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A journal of transport timetable history and analysis

TIME TABLES

LONDON & NORTH WESTERN

RAILWAYS IN CONNECTION



Inside:
British Railway Time Tables

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FOR [here follows imperfect print, probably part of the fun] PLACES ON PAGES 82 and 83, see page 24 (1)

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Gen. Man. (2) J. SMITH. [Supt. of Line, Jo. MILLER. Assistant-Supt., GRIMALDI, JRH.

(1) Don't pay any attention to this: a mere formal preamble.

(2) Abbreviation for Gentlemanly Man. Very kind of BRADSHAW to insert this gratuitous testimonial to the excellence of his friend, J. SMITH.

Miles from	Fares from			For Metropolitan Line, see page 25. (2)	(3) Don't pay any attention to this: it only goes into deep questions, and won't do you any good.
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Front and rear covers: L&NW 1892 PTT

Mrs. Thatcher's government, as is sometimes thought), denationalised the railways. Around the world, in recent decades, the railways in a number of countries have been de-nationalised and/or broken up. There have usually been two ways in which this has been done: 1) Dividing railways on a geographical basis, sometimes called "vertical separation", or 2) Dividing railways on a functional basis, i.e., infrastructure, freight operation, passenger operation, etc., sometimes called "horizontal separation". The Major government in Britain did both at the same time, resulting in a very complicated structure.

So, the important dates to keep in mind for this article are:

- 1) 1 January 1923, when Grouping took effect,
- 2) 1 January 1948, when nationalisation took effect, and
- 3) 1994 to 1997, when de-nationalisation took effect gradually.

The Pre-Grouping Era – Pre 1923

Initially, railway companies were relatively small, both as to their mileage and as to their frequency of services. Hence, the first public timetables tended to be single sheets or posters. These developed into small booklets, and then into large books. By the early twentieth century, the public timetable books of the large companies were all large productions indeed. They tended to be not only generously laid out, but also contained a great deal of additional matter. This usually extended to such things as timetables of connecting companies' services, timetables of connecting ferries, timetables of connecting railways on the continent of Europe, connecting buses, hotels operated by the companies, fares, details of freight and parcels rates and services, refreshment rooms, and so on.

To collect and use timetables for all these 120 railway companies would have been a formidable undertaking. Hence, other publishers produced consolidated timetables. The first consolidated timetable was issued by Drake in 1838, but only ran to a few issues. The best, and the longest-lasting, was, of course, Bradshaw's Guide. The first edition, first entitled Bradshaw's Railway Timetable, then Bradshaw's Railway Companion, was compiled by George Bradshaw. It was first published in October 1839 and continued until 1848. In 1841, a separate booklet, Bradshaw's Guide, was published, this being the direct ancestor of the Guide that continued until 1961. Bradshaw's Guide through its comprehensiveness and reputation for accuracy, quickly gained an important role in British and Irish life for more than 120 years. Its name spun off into imitators around the world, of which the longest

ISSUED MONTHLY, UNDER THE AUTHORITY OF THE COMPANY.

JUNE, 1865.] PRICE ONE PENNY.

NOTICE—The information contained in this book has been procured by the Publisher with as much care as circumstances would permit, and it must be distinctly understood, that the several Railway Companies are in no way responsible for its accuracy. It will be reprinted monthly, and such alterations made from time to time as may appear to be expedient.

TIME TABLES.

GREAT WESTERN

AND OTHER RAILWAYS IN CONNECTION,

To Bristol, Salisbury, Wells, Weymouth, Gloucester, Cheltenham, Hereford, Cardiff, Newport, Swansea, New Milford, Oxford, Worcester, Malvern, Dudley, Leamington, Warwick, Birmingham, Wolverhampton, Shrewsbury, Chester, Manchester, Birkenhead, & Liverpool.

BRISTOL AND EXETER RAILWAY TO EXETER;
SOUTH DEVON RAILWAY TO PLYMOUTH;
CORNWALL RAILWAY TO FALMOUTH;
WEST CORNWALL RAILWAY TO PENZANCE;
And by Steamers via MILFORD HAVEN to WATERFORD, via HOLYHEAD to KINGSTOWN, via WEYMOUTH to GUERNSEY and JERSEY, and via BRISTOL to CORK.

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LONDON: PRINTED BY HENRY TUCK, 128, ALDERSGATE STREET.

lasting were Newman's Indian Bradshaw (only recently ceased) and Bradshaw's Guide to Victoria 1856 to 1942. Bradshaw's Guide also included timetables for all railways in Ireland, even after partition in 1921, until 1939. Thereafter, only abbreviated timetables were included until the end of Bradshaw.

There were many other non-railway published timetables. Most cities and major towns in Britain had their own timetables. Sometimes these were published by the local newspaper. Often these took the form of a combined timetable and diary. This was a good marketing move, as users bought a new one each month, and, more

importantly, advertisers paid for new advertisements. The usual format of these local timetables was to commence with detailed schedules of the town's railways, tramways and buses, detailed timetables for nearby areas, then an ABC type listing of long-distance services. By "ABC listing", I mean that, for let's say Worcester, the timetable had a summary of Worcester to Aberdeen, followed by Worcester to Bath, Worcester to Birmingham, Worcester to Bradford and so on.

One of the best of these local ABC type timetables, unsurprisingly, was Bradshaw's Manchester ABC Railway Guide. This partially re-used tables from the main

GREAT WESTERN RAILWAY.

THIRD CLASS PASSENGERS are conveyed by the undermentioned Trains:—

From WORCESTER—

6.30 a.m., To Hereford, Abergavenny, and Newport.
9.0 a.m., To Wolverhampton and intermediate Stations, and the Severn Valley and Tenbury and Bowdley Branches; also to Chester, Birkenhead, Liverpool, and Manchester.
10.10 a.m., To Oxford, Reading, and London, &c.
11.10 a.m., To Oxford, London, and intermediate Stations.
11.15 a.m., To Wolverhampton and intermediate Stations.
6.30 & 10.20 a.m.; 12.25, 3.20, 6.20, 8.0, & 9.35 p.m., To Malvern.
5.40 p.m., To the Severn Valley Line, Wolverhampton and intermediate Stations.
6.20 p.m., To Hereford, Abergavenny, and Newport.

From NEW MILFORD—

8.55 a.m., To Stations to Newport, inclusive, Bristol, Shrewsbury, Chester, Liverpool, Manchester, Wolverhampton and Birmingham.
11.0 a.m., To Gloucester, Bristol and London.

From SWANSEA—

7.30 a.m., To Bristol, Gloucester, and London.
2.5 p.m., To Newport, Gloucester, Paddington, and intermediate Stations.
3.50 p.m., To Portskewett and intermediate Stations; also to Bristol.

From CARDIFF and NEWPORT—

6.0 a.m., To Gloucester only.
7.5 a.m., To Bristol and Chepstow.
9.45 a.m., To Bristol and London.
12.41 p.m., To Gloucester, Bristol, Shrewsbury, Birkenhead, Liverpool, Manchester, Wolverhampton and Birmingham.
4.34 p.m., To Gloucester, London, and intermediate Stations.

From CHELTENHAM and GLOUCESTER—

6.55 a.m., To London.
6.10 a.m., To the South Wales Line.
8.0 a.m., To Ross, Hereford, Chester, Birkenhead, Liverpool, Manchester, Wolverhampton and Birmingham, &c.
11.10 a.m., To London and all intermediate Stations.
12.40 p.m., To London.
3.0 p.m., To Carmarthen, Hereford, and all intermediate Stations.
5.40 p.m., To Oxford and London.

From HEREFORD (Barrs Court)—

8.15 a.m., To Wolverhampton, Birmingham, Leamington, Oxford and London, and to Chester, Liverpool, Manchester, and intermediate Stations.
9.45 a.m., To Cheltenham, London, and all intermediate Stations, and to the South Wales Line.
3.10 p.m., To Chester, Birkenhead, Liverpool, Warrington, and Manchester.
5.10 p.m., To Shrewsbury, Wolverhampton, and Birmingham.

From WEYMOUTH and DORCHESTER—

9.0 a.m., To Yeovil, Bath, Bristol, Gloucester, Hereford, the Shrewsbury and Hereford and South Wales Lines, Oxford, LONDON, and all intermediate Stations.

From BRISTOL—

6.50 a.m., To Bath, Salisbury, Yeovil, Weymouth, and the Berks and Hants Line.
10.45 a.m., To the Devizes Branch, and also to London, via Devizes.
11.20 a.m., To South Devon, Cornwall, and West Cornwall Lines.
11.30 a.m., To London, and all intermediate Stations.
4.20 p.m., To London.

From EXETER—

7.25 a.m., To Plymouth, Tavistock, Truro, Penzance, and intermediate Stations.
7.35 a.m., To Reading and London from Exeter, Taunton, Bridgewater, and Highbridge.
12.20 p.m., To Great Western Stations.
4.40 p.m., To Stations on the Cornwall Line between Menheniot and Falmouth inclusive.
6.25 p.m., To Plymouth and intermediate Stations.
6.30 p.m., To Bristol, Reading and London.

From PLYMOUTH—

7.0 a.m., To Falmouth and intermediate Stations.
6.45 a.m., To Reading and London.
9.20 a.m., To Stations on the Bristol & Exeter Line above Tiverton Junction and to the Great Western.
1.45 p.m., To Exeter and intermediate Stations on the South Devon Line.
1.20 p.m., To Truro, Falmouth, Penzance, and intermediate Stations.
5.10 p.m., To Reading and London.
7.35 p.m., To Falmouth and intermediate Stations.

Bradshaw Guide.

The most well-known and longest lasting of these was, in fact, called the ABC Guide, and was based on London. This had detailed timetables for London suburban lines of all companies, later expanded to take in all of SE England. It also included fares. This was a very complicated task in Britain, especially in later years. Fares were not contained in Bradshaw and most railway company timetables. This was followed by an ABC type listing of services from and to London to almost all places in Britain. The ABC company later expanded into the ABC Air Guide. This became bigger and more important to them

than the ABC Rail Guide. Because of this, the ABC company was taken over by the other major publisher of English-language air timetables, OAG in the United States. OAG stands for Official Air Guide. So, to suit a misguided corporate image, in its last few years, the ABC Rail Guide was re-named to the truly stupid name of OAG Rail Guide. In its last few years the ABC/OAG Guide summarised train services for all Britain. The ABC/OAG Rail Guide lasted from 1853 until 2007.

There were other railway timetables. Murray's Timetable was a long-lasting and well-regarded railway timetable for Scotland. It was published from 1843 until

1966. For at least some of its existence, it had two editions. One was centred on Glasgow, and the other on Edinburgh. Reid's Newcastle Railway Guide, based on Newcastle NE England, was also long-lasting and well-regarded.

There were also attempts by others to publish a national timetable to rival Bradshaw. Early examples included Chapmans Railway Guide, Cassells Timetables, and, in Scotland, Grays Time Tables. The Easifind Railway Timetable was described in the Times a couple of years ago. None of these succeeded in the long term.

The Grouping Era 1923 to 1947

The 1923 consolidation of the 120 or so railway companies into four large companies obviously eased the problem of having many railway timetables. The four new companies, often called the "Big Four" were, in order of size from the largest:

- London, Midland and Scottish Railway (LMS)
- London and North Eastern Railway (LNER)
- Great Western Railway (GWR)
- Southern Railway (SR).

The LMS and LNER were both giant companies, among the biggest companies in the world at that time. The LMS, LNER and SR were all consolidations of various prior major railway companies. Bringing different companies into one organisation had problems. Often these companies had hitherto been commercial rivals. Almost always, they had done things in different ways. The Great Western Railway was different. The "new" GWR was merely an expansion of the "old" GWR. That is, there was one dominant company which had merely taken over the Cambrian Railway and a number of smaller companies mainly in South Wales. The GWR was therefore the only British railway company which had an existence both before and after the Grouping, the only one with a continuous existence from 1835 to 1947. (This is one of the reasons why people, even today, remember the GWR with affection. Other reasons are that the GWR had only a small commuter traffic, but a large traffic to holiday resorts, and therefore people associated the GWR not with the daily grind of going to work, but with holidays; and that during the Grouping era, the GWR had much better financial results than the other companies in the Big Four.)

If we consider not the overall size of the Big Four companies, but instead the statistic of their passenger load – which is what we are interested in for this article, the companies appeared in a different order, because the Southern Railway had a heavy commuter load in the London area. On this

ISSUED MONTHLY.—PRICE ONE PENNY.

MIDLAND RAILWAY

TIME



TABLES,

Showing the Times at which the Trains may be expected to arrive at, and depart from the several Stations. Every exertion will be used that the Trains shall be punctual, but their departure or arrival at the times stated will not be guaranteed, nor will the Company hold themselves responsible for delay or any consequences arising therefrom. The Times of the Trains marked "W" depend on the arrival of some other Trains and therefore are not certain. The granting of Tickets to Passengers to places off the Company's Lines is an arrangement made for the greater convenience of the Public; but the Company do not hold themselves responsible for any delay, detention, or other loss or injury whatsoever, arising off their Lines, or from the acts or defaults of other parties, nor for the correctness of the Times over other Lines or Companies, nor for the arrival of this Company's own Trains in Time for the nominally corresponding Trains of any other Company or party.

From 1st JUNE, 1860, until further Notice.

HEAD OFFICES, RAILWAY STATION, DERBY.

Chairman.	Secretary.	General Manager.
MR. SAM'L. BEALE, M.P.,	MR. G. N. BROWNE,	MR. JAMES ALLPORT,
40, PARK ST., WESTMINSTER	DERBY.	DERBY.

Derby:

PRINTED FOR THE COMPANY BY W. BEMROSE AND SONS,

AT THE RAILWAY AND GENERAL PRINTING OFFICE, IN WELLINGTON STREET, & NO. 35, IRONGATE.

measure, the railways were usually in this order:

- London, Midland and Scottish Railway (LMS)
- London and North Eastern Railway (LNER)
- Southern Railway (SR)
- Great Western Railway (GWR).

The four companies adopted differing approaches to their Public timetables.

The London, Midland and Scottish Railway (LMS) produced an all-system Public timetable book. This was an enormous size. A copy sighted dated 5 July 1937 is 648 pages, plus covers. The pages measure 11.5 x 7 inches (29 x 19 cm). Yet this massive tome did not include London suburban services! Strangely, this edition, 14 years after the Grouping, is still arranged into sections according to the pre-Grouping railway companies. It included ten elaborately-drawn, beautiful, fold-out maps of the LMS system and connections.

A nice, usable small-size book was also published detailing all the LMS services in Scotland. This was published by Murray, as a sub-set of their main timetable. Presumably the LMS also published other small local timetable books.

The London and North Eastern Railway (LNER), similarly, published a massive all-system timetable. An edition of 14 July 1924, soon after the Grouping, was 632 pages, plus covers. The page size appears to be about the same as the LMS timetable book. It too had elaborate maps of the

PLEASURE PARTIES.

SEASON, 1860.

Commencing 1st JUNE, and ending 31st OCTOBER.

1st, 2nd, and 3rd CLASS RETURN TICKETS
AT ONE FARE,

Will be issued to all parties of not less than Ten persons desirous of taking Pleasure Excursions to places on or adjacent to this Railway.

The Tickets will be available for return the same day only, and parties can only proceed and return by the Trains which stop at the Stations where they wish to take and leave the Railway, and having that class of carriage attached for which they will take Tickets.

To obtain these Tickets, application must be made by letter not less than three days before the Excursion, addressed "to the Superintendent of the Midland Railway, Derby," stating the following particulars, viz.:-

- That it is exclusively a Pleasure Party;
- The Stations from and to which Tickets are required;
- For which Class of Carriage;
- The Date of the proposed Excursion; and
- The probable number of the party.

The power of refusing to grant any application is reserved, and if granted, an authority will be sent to the applicant in course of Post, on the delivery of which to the Booking Clerk at the Station, the Ticket will be issued.

If the Party is numerous, Notice must be given the day previous to the Trip, to the Clerk at the Station the party will start from, so that sufficient accommodation may be provided.

This arrangement does not apply to Parties to or from London.

June, 1860.

JAMES ALLPORT, General-Manager.

EXCURSIONS TO THE SEA SIDE,

COMMENCING 1st JUNE, & ENDING 31st OCTOBER,

EXCURSION TICKETS available for 28 days are issued from the undermentioned Stations to Scarborough, Whitby, Filey, Bridlington, Withernsea, Harrogate, & back, By any of the THROUGH TRAINS, with the option of returning any day not exceeding 28 days after the day of issue, at the following FARES for EACH PASSENGER.

STATIONS.	To Scarborough, Whitby, Filey, Bridlington, or Withernsea, and back.		To Harrogate and back.	STATIONS.	To Scarborough, Whitby, Filey, Bridlington, or Withernsea, and back.		To Harrogate and back.				
	1st class	2d class			1st class	2d class					
London (K. Crs.)	51	0 35	0 43	0 32	6	Melton	39	6 20	3 28	3 21	3
London (Euston)	51	0 35	0 43	0 32	6	Leicester	38	6 28	6 26	9 20	6
Bristol	65	0 47	0 53	6 59	0	Loughboro'	35	6 26	6 24	3 18	6
Berkeley Road	57	0 42	0 46	0 34	0	Manfield	34	0 25	0 23	0 17	6
Gloicester	52	0 38	0 42	0 30	0	Nottingham	34	0 25	0 23	0 17	6
Cheltenham	50	0 37	0 39	0 29	0	Beeston	31	9 23	6 20	6 15	6
Tewkesbury	48	0 36	0 37	0 28	6	Derby	31	9 23	6 20	6 15	6
Worcester	45	0 32	6 33	0 25	0	Chesterfield	26	6 19	6 15	6 11	6
Bromsgrove	42	0 31	0 30	0 23	0	Masboro'	25	6 17	0 12	3 9	0
Birmingham	37	6 27	6 25	0 18	6	Sheffield	24	9 18	0 13	6 10	0
Tamworth	37	6 27	6 25	0 18	6	Lancaster	35	6 25	6	..	..
Burton	34	6 26	0 23	3 18	0	Hornby	33	6 24	6	..	..
Rugby	43	3 32	6 32	0 24	6	Settle	30	0 22	0	..	..
Hitchin	42	6 31	0 36	0 29	0	Colne	28	6 21	0	..	..
Bedford	42	6 31	6 36	0 29	0	Skipton	26	6 19	6	..	..
Wellingborough	42	6 31	6 32	0 26	6	Keighley	24	6 18	0	..	..
Kettering	42	6 31	6 30	6 25	6	Bingley	24	0 17	6	..	..
Market Harbro'	42	6 31	6 28	0 24	0	Bradford	23	6 17	4	..	..

Children under Three years of age free; above Three and under Twelve, half-price. Tickets for Harrogate are issued both via Normanton and Church Fenton, and via Leeds Passengers Booking for Harrogate are requested to state by which "Route" they wish to Travel.

NOTE.—Passengers holding Tickets for Scarborough or Whitby, may break the Journey by sleeping at York; for Filey or Bridlington, at York or Hull, and Withernsea at Hull, both going & returning; but they are required to resume their journey not later than by the Second Train on the following day.

These Tickets will not be available for the return Journey, unless they have been endorsed at the Booking Office, at the Station they were issued to on the day of returning. Passengers wishing to stay a longer period than 28 days, can do so by paying 10 per cent. additional on the Fare for the first fortnight, and 5 per cent. additional for every week or portion of a week beyond the first fortnight, such additional payment to be made on or before the last day of the period for which the Ticket is available, but no Ticket will be extended so as to be available beyond the 31st December.

THESE TICKETS ARE NOT TRANSFERABLE. JAMES ALLPORT, General-Manager. Derby, June, 1860.

system. An edition of 4 July 1938 was 534 pages, plus covers. These books did not include London suburban services.

The LNER in 1938 also published three conveniently-sized timetable booklets covering the London suburban area, and eight small timetable booklets covering other parts of the country that it served.

Given the local timetable booklets published by the LNER, and presumably the LMS, on the one hand, and Bradshaw's Guide covering the entire country, in one convenient-sized book, one wonders what was the point of the massive LNER and LMS system books. Perhaps they were mainly used in such places as station enquiry offices.

The Great Western Railway (GWR), similarly, published a timetable book covering their entire system. However, given that this was a significantly smaller railway, especially for passenger services, the GWR's system timetable book was of a manageable size. An edition of 18 July 1932, for example, was 232 pages, plus covers. It also included an attractive fold-out map of the GWR system. In addition, the GWR published six small timetable booklets covering different parts of their system and a free summary timetable of "Principal Train Services".

The Southern Railway (SR) adopted a completely different approach. In fact, it never published a system-wide Public timetable. In 1923, instead of an all-system timetable, as would have been expected, the SR continued to publish three Public timetable books, each one corresponding to the three major companies which had amalgamated to form the SR. Next year, 1924, the SR adopted a completely different format. The SR contracted with Bradshaw's Guide to provide its Public timetable. The SR timetable now consisted of the appropriate pages extracted from Bradshaw's Guide detailing SR trains, with a

THIS RAILWAY IS NOW OPEN THROUGHOUT FROM
LONDON TO DOVER AND HERNE BAY.

SEPTEMBER, 1861.

For the convenience of Persons residing at a distance from a Station, a copy of these Time Tables (published under the Authority of the Company), can be delivered at their residences through the Post-office, each month as soon as issued, by a remittance of thirty Postage Stamps, for not less than a year's subscription, to the Publishers, Messrs. WATERLOW & SONS, 66, London Wall, London. They are also sold at all the Stations on this Company's Line.

TIME TABLES OF THE LONDON CHATHAM & DOVER RAILWAY COMPANY.

TERMINUS, VICTORIA STATION, PIMLICO.

BECKENHAM.	CHATHAM.	FAVERSHAM.
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ROCHESTER	SHEERNESS.	
BRIDGE (for Strood.)	TEYNHAM.	

HERNE BAY.
CANTERBURY AND DOVER.

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PUBLISHED BY WATERLOW & SONS, CARPENTERS' HALL, LONDON WALL.

STROOD AND MAIDSTONE LINE.

DOWN. WEEK DAYS.							UP. WEEK DAYS.							
PASS. LEAVING	1	2	3	4	5	6	PASS. LEAVING	1	2	3	4	5		
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.	p.m.		
STROOD <i>arr.</i>	9 32	11 25	3 40	5 10	7 7	8 35	MAIDSTONE <i>ar. at</i>	7 40	10 20	2 30	4 50	7 30	...	...
Cuxton	9 41	...	3 50	...	7 15	8 45	Aylesford	7 48	10 28	2 38	4 58	7 38	...	...
Snodland	9 47	11 40	3 57	5 23	7 22	8 53	Snodland	7 52	10 33	2 43	5 3	7 43	...	...
Aylesford	9 53	11 45	4 2	5 28	7 28	9 3	Cuxton	7 59	10 41	2 51	5 11	7 51	...	...
MAIDSTONE	10 5	11 55	4 10	5 40	7 40	9 15	STROOD	8 15	11 0	3 0	5 20	8 0	...	...

	WEEK DAYS.								Sunday.
	a.m.	a.m.	a.m.	a.m.	S	p.m.	p.m.	p.m.	a.m.
Llandudno .....depart			8 20	11 0		1 25	3 45	7 35	
Llandudno Junc. dep.	4 25			8 40	11 45		1 55	4 15	8 10
Glan Conway.....				8 44	11 47		1 59	4 19	8 14
Tal-y-Cafn & Eglwysbach	4 33			8 52	11 57		2 07	4 29	8 24
Llanrwst and Tretrw.....	4 53			9 0	12 10		2 27	4 42	8 36
Bettws-y-Coed.....	5 25			9 12	12 20		2 37	4 52	8 47
Pont-y-pant.....	5 40			9 28	12 36		2 50	5 8	9 4
Dolwyddelan.....	5 50	6 55		9 33	12 40		3 05	5 13	9 8
Roman Bridge.....	5 57	6 50		9 39	12 47		3 12	5 20	9 14
Blaenau Festiniog.....	6 10	6 53		9 51	1 0		3 17	5 32	9 27

†—Departs Llanrwst at 5.10 a.m.
 B—Workmen's Train, conveys 3rd class Passengers only.
 S—Saturdays only.

Depart	a.m.	a.m.	noon	p.m.	S	p.m.	p.m.	p.m.	p.m.
Blaenau Festiniog	7 0	9 55	12 20	1 5	2 40	5 45	6 30	6 20	
Roman Bridge	7 13	10 8	12 33	1 18	2 53	6 58	6 43		
Dolwyddelan	7 18	10 13	12 38	1 23	2 58	7 03	6 48	6 37	
Pont-y-pant	7 24	10 18	12 44	1 29	3 4	7 09	6 54	6 43	
Bettws-y-Coed	7 37	10 31	12 56	1 42	3 17	7 22	7 7	6 56	
Llanrwst and Tretrw	7 43	10 40	1 5	1 58	3 23	7 28	7 18	7 7	
Tal-y-Cafn & Eglwysbach	8 0	20 53	1 17		3 49		7 50	7 10	
Glan Conway	8 12	11 5	1 28		3 52		7 52	7 31	
Llandudno Junc. arr	8 16	11 9	1 32		3 56		7 56	7 35	
Llandudno .....arrive	8 55	11 40	2 5	Sat. days only.	4 10	Sat. days except.	8 15		

For particulars of Workmen's Tickets issued in this district see page 111.

BANGOR AND BETHESDA BRANCH (WEEK DAYS ONLY)

See also pages	WEEK DAYS.								S			
	a.m.	a.m.	a.m.	p.m.	p.m.	S	p.m.	p.m.	p.m.	S	p.m.	
Chester.....dep	2 35	6 40	10 0	2 35	5 5	0 10						
Carnarvon ..	7 30	8 30	12 30	3 45	6 30	8 15						
Holyhead ..	4 30	7 45	12 0	3 15	6 0	8 5						
Bethesda depart	8 35	11 25	2 55	6 40	8 10	9 40						
Tregarth ..	8 50	11 20	3 20	6 44	8 14	9 44						
Felin Hen ..	8 45	11 35	3 5	6 50	8 20	9 50						
Bangor.....arrive	8 52	11 42	3 12	6 57	8 27	9 58						
Holyhead arrive	10 10	1 5	4 30		9 40	1 20						
Carnarvon ..	9 45	12 35	4 40	7 43	9 30							
Chester... ..	11 20	3 35	6 15	10 0	10 50	9 15						

†—Mondays excepted.
 S—Saturdays only.

BANGOR, CARNARVON, AND LLANBERIS.

	WEEK DAYS.								SUNS.			
	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.		
Bangor .....depart	4 30	9 15	12 5	2 25	5 15	6 15	7 15	9 5	4 30	9 0		
Manai Bridge.....		9 19	12 9	2 27	5 19	6 19	7 19	9 9		9 4		
Treborrh.....		9 24	12 14	2 32	5 24	6 24	7 24					
Port Dinorwic.....		9 29	12 19	2 37	5 29	6 29	7 29	9 18		9 13		
Griffith's Crossing		9 35	12 25	2 43	5 35	6 35	7 35			9 19		
Carnarvon .....arrive	4 50	9 43	12 32	2 50	5 40	6 40	7 43	9 30	4 50	9 27		
Carnarvon .....depart		9 52	12 37	2 55	5 45	6 45	7 48					
Pont Rug.....		10 3	12 40		5 1	6 1	7 4					
Pontrhyallt.....		10 11	12 54		5 9	6 9	7 12					
Cwm-y-Glo.....		10 17	1 0		5 15	6 15	7 18					
Llanberis.....arrive		10 23	1 6		5 21	6 21	7 24					

*—Calls when required.

	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.
Llanberis .....depart			9 10	11 55	2 20			6 0		
Cwm-y-Glo.....			9 15	12 0	2 25			6 5		
Pontrhyallt.....			9 19	12 4	2 29			6 9		
Pont Rug.....			9 27	12 12	2 37			6 17		
Carnarvon .....arrive			9 37	12 22	2 47			6 27		
Carnarvon .....depart	7 30	8 30	10 5	12 30	3 5	5 45	6 30	8 15	6 35	8 15
Griffith's Crossing		*	10 12	12 37		5 52	6 37	8 22	6 42	8 22
Port Dinorwic.....	7 38	8 39	10 18	12 48	3 13	5 58	6 43	8 28	6 48	8 28
Treborrh.....			10 25	12 50		6 5	6 50		6 55	
Manai Bridge.....	7 46	8 47	10 29	12 54	3 21	6 12	6 54	8 33	6 46	8 33
Bangor.....arrive	7 51	8 52	10 34	12 58	3 26	6 18	6 59	8 38	6 52	8 38

few pages of general information about the SR added at the beginning and end. Presumably this was a very profitable business for Henry Blacklock and Company, the publishers of Bradshaw's Guide. The SR continued with this method of providing their timetable until the end of SR upon nationalisation on 1 January 1948.

In 1939 the LNER made a complete turnaround in the production of their Public timetable. The LNER now adopted the same idea as the SR. That is, the LNER Public timetable now consisted of the appropriate LNER pages extracted from Bradshaw's Guide, with the addition of a few pages of general information about the LNER. In other words, the LNER Public

timetable went from being a massive, almost unmanageable tome, to a small, easily carried book. The downside, of course, was the loss of some general information, the loss of detailed system maps, the loss of generously laid pages, and, perhaps most of all, the loss of distinctiveness.

From 1941, the LMS also took this approach. Now too, the LMS Public timetable was merely the appropriate pages extracted from Bradshaw. The edition of 6 October 1947, for example, was 402 pages. The pages were a convenient 6.25 x 4.5 inches (or 16 x 12 cm) - very easy to carry around on your travels. No doubt the publishers of Bradshaw's Guide were very pleased with this extra business. This de-



Hull & Barnsley Railway.

PASSENGER TIME TABLES

OCTOBER 3rd, 1921,

And until further notice.

TIME TABLE OF TRAINS FROM HULL TO LOCAL STATIONS SHEFFIELD, BARNLSLEY, AND THE WEST OF ENGLAND.

ALL TRAINS ARE FIRST AND THIRD CLASS ONLY.

FROM HULL	WEEK DAYS.											SUNDAYS.	
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.
HULL (Cannon Street) dep.	6 10	6 50	8 30	1 5	3 5	4 15	5 40	7 15	9 25	9 25	10 40	10 30	
HULL (Beverley Road) dep.	6 14	6 54	8 34	1 9	3 9	4 19	5 44	7 19	9 29	9 29	10 44	10 34	
Willerby and Kirk Ella	6 24	7 3	8 44	1 19	3 18	4 29	5 54	7 29	9 39	9 39	10 54	10 42	
Little Weighton	6 32	7 11	8 51	1 26	3 25	4 36	6 1	7 36	9 46	9 46	11 1	10 51	
South Cave	6 43	7 19	9 0	1 36	3 34	4 45	6 10	7 45	9 55	9 55	11 10	10 58	
North Cave	6 47	7 21	9 4	1 39	3 38	4 48	6 15	7 48	9 59	9 59	11 14	11 2	
Newport (Yorks.)	6 54	7 29		1 40	3 44			7 50			10 6	11 8	
Sandholme	6 58	7 32		1 50	3 48			8 0			10 10	11 12	
Eastrington	7 3	7 35		1 55	3 53			8 5			10 15		
HOWDEN	7 8	7 44		2 0	3 59			8 10			10 20	11 21	
Barmby		7 51			4 0								
Drax		7 57			4 12								
Carlton		8 1			4 10							H	
Kirk Smeaton		8 13			4 28								
Upton and North Elmsall		8 22			4 37								
Hemsworth and South Kirkby		8 28			4 43								
Cudworth		8 37			4 52								
Cudworth dep.		9 2			5 25							1 0	
Barnsley arr.		9 13			5 36							1 10	
Cudworth dep.		8 51			5 14							12 40	
ROTHERHAM (Masboro' Station) arr.		9 13			5 40							1 3	
SHEFFIELD		9 24			5 56							1 16	
DERBY		10 32			7 37							2 32	
NOTTINGHAM		11 56			8 48							3 26	
LEICESTER		11 23			8 55							3 32	
KETTERING		11 35			10 6							4 26	
BIRMINGHAM		11 59			9 2							4 0	
CHELTENHAM		1 3			11 1							5 18	
GLOUCESTER		1 24			11 17							5 33	
BRISTOL		2 23			12 25							6 35	
BATH		2 36										6 40	
LONDON		1 30										6 25	

velopment did mean that now the three biggest, in passenger terms, British railway timetables were now all extracts from the same national timetable, and now all looked the same.

The GWR, which often had a reputation for doing things differently, continued to publish their own Public timetable. Wartime issues were slimmed down losing much of the general information and losing the attractive fold-out system map. A 1942 edition carried the following notice on many pages: "The whole of the train, steamer and road services also restaurant cars and sleeping cars shewn [sic] in this time table are subject to alteration or cancellation at short notice."

The GWR continued to publish its own Public timetable right to the end. The final edition prior to nationalisation, 6 October 1947, restored most of the general information sections, and, in particular, also included once again, the very nice, fold-out, system map. It was if the GWR decided to go out with a great flourish.

Nationalised Era 1948—1994/7

It might have been thought that with the establishment of British Railways (BR) from 1 January 1948 there would now be one official Public timetable covering the whole country. Not so.

BR was originally organised on a Regional basis. Initially, each Region had a high degree of autonomy. The six new Regions were Scotland (formed from the Scottish lines of the LMS and the LNER), London Midland

TIME TABLE OF TRAINS ON THE WATH BRANCH.									
FROM HULL	WEEK-DAYS.								p.m.
	a.m.	a.m.	a.m.	p.m.	A	B	p.m.	p.m.	
HULL (Cannon Street) dep.	6 50	6 54	8 12	7 15	8 50	10 55			3 5
HULL (Beverley Road) dep.	6 54	7 3	8 12	7 15	8 50	10 55			3 9
Kirk Smeaton	7 15	7 19	8 12	7 15	8 50	10 55			4 27
Moorhouse and South Elmsall	7 29	9 0	11 5	7 29	9 0	11 5	3 1	3 1	5 28
Hickleton and Thurnscoe	7 41	9 6	11 11	7 41	9 6	11 11	3 7	3 7	5 44
Wath	7 47	9 12	11 17	7 47	9 12	11 17	3 13	3 13	5 50
Wath-on-Dearne, G.C. dep.	7 56	10 7	11 30	7 56	10 7	11 30	3 25	3 25	6 12
Wombwell	8 3	10 13	11 44	8 3	10 13	11 44	3 32	3 32	6 19
Stairfoot	8 11	10 23	11 54	8 11	10 23	11 54	3 42	3 42	6 30
Barnsley	8 18	10 30	12 1	8 18	10 30	12 1	3 49	3 49	6 37
Wath-on-Dearne, G.C. dep.	8 7		11 27	8 18		11 34	1 42		4 10
Mexboro', G.C. dep.	8 18		11 34	8 35		11 52	2 5		4 19
Doncaster, G.C. dep.	8 35		11 52	9 19		12 18	2 50		4 35
Sheffield, G.C. dep.	9 19		12 18						5 33
Wath and Bolton, Mid. dep.		9 42			9 42		1 46	4 12	4 12
Sheffield, Mid. dep.		10 25			10 25		2 28	4 50	4 50
Wath and Bolton, Mid. dep.	7 57	9 54	12 18	8 3	10 0	12 24			4 41
Darfield	8 3	10 0	12 24	9 11	10 52	1 40			4 47
Leeds, Mid. dep.	9 11	10 52	1 40						5 52

A. Saturdays excepted. B. Saturdays only. D. 2 32 p.m. on Saturdays.

(the former English and Welsh lines of the LMS), North Eastern (the former NE district of the LNER which also had had a high degree of autonomy), Eastern (the former Southern district of the LNER), Western (the former GWR), and the Southern (the former SR). The North Eastern Region was later merged with the Eastern Region.

From 1948 the six new Regions of BR all published their own Public timetable books. According to Catalogues 52 and 60

of Robert Humm, the largest British railway book dealer, all six adopted the idea of using the appropriate pages extracted from Bradshaw's Guide. For the London Midland Region and North Eastern Region this only lasted a short time, until 1950. Apparently these Regions then published their own timetables. In 1954 and 1955 the other four Regions followed and also did this. Most of these larger regional TTs, except, at first, NE (Tingleys) and LM were printed by Henry Blacklock & Co.

WATERLOW & SONS' LONDON & SOUTH WESTERN Railway and Steam Packet TIME TABLES.

This Railway and its branches communicate (see Map within) with the suburbs of London, celebrated for their picturesque beauty, viz. Hammersmith, Windsor, Kew, and the Valley of the Thames, Hampton Court, Kingston, Clarendon, Guildford, &c.; also with Portsmouth, Gosport, Winchester, Southampton, Salisbury, the Isle of Wight, Weymouth via Dorchester.

CHANNEL ISLANDS AND CONTINENTAL ROUTES.

See Pages 24 and 25.

Table with columns for routes (London to Paris, London to Havre, etc.), 1st Class, 2nd Class, and 3rd Class fares.

CONTENTS.

Table listing various railway services and their corresponding page numbers, including Sunday Excursions, Channel Islands, and Continental Routes.

Published by WATERLOW and SONS, Printers to the Company, Carpenter's Hall, London Wall, and sold at all the Railway Stations.

PRICE ONE PENNY.

Large railway time table for the London & South Western Railway, including routes to Portsmouth, Salisbury, and Dorchester. It features columns for 'DAILY', 'SUNDAY DOWN TRAINS', and 'Special direct Service to Paris'. Includes a 'CONTENTS' section and a 'PRICE ONE PENNY' note.

ANNOUNCEMENTS regarding train services, including notices about signal stops, third class passenger bookings, and specific train routes to various stations.

ROBEY'S COCOA ESSENCE, 18th Mo. (DECEMBER), 1895.



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BRADSHAW'S GENERAL RAILWAY AND STEAM NAVIGATION GUIDE.

Containing the Official Time Tables, specially arranged, of all the Railways in ENGLAND, WALES, SCOTLAND, AND IRELAND.

INDEX TO PRINCIPAL RAILWAYS.

Table listing various railway lines and their principal stations, such as London, Chatham, Dover, and Southampton.

INDEX TO STATIONS.

Text providing details about the guide's content, including information on telegraph offices, maps, and contact information for the publisher.

SWANSEA, NEATH, BRECON, and HEREFORD. 405 [Sheffield, Pontefract, and York.]

Detailed railway time table for the Swansea, Neath, Brecon, and Hereford line, including departure and arrival times for various stations.

PARIS LONDON, CHATHAM, AND DOVER RAILWAY. See page 644 for VICTORIA & HOLBORN.

Additional text at the bottom of the page, possibly related to the Paris, London, Chatham, and Dover Railway or other railway services.

Bradshaw's Guide—October, 1939

The Emergency Time Tables of the G.W., Southern, L.M.S., and L.N.E. Railways are shown in this issue, also the latest information for all Miscellaneous and Irish Railways.

In the L.M.S. Section of the Guide (pages 412 to 807) the tables do not embody the times of other Companies' connections. These may be traced by reference to the pages indicated by the folios shown in the station columns of L.M.S. tables.

Since going to press with the Train Service pages, notice has been received from the various Railway Companies that numerous additions and alterations are contemplated, and these, together with complete Through Tables and connections, will be included in the November issue, to be published as early as existing circumstances permit.

Bradshaw will continue to be published monthly as hitherto.

RESTAURANT CARS.

For G.W.R. Restaurant Car Services, see page 1.

For L.M.S. Restaurant Car Services, see page 1130.

For L.N.E.R. Restaurant Car Services, see page 1131.

Southern Railway Restaurant Car facilities are shown in the train columns of the Time Tables.

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L M & S

		MANCHESTER, SEEDLEY, WEASTE, ECLES, and PATRICROFT																			
Miles.	DOWN	Week Days										Sundays									
		min	sec	min	sec	min	sec	min	sec	min	sec	min	sec	min	sec	min	sec	min	sec		
50	Manchester (Ex) dop	5	0	7	10	8	20	7	30	8	40	10	50	11	0	12	10	12	20	12	30
51	Ordnall Lane A	1	28	3	35	4	42	5	49	6	56	7	3	8	11	10	18	27	36	45	54
57	Cross Lane	4	31	5	38	6	45	7	52	8	59	9	6	11	14	21	29	37	45	53	61
24	Seedley	13	40	14	47	15	54	16	1	17	26	18	14	19	23	30	38	46	54	62	70
3	Weaste	7	35	8	42	9	49	10	56	11	3	12	21	15	24	32	40	48	56	64	72
34	Eccles	10	40	11	47	12	54	13	1	14	23	16	18	22	29	37	45	53	61	69	77
47	Patricroft	9	19	10	26	11	33	12	40	13	47	14	54	15	1	9	17	25	33	41	49
		Week Days - Continued																			
HOURE		1	1	1	1	1	1	3	4	5	5	5	5	5	5	5	5	5	5	5	7
Manchester (Ex) dop		2	15	20	30	37	47	57	67	77	87	97	107	117	127	137	147	157	167	177	187
Ordnall Lane A		18	33	33	43	53	63	73	83	93	103	113	123	133	143	153	163	173	183	193	203
Cross Lane		21	36	36	46	56	66	76	86	96	106	116	126	136	146	156	166	176	186	196	206
Seedley		23	38	38	48	58	68	78	88	98	108	118	128	138	148	158	168	178	188	198	208
Weaste		25	40	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200	210
Eccles		29	44	44	54	64	74	84	94	104	114	124	134	144	154	164	174	184	194	204	214
Patricroft		35	50	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220
		Sundays																			
HOURE		8	8	9	9	10	11	7	8	9	2	2	6	7	7	8					
Manchester (Ex) dop		15	30	50	27	46	40	0	50	28	30	15	40	16	0	15	40				
Ordnall Lane A		33	51	51	26	48															
Cross Lane		36	56	56	29	51															
Seedley		38	58	58	31	53															
Weaste		40	0	0	34	55															
Eccles		44	4	4	37	59	49	8	69	35	38	23	48	24	8	03					48
Patricroft		48	3	3	40				4												28
		Week Days																			
UP																					

OCTOBER 1939

OFFICIALLY EVERY MONTH

BRADSHAW'S GUIDE

TO THE BRITISH RAILWAYS

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HOLDAWAY'S

Time Table.
£200 INSURANCE
(See page 1).

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LONDON AND NORTH EASTERN RAILWAY

TIME TABLES
14th JULY to 21st SEPTEMBER 1924

PRICE 2/6 NET

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TIME TABLES

OCTOBER 6th, 1947
(and until further notice).

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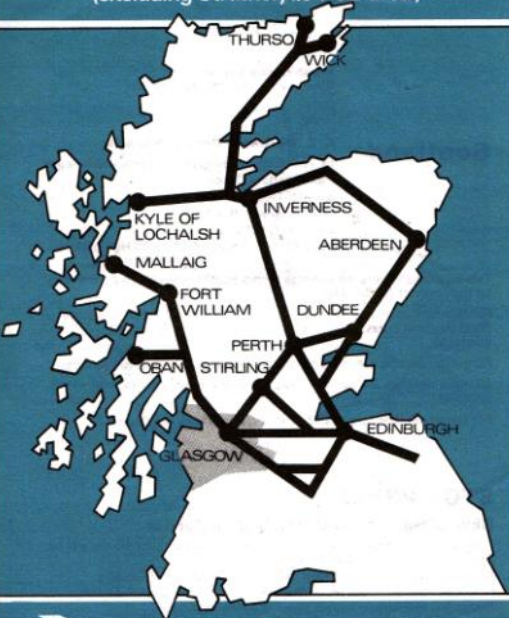
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until further notice
(for certain Suburban Services see separate announcements)

OAG Rail Guide

Valid 2 June - 30 June



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Sunday 20 May to Saturday 8 December 2007
FINAL PRINTED EDITION
I.K. BRUNEL ENGINEER 1859
National Rail
£12.00

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APRIL 2008
Including amendments
To late March
MP Middleton Press
£14.95

ABBREVIATED RAIL TIMES
FOR GREAT BRITAIN
for Principal Stations on Main Lines and Rural Routes
Summer Edition 2017
21 May to 9 December 2017
Compiled by the European Rail Timetable team, in the style of Thomas Cook's traditional masterpiece
MP Middleton Press

"SILVER WINGS" will take you there and bring you back

Phone 23366 (See page 16)

Table with columns for DROITWICH SPA (Worce.) and DROITWICH SPA—continued. Includes departure and arrival times for various routes like Worcester, Coventry, Rugby, Malvern, Hereford, Evesham, Oxford, London, Birmingham, Gloucester, Bristol.

"SILVER WINGS" will take you there and bring you back

Phone 23366. (See page 16)

Table with columns for EDINBURGH (Waverley), EVEESHAM (Worcestershire), and GLASGOW (Central). Includes departure and arrival times for various routes like Birmingham, Crews and Carlisle, Shrub Hill, Pershore, Market Street, Birmingham, Glasgow.

Table listing various railway routes and stations including KEARSLEY, Keighley, Kendal, KENTS BANK, Keswick, Kettering, KIDDERMINSTER, KIDSGROVE CENTRAL, KIDSGROVE, Killarney, KILMARNOCK, KINGSLEY AND FROGHALL, KING'S LYNN, KINNERTON, KIRKBY, KIRKBY STEPHEN (WEST), KIRKDALE, KIRKHAM AND WESHAM, KNIGHTON, KNOTT HILL AND DEANSGATE, KNUTSFORD, LAISTERDYKE, LAKE SIDE, Lancaster, LATCHFORD, LAYTON, Leamington Spa Avenue, Leamington Spa, and Leamington Spa General.

Table listing various railway routes and stations including MANCHESTER TO LEEDS, LEEDS TO MANCHESTER, and LEEDS, MOUNT HOTEL. Includes detailed timetables and hotel information.

HADLEIGH fm <i>Shoreditch</i> , 69½ miles. Fares, 14/6a, 11/6b, 8/9c, 5/9d. Pop. 3338. E. T. S. Leave Arrive Leave Arrive London Hadlgh. Hadlgh. London 7 ²⁵ p 11 ²⁵ 8 ¹⁵ p 12 ¹⁵ 11 ²⁷ b 2 ³⁵ P.M. P.M. 12 ⁵⁵ b 4 ¹⁰ 3 ⁰ b 6 ³⁵ 5 ²⁵ b 9 ⁰ No Sunday Trains.		Another Route fm <i>Euston Sq.</i> Leave Arrive Leave Arrive London Halifax Halifax London A.M. 6 ¹⁵ b 4 ⁰ 8 ⁵ b 9 ¹⁵ SUNDAYS. A.M. 10 ⁰ b 9 ³⁷ - -		HAMPTON COURT fm <i>Waterloo</i> , 15 miles. Fares, 2/0a, 1/6b, 1/3c. R. T. 2/9a, 2/0b. Pop. 4802. Leave Arrive Leave Arrive London H. Court H. Court London 7 ²⁵ p 8 ¹⁵ 7 ⁵⁰ b 8 ³⁵ 9 ⁵ b 9 ⁴⁸ 8 ³⁵ b 9 ²⁰ 10 ³⁰ b 11 ¹⁵ 9 ²⁰ b 10 ⁰ 11 ⁴⁰ b 12 ²⁵ 10 ⁰ b 10 ⁴⁵ P.M. 11 ³⁰ b 12 ¹⁵ 2 ⁰ b 2 ⁴⁸ P.M. 3 ²⁰ b 4 ⁵ 1 ⁰ b 1 ⁴⁰ 4 ³⁰ b 5 ¹⁵ 3 ³⁰ c 4 ²⁰ 5 ¹⁰ b 5 ⁴⁵ 5 ³⁵ b 6 ²⁵ 5 ³⁵ b 6 ⁴⁸ 7 ¹⁵ b 8 ⁵ 6 ¹⁰ b 6 ⁴⁸ 8 ⁵⁰ b 9 ³⁰ 7 ¹⁰ b 8 ⁰ 9 ⁴⁵ b 10 ⁴⁰ 8 ¹⁰ b 9 ¹⁰ - - 8 ³⁰ mb 9 ¹⁰ - - *10 ⁴⁵ b 11 ³⁰ - - †11 ⁴⁵ b 12 ²⁶ - - SUNDAYS. 8 ²⁵ b 9 ¹² 9 ²⁵ c 10 ²⁰ 9 ¹⁵ c 10 ¹² 11 ⁰ b 11 ⁵⁰ 10 ¹⁵ b 10 ⁵² P.M. P.M. 3 ¹⁵ b 4 ⁵ 1 ²⁰ b 2 ⁵ 5 ¹⁵ b 6 ⁵ 2 ⁰ b 2 ⁵² 8 ⁰ b 8 ⁴⁶ 4 ²⁰ b 5 ⁵ 9 ³⁰ b 10 ²⁰ 6 ²⁰ b 7 ⁵ - - 7 ²⁰ b 8 ⁵ - - 8 ³⁰ mb 9 ¹⁰ - -	
HAGLEY from <i>Euston Square</i> , 141 miles. Pop. 935. London Hagley Hagley London 9 ³⁰ b 5 ³⁵ 9 ²² b 3 ⁴⁵ P.M. P.M. 12 ¹⁵ c 6 ³⁰ 4 ¹² b 9 ³⁰ No Sunday Trains.		HALTWHISTLE either by Newcastle or Carlisle, thence by N. and C. Railway. Pop. 1420. HAM STREET (Kent) fm <i>Lon. Br.</i> , by S. East. Line, 73 miles. Fares, 17/6a, 15/0a, 11/6b, 7/6c, 6/0p. R. T. 26/6a, 22/6a, 17/6b. Pop. 38. E. T. S. London Ham St. Ham St. London 6 ³⁰ p 10 ⁴⁰ 8 ⁴ b 10 ³⁰ 8 ³⁰ mb 10 ⁴⁰ 8 ⁴ p 1 ⁰ 9 ³⁰ c 1 ¹⁰ P.M. P.M. 12 ⁴ b 3 ¹⁵ 4 ³⁰ b 6 ⁵⁰ 5 ⁵⁸ b 9 ³⁰ SUNDAYS. 7 ³⁰ p 11 ¹⁰ 7 ⁵⁴ p 11 ¹⁵ 8 ³⁰ mb 11 ¹⁰ P.M. P.M. 5 ⁴⁷ c 9 ³⁰ 5 ³⁰ c 8 ⁵² - -		* On Mondays, Wednesdays, and Fridays only. † On Tuesdays, Thursdays, and Saturdays only.	
HAILSHAM (Sussex) from <i>Lon. Br.</i> , by Brighton Line, 64 miles. Fares, 15/6a, 13/0ab, 13/0a, 9/0b, 6/0c, 5/4p. R. T. 23/0a, 20/0ab, 20/0a, 14/0b, 9/0c. Pop. 1825. London Hail. Hail. London 6 ⁰ p 9 ⁵⁵ 7 ¹⁰ b 9 ⁵⁰ 10 ⁰ c 1 ⁵ 9 ¹⁵ mb 11 ⁵ 11 ⁰ mb 1 ⁵ 10 ²⁰ mb 12 ⁴⁰ 12 ⁰ b 2 ³⁰ 10 ²⁰ c 1 ⁴⁰ P.M. P.M. 2 ⁰ b 4 ³⁵ 12 ³⁵ b 3 ²⁰ 4 ⁰ mb 5 ⁴³ 5 ²⁵ p 8 ⁵⁰ 6 ⁰ c 9 ¹⁰ 7 ¹⁰ b 9 ⁴⁵ SUNDAYS. 7 ⁰ p 10 ¹⁰ 7 ²⁰ c 10 ⁵⁰ P.M. P.M. 6 ⁰ c 8 ⁵⁵ 5 ³⁰ p 8 ⁵⁰		HAMMERSMITH from <i>Fenchurch St.</i> , Fares, 1/0a, 0/9b. R. T. 1/6a, 1/1b. Average time of journey 1 hour and 5 min. Pop. 17,760. Leave London.—A.M. 9 ⁰ , 10 ⁰ , 11 ⁴⁵ . P.M. 1 ⁰ , 3 ⁰ , 5 ¹⁵ , 7 ⁰ . SUNDAYS.—Leave London.—A.M. 8 ⁴⁵ . P.M. 1 ¹⁵ , 3 ³⁰ , 5 ³⁰ , 7 ⁰ . Return.—A.M. 8 ³⁵ , 10 ¹⁰ , 11 ³⁰ . P.M. 1 ⁰ , 2 ⁵⁰ , 4 ⁴⁰ , 6 ⁴⁵ , 8 ³⁵ . SUNDAYS.—Return.—A.M. 10 ⁰ . P.M. 2 ³⁰ , 5 ¹⁵ , 7 ⁰ , 8 ³⁵ .		HANDBRO' (Oxford) for <i>Blenheim</i> , fm <i>Paddington</i> , 70½ miles. Fares, 12/9a, 9/6b, 5/14c. R. T. 22/3a, 15/3b. Pop. 1153. London Handbro' Handbro' London 6 ¹⁰ b 8 ⁴⁵ 9 ⁵ b 11 ¹⁰ 9 ³⁰ b 11 ⁴⁵ P.M. 11 ³⁰ b 2 ⁵⁰ 12 ⁴⁵ b 3 ⁵⁰ P.M. 2 ³⁵ b 5 ⁰ 5 ¹⁵ b 7 ¹⁰ 7 ⁵ b 10 ⁵⁵ SUNDAYS. P.M. P.M. 2 ⁰ b 4 ⁵⁵ 1 ⁰ c 7 ⁰ - - 7 ¹⁵ b 10 ²⁰	
HALIFAX from <i>King's Cross</i> , 202½ m. Fares, 34/6a, 25/2zb, 34/6 a, 25/2 b, 16/6 c. Pop. 33,582. E. T. S. and B. T. S. London Halifax Halifax London 7 ³⁰ c 5 ⁴⁰ 6 ²⁵ p 3 ⁴⁰ 9 ²⁰ mb 3 ¹⁰ 9 ¹⁰ mb 4 ⁰ 10 ⁰ b 5 ⁴⁰ 11 ⁴⁰ mb 6 ⁰ 10 ⁵ b 10 ¹⁰ 11 ⁴⁰ b 9 ⁰ 11 ⁰ b 5 ⁴⁰ P.M. P.M. 3 ³⁰ mb 9 ³⁰ 5 ⁰ mb 11 ⁰ 8 ²² b 3 ³⁰ SUNDAYS. A.M. P.M. A.M. 7 ³⁰ p 7 ²² 6 ⁴⁸ mb 3 ³⁰		HAMPSTEAD ROAD from <i>Fenchurch Street</i> . Fares, 0/6a, 0/4b. R. T. 0/9a, 0/6b. Trains run every quarter of an hour from 8 ³⁰ A.M. to 10 ¹⁵ P.M. On Sundays from 8 ¹⁵ to 11 ⁰ A.M. and from 1 ⁰ to 10 ¹⁵ P.M. Trains return from Hampstead Road every quarter of an hour from 7 ⁵⁰ A.M. till 9 ³⁵ P.M. On Sundays from 8 ³⁰ A.M. till 10 ³⁰ A.M. and from 12 ³⁰ P.M. to 9 ³⁰ P.M.		HANDFORTH (Cheshire) from <i>Euston Square</i> , 177½ m. Fares, 33/0a, 24/3b, 14/94c. Pop. 650. London Handf. Handf. London 6 ³⁰ b 2 ⁷ 9 ⁴ c 6 ⁰ 7 ³⁰ c 4 ⁵³ 11 ⁵⁰ b 8 ¹⁵ P.M. P.M. 2 ⁴⁵ b 8 ²² 2 ⁵ b 10 ⁴⁰ - - 4 ¹⁴ b 9 ³⁰ SUNDAYS. A.M. P.M. A.M. 8 ⁰ c 6 ² 9 ⁵⁶ c 6 ¹⁵ 10 ⁰ b 4 ²⁰ - -	

eventual successors to Bradshaw, (their address being Bradshaw House, Manchester, of course! George Bradshaw and Henry Blacklock had been partners in the original firm.) When Bradshaw adopted the larger format of the regional TTs in 1955, doubtless it used the same pages for its own publication. Blacklock's were still printing the BR regional TTs until at least 1965. From 1974, British Railways finally started an all-Britain Public timetable book. This was, of course, of massive size. In addition, there were a huge number of local timetable pamphlets. How did Bradshaw react to these develop-

ments? Bradshaw had the reputation for comprehensiveness as well as accuracy. However, it was often the subject of jokes [our page 2]. This was exacerbated by its small page size of 6.25 x 4.5 inches (16 x 12 cm) meaning the type size was small. From June 1955, therefore, Bradshaw increased its page size. It was now 9 x 6 inches (23 x 15 cm). This meant it was now much more legible, but far less portable. Bradshaw finally gave up and published its last edition in May 1961. Right to

the end it maintained its quality. The last edition included a 32 page supplement of last minute alterations. There was therefore a period of 13 years, 1961 to 1974, where there was no national timetable. **Privatisation Era – Post 1994/97** British Railways was broken up and privatised in stages from 1994 to 1997. Perhaps this era, close to our own time - is the most unsatisfactory. The new Train Operating Companies, as they are called, publish lots of Public timetables. However, they are usually only for one line or group of lines. This makes them very hard to collect or to use for planning or to get an overview. At first, some TOCs, such as Scotrail, also published a system timetable book. However, this currently seems not to happen. The new infrastructure controller, originally Railtrack, now Network Rail, was obliged by the privatisation legislation to continue to publish a National Public timetable. It did so, perhaps reluctantly, both in hard copy, and on the internet. In 2007 it claimed that demand for the hard copy version had declined to the extent that it was no longer viable. The final volume was 3184 pages, plus covers. The page size was 21 x 14 cm. The cost was £12. Loose network maps were inserted. So, the hard copy official timetable and the OAG Rail Guide both ceased at about the same time. Network Rail continues to produce the National timetable, but now only on the internet. The PDFs are somewhat inconveniently available at www.networkrail.co.uk/running-the-railway/timetabling/electronic-national-rail-timetable/ Despite Network Rail's claim that a hard copy is no longer viable, others disagree. For a number of years after NR ceased to issue the national timetable, HM Stationery Office issued a National Timetable in bright yellow covers, using the NR database. This started in 2008, in theory in competition with Middleton. Middleton Press, a publisher of railway books, also stepped in. Since 2008, Middleton has downloaded National Rail's PDFs, added in the latest updates, and published them in hard copy under the title Train Times. They did reduce the page size to make the book more portable squeezing two PDF pages into one hard copy page. So, the 2008 edition, for example was 1392 pages, and on thin paper. It does have to be said that it is hard to read. This edition cost £15. So committed to the project was the owner of Middleton Press that he changed his name from Vic Mitchell to Vic Bradshaw-Mitchell! Middleton Press apparently grew increas-

Timetable and receive the entire rest of the world as well.

Middleton Press apparently still has trouble receiving the latest information from National Rail, because the latest edition of the Comprehensive Train Times, with the timetables of December 2017, did not appear until January 2018. Given the size of this timetable, it is of limited print run, but Mr. Bradshaw-Mitchell considers the venture to be "an important issue for posterity." It now costs £26 plus postage (£17 to Australia).

Sources

This article has drawn on the collection of British Public timetables in the author's possession. Originals were obtained from all eras by purchases from book dealers, from the ATA grab table or sales service, and from gifts. In addition, a number of British railway publishers have over the years, produced very worthwhile facsimile reproductions of old British Public timetables, both those issued by the railway com-

panies, and old Bradshaws. These publishers include David and Charles, Ian Allan, Oxford Publishing and Dragonwheel. Between them these publishers covered a lot of the pre-Grouping railway companies. These reproductions often appear in booksellers' sales list. Collectors who collect timetables because they like originals should therefore be wary of this. On the other hand, those who collect because they like the information contained will warmly welcome the reproductions. The reproductions are therefore listed below. Then, an individual called Geoffrey Hoyle in Carnoustie, Scotland, produced good photocopies of all significant pre-Grouping companies not already covered. I believe that the Hoyle photocopies are not generally available any more, so they are not listed below. Some of the publishers, and the LNER Society (on CD) have even produced reproductions of big Public timetables of the post-Grouping era. Also very useful for this article has been information contained in two old catalogues of railway timetables offered for sale by railway book



PASSENGER SERVICES

MAY 7th, 1945
until further notice

(for London Suburban Services
see separate books)

PRICE SIXPENCE

dealer, Robert Humm (catalogue numbers 52 and 60).

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Tables 119 and 158. **CASTLEFORD AND LEEDS (City) and (Central) Stations.**

WEEKDAYS

Table	D	L	D	D	D	P	LY	DX	SO	DX	SO	DX	SO	DX	SO	DX	SO	DX	SO	DX	SO	
CASTLEFORD																						
Ledston	6 37	6 55	7 07	12 7	12 7	12 8	14 8	23	9 38	9 43	10 5	10 56	11 46				pm	pm	3			
Bowers	7	7 11	7 20						9 54							1 26		1 51				
Kippax	7 11	7 25							9 58							1 30		1 56				
Garforth	7 19	7 33							10 6							1 38		2 0				
Cross Gates									10 12							1 44		2 8				
Osmondthorpe									10 18							1 48		2 14				
LEEDS (City)	7 32	7 45							10 18							2 22		2 23				
LEEDS (Central)	7 10		7 46	8 17	8 45	9 20	10 17		10 24				10 38	11 24	12 10		12 50	1 40				

WEEKDAYS-continued

Table	D	L	D	D	D	P	LY	DX	SO	DX	SO	DX	SO	DX	SO	DX	SO	DX	SO	DX	SO	
CASTLEFORD																						
Ledston	5 20	7 48					7 18	8 25					6 38	9 35	9 32			10 10	10 16			
Bowers		6 13					8 20							10 16				1 5	1 8			
Kippax		6 17					8 24							10 25				1 8	1 11			
Garforth		6 25					8 35							10 33				1 8	1 11			
Cross Gates		6 31					8 41							10 39				1 8	1 11			
Osmondthorpe		6 35					8 45							10 43				1 8	1 11			
LEEDS (City)	5 41	6 32		6 41	7 12	7 51	9 1	9 19	10 9	10 28	1 19		1 138	1 39	4 51	9 6	10 32					
LEEDS (Central)	5 41	6 32		6 41	7 12	7 51	9 1	9 19	10 9	10 28	1 19		1 138	1 39	4 51	9 6	10 32					

WEEKDAYS

Table	D	D	DX	L	DX	SO	D	DX	SO	DX	SO	DX	SO	DX	SO	DX	SO	DX	SO	DX	SO	
LEEDS (Central)																						
LEEDS (City)	5 20	7 27		8 13		9 20	9 47	10 32	11 17		12 8			1 141		1 245		1 44	1 42	2 27	2 35	
LEEDS (Marsh Lane)		8 16									12 11			1 144		1 47		1 44	1 42	2 27	2 35	
Osmondthorpe		8 21									12 11			1 144		1 47		1 44	1 42	2 27	2 35	
Cross Gates		8 26									12 19			1 254		1 50		1 47	1 45	2 32	2 40	
Garforth		8 32									12 25			1 260		1 56		1 53	1 51	2 38	2 46	
Kippax		8 38									12 31			1 266		1 52		1 56	1 54	2 44	2 52	
Bowers		8 45									12 36			1 271		1 57		1 55	1 53	2 50	2 58	
Ledston		8 45									12 36			1 271		1 57		1 55	1 53	2 50	2 58	
CASTLEFORD	5 52	7 57	8 50		9 22	9 57	10 38	11 23	12 10	12 43	1 24			1 19		1 2 19	2 162	4 0	2 37	4 7	4 27	

WEEKDAYS-continued

Table	D	D	DX	L	DX	SO	D	DX	SO	DX	SO	DX	SO	DX	SO	DX	SO	DX	SO	DX	SO	
LEEDS (Central)																						
LEEDS (City)	5 47	6 18		7 11		8 24	9 15	10 9	11 5		12 8			1 11		1 139		1 40	1 38	2 15	2 27	
LEEDS (Marsh Lane)		6 22		7 14		8 21	9 25	10 13	11 9		12 8			1 11		1 139		1 40	1 38	2 15	2 27	
Osmondthorpe		6 28		7 29		8 31	9 30	10 18	11 13		12 8			1 11		1 139		1 40	1 38	2 15	2 27	
Cross Gates		6 34		7 34		8 37	9 47	10 35	11 20		12 8			1 11		1 139		1 40	1 38	2 15	2 27	
Garforth		6 40		7 37		8 43	9 47	10 35	11 20		12 8			1 11		1 139		1 40	1 38	2 15	2 27	
Kippax		6 47		7 41		8 46	9 50	10 38	11 23		12 8			1 11		1 139		1 40	1 38	2 15	2 27	
Bowers		6 47		7 41		8 46	9 50	10 38	11 23		12 8			1 11		1 139		1 40	1 38	2 15	2 27	
Ledston		6 47		7 41		8 46	9 50	10 38	11 23		12 8			1 11		1 139		1 40	1 38	2 15	2 27	
CASTLEFORD	6 20	6 52	6 50	7 46	8 19	8 55	9 42	10 29	11 15		12 8			1 1040	1 113	1 130	1 130	1 45	1 45	2 10	2 17	

Legend:
 B Passengers change at Ardsley.
 D Through train between Leeds Central and Castleford.
 L Passengers change at Lofthouse.
 P Passengers change at Wakefield (Westgate).
 SO Saturdays only.
 SX Saturdays excepted.
 WSO Wednesdays and Saturdays only.
 X One class only.
 Y One class only except on Saturdays.
 b On Saturdays arrives 6-27 pm.

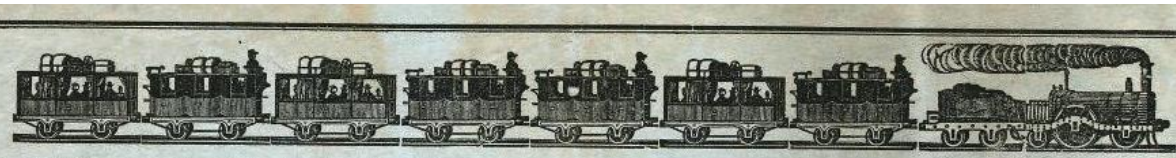


Table 75 GUIDE BRIDGE, ASHTON, and STALYBRIDGE

Miles	Week Days only										Week Days only												
	m	n	n	n	n	n	n	n	n	n	m	n	n	n	n	n	n	n	n	n			
80	MANCHESTER (Gen.) dep	736	428	27	614	Stalybridge	dep	7	675	32	123	51	45	6	55	8	25						
77	" (Lon. Rd.) "	6	535	723	1210	5	6	40	6	22	7	45	Ashton (Park Parade)	7	1075	38	124	51	48	6	58	29	
	Guide Bridge	dep	626	718	822	1223	5	27	5	59	8	10	Dukinfield	7	13	13	38	124	51	50	6	51	
	Dukinfield	arr	620	721	824	1230	5	30	6	43	13		Guide Bridge	arr	7	16	38	41	1247	51	52	6	52
1	Ashton (Park Parade)	dep	633	723	827	1235	5	33	6	46	16		77 MANCHESTER (L. Rd.)	arr	7	34	52	59	52	24	61	6	51
2	Stalybridge	arr	637	727	830	1236	5	36	6	49	19		" (Central.)	arr	8	3	9	161	126	53	6	6	

A Arr 7 37 aft Sats. E or E Except Sats. R Arr 6 2 aft Sats. S or S Sats. only. Dep 5 27 aft Sats.
K 5 minutes earlier on Sats.

Table 76 GUIDE BRIDGE, ASHTON, and OLDEAM

Miles	Week Days																S							
	m	n	n	n	n	n	n	n	n	n	n	n	n	n	n	n								
77	MANCHESTER (L.Rd.)	dep	6	535	830	1055	1230	1230	1230	1230	1230	1230	1230	1230	1230	1230	1230	1230	1230	1230				
	Guide Bridge	dep	615	630	719	850	1141	1249	1249	1249	1249	1249	1249	1249	1249	1249	1249	1249	1249	1249				
1	Ashton (Oldham Road)	dep	623	635	724	819	855	9	1146	1220	1254	1	18	26	3	23	34	35	5	19	5	19	5	19
2	Park Bridge	dep	629	640	729	824	859	9	14	1151	1225	1259	1	20	1	32	3	37	38	35	5	14	5	14
5	Oldham (Clegg Street)	dep	634	645	734	829	859	9	19	1156	1231	1261	1	25	1	37	4	43	44	16	39	5	16	39
5	" (Oldwick Road)	arr	636	647	736	831	861	9	22	1153	1233	1263	1	28	1	40	5	46	47	18	41	6	17	41

A Dep. 11 23 min. on Saturdays. E or E Except Saturdays. K Arr 4 minutes earlier. L L.M.S. Train.
S or S Saturdays only. V Arr. 7 54 aft Sats.

6

SUMMARY OF PRINCIPAL SERVICES

LONDON (PADDINGTON) AND WEST OF ENGLAND

	Week Days.															
	a.m.		R		R		R		R		R		R		R	
LONDON (Paddington) dep.	5 30		10 30		11 0		1 30		2 30		5 0		6 30			
Taunton arr.	9 58				1 36		4 29		7 7		8 40		10 15			
Minehead	11 36				3 10		6 6		8 33		10 16					
Exeter (St. David's)	10 48				2 26		5 14		7 50		9 28		11 2			
Dawlish	11 51				3 3		6 36		8 18		9 50					
Teignmouth	11 18				3 12		5 45		8 25		10 0					
Newton Abbot	11 30				3 23		5 58		8 35		10 10		11 38			
Moretonhampstead & Torquay	11 58				3 5		6 22		8 55		10 38		12 5			
Paignton	12 6				3 20		6 38		9 3		10 46		12 12			
Dartmouth	1 12				3 55		7 5		9 35							
Kingsbridge	12 68				4 52		7 35		10 14							
Plymouth (North Rd.)	12 45		3 10		4 35		6 55		9 16		11 15		12 35			
Looe	3 22		6 12		6 22		8 12									
Wadebridge	3 12		6 7		6 47		8 40									
Fowey & Newquay	2 40		6 0		6 20		8 25									
Truro	3 45		6 20		7 30		10 35									
Falmouth	3 7		4 45		6 45		8 46									
Helston	3 50		5 42		7 30		9 35									
St. Ives	4 38		5 45		8 14		9 55									
Penzance	4 30		5 45		7 50		10 13									
	4 25		5 35		7 40		9 50									

Fridays only.

	Week Days—continued.				Sundays.			
	Z	Y	Z	Y	R	R	Z	Y
LONDON (Paddington) dep.	9 50	night 11 50			10 30	12 30	4 30	9 50
Taunton arr.	2 58	4 29			2 50	5 40	9 5	2 58
Minehead		8 30			6N23	8N8		4 29
Exeter (St. David's)	3 46	5 11			3 40	6 40	9 55	5 17
Dawlish		5 42			4 1	7 6	10 20	6 42
Teignmouth	4 14	5 53			4 10	7 15	10 30	6 53
Newton Abbot	4 26	6 8			4 20	7 25	10 42	6 8
Moretonhampstead & Torquay		6 11			4 45	8 32	11 11	8 81
Paignton		6 56			4 55	8 38	11 20	8 41
Dartmouth		7 35			5 30	9 42		8 56
Kingsbridge		9 0			6 30	9 42		9 35
Plymouth (North Rd.)	6 30	7 25			9D5	9K37		9 0
Looe	7N48	8 22			5 25	8 45	11 50	9 25
Wadebridge	8N38	10 53						7 22
Fowey & Newquay	8N20	9 15			7N47			7 42
Truro	7N55	10 20			8N35			8 20
Falmouth	7 15	9 48						9 16
Helston	8 0	10 55			8 0			10 20
St. Ives	9H 5	11E 15			9 5			9 48
Penzance	9H 7	11E 25			9P68			11E 15
	8 20	11 6			8 20			11 10

Monday Mornings.

Week Days.

Table 241

Mondays to Saturdays

Edinburgh → Dunfermline, Kirkcaldy, Dundee and Aberdeen
Second Class only unless otherwise shown

Miles	Miles		A	C D	SX	E	C G	SX	J	J	SO	K	J	
0	0	London King's Cross	2013b				2215b							
		Edinburgh	0400				0535u	0555	0605	0615	0655	0705	0715	0735
		Glasgow Queen Street									0620	0725	0700	0805
1 1/2		Haymarket						0608	0618	0658	0708		0718	0738
4 1/2		South Gyle						0614			0714			0744
9 1/2		Dalmey						0621			0721			0751
11 1/2		North Queensferry						0625			0725			0755
13 1/2		Inverkeithing	0420			0556		0613	0630	0633	0711	0730	0733	0800
	14 1/2	Rosyth						0634			0734			0834
	17	Dunfermline						0640			0740			0840
	22 1/2	Cowdenbeath						0650a			0750a			0850a
	24 1/2	Lochgelly												
	27	Cardenden												
	17 1/2	Aberdour						0640			0740			0807
	20 1/2	Burntisland						0644			0744			0812
	22 1/2	Kinghorn						0649			0749			0818
	26	Kirkcaldy				0618		0632		0728			0823a	0852
	33 1/2	Markinch						0641			0804			0901
	39 1/2	Ladybank						0649			0813			0910
	17 1/2	Perth	229, 230	a										0914
	42 1/2	Springfield						0654			0817			0917
	44 1/2	Cupar						0639			0820			0921
		St. Andrews					0603			0703				0755e
	51	Leuchars					0649			0705				0828
		St. Andrews						0606		0822				0822c
	59 1/2	Dundee	229	a	0137 0525	0528	0652	0707	0715	0722	0805	0815	0845	0851
		Broughty Ferry			0138	0528		0707	0715	0722	0805	0815	0845	0851
	63 1/2	Balmossie						0723			0823			0923
	65 1/2	Monifieth						0727			0827			0927
	68 1/2	Barr Links						0730			0830			0930
	69 1/2	Golf Street						0735			0835			0935
	70	Carnoustie				0704		0741			0841			0941
	76 1/2	Arbroath	229	d	0547		0709	0730	0749a		0820	0849a	0909	0949a
	90	Montrose	229	d	0604		0724	0748		0834		0924		0949a
	114 1/2	Stonehaven	229	d	0633	0720	0747	0815		0855		0947		1046
	122 1/2	Portlithen	229	d		0730	0757	0825u		0905		0957		1046
	130 1/2	Aberdeen	229	a	0716	0700	0747	0818	0841	0921	1016		1016	1135

Table 81

North Wales and Chester → Manchester and Crewe

Station	07:00	07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00	09:15	09:30	09:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	
North Wales																						
Manchester																						

Sundays
from 30 March

Station	07:00	07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00	09:15	09:30	09:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	
North Wales																						
Manchester																						

Table 81

North Wales and Chester → Manchester and Crewe

Sundays
until 23 March

Station	07:00	07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00	09:15	09:30	09:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	
North Wales																						
Manchester																						

Sundays
from 30 March

Station	07:00	07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00	09:15	09:30	09:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	
North Wales																						
Manchester																						

NATIONAL RAIL TIMETABLE
Sunday 20 May to Saturday 8 December 2007

SUPPLEMENT

These amendments should be read in conjunction with the above publication

Timetable
Page No.

- Table 17**
- 282 26 37 Kings Cross to Kings Cross; as shown in Cambridge arr 09 15, Kings Cross arr 10 11
- 283 26 34 (Mondays to Fridays) Nottingham to Grantham departs 20 36, Grantham arr 21 47
- 242 26 36 Kings Cross to Luton via Garden City stops at Welwyn North and Knighthorn to set down only
- 244 26 37 A New Barnet to Hitchin stops at Welwyn North and Knighthorn to set down only
- 244 26 37 Additional train, [FC] New Barnet to Welwyn Garden City, Hatfield Wood dep 01 53, Potters Bar 01 57, Brookmans Park 02 00, Welwyn Garden City 02 06, Welwyn North 02 14
- 244 26 37 New Barnet to Stevenage; as shown in Hatfield dep 06 46, Welwyn Garden City 06 50, Welwyn North 06 54 and as shown
- 251 26 30 Hitchin to Garden City to Kings Cross departs 12 29, Hitchin 12 33 and as shown
- 251 26 30 Stevenage to Kings Cross; as shown in Potters Bar dep 22 30, Finsbury Park 22 41, Kings Cross arr 22 55
- 251 26 30 Additional train, [FC] Hitchin to Kings Cross, Stevenage dep 23 15, Knighthorn 23 18, Welwyn North 23 22, Welwyn Garden City 23 28, Potters Bar 23 34, Finsbury Park 23 50, Kings Cross arr 04 02. Inset [1] symbol Welwyn Garden City to New Barnet, as shown in Potters Bar dep 07 06, Hatfield Wood 07 10, New Barnet arr 07 15
- 255 26 20 Stevenage to Finsbury Park departs 07 17 and stops additionally at Knighthorn and Welwyn North, Knighthorn dep 07 21, Welwyn North 07 25, Welwyn Garden City 07 28 and as shown
- Table 25**
- 264 26 46 Kings Cross to Luton via Garden City stops at Welwyn North and Knighthorn to set down only
- 267 26 40 (Bus) Stevenage to Luton via Garden City is discontinued
- 267 26 41 A Potters Bar to Peterborough stops at Welwyn North and Knighthorn to set down only
- 267 26 42 Potters Bar to Stevenage; Hatfield dep 06 46, Welwyn Garden City 06 50, Welwyn North 06 54 and as shown
- 271 26 20 Cambridge to Kings Cross; Kings Cross arr 10 11
- 271 26 20 Peterborough to Kings Cross; as shown in Arlesey dep 09 35, Hitchin 09 41, Stevenage 09 47, Finsbury Park 10 05, Kings Cross arr 10 13
- 277 26 58 Peterborough to Kings Cross; as shown in Huntingdon dep 10 12, St Neots 10 19, Sandy 10 27, Biggleswade 10 30, Arlesey dep 10 45, Hitchin 10 41, Stevenage 10 47, Finsbury Park 11 05, Kings Cross arr 11 13
- 278 26 10 Peterborough to Kings Cross; Stevenage dep 18 11, Kings Cross arr 18 40
- 278 26 10 Stevenage to Kings Cross; as shown in Potters Bar dep 22 30, Finsbury Park 22 41, Kings Cross arr 22 55
- 278 26 10 Hitchin to Kings Cross; as shown in Luton via Garden City, Welwyn North, Welwyn Garden City, Hatfield and Potters Bar; Stevenage dep 21 15, Knighthorn 21 18, Welwyn North 21 22, Welwyn Garden City 21 28, Hatfield 21 28, Potters Bar 21 34, Finsbury Park 21 50, Kings Cross arr 02 02
- 280 26 41 Peterborough to Kings Cross; Stevenage dep 18 11, Kings Cross arr 18 40
- 280 26 41 Peterborough to Kings Cross; Stevenage dep 20 13, Kings Cross arr 20 42
- Table 26**
- 282 Inset based note
- 282 Grand Central services, identified as Operator Code [GC], are due to commence operation during the currency of this timetable. For further details, please contact National Rail Enquiries on 08457 48 49 30
- 288 22 00 Kings Cross to York; construction; stop at Donington 01 26, Donham 01 44, Newcliffe 01 23
- 293 17 21 L Sheffield to Glasgow; Central; Delta away line
- 294 18 54 B Sheffield to Edinburgh; Delta away line
- 294 Notes
- 299 21 00 Kings Cross to Newcastle; connection to Newcastle; Gumbly Grove; Town 1/2/3/4
- 300 09 40 C Doncaster to Edinburgh departs 09 41; other lines as shown
- 306 09 40 D Doncaster to Glasgow; Central departs 09 41; other lines as shown
- 306 09 40 E Peterborough to Edinburgh; as shown in York dep 11 39, Darlington 11 58, Dep 11 58, Newcastle arr 12 28, dep 12 33 and as shown
- 311 21 00 Kings Cross to Newcastle; connection to Newcastle; Gumbly Grove; Town 2/3/4
- 311 21 00 D Donham to Newcastle; departs 21 08, Peterborough 21 35, Donham 21 35, Newcastle arr 23 18
- 312 07 40 B Newcastle to Sheffield departs 07 45, Darlington 07 17, Darlington arr 08 10, dep 08 13, York arr 04 41 and as shown
- 317 09 35 E Newcastle to Leeds; as shown in Claydon; as shown in Claydon; as shown in Claydon; as shown in Claydon
- 318 13 16 C Newcastle to Sheffield; departs 13 22, Darlington 13 34, Darlington arr 13 50, dep 13 51, York arr 14 19, dep 14 27, Doncaster arr 14 44 and as shown

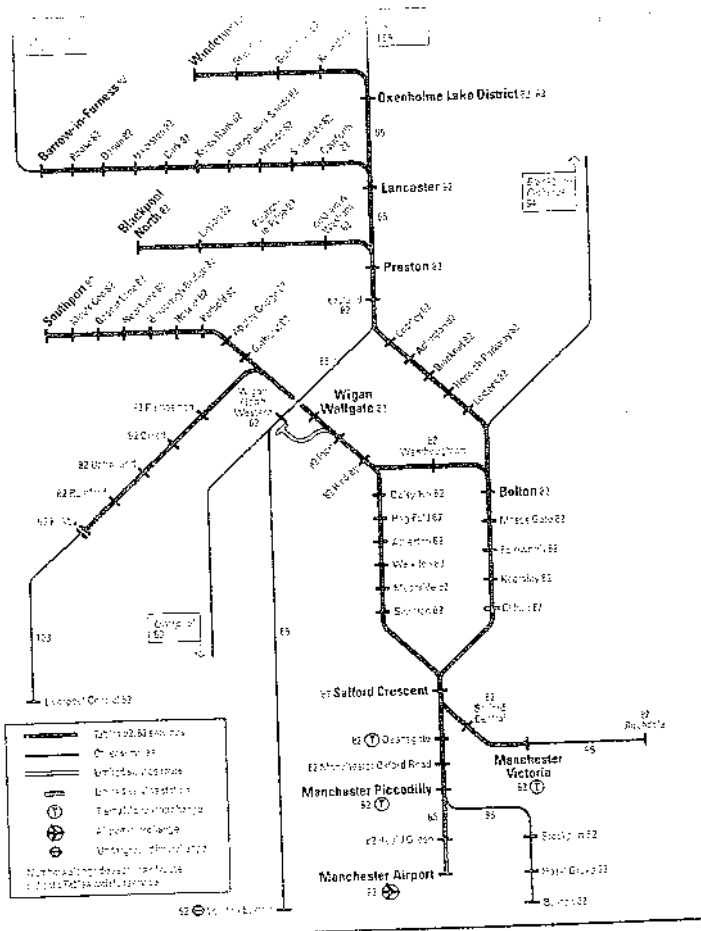


Table 75

Pwllheli, Barmouth, Aberystwyth and Chester → Shrewsbury and Birmingham

Network Diagram - see first page of Table 67

	AW	AW	AW	AW	AW	AW	AW	AW	AW	AW	AW	AW	AW	AW	AW	AW	AW	AW	AW	AW		
Pwllheli	d																					
Aberystwyth	d																					
Barmouth	d																					
Shrewsbury	d																					
Birmingham	d																					

Barmouth, Aberystwyth and Chester → Shrewsbury and Birmingham

Network Diagram - see first page of Table 67

	AW	AW	AW	AW	AW	AW	AW	AW	AW	AW	AW	AW	AW	AW	AW	AW	AW	AW	AW	AW		
Barmouth	d																					
Aberystwyth	d																					
Chester	d																					
Shrewsbury	d																					
Birmingham	d																					

APPENDIX: REPRODUCTIONS OF BRITISH RAILWAY PUBLIC TIMETABLES

(except Mr Hoyle's photocopies)

PRE-GROUPING RAILWAY COMPANIES (PRE 1923)

RAILWAY	ORIGINAL DATE	PUBLISHER
London & North Western	Oct-21	Oxford
Midland	June 1860	Turntable Publications
Midland	Jul-02	Ian Allan
North Eastern	May 1891	Dragonwheel
Great Central	Jul-03	Ian Allan
Hull & Barnsley	Oct-21	Dragonwheel
Great Western	June 1865	Oxford
Great Western	Jan-02	Ian Allan
Cambridgian (PTT and WTT)	Jul-04	Oxford
London & South Western	Jun-14	Ian Allan
London, Brighton & South Coast	Jun-12	Ian Allan

POST-GROUPING RAILWAY PUBLIC TIMETABLES (POST 1923)

RAILWAY	ORIGINAL DATE	PUBLISHER
London & North Eastern	14-Jul-24	LNER Society (on CD)
London & North Eastern	4-Jul-38	LNER Society (on CD)
Great Western	18-Jul-32	Oxford
Great Western	6 October 1947 (last	Oxford
Southern	6 October 1947 (last	Ian Allan

REPRODUCTIONS OF BRADSHAW'S GUIDES

ORIGINAL DATE OF TIMETABLE	PUBLISHER
March 1850	Peter Kay / Middleton Press
Feb 1863	Peter Kay
1866	Middleton Press
August 1887	David and Charles
Dec 1895	Middleton Press
Apr-10	David and Charles
Jul-22	David and Charles
Jul-38	David and Charles

reproduction of the April 1859 *ABC Railway Guide* was published by the ABC Guides.

INDEX TO THE TIMETABLES DISPLAYED IN THE ARTICLE

Times page	Railway	Year	Page	Times page	Railway	Year	Page
p02	Punch_Bradshaw			p11 upper	Bradshaw	1939	p xvi
p03	GWR	1842		p14 lower	Green Guide	1940	p40
p04	GWR	1865	cover	p14 upper	Holdaways	1923	pp20-21
p05	GWR	1865	3rd class	p15 lower	Bradshaw ABC	1961	pp107-8?
p06 lower	MR	1860	Excursions	p15 upper	Worcester	1966	pp22-23
p06 upper	MR	1860	cover	p16	ABC	1859	p56
p07 lower	LC&D	1861	p10 (part)	p17 lower	LNER(NE)	1938	Table 157
p07 upper	LC&D	1861	Cover	p17 upper	OAG	2002	Table 84
p08 lower	H&B	1921	Cover	p18 lower	LNER(NE)	1938	Tables 119&150
p08 upper	L&NWR	1892	p67 top half	p18 upper	LNER	1938	Cover
p09 lower	H&B	1921	p5 upper	p19 lower	GWR	1947	p6 upper
p09 upper	H&B	1921	p2	p19 upper	Bradshaw	1938	Table 74
p10 lower left	Bradshaw	1895	Cover	p20 upper	SCOTR	1985	p28 upper
p10 lower right	Bradshaw	1895	p405 upper	p21 lower	NATR	2007	Table 75
p10 upper left	L&SW	1856	Cover	p21 upper left	NATRSuppl	2007	p1 (?)
p10, upper right	L&SW	1856	Down Trains	p21 upper right	RAIL_TIMES	2008	map
				p22	RAIL_TIMES	2017	Tables 146-9



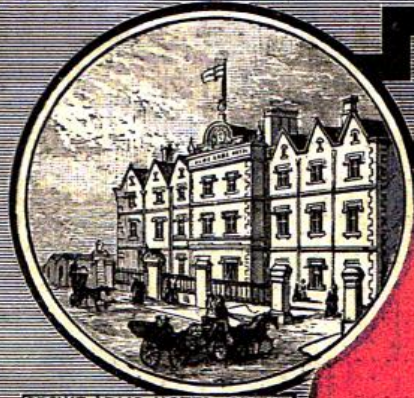
QUEENS HOTEL - BIRMINGHAM



EUSTON HOTEL - LONDON



NORTH WESTERN HOTEL - LIVERPOOL



CREWE ARMS HOTEL - CREWE

HOTELS
UNDER THE
MANAGEMENT
OF THE



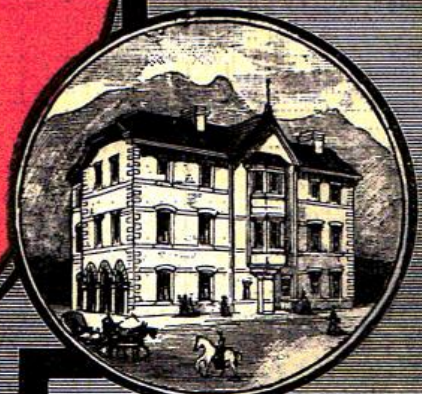
PARK HOTEL - PRESTON

LONDON & NORTH WESTERN RAILWAY COMPANY.



GREENORE HOTEL - GREENORE

AT THEIR
PRINCIPAL
STATIONS



NORTH WESTERN HOTEL - BLAENAU FESTINIOG



CENTRAL STATION HOTEL - GLASGOW
CALSDONIAN CO'S



STATION HOTEL - HOLYHEAD



NORTH WESTERN HOTEL - DUBLIN