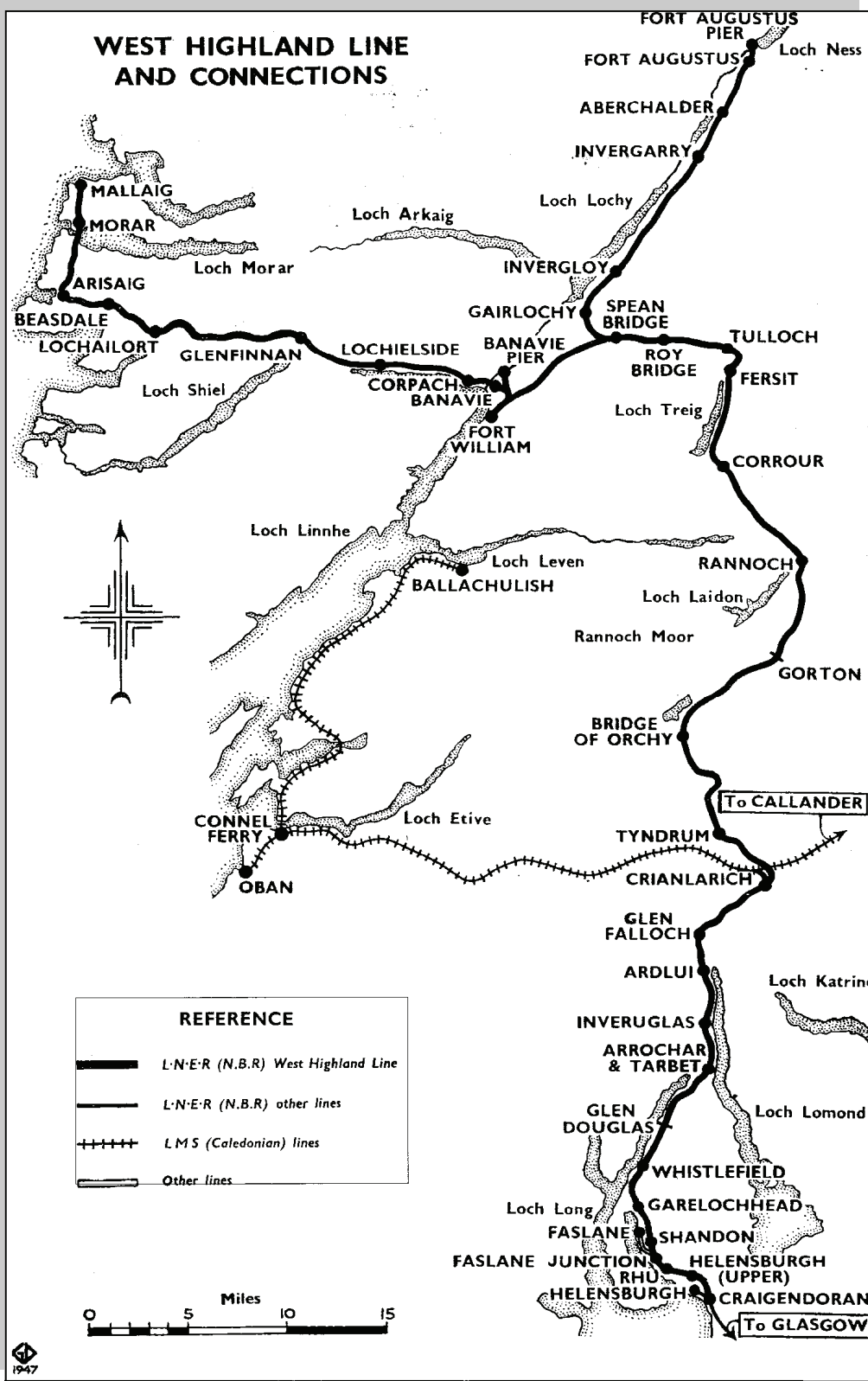




# The Times

December 2012

A journal of transport timetable history and analysis



Inside: Holiday timetables in the West

How the bus routes were renumbered

Hogwarts Express line

RRP \$4.95  
Incl. GST

# The Times

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

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### On the front cover

It is billed as “The World’s Greatest Railway Journey” and legions of Harry Potter fans would scarcely disagree. Those who have travelled on it would scarcely disagree either. It was not always thus before the days of tourism hype— although Queen Victoria liked it. On today’s steam-hauled Jacobite, you can not only enjoy the scenery and atmosphere, you can also enter a raffle and win a bottle of whisky, as we did.

You can’t ask for much more than that!

## Write for The Times

Do you like what you see and read in this magazine? Do you want more?

If “yes” and “yes”, you might be in for some disappointments in 2013 because The Times is running out of material— especially Australian material.

There must be heaps of things you would enjoy reading about and there must be heaps of things which you could write about for others to enjoy. A topic of perennial interest is “My Favourite Timetable” which, in the past, has engendered much debate and many responses among members... it has even helped recruit new people to share your information with. Brief instructions for how to write for The Times appear immediately below. The readers look forward to your contribution.

**Contributors** David Whiteford, Hilaire Fraser, Duncan MacAuslan  
**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.

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

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# Holiday timetables in Western Australia

By DAVID WHITEFORD

Geoff Lambert's article in The Times July 2012 did not include any information on Western Australia timetables as none was available to him at the time of writing. The following information is gleaned from my own collection. The State Library of Western Australia (now SLWA and no longer LISWA), in The Battye Library, holds a set of WAGR Weekly notices but only a small selection of public issue holiday timetable information.

## Working time tables

My earliest bound Weekly Notice volume is 1909. Supplements were published for the working arrangements for the major holidays of Easter (W/n 14, issued 12 April) and Christmas / New Year 1909-10 (W/n 51, issued 18 December). These gave little advance notice to WAGR employees! The Easter supplement was numbered within the w/n sequence - pages 317-351, and included special events such as Bunbury Races (using the short racecourse branch), and Mundaring Weir excursions. The Christmas supplement was a separately numbered 37 page issue, also includ-

ing special events such as Northampton & Mount Barker Races, and full Belmont branch race day tables. Other holiday arrangements were published in the regular W/n issues' "Special train arrangements" section, such as Proclamation Day holiday, 25 October, in W/n 43 (6 pages). Supplements could also contain details on payment of wages, goods warehouse hours, Midland Workshops closure and much more non-timetable information.

Such supplements and regular notices continued to be published into the 1980s but were vastly reduced in size and information content, although they had long before been published much more in advance of the holiday unlike those of earlier in the 20th Century. Advice of the issue of supplements was always provided in the W/n which they were issued with, and in subsequent issues until the holiday had passed.

The last known to me is the 1987 Easter and first term school vacations April 8 - 21, published as a 10 page supplement to W/n 7. Christmas and New year, by comparison, was merely 2 pages of notes

within W/n 42. However the last timetable supplement I have, which is not a holiday issue, is the Royal Agricultural Show 1994 (Oct 1 - 8, 16 pages) to W/n 37. But probably because Transperth operated services rather than Westrail there was no mention of the supplement in regular W/n. This was also the case in 1987 for which I do have a Show supplement in my bound set of W/n but my bound 1988 and 1989 issues don't contain a supplement although I presume one was issued.

After 1987 the issue of holiday train arrangement wasn't always consistent. For example in 1988 there was no mention of the October Queen's Birthday holiday, and for Christmas / New Year the notice was "Train and road coach timetable (public) has been issued to all concerned." But most holidays were still represented through to at least 1997 but some time prior to 2001 (my set of W/n is sparse from 1998 to 2001) special train arrangements disappeared from the now ARG (W.A) issued W/n.

**FOR OFFICIAL USE ONLY.**

Western Australian Government Railways.

SUPPLEMENT TO WEEKLY NOTICE No. 51.

## CHRISTMAS AND NEW YEAR HOLIDAYS, 1912-13.

**SPECIAL TRAIN AND TICKET ARRANGEMENTS.**

All concerned to be furnished with a copy of this Notice not later than 9 a.m. on

**SATURDAY, DECEMBER 14, 1912.**

**N. DOUGLAS,**  
Chief Traffic Manager.

Chief Traffic Manager's Office,  
Transportation Branch,  
Perth, December, 1912.

1422

**WEDNESDAY, DECEMBER 25.**

Train Service will be the same as on **SUNDAYS** with the following amendments:—

**E.R. Suburban.**

STATIONS.	Dep.	Arr.	STATIONS.	Dep.	Arr.
Perth	8.15	8.30	Midland Junction	10.46	12.10
Perth	8.30	8.45	Midland Junction	10.59	12.23
Perth	8.45	9.00	Midland Junction	11.12	12.36
Perth	9.00	9.15	Midland Junction	11.25	12.49
Perth	9.15	9.30	Midland Junction	11.38	13.02
Perth	9.30	9.45	Midland Junction	11.51	13.15
Perth	9.45	10.00	Midland Junction	12.04	13.28
Perth	10.00	10.15	Midland Junction	12.17	13.41
Perth	10.15	10.30	Midland Junction	12.30	13.54
Perth	10.30	10.45	Midland Junction	12.43	14.07
Perth	10.45	11.00	Midland Junction	12.56	14.20
Perth	11.00	11.15	Midland Junction	1.09	14.33
Perth	11.15	11.30	Midland Junction	1.22	14.46
Perth	11.30	11.45	Midland Junction	1.35	15.00
Perth	11.45	12.00	Midland Junction	1.48	15.13
Perth	12.00	12.15	Midland Junction	2.01	15.26
Perth	12.15	12.30	Midland Junction	2.14	15.39
Perth	12.30	12.45	Midland Junction	2.27	15.52
Perth	12.45	1.00	Midland Junction	2.40	16.05
Perth	1.00	1.15	Midland Junction	2.53	16.18
Perth	1.15	1.30	Midland Junction	3.06	16.31
Perth	1.30	1.45	Midland Junction	3.19	16.44
Perth	1.45	2.00	Midland Junction	3.32	16.57
Perth	2.00	2.15	Midland Junction	3.45	17.10
Perth	2.15	2.30	Midland Junction	3.58	17.23
Perth	2.30	2.45	Midland Junction	4.11	17.36
Perth	2.45	3.00	Midland Junction	4.24	17.49
Perth	3.00	3.15	Midland Junction	4.37	18.02
Perth	3.15	3.30	Midland Junction	4.50	18.15
Perth	3.30	3.45	Midland Junction	5.03	18.28
Perth	3.45	4.00	Midland Junction	5.16	18.41
Perth	4.00	4.15	Midland Junction	5.29	18.54
Perth	4.15	4.30	Midland Junction	5.42	19.07
Perth	4.30	4.45	Midland Junction	5.55	19.20
Perth	4.45	5.00	Midland Junction	6.08	19.33
Perth	5.00	5.15	Midland Junction	6.21	19.46
Perth	5.15	5.30	Midland Junction	6.34	19.59
Perth	5.30	5.45	Midland Junction	6.47	20.12
Perth	5.45	6.00	Midland Junction	7.00	20.25
Perth	6.00	6.15	Midland Junction	7.13	20.38
Perth	6.15	6.30	Midland Junction	7.26	20.51
Perth	6.30	6.45	Midland Junction	7.39	21.04
Perth	6.45	7.00	Midland Junction	7.52	21.17
Perth	7.00	7.15	Midland Junction	8.05	21.30
Perth	7.15	7.30	Midland Junction	8.18	21.43
Perth	7.30	7.45	Midland Junction	8.31	21.56
Perth	7.45	8.00	Midland Junction	8.44	22.09
Perth	8.00	8.15	Midland Junction	8.57	22.22
Perth	8.15	8.30	Midland Junction	9.10	22.35
Perth	8.30	8.45	Midland Junction	9.23	22.48
Perth	8.45	9.00	Midland Junction	9.36	23.01
Perth	9.00	9.15	Midland Junction	9.49	23.14
Perth	9.15	9.30	Midland Junction	10.02	23.27
Perth	9.30	9.45	Midland Junction	10.15	23.40
Perth	9.45	10.00	Midland Junction	10.28	23.53
Perth	10.00	10.15	Midland Junction	10.41	24.06
Perth	10.15	10.30	Midland Junction	10.54	24.19
Perth	10.30	10.45	Midland Junction	11.07	24.32
Perth	10.45	11.00	Midland Junction	11.20	24.45
Perth	11.00	11.15	Midland Junction	11.33	24.58
Perth	11.15	11.30	Midland Junction	11.46	25.11
Perth	11.30	11.45	Midland Junction	11.59	25.24
Perth	11.45	12.00	Midland Junction	12.12	25.37
Perth	12.00	12.15	Midland Junction	12.25	25.50
Perth	12.15	12.30	Midland Junction	12.38	26.03
Perth	12.30	12.45	Midland Junction	12.51	26.16
Perth	12.45	1.00	Midland Junction	1.04	26.29
Perth	1.00	1.15	Midland Junction	1.17	26.42
Perth	1.15	1.30	Midland Junction	1.30	26.55
Perth	1.30	1.45	Midland Junction	1.43	27.08
Perth	1.45	2.00	Midland Junction	1.56	27.21
Perth	2.00	2.15	Midland Junction	2.09	27.34
Perth	2.15	2.30	Midland Junction	2.22	27.47
Perth	2.30	2.45	Midland Junction	2.35	28.00
Perth	2.45	3.00	Midland Junction	2.48	28.13
Perth	3.00	3.15	Midland Junction	3.01	28.26
Perth	3.15	3.30	Midland Junction	3.14	28.39
Perth	3.30	3.45	Midland Junction	3.27	28.52
Perth	3.45	4.00	Midland Junction	3.40	29.05
Perth	4.00	4.15	Midland Junction	3.53	29.18
Perth	4.15	4.30	Midland Junction	4.06	29.31
Perth	4.30	4.45	Midland Junction	4.19	29.44
Perth	4.45	5.00	Midland Junction	4.32	29.57
Perth	5.00	5.15	Midland Junction	4.45	30.10
Perth	5.15	5.30	Midland Junction	4.58	30.23
Perth	5.30	5.45	Midland Junction	5.11	30.36
Perth	5.45	6.00	Midland Junction	5.24	30.49
Perth	6.00	6.15	Midland Junction	5.37	31.02
Perth	6.15	6.30	Midland Junction	5.50	31.15
Perth	6.30	6.45	Midland Junction	6.03	31.28
Perth	6.45	7.00	Midland Junction	6.16	31.41
Perth	7.00	7.15	Midland Junction	6.29	31.54
Perth	7.15	7.30	Midland Junction	6.42	32.07
Perth	7.30	7.45	Midland Junction	6.55	32.20
Perth	7.45	8.00	Midland Junction	7.08	32.33
Perth	8.00	8.15	Midland Junction	7.21	32.46
Perth	8.15	8.30	Midland Junction	7.34	32.59
Perth	8.30	8.45	Midland Junction	7.47	33.12
Perth	8.45	9.00	Midland Junction	8.00	33.25
Perth	9.00	9.15	Midland Junction	8.13	33.38
Perth	9.15	9.30	Midland Junction	8.26	33.51
Perth	9.30	9.45	Midland Junction	8.39	34.04
Perth	9.45	10.00	Midland Junction	8.52	34.17
Perth	10.00	10.15	Midland Junction	9.05	34.30
Perth	10.15	10.30	Midland Junction	9.18	34.43
Perth	10.30	10.45	Midland Junction	9.31	34.56
Perth	10.45	11.00	Midland Junction	9.44	35.09
Perth	11.00	11.15	Midland Junction	9.57	35.22
Perth	11.15	11.30	Midland Junction	10.10	35.35
Perth	11.30	11.45	Midland Junction	10.23	35.48
Perth	11.45	12.00	Midland Junction	10.36	36.01
Perth	12.00	12.15	Midland Junction	10.49	36.14
Perth	12.15	12.30	Midland Junction	11.02	36.27
Perth	12.30	12.45	Midland Junction	11.15	36.40
Perth	12.45	1.00	Midland Junction	11.28	36.53
Perth	1.00	1.15	Midland Junction	11.41	37.06
Perth	1.15	1.30	Midland Junction	11.54	37.19
Perth	1.30	1.45	Midland Junction	12.07	37.32
Perth	1.45	2.00	Midland Junction	12.20	37.45
Perth	2.00	2.15	Midland Junction	12.33	37.58
Perth	2.15	2.30	Midland Junction	12.46	38.11
Perth	2.30	2.45	Midland Junction	12.59	38.24
Perth	2.45	3.00	Midland Junction	1.12	38.37
Perth	3.00	3.15	Midland Junction	1.25	38.50
Perth	3.15	3.30	Midland Junction	1.38	39.03
Perth	3.30	3.45	Midland Junction	1.51	39.16
Perth	3.45	4.00	Midland Junction	2.04	39.29
Perth	4.00	4.15	Midland Junction	2.17	39.42
Perth	4.15	4.30	Midland Junction	2.30	39.55
Perth	4.30	4.45	Midland Junction	2.43	40.08
Perth	4.45	5.00	Midland Junction	2.56	40.21
Perth	5.00	5.15	Midland Junction	3.09	40.34
Perth	5.15	5.30	Midland Junction	3.22	40.47
Perth	5.30	5.45	Midland Junction	3.35	40.60
Perth	5.45	6.00	Midland Junction	3.48	40.73
Perth	6.00	6.15	Midland Junction	4.01	40.86
Perth	6.15	6.30	Midland Junction	4.14	40.99
Perth	6.30	6.45	Midland Junction	4.27	41.12
Perth	6.45	7.00	Midland Junction	4.40	41.25
Perth	7.00	7.15	Midland Junction	4.53	41.38
Perth	7.15	7.30	Midland Junction	5.06	41.51
Perth	7.30	7.45	Midland Junction	5.19	42.04
Perth	7.45	8.00	Midland Junction	5.32	42.17
Perth	8.00	8.15	Midland Junction	5.45	42.30
Perth	8.15	8.30	Midland Junction	5.58	42.43
Perth	8.30	8.45	Midland Junction	6.11	42.56
Perth	8.45	9.00	Midland Junction	6.24	43.09
Perth	9.00	9.15	Midland Junction	6.37	43.22
Perth	9.15	9.30	Midland Junction	6.50	43.35
Perth	9.30	9.45	Midland Junction	7.03	43.48
Perth	9.45	10.00	Midland Junction	7.16	44.01
Perth	10.00	10.15	Midland Junction	7.29	44.14
Perth	10.15	10.30	Midland Junction	7.42	44.27
Perth	10.30	10.45	Midland Junction	7.55	44.40
Perth	10.45	11.00	Midland Junction	8.08	44.53
Perth	11.00	11.15	Midland Junction	8.21	45.06
Perth	11.15	11.30	Midland Junction	8.34	45.19
Perth	11.30	11.45	Midland Junction	8.47	45.32
Perth	11.45	12.00	Midland Junction	9.00	45.45
Perth	12.00	12.15	Midland Junction	9.13	45.58
Perth	12.15	12.30	Midland Junction	9.26	46.11
Perth	12.30	12.45	Midland Junction	9.39	46.24
Perth	12.45	1.00	Midland Junction	9.52	46.37
Perth	1.00	1.15	Midland Junction	10.05	46.50
Perth</					



**Public time tables**

W/N 12/1909 under the heading "Easter holidays" records "Handbill no. 12 containing Metropolitan - Suburban ticket arrangements, also particulars of excursions to Albany, Bunbury and Busselton, should now be in the hands of all station masters in Metropolitan - Suburban District. Posters re Easter excursions should now be posted up at all stations...". W/n 22, 1912 enlarges the latter instruction - "Station Masters must post conspicuous notices regarding any special train times to leave their station, or regarding altered train arrangements. Accounting stations will be responsible for posting up notices at unattended places under their control."

I have a bound volume of 1912 handbills, 245 x 145mm, advertising excursion trains and including holiday arrangements. For example there are four handbills for Christmas / New Year 1912-13:

- 1) A four page general notice including ticket arrangements (general and metropolitan) and country train arrangements
- 2) A four page Metropolitan - Suburban train arrangements
- 3) A two page holiday excursion ticket arrangements for Albany, Bunbury and Busselton excursions with Eastern Goldfields Railway main and branch train arrangements
- 4) A two page holiday excursion ticket arrangements for Geraldton and Dongara excursions from the Meekatharra and Sandstone lines with all Northern Railway line train arrangements.

There are also handbills for Proclamation Day holiday (21 October, 4 pages, all lines); Royal Agricultural Show (October 8 - 12, 2 pages) plus a handbill of excursion ticket information only; Two and four page Easter handbills; and other holiday, local agricultural show, horse races, and other special events.

Handbills continued to be issued into the 1970s, evolving in that decade to A4 size notices and also folded brochures of various size. An example of the latter is Easter / Anzac holidays 1984 Country train and road arrangements, a landscape shape brochure 390 x 210mm folded to 98 x 210mm.

2002 is the last year such handbills were widely printed. I have a few from subsequent years but published website notices had taken over. However now, in 2012, it is even hard to find any holiday train / bus arrangements in TransWA's website.

No. 50.

# Western Australian Government Railways.

# Christmas & New Year Holidays, 1912-13.

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## TICKET ARRANGEMENTS. GENERAL.

**Holiday Excursion Tickets** will be issued to and from all stations and platforms on Government and Midland Co.'s lines (except between stations within the Suburban, and Extended Suburban Areas) daily from December 13, 1912, to January 1, 1913, inclusive, available for return, for distances up to 50 miles, until January 6, 1913, over 50 miles and up to 150 miles, for one month; over 150 miles, for three months.

The Summer Excursion ticket arrangements, as provided in Handbill No. 44, will be continued as usual.

## SPECIAL EXCURSIONS TO GERALDTON AND DONGARRA.

STATION FROM	Dates of Issue.	Fares to Geraldton.		Fares to Dongarra.	
		1st.	2nd.	1st.	2nd.
Meekatharra ...	December 15 to 25, inclusive.	30 0	20 0	35 0	24 0
Nannine ...		27 0	17 6	32 0	21 6
Sandstone ...		27 0	17 6	32 0	21 6
Peynesville ...		23 0	14 6	28 0	18 6
Cue ...		23 0	15 0	28 0	19 0
Day Dawn ...		23 0	14 6	28 0	18 6
Lennouville ...		19 6	13 0	24 6	17 0
Mt. Magnet ...		19 0	12 6	24 0	16 6
Wagga Wagga ...		15 0	10 0	20 0	14 0
Yalgoo ...		...	...	18 0	12 6
Yalgoo ...	December 15 to 25, inclusive.	13 0	8 6	...	...
Wurarga ...		10 6	7 0	15 6	11 0
Mullewa ...		7 6	5 0	12 6	9 0
Tenindewa ...		7 6	5 0	12 6	9 0

Passengers from intermediate places between Meekatharra, Sandstone, and Tenindewa, will be charged as from Station in rear.

**BREAK OF JOURNEY.**—Special Excursion Tickets are only available for the Stations the names of which are printed on them, and no other.

On payment of an extra fee of 5s., special "Break Journey" tickets will be issued to holders of Special Excursion Tickets, entitling them to break their journey once only at an intermediate Station. The forward journey must be completed within seven days. No reduction in Break-journey fee is made for children.

[OVER.]



# "Prospector"

Westrail

STANDARD GAUGE RAILCAR SERVICE  
PERTH TERMINAL - MERREDIN - KALGOORLIE

TRAIN SERVICES DURING  
PRIVATE SCHOOLS  
MID-TERM WEEKEND VACATION  
JULY 7 - 10, 1978

## FRIDAY JULY 7

0700 Merredin to Perth Terminal  
1615 Perth Terminal to Kalgoorlie  
1530 Kalgoorlie to Perth Terminal

## SATURDAY JULY 8

No Service

## SUNDAY JULY 9

1500 Perth Terminal to Kalgoorlie  
1415 Kalgoorlie to Perth Terminal

## MONDAY JULY 10

1500 Perth Terminal to Kalgoorlie  
1415 Kalgoorlie to Perth Terminal  
1500 Merredin to Perth Terminal

Meals are not provided on Perth Terminal - Merredin trains.

Connects with Buses from and to Bindoon and  
New Norcia

Please note:- SEAT RESERVATIONS ARE NECESSARY ON  
ALL SERVICES AND EARLY SEAT BOOKINGS FOR BOTH  
FORWARD AND RETURN JOURNEYS ARE ESSENTIAL.

Telephone Perth 326 2266 (until 1730)  
or your Station Master



Westrail

# Easter Holidays

# ANZAC DAY

1984

## COUNTRY TRAIN AND ROAD COACH ARRANGEMENTS

The following alterations to  
the normal Train and Road  
Coach scheduled services will  
apply. For further information  
please contact your nearest  
Station Master or  
Booking Office.



# Route Numbering Updated....

## ..... or Where Does the H22L Go?

BY HILAIRE FRASER

**F**ive years ago I contributed an article to "The Times" entitled "Some Thoughts on Route Numbering Systems or Where Does the T721X Go?" As route numbering systems do not remain the same, I will update the previous article repeating some of the details of the original article for those who have not seen the original article and to have a before and after picture at a glance.

Large Australian cities now use what I call the "RSI" system of bus route numbering, where "R" the first digit stands for a region within the city, "S" the second digit stands for a sub-region and "I" the third digit indicates a particular variation in the sub-region.

In 2007 **SYDNEY** numbers were allocated to regions as follows:-

- 100 series Northern Beaches
- 200 series Lower North Shore
- 300 series Eastern Suburbs
- 400 series Inner West
- 500 series Victoria Rd Services and Upper North Shore
- 600 series North of Parramatta
- 700 series West of Parramatta
- 800 series South of Parramatta
- 900 series Liverpool to Bankstown to Sutherland Shire

With regard to sub-regions the 390 series is used for Eastern Suburbs services proceeding along Anzac Parade as follows:-

- 391 City-Gresham St La Perouse via Surry Hills & Bunnerong Rd
- 392 Circular Quay Little Bay via Bunnerong Rd
- 393 Railway Little Bay
- 394 Circular Quay La Perouse
- 395 Railway Maroubra Beach
- 396 Circular Quay Maroubra Beach
- 397 Circular Quay South Maroubra
- 399 Circular Quay Little Bay via Malabar Bch

"L"(Limited Stop) and "X" (Express) prefixes are used as follows:-

- L94 Circular Quay-La Perouse
- X92 City-Martin Place-Little Bay via Bunnerong Rd
- X94 Circular Quay-La Perouse
- X96 City-Martin Place-Maroubra Beach
- X97 South Maroubra- City-Museum (inwards only)

In Sydney the "E" prefix is used for express services on the Northern Beaches to uniquely identify express services in this region e.g. 188 Railway Sq-Avalon Beach

becomes E88 Railway Sq-Avalon Beach.

Following the opening of the Lane Cove Tunnel on 25th March 2007 some Hillsbus services from the Hills District operated via the tunnel from 16th April 2007. Thus 610 Rouse Hill to City, 614 Crestwood to City, 615 Kellyville to City, 616 Kellyville Ridge to City, and 617 Rouse Hill to City via North-West T-Way became 610X, 614X, 615X, 616X and 617X when operating via the tunnel in lieu of Lane Cove. Thus an "X" suffix was introduced to indicate an express variation of a three-digit number. In a community consultation which closed on 5 July 2012 all services on 613 (Bella Vista to City), 614, 615 and 616 would become 613X, 614X, 615X, 616X via the Lane Cove tunnel.

In October 2008 the Metrobus network commenced. As originally conceived the Metrobus network would comprise five high-frequency pre-pay routes with two digit numbers travelling across the city through the CBD and operated by Sydney Buses. Vehicles are painted red. The original network comprised:-

- 10 Leichhardt-Kingsford (since extended to Maroubra Junction)
- 20 Gore Hill-Mascot (since extended to Botany Shops)
- 30 Mosman-Enmore (actually operating Mosman-Sydenham)
- 40 Chatswood-Bondi Junction
- 50 Drummoyne-Randwick (actually operating M50 Drummoyne-Coogee)

In mid-2010 the Metrobus concept was expanded to a network of 13 routes with an M prefix so 10, 20, 30 & 40 became M10, M20, M30 & M40. Only the M10, M20, M30, M40 & M50 operated as prepay routes, other MetroBus routes allowed ticket purchase on the bus as they replaced existing services or provided new connections for which there was no other alternative.

The eight additional MetroBus services are:-

- M41 Hurstville-Macquarie Park (operated by Sydney Buses)
- M52 Circular Quay-Parramatta (replacing L20, operated by Sydney Buses)
- M54 Parramatta-Macquarie Park (replacing 548, operated by Sydney Buses)
- M60 Parramatta-Hornsby (replacing most 600 trips, operated by Hillsbus)
- M61 Railway Square-Castle Hill

(supplementing 610, operated by Hillsbus)

- M90 Liverpool-Burwood (replacing 900, operated by Veolia)
- M91 Parramatta-Hurstville (replacing 910, 948, operated by Veolia)
- M92 Parramatta-Sutherland (operated by Veolia)

In 2007 **MELBOURNE** numbers were allocated to regions as follows:-

- 1-199 Tram Routes
- 200-399 Footscray & Doncaster (i.e. former government bus routes)
- 400 series Western
- 500 series Northern
- 600 series Eastern
- 700 series Knox City/Bayside
- 800 series Dandenong
- 900 series Pakenham & Rowville

This is still the case. However, the 900 series has been expanded to incorporate the three orbital routes as follow:-

- 901 Frankston-Melbourne Airport
- 902 Chelsea-Airport West
- 903 Mordialloc-Altona

The 900 series is also used for the DART (Doncaster Area Rapid Transit) System which commenced on 4th October 2010 as follows:-

- 905 City-The Pines via Thompsons Rd
- 906 City-Warrandyte
- 907 City-Mitcham
- 908 City-The Pines via High & King Sts

In the Melbourne Tram System route numbers not advertised in timetables have been used for short workings or depot trips. These are being phased out in favour of a letter suffix, "a" for short working and "d" for depot trip, attached to the main route for example:-

- 81 City-Essendon Depot becomes 59d
- 84 services to Maribyrnong River become 57a or 82a Maribyrnong Park depending on the route travelled.
- 00 City-Queen Victoria Market becomes 55a.

Although indicated in the timetable, 3 City-East Malvern weekend services deviating through St Kilda have become 3a. Here the "a" suffix indicates a deviation.

In 2007 **SOUTH-EAST QUEENSLAND** numbers were allocated to regions as follows:-

- 100 series Brisbane South
- 200 series Brisbane East & Redlands
- 300 series Brisbane North
- 400 series Brisbane West
- 500 series Ipswich Logan City

600 series Outer Brisbane North & Sunshine Coast  
700 series Gold Coast

This is still the case with some two-digit routes introduced for services for cross city services and a "P" prefix for pre-paid services as follows:-

29 Woolloongabba-University of Queensland  
66 Woolloongabba-Royal Brisbane & Women's Hospital via City  
77 Chermshire-Eight Mile Plains via CLEM7 Tunnel  
P88 Indooroopilly-Eight Mile Plains via City  
Other examples of pre-paid services are P129 City-Algerger Rocket, P201 City-Carindale Heights Rocket and P331 City-Bracken Ridge Rocket.

In 2007 **PERTH** numbers were allocated to regions as follows

1-99 Central  
100 series Western & Fremantle  
200 series South-East  
300 series Eastern  
400 series Northern  
500 series Southern  
700 series Limited Stop Peak-Hour Services (formerly "Fastworker")  
800 series Limited Stop Full-Time Services (formerly "Citylink")  
900 series High Frequency Services

This is still the case except that all 700 series routes have been renumbered to an adjacent series or discontinued with an increase in services on existing routes. For example:-

709 Perth-Como via Canning Hwy, renumbered 104.  
730 East Perth-Salter Point (Aquinas College), discontinued.  
731 East Perth-Salter Point (Redmond St), discontinued.  
777 Perth-Edith Cowan University, Mt Lawley Campus, renumbered 885.  
787 Perth-Forestfield via Belmont Av, renumbered 287  
788 Perth-Maida Vale via Belmont Av, renumbered 286.  
799 Perth-Walliston via Kalamunda Rd, renumbered 295  
This renumbering has allowed the 700 series to be allocated to school services. 600 has been allocated to the proposed Mandurah-Pinjarra route, and other 600 series route numbers are used for services to various special services to sporting venues. Some cross-country routes are given 800 series routes namely:-  
825 Fremantle-Rockingham via Cockburn & Patterson Rds  
850/851 Murdoch Uni-Maddington

900 is allocated to Perth-South Perth Ferry Replacement Services and some other 900 series numbers are also allocated to Rail Replacement Services as follows:-

904 Perth-Clarkson  
905 Perth-Midland  
906 Perth-Fremantle  
907 Perth-Armadale  
908 Cannington-Thornlie  
909 Perth-Mandurah  
901, 902, 903 are allocated to the Busselton Routes in what is developing as a state-wide route numbering scheme.

In 2007 **ADELAIDE** numbers were allocated to region as follows:-

100-299 Adelaide Plains  
300 series Feeder & Cross-Country  
400 series Elizabeth  
500 series North-East  
600 series Southern  
700 series Noarlunga  
800 series Adelaide Hills  
900 series Salisbury-Virginia

Adelaide also used letters prefixes to indicate various routes:-

J1/J2/J3/J7 were Jetbuses travelling to or via the Airport  
(C1X, C2X were Express Jetbus routes terminating in the City, immediately introducing the "X" suffix for express services)

F40/M44 were cross city links to Flinders Uni and along Marion Rd respectively

G1/G2/G3 were Golden Grove Feeders and RZ4/RZ5/RZ6 were Roam Zone taxi-bus services.

The "T" prefix was used for Transit Link Limited shop services. The "F" suffix denoted a fast service with a set down restriction hence:

721 City-Noarlunga Centre All Stops  
721F City-Noarlunga Centre First Set Down Sturt Rd  
721X City-Noarlunga Centre Express to Panalatinga Rd  
T721 City-Noarlunga Centre Transit Link  
T721 XCity-Noarlunga Centre Transit Link Express to Reynella

Suffix letters were also used to indicate short-working or variations of base routes. For example short-workings of 171 City-Mitcham Shops via Fullarton Rd were 171A Highgate & 172B Mitcham (High St).

Since this earlier report, the used of prefixes has increased. The principle "J" routes have changed from:-

J1 Elizabeth-Airport via O Bahn & City  
J2 Greenwith-Airport via O Bahn & City  
J1 Elizabeth-Glenelg via O Bahn, City & Airport  
J2 Greenwith-Harbour Town via O Bahn, City & Airport to  
C1 City- Elizabeth via O Bahn

C2 City-Greenwith via O Bahn  
J1 City-Glenelg via Airport  
J2 City-Harbour Town via Airport due to the split of the eastern and western sections of the routes between Light City Buses (eastern) and Torrens Transit (western) effective 2nd October 2011.

In September 2009, the 'G' routes also covered Goodwood Rd routes for instance G10 operates from Blair Athol to Marion Centre via Prospect Rd, City & Goodwood Rd combining 182 City-Blair Athol via Prospect Rd & 216 City-Marion Centre via Goodwood Rd. Adelaide Plains routes usually are through-routed with the continuing route detailed in timetables and the destination and route number changing as the bus approaches the city. The new alpha-numero routes have the one route number for the cross-city service. "W" series were introduced for Winston Av routes as follows:-

W90 Marden-Marion Centre  
W91 Marden-St Marys  
Combining 291 City-Marden, 296 City-St Marys and 297 City-Marion Centre. 291 & 296/7 had been through-routed in the conventional Adelaide manner.  
At this time F40 Golden Grove-Flinders Uni was renumbered G40 consistent with other Goodwood Rd routes.

In January 2011 "B" routes were introduced for Magill Rd/Grange Rd services and "H" routes for Henley Beach Rd routes for example:-

B10 Magill-West Lakes via Magill Rd, City & Grange Rd. (combining 106 Magill & 113 West Lakes)  
H22 Wattle Park-Henley Beach South via The Parade, City & Lockleys (combining 123 Wattle Park, 130 Henley Beach South). In the peak Henley Beach South is served by H32 omitting Lockleys, while Lockleys is served by H22L).  
Possibly "B" routes are used for Magill Rd/Grange Rd services as "M" was already used for Marion Rd services and "G" for Goodwood Rd services. Reserving "A" for Anzac Highway services, "B" was simply the next letter available in the alphabet. Will we see "K" services down King William Rd or "P" services along Port Rd or "U" services along Unley Rd?

In 2007 **HOBART** numbers were allocated to regions as follows:-

1-99 Central  
100 series Outer North (Bridgewater/Gagebrook/Brighton)  
200 series Eastern Shore

In June 2008 a new Eastern Shore network was introduced using the "600" series. The network also introduced a more consistent route structure with most services operating seven days a week. 300 and 400 series and later 200 series are used for school services. Possibly 500 series are reserved



for a possible recasting of the Outer North Network, which are present in very complex with different routes operating Monday to Friday daytime, evenings and weekends.

800 series are used for 2 special routes:-  
800 Hobart-Brighton Express (introduced January 2012)  
888 Hobart-University (uni semesters only, introduced September 2008)

In November 2011 new printed timetables produced by Transitgraphics were introduced and in July 2012 new regional maps also produced by Transitgraphics were introduced. These new sources of transport information would indicate that any network changes will not be made in the near future. These new publications produced to Transitgraphics high standards have made those more complex part of the Hobart network much easier to understand.

In 2007 Canberra had a base two-digit system is made up as follows:-

- 10-19 Belconnen & Tuggeranong short-workings of intertown services
- 20-29 Woden/Weston Ck
- 30-39 North/South Canberra
- 40-49 Belconnen
- 50-59 Gungahlin
- 60-69 Tuggeranong
- 70-79 Community Services
- 80-89 Miscellaneous

Overlaying this two-digit system a three-digit prefix was imposed as follows:-  
100 series Feeder Services extending to the City  
200 series Feeder Services extending to Russell & City  
300 series Intertown Services  
700 series "Expresso" Peak Hour Services  
900 series Weekend Services

In 2008 one-digit routes and "10" were introduced for central Canberra services, in addition to the above structure and after some modifications now comprise:-

- 2 Dickson-Ainslie-City-Yarralumla-Curtin-Woden
- 3 Belconnen-ANU-City-Hughes-Garran-Woden
- 4 City-Red Hill East-Woden
- 5 City-Narrabundah-Woden
- 6 Dickson-Lyneham-O'Connor-Red Hill-Woden
- 7 National Museum-City-Cowper St-Dickson-Belconnen
- 8 City-Miller St-Dickson
- 9 City-Campbell Park
- 10 Belconnen-Cook-Aranda-City-Fairbairn Pk

With regard to provincial bus services, in

2007 **QUEENSLAND** used a sequential one or two-digit system. For example in Townsville Sunbus services were allocated numbers are allocated as follows:-

- 1 City-Kelso
- 1A City-Hospital via University
- 1B City-Kelso via Becks Rd
- 1C City-Hospital then University
- 1X City-Ross River Dam
- 2 City-Hospital via Gulliver
- 3 City-Dairy Farmers Stadium
- 4 City-Mt Louisa & Stockland
- 4A City-Mt Louisa via Garbutt
- 5 City-Hospital via Garbutt
- 6 City-Pallarenda
- 7 City-Partington
- 8 City-Willows via Hospital
- 9 City-Hospital via Riverside Gardens
- 10 Kelso-Hospital

In March 2010 a 200 series network was introduced to Townsville as follows:-

- 200 City-Kelso
- 201 City-Hospital/University
- 202 City-University/Hospital via Gulliver
- 203 City-Dairy Farmers Stadium via Gulliver & Willows
- 204 City-Mt Louisa & Stockland
- 205 City-Stockland via Garbutt
- 206 City-Pallarenda
- 207 City-Stuart
- 208 City-Willows via Oonoonba & Annandale
- 209 City-Stockland via Wulguru & Annandale
- 210 Willows-Hospital/University
- 215 City-Stockland via Garbutt & Domain
- 233 Stockland-Bushland Beach (added August 2012)
- 250 Picnic Bay-Horseshoe Bay via Nelly Bay Ferry Terminal (Magnetic Island Service, added August 2011)

In October 2010 route numbers 801/802/803/804/805 commenced on the Innisfail town service.

In May 2011 a sequential 1 to 13 route structure in Cairns was replaced a 100 series network as follows:-

- 110 City-Palm Cove
- 111 City-Kewarra Beach
- 112 Smithfield-Yorkeys Knob
- 113 City-Yorkeys Knob
- 120 City-Smithfield via Holloways Beach
- 121 City-Redlynch
- 122 Redlynch-University
- 123 City-Brinsmead & University
- 130 City-Edge Hill & Raintrees Shopping Centre
- 131 City-Whitfield & Raintrees Shopping Centre
- 133 City-Stockland via Mooroolbool
- 140 City-Edmonton
- 141 City-Coconut Village
- 142 City-Bentley Park

143 City-White Rock & Mt Sheridan Plaza  
150 City-Gordonvale  
Route 891 has been spotted on a bus timetable display at a stop on the Beerwah-Landsborough-Maleny service. However, the timetable leaflet does not use a route number.

By the look of things Queensland is introducing a state-wide system moving down the coast. So 300 series numbers may be used for Mackay, 400 series for Rockhampton and Capricorn Region, 500 series for Bundaberg, Maryborough & Hervey Bay. Smaller centres will have 800 series routes.

In 2007 in **WESTERN AUSTRALIA** Bunbury, Albany, Geraldton and Port Headland used a system whereby a new 100 series was used for each area of the town. Kalgoorlie's Bus Routes are simply numbered 1, 2, 3.

For example Bunbury City Transit's routes were numbered as follows:-

- 101 Bunbury-Wollaston Rail Terminal (845)
- 103 Bunbury-Glen Iris (827)
- 201 Bunbury-Health Campus via Carey Pk East (828)
- 202 Bunbury-Health Campus via Carey PK West (829)
- 203 Bunbury-Health Campus via South Bunbury (830)
- 301 Bunbury-Usher via Oceanic Dr (831)
- 302 Bunbury-Usher via Bunbury Plaza (discontinued)
- 401 Bunbury-Dalyellup (843)
- 501 Bunbury-Health Centre via Withers (832)
- 601 Bunbury-Eaton(844)
- 701 Bunbury-Australind (841)

In May 2012 the Bunbury routes were renumbered to the routes indicated in brackets above. The above 800 series route numbers are not used in Perth. Thus Western Australia is moving to a system whereby each route in Perth or in provincial city has a unique route number.

In conclusion, among other changes across the nation, Sydney and Brisbane have introduced new cross-city services during last five years, namely Metrobuses in Sydney, and routes such as 66, 77, and P88 in Brisbane. Adelaide has new alpha-numeric numbers for cross-city routes such as B10, G10, H22 and W90, although the popular J1 and J2 cross-city services have been split into C1/J1 and C2/J2 respectively. It will be interesting to see how Australian cities route number systems develop in the next five years.



# West Highland Line

DUNCAN MACAUSLAN

**A** ' Ghàidhealtachd an Iar  
 Recently in film as the line to Hogwart's School Scotland's West Highland Line to Mallaig is rightly promoted as one of the most scenic railway lines in Europe. Added to the stunning highland scenery is the rarity of a line which during summer operates both scheduled steam and DMU services.

## Construction

The present line is a combination of two lines developed separately by the Caledonian and North British (NB) Railways.

The Caley's line, built by a separately owned company, the Callander and Oban Railway, followed a circuitous route from the east at Stirling, north west by Callander and Killin to Crianlarich (pronounced Cra-yanlarich) then on west to Connell Ferry and

Oban and was opened on 1 July 1880.

The NB route, again owned by a separate company, The West Highland Railway, was more direct following the Clyde west to Helensburgh (pronounced Helensburra) then north along Gare Loch, Loch Long, across Tarbet ( a Viking name for an isthmus that 'long' boats could be dragged across), and Loch Lomond to Crianlarich Upper. The NB line then heads north across Rannoch Moor before turning west

Edinburgh and Glasgow to Fort-William and Mallaig																					
	Sleeping Car (1st and 3rd Class) London to Fort-William on Sunday to Friday nights inclusive	RC Glasgow to Fort-William		Sats only		Sats only		Ex Sats		Sats only		Sundays									
		p.m.	a.m.	p.m.	a.m.	a.m.	p.m.	p.m.	a.m.	a.m.	a.m.	a.m.									
London (King's X) -- lev.		7 E 5		1030 E				1130													
EDINBURGH (Wav.) . lev.		4a25		9a5			10 0	2 0													
GLASGOW { Queen (Low) --		5 55	7B50	1032 FB		1125	1B10	3 46	5B 6		6B 7										
St. (High) . . . . .		6 22	8B24	11F3 B		1154	1B38	4HB3	5B37		6B36										
Dumbarton . . . . .		9 0		1130		12 6	2 0	4 22	5 56		6 57										
Craigendoran . . . . .		9 6		1136		1213	2 6	4 29	6 3		7 3										
Helensburgh (Upper) . . . . .		9 11		1141			2 11	4 34	6 8		7 8										
Rhu . . . . .		9 17		1147			2 17	4 40	6 14		7 14										
Shandon . . . . .		9 25		1155			2 25	4 46	6 24		7 24										
Garelochhead . . . . .		9 30		12 0			2 30	4 52	6 29		7 29										
Whistlefield . . . . .		7 17	9 51	1221		1253	2 51	4 52	6 29		7 29										
Arrochar and Tarbet . . . . .		7 34				1 10		5 38			7 50										
Ardlui (Loch Lomond) . . . . .		7 55				1 31		6 0													
Crianlarich . . . . . arr.		8 1				1 37		6 6													
Orianlarich . . . . . lev.		8 14				1 50		6 20													
Tyndrum . . . . .		8 29				2 5		6 35													
Bridge of Orchy . . . . .		8 58						7 2													
Rannoch . . . . .		9 14						7 18													
Corrour . . . . .		9 35				3 8		7 39													
Tulloch (Loch Laggan) . . . . .		9 47				3 22		7 51													
Roy Bridge . . . . .		9 57				3 32		8 0													
Spean Bridge . . . . .		1014				3 49		8 17													
Fort-William . . . . . arr.		1028						8 30													
Banavie . . . . . lev.		1035				RC Glasgow to Fort-William		8 37													
Corpach . . . . .		1039						8 41													
Locheilside . . . . .		1052						8 53													
Glenfinnan M (Loch Shiel) . . . . .		11 6						9 7													
Lochailort . . . . .		1127						9 28													
Arisaig . . . . .		1146						9 47													
Morar . . . . .		1159						10 1													
Mallaig † . . . . . arr.		12 6						10 8													

\* Saturdays only † Except Sats. § Mondays only † Except Mondays  
 ¶ See Ferry Service, Mallaig and Armadale, at foot of Page  
 B Change Craigendoran E Sunday to Friday nights inclusive  
 F From 1st October leaves Glasgow (Queen Street) 10-24 a.m. and Dumbarton 10-58 a.m.  
 H From 15th September leaves Dumbarton 3-2 p.m.  
 M Connection from Glenfinnan Pier to Dalilea and Acharacle off 5-55 a.m. Glasgow to Mallaig  
 RC Restaurant Car TC Through Carriage

For Steamer Sailings to Portree and Stornoway, apply D. MacBRAYNE Ltd. 44 Robertson St., Glasgow C.2.

### Mallaig—Armadale Ferry Service.

The Ferry service between Mallaig and Armadale (Skye) operated by Messrs. Alexander McLennan (Mallaig) Ltd., will be as under, for the period 16th June to 30th September:—

Mallaig dep. 9-45 a.m., 12-20 p.m., 3-45 p.m.  
 Armadale dep. 10-45 a.m., 1-0 p.m., 4-45 p.m.







Tables 73, 73A

Table 73 Edinburgh and Glasgow to Fort William and Mallaig											
WEEKDAYS ONLY											
Miles										Ex. Rate	Rate only
		p.m.	p.m.	p.m.	only	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.
	London (King's Cross) .. lev.	7 F 08E20	1035E	1255	10 06	5 50	5 30	4 04	0		
	62 Edinburgh (Waverley) .. lev.	4 30 6 25	10 55	11 10	10 06	11 50	11 50	5 30	4 04	0	
	67 Glasgow (Queen (High Level)) .. lev.	7 50	10 38	11 10	10 06	11 50	11 50	5 30	4 04	0	
	16 67 Dumbarton (Central) .. lev.	6 13 8 27	11 10	11 20	10 06	11 50	11 50	5 30	4 04	0	
	23 Craigendoran .. lev.	9 0	11 26	12 10	10 06	11 50	11 50	5 30	4 04	0	
	25 Helensburgh (Upper) .. lev.	6 30 9 7	11 33	12 17	10 06	11 50	11 50	5 30	4 04	0	
	27 Rhu .. lev.	9 12	11 38	12 22	10 06	11 50	11 50	5 30	4 04	0	
	29 Shandon .. lev.	9 18	11 44	12 28	10 06	11 50	11 50	5 30	4 04	0	
	32 Gartocharie .. lev.	9 26	11 52	12 36	10 06	11 50	11 50	5 30	4 04	0	
	33A Whistfield .. lev.	9 31	11 57	12 41	10 06	11 50	11 50	5 30	4 04	0	
	42A Arrochar and Tarbet .. lev.	7 9 8 4	12 20	13 4	10 06	11 50	11 50	5 30	4 04	0	
	50A Ardlui (Loch Lomond) .. lev.	7 29	12 29	13 13	10 06	11 50	11 50	5 30	4 04	0	
	52A Crianlarich (Upper) .. lev.	7 37	12 37	13 21	10 06	11 50	11 50	5 30	4 04	0	
	64A Crianlarich (Upper) .. lev.	8 10	13 10	13 54	10 06	11 50	11 50	5 30	4 04	0	
	64B Tyndrum (Upper) .. lev.	8 10	13 10	13 54	10 06	11 50	11 50	5 30	4 04	0	
	71A Bridge of Orchy .. lev.	8 25	13 25	14 09	10 06	11 50	11 50	5 30	4 04	0	
	87A Rannoch (for Kinloch Rannoch) .. lev.	8 36	13 36	14 20	10 06	11 50	11 50	5 30	4 04	0	
	94A Torroir .. lev.	8 44	13 44	14 28	10 06	11 50	11 50	5 30	4 04	0	
	104A Tulloch .. lev.	8 53	13 53	14 37	10 06	11 50	11 50	5 30	4 04	0	
	110A Roy Bridge .. lev.	8 53	13 53	14 37	10 06	11 50	11 50	5 30	4 04	0	
	113A Spean Princes .. lev.	8 53	13 53	14 37	10 06	11 50	11 50	5 30	4 04	0	
	123 Fort William A .. arr.	10 10	15 10	16 00	10 06	11 50	11 50	5 30	4 04	0	
	123 Fort William A .. lev.	10 10	15 10	16 00	10 06	11 50	11 50	5 30	4 04	0	
	123A Banavie .. lev.	10 22	15 22	16 12	10 06	11 50	11 50	5 30	4 04	0	
	123B Gartocharie .. lev.	10 35	15 35	16 25	10 06	11 50	11 50	5 30	4 04	0	
	133A Lochielside .. lev.	10 46	15 46	16 36	10 06	11 50	11 50	5 30	4 04	0	
	140 Glenfinnan (Loch Shiel) .. lev.	11 11	16 11	17 01	10 06	11 50	11 50	5 30	4 04	0	
	149 Lochailort .. lev.	11 21	16 21	17 11	10 06	11 50	11 50	5 30	4 04	0	
	157A Arisaig .. lev.	11 46	16 46	17 36	10 06	11 50	11 50	5 30	4 04	0	
	162 Morar .. lev.	11 52	16 52	17 42	10 06	11 50	11 50	5 30	4 04	0	
	162B Mallaig .. arr.	11 58	16 58	17 48	10 06	11 50	11 50	5 30	4 04	0	

For Steamer Sailings to Portree and Stornoway, apply D. MacBrayne Ltd., 44 Robertson Street, Glasgow, C.2

* Saturdays only	† Except Saturdays	‡ Sunday to Friday nights inclusive (Friday nights 4-50 p.m.)
§ Mondays only	¶ Except Mondays	§ Refreshment Car
▲ Station for Ballachulish (Glenoe) and Kinlochleven	■ Change Craigendoran	● Sleeping Car
◆ Sunday to Friday nights inclusive	◆ Change Craigendoran	◆ Through Carriage

Table 73A Loch Shiel Service Steamers of Messrs D. MacBrayne, Ltd.

Table 73A Loch Shiel Service											
Steamers of Messrs D. MacBrayne, Ltd.											
WEEKDAYS											
		a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.	a.m.	p.m.
Acharacle .. lev.	9 30			Glenfinnan .. lev.	1 0						
Dalrhea .. lev.	9 50			Seamodale .. lev.	1 0						
Achnanellan .. lev.	10 0			Glenlochdale .. lev.	1 15						
Polloch .. lev.	10 15			Gorshoverran .. lev.	1 25						
Gorsanvorran .. lev.	10 25			Polloch .. lev.	1 40						
Glenlochdale .. lev.	10 30			Achnanellan .. lev.	1 55						
Seamodale .. lev.	10 45			Dalrhea .. lev.	2 10						
Glenfinnan .. arr.	11 30			Acharacle .. arr.	2 30						

▲ Commences 1st October      ■ Ceases after 30th September

at Tulloch and down to Fort William on Loch Linnhe. The line was opened to the public on 7 August 1894.

A spur was opened on 20 December 1897 where the WHR crossed the C&O at Crianlarich, allowing connection for trains from the south on the upper WHR to head west on the lower C&O.

Construction of the extension of the WHR, called the Mallaig Extension Railway, from Fort William west to Arisaig (the most westerly station in Britain) then north to Mallaig began in January 1897. Due to the arduous conditions the line didn't open until 1 April 1901. The WHR became part of the NBR on 31 December 1908. Mallaig is 213.6Km from Glasgow Queens Street.

The 'Caley' line between Callander and Crianlarich Lower was closed after a landslide on 28 September 1965 leaving the NB line from Glasgow to serve both Oban and Mallaig. From Helensburgh north to both destinations the line is single track with passing loops. Hence only limited services can be operated.

1947

The earliest timetable in my collection dates from summer 1947 and is little dif-

ferent to that operated in 1901 [pages 9&10].

A train with sleeper carriages departs London, King's Cross, at 19:05, follows the East Coast Main Line, passes through Edinburgh, Waverley, the next morning and continues to Glasgow, Queen Street (High Level). Here the through coach is attached, along with a restaurant car, to the 05:55 to Fort William. Both are detached whilst the rest of the train continues to Mallaig arriving at 12:06. The return train leaves Mallaig at 13:00, picking up the sleeper and restaurant car at Fort William for the journey south to London.

Only two other trains a day go to Mallaig. One only connects on Saturdays whilst the through train takes 6h22m averaging just under 21Kmph.

There's a four train a day 'local' service between Craigendoran and Arrochar and Tarbet which connects with trains from Queen Street Lower.

All timetables refer to the ferry connections at Mallaig. In 1947 David MacBrayne operated to Portree (King's Port) on Skye and Stornoway in the Outer Hebrides whilst Alexander McLennan

provided ferries on the shorter crossing to Armadale on Skye.

1954 Winter

The 1954 winter timetables are from the BR Scotland timetable and show little difference from 1947, it wasn't until the 1980s that the line's tourist potential was realised [above].

The Loch Shiel ferry service makes no attempt to provide a connection with the trains at Glenfinnan.

Regular steam services ceased in 1967.

Sunday Services

From the beginning Sunday trains in the Highlands were bitterly opposed by militant Sabbatarianism; the first Sunday excursions in the 1920s arrived in Fort William to find all the shops closed and the curtains closed on the houses as a protest against breaking the Sabbath. Sunday excursion services did not appear in the Sunday timetables before the war caused their cancellation from after 3 September 1939 until 1949. They were again cancelled, as an economy measure in 1957 but reintroduced in 1983.

Table 73

Mallaig and Fort William to Glasgow and Edinburgh											
WEEKDAYS											
										Ex. Rate	Rate only
		a.m.	a.m.	a.m.	only	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.
	Mallaig .. lev.	5 30	6 30	7 45	10 06	11 50	11 50	5 30	4 04	0	
	Morar .. lev.	6 41	7 41	8 56	10 06	11 50	11 50	5 30	4 04	0	
	Arisaig .. lev.	6 56	7 56	9 11	10 06	11 50	11 50	5 30	4 04	0	
	Lochalort .. lev.	7 19	8 19	9 34	10 06	11 50	11 50	5 30	4 04	0	
	Glenfinnan (Loch Shiel) .. lev.	7 50	8 50	10 05	10 06	11 50	11 50	5 30	4 04	0	
	Lochielside .. lev.	8 11	9 11	10 26	10 06	11 50	11 50	5 30	4 04	0	
	Gartocharie .. lev.	8 30	9 30	10 45	10 06	11 50	11 50	5 30	4 04	0	
	Banavie .. lev.	8 37	9 37	10 52	10 06	11 50	11 50	5 30	4 04	0	
	Fort William A .. arr.	8 46	9 46	11 01	10 06	11 50	11 50	5 30	4 04	0	
	Spean Bridge .. lev.	8 53	9 53	11 08	10 06	11 50	11 50	5 30	4 04	0	
	Roy Bridge .. lev.	9 01	10 01	11 16	10 06	11 50	11 50	5 30	4 04	0	
	Tulloch .. lev.	9 10	10 10	11 25	10 06	11 50	11 50	5 30	4 04	0	
	Corroir .. lev.	9 18	10 18	11 33	10 06	11 50	11 50	5 30	4 04	0	
	Rannoch (for Kinloch Rannoch) .. lev.	9 26	10 26	11 41	10 06	11 50	11 50	5 30	4 04	0	
	Bridge of Orchy .. lev.	9 34	10 34	11 49	10 06	11 50	11 50	5 30	4 04	0	
	Crianlarich (Upper) .. lev.	9 42	10 42	12 03	10 06	11 50	11 50	5 30	4 04	0	
	Ardlui (Loch Lomond) .. lev.	9 50	10 50	12 11	10 06	11 50	11 50	5 30	4 04	0	
	Arrochar and Tarbet .. lev.	10 04	11 04	12 25	10 06	11 50	11 50	5 30	4 04	0	
	Whistfield .. lev.	10 12	11 12	12 33	10 06	11 50	11 50	5 30	4 04	0	
	Gartocharie .. lev.	10 20	11 20	12 41	10 06	11 50	11 50	5 30	4 04	0	
	Rhu .. lev.	10 28	11 28	12 49	10 06	11 50	11 50	5 30	4 04	0	
	Shandon .. lev.	10 36	11 36	12 57	10 06	11 50	11 50	5 30	4 04	0	
	Edinburgh (Waverley) .. arr.	10 54	11 54	13 15	10 06	11 50	11 50	5 30	4 04	0	
	Dumbarton (Central) .. arr.	11 25	12 25	13 46	10 06	11 50	11 50	5 30	4 04	0	
	Queen (High Level) .. arr.	11 58	12 58	14 19	10 06	11 50	11 50	5 30	4 04	0	
	Edinburgh (Waverley) .. arr.	12 18	13 18	14 41	10 06	11 50	11 50	5 30	4 04	0	
	London (King's Cross) .. arr.	12 46	13 46	15 09	10 06	11 50	11 50	5 30	4 04	0	

For Steamer Sailings from Stornoway and Portree in connection with Trains, apply D. MacBrayne, Ltd., 44 Robertson Street, Glasgow, C.2

* Saturdays only	† Except Saturdays	‡ Sunday to Friday nights inclusive (Friday nights 4-50 p.m.)
§ Mondays only	¶ Except Mondays	§ Refreshment Car
▲ Station for Ballachulish (Glenoe) and Kinlochleven	■ Change Craigendoran	● Sleeping Car
◆ Sunday to Friday nights inclusive	◆ Change Craigendoran	◆ Through Carriage



Glasgow - Oban - Fort William - Mallaig

Mondays to Saturdays

	C	A B	X	X	X	X
Edinburgh	0505	0700	1130	1700		
Glasgow Queen Street		0812	1242	1812		
Dalmuir	0627	0827	1257	1827		
Dumbarton Central		0837	1307	1837		
Helensburgh Upper	0654	0855	1325	1855		
Garelochhead	0709	0906	1336	1907		
Arrochar & Tarbet	0735	0926	1357	1927		
Ardlui	0749x	0943	1412	1948		
Crianlarich a	0809	0959	1427	2003		
Tyndrum Lower	d 0817	1005 1011	1433 1439	2009 2015		
Dalmally		1012	1440	2016		
Loch Awe		1029	1457	2033		
Taynuilt		1034	1502	2038		
Taynuilt		1047	1516	2052		
Connel Ferry		1058	1527	2103		
Oban		1110	1539	2115		
Upper Tyndrum	0831	1022	1450	2026		
Bridge of Orchy	0851	1036	1504	2040		
Rannoch	0921	1057	1525	2106		
Courroch	0936x	1109	1537	2118		
Tulloch	0957	1125	1553	2134		
Roy Bridge	1007x	1135	1603	2144		
Spean Bridge	1015	1141	1609	2150		
Fort William a	1030	1154	1622	2203		
Banavie	d 0845	1200	1627	2210		
Corpach	0851	1206	1633	2216		
Loch Eil Outward Bound	0856	1211	1638	2221		
Lochelside	0902	1217	1644	2227		
Glenfinnan	0907x	1222x	1649x	2232x		
Lochalort	0917	1232	1702	2242		
Beasdale	0933x	1248x	1717x	2258x		
Arisaig	0942x	1257x	1726x	2307x		
Morar	0950	1305	1734	2315		
Mallaig	0958	1313	1742	2323		
	1005	1320	1749	2330		

NOTES

- A Lord of the Isles
- B Mondays to Fridays from Stirling until 22 December 1995 and from 3 January 1996 except 25 September, 8 April, 6 and 27 May
- C Limited seating accommodation from Edinburgh only. Reservations essential. Also conveys sleeping car accommodation from London Euston depart 2130 Mondays to Fridays/2105 Sundays
- X Stops on request. Customers wishing to alight must inform the on-train staff and those wishing to join must give a hand signal to the driver
- X Trolley service of cold snacks, sandwiches and hot and cold drinks available for all or part of journey

Sabbatarianism was still an issue in Scotland's Outer Hebrides until recently with opposition to Sunday ferries.

Today the Sunday service is still limited with only one all year train, an additional summer service, and The Jacobite.

1995-6

Diesel locomotives of various classes replaced steam and in turn were replaced by class 156 diesel multiple units from 1989 [above].

The 1995-6 winter service combined Mallaig and Oban services, the three through trains splitting or combining at Crianlarich. Here there was a dining room that until 1939 was famous for supplying meal baskets ordered in advance by the train's guard. The room continued operating until the 1960s but is now closed.

Note the named train Lord of the Isles, the title of the head of Clan Donald, which now travels at an average of 32Kmph, a 50 per cent increase! The Sunday service provided only one train to Mallaig. The through sleeper continues from Fort William to London.

Steam returns

British Rail introduced the West Highlander, a steam hauled tourist service between Fort William and Mallaig, for the summer of 1984. This proved so popular it was repeated every summer henceforth, and later renamed The Lochaber.

In 1995 the operation was transferred to the West Coast Rail Company, a licensed Train Operating Company based in Carnforth in Lancashire. Renamed The Jacobite reflecting the heritage of Lochaber's association with Bonnie Prince Charlie and the 1745 rebellion.

The steam service has proven so popular that from 2011 The Jacobite operated twice daily.

2012 Public

The complexity of the UK's private train operations meant that for the Olympic year only one timetable was published for the whole year. For the West Highland traveller this complicated matters due to the seasonal variation of the service. Copious notes are required to explain operating periods; there's even a summer only station on the Oban branch.

Glasgow - Oban - Fort William - Mallaig  
Mallaig - Fort William - Oban - Glasgow

	A X	X	B X	X	X	X	A
Edinburgh	1130	1630					Mallaig 1610
Glasgow Queen Street	1240	1810					Morar 1617
Dalmuir	1255	1825					Arisaig 1626
Dumbarton Central	1305	1835					Beasdale 1632x
Helensburgh Upper	1323	1853					Lochalort 1641x
Garelochhead	1334	1905					Glenfinnan 1701
Arrochar & Tarbet	1357	1925					Lochelside 1710x
Ardlui	1412	1948					Loch Eil Outward Bound 1716
Crianlarich a	1427	2003					Corpach 1722
							Banavie 1726
							Fort William a 1733
							Oban 1740
							Tyndrum Lower d 1900
							Spean Bridge d 1753
							Roy Bridge 1759
							Tulloch 1810
							Corroch 1827
							Rannoch 1836
							Bridge of Orchy 1857
							Upper Tyndrum 1913
							Oban 1925
							Connel Ferry 1821
							Taynuilt 1900
							Tulloch 1832
							Loch Awe 1314
							Dalmally 1819
							Tyndrum Lower 1337
							Crianlarich a 1349
							1923 1923 2123
							Banavie d 1355
							Corpach 1929
							Loch Eil Outward Bound 1413
							Lochalort 1428
							Lochelside 2001
							Glenfinnan 2020
							Lochalort 2022
							Beasdale 2238
							Dumbarton Central 1501
							Arisaig 1515
							Morar 2045
							Dalmuir 1524
							Glasgow Queen Street 1544
							Edinburgh 1659
							2222 0014

NOTES

- A Until 29 October 1995
- X Stops on request. Customers wishing to alight must inform the on-train staff and those wishing to join must give a hand signal to the driver
- X Trolley service of cold snacks, sandwiches and hot and cold drinks available for all or part of journey

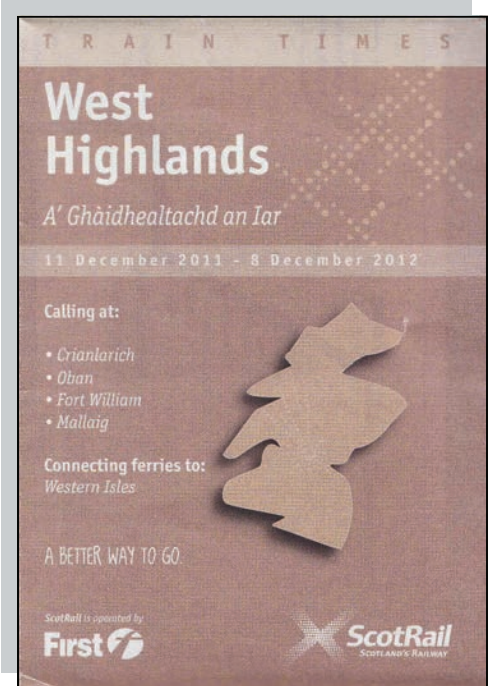
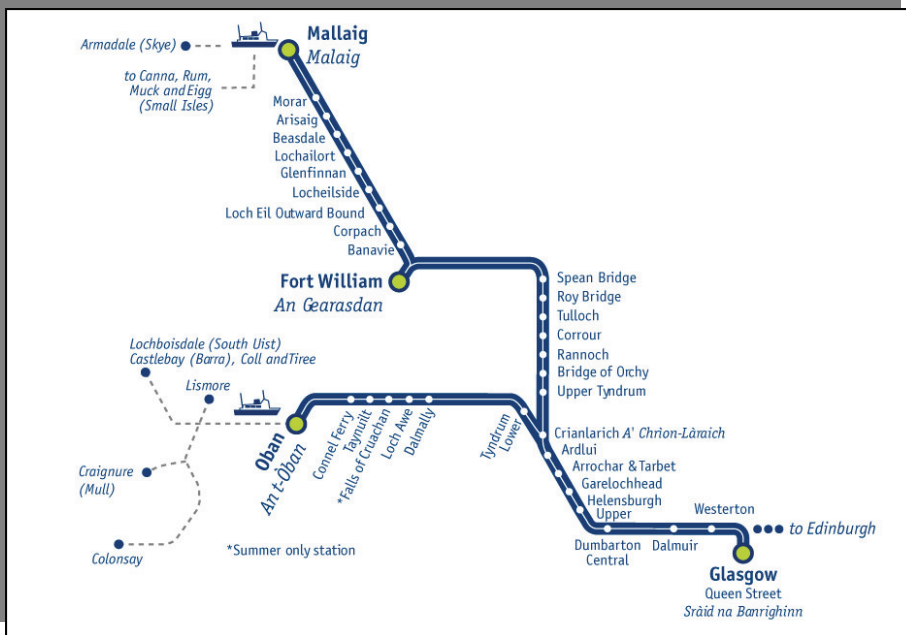
NOTES

- A Limited seating accommodation to Edinburgh. Reservations essential. Also conveys sleeping car accommodation to London Euston arrive 0743
- B Until 29 October 1995
- X Stops on request. Customers wishing to alight must inform the on-train staff and those wishing to join must give a hand signal to the driver
- X Trolley service of cold snacks, sandwiches and hot and cold drinks available for all or part of journey

Northbound weekday journeys annotated A, Z, B and those at 12:21 and 18:21 from Glasgow operate all year. B is still the Caledonian Sleeper service from London. Journey D is winter only and E, F and G are summer only. But even more complex is that E journeys operate Mondays to Fridays whilst F and G operate on Saturdays only. G, the 10:37 Saturdays to Oban, is supposedly the only service that catering is available on, but from experience it was also available on the 09:03 E service to Mallaig. The timetable is delightfully vague on this matter: 'Trolley catering services may be available for all or part of the journey'!

The tourist nature of this service is such that bank and public holidays are treated the same as weekdays. On the Monday of this year's Queen's 75th Anniversary the 09:03 Glasgow to Mallaig train was fully booked with hikers and mountain climbers; perhaps also indicative of Scotland's general disinterest in the event.

Services C and H are The Jacobite. Even this is complicated as C operates Monday to Friday from 14 May until 26 October and Saturdays from 23 June to 25 August; whilst H operates Monday to Friday only from 4 June until 31 August. Reservations are essential. So on summer weekdays the Fort William to Mallaig part of the line



now has six return trips a day, more than ever before!

Southbound services reflect the same complexity.

From Mallaig there are only Caledonian MacBrayne ferry services to Armdale and the Small Isles listed. The latter are the quaintly named Rum, Eigg, Muck and Canna; the timetable for which deserves its own article. Missing is the Bruce Watt operated ferry to the road-less Loch Knoydart communities.

**2012 Working Timetable**

The West Highland is in section GA10 of the UK working timetable. For those who

obtained a copy of the 2012 UK timetable on CD from the AATTC Distribution Service it is on pages 1073 to 1091 of section GA.

The regular passenger service is given a timing load of a class 150 DMU up to 75mph (120Kmph) but is usually operated by class 156 four car units. The Jacobite is given the timing load of 90R47201, a class 47 diesel with a maximum speed of 90 miles per hour (144Kmph) hauling a load of 210tonnes.

Because the WTT pages are laid out in landscape the line takes two pages to show a journey from Glasgow to Mallaig. A separate Saturday table is shown instead of the Monday to Saturday of the public time-

table, although SX is still shown in the headings.

For some reason the 14:45 Jacobite from Fort William, and its 18:40 return from Mallaig aren't shown on the working timetables.

**References**

- John Thomas, The West Highland Railway, 2nd Edition, David and Charles, 1976
- Caplan, Neil, The West Highland Lines, Ian Allan, 1988





**Mondays to Saturdays**

	A	Z	B	C	D	SXE	SO F	SXE	SO G	SXH					
Edinburgh	d		0450		0715	0715	0715	0745	0930		1115	1715			
Glasgow Queen St	d	0530			0821	0821	0821	0903	1037		1221	1821			
Westerton	d	0543a	0556		0823r	0825	0823	0908	1038		1223	1808			
Dalmuir	d		0604		0839	0839	0839	0924	1052		1242	1838			
Dumbarton Central	d				0848	0848	0848	0936	1105		1248	1847			
Helensburgh Upper	d		0629		0906	0906	0906	0952	1122		1306	1904			
Garelochhead	d		0642		0917	0917	0917	1004	1134		1317	1916			
Arrochar & Tarbet	d		0708		0937	0937	0937	1027	1154		1337	1936			
Ardlui	d		0722x		0953	0953	0953	1039x	1208		1353	1952			
Crianlarich	a		0743		1009	1009	1009	1055	1224		1409	2008			
Crianlarich	d		0744		1015	1021	1015	1015	1021	1058	1226	1415	1421	2014	2017
Tyndrum Lower	d				1024	1024	1024	1024	1235		1424	1424	2023	2023	2041
Dalmally	d				1042	1042	1042		1257		1442	1442	2041	2041	2046
Loch Awe	d				1047	1047	1047		1302		1447	1447	2046	2046	2051x
Falls of Cruachan ●	d						1052x	1052x	1307x		1452x	1452x	2051x	2051x	2102
Taynuilt	d				1103	1103	1103		1318		1503	1503	2102	2102	2113
Connel Ferry	d				1114	1114	1114		1329		1514	1514	2113	2113	2126
Oban	a				1127	1127	1127		1342		1527	1527	2126	2126	2128
Upper Tyndrum	d		0757		1032			1032	1109		1432	1432	2028	2028	2042
Bridge of Orchy	d		0814		1046			1046	1123		1446	1446	2042	2042	2107
Rannoch	d		0845		1108			1108	1145		1509	1509	2107	2107	2119
Corrour	d		0858x		1120			1120	1157		1521	1521	2119	2119	2135
Tulloch	d		0918		1136			1136	1214		1538	1538	2135	2135	2145
Roy Bridge	d		0929x		1146			1146	1224		1548	1548	2145	2145	2152
Spean Bridge	d		0937		1154			1154	1231		1556	1556	2152	2152	2205
Fort William	a		0954		1207			1207	1244		1609	1609	2205	2205	2214
Fort William	d	0830		1015	1212			1212	1248	1445	1619	1619	2214	2214	2220
Banavie	d	0836			1218			1218	1255		1625	1625	2220	2220	2225
Corpach	d	0842			1223			1223	1259		1630	1630	2225	2225	2231
Loch Eil OB	d	0849			1229			1229	1306		1636	1636	2231	2231	2236x
Locheilside	d	0854x			1234x			1234x	1311x		1641x	1641x	2236x	2236x	2247
Glenfinnan	d	0905		1122b	1246			1246	1322	1540c	1655	1655	2247	2247	2303x
Lochalort	d	0920x			1301x			1301x	1337x		1710x	1710x	2303x	2303x	2312x
Beasdale	d	0929x			1310x			1310x	1346x		1719x	1719x	2312x	2312x	2320
Arisaig	d	0938			1318			1318	1354		1727	1727	2320	2320	2328
Morar	d	0946			1326			1326	1403		1736	1736	2328	2328	2335
Mallaig	a	0953		1226	1334			1334	1410		1644	1644	2335	2335	

**Sundays**

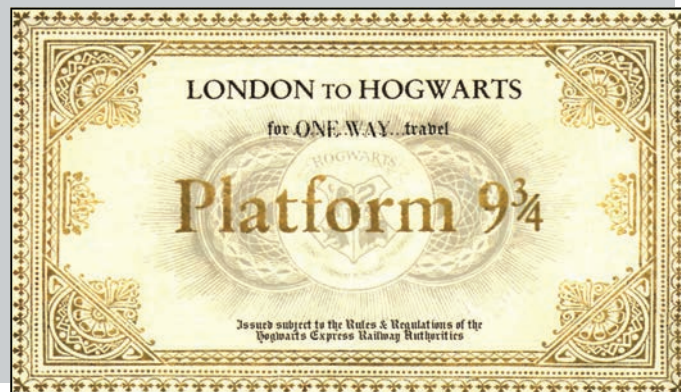
	J	K	L	P	L		
		0810		0800	1100		1700
		0854e		0955	1220		1820
		0910		0940	1210		1810
		0927u		1016	1234		1834
				1025	1244		1844
		0952		1040	1306g		1904h
		1003		1051	1317		1916
		1023		1111	1337		1936
		1037		1127	1353		1952
		1053		1144	1409		2008
		1056		1146	1415	1421	2014
		1104		1155	1424	1424	2023
		1122		1214	1442	1442	2041
		1127		1219	1447	1447	2046
		1132x		1223x	1452x	1452x	2051x
		1142		1241f	1503	1503	2102
		1153		1252	1514	1514	2113
		1206		1305	1527	1527	2126
							2028
							2042
							2107
							2119
							2135
							2145
							2152
							2205
							2214
	1015		1212				2220
			1218				2225
			1223				2231
			1229				2236x
			1234x				2247
			1246				2303x
			1301x				2312x
			1310x				2320
			1318				2328
			1326				2335
	1226		1334				

**Notes**

● Falls of Cruachan is a summer only station and is open from 20 May until 30 September 2012 only

- a Arrival time
- b Arrives 1054
- c Arrives 1520
- d Departure time
- e Departs Low Level platforms
- f Arrives 1233
- g Arrives 1259
- h Arrives 1859
- j Passengers may arrive 0829 (Low Level platforms) by changing at Dumbarton Central
- k Arrives 1948
- n Arrives Low Level platforms
- q Arrives 2041
- r Departs 0825 Mondays to Fridays
- s Stops to set down only
- u Stops to pick up only
- x Request stop

- A Catering service available from 21 May until 27 October 2012
- B Overnight Sleeper and limited seated service from London Euston. Reservations compulsory. Passengers on seated service change coaches at Edinburgh
- C Mondays to Fridays from 14 May until 26 October 2012, also Saturdays from 23 June until 2 August 2012. The Jacobite Steam Train. Reservations essential
- D Until 19 May and from 1 October 2012
- E From 21 May until 28 September 2012
- F From 26 May until 29 September 2012
- G From 24 March until 27 October 2012. Catering service available from 26 May 2012
- H From 4 June until 31 August 2012. The Jacobite Steam Train. Reservations essential
- J From 24 June until 26 August 2012. The Jacobite Steam Train. Reservations essential
- K From 24 June until 26 August 2012. Also calls at Haymarket 0814u, Linlithgow 0839f, Polmont 0842u and Falkirk High 0847u
- L From 25 March until 28 October 2012. Catering service available from 20 May 2012





**Mondays to Saturdays**

	SXQ	R	SXS	SXT	SXU	SO	SO	SXE	C	SO G	A	SXH	SXV	W
Mallaig	d	0603	1010	1010	1010	1010	1010	1410		1605	1815	1840		
Morar	d	0609	1017	1017	1017	1017	1017			1612	1822			
Arisdale	d	0619	1026	1026	1026	1026	1026			1621	1831			
Beasdale	d	0625x	1033x	1033x	1033x	1033x	1033x			1628x	1838x			
Lochalort	d	0634x	1042x	1042x	1042x	1042x	1042x			1637x	1847x			
Glenfinnan	d	0651	1059	1059	1059	1059	1059			1654	1904			
Locheilside	d	0701x	1109x	1109x	1109x	1109x	1109x			1703x	1913x			
Loch Eil OBd	d	0707	1115	1115	1115	1115	1115			1710	1920			
Corpach	d	0713	1121	1121	1121	1121	1121			1716	1926			
Banavie	d	0717	1125	1125	1125	1125	1125			1720	1930			
Fort William	a	0725	1132	1132	1132	1132	1132	1603		1728	1937	2024		
Fort William	d	0742	1140	1140	1140	1140	1140			1737		1950		
Spean Bridge	d	0755	1155	1155	1155	1155	1155			1751		2010		
Roy Bridge	d	0802	1202	1202	1202	1202	1202			1757		2017x		
Tulloch	d	0813	1214	1214	1214	1214	1214			1809		2030		
Corrour	d	0830	1231	1231	1231	1231	1231			1825		2051x		
Rannoch	d	0843	1242	1242	1242	1242	1242			1837		2106		
Bridge of Orchy	d	0903	1303	1303	1303	1303	1303			1857		2134		
Upper Tyndrum	d	0919	1319	1319	1319	1319	1319			1913		2152		
Oban	d	0811	1211	1211	1211	1211	1256	1611		1811				
Connel Ferry	d	0823	1223	1223	1223	1308	1623	1823						
Taynuilt	d	0835	1235	1235	1235	1320	1635	1835						
Falls of Cruachan	d	0843x	1243x	1243x	1243x	1328x	1643x	1843x						
Loch Awe	d	0850	1250	1250	1250	1335	1650	1850						
Dalmally	d	0855	1255	1255	1255	1341	1655	1855						
Tyndrum Lower	d	0914	1314	1314	1314	1400	1714	1914						
Crianlarich	a	0929	0930	1329	1330	1330	1329	1330	1410	1725	1925	1926		2204
Crianlarich	d	0936	1336	1336	1336	1412	1731	1933						2205
Ardlui	d	0952	1352	1352	1352	1428	1747	1953k						2226x
Arrochar & Tarbet	d	0710	1007	1407	1407	1407	1443	1802	2008					2244
Garelochhead	d	0730	1032	1427	1427	1427	1503	1822	2028					2310
Helensburgh Upper	a	0742	1044	1439	1439	1439	1515	1834	2040					2324
Dumbarton Central	a	0756	1059	1451	1451	1451	1529	1845	2059					2349
Dalmuir	a	0818	1108	1503	1503	1503	1538	1856	2109					2349
Westerton	a	0829	1125	1525	1525	1525	1555	1910	2126					2354 0005d
Glasgow Queen St	a	0837j	1130	1530	1530	1530	1600	1920	2131					0020
Edinburgh	a	0952	1236	1635	1635	1635	1707	2021	2251					0050

**Sundays**

	L	M	J	P	N	V	Z	L
	1010	1410			1605			1815
	1017				1612			1822
	1026				1621			1831
	1033x				1628x			1838x
	1042x				1637x			1847x
	1059				1654			1904
	1109x				1703x			1913x
	1115				1710			1920
	1121				1716			1926
	1125				1720			1930
	1132	1603			1728			1937
	1140				1737			1900
	1155				1751			1920
	1202				1757			1927x
	1214				1809			1940
	1231				1825			2001x
	1242				1837			2015
	1303				1857			2047q
	1319				1913			2105
	1211		1611	1711		1811		
	1223		1623	1723		1823		
	1235		1635	1735		1835		
	1243x		1643x	1743x		1843x		
	1250		1650	1750		1850		
	1255		1655	1755		1855		
	1314		1714	1814		1914		
	1329	1330		1725	1825	1925	1926	2116
	1336		1731	1825	1933	2118		
	1352		1747	1841	1953k	2139x		
	1407		1802	1855	2008	2157		
	1427		1822	1917	2028	2223		
	1439		1834	1929	2040	2237		
	1453		1845		2053			
	1505		1856	1955s	2103	2302		
	1530		1930	2030	2130	2311	2328d	
	1531		1915	2045n	2119	2347		
	1652		2021	2109	2224	0013		

- M** From 25 March until 28 October 2012. Catering service available from Fort William from 20 May 2012
- N** From 24 June until 26 August 2012. Also calls at Falkirk High 2028s, Polmont 2036s, Linlithgow 2044s and Haymarket 2103s
- P** From 20 May until 30 September 2012
- Q** Also calls at Cardross 0750, Singer 0806, Maryhill 0817 and Possilpark & Parkhouse 0822. No catering service available
- R** Catering service available from Fort William
- S** Until 18 May and from 1 October 2012
- T** Until 18 May and from 1 October 2012. Catering service available from Fort William
- U** From 21 May until 28 September 2012. Catering service available from Fort William
- V** Overnight Sleeper and limited seated service to London Euston. Reservations compulsory. Passengers on seated service change coaches at Edinburgh
- W** Runs Tuesday to Saturday mornings only. No catering service available
- Z** No catering service available

