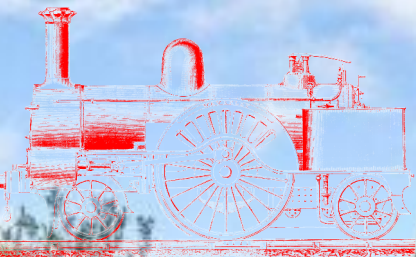


The Times

July 2016

A journal of transport timetable history and analysis



*Catalogue of Books, etc.
on*

Railways



**Inside: Google Transit on the Roof of the World
Timetable Treasure Trove in Suffolk**

RRP \$4.95
Incl. GST

The Times

A journal of the Australian Timetable Association Inc. (A0043673H)

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

July 2016

Vol 33 No. 07, Issue No. 390

The Times welcomes all contributions. Our Authors' Guide is available on our web-site at <http://www.austta.org.au>
Reproduction Material appearing in The Times may be reproduced in other publications, with an acknowledgement.
Disclaimer Opinions expressed in our magazines are not necessarily those of the Association or its members.
Editor, The Times Geoff Lambert 179 Sydney Rd FAIRLIGHT 2094 NSW thetimes@austta.org.au
A full ATA contact list can be found periodically in Members News, at <http://www.austta.org.au/newsletter.pdf>

—Contents—

DAVID CRANNEY	ARMCHAIR BUS TRAVELS IN LHASA	<u>3</u>
DAVID HENNELL	WHAT BRANCH-LINE IS THAT?	<u>6</u>
GEOFF LAMBERT	A GARAGE FULL OF TIMETABLES	<u>11</u>



Six impossible things before breakfast.

About 23 years ago, I had a kind of audience with the Dalai Lama, while I was his minder for a day at a conference organised by my wife.

While we drank tea and ate mo-mos, He spoke passionately to me of Lhasa, that sacred city on the Roof of the World—still then so physically and conceptually remote and exotic. It would have been impossible then to believe that the city of which he spoke now has a rail connection to China, a suburban bus network and is planning three light rail lines and a rail connection to Kathmandu under Mt Everest.

There's no denying progress—or is there?—but the concept of Google providing timetables for Lhasa Rapid Transit seems more than a little melancholy. It is, I suppose, more a symbol of Chinese hegemony.

From his armchair, David Cranney explains all in this issue.

The Armchair Traveller: catching a bus in Lhasa

DAVID CRANNEY

WHEN I WAS A SCHOOLBOY in the 1950s, Tibet and its capital Lhasa were depicted as a fabled theocracy on “the roof of the world” in a region so remote that only the most intrepid traveller could venture there. Like the stories of the opulent Manaus opera house in the remote Amazon jungle financed by the rubber trade or the extravagance associated with the California gold rush, such narratives left this impressionable kid with an interest in seemingly exotic locations.

Over the years I have travelled to various locations (but neither Tibet nor Manaus or indeed anywhere in South America) and these days I seem to do a lot more armchair travelling than real travelling. As a rule I prefer to be a DIY traveller, in particular researching how to get around on available public transport. This has been useful for my travel within cities such as Beijing and Shanghai, as well as an economical way to visit places like the Great Wall from Beijing and the Terracotta Warriors from Xi’an.

As I am unlikely to ever make a visit in person to Tibet, the next best option is an armchair journey. Nowadays this area is officially the Tibet Autonomous Region of PRC. Over the years the Chinese government has poured considerable resources into infrastructure for Tibet, including the Qinghai – Tibet railway to Lhasa. Foreign tourists are encouraged to visit Tibet but entry by plane, train or road is controlled, as is movement within the region. One notable exception according to tourist websites is travel within Lhasa itself.



So my armchair journey will comprise use of the Lhasa public transport network. At present this comprises buses only. However, three light rail lines are planned in a 63.9km network, with some preparatory

work completed according to the International Railway Journal in August 2015 (<http://www.railjournal.com/index.php/asia/china-embraces-light-rail.html>). There is no mention of a metro network, probably because currently Lhasa’s population of about half a million is insufficient.



Various tourist websites advise that Lhasa has a regular public bus network together with privately run minibuses that also operate route services. Indications are that minibuses are being phased out as the government funds growth in the public bus network. In addition, new bus deliveries include electric hybrid and CNG vehicles. For example, a media release on behalf of the Chinese bus industry advises of a contract to supply Lhasa with 42 buses including “27 units of 12-meter electric city buses and 15 units of 10.5-meter CNG plug-in hybrid city buses, which is to be delivered by 6p.m. May 20, 2015.” (http://www.chinabuses.org/news/2015/0416/article_8864.html) More recently a solar powered electric hybrid bus was placed in service. The roof is covered in solar panels to take advantage of the strong summer sunshine in Lhasa.

(http://www.chinadaily.com.cn/business/2015-11/24/content_22514454.htm#Content).

Despite the language difficulty, it is not extremely hard for non-Chinese speakers to find public transport routes in Lhasa and many other Chinese cities. Between 2011 and 2013 I managed to do this for Beijing, Shanghai, Guangzhou, Xi'an and Hangzhou. In general, urban rail maps (in cities with rail services) are easily found on the Internet whereas bus route maps need to be generated using a transport planner website. Two major sources of bus route data are Google Transit (within the 'directions' function of Google Maps) and Mapbar, a provider of extensive travel information within China, including apps for mobile devices.

Google Transit in China takes data from MapABC, a local provider of mapping services (www.mapabc.com). Similarly, Mapbar (<http://www.mapbar.com>) provides data on urban bus services amongst a wide range of other information. Google is useful for non-Chinese speakers as directions can be obtained in English, however in my experience the English translation of a Chinese place name may not correspond to its literal meaning in Chinese. Consequently a search may not come up with the place you are actually looking for. Mapbar on the other hand, needs a translation service (such as Google Translate) to at least get you started on a search. Mapbar allows the user to search by route number, origin/destination and a specific place. However the latter two search criteria require names to be entered in Chinese and, to the best of my knowledge, are limited to the names of bus stops (every stop is named).

In my experience, Google Transit and Mapbar complement each other. Google provides a full travel planning function by giving details from origin to destination including the required portion of a bus route and any walking required, while Mapbar shows entire bus routes. At this point I should mention that while I use Google for map and translation tools, there may be other products available that are just as suitable.

Let's say you have disembarked from the train at Lhasa railway station and have managed to convince your assigned tourist guide that a visit to the famous Potala palace by public transport is your preferred way to start a Tibetan holiday. Using the Google Transit facility in Google Maps and entering from "Lhasa railway station" to "Potala palace" will give four possible bus routes, with route 6 having a stop closest to the palace. The screen grab illustrated here advises that route 6 operates every 10 minutes and the portion you use takes 50 minutes. Google also gives the walking distance from the station to the embarking

拉萨6路上行公交站牌

火车站——邮车总站
返程路线

6路上行所有公交车站 (共18站)

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
火	通	北	新	财	西	博	甲	药	拉	明	金	鲁	保	波	瑞	减	邮
车	站	京	区	校	郊	物	热	王	百	都	珠	固	健	林	吉	大	车
站	道	站	站	客	馆	站	山	站	商	菜	站	院	卡	酒	站	总	站
				运	北	农	务	市	站	场							
				站	站	门	贺	站									
						站	市	场									

拉萨6路上行线路图

政综合楼 西苑 晨曦花园 样区 德吉罗布 拉萨火车站 拉萨火车东站 门却 1公里

北京中路 嘉措园 金珠东路 桑氏公寓 金星游乐园 仙足岛 拉萨市城关区政府 西萨自治区政府 苏路 终点 邮车总站 阳城广场 艺术宫

图吧 GS(2015)15号 Data © Navinfo

bus stop and similarly from the disembarking stop to the palace.

As you need to alight from the route 6 bus part way along its route, it may be useful to download details of the entire route from Mapbar in case you miss your stop for example. Using Google translate for the mapbar.com home page, click on "Lhasa bus" (in section titled "City bus") then "Lhasa bus lines" which should list all routes covered by Mapbar, then (in this case) click "6 way" box which should give a map and details for Lhasa route 6. In any case, a better result is obtainable from the Chinese language version of the website – just compare the Chinese and English translations side by side to click on the appropriate Chinese characters.

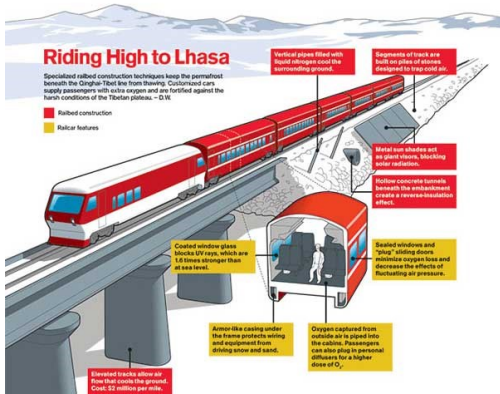
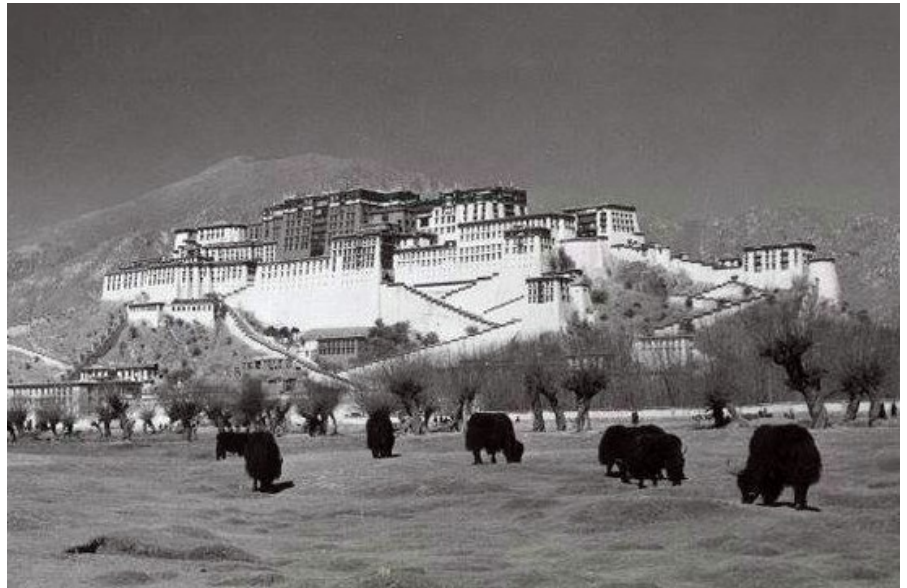
Mapbar gives both a diagram of the route including the name of each stop and an interactive map. There is also basic information including times of the first and last

service from both termini, service interval, fare information and operator name (details not supplied for the latter two in this particular case). Thus hours of operation for Lhasa route 6 are 06:30 - 21:30 departing from each terminus with a ten minute service interval. The same frequency every day is assumed. Google Transit has much more detailed timetable information than Mapbar but the latter provides no less information than, say, Sydney Buses does regarding its Metrobus routes in Sydney.

How to pay your fare? While Mapbar omits bus fare information for Lhasa, it provides data for other Chinese cities. Flat fares generally apply on city buses using a fare box that does not give change. The rate is generally around two yuan (about \$0.40) for adults within a defined area. However, Lhasa also uses a contactless smart card and since April 2015 also allows UnionPay (Chinese bankcard) credit

card holders to pay with their card.

For anyone interested in sampling bus services in major Chinese cities, the methods of searching Google and Mapbar previously described should prove useful. For added interest, Wikipedia and some other websites have a range of information on trolleybus routes, bus rapid transit (BRT) routes and bus routes to places of interest.



10:55 AM - 12:16 PM
(1 h 21 min)

11:11 AM from 火车站
20 min every 10 min

SCHEDULE EXPLORER

- 10:55 AM ○ Parking Lot of Lhasa Railway Station
Doilungdeqen, Lhasa, Tibet, China
- Walk
About 6 min, 500 m
- 11:11 AM ○ 火车站
- 6路 towards 邮车总站
51 min (8 stops)
- 12:02 PM ○ 药王山农贸市场
- Walk
About 14 min, 1.2 km
- 12:16 PM ○ Potala Palace
Chengguan, Lhasa, Xizang (Tibet), China

1 h 26 min every 10 min

1 h 21 min every 10 min

1 h 25 min every 10 min

1 h 25 min every 10 min

1 h 25 min every 10 min

1 h 25 min every 10 min

What branch line is that?

DAVID HENNELL

SOME YEARS AGO, I SUBMITTED an *Identify the Branch Line* quiz for the enjoyment of readers of *The Times*. As the feedback about this activity was very positive, it seemed appropriate that I prepare another one. We all like to further our knowledge and understanding of Australia's transport history. So here goes ...

- all extracts except the border hopping line are taken from public timetables
- x => change trains
- connecting trains are shown in *italic*
- the connecting trains shown may run on other days as well but the branch connections aren't made on these days
- standard symbols shown are those used in the timetable concerned
- any non-standard symbol is explained as a footnote
- some background information is supplied to assist you with your identification
- capitalisation may seem strange at times but ordinary words are being used as place names
- there are varying degrees of difficulty
- 24 hour time is used in this article to avoid possible misunderstandings but the timetables discussed were all issued using 12 hour time
- if you have the particular timetable (or those of nearby dates) in your collection, please make your identification before

referring to the timetable

1. Western Australia: WAGR PTT 5th October 1903

Many Western Australian branch lines were built to serve mining areas and this one is no exception. However, the Monday to Saturday service doesn't seem to be really suitable for miners travelling to work in either direction. The excellent Sunday service suggests that there was a large population in the area at that time. There was a short 1 mi (1.6 km) branch line off the line to Terminus that was associated with another government railway system but owned and operated by

WAGR. As far as I can tell, this other line never had a passenger service. Over the years, Major Inland Town was served by suburban trains and electric trams.

2. Commonwealth Railways: PTT 16th May 1927

Major Station B later became the terminus of the railway. The service as shown in this PTT is very unbalanced but other documents from this period show many empty movements from Major Station B to Junction Station and a small number in the opposite direction. Workman's weekly tickets were on issue for the section Junction Station to Location C.

Western Australia: WAGR PTT 5th October 1903									
		M - Sa	M - Sa	M - Sa	W, Sa	Su	Su	Su	Su
		mixed	mixed	mixed	mixed	pass	pass	pass	pass
Major Inland Town	d	0800	1330	1735	2300	0900	1330	1655	2100
Terminus	a	0835	1400	1805	2335	0930	1400	1725	2130
		M - Sa	M - Sa	M - Sa	W, Sa	Su	Su	Su	Su
		mixed	mixed	mixed	mixed	mixed	pass	pass	pass
Terminus	d	0915	1410	1845	2355	0945	1410	1750	2150
					Th, Su				
Major Inland Town	a	0950	1440	1920	0030	1020	1440	1820	2220

Q2 Commonwealth Railways: PTT 16th May 1927

		M-S	M-Sa	M-Sa	M-F	Sa	M-Sa
		pass	pass	pass	mixed	pass	rail motor
<i>day ex Major Station A</i>		Su-F					
Major Station A	d	2040					0945
		M-Sa					
Intermediate Junction Station	a	0146					152/x
	d	0158		0850			1550
Junction Station	a	0417		1059			1818
Junction Station	d	0454	0640	1104	1630	1700	1823
Major Station B	a	<u>0510</u>	0705	<u>1120</u>	<u>1655</u>	<u>1720</u>	<u>1840</u>
Location C	a		¶				
		M-Sa	Sa	M-F	M-Sa		
		rail motor	pass	pass	pass		
Location C	d		§§	§§			
Major Station B	d	0907	1215	1725	2020		
Junction Station	a	0920	<u>1240</u>	<u>1750</u>	2035		
Junction Station	d	0925			2040		
Intermediate Junction Station	a	1200x			2245		
					Tu-Su		
	d	1300			0007		
Major Station A	a	<u>1729</u>			<u>0450</u>		
		(1733 Sa)			(0507 Su)		

¶ Continues to Location C (no time given at Location C)

§§ Originates at Location C (no time given at Location C)

3 South Australia: SAR PTT 26th August 1956

This branch runs almost due east from Junction Station to Terminus, which was also served by trains of another system although the connections were usually poor and often non-existent. The branch line passenger service was replaced by an SAR contract bus service from Junction Station to Terminus in 1963. The transfer location between rail and road was changed to Large Town in 1964 as there was a refreshment room at that station and the bus depot was located in that town.

4 Victoria: VR PTT 6th May 1918

The main line railway in the area bypassed this largish town in a manner similar to Allora (Queensland) and Yass (New South Wales) so a short branch was built to serve the town. The line to Terminus survived for a mere 4 months short of 100 years. Rail Centre boasted a refreshment room so passengers were better off changing there (especially on Thursday and Saturday!) than waiting at Junction Station where, despite it being attended, the facilities were somewhat limited. I'm sure that the powers-that-be wouldn't have minded as this would have increased their RRR revenue – or would they? Major Rural City was served by storage battery trams for a short while.

5 Tasmania: GRT PTT 5th September 1927

Opened in 1885 as a government branch off the Tasmanian Main Line Railway Company's line between Hobart and Evandale Junction (later known as Western Junction), the line from Junction Station to Terminus was similar in function to that of the line to Warren in NSW in that Terminus was bypassed by the main line. The original TMLR Co's station took the name of our Terminus upon opening but was renamed Junction Station with the opening of the branch. The long Sa/Su connection could have rather bleak at times as Junction Station was 1429 ft (436 m) above sea level.

Q3 South Australia: SAR PTT 26th August 1956

		M, W, F	Tu, Th, Sa		M-Th, Sa	F
<i>Adelaide</i>	<i>d</i>	0705	0705	Terminus	<i>d</i>	0700 0805
<i>Large Town</i>	<i>a</i>	0959	0959	Junction Station	<i>a</i>	1027 1138x
	<i>d</i>	1011	1011	<i>Junction Station</i>	<i>d</i>	1055 1208
<i>Junction Station</i>	<i>a</i>	1036	1036	<i>Large Town</i>	<i>a</i>	1122 1228
Junction Station	<i>d</i>	1046	1046		<i>d</i>	1137 1238
Terminus	<i>a</i>	<u>1402</u>	<u>1434</u>	<i>Adelaide</i>	<i>a</i>	<u>1418</u> <u>1443</u>

Q4 Victoria: VR PIT 6th May 1918

		M, Tu, Th, Sa	M, Tu, Th, Sa		M, Tu, Th, Sa	M	Tu	Th, Sa
<i>Melbourne</i>	<i>d</i>	0640		Terminus	<i>d</i>	0705		
<i>Major Rural City</i>	<i>a</i>	1120x		Junction Station	<i>a</i>	0722		
	<i>d</i>	1215		Rail Centre	<i>d</i>	..	0800	0800 1525
<i>Rail Centre</i>	<i>d</i>		1503	<i>Junction Station</i>	<i>d</i>	0730	0819	0819 1540
<i>Junction Station</i>	<i>a</i>	1416	1520	<i>Rail Centre</i>	<i>a</i>	<u>0746</u>	..	.. ..
Junction Station	<i>d</i>	1424	1545	<i>Major Rural City</i>	<i>a</i>		1100x	1100x 1800x
<i>Rail Centre</i>	<i>a</i>	1436	..		<i>d</i>		1140	1200 1850
Terminus	<i>a</i>		<u>1600</u>	<i>Melbourne</i>	<i>d</i>		<u>1516</u>	<u>1555</u> <u>2255</u>

Q5 Tasmania: GRT PTT 5th September 1927

		Sa motor	M-F motor	Sa mixed		M-Sa motor	Sa mixed
<i>Hobart</i>	<i>d</i>	1440	1535	1750	Terminus	<i>d</i>	0720 2250
<i>Junction Station</i>	<i>a</i>	1807	1911	2205	Junction Station	<i>a</i>	0737 2310x
Junction Station	<i>d</i>	1809	1913	2215			<i>Su</i>
Terminus	<i>a</i>	<u>1824</u>	<u>1928</u>	<u>2230</u>	<i>Junction Station</i>	<i>d</i>	0745 0320
					<i>Hobart</i>	<i>a</i>	<u>1100</u> <u>0625</u>

6 New South Wales: NSWGR PTT 25th May 1930

Branch connections (sometimes longish) for this line with mail trains occurred rarely and were generally short-lived. The outer part of this line closed in 1988 but the inner portion still carries heavy traffic as this first part of the railway branching to the west was finally completed after a long period of stagnation. Would the clue 'a lot of happy battles' be of assistance?

7 Queensland: QR PTT 28th May 1939

The order of the lines to Terminus A and Terminus C in this table is that shown in all the PTTs covering both lines. The first section of this pair of lines was one of the earliest branches to be opened in Queensland and was effectively a roadside tramway for most of its route but the extensions were constructed on their own rights of way. Terminus C was opened only a few years after the initial section but the first stage of the line from Branches' Junction to Terminus A wasn't opened until during World War I. Terminus A was not intended to be the end of the line but, as things transpired, it remained so. Arrival times at Town B for trains from Terminus C aren't shown in the PTT but would have been about 4 min after departure from Terminus C. Terminus C was on the opposite side of a creek from the township of that name and it was really located on the south western outskirts of Town B.

Q6 New South Wales: NSWGR PTT 25th May 1930									
branch line days		M	Tu, Th, Sa	M, W,F		Tu, Th, Sa	M, W,F	Sa	
branch train type		rail motor	rail motor	mixed		mixed	rail motor	rail motor	
day ex Sydney		Su			Terminus	d	0800	1020	1800
Sydney	d	2037	0815	0815	Junction Station	a	1200x	1230x	2010x
Junction Station	a	0304x	1436x	1436x	Junction Station	d	1312	1312	0029
Junction Station	d	0615	1455	1510	Sydney	a	<u>2015</u>	<u>2015</u>	<u>0655</u>
Terminus	a	<u>0825</u>	<u>1705</u>	<u>1945</u>					

Q7 Queensland: QR PTT 28th May 1939									
		F	M - F	M, W	F	M-F	Sa	Sa	Su
		motor	motor	mixed	mixed	motor	motor	motor	motor
		pass	pass	mixed	mixed	pass	pass	pass	pass
Brisbane 1	d		0800	0842	1515	1645	0800	1747	1845
Brisbane 2	d		0805	0845	1520	1648	0805	1750	1850
Main Line Junction	a		0852x	0956x	1607x	1754x	0852x	1848x	1937x
Main Line Junction	d	0305	0905	1030	1625	1800	0905	1900	1945
Branches' Junction	a			1230					
Terminus A	a	0440d	1033	1240	1815a	1928d	1033	2028d	2117d
TownB	a	0540		<u>1500</u>	<u>2010</u>	..	..	..	..
TerminusC	a		<u>1123</u>			<u>2018</u>	<u>1123</u>	<u>2118</u>	<u>2210</u>
Terminus C	a		F	M - F	F	M-F	M, W	F	Sa
TownB	a		motor	motor	motor	motor	mixed	mixed	motor
Terminus C	a		pass	pass	pass	pass	mixed	mixed	motor
TownB	a		0610	0610	1332	1332	0610	0610	1332
Terminus A	d	0610	0620	1340	1340	1600	2100	0620	1340
Branches' Junction	a	0657		<---		1820a	2255	0700a	1420
Branches' Junction	d	--->	0700a	0710	1420	1820a	2300a	0700a	1420
Main Line Junction	a		0830x	0840x	1545x	2030x	Sa	0830x	1545x
Main Line Junction	ad		0836	0927	1610	2055	<u>0105</u>	0845	1610
Brisbane 2	a		0949	1040	1726	2207	0958	1723	1033
Brisbane 1	a		<u>0952</u>	<u>1043</u>	<u>1729</u>	<u>2210</u>	<u>1001</u>	<u>1726</u>	<u>1036</u>

Q8 Suburban branch line: PTT 19th October 1958													
					WIT only		WIT only						WIT only
City Station	d	0651	0805	0915		1000		1300	1315	1554	1643	1827	
Junction A	a		0815x	0928x				1310		1605			
	d	0701	0816	0934		1010		1311	1328	1606	1655	1838	
Junction B	a	0705	0820						1332x				
Junction B	d	0706	0823	0938	0952	1014	1026	1315	1333	1610	1659	1842	1854
Terminus	a	0708	0825	0940	0954	1016	1028	1317		1612	1701	1844	1856
Terminus	d	0713	0831	0946	1003	1021	1038	1321	1340	1622	1711	1847	1904
Junction B	a		0833	0948x	1005	1023x		1323x		1624	1713	1849x	1906
Junction B	d	0715	0835	0951	1007	1025	1040	1325	1342	1625	1714	1852	1907
Junction A	a	0718x	0839x	0955	1011	1029	1044				1717	1856	
	d	0726	0841	0956	1012	1030	1045	1329	1346	1628	1718	1857	1911
City Station	a	0739	0851	1009	1028	1043	1101	1342	1402	1639	1728	1910	1927
Saturday									Sunday				
City Station	d	0837	0853	1200	1220	1733	1845	2318	City Station	d	1310	1335	2052
Junction A	a	0847		1211		1748		2328	Junction A	a	1321		
	d	0848	0906	1212	1233	1749	1856	2329		d	1322	1348	2107
Junction B	a		0911x		1238x				Junction B	a		1352x	2110
Junction B	d	0852	0912	1216	1239	1753	1900	2333	Junction B	d	1328	1353	2111
Terminus	a	0854	0914	1218	1241	1755	1902	2335	Terminus	a	1330		2113
Terminus	d	0901	0920	1228	1300	1800	1908	2342	Terminus	d	1341	1402	2128
Junction B	a	0903x		1230x	1302	1802	1910x		Junction B	a	1343x		2130

8 Suburban branch line: PTT 19th October 1958

A few trains running between Junction B and Terminus aren't shown in this PTT as they don't make connections to or from the city. These trains are taken from the WTT of the same date. However, they may make connections to or from beyond Junction B on the main line.

Junction B had an island platform (and it still does but there's now only 1 track). The

branch opened on 3rd September 1940 and closed on 1st February 1980. At the time of closure, there were just 4 trains Monday to Friday. It served a major industrial complex and, later, a residential area. In the 1970s, consideration was given to extending the line to major sporting and retail complexes but, most unfortunately, this did not occur and these locations are served only by buses.

9 Border hopping: VR Passenger WTT 60/54 16th August 1954

The dates given for the fortnightly Major Town to Station A local railcar are before the cover date of the timetable- oh, dear! This trip provided an alternate Friday shoppers' service into Major Town. The branch line headed north west from Junction Station for 120 mi (193 km). Passenger accommodation on this line was provided by a platform seat placed in the guard's van of goods trains during the period 1948 to 1953 but, most unfortunately, there were no public timetables issued during this period.

Q9 Border hopping: VR Passenger WTT 60/54 16th August 1954							
		M, Th	Alt.F			Tu,F	Alt. Sa
			®				\$
		railcar	railcar			railcar	railcar
State Capital	d	0815	0815	Tenninus	d	0535	
Major Town	a	1319x	1319x	Station A		0743	0743
Major Town	d	1340	1500	Junction Station		0930	0930
- state border -				- state border -			
Junction Station		1358	1518	Major Town	a	0947x	0947x
Station A		1542	1705	Major Town	d	1013	1013
Tenninus	a	1800		State Capital	a	1425	1425
® commencing 6th August 1954							
\$ commencing 7th August 1954							

10 Isolated line: QR PTT 19th May 1924

Which Thursday is which type of train isn't specified but, if you're catching it at Port, it doesn't really matter. Time probably passed rather slowly at Terminus [right] so what's an extra 2 h on alternate Thursdays? The first rail motor on the line appeared in late 1916 and steam working lingered on until late 1927. The railway was planned to extend further inland to a goldfield and some construction work was actually done. Terminus is a girl's name on a branch line in South Australia and Port is the town of a seafaring chef.



11 Private Railway: Suburban PTT 9th August 1937

-the 1545 Saturday departure from Government Junction Station is that shown in the PTT but one assumes that it waited for the 1547 arrival! Terminus was the end of passenger working on this line but it continued further into the mountains as a timber tramway. The line was 3ft (914

mm) gauge. Where passengers changed country trains at End of Electrification, the other country train continued along or originated on the other line junctioning thereat. The railway road motor (referred to as 'road motor' in the timetable but as 'motor coach' on its tickets) supplemented the train service on the government railway between 1927 and 1941.

Q10 Isolated line: QR PTT 19th May 1924

		Tu	Alt.Th	Alt. Th			Tu	Alt.Th	Alt. Th
		motor	motor	mixed			motor	motor	mixed .
Port	d	0900	0700	0700	Terminus	d	1130	1330	
Station A		1000	d	d	Station A		1030	d	d
Terminus	a		1100	1230	Port	a	1130	1500	1830

Q11. Private Railway: Suburban PTT 9th August 1937

		M-Sa country train	Sa suburban train	M, F suburban train			M-F	Sa	Sa	M,F
State Capital	d	0825	1335	1355	Terminus	d	0830	0830	1315	1530
End of Electrification	a	0917x	1437x	1453x	Gov't Junction Station	a	0930x rwyroad motor	0930x country train	1430x country train	1640x country train
		country train	country train	rwyroad motor	Gov't Junction Station	d	1051	1205	1651	1756
					End of Electrification	a	1150x country train	1307x suburban train	1800	1915
Gov't Junction Station	d	0930	1445	1503						
Gov't Junction Station	a	1033x	1547x	1554x						
Gov't Junction Station	d	1045	1545	1730		d	1200	1314	1808	1932
Terminus	a	1145	1645	1830	State Capital	a	1253	1411	1901	2030



As with any ATA quiz, there is a prize—your choice between *The Money* (2017-2018 membership) or *The Box* (a facsimile of one of these timetables). The easiest way to enter is to download the Excel file that was used to create the timetables in the competition from ATA's web-site. Then simply overtype your answers into the boxes with the Mystery Names; save the modified file (preferably as a PDF—just in case you have a virus) and return the file to TimesEditor@ata.org.au. The first completely correct entry to arrive will win. If no completely correct entry be received the winner will be the person who came closest in the opinion of the compiler. Entries must be received before the issue in which the answers will appear (natch!)—probably September or later.

The Times staff and proof-readers are ineligible. No correspondence will be entered into. May contain traces of nuts.

Inside Paul Edwards' Garage

GEOFF LAMBERT

WHEN HE WROTE THE WORDS at right, Paul Edwards also knew he was dying. The Executor of his estate, Michael Max, had this to say about Paul:

*A large number of the books in my collection were bought from the late Paul Edwards. In my early days as a railway book collector I decided that I wanted to acquire an example of every Great Western Railway sales publication as listed in the check list in Appendix 1 of Robert Burdett Wilson's **Go Great Western: A History of GWR Publicity**. Progress was comparatively slow at first but, in 1972, I was referred to Paul who had a burgeoning second-hand book business concentrating on railways, steam vehicles and canals. My first purchase from him was from cat. 7 in 1972. Apart from a brief gap from 1977-79 when he moved to Balsdon Hall, Lavenham in Suffolk new catalogues were issued every three or four months. Increasingly, as my collection grew, I realized that specialist booksellers' catalogues were an important reference source for the collector and we agreed that we would have two sets of his catalogues bound - one for Paul and the other for me. Owing to the difficulty in assembling two complete sets of later catalogues we managed to bind only the first two volumes. Paul generously gave me his marked 'shop copy' of his first foolscap, duplicated catalogue to complete my run and later arranged for cat. No.1 to be reprinted. In the early 1990s it was realized the Paul's lovely wife, Elizabeth, was suffering, whilst still in her fifties, from dementia and Paul was very much involved in looking after her. Then, in May 1996, he told me that he had been diagnosed as having an inoperable tumour in his brain and not long to live. He was very concerned that his personal collection*

Enclosed with this issue is a reprint of the first P.H.Edwards Catalogue No 691 issued twenty-five years ago during 1969. The Catalogue was issued in reproduced typescript form and, as only fifty were printed, copies are scarce and are not anyway compatible with the second issue No 692 which was printed in the format which has been continued to the present time. Several customers have retained complete sets of the Catalogues and at least this reprint will enable them to maintain a uniform set.

Sadly, many of the Authors and Specialists who contributed so much to Railway Literature in the past are now no longer with us as are several who served the needs of the railway enthusiast—one thinks of Roger Wilson of Cheltenham, Miss Pinder of Leamington and Jack Adams of Solihull all with many years of experience in the Book Trade.

During recent years Railway Publishing has continued at a great rate, much of the material is superficial and of little value but this is balanced by some excellent and well produced titles which will guarantee future researchers a rich field for their studies;

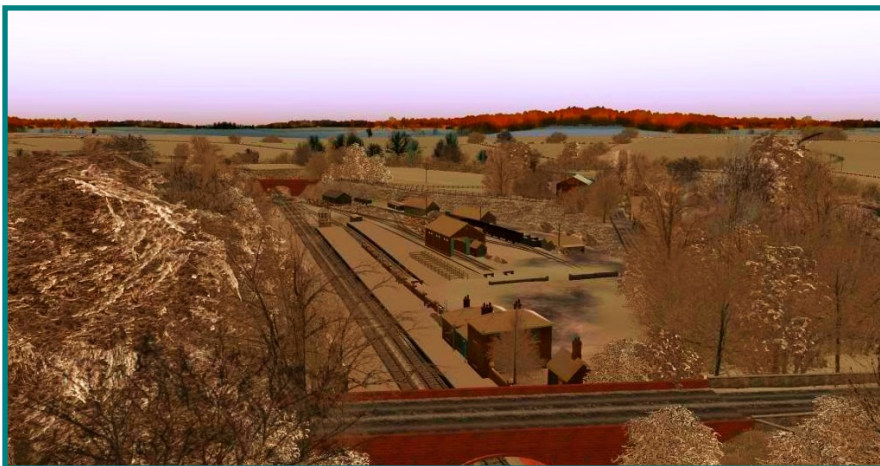
It only remains for me to thank my regular customers for their support over the years. I have never tried to be biggest, cheapest or most efficient but trust that some of my enjoyment in producing the Catalogues has been passed on to those who received them.

Paul Edwards
1994

of railway books and other railway related items was properly disposed of in an orderly way and wanted me to oversee the disposal. That meant, he said, that I had to familiarize myself with his collection and his very basic catalogue which was merely an alphabetical list of titles and numbers. For the first time in all my visits, I was invited into his private office where he began to show me the astonishing range of books, posters, jigsaws, sheet music, juvenilia and children's books and other material that he had collected since childhood. Paul had already arranged for his business stock to be removed from Balsdon Hall for auction by his good friend Ian Wright of Sheffield Railwayana Auctions and told Ian that he wanted him also to dispose of the private collection. Ian told me of the

arrangements he was making for an auction to take place at The RAF Museum and caused me some concern when he revealed the date as 10th May 1997. At this point I had not even started to realize my retirement ambition to catalogue my own collection and there I was with the monumental task of cataloguing Paul's collection. Many long days were spent at Balsdon Hall cataloguing, lotting and putting the books in boxes with provisional lot numbers. I remember taking all the sheet music with bibliographic reference books with me to France on a ski-ing holiday, in order work on it when not on the slopes. Fortunately all the hard work paid off and the sale was a great success. This small collection has been not only a bibliographic tool but also a poignant reminder for me of a friendship that lasted over 20 years with a wonderful person who was at least as anxious to help me progress my collection as he was to secure a sale."

My own first contact with Paul and Elizabeth was (as with Michael Max) via his postal mail catalogues. But I too was privileged to visit him at Balsdon Hall, where we pored over his collection of British and Foreign Working Timetable in the warmth of his "book-store" — his brick garage. His house then was not so grand as it looks now on our cover. Paul was careful to remind me "*duck your head as you come in the door—the house was built in the 1200s when people were much shorter than they are now*".



Naturally, I travelled to Balsdon Hall by train. The house was on the outskirts of Lavenham, an unbearably picturesque village much in demand for weddings—one of my friends was married there.

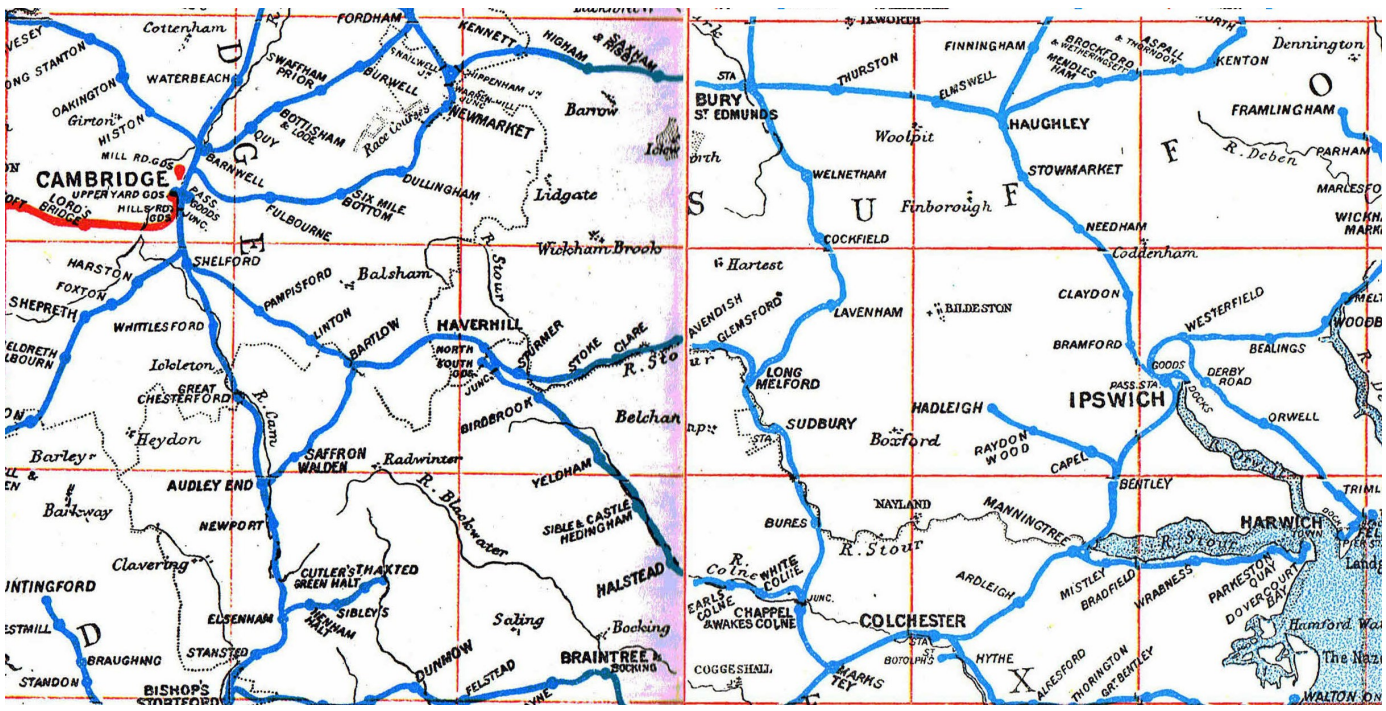
Lavenham once had its own railway line, a branch off the Stour Valley line. Following acts of Parliament in 1846 and 1847 the Colchester, Stour Valley, Sudbury & Halstead Railway was authorised to construct a line from Marks Tey to Sudbury and then extend from Sudbury to Clare, with a branch line to Bury St. Edmunds forking off at Long Melford. Before construction was completed the company had changed hands twice and became part of the Eastern Union Railway.

The Marks Tey to Sudbury section of the line opened on 2 July 1849 and ran for 5 years before being taken over by the Eastern Counties Railway on 7 August 1862. In 1862 the Eastern Union Railway and Eastern Counties Railway were amalgamated into the new Great Eastern Railway.

After several years of protracted legal disputes, the Great Eastern Railway opened the section from Haverhill to Shelford on 1 June 1865 and then the section from Sudbury to Haverhill on 9 August. The line was now connected to the Colne Valley and Halstead Railway at Haverhill serving Castle Hedingham, Halstead and Chappel and Wakes Colne.

The closure of the line in 1967 under the Beeching Axe was the subject of a protracted battle and a proposal, led by Haverhill Urban District Council, that local authorities subsidise the line. The remaining operational section of the line is now known as the Gainsborough Line.

A visit to Paul Edwards Timetable Treasurehouse					
Wednesdy 20-November-1991					
DOWN			UP		
Liverpool St		11:02:30	Sudbury		16:39
Bethnall Green		11:05:20	Bures	arr	16:46:00
Stratford		11:11:10		dep	16:46:15
Manor Park		11:14:15	Chappel		16:52
Ilford		11:15:15	Marks Tey	arr	16:57
Romford	arr	11:19:45	Change Train		
	dep	11:20:40	Marks Tey	dep	17:14:55
Gidea Park		*	Whitham	arr	17:28:55
Shenfield	arr	11:27:20		dep	17:29:50
	dep	11:28:15	Hatfield-Peverell	arr	17:34:10
Chelmsford	arr	11:39:20		dep	17:34:20
	dep	11:40:10	Chelmsford	arr	17:40:55
Whitham	arr	11:49:40		dep	17:41:55
	dep	11:50:40	Ingatestone	arr	17:48:35
Marks Tey	arr	12:00:15		dep	17:48:55
Change Train			Shenfield	arr	17:53:55
Marks Tey	dep	12:16:10		dep	17:54:55
Chappel		12:20:00	Romford	arr	18:02:40
Bures	arr	12:27:40		dep	18:03:05
	dep	12:27:50			
Sudbury		12:35:00	Liverpool St	arr	18:17:40



M 8

MARK'S TEY, BURY AND CAMBRIDGE

Single Line between Mark's Tey and Shelford, and Long Melford and Bury

DOWN WEEKDAYS

		Miles from Mark's Tey															
		No.	1‡	2‡	3	4	5	6	7	8	9	10	11	12	13	14	
		Description	Ety		OP		OP				OP		OP		OP		LE
		Class	B	D					D								
		Departs from	Colchester 4.50 a.m.								Colchester 6.5 a.m.						
		Previous Times on Page	L21								L21						
M. C.			am	am	am	am			am		am	am		am		SO	am
		Mark's Tey	1	5 5					6 20		am	am		am		am	
		MARK'S TEY .. (T) ..	2	4 55	5 30	..	..	..	7 0	..	9 15	..	..	..	..	..	..
3	38	Chappel	3	5 10	5 45	..	..	..	7 15	..	9 22	..	..	..	..	..	..
		Chappel	4	5 15	5 47	..	..	..	7 25	..	9 25	9 30	..	..	..	..	..
6	64	Bures } See note .. (T) ..	5	*	..	..	..	..	7 42	..	9 32	..	..	..	..	..	..
		Bures } below ..	6	5 30	..	..	..	..	8 25	..	9 34	..	..	..	..	..	..
11	53	Sudbury	7	5 45	..	..	..	..	8 40	..	9 42	..	..	..	..	..	..
		Sudbury ..	8	5 55	..	..	6 35	7 55	9 0	..	9 48	..	..	..	..	..	..
14	60	Long Melford .. (T) ..	9	6 5	..	..	6 41	8 1	9 10	..	9 54	..	..	..	..	..	..
		Long Melford ..	10	6 15	..	..	6 43	8 6	9 50	..	9 58	..	..	10 8	..	..	..
19	76	Lavenham	11	..	..	..	..	8 16	10 5	..	..	..	..	10 18	..	..	..
		Lavenham ..	12	..	..	..	..	8 20	10 40	..	..	..	..	10 19	..	..	..
23	18	Cockfield	13	..	..	..	..	8 26	10 51	..	..	..	..	10 25	..	..	..
		Cockfield ..	14	..	..	..	..	8 30	11 7	..	..	..	..	10 26	..	..	..
26	15	Welnetham	15	..	..	..	..	8 36	*	..	..	..	..	10 33	..	..	..
30	75	Bury Junction .. (T) ..	16	6 54	..	..	..	8 45	11 27	..	..	..	..	10 41	..	..	..
31	11	Bury	17	6W55	..	..	..	8 48	11 30	..	..	..	..	10 42	..	..	..
17	24	Glensford	18	..	..	..	6 48	..	..	..	10 3	..	..	..	..	..	..
18	44	Cavendish	19	..	..	..	6 51	..	..	..	10 6	..	..	..	..	..	..
		Cavendish ..	20	..	..	..	6 52	..	..	..	10 7	..	..	..	..	..	..
21	12	Clare	21	..	..	..	6 57	..	..	..	10 12	..	..	..	..	..	..
		Clare ..	22	..	..	..	6 59	..	..	..	10 13	..	..	..	..	..	..
23	23	Stoke } See note ..	23	..	..	..	7 4	..	..	..	10 18	..	..	..	..	..	..
26	18	Sturmer } below ..	24	..	..	..	7 10	..	..	..	10 24	..	..	..	..	..	..
28	18	Haverhill North .. (T) ..	25	..	8 55	..	7 15	..	..	..	10 29	10 24	..	..	..	..	..
		Haverhill North ..	26	..	..	..	7 19	..	..	..	10 32	..	..	..	10 50	..	..
34	21	Bartlow	27	..	..	..	7 29	..	..	..	10 42	..	..	..	..	..	..
		Bartlow ..	28	..	..	..	7 31	..	..	..	10 43	..	..	..	11 0	..	..
36	23	Linton	29	..	..	..	7 35	..	..	..	10 47	..	..	..	..	..	..
		Linton ..	30	..	..	..	7 37	..	..	..	10 48	..	..	..	11 9	..	..
39	2	Pampisford	31	..	..	..	7 43	..	..	..	10 54	..	..	..	..	..	..
43	13	Shelford	32	..	..	..	7 50	..	..	..	11 1	..	..	..	..	..	..
		Shelford ..	33	..	..	..	7 51	..	..	..	11 2	..	..	..	11 21	..	..
45	38	Cambridge (Trumpington) ..	34	..	..	..	..	..	..	..	..	..	..	..	..	..	..
46	29	CAMBRIDGE STATION ..	35	..	..	..	8 0	..	..	..	11 10	..	..	..	11 29	..	..
		Arrives at		Whitemoor 9.0 a.m.													
		Forward Times on page		K19	16							16					

2 and 10 Via Colne Valley Line.
 7 To convey also parcels traffic for Sudbury and Long Melford, and traffic from Mark's Tey for Bury. Engine to perform shunting at Bures and Long Melford.
 13 LE of 9.30 a.m. ex Chappel.

Stoke and Sturmer. Intermediate siding instruments provided.
Bures. A passenger train must not be arranged to cross another passenger train at this Station.
 Running time for passenger trains Shelford to Cambridge 6 minutes. Extra time allowed certain trains for recovery.

L. M. & S. Trains. Manchester (L. Rd.) Broadheath & Altrincham.
(Via L. & N. E. and L. M. & S. Joint Line)

Distance from London Road.	Telegraph Numbers...	WEEK DAYS.											
		STATIONS—Down.											
		1	2	3	4	5	6	7	8	9	10	11	12
London Road	dep	4 18	6 40	6 55	7 45	9 10	10 15	10 4	10 30	10 30	10 40	10 32	10 34
Oxford Road	arr	6 42	6 57	7 48	9 12	10 17	10 30	10 30	10 40	10 32	10 34	10 36	10 38
Knott M. & Deansgate	dep	4 21	6 44	7 0	7 50	9 17	10 20	10 30	10 40	10 32	10 34	10 36	10 38
Cornbrook Junction	dep	6 46	7 2	7 52	9 19	10 22	10 32	10 34	10 36	10 38	10 40	10 42	10 44
Old Trafford	dep	6 48	7 4	7 54	9 19	10 22	10 32	10 34	10 36	10 38	10 40	10 42	10 44
Stretford	dep	6 0	6 54	7 0	7 56	9 20	10 23	10 33	10 43	10 35	10 37	10 39	10 41
Sale & Ashton-on-M.	dep	6 0	6 54	7 0	7 56	9 20	10 23	10 33	10 43	10 35	10 37	10 39	10 41
Brooklands	dep	6 0	6 54	7 0	7 56	9 20	10 23	10 33	10 43	10 35	10 37	10 39	10 41
Timperley	dep	6 13	7 7	7 16	8 0	9 33	10 36	10 40	10 45	10 47	10 49	10 51	10 53
Altrincham & Bowdon	arr	6 13	7 10	7 20	8 15	9 36	10 40	10 45	10 50	10 51	10 53	10 55	10 57
Broadheath	arr	6 13	7 10	7 20	8 15	9 36	10 40	10 45	10 50	10 51	10 53	10 55	10 57
Warrington	arr	6 13	7 10	7 20	8 15	9 36	10 40	10 45	10 50	10 51	10 53	10 55	10 57
Liverpool	arr	6 13	7 10	7 20	8 15	9 36	10 40	10 45	10 50	10 51	10 53	10 55	10 57

Telegraph Numbers...	WEEK DAYS—continued.												
	STATIONS—Down.												
	14	15	16	17	18	19	20	21	22	23	24	25	
London Road	dep	12 10	1 3	1 5	1 35	1 45	2 0	3 35	3 37	3 38	3 38	3 38	3 38
Oxford Road	arr	12 12	1 5	1 8	1 37	1 48	2 2	3 37	3 37	3 38	3 38	3 38	3 38
Knott M. & Deansgate	dep	12 13	1 7	1 23	1 40	1 50	2 4	3 38	3 38	3 38	3 38	3 38	3 38
Cornbrook Junction	dep	12 18	1 10	note.	1 53	2 6	2 6	3 38	3 38	3 38	3 38	3 38	3 38
Old Trafford	dep	12 18	1 10	note.	1 53	2 6	2 6	3 38	3 38	3 38	3 38	3 38	3 38
Stretford	dep	12 21	1 17	1 60	1 57	2 15	2 15	3 48	3 48	3 48	3 48	3 48	3 48
Sale & Ashton-on-M.	dep	12 21	1 17	1 60	1 57	2 15	2 15	3 48	3 48	3 48	3 48	3 48	3 48
Brooklands	dep	12 21	1 17	1 60	1 57	2 15	2 15	3 48	3 48	3 48	3 48	3 48	3 48
Timperley	dep	12 28	1 22	2 20	1 53	2 5	2 29	4 0	4 0	4 0	4 0	4 0	4 0
Altrincham & Bowdon	arr	12 32	1 24	2 25	1 56	2 8	2 33	4 3	4 3	4 3	4 3	4 3	4 3
Broadheath	arr	12 32	1 24	2 25	1 56	2 8	2 33	4 3	4 3	4 3	4 3	4 3	4 3
Warrington	arr	12 32	1 24	2 25	1 56	2 8	2 33	4 3	4 3	4 3	4 3	4 3	4 3
Liverpool	arr	12 32	1 24	2 25	1 56	2 8	2 33	4 3	4 3	4 3	4 3	4 3	4 3

Telegraph Numbers...	WEEK DAYS—continued.												SUNDAYS.			
	STATIONS—Down.												STATIONS—Down.			
	27	28	29	30	31	32	33	34	1	2	3	4				
London Road	dep	5 32	6 5	7 5	8 20	9 5	10 35	10 35	1 15	1 15	1 15	1 15	6 35			
Oxford Road	arr	5 34	6 7	7 7	8 22	9 7	10 37	10 37	1 17	1 17	1 17	1 17	6 37			
Knott M. & Deansgate	dep	5 37	6 10	7 9	8 23	9 10	10 40	10 40	1 19	1 19	1 19	1 19	6 40			
Cornbrook Junction	dep	5 39	6 12	7 10	8 23	9 10	10 40	10 40	1 19	1 19	1 19	1 19	6 40			
Old Trafford	dep	5 39	6 12	7 10	8 23	9 10	10 40	10 40	1 19	1 19	1 19	1 19	6 40			
Stretford	dep	5 39	6 12	7 10	8 23	9 10	10 40	10 40	1 19	1 19	1 19	1 19	6 40			
Sale & Ashton-on-M.	dep	5 39	6 12	7 10	8 23	9 10	10 40	10 40	1 19	1 19	1 19	1 19	6 40			
Brooklands	dep	5 39	6 12	7 10	8 23	9 10	10 40	10 40	1 19	1 19	1 19	1 19	6 40			
Timperley	dep	5 52	6 25	7 22	8 35	9 27	10 53	10 53	1 33	1 33	1 33	1 33	6 53			
Altrincham & Bowdon	arr	5 56	6 28	7 25	8 38	9 31	10 56	10 56	1 43	1 43	1 43	1 43	6 59			
Broadheath	arr	5 56	6 28	7 25	8 38	9 31	10 56	10 56	1 43	1 43	1 43	1 43	6 59			
Warrington	arr	5 56	6 28	7 25	8 38	9 31	10 56	10 56	1 43	1 43	1 43	1 43	6 59			
Liverpool	arr	5 56	6 28	7 25	8 38	9 31	10 56	10 56	1 43	1 43	1 43	1 43	6 59			

- No. 1—Arr. Stretford 4.35 a.m. "O" Stretford to Broadheath.
- No. 7—Runs to Ditton only on Saturdays.
- No. 11—To Crewe. Empty coaches Longsight to Oxford Road. Depart Altrincham 10.52 a.m. Calls at stations between Oxford Road and Altrincham by signal, when required, to pick up passengers for beyond Northwich only.
- No. 12—9.40 a.m. from Patricroft. Arrives Stretford 10.50 a.m., and Sale 11.5 a.m.

- No. 16—1.0 p.m. from Longsight. Arrive Stretford 1.35 p.m. Sale 1.55 p.m. and Timperley 2.10 p.m. Calls at Cornbrook and Brooklands when required.
- No. 18—Season excursion will not run after September nor on August 4 and 11.
- No. 19—To Ditton. Arrives Old Trafford 2.10 p.m.
- No. 21—Arrives Old Trafford 3.43 p.m., and calls there to pick up empty milk cans only.
- A—Arr. Sale 6.58 a.m. for collection of Broadheath Tins.
- C—Calls by signal when required to pick up for Warrington and beyond and runs 3 minutes later.
- D—Arrival is at Arpley.

Lavenham was on the Long Melford to Bury St Edmunds branch. This branch opened on 9 August 1865 and closed to passengers on 10 April 1961 and freight on 19 April 1965. Long Melford was one of Suffolk's "wool towns" and former market town. Its name is derived from the nature of the village's layout, originally concentrated along a 3-mile stretch of a

single road.

An extract of the 6-October-1947 WTT for it appears on our page 13. A map, as of the same date is shown on our page 12.

The line was well and truly gone by the time of my first visit in 1991. I had to be content with travelling to Sudbury and then

hoofing it for several miles along Suffolk lanes and "Rights of Way", with my 1:25000 Ordnance Survey map in hand.

A portion of the WTT in force in 1981-82 is shown on our page 15 and my log of my journey appears on page 12.

Paul was not happy with the concept of public footpaths crossing private property and he insisted on driving me back to Sudbury. On later visits, he drove me both ways.

Paul's garage, a brick affair with central heating to preserve the books, was stacked from floor to roof with paper Railwayana, as well as a good deal of literature related to the RAF and USAF in World War II. The latter collection, he had assembled because of the large concentration of airfields nearby.

Paul was the first railway bookseller whom I visited in the UK. Railwayana is a big business in the UK. and has been for half a century now. The early dealers (such as Norman Kerr, discussed in *The Times* in May 2016) cultivated the market and amassed huge amounts of material. Those who hold a copy of George Ottley's "*A bibliography of British Railway History*" will realise what a deep and productive mine "Railwayana" really was. Ottley catalogued some 13,000 titles on railways—of which almost NONE were timetables! Jack Simmons wrote in the Supplement to the 2nd Edition of Ottley:

We owe an immense debt to the compilers of good works of reference. They are a small band in every generation: private, self-devoted, endlessly tenacious. As a rule they are not much rewarded, except in the gratitude of those who constantly turn to their works—and that gratitude is apt to remain silent. Especially perhaps the pioneers, those who were the first to compile such works in the fields they had chosen. George Ottley is one of them. His original work, published in 1966, established itself immediately as the first comprehensive bibliography of British railway history. Ottley 7712 soon became a familiar note to an entry in booksellers' catalogues. The variant "Not in Ottley" was also to be found, but seldom. The discoverer of such a rarity was well entitled to plume himself on spotting it."

Paul Edwards was such a person.

This long history of tracking down rare documents—and, of course old timetables—generated a great deal of interest and competition among collectors. As the rare items were snapped up, prices, naturally grew. Because I was brought up as a timetable collector by Jack MacLean, a man who despired paying for them, I was somewhat taken aback by the prices which

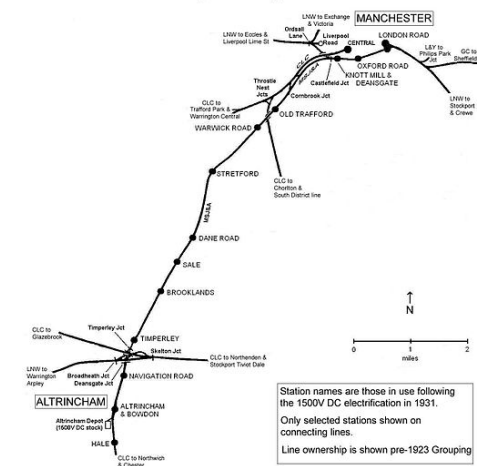
COLCHESTER AND MARK'S TEY TO SUDBURY. WEEKDAYS LA273

DOWN		2F16	2F16		2F02	2F02		2F02		2F22	2F02		2F02		2F02
		06 00 from Ipswich	06 05 from Ipswich							08 43 from St.Botolphs					
Timing Load		DMU	DMU		DMU	DMU		DMU		DMU	DMU		DMU		DMU
Mileage		SO	SX		SX	SO		SO		SX			SX		SO
M.C															
0.00	COLCHESTER . dep	1 06 26	06 31					08 52		08 a 50	11 02		12 10		12 10
5.03	Mark's Tey arr	2 06 34	06 39					09 00		08 58	11 10		12 18		12 18
	Mark's Tey dep	3 06 43	06 40		07 p 31	07 43		09 09		08 59	11 10½		12 18½		12 18½
8.41	Chappel dep	4 06 49½	06 46½		07 37½	07 49½		09 15½		09 05½	11 17		12 25		12 25
11.67	Bures dep	5 06 56	06 53		07 44	07 56		09 22		09 12	11 23½		12 31½		12 31½
16.56	SUDBURY arr	6 07 03	07 00		07 51	08 03		09 29		09 19	11 30½		12 38½		12 38½

SUDBURY TO MARK'S TEY AND COLCHESTER. WEEKDAYS

UP		2F78		2F05	2F05		2F05		2F05		2F05	2F05		2F05
		To St.Botolphs												
Timing Load		DMU		DMU	DMU		DMU		DMU		DMU	DMU		DMU
		SO		SO	SX		SX		SO		SX		SO	SX
	SUDBURY dep	1 15 35		17 00	17 05		18 33		18 37		19 24		20 20	20 24
	Bures dep	2 15 42½		17 07½	17 12½		18 40½		18 44½		19 31½		20 27½	20 31½
	Chappel dep	3 15 50		17 15	17 20		18 48		18 52		19 39		20 35	20 39
	Mark's Tey arr	4 15 56		17 21	17 26		18 54		18 58		19 45		20 41	20 45
	Mark's Tey dep	5 15 56½		17 21½	17 26½								20 41½	
	COLCHESTER arr	6 16 04		17 29	17 34				19 06				20 50	

MANCHESTER, SOUTH JUNCTION & ALTRINCHAM RAILWAY
Route map & connecting lines



timetables fetched on the market in the 1980s and 1990s. This included Paul's offerings and, because I was a tourist with a limited number of Sterling Travellers' Cheques in my wallet, I had to choose carefully. I was, as I have already telegraphed, interested only in Working Timetables. So, on my first trip, over mugs of hot chocolate in the garage, we dickered over which purchases would best optimise my needs and interests. We settled on, among other things, a WTT of the North Eastern district of the London Midland and Scottish (LMS) from July 1923, only 6 months after the *Grouping*. To illustrate this article I have chosen a page which

detailed the operations on a Joint Line, operated in conjunction with the LNER. Its forerunner was the Manchester South Junction and Altrincham Railway (MSJ&AR), a suburban railway which operated a 13.7 km route between Altrincham and London Road Station (now Piccadilly) in Manchester. The MSJ&AR line is notable for having operated with three different systems of electrification within a period of about 60 years. The fast, frequent service resulting from the introduction of the first generation of electric trains in 1931 was a significant contributor to suburban development in the region.



BLOOMSBURY AUCTIONS

LONDON

RAILWAYANA

INCLUDING THE PRIVATE
COLLECTION OF MICHAEL MAX

Thursday 12th June 2014

