.	a.m.	p.m.	p.m.	p.m.	a.m.	noon.	noon.	p.m.	a.m.	noon.	noon.	p.m.	a.m.	noon.	noon.	p.m.						
38		MACHYNLLETH dep.	10 45	1 0	4 15	ABERLLEFENI dep.	12 0	12 0	12 30	10 25	12 0	12 30	12 15	10 25	12 0	12 30	12 15						
22		Ffridd Gate dep.	11 54	2 0	5 15	Mathews Mill S. dep.	12 30	12 30	1 0	11 15	12 45	1 0	1 15	11 15	12 45	1 0	1 15						
22		Llwyngrwn Sdg. dep.	11 57	2 0	5 15	Garneddwen dep.	12 30	12 30	1 0	11 15	12 45	1 0	1 15	11 15	12 45	1 0	1 15						
44		Esgairgellog Sdg. dep.	12 11	2 15	5 30	Corris dep.	12 30	12 30	1 0	11 15	12 45	1 0	1 15	11 15	12 45	1 0	1 15						
44		Maespoeth dep.	12 24	2 30	5 45	Maespoeth dep.	10 10	12 0	12 30	11 15	12 45	1 0	1 15	11 15	12 45	1 0	1 15						
0		Corris arr.	12 30	2 30	5 45	Esgairgellog Sdg. dep.	12 30	12 30	1 0	11 15	12 45	1 0	1 15	11 15	12 45	1 0	1 15						
65		Garneddwen dep.	12 45	2 45	6 0	Llwyngrwn Sdg. dep.	12 30	12 30	1 0	11 15	12 45	1 0	1 15	11 15	12 45	1 0	1 15						
6		Mathews Mill S. dep.	12 59	2 59	6 15	Ffridd Gate dep.	12 30	12 30	1 0	11 15	12 45	1 0	1 15	11 15	12 45	1 0	1 15						
41		ABERLLEFENI arr.	1 7	3 0	6 45	MACHYNLLETH arr.	10 25	12 40	12 15	11 15	12 45	1 0	1 15	11 15	12 45	1 0	1 15						

The speed of any train over the Corris Branch must not exceed 20 miles per hour. In the foregoing pages 189 to 183 the following General Notes apply:—
 The letters a, b, c, and d placed before the names of certain stations have the following signification:—
 a—Staff Station. c—Tablet or Token Crossing Station.
 b—Block Station. d—Intermediate Token Station.

MAXIMUM LOADS FOR FREIGHT TRAINS. CORRIS BRANCH. (Narrow Gauge.)

From.	To.	Class of Traffic.			
		1	2	3	E
Machynlleth	Aberllefeni	10	13	15	20
Aberllefeni	Machynlleth	15	20	25	30

WELSHPOOL AND LLANFAIR BRANCH. (Narrow Gauge.)

From.	To.	Class of Traffic.			
		1	2	3	E
Welshpool	Llanfair Caereinion	7	7	11	14
Llanfair Caereinion	Welshpool	7	7	11	14

17. The Great Little Trains of Wales. Here are two lines, which already had romantic connotations at the time of the 1935 Service Book. The Vale of Rheidol went on to land in British Railways hands and operated under steam—and still does, as a privatised tourist railway.

Like all 15 sections of the Service Time Tables, No. 13 carried details of goods rolling stock, such a page forming our Figure 16. Surely, it was management whimsy that led to wagons with names like *Macaw*, *Gadfly*, *Morel* and *Mite & Mite*. But then, Management had a century old precedent to draw upon for inspiration. Brunel had established

the practice of imaginative, curious, or even misspelled names with his locomotives of the 1840s. Hence *Bacchus*, *Viper*, *Harpy*, *Mazepa* and *Goliah* (sic). Look here at the aptly-named *Crocodile L*—a long many-wheeled wagon that could carry 120 tons. This was a massive load for a railway still

mostly focused on the 10 to 15 ton 4-wheel unbraked wagons from the 19th century.

The north and west of Wales, and parts of England north of Shrewsbury were covered by Section 14 of the Service Time Tables. In route mileage it was probably the biggest of any of the GWR's administrative divisions. But, because it was less busy, the Service Book is not quite as big as one would expect—although, at 235 pages it is the third-largest of the 15-volume set. Just before WW II, the south west half of Section 14 was split off to form a Section 16.

The eastern extremity of this district was formed by the GWR's main line that stretched out to Birkenhead and Chester (and a little beyond). In 1935, the core and western extremity of it had been formed out of the ex-Cambrian railways network. Through a connection with the L&NWR, the Cambrian's main line joined Liverpool to Merthyr in Wales. But it shot off an important branch westward to the coast at Dovey Junction. Here it forked north and south, to Pwllheli and Aberystwyth. Midway along the main line, which was single, was Abermule—a place that has gone down in history because it was the location of one of the most notable accidents ever to occur under the electric staff system of safe-working.

Like the Forest of Dean area in Section 7, the area to the west of the Shrewsbury line in Section 14 was a veritable rats' nest of railways. These were old mineral and coal railways, mostly single-tracked. Often based on 18th century tramways, they dated from the earliest days of industrialisation. Like the Forest of Dean too, they fell upon hard times well before the currency of the 1935 Service Book. The Ffrd Branch, Brynmally Branch, Gwersyllt Branch and part of Ponkey Branch (marvellous names!) had already been closed

STOURBRIDGE JUNCTION AND STOURBRIDGE.											
WORKED BY RAIL MOTOR CAR.											
"B" Head Lights.											
Week Days Only.											
M. Chs.	STATIONS.	No.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
142 18	Stourbridge Jct. dep.	6062	5:55	6 8	6 22	6 30	6 39	6 41	7 1	7 9	7 23
142 75	Stourbridge ... arr.	6063	5:57½	6 10½	6 24½	6 32½	6 41½	7 3½	7 11½	7 25½	
	Stourbridge Jct. dep.		a.m. 7 32	a.m. 7 41	a.m. 7 49	a.m. 8 4	a.m. 8 24	a.m. 8 35	a.m. 8 58	a.m. 9 9	a.m. 9 34
	Stourbridge ... arr.		a.m. 7 34½	a.m. 7 43½	a.m. 7 51½	a.m. 8 6½	a.m. 8 26½	a.m. 8 37½	a.m. 9 0½	a.m. 9 11½	a.m. 9 43
	Stourbridge Jct. dep.		a.m. 10 5	a.m. 10 18	a.m. 10 28	a.m. 10 52	a.m. 11 23	a.m. 11 33	a.m. 11 45	a.m. 11 55	p.m. 12 6
	Stourbridge ... arr.		a.m. 10 7½	a.m. 10 20½	a.m. 10 31½	a.m. 10 54½	a.m. 11 25½	a.m. 11 35½	a.m. 11 47½	a.m. 11 57½	p.m. 12 8½
	Stourbridge Jct. dep.		p.m. 12 27	p.m. 12 42	p.m. 12 52	p.m. 1 5	p.m. 1 15	p.m. 1 23	p.m. 1 38	p.m. 1 50	p.m. 1 58
	Stourbridge ... arr.		p.m. 12 29½	p.m. 12 44½	p.m. 12 54½	p.m. 1 7½	p.m. 1 17½	p.m. 1 25½	p.m. 1 38½	p.m. 1 52½	p.m. 2 0½
	Stourbridge Jct. dep.		p.m. 2 25	p.m. 2 45	p.m. 3 4	p.m. 3 19	p.m. 3 34	p.m. 3 50	p.m. 4 7	p.m. 4 18	p.m. 4 37
	Stourbridge ... arr.		p.m. 2 27½	p.m. 2 47½	p.m. 3 6½	p.m. 3 27½	p.m. 3 38½	p.m. 3 52½	p.m. 4 9½	p.m. 4 18½	p.m. 4 39½
	Stourbridge Jct. dep.		p.m. 5 13	p.m. 5 21	p.m. 5 29	p.m. 5 39	p.m. 5 49	p.m. 6 0	p.m. 6 13	p.m. 6 28	p.m. 6 40
	Stourbridge ... arr.		p.m. 5 15½	p.m. 5 23½	p.m. 5 31½	p.m. 5 41½	p.m. 5 51½	p.m. 6 2½	p.m. 6 15½	p.m. 6 30½	p.m. 6 42½
	Stourbridge Jct. dep.		p.m. 7 7	p.m. 7 28	p.m. 7 40	p.m. 8 9	p.m. 8 18	p.m. 8 37	p.m. 8 50	p.m. 9 10	p.m. 9 28
	Stourbridge ... arr.		p.m. 7 9½	p.m. 7 30½	p.m. 7 42½	p.m. 8 11½	p.m. 8 20½	p.m. 8 39½	p.m. 8 52½	p.m. 9 12½	p.m. 9 30½
	Stourbridge Jct. dep.		p.m. 10 0	p.m. 10 18	p.m. 11 0	p.m. 11 20	p.m. 12 7				
	Stourbridge ... arr.		p.m. 10 2½	p.m. 10 20½	p.m. 11 2½	p.m. 11 22½	p.m. 12 9½				

18. Surely one of the shortest lines and shortest trips in the whole 15 volume timetable set.. Probably one of the busiest also. The Stourbridge (Town) line was one of a number in Section 15 that were worked by "motors" for most of their lives. What occupied the minds of the unfortunates who had to operate this endless shuttle train all day?

for up to 20 years when the Service Book came into effect. Even those that remained had a sparse service, or none at all. Four pages at the fag end of the timetable suffices to dismiss the lot. Although they all appear on the cover map, a number did not make it into the tabular section of the Service Book.

North western Wales was famous for the narrow gauge railways, that nosed their way up steep defiles, often in search of slate or other minerals. Although one was part of the Cambrian's system, most were independent concerns and some remained so after the Grouping. But, the GWR had three of them in the No 13 Service Book— the Vale of Rheidol line from Aberystwyth to Devil's Bridge, the Corris Branch and the Welshpool and Llanfair branch. The first two appear in our Figure 17. All have been preserved and operate as tourist railways today.

Lastly, and probably most boringly, there is Section 15— the Oxford, Worcester and Wolverhampton volume. The OW&W had an evil reputation in its days as an independent company— they called it the *Old Worse and Worse*. The GWR rescued this reputation somewhat after it took over in 1863, but a faint odour of mismanagement lingered for years afterward.

Section 15 included the 59 chain long Stourbridge to Stourbridge Junction line, over which a *rail motor car* shuttled back and forth on 140 2½ minute journeys per day (146 trips on Saturdays!). The line was one of the last haunts of the GWR steam railcars. In later years, it was quite possibly run by one of GWR's diesel railcars ('oil cars'), a year old in 1935 nicknamed the 'Flying Bananas' They worked the line for 25 years.

With that service, our Figure 19, we come to the end of our analysis of the 15 GWR Service Timetables which Mr. Downs lugged around the world in a steamer trunk for young Ted.

On September 25, 1935, the lifetime of these GWR timetables expired. On the same day, on the other side of the Atlantic, nearly every U.S. railroad in the northeast issued its own fresh set of Employee Time Tables. Mr. Downs collected all of them too. But that, as they say, is another story.

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Graphic Insight #64

CHRIS BROWNBILL *this month analyses the timetables of what he refers to as 'real choo-choo trains'*

This month, Graphic Insight takes a look at some of Australia's premier tourist railways, and analyses the seasonal nature of their services.

Timetables for the following three tourist railways have been used as follows: Zig Zag Railway - Web site timetable, January - June 2001; Puffing Billy Timetables 2000-2001; and SteamRanger Timetable 2001.

The graphs illustrate the number of services scheduled each week over the first six months of 2001. Each week is measured commencing on a Sunday. Only Down direction services are shown; this is illustrative of the relative service frequencies for both directions although Puffing Billy does operate slightly more Up services than Down. The dark area of the graph indicates the number of advertised Steam services, and the lighter area is the number of diesel or railmotor services. The top of the shaded area indicates the sum of steam and diesel services.

These tourist railways are geared around providing train 'rides', and it is evident from the graphs that the peak season for this coincides with school holidays (January and April) and long weekends (varying from State to State). The magnitude of the peak service density relative to off-peak varies; Steam Ranger is heavily oriented to holidays, whereas Zig Zag and Puffing Billy are less so. Note that Puffing Billy does not schedule any diesel services, although they will operate under certain circumstances such as Total Fire Ban days.

One interesting observation is that whilst Zig Zag operate a more steam-oriented service during the January school holidays, in terms of total number of trains, the week commencing 14th January (an all-steam week) is in fact the week in which they run fewer trains than at any other time over the period analysed.

