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TIME TABLES

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RAILWAYS IN CONNECTION



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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.

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90½	71 0	35 6	17 3	Finch 44	1, 2, 3 mfn. 7 15
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Front and rear covers: L&NW 1892 PTT

A Brief History of British Public Railway Timetables

VICTOR ISAACS, with assistance from JIM FERGUSON and GEOFF LAMBERT

INTRODUCTION

To understand this subject, a brief corporate history of the British railway system is unavoidable.

Commencing in the early nineteenth century, public railways were constructed in Britain. These all required the authority of Acts of Parliament. By the early twentieth century, there were about 120 railway companies in Britain. These varied in size, from enormous companies covering large parts of the country, such as the Great Western Railway and the London and North Western Railway, to tiny companies with only a few miles of track. By the early twentieth century there was much discussion of reform of the railway industry, possibly nationalisation of this industry so indispensable to the life of the country.

The First World War brought enormous pressures on the British economy, with increased prices for most commodities, and, in particular, very greatly increased

wages. These pressures, of course, impacted upon the railways. It was thought that, as a result, some of the weaker companies would not be able to continue operating. The classic case always quoted is the Highland Railway in Scotland, which in normal times had sparse traffic, but during the War, had to deal with a huge amount of traffic.

Something had to be done. The then government was not prepared to consider nationalisation. Its solution instead, was what was called "Grouping" in 1923. That is, most of these 120 railway companies were now compulsorily grouped into four huge companies, bringing together the strong companies with the weak companies.

These 25 years were unhappy ones for the railways. Firstly, some of the new grouped companies took a while to work together cohesively. No sooner was this achieved, then Britain suffered great industrial disputes, especially in the coal mining industry, which hitherto had been a mainstay of

railway freight traffic. This was almost immediately followed by the great depression. The industry was barely over this when the Second World War tested the resources of the railways as never before. Not only did they lose staff to the armed forces, they were obliged to carry unprecedented amounts of traffic, at the same time as maintenance was deferred, and, of course, while they were the target of destruction by the enemy.

At the end of the War, a Labour government was elected which was committed to nationalise the railways. This occurred from the start of 1948. A number of smaller companies remained independent, even after nationalisation in 1948. After 1948 and for the next few years, the new British Railways was organised on a Regional basis, with the six Regions having a high degree of autonomy.

Then in the early 1990s, the Conservative government headed by John Major (not

GREAT WESTERN RAILWAY.
LONDON to CIRENCESTER, BATH, BRISTOL, and TAUNTON.
OPENING TO TAUNTON ON 1st JULY, 1842.—SUMMER TRAINS.
The Royal Hotel at Slough is now opened.—Carriages of every description may be hired there.

N.B. TAUNTON is about 30 miles from Exeter, and 79 miles from Plymouth. CIRENCESTER is 15 miles from Swindon, 12 miles from Stroud, and 17 miles from Gloucester. BATH and CIRENCESTER are at those Stations, which are distinguished by Black Letter Type, ten minutes before the time specified for the departure of a Train, will be conveyed on this Railway. Horses only are conveyed to and from West Drayton.
 POST HORSES are kept in readiness at the Principal Stations, and upon sufficient notice being given at Paddington, or at the Bell and Mouth Office, St. Martin-le-Grand, would be sent to bring Carriages from any part of London to the Station, at a charge of 9s. west of St. Martin's Lane, and 10s. 6d. beyond it, both including Post Boy. Similar Notice may be given at Bristol for Carriages to be brought from Clifton or the neighbourhood, to the Bristol Station.
 LONDON TIME is kept at all the Stations on the Railway, which is about 4 minutes earlier than Reading time; 54 minutes before Swindon time; 76 minutes before Cirencester time; 4 minutes before Stroud time; 11 minutes before Bath and Bathwick time; and 15 minutes before Taunton time. No Tickets will be issued after a Train is in sight at the Intermediate Stations.
 Passengers are allowed ten minutes stoppage at Swindon Junction for refreshment, both Up and Down.

TIME TABLE.

DOWN TRAINS DAILY (excepting on Sundays).

Dist. from London.	Station.	DAY MAIL		DAY MAIL		MAIL		MAIL		MAIL		MAIL		MAIL		MAIL		MAIL	
		h.	m.	h.	m.	h.	m.	h.	m.	h.	m.	h.	m.	h.	m.	h.	m.	h.	m.
0	Starting from Paddington	8.0	0	9.0	0	10.0	0	11.0	0	12.0	0	1.0	0	2.0	0	3.0	0	4.0	0
5 1/2	Calling at Ealing	8.10	0	9.10	0	10.10	0	11.10	0	12.10	0	1.10	0	2.10	0	3.10	0	4.10	0
7 1/2	Hatwell	8.20	0	9.20	0	10.20	0	11.20	0	12.20	0	1.20	0	2.20	0	3.20	0	4.20	0
9	Southall	8.30	0	9.30	0	10.30	0	11.30	0	12.30	0	1.30	0	2.30	0	3.30	0	4.30	0
13	West Drayton	8.40	0	9.40	0	10.40	0	11.40	0	12.40	0	1.40	0	2.40	0	3.40	0	4.40	0
18	Slough	8.50	0	9.50	0	10.50	0	11.50	0	12.50	0	1.50	0	2.50	0	3.50	0	4.50	0
22 1/2	Maidenhead	9.00	0	10.00	0	11.00	0	12.00	0	1.00	0	2.00	0	3.00	0	4.00	0	5.00	0
30 1/2	Reading	9.10	0	10.10	0	11.10	0	12.10	0	1.10	0	2.10	0	3.10	0	4.10	0	5.10	0
35 1/2	Reading	9.20	0	10.20	0	11.20	0	12.20	0	1.20	0	2.20	0	3.20	0	4.20	0	5.20	0
41 1/2	Fangbourne	9.30	0	10.30	0	11.30	0	12.30	0	1.30	0	2.30	0	3.30	0	4.30	0	5.30	0
44 1/2	Goring	9.40	0	10.40	0	11.40	0	12.40	0	1.40	0	2.40	0	3.40	0	4.40	0	5.40	0
47 1/2	Wallingford Road	9.50	0	10.50	0	11.50	0	12.50	0	1.50	0	2.50	0	3.50	0	4.50	0	5.50	0
56 1/2	Stratton	10.00	0	11.00	0	12.00	0	1.00	0	2.00	0	3.00	0	4.00	0	5.00	0	6.00	0
63 1/2	Faringdon Road	10.10	0	11.10	0	12.10	0	1.10	0	2.10	0	3.10	0	4.10	0	5.10	0	6.10	0
71 1/2	Marlborough	10.20	0	11.20	0	12.20	0	1.20	0	2.20	0	3.20	0	4.20	0	5.20	0	6.20	0
77	Swindon Junction	10.30	0	11.30	0	12.30	0	1.30	0	2.30	0	3.30	0	4.30	0	5.30	0	6.30	0
	Departure for Cirencester	10.40	0	11.40	0	12.40	0	1.40	0	2.40	0	3.40	0	4.40	0	5.40	0	6.40	0
81 1/2	Purton	10.50	0	11.50	0	12.50	0	1.50	0	2.50	0	3.50	0	4.50	0	5.50	0	6.50	0
85 1/2	Minety	11.00	0	12.00	0	1.00	0	2.00	0	3.00	0	4.00	0	5.00	0	6.00	0	7.00	0
90	Cirencester	11.10	0	12.10	0	1.10	0	2.10	0	3.10	0	4.10	0	5.10	0	6.10	0	7.10	0
	Swindon Junc. Depar.	11.20	0	12.20	0	1.20	0	2.20	0	3.20	0	4.20	0	5.20	0	6.20	0	7.20	0
82 1/2	Weston Underwood	11.30	0	12.30	0	1.30	0	2.30	0	3.30	0	4.30	0	5.30	0	6.30	0	7.30	0
83 1/2	Chippenham	11.40	0	12.40	0	1.40	0	2.40	0	3.40	0	4.40	0	5.40	0	6.40	0	7.40	0
86 1/2	Corham	11.50	0	12.50	0	1.50	0	2.50	0	3.50	0	4.50	0	5.50	0	6.50	0	7.50	0
101 1/2	Box	12.00	0	1.00	0	2.00	0	3.00	0	4.00	0	5.00	0	6.00	0	7.00	0	8.00	0
108 1/2	Marlborough	12.10	0	1.10	0	2.10	0	3.10	0	4.10	0	5.10	0	6.10	0	7.10	0	8.10	0
109 1/2	Tisbury	12.20	0	1.20	0	2.20	0	3.20	0	4.20	0	5.20	0	6.20	0	7.20	0	8.20	0
111 1/2	Salisbury	12.30	0	1.30	0	2.30	0	3.30	0	4.30	0	5.30	0	6.30	0	7.30	0	8.30	0
113 1/2	Keynsham	12.40	0	1.40	0	2.40	0	3.40	0	4.40	0	5.40	0	6.40	0	7.40	0	8.40	0
119 1/2	Bristol, arrival	12.50	0	1.50	0	2.50	0	3.50	0	4.50	0	5.50	0	6.50	0	7.50	0	8.50	0
120 1/2	Bristol, departure	1.00	0	2.00	0	3.00	0	4.00	0	5.00	0	6.00	0	7.00	0	8.00	0	9.00	0
126 1/2	Calling at Nailsea	1.10	0	2.10	0	3.10	0	4.10	0	5.10	0	6.10	0	7.10	0	8.10	0	9.10	0
130 1/2	Claverton Hill, at Yst. Hill	1.20	0	2.20	0	3.20	0	4.20	0	5.20	0	6.20	0	7.20	0	8.20	0	9.20	0
132 1/2	Banwell	1.30	0	2.30	0	3.30	0	4.30	0	5.30	0	6.30	0	7.30	0	8.30	0	9.30	0
139 1/2	Weston Keynsham (Junc.)	1.40	0	2.40	0	3.40	0	4.40	0	5.40	0	6.40	0	7.40	0	8.40	0	9.40	0
146 1/2	Midgley	1.50	0	2.50	0	3.50	0	4.50	0	5.50	0	6.50	0	7.50	0	8.50	0	9.50	0
151 1/2	Highwater	2.00	0	3.00	0	4.00	0	5.00	0	6.00	0	7.00	0	8.00	0	9.00	0	10.00	0
153 1/2	Taunton	2.10	0	3.10	0	4.10	0	5.10	0	6.10	0	7.10	0	8.10	0	9.10	0	10.10	0

N.B. The Time Table is calculated throughout at London Time.

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,
10, 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 Tickets 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	59	6 20	3 28	3 21	3
London (Euston)	51	0 35	0 43	0 32	6	Leicester	38	0 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	Massfield	34	0 25	0 23	0 17	6
Gloucester	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	9 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.
SHORTLANDS.	NEW BROMPTON.	WHITSTABLE.
BICKLEY.	RAINHAM.	BEKESBOURNE.
ST. MARY CRAY.	SELLING.	ADISHAM (for
FARNINGHAM and	SITTINGBOURNE.	Wingham.)
SUTTON (for Dartford.)	QUEENBOROUGH.	SHEPHERD'S WELL.
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 38			8 52	11 57		2 04	4 29	8 24
Llanrwst and Tretrw.....	4 53			9 03	12 10		2 21	4 42	8 36
Bettws-y-Coed.....	5 25			9 12	12 20		2 31	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 35	12 40		2 55	5 15	9 8
Roman Bridge.....	5 57	6 50		9 39	12 47		3 04	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.	p.m.	S	p.m.	p.m.	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 59	11 29	3 29	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.	a.m.	p.m.	a.m.	p.m.		
Bangor .....depart	4 30	9 15		12 5	2 25		4 15	5 5	6 17	7 15	9 5		4 30	9 0		
Manai Bridge.....		9 19		12 9	2 27		4 19	5 9	6 21	7 19	9 9			9 4		
Treborrh.....		9 24		12 14	2 32		5 14	6 26	7 24							
Port Dinorwic.....		9 29		12 19	2 37		4 23	5 19	6 31	7 29	9 18			9 13		
Griffith's Crossing.....		9 35		12 25	2 43		5 26	6 38	7 35					9 19		
Carnarvon .....arrive	4 50	9 43		12 32	2 50		4 40	5 32	6 44	7 43	9 30		4 50	9 27		
Carnarvon .....depart		9 52		12 35			4 50			8 5						
Pont Rug.....		10 3		12 40			5 1			8 16						
Pontrhyallt.....		10 11		12 34			5 9			8 24						
Cwm-y-Glo.....		10 17		1 0			5 15			8 30						
Llanberis.....arrive		10 23		1 6			5 21			8 36						

*—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 20				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 50	10 5	12 30	3 5	3 45		6 30	8 15	6 35
Griffith's Crossing.....		*	10 12	12 37		3 52		6 37		6 37
Port Dinorwic.....	7 38	8 39	10 18	12 48	3 13	3 58		6 43	8 24	6 38
Treborrh.....			10 25	12 50		4 5		6 50		6 50
Manai Bridge.....	7 46	8 47	10 29	12 54	3 21	4 9		6 54	8 33	6 46
Bangor.....arrive	7 51	8 52	10 34	12 58	3 26	4 13		6 59	8 38	6 52

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.	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	10 30	10 30
Beverley Road	6 14	6 54	8 34	1 9	3 9	4 19	5 44	7 19	9 29	9 29	10 44	10 34	10 34	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	10 42	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	10 51	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	10 58	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	11 2	11 2
Newport (Yorks.)	6 54	7 29		1 40	3 44			7 50			10 6	11 8	11 8	11 8
Sandholme	6 58	7 32		1 50	3 48			8 0			10 10	11 12	11 12	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	11 21	11 21
Barmby		7 51			4 0									
Drax		7 57			4 12									
Carlton		8 1			4 10									
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	1 0
Barnsley arr.		9 13			5 36								1 10	1 10
Cudworth dep.		8 51			5 14								12 40	12 40
ROTHERHAM (Masboro' Station) arr.		9 13			5 40								1 3	1 3
SHEFFIELD		9 24			5 56								1 16	1 16
DERBY		10 32			7 37								2 32	2 32
NOTTINGHAM		11 56			8 48								3 26	3 26
LEICESTER		11 23			8 55								3 32	3 32
KETTERING		11 35			10 6								4 26	4 26
BIRMINGHAM		11 59			9 2								4 0	4 0
CHELTENHAM		1 3			11 1								5 18	5 18
GLOUCESTER		1 24			11 17								5 33	5 33
BRISTOL		2 23			12 25								6 35	6 35
BATH		2 38											9 40	9 40
LONDON		1 30											6 25	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
Beverley Road	6 54	6 58	8 16	7 19	8 54	10 59			3 9
Kirk Smeaton	6 58	7 02	8 20	7 23	8 58	11 03			4 27
Moorhouse and South Elmsall	7 15	7 19	8 37	7 40	9 14	11 19	3 7	3 1	5 28
Hickleton and Thurnscoe	7 29	7 33	8 51	7 54	9 18	11 23	3 7	3 1	5 38
Wath	7 41	7 45	9 03	8 06	9 30	11 35	1 31	3 13	5 44
Wath-on-Dearne, G.C. dep.	7 56	8 00	9 18	8 21	9 45	11 50	3 13	3 13	6 30
Wombwell	8 3	8 07	9 25	8 28	9 52	11 57	3 25	3 25	6 12
Stairfoot	8 11	8 15	9 33	8 36	10 00	12 05	3 37	3 37	6 19
Barnsley	8 18	8 22	9 40	8 43	10 07	12 12	3 49	3 49	6 30
Wath-on-Dearne, G.C. dep.	8 7	8 11	9 29	8 32	10 05	12 10			6 4
Mexboro', G.C.	8 18	8 22	9 40	8 43	10 07	12 12			6 9
Doncaster, G.C.	8 35	8 39	9 57	8 60	10 13	12 18			7 3
Sheffield, G.C.	9 19	9 23	10 41	9 44	10 17	12 22			7 19
Wath and Bolton, Mid. dep.	9 42	9 46	11 04	10 07	10 40	12 45	4 12	4 12	6 54
Sheffield, Mid.	10 25	10 29	11 47	10 50	11 23	12 28	4 50	4 50	7 28
Wath and Bolton, Mid. dep.	9 54	9 58	11 16	10 19	10 52	12 57			8 2
Darfield	8 3	8 07	9 25	8 28	9 52	11 57			8 8
Leeds, Mid.	9 11	9 15	10 33	9 36	10 09	12 14			9 14

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. Richmond, 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.) and fares (1st Class, 2nd Class, 3rd Class).

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.

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KEY to the GENERAL ARRANGEMENT & PLAN of the GUIDE, see pages ix and xi.

INDEX TO PRINCIPAL RAILWAYS. Table listing various railway lines and their corresponding page numbers.

INDEX TO STATIONS. pages xiii to xlv, and page 1. THE FIGURES on the MAP refer to the PAGE where the TRAIN SERVICE is shown.

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Special direct Service to Paris, see page 28. SUNDAY DOWN TRAINS, see page 10. DOWN TRAINS to Chertsey, Guildford, Godalming, Farnham, Alton, Andover, Southampton, Gosport, Portsmouth, Salisbury, Poole, & Dorchester. Table with columns for routes and times.

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Swansea, Brecon, and Hereford.] 405 [Sheffield, Pontefract, and York.

SWANSEA, NEATH, BRECON, and HEREFORD. - Midland and Neath and Brecon. Table with columns for routes and times.

PARIS - LONDON, CHATHAM, AND DOVER RAILWAY. See page 644 for VICTORIA & HOLBORN To all Fastest Services from Victoria & Holborn.

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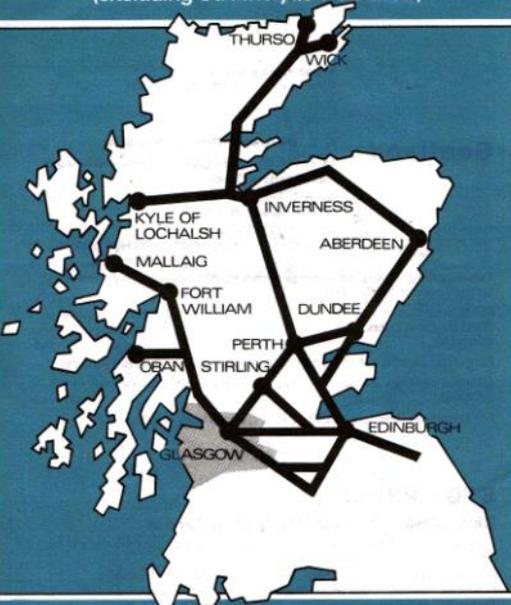
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20 GLAPHAM JUNCTION.—MAIN LINE.

SUNDAYS.
(Local Line Trains see pages 77—90.)

From South Croy	From East Croy	Arr. Clap'm Junc.	From Clap'm Junc	Arr. East Croy	Att South Croy
9 41	9 45	10 13	7 2	7 32	
	10 9	10 23	8 25	8 49	*9 0
	10 25	10 50	8 57	9 13	*9 47
	10 29	10 42	9 37	9 53	
12 8	12 12	12 38	10 28	10 58	
..	12 36	12 49	11 12	11 27	11 4
..	..	..	11 22	11 37	
1 4	1 8	1 32	12 22	12 37	12 4
..	4 42	5 1	1 17	1 32	
..	..	..	1 20	1 38	1 43
6 1	6 5	6 25	2 37	2 59	3 4
7 10	7 16	7 29	5 57	6 25	..
..	..	..	6 40	6 56	7 15
8 5	8 12	8 31	7 12	7 28	7 33
..	8 39	8 52	8 8	8 28	8 33
8 45	8 50	9 4	9 13	9 34	9 38
9 3	9 11	9 24	..	..	..
..	9 47	9 39	..	..	..
..
..	10 24	10 37	..	..	..
..	10 32	10 46	..	..	..
*1053	11 12	11 34	..	..	..

11 East Croydon Local † Change at E. Croydon

GLAPHAM JUNCTION.—LOCAL LINE. [21

From West Croy.	Arr. Clap. Junc.	From West Croy.	Arr. West Croy.	From West Croy.	Arr. Clap. Junc.	From West Croy.	Arr. Clap. Junc.
15 16	5 46	16 8	6 41	10 47	11 11	11 22	12 7
16 15	6 46	16 42	7 11	11 50	12 19	11 27	1 6
16 48	7 18	16 57	7 23	..	..	..	..
17 13	7 38	17 7	7 47	..	..	..	..
7 17	7 46	18 47	9 22	..	..	..	..
8 3	8 22	19 14	9 39	..	..	..	..
8 36	8 59	19 31	10 10	..	..	..	..
9 4	9 36	10 15	10 42	..	..	..	..
10 28	10 9	10 57	11 21	..	..	..	..
11 39	10 15	11 13	11 44	..	..	..	..
12 10	10 23	11 44	12 12	..	..	..	..
10 49	11 13	12 56	1 22	..	..	..	..
11 15	11 39	12 59	1 36	..	..	..	..
12 0	12 28	1 14	1 59	..	..	..	..
12 18	12 44	1 17	2 24	..	..	..	..
1 30	1 53	2 1	2 31	..	..	..	..
1 41	2 11	2 20	2 46	..	..	..	..
1 56	2 28	2 49	3 18	..	..	..	..
2 21	2 46	3 7	3 33	..	..	..	..
..	..	3 16	3 50	..	..	..	..
2 57	3 23	3 49	4 15	..	..	..	..
3 19	3 58	3 55	4 21	..	..	..	..
3 30	3 53	4 2	4 40	..	..	..	..
3 45	4 1	4 2	5 3	..	..	..	..
4 42	5 3	4 42	5 21	..	..	..	..
5 13	5 42	5 32	5 56	..	..	..	..
5 58	6 28	6 18	6 44	..	..	..	..
6 18	6 44	6 30	7 3	..	..	..	..
6 30	7 16	6 30	7 16	..	..	..	..
7 2	7 48	7 42	8 16	..	..	..	..
7 42	8 16	8 17	8 46	..	..	..	..
8 17	8 46	8 34	9 1	..	..	..	..
8 55	9 20	8 55	9 20	..	..	..	..
9 35	10 1	10 46	11 12	..	..	..	..
11 20	11 45	11 20	11 45	..	..	..	..

SUNDAYS.

#6 59	7 46	9 14	9 42
7 45	8 16	..	..
9 33	10 9	10 37	11 12
10 46	11 13	11 27	1 6
11 27	12 7	12 19	1 6
12 19	1 6	1 12	1 38
1 12	1 38	1 37	2 17
2 17	2 36	2 12	2 36
2 36	3 2	3 7	3 39
3 39	4 12	3 37	4 12
4 12	5 55	5 29	5 55
5 55	6 51	6 7	6 51
6 51	7 11	6 37	7 11
7 11	7 21	6 57	7 21
7 21	7 50	7 7	7 50
7 50	8 35	7 18	8 35
8 35	10 53	8 50	10 53
10 53	11 43	9 6	11 43
11 43	..	11 03	10 46
..	..	10 40	11 5
..	..	11 16	11 42

* Sat. only. † Workmen's.
‡ Not Sats.
c Change at Crystal Palace.
d Change at Thornton H'th.
e Change at Selhurst.
f Rail Motor, one class only.
g Change at Balham.
h Change at Nor. Junction
i Change at Norbury.

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	a.m.	a.m.	a.m.	a.m.	S	a.m.	S	p.m.	p.m.	p.m.	p.m.	SX	SX	9
B'ham, N.S.	10 27	6 40	9 10	9 10	10 25	11 40	1 35	2 04	0 5	4 55	5 58	17 10	55 10	55 10
Walsall	10 07	4 9	11 11	..	..	11 38	12 35	1 55	4 6	5 26	6 18	25 10	21 0	21 0
Dudley	3 45	7 2	16 10	4 10	4 10	11 47	1 26	2 53	3 35	5 20	6 10	25 11	11 11	11 11
Wolverhampton	4 7	6 7	32 9	39 10	25 11	9 12	1 24	2 52	3 34	5 18	6 8	25 11	48 11	48 11
Crewe	..	6 9	27 11	12 12	8 12	22 5	1 50	2 28	2 57	3 58	22 10	43 1	31 3	31 3
Warrington	..	4 10	4 11	44 12	4 5	2 26	3 55	4 5	5 8	8 10	9 1	2	16 2	16 2
St. Helens	..	5 10	10 12	37 11	22 1	4 23	..	5 49	5 10	5 21	39 2	18 5	32 5	32 5
Wigan	..	5 10	10 12	37 11	22 1	4 23	..	5 49	5 10	5 21	39 2	18 5	32 5	32 5
Southport	..	5 11	12 4	14 1	..	4 36	..	5 58	5 19	5 9	53 1	6	32 10	32 10
Preston	..	4 21	10 53	12 34	1 37	..	3 18	4 40	5 37	5 37	..	3	26 3	26 3
Blackp'l	..	5 8	12 15	1 52	2 35	..	5 16	..	6 49	5 9	5 7	10 58	..	8 31
Fleetwood	..	9 31	11 57	1 55	3 16	2 16	5 16	..	6 48	5 37	9 57	..	5 10	5 9
Lancaster	..	10 43	12 10	1 56	3 30	..	5 19	..	6 44	5 11	10 8	..	5 11	5 11
Morec'be	..	9 31	11 28	1 16	3 36	..	3 46	..	6 31	8 36	..	10 39	..	4 51
Belfast	..	4 41	11 45	1 35	3 55	..	4 50	..	7 29	0 17	..	10 17	..	7 25
Carnforth	11 43	1 37	3 52	..	4 0	..	6 43	9 1	..	11 5	..	5 10
Barrow	..	9 46	1 23	0 5	3 1	..	5 58	..	8 2	10 28	..	12 11	..	6 26
Whitehaven	..	3 20	5 4	..	..	..	9 20	..	..	..	..	..	..	8 20
Kendal	..	12 25	2 14	..	..	..	4 33	..	7 13	9 45	..	11 35	..	5 53
Windermere	..	12 52	40 1	..	..	..	4 55	..	7 35	10 12	..	..	..	6 28
Pearlth, for Ullsw'r L.	..	1 3	..	..	..	..	6 4	..	8 18	10 27	..	..	..	5 43
Keawick	..	1 53	..	..	..	..	8 29	..	..	..	..	..	..	8 8
Carlisle	..	12 30	1 31	..	..	..	4 24	..	7 24	10 55	..	1 36	..	5 4
Dumfries	..	2 21	..	..	..	..	5 28	..	..	..	..	3 11	..	2 26
Edinburgh, P.St.	..	3 15	5 15	..	..	..	7 15	..	9 47	..	..	..	..	9 10
Glasgow, Cent'l	..	3 18	4 18	..	..	..	6 45	..	9 45	..	..	..	..	6 15
Paisley	..	4 30	4 53	..	..	..	7 9	..	10 13	..	..	..	..	5 57
Greenock	..	5 28	5 28	..	..	..	7 45	..	10 49	..	..	..	..	7 32
Glenageles	..	4 50	..	..	..	..	7 54	..	12 3	..	..	..	..	7 28
Perth	..	5 13	..	..	..	..	8 14	..	12 25	..	..	..	..	5 25
Dundee West	..	6 15	..	..	..	..	..	..	..	..	..	..	..	7 38
Aberdeen	..	8 48	..	..	..	..	..	..	..	..	..	..	..	9 3
Inverness, H'g'd.	9 52

A—Sats. B'pool 1-42 F'wood 2-2. B—Sats. 10-30. C—St. Enoch Stn.
D—Sats. B'pool 0. 2-29, F'wood 2-35. E—Via Preston. F—Sats. 8-57.
G—Sats. 6-38. H—Sats. 3-44. I—Birm. 12.25, Dudley 12.44.
W'pton 1.16 Sats M—Mons. only. N—3.44 Sats.
MX—Mons. exc. O—Sat. nights & Sun. mornings. S—Sats. only.

SX—Sats. exc. Y—Prom. Stn. *—Sats. ex. †—Sats. exc.
‡—Dudley Port 3.17, W'pton 3.38, Mons. J—Mons. 2.59.
R—Sats. 6.35. U—Mons. 6.35. †—Particulars to be obtained at the Companies' offices.
‡—Calls to pick up.

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Table with columns for DROITWICH SPA (Worce.) and DROITWICH SPA—continued. Includes departure and arrival times for various routes and days.

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Table with columns for EDINBURGH (Waverley), EVEESHAM (Worcestershire), and GLASGOW (Central). Includes departure and arrival times for various routes and days.

Table listing various railway routes and stations including KEARSLEY, Keighley, Kendal, KENT'S 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.

<p>HADLEIGH fm <i>Shoreditch</i>, 69½ miles. Fares, 14/6a, 11/6b, 8/9c, 5/9d. Pop. 3338. E. T. S.</p> <table border="1"> <tr> <td>London</td> <td>Hadlgh.</td> <td>Hadlgh.</td> <td>London</td> </tr> <tr> <td>Leave</td> <td>Arrive</td> <td>Leave</td> <td>Arrive</td> </tr> <tr> <td>7:25p</td> <td>11:25</td> <td>8:15p</td> <td>12:15</td> </tr> <tr> <td>11:27b</td> <td>2:35</td> <td colspan="2">P.M.</td> </tr> <tr> <td colspan="2">P.M.</td> <td>12:55b</td> <td>4:10</td> </tr> <tr> <td>3:0 b</td> <td>6:35</td> <td>5:25b</td> <td>9:0</td> </tr> </table> <p>No Sunday Trains.</p> <p>HAGLEY from <i>Euston Square</i>, 141 miles. Pop. 935.</p> <table border="1"> <tr> <td>London</td> <td>Hagley</td> <td>Hagley</td> <td>London</td> </tr> <tr> <td>Leave</td> <td>Arrive</td> <td>Leave</td> <td>Arrive</td> </tr> <tr> <td>9:30b</td> <td>5:35</td> <td>9:22b</td> <td>3:45</td> </tr> <tr> <td colspan="2">P.M.</td> <td colspan="2">P.M.</td> </tr> <tr> <td>12:15c</td> <td>6:30</td> <td>4:12b</td> <td>9:30</td> </tr> </table> <p>No Sunday Trains.</p> <p>Another Route fm <i>Paddington</i>.</p> <table border="1"> <tr> <td>London</td> <td>Hagley</td> <td>Hagley</td> <td>London</td> </tr> <tr> <td>Leave</td> <td>Arrive</td> <td>Leave</td> <td>Arrive</td> </tr> <tr> <td>9:30b</td> <td>5:35</td> <td>9:22b</td> <td>3:50</td> </tr> <tr> <td>11:30b</td> <td>6:30</td> <td>4:12b</td> <td>10:55</td> </tr> <tr> <td colspan="4">Sundays.</td> </tr> <tr> <td>2:0 b</td> <td>8:16</td> <td>9:45c</td> <td>7:0</td> </tr> <tr> <td colspan="2">P.M.</td> <td>4:12b</td> <td>10:20</td> </tr> </table> <p>HAILSHAM (Sussex) from <i>London Br.</i>, by <i>Brighton Line</i>, 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.</p> <table border="1"> <tr> <td>London</td> <td>Hail.</td> <td>Hail.</td> <td>London</td> </tr> <tr> <td>Leave</td> <td>Arrive</td> <td>Leave</td> <td>Arrive</td> </tr> <tr> <td>6:0 p</td> <td>9:55</td> <td>7:10b</td> <td>9:50</td> </tr> <tr> <td>10:0 c</td> <td>1:5</td> <td>9:15ab</td> <td>11:5</td> </tr> <tr> <td>11:0ab</td> <td>1:5</td> <td>10:20ab</td> <td>12:40</td> </tr> <tr> <td>12:0 b</td> <td>2:30</td> <td>10:20c</td> <td>1:40</td> </tr> <tr> <td colspan="2">P.M.</td> <td colspan="2">P.M.</td> </tr> <tr> <td>2:0 b</td> <td>4:35</td> <td>12:35b</td> <td>3:20</td> </tr> <tr> <td>4:0ab</td> <td>5:43</td> <td>5:25p</td> <td>8:50</td> </tr> <tr> <td>6:0 c</td> <td>9:10</td> <td>7:10b</td> <td>9:45</td> </tr> </table> <p>Sundays.</p> <table border="1"> <tr> <td>7:0 p</td> <td>10:10</td> <td>7:20c</td> <td>10:50</td> </tr> <tr> <td colspan="2">P.M.</td> <td colspan="2">P.M.</td> </tr> <tr> <td>6:0 c</td> <td>8:55</td> <td>5:30p</td> <td>8:50</td> </tr> </table> <p>Another Route from <i>Pimlico</i>. Fares as above.</p> <table border="1"> <tr> <td>Pimlico</td> <td>Hailsh.</td> <td>Hailsh.</td> <td>Pimlico</td> </tr> <tr> <td>Leave</td> <td>Arrive</td> <td>Leave</td> <td>Arrive</td> </tr> <tr> <td>5:50p</td> <td>9:55</td> <td>7:10p</td> <td>9:55</td> </tr> <tr> <td>9:45c</td> <td>1:5</td> <td>9:15ab</td> <td>11:15</td> </tr> <tr> <td>10:50ab</td> <td>1:5</td> <td>10:20ab</td> <td>12:40</td> </tr> <tr> <td>11:45b</td> <td>2:30</td> <td>10:20c</td> <td>1:40</td> </tr> <tr> <td colspan="2">P.M.</td> <td colspan="2">P.M.</td> </tr> <tr> <td>1:45b</td> <td>4:35</td> <td>12:35b</td> <td>3:25</td> </tr> <tr> <td>3:40ab</td> <td>5:43</td> <td>5:25p</td> <td>8:45</td> </tr> <tr> <td>5:50c</td> <td>9:10</td> <td>7:10b</td> <td>9:50</td> </tr> </table> <p>Sundays.</p> <table border="1"> <tr> <td>6:50p</td> <td>10:10</td> <td>7:0 c</td> <td>10:45</td> </tr> <tr> <td colspan="2">P.M.</td> <td colspan="2">P.M.</td> </tr> <tr> <td>5:50c</td> <td>8:55</td> <td>5:30p</td> <td>8:45</td> </tr> </table> <p>HALIFAX from <i>King's Cross</i>, 202½ m. Fares, 34/6a, 25/2ab, 34/6 a, 25/2 b, 16/6 c. Pop. 33,582. E. T. S. and B. T. S.</p> <table border="1"> <tr> <td>London</td> <td>Halifax</td> <td>Halifax</td> <td>London</td> </tr> <tr> <td>Leave</td> <td>Arrive</td> <td>Leave</td> <td>Arrive</td> </tr> <tr> <td>7:30c</td> <td>5:40</td> <td>6:25p</td> <td>3:40</td> </tr> <tr> <td>9:20ab</td> <td>3:10</td> <td>9:10ab</td> <td>4:0</td> </tr> <tr> <td>10:0 b</td> <td>5:40</td> <td>11:40ab</td> <td>6:0</td> </tr> <tr> <td>10:5 b</td> <td>10:10</td> <td>11:40b</td> <td>9:0</td> </tr> <tr> <td>11:0 b</td> <td>5:40</td> <td colspan="2">P.M.</td> </tr> <tr> <td colspan="2">P.M.</td> <td>3:30ab</td> <td>9:30</td> </tr> <tr> <td>5:0ab</td> <td>11:0</td> <td>8:22b</td> <td>3:30</td> </tr> </table> <p>Sundays.</p> <table border="1"> <tr> <td>A.M.</td> <td>P.M.</td> <td>A.M.</td> </tr> <tr> <td>7:30p</td> <td>7:22</td> <td>6:48ab</td> </tr> <tr> <td>8:0 c</td> <td>2:4</td> <td>1:22b</td> </tr> </table>	London	Hadlgh.	Hadlgh.	London	Leave	Arrive	Leave	Arrive	7:25p	11:25	8:15p	12:15	11:27b	2:35	P.M.		P.M.		12:55b	4:10	3:0 b	6:35	5:25b	9:0	London	Hagley	Hagley	London	Leave	Arrive	Leave	Arrive	9:30b	5:35	9:22b	3:45	P.M.		P.M.		12:15c	6:30	4:12b	9:30	London	Hagley	Hagley	London	Leave	Arrive	Leave	Arrive	9:30b	5:35	9:22b	3:50	11:30b	6:30	4:12b	10:55	Sundays.				2:0 b	8:16	9:45c	7:0	P.M.		4:12b	10:20	London	Hail.	Hail.	London	Leave	Arrive	Leave	Arrive	6:0 p	9:55	7:10b	9:50	10:0 c	1:5	9:15ab	11:5	11:0ab	1:5	10:20ab	12:40	12:0 b	2:30	10:20c	1:40	P.M.		P.M.		2:0 b	4:35	12:35b	3:20	4:0ab	5:43	5:25p	8:50	6:0 c	9:10	7:10b	9:45	7:0 p	10:10	7:20c	10:50	P.M.		P.M.		6:0 c	8:55	5:30p	8:50	Pimlico	Hailsh.	Hailsh.	Pimlico	Leave	Arrive	Leave	Arrive	5:50p	9:55	7:10p	9:55	9:45c	1:5	9:15ab	11:15	10:50ab	1:5	10:20ab	12:40	11:45b	2:30	10:20c	1:40	P.M.		P.M.		1:45b	4:35	12:35b	3:25	3:40ab	5:43	5:25p	8:45	5:50c	9:10	7:10b	9:50	6:50p	10:10	7:0 c	10:45	P.M.		P.M.		5:50c	8:55	5:30p	8:45	London	Halifax	Halifax	London	Leave	Arrive	Leave	Arrive	7:30c	5:40	6:25p	3:40	9:20ab	3:10	9:10ab	4:0	10:0 b	5:40	11:40ab	6:0	10:5 b	10:10	11:40b	9:0	11:0 b	5:40	P.M.		P.M.		3:30ab	9:30	5:0ab	11:0	8:22b	3:30	A.M.	P.M.	A.M.	7:30p	7:22	6:48ab	8:0 c	2:4	1:22b	<p>Another Route fm <i>Euston Sq.</i></p> <table border="1"> <tr> <td>London</td> <td>Halifax</td> <td>Halifax</td> <td>London</td> </tr> <tr> <td>Leave</td> <td>Arrive</td> <td>Leave</td> <td>Arrive</td> </tr> <tr> <td>6:15b</td> <td>4:0</td> <td>8:5 b</td> <td>9:15</td> </tr> <tr> <td colspan="4">Sundays.</td> </tr> <tr> <td>A.M.</td> <td>10:0 b</td> <td>9:37</td> <td>-</td> </tr> </table> <p>HALTWHISTLE either by <i>Newcastle or Carlisle</i>, thence by <i>N. and C. Railway</i>. Pop. 1420.</p> <p>HAM STREET (Kent) fm <i>London Br.</i>, by <i>S. East. Line</i>, 73 miles. Fares, 17/6a, 15/0a, 11/6b, 7/6c, 6/0p. R. T. 26/6a, 22/6a, 17/6b. Pop. 36. E. T. S.</p> <table border="1"> <tr> <td>London</td> <td>Ham St.</td> <td>Ham St.</td> <td>London</td> </tr> <tr> <td>Leave</td> <td>Arrive</td> <td>Leave</td> <td>Arrive</td> </tr> <tr> <td>6:30p</td> <td>10:40</td> <td>8:4 b</td> <td>10:30</td> </tr> <tr> <td>8:30ab</td> <td>10:40</td> <td>8:4 p</td> <td>1:0</td> </tr> <tr> <td>9:30 c</td> <td>1:10</td> <td colspan="2">P.M.</td> </tr> <tr> <td>4:30ab</td> <td>6:50</td> <td>12:4 b</td> <td>3:15</td> </tr> <tr> <td>7:30p</td> <td>11:10</td> <td>7:54p</td> <td>11:15</td> </tr> <tr> <td>8:30ab</td> <td>11:10</td> <td colspan="2">P.M.</td> </tr> <tr> <td>5:30c</td> <td>8:52</td> <td>5:47c</td> <td>9:30</td> </tr> </table> <p>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.</p> <table border="1"> <tr> <td>London</td> <td>Ham St.</td> <td>Ham St.</td> <td>London</td> </tr> <tr> <td>Leave</td> <td>Arrive</td> <td>Leave</td> <td>Arrive</td> </tr> <tr> <td>11:45</td> <td>1:0</td> <td>3:0</td> <td>5:15ab</td> </tr> </table> <p>Sundays. — Leave London—A.M. 8:45. P.M. 1:15, 3:30, 5:30, 7:0.</p> <p>Return.—A.M. 8:35, 10:10, 11:30. P.M. 1:0, 2:50, 4:40, 6:45, 8:35.</p> <p>Sundays. — Return—A.M. 10:0. P.M. 2:30, 5:15, 7:0, 8:35.</p> <p>HAMPSTEAD ROAD from <i>Fenchurch Street</i>. Fares, 0/6a, 0/4b. R. T. 0/9a, 0/6b.</p> <p>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.</p> <p>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.</p> <p>HAMPTON (Warwick) from <i>Euston Sq.</i>, 103½ miles. Fares, 19/0a, 13/6b, 8/7c. Pop. 708.</p> <table border="1"> <tr> <td>London</td> <td>Hamptn.</td> <td>Hamptn.</td> <td>London</td> </tr> <tr> <td>Leave</td> <td>Arrive</td> <td>Leave</td> <td>Arrive</td> </tr> <tr> <td>6:30b</td> <td>10:53</td> <td>8:30c</td> <td>1:45</td> </tr> <tr> <td>7:30c</td> <td>12:57</td> <td>9:57b</td> <td>2:0</td> </tr> <tr> <td colspan="2">P.M.</td> <td colspan="2">P.M.</td> </tr> <tr> <td>1:0 b</td> <td>5:38</td> <td>3:18b</td> <td>6:15</td> </tr> <tr> <td>2:45b</td> <td>5:38</td> <td>4:19b</td> <td>8:15</td> </tr> <tr> <td>5:45b</td> <td>10:0</td> <td colspan="2">-</td> </tr> </table> <p>Sundays.</p> <table border="1"> <tr> <td>A.M.</td> <td>8:59c</td> <td>2:15</td> </tr> <tr> <td>7:30b</td> <td>12:2</td> <td>P.M.</td> </tr> <tr> <td>8:0 c</td> <td>2:4</td> <td>1:22b</td> </tr> </table>	London	Halifax	Halifax	London	Leave	Arrive	Leave	Arrive	6:15b	4:0	8:5 b	9:15	Sundays.				A.M.	10:0 b	9:37	-	London	Ham St.	Ham St.	London	Leave	Arrive	Leave	Arrive	6:30p	10:40	8:4 b	10:30	8:30ab	10:40	8:4 p	1:0	9:30 c	1:10	P.M.		4:30ab	6:50	12:4 b	3:15	7:30p	11:10	7:54p	11:15	8:30ab	11:10	P.M.		5:30c	8:52	5:47c	9:30	London	Ham St.	Ham St.	London	Leave	Arrive	Leave	Arrive	11:45	1:0	3:0	5:15ab	London	Hamptn.	Hamptn.	London	Leave	Arrive	Leave	Arrive	6:30b	10:53	8:30c	1:45	7:30c	12:57	9:57b	2:0	P.M.		P.M.		1:0 b	5:38	3:18b	6:15	2:45b	5:38	4:19b	8:15	5:45b	10:0	-		A.M.	8:59c	2:15	7:30b	12:2	P.M.	8:0 c	2:4	1:22b	<p>HAMPTON COURT fm <i>Waterloo</i>, 15 miles. Fares, 2/0a, 1/6b, 1/3c. R. T. 2/9a, 2/0b. Pop. 4802.</p> <table border="1"> <tr> <td>London</td> <td>H. Court</td> <td>H. Court</td> <td>London</td> </tr> <tr> <td>Leave</td> <td>Arrive</td> <td>Leave</td> <td>Arrive</td> </tr> <tr> <td>7:25p</td> <td>8:15</td> <td>7:50b</td> <td>8:35</td> </tr> <tr> <td>9:5 b</td> <td>9:48</td> <td>8:35b</td> <td>9:20</td> </tr> <tr> <td>10:30b</td> <td>11:15</td> <td>9:20b</td> <td>10:0</td> </tr> <tr> <td>11:40b</td> <td>12:25</td> <td>10:0 b</td> <td>10:45</td> </tr> <tr> <td colspan="4">P.M.</td> </tr> <tr> <td>2:0 b</td> <td>2:48</td> <td colspan="2">P.M.</td> </tr> <tr> <td>3:20b</td> <td>4:5</td> <td>1:0 b</td> <td>1:40</td> </tr> <tr> <td>4:30b</td> <td>5:15</td> <td>3:30c</td> <td>4:20</td> </tr> <tr> <td>5:10b</td> <td>5:45</td> <td>5:35b</td> <td>6:25</td> </tr> <tr> <td>5:35b</td> <td>6:48</td> <td>7:15b</td> <td>8:5</td> </tr> <tr> <td>6:10b</td> <td>6:48</td> <td>8:50b</td> <td>9:30</td> </tr> <tr> <td>7:10b</td> <td>8:0</td> <td>9:45b</td> <td>10:40</td> </tr> <tr> <td>8:10b</td> <td>9:10</td> <td colspan="2">-</td> </tr> <tr> <td>8:30mb</td> <td>9:10</td> <td colspan="2">-</td> </tr> <tr> <td>10:45b</td> <td>11:30</td> <td colspan="2">-</td> </tr> <tr> <td>11:45b</td> <td>12:26</td> <td colspan="2">-</td> </tr> </table> <p>Sundays.</p> <table border="1"> <tr> <td>8:25b</td> <td>9:12</td> <td>9:25c</td> <td>10:20</td> </tr> <tr> <td>9:15c</td> <td>10:12</td> <td>11:0 b</td> <td>11:50</td> </tr> <tr> <td>10:15b</td> <td>10:52</td> <td colspan="2">P.M.</td> </tr> <tr> <td colspan="2">P.M.</td> <td>3:15b</td> <td>4:5</td> </tr> <tr> <td>1:20b</td> <td>2:5</td> <td>5:15b</td> <td>6:5</td> </tr> <tr> <td>2:0 b</td> <td>2:52</td> <td>8:0 b</td> <td>8:46</td> </tr> <tr> <td>4:20b</td> <td>5:5</td> <td>9:30b</td> <td>10:20</td> </tr> <tr> <td>6:20b</td> <td>7:5</td> <td colspan="2">-</td> </tr> <tr> <td>7:20b</td> <td>8:5</td> <td colspan="2">-</td> </tr> <tr> <td>8:30mb</td> <td>9:10</td> <td colspan="2">-</td> </tr> </table> <p>* On Mondays, Wednesdays, and Fridays only. † On Tuesdays, Thursdays, and Saturdays only.</p> <p>HANDBRO' (Oxford) fm <i>Blenheim</i>, fm <i>Paddington</i>, 70½ miles. Fares, 12/9a, 9/6b, 5/14c. R. T. 22/3a, 15/3b. Pop. 1153.</p> <table border="1"> <tr> <td>London</td> <td>Handbro'</td> <td>Handbro'</td> <td>London</td> </tr> <tr> <td>Leave</td> <td>Arrive</td> <td>Leave</td> <td>Arrive</td> </tr> <tr> <td>6:10b</td> <td>8:45</td> <td>9:5 b</td> <td>11:10</td> </tr> <tr> <td>9:30b</td> <td>11:45</td> <td colspan="2">P.M.</td> </tr> <tr> <td>11:30b</td> <td>2:50</td> <td>12:45b</td> <td>3:50</td> </tr> <tr> <td colspan="2">P.M.</td> <td>2:35b</td> <td>5:0</td> </tr> <tr> <td>5:15b</td> <td>7:10</td> <td>7:5 b</td> <td>10:55</td> </tr> </table> <p>Sundays.</p> <table border="1"> <tr> <td>P.M.</td> <td>P.M.</td> </tr> <tr> <td>2:0 b</td> <td>4:55</td> </tr> <tr> <td>-</td> <td>7:15b</td> </tr> </table> <p>Another Route from <i>Euston Square</i>, 85 m. Fares as above.</p> <table border="1"> <tr> <td>London</td> <td>Handbro'</td> <td>Handbro'</td> <td>London</td> </tr> <tr> <td>Leave</td> <td>Arrive</td> <td>Leave</td> <td>Arrive</td> </tr> <tr> <td>6:15b</td> <td>8:45</td> <td>9:5 b</td> <td>11:20</td> </tr> <tr> <td>9:30b</td> <td>11:45</td> <td colspan="2">P.M.</td> </tr> <tr> <td colspan="2">P.M.</td> <td>12:45b</td> <td>3:45</td> </tr> <tr> <td>12:15c</td> <td>2:50</td> <td>2:35b</td> <td>5:0</td> </tr> <tr> <td>5:0 b</td> <td>7:10</td> <td>7:5 b</td> <td>9:30</td> </tr> </table> <p>No Sunday Trains.</p> <p>HANDFORTH (Cheshire) from <i>Euston Square</i>, 177½ m. Fares, 33/0a, 24/3b, 14/94c. Pop. 650.</p> <table border="1"> <tr> <td>London</td> <td>Handf.</td> <td>Handf.</td> <td>London</td> </tr> <tr> <td>Leave</td> <td>Arrive</td> <td>Leave</td> <td>Arrive</td> </tr> <tr> <td>6:30b</td> <td>2:7</td> <td>9:4 c</td> <td>6:0</td> </tr> <tr> <td>7:30c</td> <td>4:53</td> <td>11:50b</td> <td>8:15</td> </tr> <tr> <td colspan="2">P.M.</td> <td colspan="2">P.M.</td> </tr> <tr> <td>2:45b</td> <td>8:22</td> <td>2:5 b</td> <td>10:40</td> </tr> <tr> <td>-</td> <td>-</td> <td>4:14b</td> <td>9:30</td> </tr> </table> <p>Sundays.</p> <table border="1"> <tr> <td>A.M.</td> <td>A.M.</td> </tr> <tr> <td>8:0 c</td> <td>6:2</td> </tr> <tr> <td>10:0 b</td> <td>4:20</td> </tr> </table>	London	H. Court	H. Court	London	Leave	Arrive	Leave	Arrive	7:25p	8:15	7:50b	8:35	9:5 b	9:48	8:35b	9:20	10:30b	11:15	9:20b	10:0	11:40b	12:25	10:0 b	10:45	P.M.				2:0 b	2:48	P.M.		3:20b	4:5	1:0 b	1:40	4:30b	5:15	3:30c	4:20	5:10b	5:45	5:35b	6:25	5:35b	6:48	7:15b	8:5	6:10b	6:48	8:50b	9:30	7:10b	8:0	9:45b	10:40	8:10b	9:10	-		8:30mb	9:10	-		10:45b	11:30	-		11:45b	12:26	-		8:25b	9:12	9:25c	10:20	9:15c	10:12	11:0 b	11:50	10:15b	10:52	P.M.		P.M.		3:15b	4:5	1:20b	2:5	5:15b	6:5	2:0 b	2:52	8:0 b	8:46	4:20b	5:5	9:30b	10:20	6:20b	7:5	-		7:20b	8:5	-		8:30mb	9:10	-		London	Handbro'	Handbro'	London	Leave	Arrive	Leave	Arrive	6:10b	8:45	9:5 b	11:10	9:30b	11:45	P.M.		11:30b	2:50	12:45b	3:50	P.M.		2:35b	5:0	5:15b	7:10	7:5 b	10:55	P.M.	P.M.	2:0 b	4:55	-	7:15b	London	Handbro'	Handbro'	London	Leave	Arrive	Leave	Arrive	6:15b	8:45	9:5 b	11:20	9:30b	11:45	P.M.		P.M.		12:45b	3:45	12:15c	2:50	2:35b	5:0	5:0 b	7:10	7:5 b	9:30	London	Handf.	Handf.	London	Leave	Arrive	Leave	Arrive	6:30b	2:7	9:4 c	6:0	7:30c	4:53	11:50b	8:15	P.M.		P.M.		2:45b	8:22	2:5 b	10:40	-	-	4:14b	9:30	A.M.	A.M.	8:0 c	6:2	10:0 b	4:20
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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-

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

		Mondays to Fridays																					
Train Operator		SS	SC	SS	SC	SS	SC	SS	SC	SS	SC	SS	SC	SS	SC	SS	SC						
Willesden Jct High Level	●	0438		0708		0738		0808	0838	0908		0938	1008	1038	1109	1138	1208	1238	1308	1338	1408		
Kensington Olympia	●	0446	0450	0716	0728	0746	0813	0816	0846	0907	0916	0937	0946	1016	1037	1046	1116	1137	1146	1216	1237	1246	1316
West Brompton S	●	0448	0452	0718	0741	0746	0815	0818	0848	0909	0918	0939	0948	1018	1039	1048	1118	1139	1148	1218	1239	1248	1318
Clapham Junction	●	0454	0700	0726	0747	0754	0822	0826	0854	0917	0926	0950	0954	1028	1050	1056	1128	1151	1156	1229	1250	1256	1326

		Mondays to Fridays—contd																					
Train Operator		SC	SS	SS	SC																		
Willesden Jct High Level	●		1338	1408		1438	1508	1538	1608	1638		1708	1738	1768	1808	1838	1908	1938	2008	2038	2108	2138	2208
Kensington Olympia	●	1337	1346	1416	1437	1446	1516	1537	1546	1616	1646	1651	1716	1746	1750	1816	1834	1846	1916	1943	1946	2016	2043
West Brompton S	●	1339	1348	1418	1439	1448	1518	1540	1548	1618	1648	1652	1718	1748	1752	1818	1837	1848	1918	1945	1948	2018	2045
Clapham Junction	●	1350	1356	1426	1450	1456	1526	1550	1557	1626	1656	1700	1726	1756	1801	1826	1846	1854	1926	1956	1948	2026	2101

		Mondays to Fridays—contd																Saturdays		Sundays	
Train Operator		SS	SS	SC	SS	SS	SC	SC	SC	SS	SS	and at the same mins past each hour until		SS	SS	SC	SC	SC	and hourly until		
Willesden Jct High Level	●	2038	2108		2138	2208		2238	2308	2338	2408	2138	2208	2238	2308	2338	2408	0747		2347	
Kensington Olympia	●	2044	2114	2138	2146	2214	2241	2351	0642	0646	0716	2146	2216	2242	2342			0749		2349	
West Brompton S	●	2048	2118	2140	2148	2218	2245	2355	0648	0648	0718	2148	2218	2245	2345			0800		0802	
Clapham Junction	●	2056	2126	2152	2156	2226	2251	0801	0653	0654	0726	2156	2226	2253	2354						

		Mondays to Fridays																				
Train Operator		SC	SC	SC	SS	SS	SC															
Clapham Junction	●	0549	0627	0706	0708	0738	0752	0808	0828	0838	0908	0925	0938	1003	1008	1038	1108	1138	1208	1238	1308	1338
West Brompton S	●		0634	0711	0713	0743	0757	0813	0833	0843	0913	0930	0943	1009	1013	1043	1113	1143	1213	1243	1313	1343
Kensington Olympia	●	0556	0637	0714	0716	0746	0800	0816	0836	0846	0916	0933	0946	1012	1016	1046	1116	1146	1216	1246	1316	1346
Willesden Jct High Level	●			0727	0757	0827		0857	0927	0957		1027	1057	1127	1157	1227	1257	1327	1357	1427	1457	1527

		Mondays to Fridays—contd																Saturdays		Sundays		
Train Operator		SS	SC	SS	SS	SC	SS	SS	SC	SS	SS	and at the same mins past each hour until		SS	SS	SC	SC	SS	SS	SC	SC	
Clapham Junction	●	1938	2003	2008	2038	2109	2113	2143	2209	2213	2243	1938	2003	2038	2103	2138	2203	2238	2303	2338	2403	2438
West Brompton S	●	1943	2009	2013	2043	2109	2113	2143	2209	2213	2243	1943	2009	2043	2109	2143	2209	2243	2309	2343	2409	2443
Kensington Olympia	●	1944	2012	2016	2046	2112	2116	2146	2216	2246	2312	1944	2012	2046	2112	2146	2216	2246	2312	2346	2412	2446
Willesden Jct High Level	●	1958		2027	2058	2127	2157		2227	2257		1958		2027	2058	2127	2157		2227	2257		2327

		Sundays			
Train Operator		SC	SC	and hourly until	SC
Clapham Junction	●	0735	0805		2105
West Brompton S	●	0740	0810		2110
Kensington Olympia	●	0743	0813		2113
Willesden Jct High Level	●				

ingly frustrated at dealing with these National Rail PDFs, and especially with delays in receiving updates. Hence, from 2016 he adopted a different approach. While maintaining the Comprehensive Train Times (see

www.middletonpress.co.uk/railtimes/comp-rail-times-for-great-britain-winter.html), he started also publishing an Abbreviated Train Times. The Abbreviated Train Times consisted of the British pages of the European Rail Timetable. This provided a nice

portable book. But this experiment has not succeeded. The last Abbreviated Train Times was published in December 2017. Perhaps users realised that they could pay £10 for this British rail timetable, or could pay £19 for the whole European Rail

Table 157. LEEDS, OTLEY AND ILKLEY.

Table	WEEKDAYS																SUNDAYS								
	am	am	am	am	am	am	noon	noon	pm	pm	pm	pm	pm	pm	pm	pm									
York	152	dep	4:30																						
LEEDS (City)	dep	5:30	7:35	8:06	8:36	9:06	10:06	10:36	11:06	11:36	12:06	12:36	13:06	13:36	14:06	14:36	15:06	15:36	16:06	16:36	17:06	17:36	18:06	18:36	
Holebeck	dep	5:42	7:47	8:18	8:48	9:18	10:18	10:48	11:18	11:48	12:18	12:48	13:18	13:48	14:18	14:48	15:18	15:48	16:18	16:48	17:18	17:48	18:18	18:48	
Headingley	dep	5:57	8:02	8:33	9:03	9:33	10:33	11:03	11:33	12:03	12:33	13:03	13:33	14:03	14:33	15:03	15:33	16:03	16:33	17:03	17:33	18:03	18:33	19:03	
Horsforth	dep	6:06	8:11	8:42	9:12	9:42	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	15:12	15:42	16:12	16:42	17:12	17:42	18:12	18:42	19:12	
Arthington	arr	6:16	8:21	8:52	9:22	9:52	10:52	11:22	11:52	12:22	12:52	13:22	13:52	14:22	14:52	15:22	15:52	16:22	16:52	17:22	17:52	18:22	18:52	19:22	
Pool-in-Wharfedale	dep	7:30	8:31	9:02	9:32	10:02	11:02	11:32	12:02	12:32	13:02	13:32	14:02	14:32	15:02	15:32	16:02	16:32	17:02	17:32	18:02	18:32	19:02	19:32	
York	160	dep	7:39	8:40	9:11	9:41	10:11	10:41	11:11	11:41	12:11	12:41	13:11	13:41	14:11	14:41	15:11	15:41	16:11	16:41	17:11	17:41	18:11	18:41	
Harrogate	156, 159	arr	6:30	8d 0	8d 0	9d 5	11d 0	12d 5	13d 0	14d 5	15d 0	16d 5	17d 0	18d 5	19d 0	20d 5	21d 0	22d 5	23d 0	24d 5	25d 0	26d 5	27d 0	28d 5	
Otley	dep	7:39	8:40	9:11	9:41	10:11	10:41	11:11	11:41	12:11	12:41	13:11	13:41	14:11	14:41	15:11	15:41	16:11	16:41	17:11	17:41	18:11	18:41	19:11	
Burley-in-Wharfedale	dep	7:45	8:46	9:17	9:47	10:17	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17	14:47	15:17	15:47	16:17	16:47	17:17	17:47	18:17	18:47	19:17	
Ben Rhydding	dep	7:50	8:51	9:22	9:52	10:22	10:52	11:22	11:52	12:22	12:52	13:22	13:52	14:22	14:52	15:22	15:52	16:22	16:52	17:22	17:52	18:22	18:52	19:22	
ILKLEY	arr	7:53	8:54	9:25	9:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	14:55	15:25	15:55	16:25	16:55	17:25	17:55	18:25	18:55	19:25	

Table	WEEKDAYS																SUNDAYS							
	am	am	am	am	am	am	noon	noon	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
ILKLEY	dep	5:18	7:23	7:54	8:24	8:54	9:24	9:54	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54	14:24	14:54	15:24	15:54	16:24	16:54	17:24	17:54
Ben Rhydding	dep	6:19	8:24	8:55	9:25	9:55	10:25	10:55	11:25	11:55	12:25	12:55	13:25	13:55	14:25	14:55	15:25	15:55	16:25	16:55	17:25	17:55	18:25	18:55
Burley-in-Wharfedale	dep	6:24	8:29	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	19:00
Otley	dep	6:30	8:35	9:06	9:36	10:06	10:36	11:06	11:36	12:06	12:36	13:06	13:36	14:06	14:36	15:06	15:36	16:06	16:36	17:06	17:36	18:06	18:36	19:06
Harrogate	156, 159	arr	8:3	10:3	11:3	12:3	13:3	14:3	15:3	16:3	17:3	18:3	19:3	20:3	21:3	22:3	23:3	24:3	25:3	26:3	27:3	28:3	29:3	30:3
York	160	arr	8:55	10:55	11:55	12:55	13:55	14:55	15:55	16:55	17:55	18:55	19:55	20:55	21:55	22:55	23:55	24:55	25:55	26:55	27:55	28:55	29:55	30:55
Pool-in-Wharfedale	dep	6:36	8:41	9:12	9:42	10:12	10:42	11:12	11:42	12:12	12:42	13:12	13:42	14:12	14:42	15:12	15:42	16:12	16:42	17:12	17:42	18:12	18:42	19:12
Arthington	arr	6:38	8:43	9:14	9:44	10:14	10:44	11:14	11:44	12:14	12:44	13:14	13:44	14:14	14:44	15:14	15:44	16:14	16:44	17:14	17:44	18:14	18:44	19:14
Horsforth	dep	6:58	9:03	9:34	10:04	10:34	11:04	11:34	12:04	12:34	13:04	13:34	14:04	14:34	15:04	15:34	16:04	16:34	17:04	17:34	18:04	18:34	19:04	19:34
Headingley	dep	7:3	9:08	9:39	10:09	10:39	11:09	11:39	12:09	12:39	13:09	13:39	14:09	14:39	15:09	15:39	16:09	16:39	17:09	17:39	18:09	18:39	19:09	19:39
Holebeck	arr	7:8	9:13	9:44	10:14	10:44	11:14	11:44	12:14	12:44	13:14	13:44	14:14	14:44	15:14	15:44	16:14	16:44	17:14	17:44	18:14	18:44	19:14	19:44
LEEDS (City)	arr	7:14	9:19	9:50	10:20	10:50	11:20	11:50	12:20	12:50	13:20	13:50	14:20	14:50	15:20	15:50	16:20	16:50	17:20	17:				

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 Carnousite, 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



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	LY	DX	SO	DX	LY	DX	SO	DX	LY	DX	SO	DX	LY	DX	SO	DX	LY	DX	SO
		am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	
CASTLEFORD	dep	6 37	6 55	7 07	7 27	7 47	8 14	8 23	9 38	9 43	10 5	10 56	11 46	12 15	1 3	2 26	3 56	4 5	5 5	6 5	7 14	8 14	9 14	10 14	11 14	12 14	1 14	
Leiston	dep	7 1	7 14	7 27	7 47	8 14	8 23	9 38	9 43	10 5	10 56	11 46	12 15	1 3	2 26	3 56	4 5	5 5	6 5	7 14	8 14	9 14	10 14	11 14	12 14	1 14		
Bowers	dep	7 7	7 20	7 33	7 53	8 20	8 29	9 44	9 49	11 1	11 2	12 12	1 1	2 1	3 54	4 4	5 4	6 4	7 4	8 13	9 13	10 13	11 13	12 13	1 13	2 13		
Kippax	dep	7 11	7 25	7 38	7 58	8 25	8 34	9 49	9 54	11 16	11 17	12 7	1 6	2 6	4 39	5 29	6 29	7 29	8 29	9 38	10 38	11 38	12 38	1 38	2 38	3 38		
Garforth	dep	7 19	7 33	7 46	8 6	8 33	8 42	9 57	10 2	11 24	11 25	12 15	1 4	2 4	4 37	5 27	6 27	7 27	8 27	9 36	10 36	11 36	12 36	1 36	2 36	3 36		
Cross Gates	dep	7 25	7 39	7 52	8 12	8 39	8 48	10 3	10 8	11 30	11 31	12 21	1 10	2 10	4 33	5 23	6 23	7 23	8 23	9 32	10 32	11 32	12 32	1 32	2 32	3 32		
Osmondthorpe	dep	7 32	7 46	7 59	8 19	8 46	8 55	10 11	10 16	11 18	11 19	12 9	1 18	2 18	4 31	5 21	6 21	7 21	8 21	9 30	10 30	11 30	12 30	1 30	2 30	3 30		
Osmondthorpe Marsh Lane	dep	7 32	7 46	7 59	8 19	8 46	8 55	10 11	10 16	11 18	11 19	12 9	1 18	2 18	4 31	5 21	6 21	7 21	8 21	9 30	10 30	11 30	12 30	1 30	2 30	3 30		
LEEDS City	arr	7 35	7 49	8 2	8 22	8 49	8 58	10 13	10 18	11 20	11 21	12 11	1 20	2 20	4 33	5 23	6 23	7 23	8 23	9 32	10 32	11 32	12 32	1 32	2 32	3 32		
LEEDS Central	arr	7 10	7 24	7 37	7 57	8 24	8 33	9 48	9 53	11 5	11 6	12 16	1 5	2 5	4 28	5 18	6 18	7 18	8 18	9 27	10 27	11 27	12 27	1 27	2 27	3 27		

		WEEKDAYS - continued																										
Table		D	L	D	D	D	P	LY	DX	LY	DX	SO	DX	LY	DX	SO	DX	LY	DX	SO	DX	LY	DX	SO	DX	LY	DX	SO
		pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	
CASTLEFORD	dep	5 27	5 48	6 6	6 26	6 35	7 10	7 15	8 20	8 25	9 38	9 39	10 32	11 22	12 10	1 32	2 22	3 52	4 5	5 5	6 5	7 14	8 14	9 14	10 14	11 14	12 14	1 14
Leiston	dep	6 1	6 14	6 27	6 47	7 14	7 23	8 38	8 43	9 55	9 56	10 46	11 36	12 26	1 4	2 27	3 57	4 6	5 6	6 6	7 15	8 15	9 15	10 15	11 15	12 15	1 15	
Bowers	dep	6 7	6 20	6 33	6 53	7 20	7 29	8 44	8 49	10 1	10 2	10 52	11 42	12 32	1 10	2 33	4 3	5 3	6 3	7 3	8 12	9 12	10 12	11 12	12 12	1 12	2 12	
Kippax	dep	6 11	6 25	6 38	6 58	7 25	7 34	8 49	8 54	10 6	10 7	10 57	11 47	12 37	1 15	2 38	4 8	5 8	6 8	7 8	8 17	9 17	10 17	11 17	12 17	1 17	2 17	
Garforth	dep	6 19	6 33	6 46	7 6	7 33	7 42	8 57	9 2	10 24	10 25	11 15	1 4	2 4	4 37	5 27	6 27	7 27	8 27	9 36	10 36	11 36	12 36	1 36	2 36	3 36		
Cross Gates	dep	6 25	6 39	6 52	7 12	7 39	7 48	9 3	9 8	10 30	10 31	11 21	1 10	2 10	4 33	5 23	6 23	7 23	8 23	9 32	10 32	11 32	12 32	1 32	2 32	3 32		
Osmondthorpe	dep	6 32	6 46	6 59	7 19	7 46	7 55	9 11	9 16	10 18	10 19	11 9	1 18	2 18	4 31	5 21	6 21	7 21	8 21	9 30	10 30	11 30	12 30	1 30	2 30	3 30		
Osmondthorpe Marsh Lane	dep	6 32	6 46	6 59	7 19	7 46	7 55	9 11	9 16	10 18	10 19	11 9	1 18	2 18	4 31	5 21	6 21	7 21	8 21	9 30	10 30	11 30	12 30	1 30	2 30	3 30		
LEEDS City	arr	6 41	6 55	7 8	7 28	7 55	8 4	9 19	9 24	10 26	10 27	11 17	1 26	2 26	4 29	5 19	6 19	7 19	8 19	9 28	10 28	11 28	12 28	1 28	2 28	3 28		
LEEDS Central	arr	5 41	5 55	6 28	6 48	7 15	7 24	8 39	8 44	9 56	9 57	10 47	11 37	12 27	1 5	2 28	4 28	5 28	6 28	7 28	8 37	9 37	10 37	11 37	12 37	1 37	2 37	

		WEEKDAYS																										
Table		D	L	D	D	D	P	LY	DX	LY	DX	SO	DX	LY	DX	SO	DX	LY	DX	SO	DX	LY	DX	SO	DX	LY	DX	SO
		am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	
LEEDS (Central)	dep	5 20	5 27	6 13	6 43	6 52	7 17	7 22	8 27	8 32	9 45	9 46	10 39	11 29	12 17	1 39	2 29	3 59	4 6	5 6	6 6	7 15	8 15	9 15	10 15	11 15	12 15	1 15
LEEDS (City)	dep	5 20	5 27	6 13	6 43	6 52	7 17	7 22	8 27	8 32	9 45	9 46	10 39	11 29	12 17	1 39	2 29	3 59	4 6	5 6	6 6	7 15	8 15	9 15	10 15	11 15	12 15	1 15
Osmondthorpe	dep	6 13	6 27	6 40	7 0	7 9	7 34	8 39	8 44	9 56	9 57	10 47	11 37	12 27	1 5	2 28	4 28	5 28	6 28	7 28	8 37	9 37	10 37	11 37	12 37	1 37	2 37	
Cross Gates	dep	6 21	6 35	6 48	7 8	7 17	7 62	8 67	8 72	9 84	9 85	10 75	11 65	12 55	1 13	2 36	4 36	5 36	6 36	7 36	8 45	9 45	10 45	11 45	12 45	1 45	2 45	
Garforth	dep	6 29	6 43	6 56	7 16	7 43	7 52	9 7	9 12	10 24	10 25	11 15	1 4	2 4	4 37	5 27	6 27	7 27	8 27	9 36	10 36	11 36	12 36	1 36	2 36	3 36		
Kippax	dep	6 33	6 47	7 0	7 20	7 47	7 56	9 11	9 16	10 18	10 19	11 9	1 18	2 18	4 31	5 21	6 21	7 21	8 21	9 30	10 30	11 30	12 30	1 30	2 30	3 30		
Bowers	dep	6 39	6 53	7 6	7 26	7 53	8 2	9 17	9 22	10 24	10 25	11 15	1 4	2 4	4 37	5 27	6 27	7 27	8 27	9 36	10 36	11 36	12 36	1 36	2 36	3 36		
Leiston	dep	6 45	7 9	7 22	7 42	8 9	8 18	9 33	9 38	10 40	10 41	11 31	1 40	2 40	4 33	5 23	6 23	7 23	8 23	9 32	10 32	11 32	12 32	1 32	2 32	3 32		
CASTLEFORD	arr	5 52	5 58	6 44	7 14	7 23	7 48	7 53	8 58	9 11	9 12	10 4	11 34	12 24	1 4	2 27	4 27	5 27	6 27	7 27	8 36	9 36	10 36	11 36	12 36	1 36	2 36	

		WEEKDAYS - continued																										
Table		D	L	D	D	D	P	LY	DX	LY	DX	SO	DX	LY	DX	SO	DX	LY	DX	SO	DX	LY	DX	SO	DX	LY	DX	SO
		pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	
LEEDS (Central)	dep	5 43	5 57	6 43	7 13	7 22	7 47	7 52	8 57	9 10	9 11	10 3	11 33	12 23	1 45	2 35	4 35	5 35	6 35	7 35	8 44	9 44	10 44	11 44	12 44	1 44	2 44	
LEEDS (City)	dep	5 43	5 57	6 43	7 13	7 22	7 47	7 52	8 57	9 10	9 11	10 3	11 33	12 23	1 45	2 35	4 35	5 35	6 35	7 35	8 44	9 44	10 44	11 44	12 44	1 44	2 44	
Osmondthorpe	dep	6 17	6 31	6 44	7 4	7 13	7 38	8 43	8 48	9 60	9 61	10 51	11 41	12 31	1 9	2 32	4 32	5 32	6 32	7 32	8 41	9 41	10 41	11 41	12 41	1 41	2 41	
Cross Gates	dep	6 25	6 39	6 52	7 12	7 39	7 48	9 3	9 8	10 30	10 31	11 21	1 10	2 10	4 33	5 23	6 23	7 23	8 23	9 32	10 32	11 32	12 32	1 32	2 32	3 32		
Garforth	dep	6 33	6 47	7 0	7 20	7 47	7 56	9 11	9 16	10 18	10 19	11 9	1 18	2 18	4 31	5 21	6 21	7 21	8 21	9 30	10 30	11 30	12 30	1 30	2 30	3 30		
Kippax	dep	6 37	6 51	7 4	7 24	7 51	8 0	9 15	9 20	10 22	10 23	11 13	1 22	2 22	4 35	5 25	6 25	7 25	8 25	9 34	10 34	11 34	12 34	1 34	2 34	3 34		
Bowers	dep	6 43	6 57	7 10	7 30	7 57	8 6	9 21	9 26	10 28	10 29	11 19	1 28	2 28	4 31	5 21	6 21	7 21	8 21	9 30	10 30	11 30	12 30	1 30	2 30	3 30		
Leiston	dep	6 47	7 11	7 24	7 44	8 11	8 20	9 35	9 40	10 42	10 43	11 33	1 42	2 42	4 35	5 25	6 25	7 25	8 25	9 34	10 34	11 34	12 34	1 34	2 34	3 34		
CASTLEFORD	arr	6 20	6 26	7 12	7 42	7 51	8 16	8 21	9 23	10 25	10 26	11 16	1 25	2 25	4 28	5 18	6 18	7 1										

Table 75 GUIDE BRIDGE, ASHTON, and STALYBRIDGE

Miles	Week Days only										Week Days only												
	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn			
80	MANCHESTER (Gen.) dep	736	428	27	14	Stalybridge	dep	7	675	32	123	5	45	6	55	8	25						
77	" (Lon. Rd.) "	655	723	12	10	Ashton (Park Parade)	dep	7	1075	38	124	5	48	6	40	6	58	29					
	Guide Bridge	dep	626	718	822	1235	27	5	59	43	10	Dukinfield	dep	7	13	13	38	124	5	50	6	51	
	Dukinfield	dep	620	721	824	1230	5	30	6	43	13	Guide Bridge	arr	7	16	38	41	1247	5	32	6	44	7
	Ashton (Park Parade)	dep	633	723	827	1235	5	33	6	43	16	77 MANCHESTER (L. Rd.)	arr	7	34	52	59	24	6	16	7	27	30
	Stalybridge	arr	637	727	830	1236	5	36	6	51	19	" (Central.)	arr	8	3	9	16	1	12	6	33	8	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																							
	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn	mn								
77	MANCHESTER (L. Rd.)	dep	6	5	5	8	830	1055	1230	1249	1310	1310	5	20	20	6	35	9	25					
	Guide Bridge	dep	515	630	719	850	1141	1249	1338	1345	5	42	50	7	6	9	50							
	Ashton (Oldham Road)	dep	623	635	724	8	19	855	9	1146	1220	1254	1	18	26	3	23	34	35	5	19	5	23	45
	Park Bridge	dep	629	640	729	8	24	9	14	1151	1225	1259	1	20	32	3	27	38	35	5	24	5	28	48
	Oldham (Clegg Street)	dep	634	645	734	8	29	9	19	1156	1231	1301	4	1	25	1	37	4	35	4	26	7	30	48
	" (Oldwick Road)	arr	636	647	736	8	34	9	22	1153	1233	1301	6	1	40	2	36	4	35	4	26	7	30	48
	77 MANCHESTER (L. Rd.)	arr	646	742	847	10	5	1254	2	30	51	644	7	18	7	50	10	52						

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

6

SUMMARY OF PRINCIPAL SERVICES

LONDON (PADDINGTON) AND WEST OF ENGLAND

	Week Days.										Sundays.									
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
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 35	2 20	5 14	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	6 45	8 25	10 0															
Newton Abbot	11 30	3 23	6 58	8 35	10 10	11 38														
Moretonhampstead	1 28	5 14	6 40	8 33	10 10															
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	6 5	8 35	10 18															
Kingsbridge	12 58	4 52	7 35	10 16																
Plymouth (North Rd.)	12 45	3 10	6 35	9 15	11 15	12 35														
Looe	3 22	6 12	9 22	12 12																
Wadebridge	3 12	6 7	9 17	12 7																
Fowey	2 40	5 0	8 20	11 5																
Newquay	3 45	6 20	9 30	12 35																
Truro	3 7	4 45	8 45	12 4																
Falmouth	3 50	5 42	9 30	12 35																
Helston	4 38	5 45	9 14	12 5																
St. Ives	4 30	5 45	9 50	12 13																
Penzance	4 25	5 35	9 40	12 50																

Week Days—continued.

	Week Days—continued.				Sundays.			
	Z	Y	Y	Z	R	R	Z	Y
LONDON (Paddington) dep.	9 50	11 50	11 50	11 50	10 30	4 30	9 50	11 50
Taunton arr.	2 58	4 29	4 29	4 29	2 50	9 5	2 58	4 29
Minehead	4 46	6 30	6 30	6 30	4 10	10 20	4 46	6 30
Exeter (St. David's)	3 46	5 11	5 11	5 11	3 40	9 55	3 46	5 17
Dawlish	4 14	5 42	5 42	5 42	4 10	10 30	4 14	5 42
Teignmouth	4 14	5 58	5 58	5 58	4 10	10 30	4 14	5 42
Newton Abbot	4 26	6 8	6 8	6 8	4 20	10 42	4 26	6 8
Moretonhampstead		8 31	8 31	8 31				8 31
Torquay		8 41	8 41	8 41				8 41
Paignton		8 56	8 56	8 56				8 56
Dartmouth		9 55	9 55	9 55				9 55
Kingsbridge		9 0	9 0	9 0				9 0
Plymouth (North Rd.)	5 30	7 25	7 25	7 25	5 25	11 50	5 30	7 25
Looe	7 48	9 22	9 22	9 22	7 47		7 48	9 22
Wadebridge	8 38	10 58	10 58	10 58	8 35		8 38	10 58
Fowey	8 20	9 15	9 15	9 15	8 15		8 20	9 15
Newquay	7 55	10 20	10 20	10 20	7 50		7 55	10 20
Truro	7 15	9 48	9 48	9 48	7 15		7 15	9 48
Falmouth	8 0	10 55	10 55	10 55	8 0		8 0	10 55
Helston	9 5	11 15	11 15	11 15	9 5		9 5	11 15
St. Ives	9 7	11 25	11 25	11 25	9 7		9 7	11 25
Penzance	8 20	11 6	11 6	11 6	8 20		8 20	11 6

Week Days.

AW 2nd class		SHREWSBURY - SWANSEA																																			
km		①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮	⑯	⑰	⑱	⑲	⑳																
0	Shrewsbury	0445	0516	0556	0900	1009	1204	1358	1405	1618	1801	1824	Swansea	135 d	0431	0502	0554	0654	0804	0914	1024	1134	1244	1354	1464	1574	1684	1794	1904	2014	2124	2234					
20	Church Stretton	0503	0533	0614	0918	1027	1222	1416	1423	1636	1821	1842	Llandrindod	135 d	0450	0522	0614	0724	0834	0944	1054	1164	1274	1384	1494	1604	1714	1824	1934	2044	2154	2264	2374				
32	Craven Arms	0514	0547	0624	0928	1037	1233	1426	1434	1647	1832	1854	Llanfrynnon	d	0510	0539	0634	0744	0854	1004	1114	1224	1334	1444	1554	1664	1774	1884	1994	2104	2214	2324	2434				
52	Knighth	0536	0612	0656	0952	1101	1257	1455	1458	1711	1856	1918	Llandovery	d	0529	0559	0654	0764	0874	0984	1094	1204	1314	1424	1534	1644	1754	1864	1974	2084	2194	2304	2414				
84	Llandrindod	0610	0646	0734	1030	1139	1335	1533	1536	1749	1934	1956	Llanfrynnon	d	0551	0623	0718	0828	0938	1048	1158	1268	1378	1488	1598	1708	1818	1928	2038	2148	2258	2368	2478				
84	Llandrindod	0654	0735	0823	1120	1231	1427	1625	1628	1841	2026	2048	Llanfrynnon	d	0616	0648	0743	0853	1003	1113	1223	1333	1443	1553	1663	1773	1883	1993	2103	2213	2323	2433	2543				
110	Llanfrynnon	0723	0809	1107	1231	1412	1611	1823	1829	2038	2038	2038	Llandrindod	d	0644	0688	0783	0893	1003	1113	1223	1333	1443	1553	1663	1773	1883	1993	2103	2213	2323	2433	2543				
128	Llandovery	0642	0747	0834	1132	1256	1437	1636	1648	1855	2034	2056	Llandrindod	d	0655	0718	0813	0923	1033	1143	1253	1363	1473	1583	1693	1803	1913	2023	2133	2243	2353	2463	2573				
146	Llandovery	0703	0808	0856	1154	1318	1459	1658	1710	1916	2055	2117	Knighth	d	0732	0703	0823	0933	1043	1153	1263	1373	1483	1593	1703	1813	1923	2033	2143	2253	2363	2473	2583				
159	Pantymynn	0721	0825	0913	1211	1335	1516	1715	1727	1934	2113	2135	Craven Arms	a	0753	0727	0846	0956	1106	1216	1326	1436	1546	1656	1766	1876	1986	2096	2206	2316	2426	2536	2646				
178	Llanelli	0741	0848	0933	1235	1358	1537	1735	1747	1959	2133	2155	Church Stretton	a	0806	0742	0861	0971	1081	1191	1301	1411	1521	1631	1741	1851	1961	2071	2181	2291	2401	2511	2621	2731			
196	Swansea	0808	0922	1002	1301	1425	1603	1809	1814	2025	2206	2222	Shrewsbury	a	0822	0757	1014	1329	1532	1735	1938	2141	2344	2547	2750	2953	3156	3359	3562	3765	3968	4171	4374	4577	4780	4983	5186

AW 2nd class		SHREWSBURY - ABERYSTWYTH																																					
km		①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮	⑯	⑰	⑱	⑲	⑳																		
0	Birmingham NS 145 d	0625	0727	0729	0930	1029	1127	1329	1530	1727	1831	1827	1930	2030	2039	2143	2150	Swansea	135 d	0431	0502	0554	0654	0804	0914	1024	1134	1244	1354	1464	1574	1684	1794	1904	2014	2124	2234		
32	Welshpool	0648	0749	0752	0952	1051	1149	1351	1552	1749	1853	1849	1952	2055	2101	2205	2212	Llandrindod	135 d	0450	0522	0614	0724	0834	0944	1054	1164	1274	1384	1494	1604	1714	1824	1934	2044	2154	2264	2374	
54	Newtown	0703	0803	0806	1006	1105	1203	1405	1606	1803	1907	1903	2006	2110	2116	2220	2227	Llanfrynnon	d	0510	0539	0634	0744	0854	1004	1114	1224	1334	1444	1554	1664	1774	1884	1994	2104	2214	2324	2434	2544
63	Caerwys	0710	0810	0813	1013	1113	1210	1412	1613	1810	1914	1910	2013	2117	2123	2227	2234	Llandovery	d	0529	0559	0654	0764	0874	0984	1094	1204	1314	1424	1534	1644	1754	1864	1974	2084	2194	2304	2414	2524
98	Machynlleth	0742	0841	0844	1045	1141	1243	1443	1644	1841	1945	1942	2047	2145	2151	2255	2302	Llanfrynnon	d	0551	0623	0718	0828	0938	1048	1158	1268	1378	1488	1598	1708	1818	1928	2038	2148	2258	2368	2478	2588
98	Machynlleth	0746	0848	0849	1050	1147	1247	1449	1650	1849	1948	1946	2049	2149	2151	2302	2307	Llandrindod	d	0655	0618	0713	0823	0933	1043	1153	1263	1373	1483	1593	1703	1813	1923	2033	2143	2253	2363	2473	2583
104	Dovey Junction	0755	0855	0856	1056	1154	1254	1455	1656	1856	1957	1955	2057	2157	2159	2308	2313	Knighth	d	0732	0703	0823	0933	1043	1153	1263	1373	1483	1593	1703	1813	1923	2033	2143	2253	2363	2473	2583	
118	Borth	0805	0905	0906	1106	1203	1304	1505	1706	1908	2007	2005	2107	2208	2209	2318	2323	Craven Arms	a	0753	0727	0846	0956	1106	1216	1326	1436	1546	1656	1766	1876	1986	2096	2206	2316	2426	2536	2646	
131	Aberystwyth	0820	0922	0923	1120	1220	1320	1520	1720	1922	2020	2020	2120	2224	2223	2330	2337	Church Stretton	a	0806	0742	0861	0971	1081	1191	1301	1411	1521	1631	1741	1851	1961	2071	2181	2291	2401	2511	2621	2731

AW 2nd class		SHREWSBURY - ABERYSTWYTH																																							
km		①	②	③	④	⑤	⑥	⑦	⑧	⑨	⑩	⑪	⑫	⑬	⑭	⑮	⑯	⑰	⑱	⑲	⑳																				
0	Birmingham NS 145 d	0530	0639	0730	0730	0830	0930	1130	1130	1230	1330	1530	1730	1730	1832	1833	1930	1930	Swansea	135 d	0431	0502	0554	0654	0804	0914	1024	1134	1244	1354	1464	1574	1684	1794	1904	2014	2124	2234			
0	Borth	0543	0643	0743	0743	0843	0943	1143	1143	1243	1343	1543	1743	1743	1845	1845	1943	1943	Llandrindod	135 d	0450	0522	0614	0724	0834	0944	1054	1164	1274	1384	1494	1604	1714	1824	1934	2044	2154	2264	2374		
0	Dovey Junction	0553	0653	0753	0754	0858	0859	0953	1153	1153	1253	1353	1553	1753	1753	1856	1856	1959	1959	Llanfrynnon	d	0510	0539	0634	0744	0854	1004	1114	1224	1334	1444	1554	1664	1774	1884	1994	2104	2214	2324	2434	2544
0	Machynlleth	0601	0701	0800	0801	0905	0906	1000	1201	1200	1300	1400	1600	1800	1800	1900	1900	2004	2006	Llandovery	d	0529	0559	0654	0764	0874	0984	1094	1204	1314	1424	1534	1644	1754	1864	1974	2084	2194	2304	2414	2524
0	Machynlleth	0601	0703	0805	0808	0906	0908	1008	1204	1204	1306	1407	1608	1805	1805	1909	1905	2011	2011	Llanfrynnon	d	0551	0623	0718	0828	0938	1048	1158	1268	1378	1488	1598	1708	1818	1928	2038	2148	2258	2368	2478	2588
0	Caerwys	0628	0730	0828	0931	0933	0935	1035	1232	1234	1333	1434	1631	1828	1830	1932	1928	2034	2034	Llandrindod	d	0655	0618	0713	0823	0933	1043	1153	1263	1373	1483	1593	1703	1813	1923	2033	2143	2253	2363	2473	2583
0	Newtown	0635	0737	0839	0842	0940	0942	1042	1239	1241	1340	1441	1642	1839	1841	1943	1939	2044	2044	Knighth	d	0732	0703	0823	0933	1043	1153	1263	1373	1483	1593	1703	1813	1923	2033	2143	2253	2363	2473	2583	
0	Welshpool	0650	0752	0854	0856	0955	0956	1056	1254	1255	1354	1455	1656	1853	1856	1957	2000	2102	2059	Craven Arms	a	0753	0727	0846	0956	1106	1216	1326	1436	1546	1656	1766	1876	1986	2096	2206	2316	2426	2536	2646	
0	Shrewsbury	0713	0814	0916	0918	1017	1118	1316	1317	1418	1519	1720	1915	1918	2022	2022	2124	2121	Church Stretton	a	0806	0742	0861	0971	1081	1191	1301	1411	1521	1631	1741	1851	1961	2071	2181	2291	2401	2511	2621	2731	
0	Birmingham NS 145 a	0629	1232	1430	1432	1630	1830	2029	2029	2231	2231	Swansea	135 d	0431	0502	0554	0654	0804	0914	1024	1134	1244	1354	1464	1574	1684	1794	1904	2014	2124	2234	

a - May 21 - Sept 10. r - On ③ runs 3 minutes later. d - Additional journeys Machynlleth - Aberystwyth and v.v.:
 b - From Sept. 17. :- Trains call on request. From Machynlleth at 0453 ①, 0545 ②, 0547 ③, 0647 ④, 0850 ⑤, 0947 ⑥, 1049 ⑦, 1349 ⑧, 1649 ⑨, 1949 ⑩, 2249 ⑪, 2549 ⑫, 2849 ⑬, 3149 ⑭, 3449 ⑮, 3749 ⑯, 4049 ⑰, 4349 ⑱, 4649 ⑲, 4949 ⑳, 5249 ㉑, 5549 ㉒, 5849 ㉓, 6149 ㉔, 6449 ㉕, 6749 ㉖, 7049 ㉗, 7349 ㉘, 7649 ㉙, 7949 ㉚, 8249 ㉛, 8549 ㉜, 8849 ㉝, 9149 ㉞, 9449 ㉟, 9749 ㊱, 10049 ㊲, 10349 ㊳, 10649 ㊴, 10949 ㊵, 11249 ㊶, 11549 ㊷, 11849 ㊸, 12149 ㊹, 12449 ㊺, 12749 ㊻, 13049 ㊼, 13349 ㊽, 13649 ㊾, 13949 ㊿, 14249 ①, 14549 ②, 14849 ③, 15149 ④, 15449 ⑤, 15749 ⑥, 16049 ⑦, 16349 ⑧, 16649 ⑨, 16949 ⑩, 17249 ⑪, 17549 ⑫, 17849 ⑬, 18149 ⑭, 18449 ⑮, 18749 ⑯, 19049 ⑰, 19349 ⑱, 19649

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



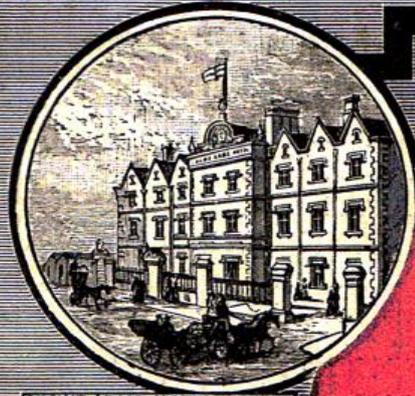
QUEENS HOTEL - BIRMINGHAM



EUSTON HOTEL - LONDON



NORTH WESTERN HOTEL - LIVERPOOL



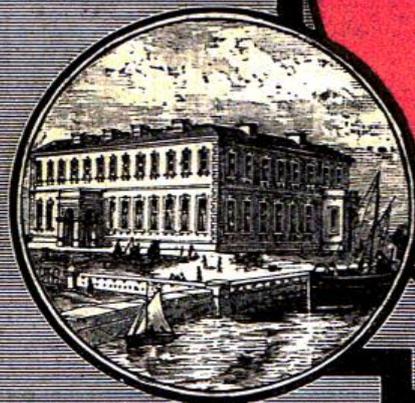
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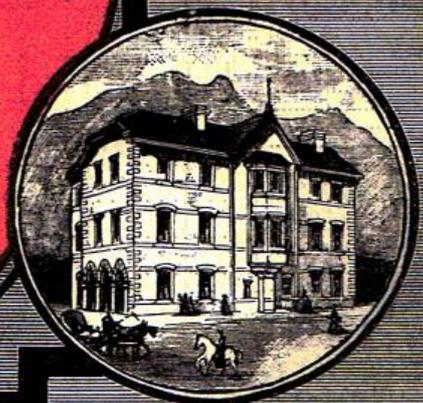
PARK HOTEL - PRESTON

LONDON & NORTH WESTERN RAILWAY COMPANY.



GREENORE HOTEL - GREENORE

AT THEIR
PRINCIPAL
STATIONS



NORTH WESTERN HOTEL - BLAENAU FESTINOG



CENTRAL STATION HOTEL - GLASGOW
CALSDONIAN CO'S



STATION HOTEL - HOLYHEAD



NORTH WESTERN HOTEL - DUBLIN