

Timetable World News

Number 4 · 2023 Winter

It has been a busy four months since the Autumn newsletter. The January 2023 release - just completed - contains 72 new items in the main (free-of-charge) part of *Timetable World*.

The **winter newsletter** has sections about:

- Passenger Locomotive and Diesel Unit Workings in the Newcastle area
- The North Western Road Car Co 1935 timetable
- *Timetable World's* bus timetable index map
- Wagon-Lits 1953.

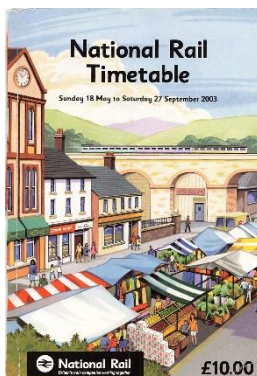
Some might seem obscure topics but we find them interesting ...



Other highlights of the release are a Bradshaw's 1908, two more pre-War GB rail timetables, and a Czech timetable from 1929.

Working (employee) timetables

Timetable World now offers a mirror service for Network Rail's working timetable archive. The 2,200 items from 1994 have been bundled by date and by area, which makes downloading easier than from the main site. All free. [GB Working Timetables](#)



GB passenger timetables from 1948

Completion of the series is within reach. We have scanned and published around 350 timetables, which are available to purchase at £6-£10 per item. All proceeds go to the project. We have managed to source 15 of the 17 outstanding items, and should be able to publish them by end-February. The two missing items are *North Eastern Region September 1956* and *London Midland Region June 1956*. Please help with a loan if you can.

Completion of our coverage would be a real milestone for the project.



The [Workings document](#) provides a fascinating insight into how locomotives, multiple units, train crews and the public timetable all fit together.

It mainly covers DMU-based local passenger services in north-east England but also a variety of steam piloting services, mainly using classes J72 and V1/3.



CI Derby Lightweight DMBS E79140 leading on the 1648 Blythe to Newsham service at Blythe 10/9/60. Photo: John Courtney Haydon, RCTS Collection

Crew rosters are found between pages 20 and 44. This service has a Heaton driver, who is ready at 16:27 for the incoming unit, due 5 minutes later.

HN.10.	Diesel Driver.	p.m.	Ety.	Unit
3 20	Gosforth Shed	3 10		So.G.86
4 27	Manors	3 55		
5 12	Blyth	5 7		So.G.85
5 20	Newsham	5 16		
5 29	Blyth	5 24		
5 38	Newsham	5 34		
	(Break)			
7 42	Blyth	7 25		So.G.87, 88
8 38	Monkseaton	8 3		
10 0	Newbiggin	9 15		
10 28	Manors	10 18	Ety.	
	Gosforth Shed			
	Driver sign on	2 55 p.m.		
	Driver sign off	10 38 p.m.		
	Hours	7 43		

Signing-on point	Page	Turns		
		Weekdays	Saturdays	Sundays
Gateshead	20	5	5	5
Heaton	23	14	18	2
Blaydon	29	9	9	4
Hexham	32	8	8	1
Blyth	34	7	7	
Alnmouth	36	3		
Sunderland	37	19	17	
Carlisle	43	4	4	3



The first 20 pages are concerned with the trips made by each DMU. Each unit and journey is related to a crew roster.

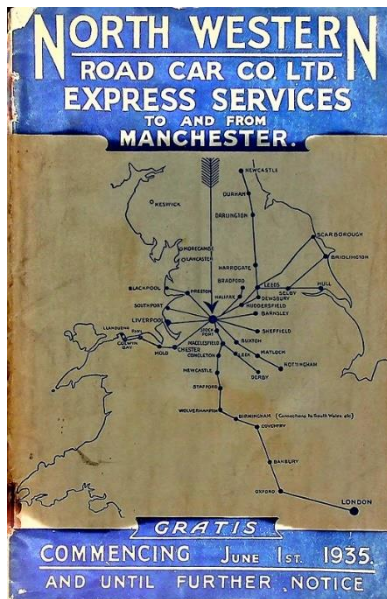
DIESEL UNIT					
BLYTH AND TYNE—MC					
Unit No. 85. 2 Cars. Blue Square.					
		a.m.	a.m.	2 cars	Driver
Blyth	...	6 45	6 40		SY.1
Newsham	...	6 45	7 7		
Newbiggin	...	6 45	7 7		
Monkseaton	...	7 40	8 10		
Newbiggin	...	8 47	9 25		
Monkseaton	...	9 57	10 33		
Newbiggin	...	11 8	11 45		
Monkseaton	...	12 17	12 33		
Newsham	...	12 44			SY.4
Newbiggin	...	1 8	1 45		
Monkseaton	...	2 17	2 33		
Newbiggin	...	3 8	3 45		
Monkseaton	...	4 17	4 33		
Blyth	...	4 48	5 7		HN.10
Newsham	...	5 12	5 16		
Blyth	...	5 20	5 24		
Newsham	...	5 29	5 34		
Blyth	...	5 38	5 43		SY.4
Newsham	...	5 48	5 54		
Blyth	...	5 58	6 10		SY.7
Newsham	...	6 15	6 18		
Blyth	...	6 22	8 0		SY.7
Newsham	...	8 5	8 17		
Blyth	...	8 21	8 27		
Monkseaton	...	8 44	9 3		SY.6
Blyth	...	9 18	9 28		
Newsham	...	9 33	9 39		
Blyth	...	9 43	10 5		
Newsham	...	10 10	10 17		
Blyth	...	10 21	10 55		
Monkseaton	...	11 12	11 22		
Newsham	...	11 33			SY.7
Newbiggin	...	11 57	12 7		
Blyth	...	12 33			

Steam piloting duties are from page 45 onwards.



CI J72 No. 68678 (ex NER) at Heaton shed 4/9/60. Photo: Norman L. Browne, RCTS Collection

Long distance bus travel



Timetable World now has several pre-War bus timetables. North Western Road Car Co was headquartered in Stockport and, through various acquisitions, built up an impressive network based on over a dozen garages in north west England.

As part of the National Bus Company, the company went through a slow break-up in the early 1970s. It lost its urban networks mainly to SELNEC, the Manchester PTE, and other

garages transferred to Crosville and Trent.



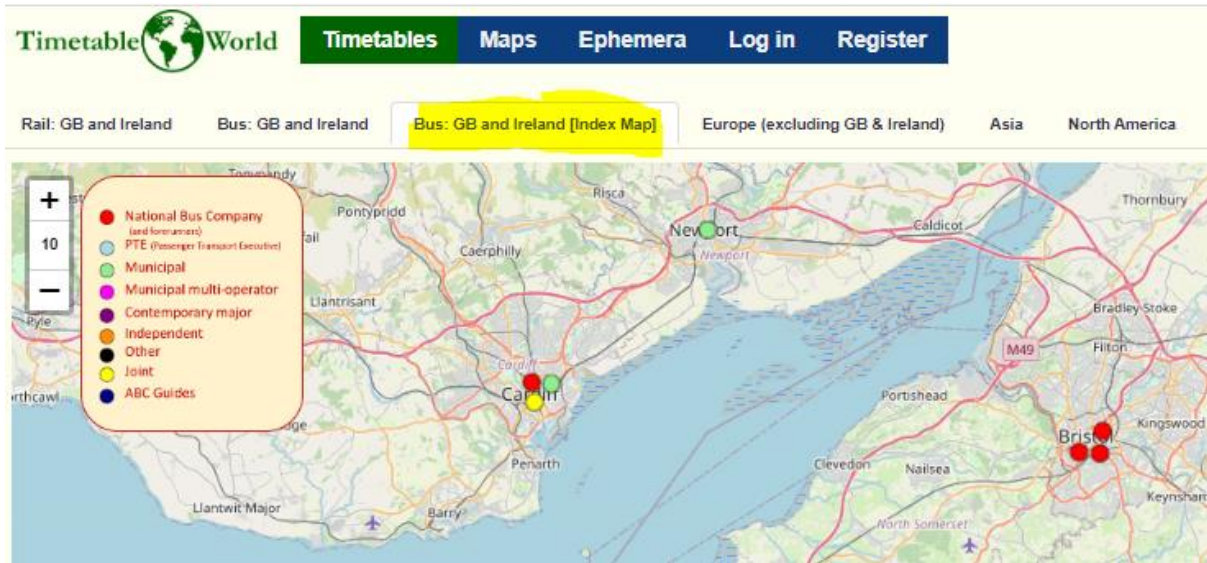
Former North Western Road Car number 206, a Weymann-bodied Bristol L5G registered CDB206, in the Quantock Motor Services' depot in Bishops Lydeard, Somerset. Photo: Geoff Sheppard

But in its early years, North Western was a pioneer of long-distance bus services, mainly for holidaymakers. Before motorways, and using buses with no toilets, these could be epic journeys.

As an example, a hardy traveller could spend 14 hours reaching Lowestoft on the east coast from Liverpool on the west coast, for £2 return. Lunch at Matlock in NWRC territory would probably allow for a driver change, and Peterborough might be where an Eastern Counties Omnibus Co driver took over.

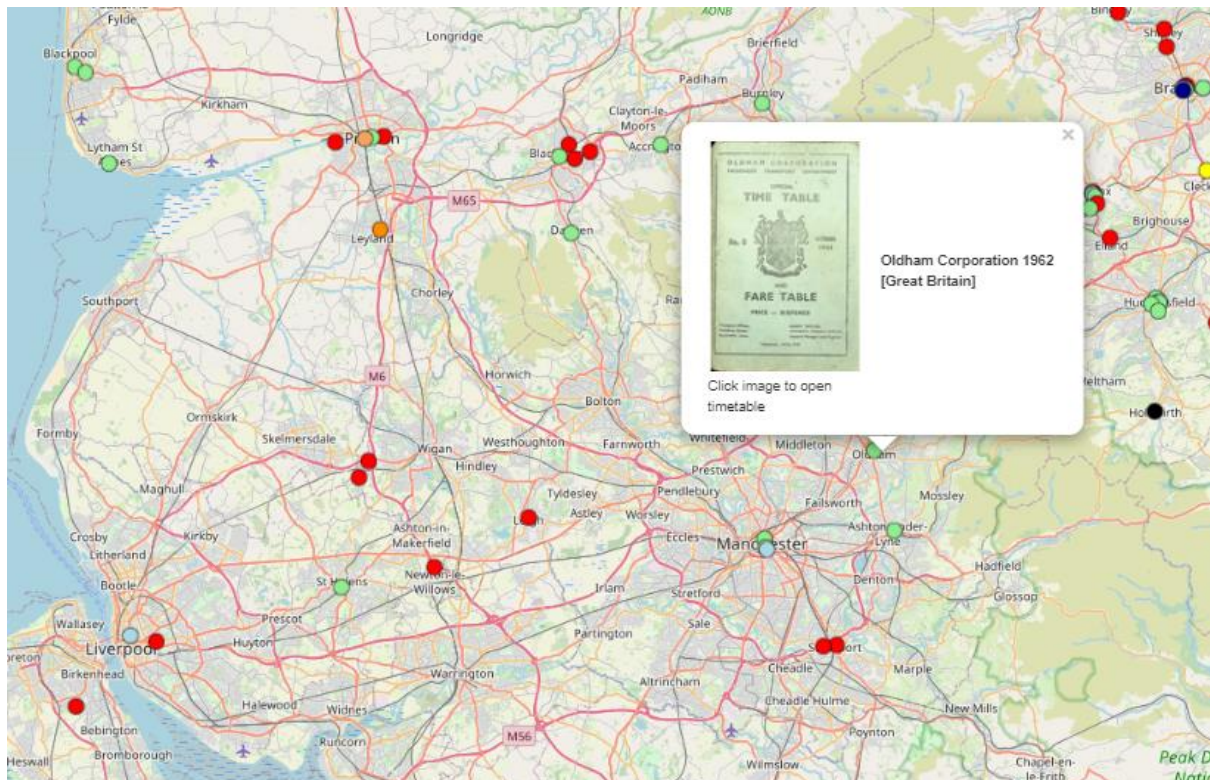
LIVERPOOL LOWESTOFT.	
via Manchester, Nottingham, Peterboro', Norwich and Yarmouth.	
(Joint Service with Eastern Counties Omnibus Company Limited).	
COMMENCING 8th JUNE, 1935.	
LIVERPOOL (30 Islington)	dep. 8 30 am
Prescot (Edwards, High Street)	" 8 51
Widnes (C. H. & J. A. Dawson Ltd., 13 Victoria Road)	" 9 10
Warrington (C. H. & J. A. Dawson Ltd. 65 Sankey Street)	" 9 30
Aittrincham (Kingsway 'Bus Station)	" 9 55
MANCHESTER (Lower Mosley Street 'Bus Station)	arr. 10 20
Stockport (Mersey Square)	dep. 10 35
Disley (Post Office)	" 11 5
Buxton (N.W.R.C. Office, Market Place)	" 11 30
	" 11 59 pm
Matlock (N.W. R.C. Office, Crown Square)	arr. 12 54
Ripley (Market Square)	dep. 1 39
Nottingham (Huntingdon Stree 'Bus Station)	" 2 8
Grantham (J. Large, 30 St. Peters Hill)	" 2 45
Stamford (Greenhills, The Cannon)	" 3 48
Peterborough (Long Causeway)	arr. 4 40
	arr. 5 17
Wisbech (Horse Fair)	dep. 5 47
King's Lynn (Library)	" 6 42
Swaffham (Market Place)	" 7 16
	arr. 7 58
	dep. 7 58
East Dereham (Market Place)	" 8 30
Norwich (Omnibus Station, Thorpe L.N.E.R.)	" 9 12
Gt. Yarmouth (E.C.O.Co. Office, Church Plain)	" 10 4
LOWESTOFT (Waveney Road)	arr. 10 30

GB & Ireland bus map



Have you discovered the interactive bus timetable index map? It's available from the third tab in *Timetables + Timetable Search*.

The map can be zoomed and panned, and there are alternative map layers available (top-right button). Click on the dots to follow a link.



Limitations: Some timetables cover a large area, particularly the bigger companies (red dots). We place the dot in the main town, or several dots, so try looking over a wider area.

Wagon-Lits 1953

The *Compagnie internationale des wagons-lits* (in English, the International Sleeping-Car Company) provided sleeping cars and restaurants across much of Europe, the Middle East and the French/Belgian colonies in Africa.

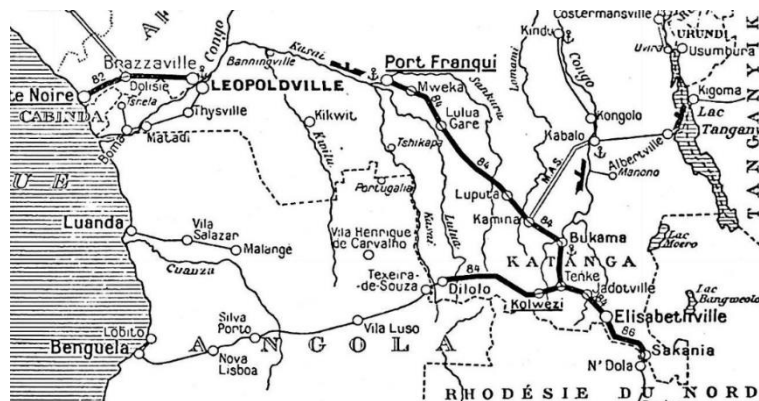
International travel suffered because of European wars, but the 1953 timetable shows commendable recovery. Eastern Europe had skeleton services, but vestiges continued to Warsaw, Sofia, Prague and the like.



The timetable is full of famous names – *The Golden Arrow*, *Orient Express*, *The Blue Train*. Leaving London at 11:00, a British traveller could reach Baghdad in luxury on just three trains. After the Dover boat train, the *Simplon Orient Express* operated Calais to Istanbul, requiring a change of carriages somewhere before Trieste. Arrival at 19:50 on Day 3. The *Taurus Express* left Haydarpaşa on Asian side of the Bosphorus the following morning at 09:00 and reached Baghdad on Day 7.

"SIMPLON - ORIENT - EXPRESS"									
20 LONDON - CALAIS - PARIS - LAUSANNE - MILANO - VENEZIA - TRIESTE - BEOGRAD - NIS — SOFIA - ISTANBUL THESSALONIKI — ATHÈNES									
Kms		1.2. cl.	1.2. cl.			1.2. cl.	1.2. cl.		NATURE DES SERVICES
		11 00	dép.	LONDON (Victoria).....	arr.	19 50	—		« Z » 1.2. cl. (V ^{re} 1) ... PARIS-SOFIA-ISTANBUL (circule les mardis au départ de PARIS.)
0	82	14 40	dép.	CALAIS (Maritime).....	arr.	15 23	↑		« Z » 1.2. cl. (V ^{re} 2) ... PARIS-ATHÈNES (circule les lundis, mercredis et vendredis au départ de PARIS.)
299	↓	18 32	dép.	PARIS (Nord).....	dép.	11 50	↑		« Z » 1.2. cl. (V ^{re} 3) ... PARIS-THESSALONIKI-ISTANBUL (circule les jeudis et dimanches au départ de PARIS.)
0	5	18 58	arr.	PARIS (Lyon).....	arr.	10 41	↑		« Y » 1.2. cl. (V ^{re} 4) ... PARIS-BEOGRAD (circule les lundis, mercredis, vendredis et samedis au départ de PARIS.)
315	↓	19 50	dép.	DIJON.....	dép.	9 20	↑		« Y » 1.2. cl. (V ^{re} 5 et 6) PARIS-MILANO.
462	50	22 49	arr.	VALLORBE.....	dép.	6 15	↑		« Y » 1.2. cl. (V ^{re} 9) ... CALAIS-TRIESTE.
509		23 05	dép.	LAUSANNE.....	dép.	6 01	↑		OSTENDE-ATHÈNES (V ^{re} 5 du "Taurin Express", voir tableau 14).
534		1 46	dép.	MONTREUX.....	dép.	3 48	↑		« Z » 1.2. cl.
655		2 10	arr.	BRIG.....	dép.	3 24	↑		« Z » 1.2. cl.
696		2 47	dép.	DOMODOSSOLA.....	dép.	2 46	↑		« Z » 1.2. cl.
735		2 50	arr.	STRESA.....	dép.	2 40	↑		« Z » 1.2. cl.
821		4 37	dép.	MILANO (Centrale).....	dép.	(1) 2 20	↑		« Z » 1.2. cl.
949		4 46	arr.	VERONA (P.N.).....	dép.	9 55	↑		« Z » 1.2. cl.
1090		5 25	dép.	VENEZIA (S.L.).....	dép.	0 48	↑		« Z » 1.2. cl.
1219		5 47	dép.	MONFALCONE.....	dép.	0 05	↑		« Z » 1.2. cl.
1247		6 26	dép.	TRIESTE (C).....	dép.	23 42	↑		« Z » 1.2. cl.
1276		7 47	arr.	POGGIOREALE CAMPAG.....	dép.	23 04	↑		« Z » 1.2. cl.
1282		8 20	dép.	SEŽANA.....	dép.	21 48	↑		« Z » 1.2. cl.
		10 35	dép.		dép.	21 27	↑		« Z » 1.2. cl.
		12 23	dép.		dép.	19 13	↑		« Z » 1.2. cl.
		12 43	dép.		dép.	17 17	↑		« Z » 1.2. cl.
		14 57	dép.		dép.	16 43	↑		« Z » 1.2. cl.
		15 23	dép.		dép.	14 48	↑		« Z » 1.2. cl.
		15 43	dép.		dép.	14 05	↑		« Z » 1.2. cl.
		16 10	dép.		dép.	13 41	↑		« Z » 1.2. cl.
		16 20	dép.		dép.	13 13	↑		« Z » 1.2. cl.
		16 29	dép.		dép.	12 55	↑		« Z » 1.2. cl.
		17 09	dép.		dép.	12 46	↑		« Z » 1.2. cl.
		19 34	dép.		dép.	12 01	↑		« Z » 1.2. cl.

How about travelling 1st Class up the River Congo to the copper-mining province of Katanga? It's in the timetable ...



Timetable World

The archive

Timetable World is a fully digital historical archive. The online archive covers transport modes with regular schedules, meaning railways, urban transit, bus services, and airlines. It includes timetables and maps.

<https://timetableworld.com/>

The aim is to have representative examples at different times, not comprehensive coverage of every time. The focus is on transport networks in timetable books rather than loose leaflets.

Volunteering

Timetable World is run entirely by volunteers. The archive is non-commercial, free to use, and privately funded by the administrator. If you find it useful, please consider what you can give back:

- Sign up for indexing tasks online
- Contribute timetables for digitisation as a loan or donation.

The Timetable World Shop

There is a charge made for downloading PDF files of timetables for customers to "own". The proceeds help to defray the costs of running the website.

Amazon

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