



Not at all a startling or sensational production, but in many ways interesting - the chief features being the S.E. & L.S.W. thro' service via Hendon, and the Heysham Isle of Man Boat service.

Taking the various points in detail, we have  
on (1) London - Manchester service:

Very little news. 12.0 ex St. P. freed from its Blackburn & Leeds plan, takes time 3 hrs 40 - and - with the 5.35 down & 12.0 up - should certainly be standardised to 3 hrs 35 mins. The 10.30 ex Mer. is made very hard by a stop at Chinley, and additions to its load. It really might excusably have 3.40. allowed, for unless double hauled ex Chinley, it can rarely reach Lic. on time.

Most of the trains by July 1905 had an X stock & few dines - usually = 11, and were loading very well. But the 4.15 ex Mer. will - as usual in summer - have much to imperil its unpunctuality, as when the Leeds non-stop is late, either the 5.19 ex Trent or the 4. ex Sheffield is almost bound to delay it.

(2) Thros' - via Hendon.

Good - on the up run. a 581 start - stop run Lic. Hendon, and had a condit stop in that at Luton to set down from Manchester! Down service not exciting. The S.E. and S.W. connections all sadly slow, and I fail to see any need to run thro' cars from



been too much as a cozy timing - and the  
 Highlands took change from worse, e.g. up train  
 loses to far north connections and takes, as  
 in winter, 9 hrs. Ed. London, and the 7.30 down  
 is reinstated at 7.15, via Leicester and Shepp.  
 arriving Ed. at 3.45. This is 10' deceleration  
 (harder low work), + an earlier start - greatly  
 to be deplored. On the other hand, the train will  
 look better, as it will have much more roadside  
 traffic (e.g. STP - Leic & Shepp, consequent upon the  
 earlier start of the 6.45) which will be convenient  
 thro' pass, and the Sheffield stop is good.

Day trains: 9.30, 11.30, 4.30 as usual: 9.45 still  
 184' non-stop to Shepp. but stop at Hill. (quite  
 right, as it avoids the 1904 Leeds - Gt. pts on  
 the 9.30) + still arrives Carlisle 4.0. But  
 the 2.22 proceeds from Hill - Harrow. & is  
 sure to cause delay

11.40 non-stop to Hott. in 2'20" - horribly  
 easy - and thence via Sheffield, finishing up  
 with 127 min. non-stop Leeds - Carlisle. I do  
 not like it. It ought to (& could) call at  
 Sheffield, for the 2.20 p.m. + 2.25 p.m. and two  
 Sinter cars. + the 11.30 can't take them.

Up Day trains: 11.50 call stop at Harrow. + 12.0 at  
 Hill. a risky arrangement - but gives a Glasgow -  
 Isle of Man connection, for what it's worth. The  
 6.15 in unhappily dealt to 6.20 -, a total loss now  
 of 25' Gt. - London since it started in 1961.

1.12 call ceases to call at Hill, thereby getting  
 done on to the 2 p.m. ex. (forth, calls at Appley  
 B. - not a bad idea - + still does the Leeds - London  
 non-stop in 3 <sup>3</sup>/<sub>4</sub> hrs. 1.30 calls at Skipton (not  
 Hill), and a new 1.40 follows from Carlisle for the  
 4.4. a good plan (if it does not call for too much

arriving even in time to connect with the 6.50 p.m.  
 Leicester - London. It would seem to be possible to effect

marshalling at (Lancaster) & balanced by the new 2<sup>nd</sup>  
day. newspaper 4<sup>th</sup> down at 11.35 from Hull, a new  
mileage on 2<sup>nd</sup> - 3.55 ex Carl. unchanged  
except for an extra 5' Luton - London: 4.45  
still with miserable condition.

Not a very nice service. The delay allowances  
are bad: from 1.12 ex Carlisle or 1.30 ex NP should  
call at Appby, and more use should be made  
of the scotch trains towards the estab. of a  
regular 3 hrs (or less) London - Sheffield service.  
And the down nights should be 7.30 still, &  
not include Sheffield -

(5) Isle of Man, via Heysham. Quite a good down  
conn. on 8.30 ex STP, and 12.12 from Sheffield  
is good (more can be made up load well) except  
for the delays that will occur at Skipton &  
Hull, & 12.0 Carl. is late. But I do not like  
Leeds & Badf. to Heysham & vice versa (3  
trains to the Harbour are too many), and  
the up trains are so irregularly & clumsily  
arranged that they cause much trouble round  
Keighley.

(6) The new Bristol &ournemouth services are  
good & just fall short of being good. There are  
some really fine ideas - e.g. 10.55 ex Bristol -  
but the mileage new from West. North is  
excessive. I doubt the 6.5's utility, and the  
10.55 needs a Sheffield connection. But the  
Moor is a promising one & will pay.

Unhappily the main errors in the timetable  
are still to be found. Hundreds of down exps.  
have Bedford to call to delay them & then  
all some ghastly up invitations to delay  
(like 5.59 - 6.5 in!). But more attention in  
the timetable to make more use of the  
mileage than usual, & that is a welcome  
sign.

REC

arriving even in time to connect with the 6.30 pm  
Leicester - London. It would be possible to effect

Sat: July 1st - at Carlisle.

Heavy - but not excessive - traffic: the confusion at Leeds etc must have been enough to make the down-Goatle trains so late. The timings compressed few novel features, so there was no excuse. Of course the 10.55 Bristol did v. badly to Leeds, and delayed the 11.30 - and of course the slow 2.22 ex HEL. delayed the 9.45, a most unpropitious start.

- 9.30: 19 HEL 21 app. ad Carl 4.4. vxd sig. 9 BELPaire - at 14 1/2 (Ly in front ex HEL.)
- 9.45: 15 HEL. 22 app! Carl. 4.25 821. v = 13 1/2. (9 1/2 from Hendon, 1 1/2 tra, v 1 1/2 Lpl. Ly in rear ex HEL.)

11.30: 35 HEL. 32 app. a Carl 6.22  
 199. (REbuilt) v = 18  
 2 comps, from Ley.  
 big van & compo. Bristol  
 B2 3rd }  
 3rd }  
 1st new 12w DC } London -  
 compo. }  
 compo. }  
 6w van }  
 All for Glasgow & v fully

(4 types of stock in consec. cars, i.e. Glasgow built 3rd B. new new 3rd. old 3rd line, new like 1st BC!!)

11.40. 24 HEL. 23 app. stop outside Carl. but and at 6.31.  
 800 (Belp) v 1 1/2 Bristol + 80TP, only 9 1/2.

3.55 out. 9 late app. left Carl 4.7. 818. v = 15 alone (an extra compo Carl-Leeds. & the end. Cars on).

Monday, July 3rd - at Carlisle.

11.50. ad 11.48 NB left 11.57. 2632. v 11 1/2  
 makeup: 1 1/2 Ed - Bristol  
 1 1/2: 2 1/2 1 1/2 Carl-London.  
 1 1/2 1 1/2 1 Ed - London.

and toward marshalling, it is quite impov. to insert the Carl cars & get train away in 5' if times exceeds. The Cl. train must be delayed. Remedy is  
 ① Ed-B2. Car in rear, so Carl. led only has the cars to get in front with the 1st EU9.  
 ② Ed car in front, del'd with NB EU9. & kept back for 12.0.

12.0: ad 11.55 xxx 11.58 left 12.5. 817a. 800 = 16 1/2.  
 1 1/2 Bristol: 12 1/2 SEP. 2 1/2 tra. No marsh at Carlisle.  
 Balc train v full. esp the Bristol car. Why didn't Carlisle take work 2632 alone out of 800 out the 11.50, saving the mileage of 817a to Ais Gill -

11.3 HEL: 5 HEL. 18 App!  
 11.36. 5 HEL.

Sunday: July 7th. St Paulas

2.10 to Hendon 2.2  
 2.15 " 2.10  
 Thro' 851. 6.9. 2.19 an Hendon.  
 4.42. 18 BED.  
 4.52 4 BED!  
 6.5. 4 BED = 14 2596.  
 6.20 7 BED. and 6.23. 820 v = 14. 1 1/2 H9U = 191. 1 1/2 not.  
 #7.30 7 BED. and 7.38 1860 v = 11 1/2.  
 7.40 and 7.43. 22. (7'9") v 1 1/2 Bux 1 1/2 H9. 6 1/2 sleep  
 7.50 and 7.49. BELP + 11. not very full.

3.00 left Hendon 2.0 1853. = 9.  
 2.15. 2.29 Hendon! = 12.  
 6.30. 1855 v = 15. v full. 1 1/2 not: 9 1/2 mu: 1 1/2 Lpl. 1 1/2 HTR BED?

7.15. BELPaire (Leeds) v = 11.  
 vix. X 8w compo DC } Bradford.  
 X 12w DC. }  
 X B2 compo Perth  
 X sleeping car & compo - Swona  
 X sleep car & compo - at  
 X Clp. compo - 7. William  
 X Van - Ed.  
 further pass. but also failed for whom an extra car should have been provided.

\* 181 late Bed on 8th following 7.40 in front of 7.50!  
 Monday night and Saturday, July 7th and 8th  
 Friday Down.

7.15 pm Friday: 820 - 12 1/2 STP. 14 1/2 ex sleep  
 0 STP 5 Ltr. (sig w. v. b. v. 2 p. v. v.) 14 sleep  
 (8 exia at cat) - 14 Leeds - left for north 12.19 (18 late). two eng & load = 16 1/2.  
 :- 3: 4 1/2 Ley. exhaust to Stranraer. 1 1/2 Ly - Ed. v 10 1/2 ex STP. all the class (N.C.) was run there from STP - Ed. bns, and the train was well filled, the mainly with local and excursion pass, so the at the thro pass. had a poor time of it.

8.30: 8 Leeds. 9 HEL. a 190 + 10 1/2  
 9.30: only 3 laa h. m. m. t. but :-  
 Leeds 1.50 20 Leed. 29 HEL !!!  
 - 2. a 19 "  
 The Ley. was sent special from Hill to Carl. at 2.53 as 10pla 247 - all crowded with excus pass & all mixed.  
 2.54 left Hill for C. ft. 3.10. and 3.46.

Sat. Downstairs.

12.10 noon Brad - Heysh 28 late. Hill.  
 12.10 " Leeds - Heysh 26 late Hill  
 12.12 " Sleepy - Heysh ad Hill 1.57. 16' late + fairly heavy.  
 9.30 STP: 2.0 Skipton 2' late  
 9.45 " 2.9 Kley. 3' late.  
 10.30 STP 8 Sleepy. 16 Norm. ad Leeds 3-14.  
 10.55 Bristol: 4 masb. ad Leeds 3.19 (7') - 893  
 v 7 1/2. (Ed 1 1/2: 91.3: Brad. 3.)  
 11.30 STP: 2 masb. 1 Norm but and 3.27.  
 (X'd by 10.30 STP) : 823 v 12 1/2 ou.  
 left 3.35 for Carlisle  
 11.40: 1 Sleepy ad Leeds 4.0. (5').

Upstairs:  
 Friday. 7.30 to 2 Bradford. = 0 mi.  
 7.56 - 3 late.  
 highest from Carlisle all of year time.

Up. (Sat. July 8<sup>th</sup>)

11.50 Carl. 5 Hell. but 20' Bedford!!  
12.0 3 Hell. " 25' " "  
12.45 Keysham. 0. 813 a & 14 (30p. 4 St. 7 Bradf).  
S'igns & 199' with by (12.0 Carl & left  
Kley at 214 Sluff & 2.18 Brad. S'ign late.  
The Sluff pt. was badly delayed  
all the way out. Masbros by the  
12 ex Carlisle - with Sluff similarly.

12.55 Keysh. D. 1407 & 8 1/2 (7 Leed. 1 1/2 hr) -  
passing Kley 2.21. & badly x'd all way  
out by Bradf pt. of 12.45.  
These trains will always do badly & the  
timetable here is notoriously impossible.  
Remedy is simple. Start the 1.0. m. Boat  
30' late. Let 12.45 leave Keysham 12.55,  
first stop Saltburn, then to Sluff & 12.55,  
as now (this wd avoid delay from the  
12 ex Carl. and then enable the Sluff  
pt. to proceed from Hunslet on 2.45 ex  
Leeds) : 12.55 leave Keysham 1.0.  
Call Lane, Hell, Skip. & Kley (not wd  
not x'd by Bradf pt. of 12.45. which  
must be on present timing).  
Similarly the down 1.0. m. Boat train  
to Keysham are badly arranged, as  
regards Leed & Bradf plus, and time  
as late to Sk. W. will always delay the  
12.12 ex Sluff & 12.0.

2 cattle: 12 late Hell. ad Leed at 3.49. = 18'  
1.14 Carl 11 Hell ad LD 3.55 (6' outside)  
3.45 left Leed at 3.59.  
This too is an awkward arrangement.

1.30 Carl & Hell. but x'd badly round Leed  
Platform working in afternoon at Leed.  
arr. dep.

3.0. (1030 STP) no 1. — 317 (Brad) no 3. The  
London car is drawn out of no 1 & att  
to rear of Bristol on no 3. Almost  
sure to delay 11.30. as it did on this  
particular day!

3.12 (Bristol) no 3. (split up)  
no 2 is used by the 3.32 Lakes Train.  
3.22 (11.30 STP) no 1. dep. Han & Carl. Both no 1.  
3.55 (1.40) no 2. dep 4.0 Carl no 2.  
3.31. (CFTU) no 3. } Easy  
3.40 (Carl) no 4. dep 3.45 London no 4. } good.  
3.52 Carl no 1. dep 4.0 Lond no 1.  
not at all bad. but it depends much  
on punctuality, partic. as regards the  
3.31 and 3.40 from north.

All the up trains doing badly (down  
Scotts good) this day. eg. STP Boats:

down	3.35	-	10	late	BEOP
	3.50	-	5	"	"
	4.42	-	14	"	"
	4.52	-	10	"	"
	5.40	-	37	"	"
	5.59	-	7	"	"
	6.5	-	20	"	"
	6.20	-	25	"	"
	7.30	-	14	"	"
	7.40	-	18	"	"
	7.50	-	9	"	"
	8.5	-	7	"	"

especially bad as regards the  
11.50 & 12 ex Carlisle.

Monday July 10<sup>th</sup>

(Boat)  
down 10.40. Beef 6  
10.55 " 6  
1.4 " 14  
1.25 " 7  
4.52. and 5.30 3 stops outside  
7.30 - Bradf. 2  
7.40 " 3  
7.50 " 5

1.30 ex STP. Hendon 1.43. at 4.40 a. 14  
2.0. 2.12 Hend. 856 a. 13  
2.15. 2.28. : 13 n 7'9" single.

7.30 out 1860 single at 12 1/2. loco doing  
badly. train delayed 20' by some  
wagons off at Alfreton & and  
leed 30' late : quite good.

14:  
2.10 2.7 Hendon 845 a. 11  
2.15. 2.14 " 2634 a. 11.

Shro 'at Hendon:-

down  
arrd S.W 1.46. 4 1/2 Passes 16 } + fan  
SE 1.53 4 1/2 " 20 }  
left (158) 2.0. 9. a Bupaire.  
quite nice stock.

makeup ex K. ex S.W. { 1 1/2 Leic short  
1 1/2 " "  
1 1/2 Bradf.

hardly any  
delay at  
Hendon & all  
worked well. ex SE. { 1 1/2 L & Brad  
1 1/2 " "  
1 1/2 Leic.

up train and at 2.20, nose over, 851.

Tuesday, July 11.

10.40 m. Keysham 40' late. & fold notably  
the 828 but also 835 ex Holt &  
3 Trains ran. Also an unrec. Ref  
ran Leed - Holt 828 0 Note = 8  
& passed Hend 10.28 : and SP 10.46 !!  
6.22 Leed. 2 Sluff 3 hnt. 12 STP - all  
lost by delay from Hendon.  
4.45 Carl. 0 Bradf.

Saturday, July 15<sup>th</sup>

Down:  
12.18 Sluff. (830 STP), 13 Sluff. 18 Cudw. !  
9.30: 6 Leic. 5 Chest x'd 7' by 12.18 Sluff at  
Vloans mill ch. & 13 late Leed. = 11 1/2.  
left Leed 1.40.  
9.45. 12 1/2 & 2634. 2 Sluff. 4 norm 5 Leed.  
10.30: 17 Sluff. 16 Cud. 19 Norm (at 3.2) -  
and 3.19. a Ref 4.40 & 14 1/2  
1.48 Derby: 2 mas. 3 Cud 5 norm (at 3.4)  
badly x'd by 10.30. & ad Leed 3.22  
1676 usual 5.7.  
11.30. 12 Mast. 12 Cud. 11 norm x'd at Leed  
by L.E. and arrd 3.35. 829 a. 14  
H gate left 3.38: Scotch 3.42. 4 1/2 on  
3.32 left left 3.44. = 13 1/2. & did so badly  
that was kept at Buirley for 40 ex Leed. !  
11.40: 1 Sluff. 2 norm and 3.58 11 1/2 on  
Scotch left 4.6 804 a 9 1/2. loco doing  
bad & took pilot at Hell. and Carl.  
6.20. (11.30 was 17' late Hell.!).  
1.30: 16 Leed 22 Carl. Longby loco. a  
Belpau & 15 alone.

Up:

11.50 Carl: 3 Hell. and Leed (no 2) 2.13 800. 12 1/2  
left 2.17. 2631. & 12 1/2  
at 1 1/2 from Sluff - with 1 passenger.  
12 Carl. 1 H. 3 Sk. badly del'd outside Leed &  
ad 2.24. 804 a 12 1/2. Lond left 2.29 1853 a 12 1/2.

(15/17/05)

2.18 to Sluffd left Leeds 2.22, no 3. & was  
x'd outside for 12 Call to run in.  
2.45 Leeds - local from no 2. Left at  
2.50. Bradford only and 2.45. The  
make up was:-  
x 1 1/2 Leeds - Bourneouth  
x 1 1/2 Ed - Bristol  
= B. x 1 1/2 G. " "  
1 1/2 Brad - Bristol  
1 1/2 slip. Brad - Chestfd  
= 3 Brad - Sluffd via mastros'

12.45 Keysham. 0 Kell. 5 Skip.!  
12.55 " " 4 early apply. 0 Leids.

2.0 cfta: 3 Kell 5 Sk. and 3.44 (!!) = 17.  
1.14 Carl: 12 Kell and 1.34. with 4 B to  
debate from rear.  
left 3.59. 1860 & usual = 11.  
1.30: 9th Kell and 1.42. = 15 1/2  
3.55: 2' Kell  
4.45: v. late off N.B.R. 62' Hazouby!

very bad delays at Leeds with up  
and down afternoon trains. Badly  
arranged platform workings, a  
bad timetable, and an ignorant  
and slowly staff will produce  
the same delays every busy day.

Monday, July 17

Down.

11.3 Kell - 12.40 and Carl.  
11.36. 9 Kell and 1.19. Belp & 11 1/2 (7 ex  
num. 4 1/2 tpi) well loaded.  
9.30. 15 late B. noon.  
2.22 Kell. 2.59 from Houlou  
9.45: 3.6 Houlou. badly x'd sigs -  
11.30. 5 Leeds.  
11.40: Leeds 3.58  
4.5 - 8.12 & 9 1/2.  
(11.40 had ex STP. 1 1/2 Skbley. 8 Scott  
& 1 1/2 in rear Bradford) -  
1.30. 3' late mastros!  
5.35 STP: 2.59 from Houlou just being  
stopped by 5.3. Late in front. and had  
also to reckon with the 6.0 well.  
(5.35 due Leic. 7.27) W<sup>n</sup> was 14' late Desbros!  
6.0 well " " 7.19)  
6.30 0 BED. 7.15. 7.50 Luton

Up.

11.50 Carl: 11.49 } 800 x 12 1/2 Carl attacking in  
11.54 } rear now to  
12. } 11.58 } xx'd by 11.54 out simplify marshalling.  
12.4 } 12.4 }  
1.14 at 1.15. 1884 11 - 1.07 at Leeds  
transfd to 1.30. 5 late Belp. and  
STP at 7.32. Belp & 11 1/2  
(7.40 and 7.45. 7.50 at 7.57.)  
1.30: 5 Carl 8 Leeds 11 STP. Bad  
station work all the way.

Traffic not heavy, but badly worked.

Sunday, July 18th

Down

12.7 STP. 21 late Kott!  
1.30. 5 Trent 4 Sluffd.  
up.  
12.45. 0 Leids 11. 12.50 0 Leids 6.  
1.30 Carlisle: 0 LD - 13 0 BED  
due STP 7.30 - 1.13  
7.40 4 Bed  
7.50 0 Bed.  
6.22 Leeds. 0. 2.185. 1 Sluff. 2 Kott. BSt.  
and STP 10.31. Load 11. 7' delay  
Sigsheadon - STP, again!

Saturday, July 29:

all trains work heavy, and very badly  
delayed by bad working around  
Sluffd, espe. on 1.30, with only 2'  
late here. was 26' late Leeds. Kott. bad  
work of 2.27 ex B. Ham and other  
exps similarly treated.  
Trains to west down'g. badly in  
morning, all about 20' late Derby  
and losing time steadily to B. Ham!

Sunday 30 - Monday 31.

night trains - up & down - v. Jan. and  
not at all a heavy traffic compared  
with that of L.C.

Tuesday night Aug. 8th

STP and Board:-

7.30 in - 29 BED  
7.40 - 12 - pred 7.30 -  
7.50 13 - four 7.30  
8.5 9  
10.0 in. 9.20 Amp 5'. but 952 Local  
was 17 late ahead!  
10.25. 9.43 BED. 16'.  
11.15. 28 Late

& ans. of up spds ex Leic.

up rights. v. Jan 7.30 am in. 21'

8.30 down 0 STP 12 Leic. 14 LD!! = 11. Bad  
sig. delays

9.30 0 & 14 did

Thursday, Aug 10th. - afternoon

2.15 down. 0 STP 4' Kott Low: 12. & 13.

up train down fairly well during morning  
and afternoon. But the 7.30 batch did badly

4.40 Kott - Leic. 8' sig. Trent - Lough by 4.0 ex  
Derby.

3.45 LEEDS: 9 mast 9 Trent. 5.47 Leic. 6 BED.  
2634. & 11 1/2.

4 Sluffd. 0 Sluff 11. BED. apparently 14 late  
ex well. & bad. usual load +  
a p'opd. single!

4.15 Ma. x'd to Leic by 5.19 Trent / 8 late - and  
following 3.45 Leeds) and Leic 6.4 - 6.8  
Sluffd well by 4.0 Sluff. & outside STP  
as usual. so arrd 7.52

The usual MR middling.

Sat Aug 12.

ml very unpunctual, numbers of up  
trains 40 50 & 60 late Bedford.

best trains equally bad at B. Ham.  
Hopeless confusion prevails - many were  
died, & there were a lot of Ret. volute  
excess from Salisbury plain & M. head.  
Regular traffic & ex. heavy, but much of  
the delay was due to Bad working.

MR West of England Exps. Marshalling. 105 Summer.

9 a.m. ex Derby :-  
Lug (thru Bham)

$1\frac{1}{2}$  B<sup>1</sup> compo. Heysham. Bristol

$1\frac{1}{2}$  X 3<sup>rd</sup>

$2\frac{1}{2}$  XPR OC. } Sluffield - Bristol

$1\frac{1}{2}$  compo

1 Van.

1-2. 12W compo Notts - Bristol

and time of 4.  $5\frac{1}{2}$  hots - Bham.

load shed thus be much reduced at  
Bham with an. often attached 3<sup>rd</sup>'s  
clear in front for West (excursions).

10.50 Derby.

8 Cars Derby - Bristol

ptu. York - Bristol

$1\frac{1}{2}$  MR compo: Plymouth

$1\frac{1}{2}$  G.W. compo Kingswear.

LEIC car att'd in front at Bham: Lug thru

1055 Derby:

B<sup>1</sup> 3<sup>rd</sup> } Templecombe. (from )

compo

van

X 3<sup>rd</sup>

X compo. } York - B. mouth

Small van

8W. 3<sup>rd</sup>

8W B<sup>1</sup> compo } Notts - B. mouth

9.0 Bristol:

- 1 = 1/2 B<sup>2</sup> compo - Lec. (det'd B. Ham.)
- 1/2 3<sup>rd</sup> Derby (usually run)
- 6.8 Turn. Bristol - Scarborough (ordinary non com. stock)
- 1/2 Bath - Sheffield

(2 rows 2 3<sup>rd</sup> & 2 1<sup>st</sup> 3<sup>rd</sup> to Scarborough)

9.45 Bristol: (usually at 10 1/2)

- 2 = 2 M'or.
- 1/2 1/2 Scarborough
- 1/2 1/2 1/2 1. Newcastle.
- 1/2 1/2 Bradford all MR stock.

10.55 Bristol.

- often 1/2 x 3<sup>rd</sup> Derby } ex Bristol
- 3 = 4 1/2 Scotland. }
- 1/2 Bradford }
- 1/2 Bradford }
- Derby { 1/2 = 2 1/2 DCs. } ex B. mouth
- 1. Van }
- one to w compo (often)



right of Friday, Aug 4, 1905

1<sup>st</sup> decided. but division not required really.  
1<sup>st</sup> left 7.16 Load 4 Brad: 8 1/2 Scotch (+ 2 Scotch at Shef).  
Belpau de way. 16 late Carlisle. But no delays  
after sleep. & a very decent run. I am needed  
more 3<sup>rd</sup> cl. accom. as the thro' pass. were badly  
overcrowded with local pass'ers. Carl 1.50 a.m.

2<sup>nd</sup> 7.15. only 6 1/2. (+ 1 1/2 ex Hill.) 26 Hill. 35 app  
a Carl 2.5 & 2.11. a bad road evidently.

8.30 HP : 18 & 24 app Carl a 38. Belp + 15 ow.

due Carl 3.35 London. Scottish exch. 2 rebuilds & 13 splendid  
8 wgs with 96 coupes (956 seats!) very  
good work & an object-lesson for L & WR.  
ad Carl 3.52

Carl:  
1<sup>st</sup> 4.15 m. ex Hill. 3 early Hill. and 4.12. = 12 1/2.  
2<sup>nd</sup>: 249 & 50 app. a 5.5. & 5.18  
3<sup>rd</sup>: 58 & 60 a. a Carl 5.28

4.30 m Carl: 52 & 53 a. arrd 5.44.

Special due Carl. 5.0. 1<sup>st</sup> 59 2<sup>nd</sup> 71 late Hill  
5.10. 86 late Hill.

12 ngt. 19 late Hill!

Bad. except the 1<sup>st</sup> 7.15. and of course  
the HP could not attempt a clear  
road. But it comp and ill with the  
WC. the trains were more crowded.

Up to cars luckily good time & clear of  
Carl by 2. a.m.

MR STP. Board. Friday, Aug. \$4.

due.	1040	late BEOP.	10
	1055	_____	11.
	1.4	_____	20
	1.25	_____	16
	2.10	_____	34
	2.15	_____	20 in' adv.
	3.5	_____	62
	3.35	_____	24 in' ad 3-2
	3.50	_____	14 following 3.5 !!!
	4.42	_____	22
	4.52	_____	27.
	5.59	_____	28
	6.5	_____	23
	6.20	_____	24.

almost a  
mistake  
records!

MR. Monday, Aug. 7.

9.30 - STP. 12 late call  
9.45 .. 8H. 19 app! (the Sanders!)

11.30 } call at 12' a.g.  
11.40 }

1.30 - S. Skipt. v. fair

102574. 231 late call (9.30). 35 STP. Took 13' 4H  
- STP. otherwise v. f. road

Alterations suggested for Midland Time Table, July - Sept. /05.

(1) As regards the London-Sheffield service.

Some attempt ought to be made to establish at least a 3 hrs. London-Sheffield service, <sup>at more suitable times than the present 3 hrs. down trains,</sup> and in view of the 2 hrs 50 min G.C. and G.N. competition, 3 hrs. should really be improved upon. It could be done as under:-

10.20 ex Leeds to <sup>as now</sup> leave at 10.<sup>20</sup>, run via Masbros, call at Sheffield 11.<sup>6</sup> - 11.<sup>10</sup>, and then run up to London non-stop, ~~stopping a car at Leicester~~. The timing south of Sheffield to be: - pass Leicester <sup>12.18</sup> 12.33, arr. London <sup>2.0</sup> 2.15, would give a 2 hrs 50 min run; or else if that be deemed too hard-pass Leicester 12.<sup>20</sup> 12.35, arr. London 2.<sup>5</sup> 2.20. The Burton car to be attached at Leicester to the 10.<sup>40</sup> 10.30 from Manchester (for re-timing of which train see below).

10.30 ex Manchester (Central) To leave at 10.35, call at Chislely 11.3 - 11.6, Leicester <sup>12.29 - 12.33</sup> 12.30 - 12.34 (it would follow 10.20 ex Leeds), and arrive London 2.20. The extra 5 min is necessary and unavoidable, since the load would be heavy from Chislely, consisting of Manchester to London and S.E.R., & Liverpool and Blackburn to London portions: at Leicester the Burton car would be attached, & engines changed <sup>in order to suit the marshalling.</sup> A new train ~~about~~ leave Sheffield at 11.15 with the Bradford to S.E.R. and 2 S.W.R. cars, call <sup>at</sup> Nottingham 12.7 to 12.10, Leicester 12.40 - 12.45, arrive London 2.<sup>20</sup> 2.15. 11.20 surby - Nott'ham, another two cars surby to S.E.R. and S.W.R., to be discontinued. Another S.E.R. and S.W.R. cars to run from Bradford and Sheffield, <sup>so that there would be practically no marshalling at Leicester, except to attach the Manchester - Surby - London calling train</sup> instead of their usual 16 marshalling at Leicester, except to attach the Manchester - Surby - London calling train.

3.45 pm ex Leeds to run via Sheffield, 4.31 - 4.37, and arriving London as now 7.30. The present non-slip run saves nothing in point of time, ~~and its advantages are not at all apparent.~~

[ 4 pm ex Leeds to run via Nottingham; this is really desirable, as the connections from Scotland to Nottingham have deteriorated since 1903. Glasgow to <sup>Sheffield</sup> Leicester passengers have the 4.20 from Leeds, and an express could run from Nottingham - Leicester ~~at 4.30~~ arriving in time to connect with the 6.30 pm Leicester - London. It would then be possible to repeat

reduction in mileage by alterations in the 4 pm lead to London, a train which as present is very apt to delay from 7.30 or 7.50 in (sometimes both) and would hardly be necessary from Nottingham - London under the new arrangement. ~~On a better plan would be for~~ <sup>to</sup> the 4 pm express ~~could~~ call at Nottingham 5.37-5.42, and arrive London 8.0, slipping a ~~car~~ <sup>coach</sup> at Chesterfield. This ~~car~~ <sup>coach</sup> would ~~run to~~ <sup>run to</sup> Leicester on the 4 pm ex Sheffield, which would leave at 4.45, call at Chesterfield, Trent, and Leicester, then uniting with the 5.45 ex Derby.]

(1) ~~As regards London down Sheffield~~ The down Sheffield train could be improved by an acceleration of the 9.45 am ex St Pauls. This train could leave at 9.55 or even 10.0, and arrive Sheffield as now, the 10 am to Manchester running 5 mins later. The ~~4.40~~ <sup>1.30</sup> could ~~be~~ <sup>leave at 1.40 and be</sup> made a Sheffield ~~non-stop~~ <sup>3 hours</sup> train, ~~the 12.7 pm ex St Pauls~~ <sup>still calling at Leicester,</sup> running ~~of an~~ <sup>via</sup> Nottingham, and a re-arrangement of the 5 and 5.45 pm ex St Pauls is ~~feasible~~ <sup>possible</sup>, by which the 5.0 would become virtually a road train via Nottingham to Sheffield only, and the 5.45 - at 5.50 - an express to Sheffield (non-stop), Leeds, Bradford, and Heyburn.

(2) London and Manchester :-  
12 noon (up + down), & 5.35 <sup>pm</sup> down all to become 3 hrs 35 min trains. This would fully compensate for the deceleration of the 10.40 a.m. up.

(3) Bristol service :-  
10.55 am ex Bristol should have a connection from Derby to Sheffield.  
Is the 6.5 pm ex Bristol really worth running, <sup>initially</sup> ~~just~~ only slight benefit to connect with the "Highland" ?

(4) The 1245 and 1255 pm from <sup>considerable</sup> Heysham (Isle of Man Boat Lines) cause ~~for too much~~ confusion around Keighley. A scheme is ~~app~~ appended by which this might be greatly lessened, without the expense of an extra mileage or the breaking of any connections. Outward present timings, these trains - and the 2 pm from Carlisle - are likely to cause serious delay.

(5) In the ~~Scottish~~ services:-

7.15 pm ex St Paulus - By running via Skipton, Luton through passengers are inconvenienced both by a press of local traffic ~~passengers~~ and by an earlier start. 7.30 was quite early enough to leave London. The train could still leave at 7.30. call at Trent as before (connections from Derby - and Bristol if the 6.5 be continued - and to and from Nottingham) ~~reading Leeds and Carlisle as now as H.~~ and running as under:- Trent 9.35-9.38 Leeds 11.6, and forward as now. With a lighter load, 125 mins to Trent should be quite possible.

~~1.12~~ 1.12 (1.14) ex Carlisle to call at Appleby. The train has ample time further, & the stop would be popular.

12 noon ex Carlisle:- This train has been decelerated enough previous to 1905. Far from arriving at 6.20, it should be in at 6.10, with the timing to Cooy, and <sup>with the 3.55 from Carlisle to Skipton</sup> ~~no~~ margin for delays. <sup>any</sup> ~~sub~~ <sup>sub</sup>back

1.30 pm ex St Paulus - to call conditionally at Appleby to set down. 5.5 ex Heltham to stop at Appleby, and run 1 hour later Appleby to Carlisle. The ~~1.12~~ and Carlisle line needs a later departure from London than 11.30.

The 2.22 pm local ex Heltham delayed the 9.45 from St Paulus very frequently last year and is likely to do so this year as well. It has not enough margin to precede the 2.31 from Heltham.

1/ This train should convey from Carlisle to Edinburgh -  
Bristol via Leeds. The marshalling of the 11.50 am ex Carlisle  
~~to be made by~~ <sup>cannot</sup> be done in 5 minutes, and if the 11.50 starts  
late it must almost unavoidably delay the 12.0. By  
holding the Edinburgh - Bristol coach for the Glasgow  
train (where it would be attached in four <sup>the</sup> minutes)  
marshalling would be simplified both at Carlisle and Leeds.



MR. Start to stop Bookings, Summer 1905.

NEW from July.

Leicester - Hendon,	92 miles hi	95'	=	58.1
Hullified - Carlisle,	76 $\frac{3}{4}$ "	84'	=	54.8
Leeds - Carlisle,	113 . . .	127'	=	53.4
Sheffield - Hullified,	74 $\frac{3}{4}$ " "	89' *	=	50.4
Chisley - Leicester,				

Existing before July.  
app - Case at 9.5 discount.

London - Leic. v Leic, London	99. mi	105'	=	(mi: 108 miles)
Notts - London,	123 $\frac{1}{2}$ "	132'	=	
Mellou - London,	105 $\frac{1}{4}$ mi	112'	=	
Leic - Notts,	27 $\frac{1}{2}$ "	30'	=	
London - Notts,	123 $\frac{1}{2}$ "	134'	=	

Leeds - Sheffield,	39 $\frac{3}{4}$ "	46'	=
Hullified - Carlisle,	76 $\frac{3}{4}$ "	88'	=

New route of England.

Birmingham - Derby	mi	50'	=
Cheltenham - Bham	mi	55'	=
Bristol - Birmingham,	mi	105'	=
Cheltenham - Bath	mi	55'	=

Longest non stop

Leeds - London,	196 $\frac{1}{4}$ mi	(3 hrs 45 M.)	225'	=	52.3 mph.
London - Sheffield,	158 $\frac{1}{2}$ mi	(3 hrs 4 M.)	184'	=	51.7 "

+ In a case returned - as one 36' train is really allowed 5' for cond stop w/ booking, and conseq. is a 31' train when no stops are called

\* Via Mansut. Hobart loop. Booking includes no less than 6 service stacks!

Lead 2. 1020

3 4 5 4 0

Sleep 2 11.6  
11.10

11.15

431.  
437.

4 4 5

Chest 2

542 (486)

5.3  
5.6

Treat.

11.30  
12.15

5.45  
5.47

halt a

12.7  
12.10

537  
542

545  
444

Leic. (12.18)

12.30  
12.34.

12.40  
12.45

2.0  
2.5

610-625  
6.30  
as  
was

Headou.

220

STP 2. 0 220 350 7.30 8.0

Lead 7. 9.55 10.5 12.0 12.10

Scratch 11.50

5.30 5.50

455  
5.0

5.3  
Lulou  
at all the Bed.

Bed 5.57  
5.58

610  
6.58

Key 6.26  
6.29

halt 7.28  
7.32

8.40 Sleep.  
8.44

clear 8.10  
8.18

Sleep 8.32

9.30 Lead.

mer. 9.5

2.30 halt  
of as now

240 Sleep.  
Lead. Hill &  
Carroll

Leic. 7.17  
7.27

140  
335

1249  
as now.

STP 2 4 5 5 5.0

Bed 1 5 5 5

Key 0 6.21.

halt a 7.22.

7.27

Chest 2 8.12

8.30

Sleep 2 8.40

8.44

Lead a 9.30

9.35

Keyshama 11.5

6.0 STP.

5.0

Lulou

all starts to

Bed 7.2

slow to follow from

Key 5.58

11.5

11.5

7.25

9.5

8.5

8.8

11.5

7.15

7.25

9.5

8.5

8.8

11.5

7.15

7.25

9.5

8.5

8.8



Heysham	dep	.	.	.	12 55
Marehambe	dep	.	.	.	12 10
Lancaster	arr	.	.	.	(1 5)
	dep	.	.	.	(1 5)
Settle Junt.	ps	(1 33)	(1 30)	.	(1 42)
Hellifield	arr	(1 27)	1 34	.	(1 46)
	dep	.	1 37	.	(1 46)
Skipton	arr	(1 39)	(1 49)	.	(1 58)
	dep	.	.	.	(1 58)
Keighley	arr	(1 49)	(1 59)	.	(2 9)
	dep	.	.	.	(2 9)
Thwaites		.	.	2 1	
Bingley		.	.	2 6	
Salt Aire		.	.	2 12	2 16
Shipley		(1 56)	(2 6)	2 14	
Bradford	arr	.	.	2 25	(see note)
	dep	.	.	.	(see note)
Apperley B <sup>u</sup>	arr	.	.	.	.
	dep	.	.	.	.
Leeds	arr	2 10	2 20	.	

						1 0					
						1 11		1 10			
						1 13		1 16			
						(1 49)		1 18			
						1 53		(2 7)	(232)	(2 47)	(2 49)
						1 56		2 11	(236)	(2 51)	(2 53)
						2 10		2 14		(2 30)	(2 31)
						2 13	2 20	2 32	2 49	(2 30)	(2 31)
						2 25	2 42	2 35	2 54	(2 36)	(2 38)
						2 28	2 54	2 50		(2 36)	(2 38)
						.		.	.		
						.	3 0	.	.		
						.	3 6	.	.		
						.	3 8	.	.		
						.	3 19	.	.		
						.	.	.	.		
						2 50	.	3 14	3 28	3 26	3 29
						.	.	.	.	3 40	3 40
						.	.	.	.	1 30 ex Carlisle.	
						.	.	.	.	3 25 " Skipton "	

11 50 Carlisle

12 0 Carlisle

To be advised w. Public Time Tables as 1.57 ex Kily. and would then provide 12 ex Carlisle when latter was late.

Notes:-  
Shippers portion to leave Salt Aire 2.19. pass Humber 2.36. and arrive Ld worth as later. Bradford pass to leave Salt Aire 2.21 when 2.1 ex Kily running late. This train is Convey Hylman. Bradford ex Salt Aire.

(2.20 pm Bradford - Leeds & Bradford - unattached.)

(2.14 pm Keighley - Bradford - discontnued.)

(10.55 ex Carlisle to leave Hawley at 1.10 and Settle 1.36. (previously 12.55 ex Hylman to Huddersfield))

Passes 2.25, 6 min earlier in Skipton - Keighley. enoying from Keighley - Bradford, the Bradford portion of the 1.10 from Marsamds. (The 2.49 and 2.54 Kily - Bradford enoying Marsamds)

New train, Keighley - Leeds. to lighten the 2.0 ex Carlisle, and avoid delay to that train and the 1.12 ex Carlisle.

2 pm ex Carlisle. Not calling at Keighley. Bradford pass. Join 3.25 ex Skipton.

1.12 Carlisle: 1.48 - 1.50 Appley.

above-mentioned time-table

An ~~letter~~ appended, showing the above suggestions arranged in tabular form. But throughout the present time-table there are far too many instances of slow trains timed just in front of, and only liable to delay the principal expresses; that they actually do delay them, it needs only constant travel on the line to demonstrate. For such cases the remedy is a thorough revision of the train services - particularly <sup>at regular intervals</sup> between St Albans and Kettering; the provision of platforms for the <sup>slow</sup> ~~fast~~ road, which would enable them to be used for slow passenger trains, and a little more realisation on the part of signalmen all over the line that expresses are not to be trifled with and must not - unless quite unavoidable - be <sup>checked</sup> delayed. More drastic treatment in ~~the~~ cases of flagrant delays would ~~not~~ be going about the last improvement.

MR.

Feb. /10.

Lester - London	99 mi	105	= 56.6
London - Lester	99 mi	106	= 56
Notts - London	123 $\frac{1}{2}$ mi	139	= 56.6
London - Kett. J.	72 mi	76	= 56.8 x
Kettering - London	72 mi	76	= 56.8
Kett. J. - Bedford	22 $\frac{1}{8}$ mi	24	= 55.3
Bedfd - London	49 $\frac{7}{8}$ mi	54	= 55.4
KT. - Bedford	48 $\frac{3}{8}$ mi	52	= 55.8
Leeds - Carlisle	113 mi	131	= 51.7
Stelfw - Carlisle	76 $\frac{3}{4}$ mi	86	= 53.7
Appaby - Cole	30 $\frac{3}{4}$ mi	32	= 57.7
Hawes Jct - Leeds	61 $\frac{5}{8}$ mi	69	= 53.6
Bham - Derby	41 mi	50	= 49.2
Burton - Bham	30 mi	37	= 48.6
Bham - Chelt-ham	45 $\frac{1}{4}$ mi	56	= 48.4
Bham - Gloster	51 $\frac{3}{4}$ mi	64	= 48.5
Bromsgrove - Chelt-ham	31 mi	34	= 54.7
Bristol - Gloster	37 mi	44	= 50.4

(x with slack FL-SL at Kett. Jct) (over)

MR. (cont'd)

Chinley - Derby	$41\frac{3}{4}$ mi	50	=	50.1
Chinley - Ambergate	$31\frac{1}{2}$ mi	41	=	46.1
Lester - Central	$90\frac{1}{4}$ mi	111	=	48.8
Cheadle Hill - <del>St Pancras</del> Lester	$82\frac{1}{4}$ mi	101	:	48.8
Chinley - St Pancras	$169\frac{1}{2}$ mi	187	:	54.4.

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Longest (Fzt):

Chinley - London	$169\frac{1}{2}$	(1)	
[London - Shuff]	$158\frac{1}{2}$	(1)	with condit. stop.

(No others over 150)