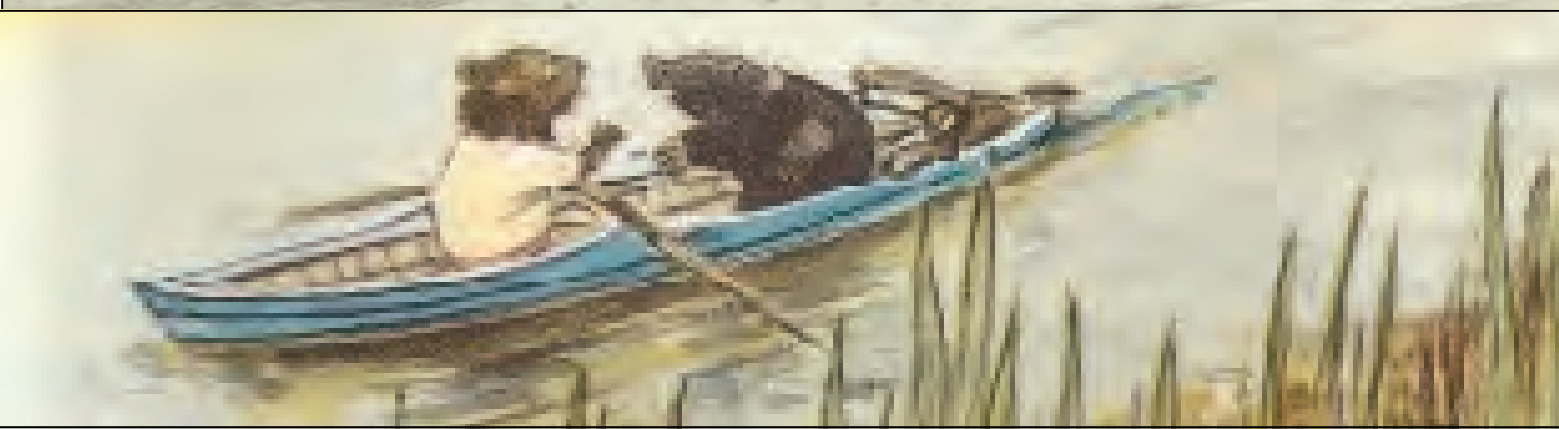




The Times

April 2011



Inside: The man who wrote the timetables
Messing about in boats on the Thames
Times, Times, Timetables

RRP \$4.95
Incl. GST

The Times

Journal of the Australian Association of Time Table Collectors Inc. (A0043673H)

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

—Contents—

THE MAN WHO WROTE THE TIMETABLE	3
THE TIMES ON THE TIMES ON THE TIMES	8
MESSING ABOUT IN BOATS	11

On the front cover

Here we see Roger Graham (in suit) at the Smith Street, East Chatswood depot of Forest Coach Lines' (formerly Royle Brothers), with some of the buses used on Route 56 between Chatswood and the Forest area. Roger was responsible for the remarkable timetable book described in Robert Henderson's article commencing on page 3.

Letter to the Editor from Robert Henderson, Terrey Hills

As I also lived in Roseville when I was young, I also knew Route 54 well. So Jim O'Neil's article in the March issue recalled memories. My family lived across a gully from Millwood Avenue and, on a still day, I could hear Wagg's buses labouring up the hill in that roadway.

Interestingly, I went on several Sunday School picnics to the Fairyland park, which, as Jim says, was not far from River Avenue on the bank of the Lane Cove River. Access to Fairyland was down a rough track which led from Delhi Road, a couple of hundred metres west of the entrance to Northern Suburbs Crematorium, up the hill from Fullers Bridge. As far as I know, Fairyland Avenue, where the River Avenue diversion of Route 54 turned around, did not actually provide access to the park. That being the case, I would be reluctant to equate the River Avenue area with the name "Fairyland".

I would also like to advance the theory that, where Jim says that only three buses went to the Northern Suburbs Cemetery on Saturdays in the 1955 timetable, in fact every trip in the half hourly service on both Saturday mornings and afternoons went there. That would make a total of 13 trips (five morning and eight afternoon) to the Cemetery on Saturdays. Two later timetables in my collection support that notion.

Up till at least the 1960s, Wagg, and possibly later operators, always ran extra buses between Chatswood and the Cemetery on Mothers Day, a popular visiting time.

Contributors Robert Henderson, Wikipedia, The Times
The Times welcomes articles and letters. Send paper manuscripts or word-processor files on disk or via e-mail to the editor at the address below. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF or TIF format images with at least 300 dpi resolution on disk or via e-mail.

Reproduction Disclaimer Material appearing in The Times or *Table Talk* may be reproduced in other publications, if acknowledgment is made. 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.

The Times on-line AATTC's home page: <http://www.aatc.org.au> has colour PDF versions of The Times

President	Victor Isaacs	43 Lowanna Street BRADDON ACT 2612	abvi@inet.net.au
Secretary	Geoff Lambert	179 Sydney Rd FAIRLIGHT NSW 2094	G.Lambert@unsw.edu.au
Editor, The Times	Geoff Lambert		
Editors, Table Talk	Geoff Mann	19 Rix St GLEN IRIS VIC 3146	geoffwm@bigpond.com.au
	Victor Isaacs	43 Lowanna Street BRADDON ACT 2612	abvi@webone.com.au
Distribution Officer	Len Regan	PO Box 21 YEA VIC 3717	0409 209114
			aatc.do@hunterlink.net.au
Membership Officer	Dennis McLean	P.O. Box 1253 NORTH LAKES 4503	(07) 3491 3734
Webmaster	Lourie Smit	lsmit@ozemail.com.au	(02) 9527 6636
Adelaide Convenor	Roger Wheaton	2C Bakewell Street, TUSMORE SA 5065	(08) 8331 9043
Canberra Convenor	Victor Isaacs	Address as above	
Brisbane Convenor	Brian Webber	8 Coachwood St KEPERA Qld 4054	(07) 3354 2140
Melbourne Convenor	David Hennell		

Westbus's 80-page Smithfield & Bonnyrigg Districts Bus Timetable of 1991 and the *Man Who Wrote It*

By ROBERT HENDERSON

In late 1990, I had a sea change as far as my employment was concerned. I left the relative safety of the insurance company, where I had worked for nearly 27 years, and joined Roger Graham and Associates, which had just set itself up as a public transport consultancy. I had known Roger Graham from my primary school days, when we lived in the same street.

We had gone on occasional trips by train, tram and bus together in those days. Even then he was fascinated by the service, rather than the engineering, aspect of public transport. Until that time, many small private bus operators had come from a background of being drivers and mechanics, and so did not see the need for good timetables.

Roger Graham, bus company manager

After briefly working in a family business, Roger, still only in his 20s, went on from school and university to become manager at Royle Brothers in the early 1960s, during the time when its name was changed to Forest Coach Lines. He was involved with Forest's flirtation with coaches, which had been set up as a separate venture located in

Manly Vale. Then in 1967, he joined with Dick Rowe and Jim Newport to purchase the business of Campbelltown Transit, whose Route 93 radiated from Campbelltown to the surrounding suburbs.

At both Forest and Campbelltown, Roger drew up greatly improved new timetables. At Forest, for instance, he initiated the timetable in which trips to and from the Frenchs Forest area ran "express" between Chatswood and East Roseville, as a means of reducing journey times for passengers whose trips had become increasingly delayed by the construction works on the new Roseville Bridge, opened in 1966. At Campbelltown, he completely restructured both the routes and timetables in 1967 ahead of the rapid population growth that would be experienced both before and after the arrival of railway electrification the following year.

Roger Graham, transport public servant

After Dick Rowe bought out his two fellow owners at Campbelltown, Roger went into the Public Transport Commission of NSW and at one time was heavily involved in planning for the introduction of XPT

trains. But his adaptability later saw him transfer to the Urban Transit Authority, when the PTC was split up into smaller constituent bodies.

In the UTA, he was to become head of the Development and Coordination Branch, where one of his tasks was to implement bus service changes, particularly for private operators. The experience he had already gained in running buses came well to the fore in this role. In addition to his hands-on transport background, he was also somewhat of a political animal and had come to understand how to achieve results through bureaucratic and legislative processes. All this enabled him to facilitate significant bus improvement programmes.

After the UTA was formed, part of its charter was to assist private bus operators upgrade their services through restructuring routes and timetables, improving timetable standards (including the display of rail connection times) and Government funding for printing private bus timetables. It also aided the process of having service changes to private bus routes more easily shepherded through the transport administration of the day. Further, it was when



WESTBUS Pty Ltd
(Bonnyrigg Depot)
Bonnyrigg Avenue,
Bonnyrigg 2177
Phone: (02) 610 2444

**SMITHFIELD & BONNYRIGG
DISTRICTS BUS TIMETABLES**

	Route No.
• PARRAMATTA-LIVERPOOL (via Smithfield, Wetherill Park, Greenfield Park & Canley Heights).....	800
• FAIRFIELD-WAKELEY (via Thorney Road).....	824
• FAIRFIELD-GREENFIELD PARK (via Hamilton Rd)....	825
• FAIRFIELD-CABRAMATTA (via Polding St, Prairie Vale Rd, Abbotsbury & Canley Vale Rd).....	826
• FAIRFIELD-CABRAMATTA (via Brenan St, Bossley Rd, Kalang Rd & St Johns Rd).....	827
• FAIRFIELD-HORSLEY PARK (and Wonderland).....	828
• FAIRFIELD-CHIFLEY ST.....	829
• LIVERPOOL-BLACKTOWN (via Cabramatta, Sackville St, Fairfield & Smithfield).....	830
• CABRAMATTA-BONNYRIGG (via John Street).....	831
• CABRAMATTA-STH BONNYRIGG (via Cabramatta Rd).....	832
• CABRAMATTA-MT PRITCHARD (Townview Road).....	834
• LIVERPOOL-PENRITH (via South Bonnyrigg, Cecil Park, St Clair & Werrington University).....	835
• LIVERPOOL-BADGERYS CK. (via South Bonnyrigg) ..	836
• LIVERPOOL-BONNYRIGG (via South Bonnyrigg).....	837

From 4th February, 1991

Published by
Department of Transport

the "Red Arrow" bus routes started to appear in Sydney's western and northern suburbs.

Roger Graham, General Manager of Westbus

In 1982, Roger was lured away from the public service environment by the Bosnjak family to become General Manager of what became Westbus in 1984. At that stage, the Bosnjak organisation had already acquired quite a number of western suburban bus routes and was set to obtain more over the following decade. It was at about this time that Westbus had become Sydney's largest private bus operator, with over 400 vehicles. The company needed a strong figure at its head, and one with an expert knowledge of the urban transport industry, to keep it running on a sound basis. Roger fitted that bill admirably.

One of Westbus's biggest acquisitions, in 1989, was that of the Calabro organisation, based around their depot in the south western suburb of Bonnyrigg. At that point, Westbus already ran the bus services immediately north of the Calabros' routes - from Fairfield to Smithfield, Horsley Park Bossley Park and Greenfield Park as well as west from Cabramatta. Adding the Calabro empire to its stable meant that Westbus owned all the bus routes to the west of both Fairfield and Cabramatta, where the residential areas were expanding exponentially.

At that stage, Roger started to work on new routes and timetables for services in the Fairfield-Cabramatta area, which would make a more meaningful network

HOW TO FIND THE TIMETABLE YOU NEED

This booklet contains timetables for all Westbus routes serving Fairfield, Cabramatta and Liverpool railway stations.

Because some buses have new route numbers, the list below will help you choose which bus travels along your street or through your suburb. The list also tells you which railway station your bus goes to.

Once you have found the route number you need, look at the Index to Timetables on the next page.

Street	Route No	Railway Station
Bossley Road	827	Fairfield
Brenan Street	827	Fairfield
Cabramatta Road	832, 834	Cabramatta
Cabramatta Road	835, 836, 837	Liverpool
Canley Vale Road	826	Cabramatta
Chifley Street	829	Fairfield
Edensor Road	826, 827	Cabramatta or Fairfield
Hamilton Road	825	Fairfield
Horsley Drive	828, 829	Fairfield
Kalang Road	827	Cabramatta
Polding Street	826	Fairfield
Prairie Vale Road	826	Fairfield
Sackville Street	830	Fairfield or Cabramatta
St Johns Road	827	Cabramatta
Thorney Road	824	Fairfield
Townview Road	834	Cabramatta

Suburb	Route No	Railway Station
Abbotsbury	826	Fairfield or Cabramatta
Badgerys Creek	836	Liverpool
Bonnyrigg (Tarlinton Parade)	831	Cabramatta
Bonnyrigg (Bunker Parade)	827	Cabramatta
Bossley Park (Bossley Road)	827	Fairfield
Bossley Park (Prairie Vale Rd)	826	Fairfield
Cecil Park	835, 836	Liverpool
Cecil Park	828	Fairfield
Edensor Park	826, 827	Cabramatta or Fairfield
Fairfield West	824, 825	Fairfield
Greenfield Park	825	Fairfield
Greenfield Park	800	Parramatta or Liverpool
Kemps Creek	836	Liverpool
Mt Pritchard	834	Cabramatta
Prairiewood	826	Fairfield
Smithfield	828, 829, 830	Fairfield
Smithfield	800	Parramatta or Liverpool
South Bonnyrigg	835, 836, 837	Liverpool
South Bonnyrigg	832	Cabramatta
St Johns Park	826	Cabramatta
Wakeley	824	Fairfield
Wakeley	800	Parramatta or Liverpool

CROSS REGIONAL TRAVEL

More buses now travel from one suburb to another. Routes 826 and 827 both travel between Fairfield and Cabramatta via Stockland Mall.

Route 826 goes along Polding Street through Fairfield Heights, along Prairie Vale Road to Abbotsbury, along Edensor Road and Brisbane Road through St Johns Park and then along Canley Vale Road and past Canley Vale station.

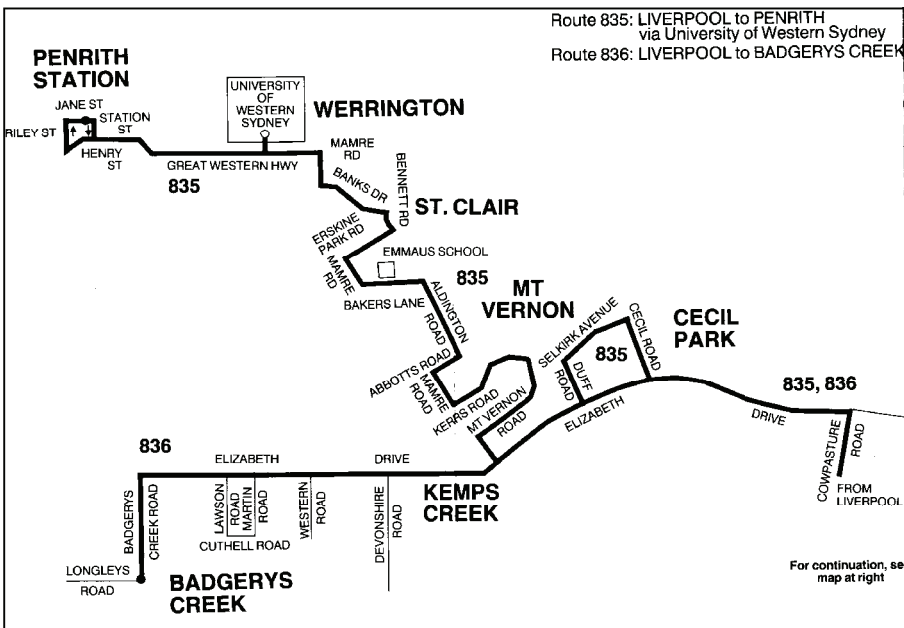
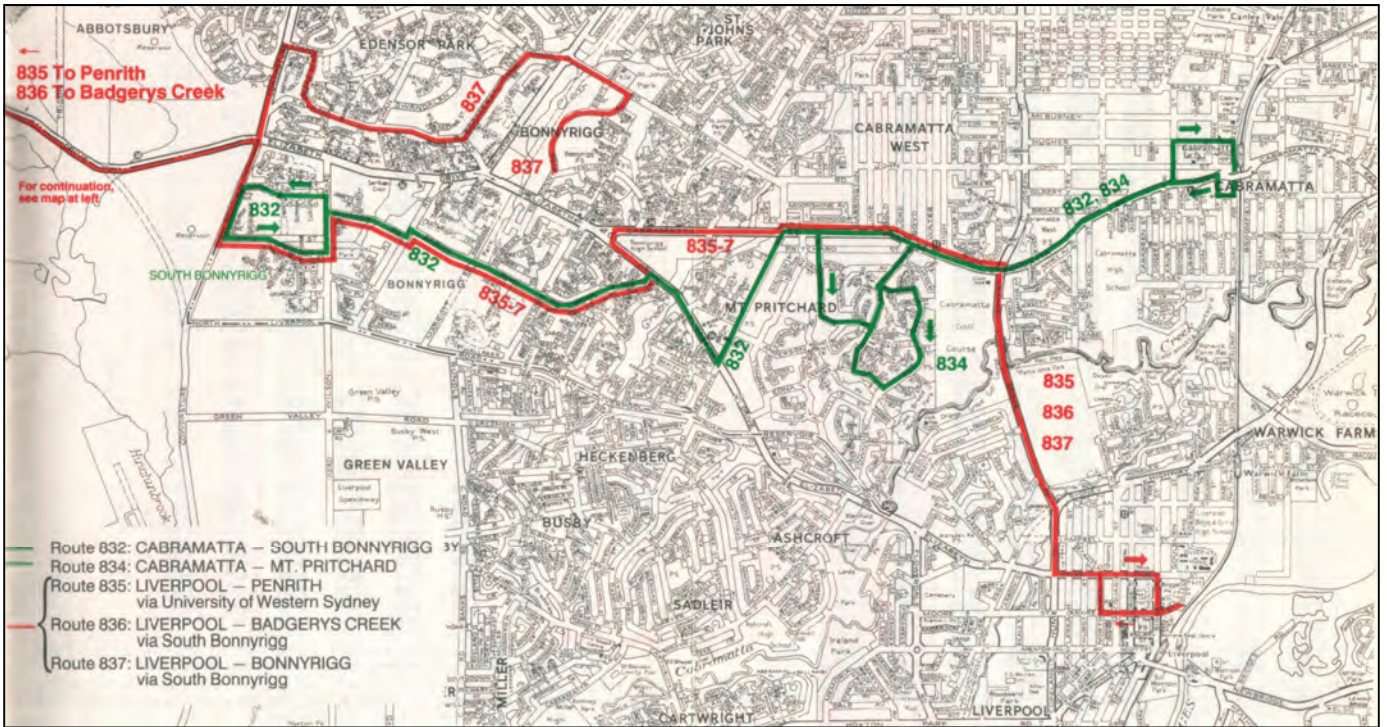
Route 827 goes along Brenan Street, through Bossley Park, along Cowpasture Road, Kalang Road and Boomerang Road through Edensor Park and then along St Johns Road.

than those of the previous operators in the area. Many of the routes had remained much the same as they were in the 1920s and 1930s, with timetables upgraded only to the extent that was required to satisfy bureaucracy, working as it did under the somewhat restrictive legislation passed in 1931.

That legislation produced another factor which impacted on the private bus industry by the late 1980s - the growing public feeling that some operators were providing services only during times when they were profitable, but not servicing the community at other times. Many routes had no trips at night or on Saturday afternoons, nor on

Sundays at all. This compared with bus routes run by the Government, where services generally ran seven days a week and usually well into the evening.

To counter this situation, which was worrying both the Government and the private bus industry through its peak employer body, the Bus and Coach Association, it was decided to overhaul the way in which all route bus services were regulated by Government. The result was the Passenger Transport Act of 1990, under which both private and Government bus services were designed to be treated on an equal footing. The legislation provided that equality was to be achieved by having all services sub-



ject to the same minimum levels and the same average fleet ages. Leading the private bus industry's contribution to the drafting of the new Act was Roger Graham, who by this time was also well placed in the Bus & Coach Association to represent its views to Government.

He was charged with the specific responsibility to design an objective formula to determine the minimum service levels. This he did by relating the level of service to the population numbers and to the population density of each region in which the various operators ran their services. This was the first time that any criteria had been put forward to calculate service levels on a consistent basis.

**Roger Graham,
public transport consultant**

So that Roger could more easily report to Government on the out-workings of the minimum service levels as applied to each operator, he left the employ of Westbus and set up his own consultancy, located in Milsons Point. He was now a well known figure in the private bus industry, being the public relations officer for the Bus & Coach Association. He was able to absorb both fine details of bus timetabling and rostering and the broad concepts of public transport in the State. His views were quite frequently sought by the media. He conducted interviews for radio and TV in his office and spoke confidently about any transport-related matters, about which

reporters regularly asked.

In the consultancy, he continued to be associated with Westbus and one of the items he brought with him from Westbus was the completion of the new route network and related timetables for the Fairfield-Cabramatta district.

That was when I arrived at the consultancy. The detailed work of drafting the routes and timetables had been completed, but it was then time to get the timetable ready for typesetting and printing. At about that time, Westbus and Roger opted to produce an 80-page booklet rather than leaflets for each individual route. I believe that they considered a single document would look good in the hands of a suitable dignitary when the new network/timetable was later being officially launched. Its title was "Smithfield & Bonnyrigg District Bus Timetables".

I wrote out the whole of the timetable in pencil from Roger's working papers and copies of those pencilled sheets went to the typesetter. I drew the route maps for each route or group of routes on UBD base maps. Then there was proofreading the whole of the booklet, timing point by timing point and time by time. A few examples of pages from the timetable booklet are shown on pages 4 to 7.

From what I understood at the time, that timetable may have been the last that the then Department of Transport funded under its assistance programme to the private bus industry. It came into effect on 4 February 1991, now just over 20 years ago.

The resulting timetable combined the existing Westbus routes with those of the Calabro empire and meant a lot of changes

to routes and timetables. On page 2 of the timetable there was a list of suburbs and main streets served by the new network, showing which routes would now serve each area. While some routes were unaltered, many others amalgamated in various combinations, and all were given numbers in the Sydney Region Route Number System. Most timetables featured memory headways at most times of the day and week and in some cases trips ran later into the evening, with more at weekends also. Route 835 linked the Liverpool area of Westbus with their Penrith area.

Bus routes of the Smithfield & Bonnyrigg area

Routes before 4 February 1991

- 40 Cabramatta – Tarlington Pde via John St
- Cabramatta – Edensor Rd via St Johns Rd
- Cabramatta – South Bonnyrigg

- Cabramatta – Townview Rd, Mt Pritchard
- Liverpool – Cowpasture Rd via Brown Rd
- Liverpool – Bonnyrigg – Badgerys Creek
- 76 Fairfield – Avoca Rd via Thorney Rd
- Fairfield – Greenfield Park via Hamilton Rd
- 77 Fairfield – Cabramatta via Sackville St
- 800 Parramatta – Liverpool
- 822 Fairfield – Bossley Park
- Fairfield – Corio Road loop
- 823 Cabramatta – Wakeley
- Cabramatta – Edensor Park – Fairfield via Canley Vale Rd & Brenan St
- 828 Fairfield – Wetherill Park (with occa-

- sional trips extended to Horsley Park and Cecil Park)
- Fairfield – Australia’s Wonderland
- 829 Fairfield – Chifley St (extended to Wetherill Park industrial area in peak hours)
- 830 Liverpool – Fairfield – Greystanes – Blacktown
- Routes as from 4 February 1991, as per the timetable booklet
- 800 Parramatta – Liverpool
- 824 Fairfield – Avoca Rd via Thorney Rd
- 825 Fairfield – Greenfield Park via Hamilton Rd
- 826 Fairfield – Abbotsbury – Edensor Park – St Johns Park – Canley Vale – Cabramatta via Polding St & Canley Vale Rd
- 827 Fairfield – Bossley Park – Edensor

Route 835: PENRITH to LIVERPOOL via University of Western Sydney
Route 836: BADGERYS CREEK to LIVERPOOL

Route Number	PENRITH Station	UNIV OF WESTERN SYDNEY Werrington Campus	BAKERS LANE Enmaus School	MT. VERNON Mt. Vernon Rd & Kerrs Rd	BADGERYS CREEK Badgerys Creek Rd & Longleys Rd	KEMPS CREEK Lawson Rd & Elizabeth Dr	CECIL PARK Marmre Rd & Elizabeth Dr	BONNY-RIGG Cecil Rd & Selkirk Ave	LIVERPOOL Elizabeth Dr & Cowpasture Rd	LIVERPOOL Liverpool Station
WEEKDAYS MORNINGS										
836	..	..	..	..	5.32	5.37	5.42	..	5.48	6.10
836	..	..	..	..	6.24	6.29	6.34	..	6.40	7.03
836	..	..	..	..	S7.27	S7.33D	S7.57	..	S8.04E	S8.30
836	..	..	S7.33S	7.42	..	..	..	S7.56	S8.04Y	S8.30
836	..	..	..	..	V7.38	V7.43C	V7.52	..	V7.58	V8.28
836	..	..	..	..	S8.50	S8.55F	S9.16	..	S9.22	S9.46
836	..	..	..	..	V9.02	V9.07C	V9.16	..	V9.22	V9.46
835	9.00	..	9.25	9.32	..	..	9.38	9.45	9.52	10.16
836	..	..	..	..	10.32	10.37C	10.46	..	10.52	11.16
AFTERNOONS										
836	..	..	..	..	12.32	12.37C	12.46	..	12.52	1.16
835	12.55	1.07	1.25	1.32	..	..	1.38	1.45	1.52	2.16
836	..	..	..	..	4.18	4.23	4.28	..	4.34	4.58
835	5.05	5.17	5.35	5.43	..	..	5.49	..	5.55	6.15

- EXPLANATIONS**
- C — Diverts from Elizabeth Drive via Lawson Road, Cuthel Street and Martin Road.
 - D — Diverts from Elizabeth Drive via Lawson road, Cuthel Street and Martin Road to Elizabeth Drive, then diverts via Western Road, Watts Road, Herbert Street, Lee & Clark Road and Devonshire Road.
 - E — Operates via Elizabeth Drive direct between Cowpasture Road and Cabramatta Road.
 - F — Diverts from Elizabeth Drive via Devonshire Road, Lee & Clark Road, Herbert Street, Watts Road, Western Road, Cross Street and Devonshire Road.
 - S — Operates on school days only.
 - V — Operates during school vacations only.
 - Y — Operates via Elizabeth Drive direct between Cowpasture Road and Cabramatta Road. Change at Bonnyrigg High School for travel to Liverpool. Through fares allowed.

SATURDAYS, SUNDAYS & HOLIDAYS:
 There is not service on Routes 835 and 836 on Saturdays, Sundays and Holidays.
 FOR FULL DETAILS OF ROUTES 835 AND 836 SERVICES BETWEEN SOUTH BONNYRIGG AND LIVERPOOL, SEE PAGE 76.

Route 835: LIVERPOOL to PENRITH via University of Western Sydney
Route 836: LIVERPOOL to BADGERYS CREEK

Route Number	LIVERPOOL Liverpool Station	BONNY-RIGG Elizabeth Dr & Cowpasture Rd	CECIL PARK Cecil Rd & Selkirk Ave	KEMPS CREEK Marmre Rd & Elizabeth Dr	BADGERYS CREEK Lawson Rd & Elizabeth Dr	MT. VERNON Mt. Vernon Rd & Kerrs Rd	BAKERS LANE Enmaus School	UNIV OF WESTERN SYDNEY Werrington Campus	PENRITH Penrith Station
WEEKDAYS MORNINGS									
836	6.54E	7.09	..	7.15	7.20	7.25	..	..	..
835	7.36E	7.51	7.57	8.02	8.07	8.12	8.08	8.22	8.42
836	V8.15	V8.37	..	V8.43	V8.48	V8.53	..	..	..
836	9.50	10.12	..	10.18	10.23	10.28	..	..	..
835	11.20	11.42	11.48	11.54	12.00	12.05	12.00	12.08	12.27
836	11.50	12.12	..	12.18	12.23	12.28	..	..	12.40
AFTERNOONS									
836	1.50	2.12	..	2.18C	2.26	2.31	..	..	..
836	V3.08	V3.30	..	V3.36C	V3.45	V3.50	..	..	..
836	S3.08	S3.45	..	S3.51D	S4.10	S4.16	..	..	..
835	S3.08	S3.45	S3.51	S3.59	..	..	S4.05	S4.13	S4.32
835/6	V3.30	V3.45	V3.51	V3.59	..	..	V4.05	V4.13	V4.32
835/6	3.50	4.15	..	4.21	4.26	4.31	4.38	4.56	..
836	5.07	5.32	..	5.38	5.43	5.48	..	..	..
836	6.07	6.28	..	6.34	6.39	6.44	..	..	..

- EXPLANATIONS**
- C — Diverts from Elizabeth Drive via Martin Road, Cuthel Street and Lawson Road.
 - D — Diverts from Elizabeth Drive via Devonshire Road, Lee & Clark Road, Herbert Street, Watts Road and Western Road to Elizabeth Drive, then diverts via Martin Road, Cuthel Street and Lawson Road.
 - E — Operates via Elizabeth Drive direct between Cabramatta Road and Cowpasture Road.
 - S — Operates on school days only.
 - V — Operates during school vacations only.

SATURDAYS, SUNDAYS & HOLIDAYS:
 There is not service on Routes 835 and 836 on Saturdays, Sundays and Holidays.
 FOR FULL DETAILS OF ROUTES 835 AND 836 SERVICES BETWEEN LIVERPOOL AND SOUTH BONNYRIGG, SEE PAGE 77.

THE PHANTOM OF THE OPERA IS NOW SHOWING IN MELBOURNE

YOU TOO CAN BE A PART OF THIS ONCE IN A LIFETIME EVENT

Travel is by Westbus Luxury Coach with such luxuries as air-conditioning, video and on-board restroom.

You will arrive refreshed and ready to experience Melbourne at its best.

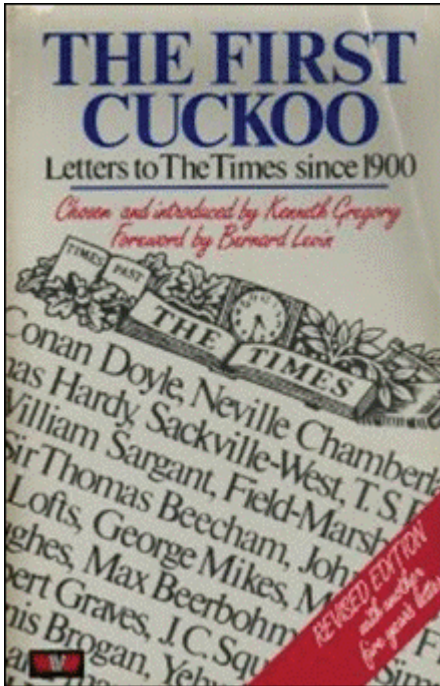
Accommodation is at the fabulous Old Melbourne Hotel with 4 star service and meals.

Prices start from \$425, even less for groups

Phone Westbus on
550 6600
 or your travel agent

The Times on THE TIMES on

Twitchers were not the only cuckoo people who wrote idiosyncratic letters to The Times of London... Bradshawians did it too.



Letters to the Editor in The Times were peppered with complaints about difficult journeys from passengers who felt that they were unnecessarily stopped at stations, that changes to the schedule were not made clear at the onset of their journeys and that they were late returning home due to difficulties on the line. Both stories provide an exaggerated and comic account of the real stresses of train travel. The Railway Mania, of the 1840s rather understandably precipitated most of the letters reproduced here, but complaints about Bradshaw in particular lasted for all of its 130 year life.

The text which follows has been transcribed ("OCR'd") from The Times archive site. Downloaded page images are also shown. Most unfortunately, The Times now charges for access to its archive, so you won't be able to enjoy the thrill of the timetable chase any longer.

Complaints began almost from the first timetables and seemed never to end. Complaints were so persistent



THE SOUTH-WESTERN RAILWAY.

TO THE EDITOR OF THE TIMES.

Sir,—A perusal of your admirable remarks on the mismanagement of railways induces me to trouble you with the following statement.

In the "London and South-Western Railway Time Table," published by authority, and sold at the different stations on that line, a train is advertised to leave Waterloo at 3 p.m., to proceed to Basingstoke without stopping, and to arrive at Gosport at 5 25.

On the faith of this announcement, though living within three miles of Kingston, I proceeded by the train from Twickenham to London, and took my seat at 3 o'clock in the Gosport train. This train started at 3.15 instead of at 3, stopped at Kingston, which it had been advertised to pass without stopping, and after various delays, without any apparent cause, reached Gosport exactly one hour after its time.

I will merely add, while on the subject, that a constant observation of and frequent travelling on the line from Waterloo to Twickenham enable me to state that, of the 54 trains which stop at the latter place in the course of the 24 hours, not a single one has ever kept its time during the whole of the summer. Their unpunctuality varies in amount from 5 to 20 minutes, and on a Sunday it has reached 55 minutes.

Perhaps one of your numerous readers would inform me whether there is any legal remedy for this; whether any penalty attaches to the publication of that monthly mass of fiction called the "London and South-Western Railway Time Table?" the only effect—I might perhaps say object—of which is to mislead and deceive all persons travelling on the Windsor line.

I have the honour to remain your most obedient servant,
A CONSTANT READER OF "THE TIMES"
Portsmouth, Aug. 27,

AUGUST 1851

that The Times even wrote editorials on timetables and the letter-writers:

"A Bewildered Traveller" wrote to us on Wednesday to complain that on July 3 he could get no "Bradshaw" and that on July 1 the new, time-book of the South-Western Railway was not to be procured at Waterloo. "It does seem time" to ask, he said, "whether all railway companies cannot be compelled to issue their time-tables at least four clear days before the month in which they are to take effect." It certainly does, but the question has been noticed so often and with such little effect so far that we are by no means sanguine of getting an answer in conformity with reason, common sense, and the public convenience.

July and October, the beginning and the end of the travelling and holiday season, are the months in which the most important changes are made in railway time-tables throughout the country. These changes must have been under the consideration of traffic managers and other railway authorities for months in advance. All travellers expect them and, consequently, it is mere guess work to attempt to fix a railway journey in July or October by consulting "Bradshaw" for June or September. Yet these are just the months at the beginning of which, as often as not, a "Bradshaw" is not to be had, and even the official time-tables of the companies are belated.

The thing would be incredible if it were not a matter of common experience. It would hardly be more absurd if the Astronomer Royal were to announce that, as it was found inconvenient to issue the 44 "Nautical Almanac" in advance, a mariner leaving an English port towards the close of the year must navigate his ship as best he can if his voyage happens to extend into the following year. Indeed, in some respects, it would be less absurd. The movements of the heavenly bodies are not subject to arbitrary variation; they can all be calculated beforehand by any one who takes the trouble and has the requisite skill. The changes in a railway time-table, on the other hand, are incalculable, and for all practical purposes purely arbitrary. No one can tell beforehand whether they will be

RAILWAY TIME-TABLES.

TO THE EDITOR OF THE TIMES.

Sir,—I beg permission to make complaint in your columns of a most vexatious want of faith with the public committed by the Great Eastern Railway Company. My wife was hastily summoned on Saturday last to the dying bed of a brother in London. By making the hastiest possible arrangements she was able to reach the nearest station in time to catch a train advertised to run from Bury at 8 40, and to call at Marks Tey at 12 21. On arriving, however, she was coolly informed by the officials that the said train "never runs during the winter, although still advertised in the company's time bills." She was therefore compelled, in company with several other disappointed travellers, to await the departure of the next train, and so incurred a sad and anxious delay of more than two hours.

I have no quarrel with the company for taking off the train for the winter if they please, but I do most strongly protest against their continuing to announce it month after month in their published time-bills, with no other result than to mislead and annoy intending passengers.

I am, Sir, your obedient servant,

March 22

A RESIDENT IN ESSEX.

RAILWAY TIME-TABLES.

MARCH 1846

TO THE EDITOR OF THE TIMES.

Sir,—A "Resident in Essex" complains, in your impression of to-day, that his wife was misled by this company continuing to announce the running of a train discontinued during the winter months.

I shall be glad if you will permit me to state that when the train referred to was discontinued for the winter it was at the same time withdrawn from our time-tables, and does not now appear there. This gentleman must, therefore, have written to you in error.

Your obedient servant,

JAMES ROBERTSON.

The Great Eastern Railway, Superintendent's Office.
London. N.E. March 24

great or small, far-reaching or insignificant.

A century later (September 1950) passengers were still complaining:

Sir.—May I give an illustration of the unhelpfulness of British Railways' timetable which is, I think, overt more striking than Admiral Thurstled's? [sic] I used to have frequent occasion, until two years ago to travel by train between Surbiton and Whitchurch (Hants). This is a perfectly simple journey of 47 miles straight down what used to be the main line of the London and South Western Railway. There are several trains a day by which it can be done without changing and many that require one or two changes. But to find out which are the through trains, and

the detail of the changes for the others, requires research in three separate tables.

These defects, I think, arise mainly from the fact that the railways have in recent years simply taken over Bradshaw, with its existing arrangement. Bradshaw is an early Victoria institution; the pages and the typo are far too small, and it was originally compiled on the typically Victorian principle that, if the information was given somewhere in the volume the leisured reader would take some pride in winking it out and would resent, as a breach of the rules of the game, any attempt to help him.

Surely, the essence of simplicity is repetition and (even in these days)

space. Away with the horrible device of leaving out the hour and trying to show when it changes by a sudden fat minute figure— a puzzling ingenuity that loses much more temper than it saves space. Down with the crossword puzzles like that headed "London and the South Coast" where what should be five or six separate tables, with a good deal of repetition, are with fiendish ingenuity compressed into one which is almost unreadable. Messrs. Henry Blacklock and Co. Limited, the proprietors of Bradshaw, have shown in their Air Guide that they know how to compile, arrange, and print a modern time table. Bradshaw ought to be completely recast, or else abandoned, by British Railways. I was glad to see a small beginning with on or the other of these courses (I am not sure which) in the summer time-tables of two of the Regions. But it is the arrangement, even more than the printing, that needs attention.

Tinkering with timetables offended the class system, as this 1890 letter shows.

The admission of third-class passengers to the historical express on the Great Western Railway known, as the "Flying Dutchman," to which public attention has been called by a letter from Mr. Acworth, may fairly be regarded as though final, or almost the final, triumph of the democratic policy initiated by Sir James Allport on the Midland Railway some eighteen years ago. To all important places in the country, except Dover and Brighton, passengers may now travel by the fastest expresses in comfortable third-class carriages at fares which a quarter of a century ago" would have seemed ruinous to railway shareholders and therefore impossible to railway travellers. Dover and Brighton now stand alone in their aristocratic isolation. But this isolation—which takes the form of compelling passengers by the fastest trains for those places to travel first-class at exorbitant fares—is certainly none of their own seeking. It is imposed upon them by the railway rulers—rulers whom they did not choose and cannot depose.

Timetables, especially Bradshaw, obviously became deeply ingrained in the British psyche— as we shall see next month.

TO THE EDITOR OF THE TIMES.

Sir,—Mr. Hudson remarked at a meeting of the Eastern Counties' shareholders, held a short time ago, that the trains ran very regularly, and that during the week then past only one had been 10 minutes late. Being a daily passenger on that line, and having (in common with many other business-men) suffered much inconvenience from the trains arriving in town considerably after time, I directed one of my clerks to take an account of their arrival and departure, with a view of testing the accuracy of Mr. Hudson's statement. The following is the result, the time having been strictly taken :—

July 30.—Down. One train one minute early; two four minutes; and four three minutes late.

Up.—One train 20 minutes, one 11 minutes, one nine minutes, two seven minutes, and one six minutes late.

July 31.—Down. Two three minutes, four four minutes, one five minutes, one six minutes, and one seven minutes late.

Up.—One 55 minutes, one 12 minutes, one 10 minutes, one nine minutes, three seven minutes, one six minutes, and one five minutes, late.

Punctuality should be the distinctive feature of railway travelling. The Eastern Counties line must be miserably mismanaged indeed, when such serious irregularities are allowed to exist, in spite of the increased care which the recent accident ought to have induced.

I am, Sir, your obedient servant,
Cornhill, August 1.

AUGUST 1846

RAILWAY GRIEVANCES.

TO THE EDITOR OF THE TIMES.

Sir,—I rely, those who appear to be suffering so severely from the railways not keeping their time ought by this time to have suggested some remedy. What say you to this?

The time-table ought to be in law a contract on the part of the company, entered into as soon as they receive the passengers' money.

Let the companies, one and all, be required by law to deposit a copy of every time-table issued by them to the public, either with the Board of Trade or any other Government department; such time-table to be evidence in a Court of law in all matters concerning the arrival of trains.

Compel the companies to register the departure and arrival of every train, and send a copy weekly to the Board of Trade; that, also, to be evidence. For false reports inflict a heavy fine; there are plenty of ways in which the reports could be checked.

Let there be a heavy fine leviable on the company for every five minutes a train is behind the time stated in the tables, unless some very substantial reason can be given; and let it be the business of some official to look after such matters. Fines of 5*l.* or 10*l.* for every five minutes might assist in promoting punctuality, and as the company fix the times themselves, they ought to be held to their bargain, otherwise it is taking money under false pretences.

Then let the passengers have a prompt and summary remedy against the company for their loss of time and any inconvenience resulting therefrom; such remedy to be altogether without reference to the fines to the Crown.

Let the Brighton passengers find an M.P., if one such there is, who is unconnected with railways, and get him to bring in a Bill of this kind, or else persuade our city member, Mr. Göschen, to do so.

Milk-street, Jan. 2.

Yours, &c.,

JANUARY 1866

Messing about in boats— London River services

From WIKIPEDIA and recent timetable books

London River Services is a division of Transport for London (TfL), which manages passenger transport on the River Thames in London, UK. They do not own or operate any boats but license the services of other operators. The services they regulate are a mixture of leisure-oriented tourist services and commuter services.

The River Thames is generally no more than 300m wide as it runs through central London, and is easily crossed by bridge or tunnel. River boat services in London therefore mostly travel east or west along the Thames rather than across it, and the only major cross-river ferry services are to be found further downstream where the river is wider.

London's river service network is not as extensive as those of Hong Kong or Sydney, but with recent investment in river public transport and the creation of London River Services, water transport in the British capital is experiencing a revival. More than 2,000 commuters a day now travel by river which adds up to three million people per year, a figure that is set to increase with preparations for the 2012 Olympics and tourist traffic during the games.

History

Before the construction of London's bridges and the Underground, the River Thames had served as a major thoroughfare for centuries. Attempts to regulate the transport of passengers and goods began in 1197, when King Richard I sold the Crown's rights over the Thames to the Corporation of the City of London, which then attempted to license boats on the river. In 1510 Henry VIII granted a licence to watermen that gave exclusive rights to carry passengers on the river, and in 1555 an Act of Parliament set up the Company of Watermen and Lightermen to control traffic on the Thames.

For centuries the only bridge across the Thames was London Bridge. Crossing the river by wherry (small wooden rowing boat) was a common mode of transport.

The 19th Century

Passenger steamboats were introduced in 1815 and the use of the river as a means of public transport increased greatly. River services ran from Gravesend, Margate and Ramsgate via Greenwich and Woolwich into central London. By the mid-1850s about 15,000 people per day travelled to work on steamboat services – twice the

number of passengers on the newly emerging railways. With increased congestion on the river, collisions and other accidents became correspondingly more frequent, most notably with the Princess Alice disaster at Woolwich in 1878.

While the introduction of large steamboats and bridge construction had taken business from the Thames watermen, the growth of the railways took passengers away from the steamboat services and the use of the river for public transport began a steady decline. River service companies struggled financially, and in 1876 the five main boat companies merged to form the London Steamboat Company. The company ran a half-hourly service from Chelsea to Greenwich for eight years until it went bankrupt in 1884. Nevertheless, river services continued under different management into the next century. Many of the Thames paddle steamers around this time were built by the Thames Ironworks at Bow Creek.

The 20th Century

In 1905 the London County Council launched its own public river transport service to complement its new tram network, acquiring piers and investing in a large fleet of 30 paddle-steamers. Frequent services operated from Hammersmith to Greenwich. The LCC river service was not a success; in the first year it ran up debts of £30,000. It was shut down in 1907 after only two years' service.

Numerous proposals for "river bus" services were considered throughout the Twentieth Century, although the few that were realised were cancelled after a short



time in service. In 1940, a temporary wartime river bus service was introduced using commandeered pleasure cruisers to replace train and tram services which were disrupted by the bombing of the Blitz.

With the move of the Port of London downstream in the 1960s, regular river transport was limited to a few sightseeing boats.

Revival of passenger services

In 1997 the then Secretary of State for Transport, John Prescott, launched Thames 2000, a £21-million project to regenerate the River Thames in time for the Millennium Celebrations and boost new passenger transport services on the Thames. The centrepiece of these celebrations was to be the Millennium Dome, but there was also a plan to provide a longer-term legacy of public transport boat services and piers on the river

The Cross-River Partnership, a consortium of local authorities, private sector organisations and voluntary bodies, recommended the creation of a public body



to co-ordinate and promote river services. This agency, provisionally titled the Thames Piers Agency, would integrate boat services into other modes of public transport, take control of Thames piers from the Port of London Authority, and commission the construction of new piers.

The result was the formation in 1999 of London River Services, a wholly-owned subsidiary of Transport for London.

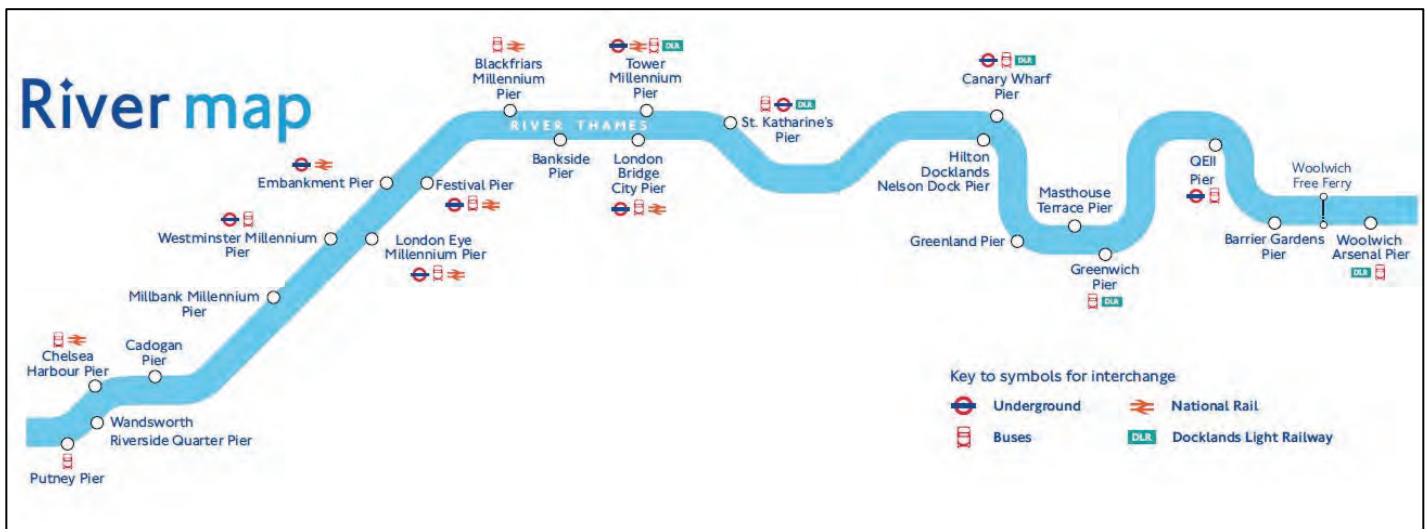
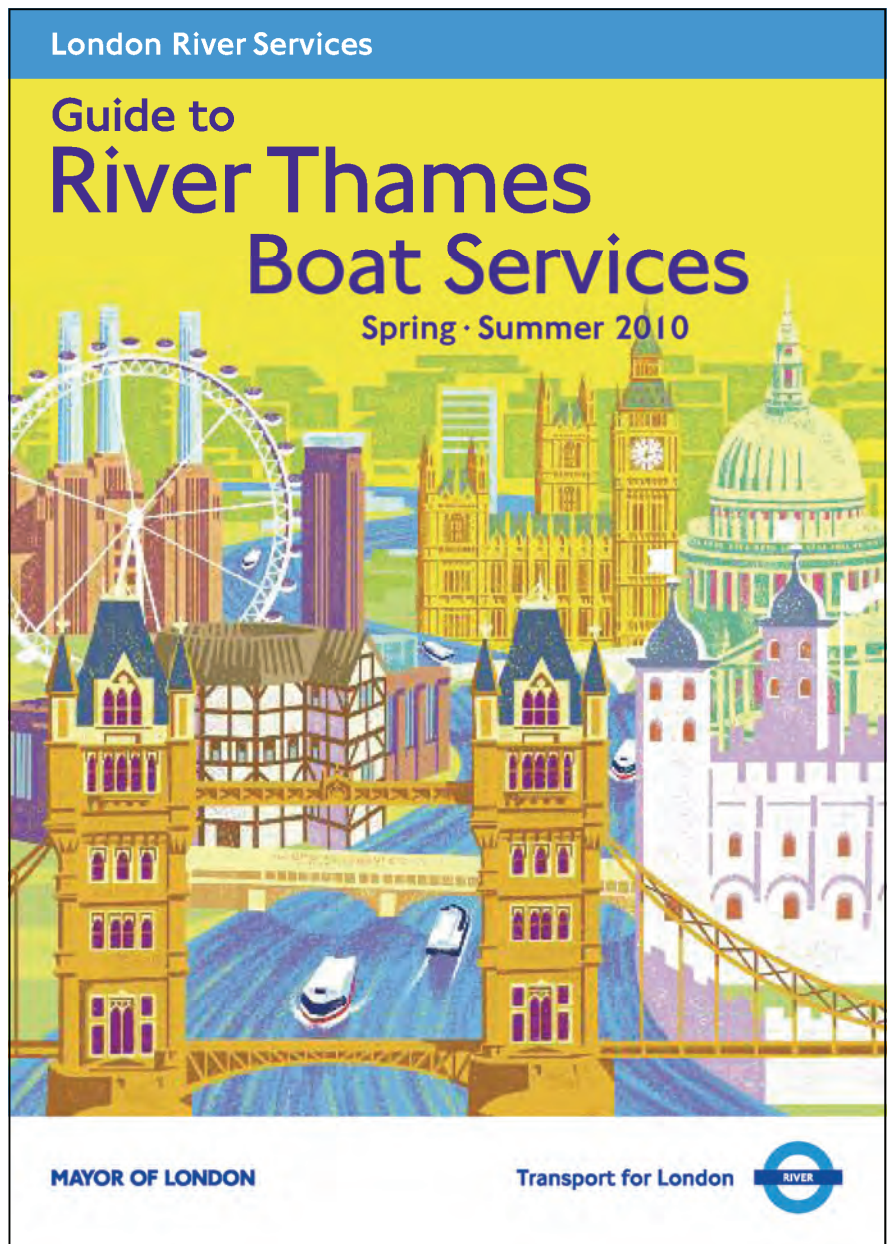
Ken Livingstone's Transport Strategy for London 2005 states that: The safe use of the Thames for passenger and freight services should be developed. Passenger services will be encouraged, particularly services that relate to its cultural and architectural excellence and tourism. Use of London's other navigable waterways for freight, consistent with their roles for leisure use and as ecosystems, will be encouraged.

LRS today

LRS is responsible for integrating river transport with the rest of the public transport network, such as the Tube and buses. It promotes boat services under the London River Services brand, issuing timetables and river maps.

LRS is also responsible for directly managing eight piers on the river, and has invested in LRS-branded signage and passenger information.

Following its launch the service was criticised for its lack of subsidy for private boat operators. LRS now supports the Thames Clipper commuter service financially and has increased the peak service frequency to a boat every 15 minutes. In April 2009, the signing of a "River Concordat" by London's pier owners, boat operators, borough councils and Transport for London was announced, committing the various partners to improving ticketing, piers and passenger information, and to closer integra-



tion into the transport network.

London River Services is not responsible for maintaining the river itself; the Port of London Authority takes care of river traffic control, security, navigational safety (including buoys, beacons, bridge lights and channel surveys), and the RNLI operates Thames lifeboat services.

Branding

The public presentation of London River Services is visually associated with existing TfL design standards, using identical graphic design elements to those used on London Underground publicity, signage and other elements, drawing on the design heritage of Harry Beck.

The London River Services brand is a sub-brand of TfL which uses the familiar Tube roundel, originally devised for London Underground and now established as the corporate branding for all TfL services. The River Services roundel is a dark blue bar (Pantone 072) on pale blue circle (Pantone 299).

Corporate signage, stationery and literature all use the New Johnston typeface in common with other TfL services.

LRS publishes diagrammatic river maps in

the tradition of Harry Beck's iconic Tube map. Tube maps published by TfL since 2000 denote river interchange stations with a boat symbol.

Services

The service patterns advertised by TfL can vary according to season. They are divided into three main types:

Commuter services

These river services run to a timetable through the day with more frequent services during peak rush hour times. Most services run seven days a week, although some do not operate at weekends. Many operators offer discounted fares to Travelcard holders. The main lines of operation are:

Embankment - Woolwich

Putney - Chelsea Harbour - Cadogan - Embankment - Blackfriars.

The catamaran-hulled vessels have on-board coffee bars, airline-style seating, are wheelchair-accessible and have bicycle racks.

Ferry services

In central London, the River Thames is narrow enough to allow it to be crossed by

many bridges; further downstream however, the river widens and there are fewer bridge crossings. Two ferry services are still in operation:

The Canary Wharf - Rotherhithe Ferry (also called the Hilton Docklands - Canary Wharf Shuttle) operates between Canary Wharf Pier and Hilton Docklands Nelson Dock Pier at the Hilton Hotel in Rotherhithe. Boats operate roughly every 10 minutes, and can be used both by guests of the hotel as well as by passengers not staying at the hotel.

The Woolwich Ferry is a free ferry service for vehicles and foot passengers. It connects Woolwich and North Woolwich, and is close to King George V DLR station. For vehicles, the service links the London ring roads, the North and South Circular roads, at their eastern ends.

Two other ferry services operate upstream in west London: Hammerton's Ferry and the Hampton Ferry. These services are independent of London River Services as they do not serve LRS-managed piers.

Leisure services

Leisure boats are aimed mainly at the tourist market; as they do not usually provide rush hour services, they are not normally

6 Woolwich Free Ferry



Mondays to Fridays	0610 – 2000	2-boat service
Saturdays (and Public Holidays)	0610 – 2000	1-boat service
Sundays	1130 – 1930	1-boat service

Journey time is approximately five minutes.
This service is fully accessible.
There are no toilet facilities on these boats.

The Woolwich Ferry is operated by Serco under contract to London River Services Ltd.
tfl.gov.uk
020 8853 9400



Commuter River Services 7

Embankment – London Eye – Tower – Canary Wharf – Greenwich – Woolwich Arsenal



Thames Clippers runs all day every 20 minutes between key London piers. Oyster pay as you go is accepted on the boats ensuring a viable, frequent and enjoyable alternative to other forms of public transport and making it easier for commuters and tourists alike to utilise the service.

Customers are always guaranteed a seat so can sit back, take in the views and enjoy the onboard catering service within a stress-free trip to their destination. All Thames Clippers boats have wi-fi onboard.

Oyster pay as you go card holders receive 10% discount off the normal adult and child fares.



suitable for commuting. Some boat companies run regular scheduled services, others may run twice daily, only on certain days of the week, or only during certain months of the year. Boats may also be chartered for private hire. Destinations are often tourist attractions such as the Tate Galleries or Hampton Court Palace.

Bankside - Waterloo - Millbank (Tate to Tate)

London Eye River Cruise

Multilingual Circular Cruise

Greenwich Sunday Evening Sightseeing Cruise

MV Balmoral and Paddle Steamer Waverley Cruises from Tower Pier

Richmond - Kingston - Hampton Court

Tilbury/Gravesend - Greenwich

Westminster - Kew - Richmond - Hampton Court

Westminster - St Katharine's Hop-on, Hop-off circular service

Westminster - Waterloo - Tower - Greenwich

Westminster - Greenwich - Barrier Gardens

Operators

Scheduled tourist and commuter services on the river are operated by a number of private companies, including:

[1] London Eye River Cruise (operated by Thames Clipper) tourist service

[2] Bateaux London tourist

[3] Crown River Cruises-tourist

[4] Lower Thames and Medway Passenger Boat Company- tourist

[5] London Borough of Greenwich Woolwich Ferry

[6] Thames Clippers commuter and tourist

[7] Thames Executive Charters commuter

[8] Thames River Services tourist

[9] Turk Launches tourist

[10] Westminster Passenger Services Association tourist

[11] Waverley Excursions tourist

[12] Thames Pleasure Cruises tourist

[13] Charter services, usually catering for large parties, are also available from these and other operators.

Livett's Launches (Chris Livett) private charter

Fares and Ticketing

Unlike the [underground](#) and [bus](#) networks, boat operators have their own separate ticketing arrangements and charge separate fares which are generally higher than corresponding journeys by tube or bus. The only exception is the [Woolwich Ferry](#), which is free of charge.

[Oyster card](#) is valid on most Thames Clipper services for single fares, offering a ten percent discount. Most boat operators offer discounts to Travelcard holders, as well as to freedom pass holders and students.

Ticket sales at piers are managed independently by the operators, and tickets are sold at separate kiosks with no facility for cross-ticketing. Many piers have a line of several sales desks, each owned by a different boat firm. Single tickets can often be bought on board the boat, but this is down to individual operator arrangements.

Some operators offer their own season tickets and [carnets](#) of single tickets. Thames Clipper, for example, offer a one-day Roamer ticket which allows multiple journeys within off-peak hours.

10 Commuter River Services

Mondays to Fridays (excluding Public Holidays)										
Eastbound										
Embankment	-	-	0657	-	0727	-	0757	-	0817	-
London Eye	-	-	0700	-	0730	-	0800	-	0820	-
Blackfriars	-	-	0707	-	0737	-	0807	-	0827	-
London Bridge City	0657	0712	0727	0742	0757	0812	0822	0832	-	-
Tower	-	-	0716	-	0746	-	0816	-	0836	-
Canary Wharf	0707	0725	0737	0755	0807	0825	0832	0845	-	-
Greenland	-	-	0732	-	0802	-	0832	-	0852	-
North Greenwich	-	-	0740	-	0810	-	0840	-	0900	-
Woolwich Arsenal	-	-	0747	-	0817	-	0847	-	-	-
Embankment	0827	0847	0907	0927	0947	1017	1038	1108	-	-
London Eye	0830	0850	0910	0930	0950	1020	1045	1115	-	-
Blackfriars	0837	0857	0917	0937	0957	-	-	-	-	-
Bankside	-	-	-	-	-	1028	1054	1124	-	-
London Bridge City	0842	0902	0922	0942	1002	1032	1058	1128	-	-
Tower	0846	0906	0926	0946	1006	1036	1102	1132	-	-
Canary Wharf	0855	0915	0935	0955	1015	1045	1111	1141	-	-
Greenland	-	-	-	-	-	1049	1114	1144	-	-
Masthouse Terrace	-	-	-	-	-	1052	1117	1147	-	-
Greenwich	0902	0922	0942	1002	1022	1056	1121	1151	-	-
North Greenwich	0910	0930	0950	1010	1030	1103	1128	1158	-	-
Woolwich Arsenal	0917	-	-	-	-	-	-	-	-	-
Embankment	1138	1208	-	1548	1608	1628	1645	1705	-	-
London Eye	1145	1215	-	1555	1615	1635	1650	1710	-	-
Blackfriars	-	-	-	-	-	-	-	1717	-	-
Bankside	1154	1224	-	1604	1624	1644	1659	-	-	-
London Bridge City	1158	1228	then	1608	1628	1648	1703	1722	-	-
Tower	1202	1232	every	1612	1632	1652	1707	1726	-	-
Canary Wharf	1211	1241	20	1621	1641	1701	1716	1735	-	-
Greenland	1214	1244	mins	1624	-	1704	1719	1739	-	-
Masthouse Terrace	1217	1247	until	1627	1645	-	1722	1742	-	-
Greenwich	1221	1251	-	1631	1649	1709	1726	1745	-	-
North Greenwich	1228	1258	-	1638	1656	1716	1733	1754	-	-
Woolwich Arsenal	-	-	-	-	-	-	1740	1802	-	-

Commuter River Services

Mondays to Fridays (excluding Public Holidays)										
Eastbound										
Embankment	1725	-	1745	-	1805	-	1825	1845	-	-
London Eye	1730	-	1750	-	1810	-	1830	1850	-	-
Blackfriars	1737	-	1757	-	1817	-	1837	1857	-	-
London Bridge City	1742	1758	1802	1818	1822	1838	1842	1902	-	-
Tower	1746	-	1806	-	1826	-	1846	1906	-	-
Canary Wharf	1755	1808	1815	1828	1835	1848	1855	1915	-	-
Greenland	1759	-	1819	-	1839	-	1859	1919	-	-
Masthouse Terrace	1802	-	1822	-	1842	-	1902	1922	-	-
Greenwich	1805	-	1825	-	1845	-	1905	1925	-	-
North Greenwich	1814	-	1834	-	1854	-	1914	1934	-	-
Woolwich Arsenal	1822	-	1842	-	1902	-	1922	1942	-	-
Embankment	1905	-	1925	1955	2025	2058	2128	2158	-	-
London Eye	1910	-	1955	2002	2032	2105	2135	2205	-	-
Blackfriars	1917	-	1937	2009	2039	2112	2142	2212	-	-
London Bridge City	1922	-	1942	2014	2044	2117	2147	2217	-	-
Tower	1926	-	1946	2018	2048	2121	2151	2221	-	-
Canary Wharf	1935	-	1955	2027	2057	2130	2200	2230	-	-
Greenland	1939	-	1959	2031	2101	2134	2204	2234	-	-
Masthouse Terrace	1942	-	2002	2034	2104	2137	2207	2237	-	-
Greenwich	1945	-	2005	2037	2107	2140	2210	2240	-	-
North Greenwich	1954	2000	2014	2046	2116	2149	2219	2249	-	-
Woolwich Arsenal	-	2010	2022	2056c	2124	2158c	2227	2257	-	-
Embankment	2228	2258	2328	2358	0018	-	-	-	-	-
London Eye	2235	2305	2335	0005	0025	-	-	-	-	-
Blackfriars	2242	2312	2342	0012	0032	-	-	-	-	-
London Bridge City	2247	2317	2347	0017	0037	-	-	-	-	-
Tower	2251	2321	2351	0021	0041	-	-	-	-	-
Canary Wharf	2300	2330	2400	0030	0050	-	-	-	-	-
Greenland	2304	2334	0004	0034	0054	-	-	-	-	-
Masthouse Terrace	2307	2337	0007	0037	0057	-	-	-	-	-
Greenwich	2310	2340	0010	0040	0100	-	-	-	-	-
North Greenwich	2319	2349	0019	0049	0109	-	-	-	-	-
Woolwich Arsenal	2327	2357	0027	0057	0117	-	-	-	-	-

c - Change boats at North Greenwich Pier
x - Operates only if there is an event at the O2

Westminster – St. Katharine's Hop-on, Hop-off circular service

Westminster – St. Katharine's Hop-on, Hop-off circular service



Daily 29 March until 23 May 2010						
from Westminister						
Westminister	1100	1140	1220	1300	1340	1420 1500
Embankment	1105	1145	1225	1305	1345	1425 1505
Festival ★	1110	1150	1230	1310	1350	1430 1510
Bankside ★	1120	1200	1240	1320	1400	1440 1520
St. Katharine's	1130	1210	1250	1330	1410	1450 1530
Westminister ◆	1200	1240	1320	1400	1440	1520 1600

	a	b	b
Westminister	1540	1620	1700
Embankment	1545	1625	1705
Festival ★	1550	1630	1710
Bankside ★	1600	1640	1720
St. Katharine's	1610	1650	1730
Westminister ◆	1640	1720	1800

- ★ These piers are only served on Saturdays, Sundays, Good Friday and Easter Monday
- ◆ Arrival times at Westminster are approximate
- a Operates Saturdays, Sundays, Good Friday and Easter Monday until 11 April, then daily from 12 April until 23 May 2010
- b Operates daily 12 April until 23 May 2010

Daily 24 May until 5 September 2010		
from Westminister		
Westminister	1100	1830
Embankment	1105 then	1835
Festival	1110 every	1840
Bankside	1115 30	1845
St. Katharine's	1130 minutes	1900
Westminister ◆	1200 until	1930

◆ Arrival times at Westminster are approximate

Fares			
	Adult	Child/ Freedom Pass Holder	
	Single	Return*	Single Return*
Westminister to St. Katharine's	£8.00	£10.50	£4.00 £5.25
Any one stop (does not include St. Katharine's to Westminster)	£3.00	–	£1.50 –
	Senior Citizen/ Student	Family Ticket (2 Adults + 3 Children)	
	Single	Return*	Single Return*
Westminister to St. Katharine's	£7.00	£9.50	£25.00 £31.50
Any one stop (does not include St. Katharine's to Westminster)	£1.50	–	not available

* Hop-on, Hop-off fare ticket valid all day
Travelcard holders can obtain a discount. Please contact operator for details.

Crown River Cruises
020 7936 2033
crownriver.com

Westminster – St. Katharine's Hop-on, Hop-off circular service

Pier	Destinations	Notes
Hampton Court Pier	Hampton Court Palace	Managed by Turk Launches Ltd.
Kingston (Town End Pier)	Kingston upon Thames	Managed by Turk Launches Ltd. Head office at this pier
Kingston (Turks Pier)	Kingston upon Thames	Managed by Turk Launches Ltd.
Richmond (St. Helena Pier)	Richmond upon Thames	Managed operated by Turk Launches Ltd.
Putney Pier	Fulham	Managed by Livett's Launches [20]
Wandsworth Riverside Quarter Pier	Wandsworth	
Chelsea Harbour Pier	Chelsea Harbour, Sands End	
Cadogan Pier	Chelsea	
Millbank Millennium Pier	Tate Britain art gallery	Managed by TfL
Waterloo Millennium Pier	London Eye	Managed by London Eye
Embankment Pier	London Eye	Managed by TfL
Festival Pier	London Eye	Managed by TfL
Savoy Pier	Savoy Hotel	
Tower Lifeboat Station		Only for use by RNLI lifeboats; not open to the public.
Blackfriars Millennium Pier	St Paul's Cathedral	Managed by TfL
Bankside Pier	Globe Theatre	Managed by TfL
London Bridge City Pier	HMS Belfast	
Tower Millennium Pier	Tower of London	Managed by TfL
St. Katharine Pier	St Katherine's Dock	
Hilton Docklands Nelson Dock Pier	Rotherhithe	Canary Wharf – Rotherhithe Ferry only
Canary Wharf Pier	Canary Wharf financial district	
Greenland Dock Pier	Greenland Dock	
Masthouse Terrace Pier	Isle of Dogs	
Greenwich Pier	Greenwich	Managed by TfL
QEII Pier	Millennium Dome	
Barrier Gardens Pier	Thames Barrier	Summer only
Woolwich Pier	Woolwich	Woolwich Ferry only
North Woolwich Pier	Woolwich	Woolwich Ferry only
Woolwich Arsenal Pier	Woolwich	

MV Balmoral and Paddle Steamer Waverley Cruises from Tower Pier

Plan a day trip on the world's last sea going Paddle Steamer, the Waverley, and on her consort, the Balmoral. See Tower Bridge opening especially for you and sail through. Follow the historic River Thames down to the sea and visit the great resorts and charming harbours of England. See gleaming engines, enjoy restaurants, bars and commentary. Spacious open decks and heated lounges. Large sea-going ships certified to carry up to 700 passengers. Cruises operate during June, July, September and October. Please contact the operator for fare information and to book.

Waverley Excursions
 0845 130 4647
 waverleyexcursions.co.uk



London Eye River Cruise



London Eye River Cruise



Our cruise is a 40-minute circular sightseeing cruise between Parliament and Tower Bridge with live commentary in English. Audio commentary is also available in French, German, Spanish, Mandarin, Dutch, Russian, Japanese and Italian. A hearing loop system is also available. Suitable in all weather as the boat has both covered and sun deck seating. Both decks are accessible for wheelchair users.

Daily from 27 March until 31 October 2010						
from London Eye Millennium Pier						
1045	1145	1245	1345	1445	1545	1645 1745 1845

Please note that you should arrive at the pier 15 minutes prior to the departure time. It is recommended that you take your cruise prior to flying on the London Eye. As space is limited, advance booking is recommended.

Adult	£12.00
Children (4-15 years)	£6.00
Under 4s	Free
Senior (60+ years)	£10.00
Monday to Friday only and not valid during July and August.	
Disabled adult All paying disabled guests can bring a carer free of charge.	£10.00

Groups of 15 or more receive a 10% discount. Book online at londoneye.com and receive 10% discount, by telephone on 0870 5000 600 or in person at the ticket office inside County Hall. Times and fares subject to change. Travelcard discounts are not available on this service. This service is not licensed by London River Services. If you have any comments or suggestions about this service, please contact the operator direct.

Westminster/Waterloo/Festival/Embankment



Blackfriars/Bankside

