

The Times

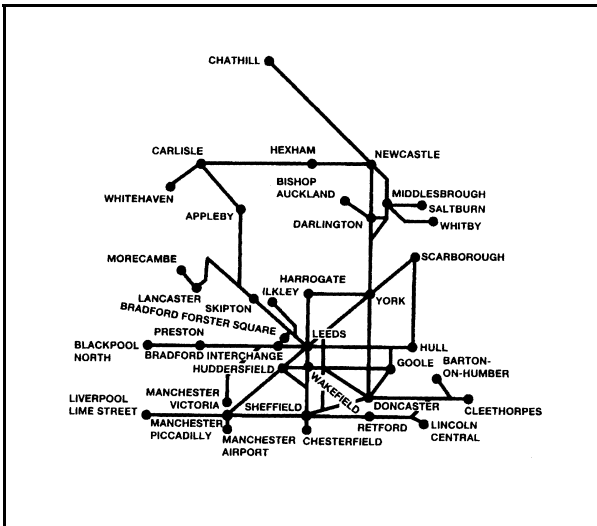
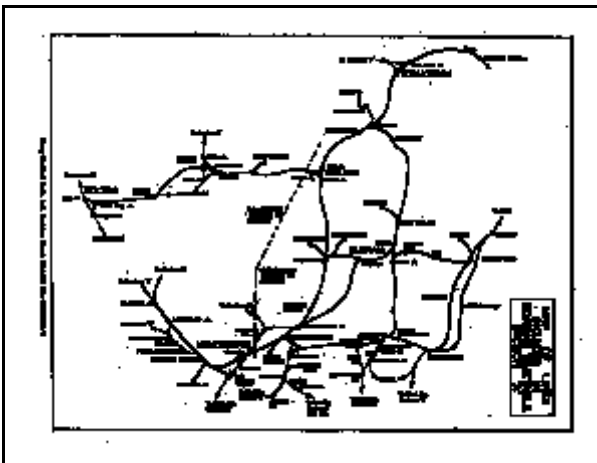
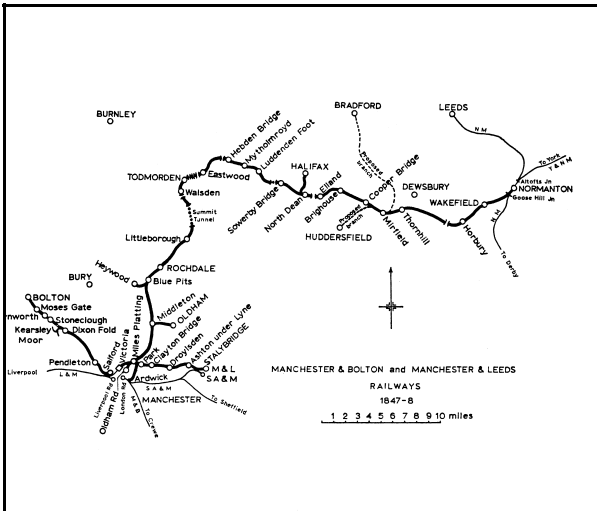
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The Ghosts in the Timetables

How the Manchester and Leeds Railway has survived for 170 years in the railway timetable.

Maps of the Manchester and Leeds when it originally opened in 1841 (top), as part of the British Railways system in 1957 (middle) and in its latest incarnation in the 21st century as part of Regional Railways North East (bottom).

The Times

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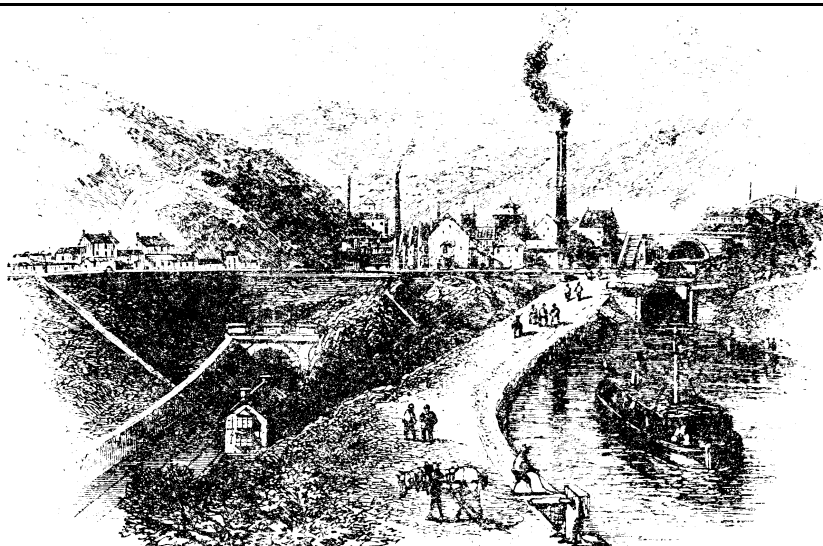
The Ghosts in the Timetables (2)

GEOFF LAMBERT *exorcises another ghost—the Manchester and Leeds Railway. It lasted for fewer than 10 years, but it lives on in the timetables of Regional Railways North East.*

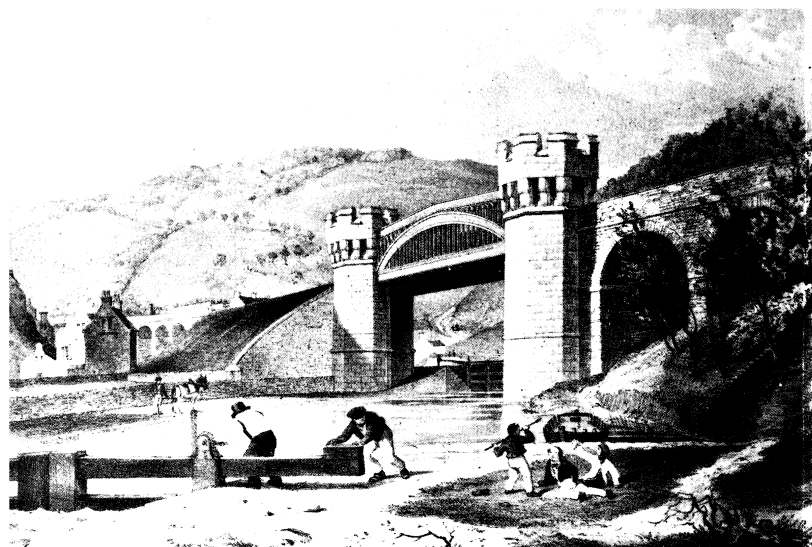
The *Manchester and Leeds Railway* has lain embedded in the tangled skein of railways in the British midlands for 160 years. Upon a cursory glance at a Midlands railway map, with its bewildering complexity, the Manchester and Leeds does not stand out. Yet, in its railway administration and in railway timetables, it always *has* stood alone—Railtrack still treats separately in its timetables—it is a railway that has been treated separately since 1839.

The Manchester and Leeds Co., which never itself physically reached Leeds, was first formed in 1830 but, because of legislative difficulties, did not get construction of its railway under way until August 1837, when it was commenced under the supervision of Daniel Gooch's brother, Thomas. Construction involved the construction of the 2,885 yard Summit Tunnel, the longest railway tunnel in the world (Fig 1, upper right). The tunnel delayed the full opening of the line; the western section from Manchester to Littleborough opening in July 1839 and the eastern section from Todmorden (Fig 2, lower right) to Hebden Bridge in October 1840. The gap, through the tunnel, was opened in March 1841. The tunnel formed a natural division point for the railway, a division point perpetuated ever since in the timetables. At the eastern end, at Normanton, the M&L joined the route of the North Midland Railway, over which it had running powers into Leeds.

The first known timetable of the M&L, that of 1841 appears in Fig 3. A service of seven trains per day were initiated, with the fastest journey being 2¾ hours for the 60 mile



1. Construction of the Summit Tunnel. It held up completion of the through route for some 3 months; trains terminated both east and west of it until completion. A fire in the tunnel in 1984 closed it again for 8 months, with trains once more terminating at either end of it.



2. The bridge over the Rochdale Canal at Todmorden on the original M&L Railway. Todmorden was the temporary terminus at the time of this engraving, for long a natural division point. Later it formed the boundary between the North Eastern and London Midland Region Working Time Table volumes.

TIMES OF THE DOWN TRAINS STARTING.

WEEK DAYS.

SUNDAYS.

Table with columns for distances from Manchester, train names (e.g., The Trains depart from), and departure times for various stations including Leeds, Rochdale, Todmorden, and Normanton.

FARES—First Class Passengers, 3d. per mile; Second Class 2d. per mile. Children under 7 years of age, in First Class Carriage, charged Second Class Fare; and in Second Class, Wagon Fare; and in Wagon, without any deduction. Infants in arms not charged.

LONDON, 1st Class, 6s. by day, and 7s. by night; 2nd Class, 5s. by day, 6s. by night; less; and 3rd Class 4s. less than by any other route. The 2nd Class are sent by Special Trains, and are less time on the road than by any other route; and are protected from the weather.

Table of fares for Derby, York, and Selby, showing 1st, 2nd, and 3rd class rates.

Particular Trains are met by Stage Coaches and Omnibuses, at certain Stations along the line, as follows:—Furbers at Mills Hill for Oldham meets the 3rd, 4th, 6th, 7th, & 8th Down Trains on Week-days; and the 1st, 2nd, and 3rd Down Trains on Sundays.

TIMES OF THE UP TRAINS STARTING, OR TRAINS FROM LEEDS TO MANCHESTER, &c.

WEEK DAYS.

SUNDAYS.

Table with columns for distances from Leeds, train names (e.g., The Trains depart from), and departure times for various stations including Manchester, Normanton, Wakefield, and Todmorden.

N. B. AN EXTRA TRAIN FROM ROCHDALE TO MANCHESTER EVERY MORNING AT 9 O'CLOCK.

Luggage to the following extent may be taken, at their own risk, free of charge:—First class passengers, 112 lbs; Second class, 60 lbs; Wagon, 40 lbs. Any excess charged, for any distance under 30 miles, 3d. per lb. and over 30 miles, 4d. per lb. extra.

Wagon passengers must be at the booking office 10 minutes before the time of departure, or they cannot be booked for that description of vehicle. Gentlemen's carriages and horses must be at the Station a quarter of an hour before the departure of the Train; and if horses are to be sent from the intermediate Stations, it is advisable to give previous notice.

The Company do not hold themselves responsible for any luggage, matter, or thing, unless booked, and paid for accordingly.

Passengers are particularly requested to see their luggage in and out of the Carriages; and their attention is directed to an extract from 1st William IV. Cap. 68, exhibited at every Station. Gratuities are not allowed to be taken by any of the Company's servants. Smoking is strictly prohibited on any of the Company's Premises.

The Trains by which Wagon passengers may be booked are those which depart from the Manchester Station at 7h. 0m. Morning, 1h. 10m. Noon, and 6h. 30m. Evening; also from Leeds to Manchester at 7h. 40m. Morning, 1h. 20m. Noon, and 5h. 45m. Evening; and by all the Sunday Trains.

The Train which departs from Manchester, 10h. 30m. A. M. meets Road Coaches at Eckington, for Worksop, Newark, Lincoln, Boston, and Lynn at very reduced fares and great saving of time.

3. The timetable of the Leeds and Manchester Railway just after it opened throughout in March 1841. This timetable, the first known, was taken from the book, 'A Companion to the Manchester and Leeds Railway'. First class fares were 3d per mile, so the through fare from Manchester to Leeds was 15 shillings, equivalent to about £28 in today's currency.

trip.

Even while it was building its main line, the Manchester and Leeds was contemplating branch lines and, by 1847, had built four of them, to Stalybridge, Oldham, Heywood and Halifax. The system, with the adjacent Manchester and Bolton, are shown on our cover. This simple map formed the basis of an operating entity that still exists today. The chief booking clerk at Manchester was Thomas Edmondson, who introduced and perfected his famous system of railway tickets while working with the M&L. The M&L's tickets of 1839 formed the basis for trillions issued worldwide ever since.

The M&L's route into Leeds from the west was very roundabout and soon led to plans for a cut-off line striking across through Dewsbury.

A complex series of negotiations between existing and new railway ensued and, from them emerged the Leeds, Dewsbury and Manchester Company. This rather quickly became part of the London and North Western, even before it was finished, an event which occurred in November 1848. Thereafter, M&L trains took this short cut over LNWR metals. No passenger timetable since has shown trains running via Normanton although, by agreement, a certain proportion of goods trains were timetabled the long way round.

In 1847, the Manchester and Leeds put to its shareholders the idea that it change its name to the Lancashire and Yorkshire, to which the shareholders agreed. This change of name occurred from July 1847, at which time,

the company absorbed two others—the Wakefield, Pontefract & Goole and the Ashton, Stalybridge and Liverpool Junction.

One further change remained for the timetables of the Manchester-Leeds trains. The L&Y had always planned a shorter route into Leeds than even that via Dewsbury, but had to give up the idea through shortage of money. Instead it entered into an arrangement with the Great Northern Railway, currently engaged in stretching its tentacles to the west. As a result, the L&YR gained running powers over its branch to Bradford over the GNR's line all the way into Leeds. This change, which came into effect in August 1854, at which time the service over the L&NWR via Dewsbury was withdrawn, having lasted only 6 years. Manchester-Leeds, originally 60 miles, was

The Yorkshire District to Manchester.] 518 [L. & N. W. Main

Table with columns for stations (Normanton, Wakefield, Dewsbury, etc.) and times for various train services. Includes a 'Week Days' section and a 'Mondays and Saturdays' section.

"THE BUFF BOOK" (LONDON TRADES DIRECTORY) IS IN EVERY IMPORTANT HOTEL. ASK FOR IT.

Line (late I. & Y.)] 519 [L. & N. W.

Table with columns for stations (Halifax, Todmorden, Rochdale, Manchester, Liverpool) and times for various train services. Includes a 'Week Days' section and a 'Mondays and Saturdays' section.

For Notes, see page 520.

ALWAYS ORDER SCHWEPPE'S DRY GINGER ALE.

4. Bradshaw, 1922, just before the Grouping. The Leeds and Manchester had been the core route of the Lancashire and Yorkshire for 73 years but had become part of the London and NorthWestern Railway—The Premier Route—at the start of 1922. Next year, it became part of the LMS.

now 50 miles. This then was the Manchester-Leeds main line and timetable structure which was to endure from then until now.

At its formation in 1847, the Lancashire and Yorkshire Railway was some 90 miles in extent; over the next 75 years, it was to grow to a system of 533 miles, through what the *Railway Year Book* of 1916 described as 'amalgamations, leases, agreements, extensions, widenings and deviations'. The railway system covered an roughly rectangular area, some 100 miles in east to west extent and some 40 north to south. It was divided into three administrative Divisions, the Western, Central and Eastern. Todmorden, just 'east' (actually geographically due north) of the Summit Tunnel still formed the Division boundary between the Central and Eastern Divisions. Although the *Year Book* opined that is 'becomes somewhat difficult to properly define the main line', this was clearly the Manchester and Leeds section, and the L&Y reserved the term for this line, or at least the Manchester-Todmorden section of it. In the L&Y's own Working Time Tables, it was always the first section of line dealt with in the various Divisional Working Time Tables.

A close competitor of the L&Y was the London and North Western. The L&NW had a nearly parallel line from Manchester to Leeds, more direct than the L&Y and which crossed the latter as it wound its way about. Over the years, the two railways made several arrangements for the joint working of traffic. They attempted to merge in 1872, but this attempt was thwarted. In 1904 and 1909, the two companies made further agreements which drew them more closely together. Finally, in 1922, they formally merged and the L&Y Railway name disappeared from the map. A page from Bradshaw of July 1922 (Fig 4, page 5), shows the Manchester to Leeds line, now

A thin line between the hour and minute figures indicates p.m.

Table 149

MAIN LINE "C"—LIVERPOOL and MANCHESTER TO HALIFAX, BRADFORD, LEEDS (Central), AND NORMANTON.

FOR SATURDAY TRAINS—SEE PAGES 295 TO 303.

MONDAY TO FRIDAY INCLUSIVE.

Other Table No.	Liverpool		Manchester		Leeds		Halifax		Bradford		Leeds (Central)		Normanton		York		Sunderland		Newcastle		
	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	
153																					
156																					
158																					
61																					
163																					
152																					
106																					
152																					
177																					
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For Notes see page 294.

5. This is a page from the giant London Midland and Scottish public timetable of 1939, At 7 1/2 inches by 11 1/2 inches and 580 pages, it was not what you would call a pocket timetable. Its currency extended to September 24th 1939, but World War II overtook it about 4 weeks early. The fastest train times between Manchester and Leeds are about 90 minutes.

under the name of the L&NW carrying on its separated tabular existence. The L&NW was itself to disappear in the following year, at the Grouping. The component railways, now became part of the 7790 mile London, Midland and

Scottish Railway. Inside this vast system, the ghost of the Manchester and Leeds still stirred and the LMS acknowledged so by perpetuating it as a separate table. The LMS subdivided its own system into the Western (ex-L&NWR), Central (ex-L&Y), the Midland (ex-Midland) and the Northern

(SECTION 1.)

BRITISH RAILWAYS

LONDON MIDLAND REGION

(CENTRAL DIVISION)

This Time Table must be kept strictly private and must not be given to the public.

WORKING TIME TABLE

OF

FREIGHT TRAINS

NORMANTON AND TODMORDEN AND BRANCHES.

SEPTEMBER 27th, 1948, until further notice.

EXPLANATION OF REFERENCES.

<p>Q.....Runs when required. MX.....Mondays excepted. MO.....Mondays only. TX.....Tuesdays excepted. TO.....Tuesdays only. WX.....Wednesdays excepted. WO.....Wednesdays only. Th X..Thursdays excepted. Th O ..Thursdays only. F X ..Fridays excepted.</p>	<p>FO....Fridays only. SX....Saturdays excepted. SO....Saturdays only. Su O ..Sundays only. † Staff Station. ‡ Stops only to change engines or trainmen. V Stops for traffic purposes if required.</p>	<p>¶ Engine booked to take water. X Stops to apply or release wagon brakes. * Stops to shunt for or follow other trains, or for staff or token. ✕ These trains to have 4 fully-fitted vehicles connected up to the engine.</p>
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AT—Trains so indicated will carry Express Freight Train headlights, be signalled accordingly throughout, and are timed at Express Freight Train speed on the section of line between Todmorden and Healey Mills East.

When the arrival and departure of trains are not both stated, the time shown is the departure time.

*** Notes to trains so marked in the heading appear at the foot of the table.**

Passing times at places where trains run from slow or goods to fast or main lines are shown	10.20
Passing times at places where trains run from fast or main to slow or goods lines are shown	10.20
Starting or stopping times on main or fast lines are shown	10.20
Starting or stopping times on slow or goods lines are shown	10.20
Passing times on main or fast lines are shown	10.20
Passing times on slow or goods lines are shown	10.20

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6. Not long after Nationalisation. This BR Freight Working Time Table is almost an exact copy of the earlier LMS timetables. It would be another 7 years, before the BR imprinted its own stamp on the railway timetable design for the Manchester and Leeds Railway.

(ex- Caledonian, Scottish lines). It even so described and separated them into 4 blocks, with explanations, in its Public Time Tables. In Fig 5 (page 6) appears a page from the LMS public timetable of 1939, showing *Main Line C*, the old Manchester and Leeds.

With Nationalisation in 1947, nothing much changed. The LMS be-

came the LMR (*R* for *Region*), the L&Y Central section remained the Central Division and the M&L retained its ghostly identity as section 1 of the Central Division. The form and coverage of British Railways timetables remained fairly stable for the first 6 years of the entity's existence, all timetables, even the public timetables, reflecting their

ancestry as the post-Grouping companies. In Fig. 6 (left), is the title page from Section 1 of the Central Division of the LMR's Working Time Table of Freight Trains of September 1948.

In 1953, Section 1 became Section A and another page from a Working Timetable showing that still the old M&L held the premier position in its own area and its own timetable volume appears in our Figure 7 (page 8) [LMR 1957 volume].

The Central Division of the LMR was essentially identical to the same Division of the LMS. It thus mimicked boundaries devised by the legislators of the 1920s to encourage a limited amount of inter-railway competition, in a period when competition was no longer relevant. Adjustments were made in regional boundaries in the 1960s to remove these inter-Regional incursions. All of the eastern, or Yorkshire, portion moved into the North Eastern Region. For the Manchester & Leeds, this split the old railway at Todmorden. From then on, Working Time Tables showed only the western half of the line, although Public Time Tables have continued to show it as entity even in 2001.

Following the many changes of boundaries, administrative units and the timetables that went with them in the 1950-1990 period is not easy. In essence, the old Manchester and Leeds assumed a new identity as Section CE (passenger) or CZ (freight) of the LMR's timetables. We show it in this incarnation, in a Working Time Table of July 1991.

With the modern, privatised British rail system, all the old railways emerged from the cupboard. So many of the new Train Operating Companies (TOCs) assumed the mantles of the pre-Grouping companies that a railway observer of 1920, transported eighty years into the future, could be excused for imagining that only the names had

CLIFTON JN. TO HEBDEN BRIDGE				WEEKDAYS				A3			
Mileage				E	G	G	E	K	H	E	F
M	C	M	C	1	2	3	4	5	6	7	8
0	21										
1	53										
1	79										
2	66										
3	2										
3	15										
3	42	0	0								
3	44	0	0								
4	19										
4	30										
4	51										
5	6										
5	43										
7	6	2	35								
8	66										
10	4	0	0								
10	53										
13	6										
13	39										
14	56										
15	21										
15	61										
17	43										
18	44										
19	51										
21	63										
23	73										
24	32										
28	31										

7. This is from the winter 1957-58 Central Division of the London Midland Region Freight Working Time Table. It comes from a combined volume containing Sections A to G of that Division, but this is from Section A, as shown by its page number A3. At the top of the columns are the train classification letters and the headcodes to be carried.. The line was busy at night- this is the first page of 9 covering trains in a 7 hour period. They show a dozen trains passing eastwards through the Summit Tunnel. Few of them run on Mondays- shown as 'MX', meaning Mondays Excepted. At this hour of the day, of course, they would really have been Sunday trains- and Britain's railways have always been much quieter on Sundays. In the 1960s, BR began splitting its Working Time Tables in yet another way- between Mandatory and Conditional train services. This was certainly confusing and required the issuing of up to 4 volumes for each line covered. The practice ceased after a few years.

8. British Railways reorganised its system of printing and classification of Working Time Tables in the late 1980s. For most of the last century British railways published separate Freight and Passenger WTTs although combined volumes were also produced in parallel- it is hard keeping up with which practice was used where and when. In any event, the Manchester and Leeds fell into the two WTT books, Section CE (Passenger) and CZ (Freight), so this is a passenger table. All of the timetables classified with a 'C' letter were part of the London Midland Region. Passenger timetables usually occupied the early part of the alphabet in the 2nd-letter classification system and freight trains the latter- although even that varied confusingly. This page shows services as they were between July 1991 and May 1992. The book from which the table is taken was published in two parts- Weekdays and Weekends. Even with the much-shrunken railway of the late twentieth century, it still took well over 50 WTT volumes to document Britain's train services.

CE300 WEEKDAYS			LEEDS TO MANCHESTER VICTORIA							
Mileage			TIMING LOAD							
M.C.	M.C.	M.C.	D	DMU(S)	DMU(A)	D	D1	D	D	
0.00										
4.02	5.64									
9.34										
17.33	0.00									
20.40	4.63	18.46								
21.10										
26.11										
30.04										
30.52										
38.00										
37.00		0.00								
38.71										
39.29										
40.76										
41.12										
43.71										
45.01										
45.65										
1.27										
2.32										
4.11										
6.02										
6.58										
7.68										
9.44										
10.42										
11.42										
47.44	11.75	0.00						01 18		
48.06	0.00									
48.27	0.24									
49.65	1.42	2.35								

been changed. The Lancashire and Yorkshire was one of these resurrected ghosts, re-emerging as the TOC *Regional Railways North East*. Sure enough, within it, the old Manchester and Leeds can be seen lurking. Our Fig. 9, below, shows Table 40 of the *Great Britain Passenger Railway Timetable* of June 1997. Trains are an hour faster between the two cities than they were in 1847, but this is perhaps not so an impressive a gain

for 150 years of progress, especially when we realise that the Manchester-Leeds services now run over the more direct route via Bradford, making it a journey of 50 miles instead of 60.

Finally we should mention that the track for Britain's privatised railways is owned by Railtrack, which also perpetuates the old divisions of Company, Division and timetable. These days, we

have Zones instead of Divisions and the Manchester & Leeds falls into the North West Zone, where the Manchester—Hebden Bridge segment of the M&L still exists. In Fig. 10 page 10) is a page from the Section CZ of Railtrack's Working Time Table of 16 March 1997, showing the Manchester & Leeds is still alive and well after 170 years.

Table 40 **Mondays to Fridays**
York, Selby and Leeds → Bradford Interchange, Halifax and Manchester Victoria

Miles / Miles		RE	RE	RE	RE	RE	RE	RE	RE	NW	RE	RE	NW	RE	RE	RE	RE	RE	RE	RE	RE	RE		
		MA	A	A	A	A	C			BNX	A	D	C	E	G	J							K	
0	York B	d	00	46:02	38:03	48			05	00													07	27
94	Ullensalf	d																						
104	Church Fenton	d																						
0	Selby	d																						
72	South Milford	d																						
151	Micklefield	d																						
171	East Garforth	d																						
194	Garforth	d																						
21	164 Cross Gates	d																						
251	204 Leeds B	a	01	18:03	08:04	18			05	45														
391	Bramley	d	23p15						05	08:05	44													
313	New Pudsey	d	23p27						05	20:05	56													
35	Bradford Interchange	a	23p36						05	21:06	07													
43	Halifax	d	23p38						05	34:06	10													
44		a	23p50						05	46:06	21													
443	Sowerby Bridge	d	23p58						05	46:06	21													
506	Mytholmroyd	d	23p54						05	23:06	28													
517	Hebden Bridge	a	00 06						05	28:06	34													
54	Todmorden	d							06	37														
574	Walsden	d							06	47														
613	Littleborough	a							06	52														
643	Smithy Bridge	d							06	53														
644	Rochdale	a	95 a						07	03														
664	Castleton	d							07	07														
691	Mills Hill	a	95 d						07	14														
711	Moston	a	95 d						07	17														
751	Manchester Victoria	a	95 a						07	29														
	Liverpool Lime Street	a	89 a						09	34														

For general notes see front of timetable

A To Manchester Airport (Table 39)
 C To Blackpool North (Table 39)
 D To Kirby (Table 92)
 E From Hull to Manchester Piccadilly (Table 39)
 G To York (Table 35)
 J From Middleborough to Manchester Airport (Table 39)
 K From Scarborough to Blackpool North (Table 39)
 L From Newcastle to Liverpool Lime Street (Table 39)
 N From Beverley to Manchester Piccadilly (Table 39)
 P From Hull to Manchester Airport (Table 39)
 Q From Sunderland to Liverpool Lime Street (Table 39)
 U From Middleborough to Blackpool North (Table 39)
 V From Newcastle to Manchester Airport (Table 39)
 Y From Scarborough to Liverpool Lime Street (Table 39)
 Z To Exeter St Davids (Table 51)
 AA The Cornishman
 From Dundee to Portonno (Table 51)
 b Arr. 0924

9. Part of Table 40 from the Great Britain Railway Passenger Timetable, produced for 1997. The Manchester-Leeds trains are now run by Regional Railways North East, abbreviated 'RE' at the head of the column. The other Train Operating Company shown here is 'NW'— North Western Trains, Ltd. The two closely approximate the Lancashire and Yorkshire and the northern half of the London and North Western Railway- two resurrected ghosts.

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MANCHESTER VICTORIA TO DIGGLE JN AND HEBDEN BRIDGE

Train ID		4E68	4E53	6E95		6E95	6E99	6E99		6E06
Departs		23:27	00:35	02:02		02:03	03:16	03:16		03:34
From		SX Crewe Basford Hall SSM	Crewe Basford Hall SSN	Walton Old Jn (MSC)		Walton O.J.Yard	Walton O.J.Yard	Walton O.J.Yard		Walton O.J.Yard
DOWN										
To		Lynemoth Alcan	Wilton F.L.T.	Gas.Wd. Selby Bunker		Gas.Wd. Selby Bunker	Gascoign Wood Dn Loop	Gascoign Wood Dn Loop		Hull Coal Terminal
Timing Load		D	D	D		D	D	D		D
Train Operator		MX	MX	MO		MX	MO	MX		SO
		FL	FL	Q		Q				Q
		FL	FL	EWS		EWS	EWS	EWS		EWS
MANCHESTER VICTORIA	Arr	1								
	plt	2		4		4	4	4		4
MANCHESTER VICTORIA	Dep	3		02/48		02/48	03/58	03/58		04/17
		4		FL		FL	FL	FL		FL
		5								
Cheetham Hill Jn	Arr	6								
	Dep	7								
		8								
Miles Platting		9		02/52		02/52	04/02	04/02		04/23
		10								
		11								
Philips Park No1	Arr	12								
	Dep	13								
		14								
Brewery Sdgs S.B.		15								
		16								
		17								
Baguley Fold Jn		18								
		19								
Ashton Moss North Jn		20								
		21								
Stalybridge	Arr	22								
	Dep	23	00/36	01/36						
		24								
Greenfield		25	00/45	01/47						
		26		(2)						
DIGGLE JN	Arr	27								
	Dep	28	00/47	01/52						
		29								
Thorpes Bridge Jn	Arr	29								
	Dep	30		02/54		02/54	04/04	04/04		04/25
		31								
Dean Lane R.T Sdgs.	Arr	32								
		33								
Vitriol Works		34		02/57		02/57	04/07	04/07		04/31
		35								
Castleton East Jn	Arr	35								
	Dep	36								
		37								
Castleton R.W.D.	Dep	38								
Castleton	Arr	39								
	Dep	40								
Rochdale East Jn		41		03/04		03/04	04/14	04/14		04/41
		42								
Littleborough		43		03/09		03/09	04/19	04/19		04/46
		44								
		45		03/16		03/16	04/26	04/26		04/55
Hall Royd Junction		46				[15]		[15]		[15]
HEBDEN BRIDGE		47		03/22		03/37	04/32	04/47		05/15

10. John Major's privatised railway. This is a page from a 1998 Railtrack Working Time Table, covering the western end of the line as far as Hebden Bridge. It is part of what Railtrack calls its North West Zone and is section CZ of the timetable. The sectional classification perpetuates that of British Railways, which introduced it in 1989 (?)

A forgotten Sydney lost bus route - 490

'How could I have forgotten the 490?', writes DUNCAN MACAUSLAN. 'Standing in George Street in the 1950s catching a bus with a destination showing Drummoyne could mean going on a 90 minute tour of Sydney's south and western suburbs before reaching Drummoyne.'

Like many routes the 490 was an amalgam of several private routes forced into government hands by the 1931 Transport Act.

Using Vic Hayes' route histories and Greg Travers' Fleetline articles we can trace the early progenitors of the service. The influence of the 1931 Act is significant.

By 1925 route 90 from Drummoyne — Five Dock — Campsie was operated by Glenister and McKenzie. The route was a feeder to the Parramatta Road service (174) and was classed as such in 1931. The government took over on 23 April 1933. From 19 Nov 1933 route 90 was diverted via Ingham Avenue and 22 December 1934 by Great North Road

Route 38 was started by E L Balfour in 15 Jun 1925 using two buses between Burwood — Campsie — Earlwood. The Burwood — Campsie section was taken over by the DRT&T on 23 June 1934 (becoming route part of route 92); and the remaining part, operated by McNicols' United Motors, was taken over on 1 Mar 1937 (becoming route 90).

Route 87, Canterbury - Earlwood - Dulwich Hill tram, was taken over by the DRT&T from the United Motors Ltd on 1 Mar 1937.

Route 212 Belmore — Central Railway was altered on 31 Oct 1931 to be a feeder from Belmore to Earlwood, operated by United Motors., to the DRT&T on 1 Mar 1937.

A 30 Jun 1940 service list published by the HCVA shows route

Department of Road Transport—Omnibus Services.

No. 230.

ALTERATION

ROUTE 490

**Drummoyne—Croydon—Campsie—
Earlwood—York Street**

SATURDAYS

COMMENCING SATURDAY, DECEMBER 2, 1950

The 5.1 a.m. journey from Campsie Station to Five Dock Shops will be altered to depart Campsie Station at 4.59 a.m. and operate 2 minutes earlier throughout

Sydney: A. H. Pettifer, Government Printer—1950.

‡ 54418

A big notice for a small change. For those lucky enough, or hardy enough, to want to catch a Route 490 bus from Campsie, to Five Dock, at 24 minutes after sunrise on December 12 1950, then they had better set their alarm clocks 2 minutes earlier than last week...Riiinnnggg!.

490 as operating from Drummoyne to Earlwood.

On 15 September 1940 routes 87, 90 and 212 appear to have been reorganised as routes 412 and 990 with both operating to York Street, City.

From 1 Dec 1940 until 3 May 1942 a Sunday and Holiday extension from York St – Wynyard operated. Due to wartime fuel restrictions 27 Sep 1942 the Sunday service was reduced to operate from Drummoyne – Dulwich Hill. Further fuel restrictions saw the shortened route operated weekdays from 09:15 – 16:30 and after 18:15, after 13:15 Saturdays from 19 Oct 1942. On 14 Jun 1943 the 990 was renun-

bered 490 and peak services curtailed to Drummoyne – Dulwich Hill (see DRTT Motor Omnibus Services handbill 62 of 1943 reproduced in *From City to Suburb*, p55)

It wasn't until 30 Nov 1947 that the service was restored to operating through to York Street, but from 23 Jul 1950 the Sunday service was reduced again to Drummoyne – Dulwich Hill

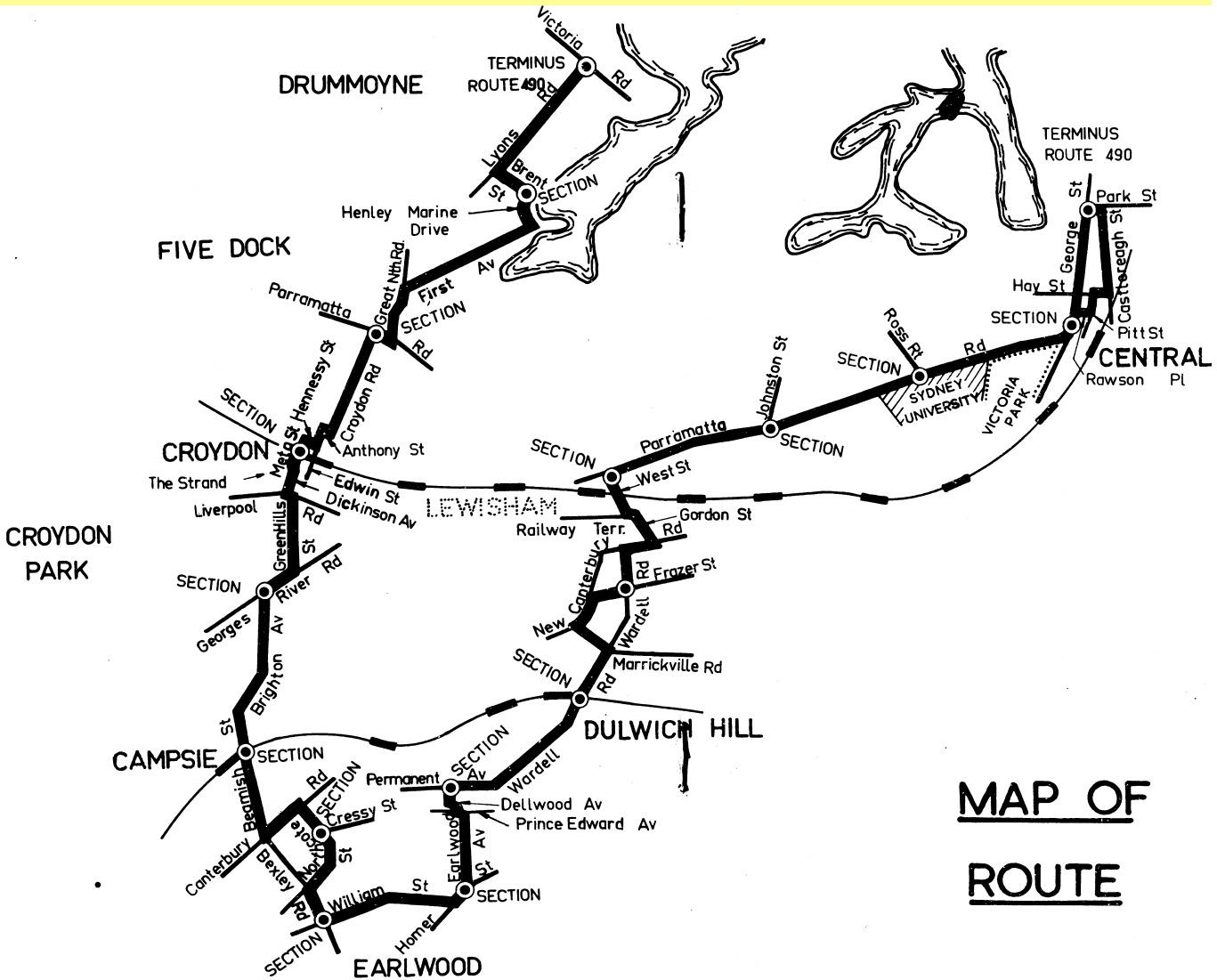
The first timetable in my collection is a 2 Dec 1950 handbill (230 of 1950) re a Saturday journey being altered by 2 minutes (on page 11). This is perfect example of the over provision of detailed information given how few pas-

sengers would have been affected and by how little.

From 23 Nov 1952 the weekday evenings and Saturday afternoon service was reduced to Drummoyne – Dulwich Hill. A 1 September 1953 DRT&T route list shows Park St as the city terminal.

The first full timetable, only a photocopy, in my collection is dated 30 Sep 1957, timetable number 165. It is typeset in the 'paragraph' style showing times at several points as well as a list of running times but no map. The next timetable in the collection, 29 May 1960, has a map (below) but the text is typewritten. (page 12, top).

You CAN get from here to there! The route 490 was one of Sydney's most circuitous bus routes. For a total point-to-point distance of just over 6 km, the 490 bus could take you on a mazy wandering of some 29½ km, crossing 2 railway lines twice and taking in all the splendors of the Inner West.



By 11 Jul 1960 the city terminus had been altered to York St

From 14 Apr 1971 to reduce the possible confusion in the city a new procedure was introduced for destination signs (below). On out-bound journeys 'Earlwood' was shown and the signs were changed at Lewisham to 'Drummoyne' or wherever the trip was to terminate. Similarly inbound 'Dulwich Hill' was shown until Croydon Park where the inbound terminus was then shown.

By 20 Oct 1975 the Sunday service had been reduced to the section south of the railway between Campsie Station and Dulwich Hill stations (map below, timetable on page 14).

By Feb 1985 the city terminus was again Park St, City.

From the 7 Sep 1986 issue of south-Western timetables route 490 was included with route 412 and operated from Town Hall - Campsie only.

After the last run on 15 April 1989 the 490 was deleted and route 412 altered in north Earlwood to cover some streets around Delwood Avenue.

So disappeared one of Sydney's most circuitous bus routes.

Drummoyne	Parramatta and Great North Roads	Croydon Station	Campsie Station	Bexley Road and William Street	Earlwood	Dulwich Hill Station	Dulwich Hill	Lewisham Hospital	Central Railway	Park Street, City
INWARD JOURNEYS - MONDAYS TO FRIDAYS										
dep. A.M.	dep. A.M.	dep. A.M.	dep. A.M.	dep. A.M.	dep. A.M.	dep. A.M.	dep. A.M.	dep. A.M.	arr. A.M.	arr. A.M.
...	5.6	5.11	5.21	5.30	5.35	5.46	5.49	...	...	...
...	From Kingsgrove Depot	...	...	5.53	5.58	...	...	...	...	...
...	From Kingsgrove Depot	...	...	5.55	6.0	6.11	6.14	6.21	6.40	6.45
...	5.46	5.51	6.1	6.10	6.15	6.26	6.29	6.36	6.55	7.0
...	From Kingsgrove Depot	...	...	6.26	6.31	6.42	6.45	6.52	6.56B	...
...	6.4	6.9	6.19	6.28	6.33	6.44	6.47	6.54	7.13	7.18
...	From Kingsgrove Depot	...	...	6.29	6.34	...	...	...	...	...
...	From Kingsgrove Depot	...	...	6.37	6.42	6.53	6.56	7.3	7.22	7.27
...	...	...	6.39	6.48	6.53	7.4	7.7	7.14	7.33	7.38
6.14	6.28	6.33	6.43	6.52	6.57	7.8	...	...	...	...
6.29	6.43	6.48	6.58	...	...	...	...	...	...	...
...	From Kingsgrove Depot	...	...	6.18	6.23	6.34	6.37	...	...	...
...	From Kingsgrove Depot	...	...	6.59	7.4	7.15	7.18	7.25	7.44	7.49
...	From Kingsgrove Depot	...	...	7.0	7.5	...	...	...	...	...
6.39	6.53	6.58	7.8	7.17	7.22	7.33	7.36	7.43	8.2	8.7
...	7.10	7.15	7.25	7.34	7.39	7.50	7.53	8.0	8.19	8.24
...	From Kingsgrove Depot	...	...	7.42	7.47	7.58	8.1	8.8	8.27	8.32
7.9	7.23	7.28	7.38	7.47	7.52	8.3	8.6	8.13	8.32	8.37C
...	From Kingsgrove Depot	...	...	7.57	8.2	8.13	...	...	...	...
7.21D	7.35D	7.40D	7.50D	7.59D	8.4D	8.15D	8.18D	8.25	8.44	8.49C
...	...	...	...	8.6	8.11	...	...	...	...	...
...	...	...	...	...	8.19	8.30	8.33	8.40	8.59	9.4
7.37	7.51	7.56	8.6	8.15	8.20	8.31	8.34	8.41	9.0	9.5C
7.53	8.7	8.12	8.22	8.31	8.36E	8.47E	8.50	8.57	9.16	9.21C
8.10F	8.24F	8.29	8.39	8.48	8.53	9.4	9.7	9.14	9.33	9.38
8.32	8.46	8.51	9.1	9.10	9.15	9.26	9.29	9.36	9.55	10.0
...	9.0	9.5	9.15	9.24	To Kingsgrove Depot	...	...	...	...	...
8.57	9.11	...	...	9.45	9.50	10.1	10.4	10.11	10.30	10.35
9.7	9.21	9.26	9.36	...	...	...	...	...	...	...
Then every 30 minutes to -										
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
2.7	2.21	2.26	2.36	2.45	2.50	3.1	3.4	3.11	3.30	3.35
...	From Kingsgrove Depot	...	...	2.53	2.58	3.9	3.12	...	...	...
...	From Kingsgrove Depot	...	...	3.3	3.8	3.19	3.22	3.29	...	...
...	From Kingsgrove Depot	...	...	3.6	3.11	3.22	3.25	3.32	3.51	3.56
...	From Kingsgrove Depot	...	...	3.11	3.16	3.27	3.36	...	...	...
2.37	2.51	2.56	3.6	3.15	3.20	3.31	3.34	3.41	4.0	4.5
...	...	...	...	...	3.38	3.49	3.52	3.59	4.18	4.23
3.7	3.21	3.26	3.36	3.45	3.50	4.1	4.4	4.11	4.30	4.35
3.18	3.32	3.37	3.47	3.56	4.1	4.12	4.15	4.22	4.41	4.46
...	...	...	...	...	4.3	4.14	4.17	4.24	4.43	4.48
...	...	...	...	4.10	4.14	4.19	...	...	...	...
...	...	...	4.5	4.17	4.22	4.33	4.36	4.43	5.2	5.7
3.39	3.53	3.58	4.8	...	...	...	...	...	...	...
...	4.12G	4.17	4.27	...	...	...	...	...	...	...
...	...	...	...	...	...	...	4.40	4.47	5.6	5.11
...	...	...	4.36	4.45	4.50	5.1	5.4	5.11	5.30	5.35
4.8	4.22	4.27	4.37	4.46	4.51	...	...	...	...	...
...	4.30G	4.35	4.45	...	...	...	...	...	...	...
...	...	...	4.50	4.59	To Kingsgrove Depot	...	...	...	...	...
4.31	4.45	4.50	5.0	5.9	5.14	5.25	5.28	5.35	5.54	5.59
4.41	4.55	5.0	5.10	5.19	5.24	5.35	5.38	5.45	6.4	6.9
...	...	...	5.18	5.27	To Kingsgrove Depot	...	...	...	...	...
...	5.16	5.2	5.31	5.40	5.45	...	...	...	...	...

For Explanation of Signs, see Page 13.

DEPARTMENT OF GOVERNMENT TRANSPORT No. 55

BUS TIMETABLE

Route 490

YORK ST, CITY -- DRUMMOYNE

(VIA DULWICH HILL AND EARLWOOD)

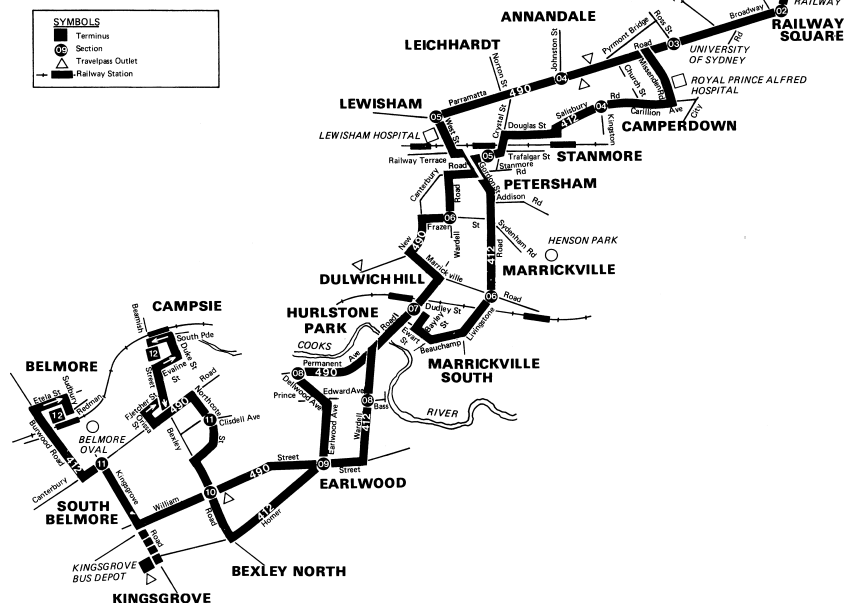
DESTINATION SIGNS

Buses departing the City for points beyond Campsie Station display 'Earlwood and Campsie' or 'Earlwood' destination signs to West Street, Lewisham where signs are changed to the appropriate destination. Buses departing Drummoyne or Five Dock and operating to the City display 'Dulwich Hill' destination signs to Croydon Park where signs are changed to the appropriate destination.

COMMENCING APRIL 14, 1971.

Issued Gratis
Issued by Authority of
the Commissioner for Government Transport

Routes 412, 490



York Street, City	Central Railway	Lewisham Hospital	Dulwich Hill	Dulwich Hill Station	Earlwood	Bexley Road & William St	Campsie Station	Croydon Station	Parramatta & Great North Roads	Drummoyne
OUTWARD JOURNEYS - SATURDAYS (Continued)										
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
...	...	...	7.45	7.48	7.57	8.1	8.10	8.19	8.24	8.37
Then every 30 minutes to -										
...	...	...	11.15	11.18	11.27	11.31	11.40	11.49	11.54	12.7
...	...	...	11.37	11.40	11.49	11.53	To Kingsgrove Depot		...	...
...	...	...	A.M.	A.M.	A.M.	A.M.	To Kingsgrove Depot		...	...
...	...	...	12.11	12.14	12.23	12.27	To Kingsgrove Depot		...	...
Drummoyne	Parramatta & Great North Roads	Croydon Station	Campsie Station	Bexley Road & William St	Earlwood	Dulwich Hill Station	Dulwich Hill			
INWARD JOURNEYS - SUNDAYS										
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
7.32	7.45	7.50	7.59	8.8	8.12	8.21	8.24	8.12	8.25	8.30
8.12	8.25	8.30	8.39	8.48	8.52	9.1	9.4	8.30	8.45	8.50
8.52	9.5	9.10	9.19	9.28	9.32	9.41	9.44	9.10	9.25	9.30
9.32	9.45	9.50	9.59	10.8	10.12	10.21	10.24	9.50	10.05	10.10
10.12	10.25	10.30	10.39	10.48	10.52	11.1	11.4	10.30	10.45	10.50
10.52	11.5	11.10	11.19	11.28	11.32	11.41	11.44	11.10	11.25	11.30
11.32	11.45	11.50	11.59	12.8	12.12	12.21	12.24	11.30	11.45	11.50
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
12.12	12.25	12.30	12.39	12.48	12.52	1.1	1.4	12.30	12.45	12.50
12.52	1.5	1.10	1.19	1.28	1.32	1.41	1.44	12.45	1.00	1.05
1.32	1.45	1.50	1.59	2.8	2.12	2.21	2.24	1.10	1.25	1.30
2.12	2.25	2.30	2.39	2.48	2.52	3.1	3.4	1.25	1.40	1.45
2.52	3.5	3.10	3.19	3.28	3.32	3.41	3.44	1.40	1.55	1.59
3.32	3.45	3.50	3.59	4.8	4.12	4.21	4.24	1.55	2.10	2.15
4.12	4.25	4.30	4.39	4.48	4.52	5.1	5.4	2.10	2.25	2.30
4.52	5.5	5.10	5.19	5.28	5.32	5.41	5.44	2.25	2.40	2.45
5.32	5.45	5.50	5.59	6.8	6.12	6.21	6.24	2.40	2.55	2.59
6.12	6.25	6.30	6.39	6.48	6.52	7.1	7.4	2.55	3.10	3.15
7.12	7.25	7.30	7.39	7.48	7.52	8.1	8.4	3.10	3.25	3.30
8.12	8.25	8.30	8.39	8.48	8.52	9.1	9.4	3.25	3.40	3.45
9.12	9.25	9.30	9.39	9.48	9.52	10.1	10.4	3.40	3.55	3.59
10.12	10.25	10.30	10.39	10.48	To Kingsgrove Depot		...	...	...	...

Copies of timetables are obtainable at:-

- Department of Government Transport, 99 Macquarie St, City.
- Bus Hirings Office, Challis House, 6 Martin Place, City.
- Kingsgrove Bus Depot. Burwood Bus Depot.

LOST PROPERTY OFFICE

The Lost Property Office is located at Central Railway, 490 Pitt St, City. Phone 211-1176. Hours:- 8.30 a. m. to 5.0 p. m., Mondays to Fridays only. (Public Holidays excepted).

By 20 Oct 1975 the Sunday service had been reduced to the section south of the railway between Campsie Station and Dulwich Hill stations

Route 490: CAMPSIE to CITY

Table with columns for stations: CAMPSIE, EARLWOOD, DULWICH HILL, LEWISHAM, CITY. Rows include train departure and arrival times for various stations like Circular Quay, Campsie Station, Earlwood Shops, Dulwich Hill Station, etc.

- A — Continues to Kingsgrove Bus Depot.
C — Starts from Bexley Road and William Street, Clempton Park 4 minutes earlier.
H — Starts from Kingsgrove Bus Depot 12 minutes earlier.
S — Operates school days only.

Route 490: CAMPSIE to CITY

Table with columns for stations: CAMPSIE, EARLWOOD, DULWICH HILL, LEWISHAM, CITY. Rows include train departure and arrival times for various stations like Circular Quay, Campsie Station, Earlwood Station, Dulwich Hill Station, etc.

HOLIDAY TIMETABLES

The Sunday timetable applies on all Public Holidays, except:
- the Saturday timetable is used on Easter Saturday;
- when public holidays (except Good Friday and Christmas Day) fall on a Friday or Saturday, the Sunday timetable is used before 6.30 pm, and then the Saturday timetable is used.

The final issue, that of 7 September 1986. After the last 490 ran on 15 April 1989, the 490 was deleted and route 412 altered in north Earlwood to cover some streets around Delwood Avenue.

Coming up in The Times

November 2001:

- Timetables with only a single time: Platform lists and station yard working timetables
A timetable on a ticket
Express Coach timetables from the 1980s
A treasure recovered: Edinburgh bus T/Ts

December 2001:

- Sawtell Coaches timetable, October 2000
Beaumaris Tramway Company

Graphic Insight #71

By **CHRIS BROWNBILL**

The eighteenth Annual General Meeting of the AATTC was held this year in a neighbourhood house located in the former North Carlton Railway Station in suburban Melbourne. To enrich the event, David Hennell compiled a document titled "A Snapshot of the Inner Circle Railway". Graphic Insight this month takes a look at Melbourne's Inner Circle railway - by drawing upon the timetables and articles contained in David's handout.

The four diagrams below illustrate the extent of passenger services operated over the Inner Circle railway throughout their sixty year life from May 1888 to November 1948. Each passenger route traversing the Inner Circle is illustrated by a solid line. Other routes are indicated by dotted lines. The four diagrams each cover a different period, with changes within the period being noted within the diagram. Not all stations are marked.

This line has an unusual history in a number of respects. Until 1892, passenger trains served Fitzroy, but this service was withdrawn at this early date because although Fitzroy was and still is a densely populated inner suburb - the route was incredibly circuitous and there were (and still are) much more direct and frequent tram services to the city. Until 1901, trains from Melbourne to Heidelberg had to reverse direction between Collingwood and Clifton Hill. Some trains from Heidelberg in fact terminated at Collingwood with through passengers connecting to/from cable trams! A completely new route into town was constructed in 1901 enabling Heidelberg and Preston trains to by-pass the Inner Circle all together. At times, Up and Down trains could travel in either direction between Royal Park and North Fitzroy e.g. between 1904 and 1948 Up trains from Whittlesea would travel West, while Up trains from Royal Park would travel East. Note also the 'roundabout' service in the 1901-1904 period during which trains ran via the Inner Circle from Flinders Street to Princes Bridge stations - two stations which today are actually considered the same station!

While the passenger trains ceased in 1948, the line from Royal Park to Fitzroy remained open for freight until 1981, and much of the formation - including some rail and level-crossing equipment and the beautiful gothic-featured North Carlton station building remains to this day.

