
❖ A.R.G. JOURNAL ❖

No 134. WINTER 1994-1995 EDITION



THE "WURR NO AWA '
TAE BIDE AWA ' " EDITION!

DUNDEE

THE Dundee diesel multiple-unit scheme, forecast to commence last September but then postponed, was introduced on January 5 and covers services between Dundee and Arbroath, Tayport and (in a few cases) St. Andrews. The East station at Dundee has been closed and its workings diverted to Tay Bridge station, as have the dieselised Dundee-Perth local trains and, for operational reasons, the 4.0 p.m. Dundee-Glasgow, which is a diesel m.u. turn; all other Glasgow trains still use the West station, writes Mr. Michael B. Smith. There is a basic weekday service of 17 diesel trains from Arbroath to Dundee Tay Bridge and 16 back; these include six through diesel trains from Arbroath to Perth and nine from Perth to Arbroath. Between Perth and Dundee Tay Bridge there are twelve diesel workings in each direction, with one additional diesel train from Dundee Tay Bridge to Perth on Saturdays.

COVER PHOTOGRAPH

60009 (As OSPREY) in ideal conditions in March 1991. Seen starting a special to Carlisle via the G&SWR from Perth. Driver Abercrombie and the SRPS are congratulated on making this a day to remember. This photo by Tom Willison was taken on his Olympus OMI, 50mm lens, using Fujicolor film and was the winner of the 1994 ARG photographic competition.

A report in February 1959

Will the real Mr Michael B Smith please stand up!



Memories for the ARG tourists in 1994.
Okehampton station in better days in
August 1964, almost exactly to the day
30 years before our visit!

The potted history of the
ANGUS RAILWAY GROUP *Part two.*

The first newsletters were issued in the old foolscap format and were produced on an early photostat' machine ie, the type that printed on paper that can only be likened to sheets of Izal Toilet Roll! Anyone familiar with this type of 'copier will remember the obnoxious smell inherent in the paper and brought forcibly to life with the heat of the machine. Four to six single sides was the average content and in this form, the newsletter lasted exactly one year. There followed a change in format (to A5), a change of editor and a new title, 'Cock o' the North'. The A5 format held until June 1975 when the current A4 size was adopted. By then, Scott Bruce had taken over as editor.

Subscription rates for the 1976/77 season had been set at £5 and included group membership with the SRPS and the SRA. Numbers at meetings were holding steady and there was regular talk of our first booklet, now optimistically referred to as *Volume One*. Members were asked to dip their hands into their pockets in an effort to finance the publishing costs and to their credit, response was encouraging. The title *Steam Album* was chosen and has been something of a contentious issue ever since. However, it was never as easy to change the title as it was to choose it in the first place. Progress was remarkably quick and the booklet made its first appearance in October of '76 amid much communal back slapping. Clearly a considerable effort had been made but the exercise was also a learning process and several embarrassing errors were found after the print run had been completed. Most of the photographs had been taken in and around Dundee by the then group member, Tom Mahoney and in a later print, alterations were made to include only photographs from this source.

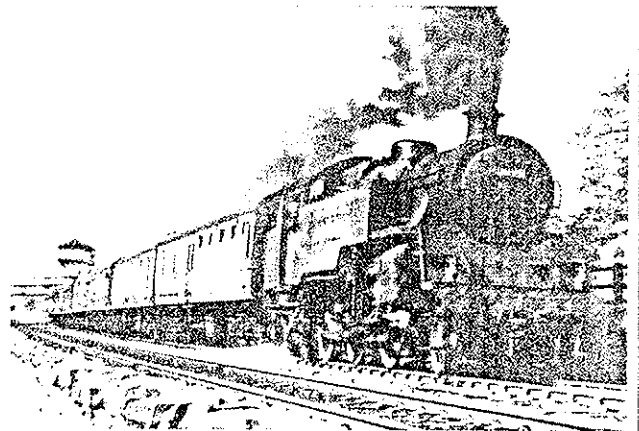
An attempt was made to produce a syllabus for the 1977/78 Winter session and it duly appeared in the July newsletter. This was the first time an attempt had been made to look this far ahead. Unbelievably, notification of *every* meeting was posted to *every* member *every* third week at this period. The time taken and the postal costs incurred were of course, a great waste yet, this practice was to continue for some time to come.

There were four or five other railway societies in our area around this time including a Dundee branch of the Strathspey Railway. They had their initial meeting in the Summer of 1977, but it would appear that no ARG member became involved, irrespective of our *group membership* status. At least three of those societies/area groups are now defunct, including the Strathspey. This would suggest that ARG practices were somehow better than the others but, that would not be entirely true. Membership turnover was still considerable and at the end of '77, the Chairman not only resigned his post but also left the group. Two months later came the strangest resignation of all, when the Sales Officer and former Minute Secretary was asked to resign! He had been responsible for the publishing of the Steam Album and had regularly given his house as a meeting place for group meetings etc., but the minutes do not say what his misdemeanour was. The minutes incidentally were very well presented at this time, typed and with a quite professional look.

OUT NOW

ANGUS RAILWAY GROUP

STEAM ALBUM



A collection of photographs taken in and around the Dundee area. Over 70 photographs, many full page. 60 pages. 5½ x 8½. Orders along with 95p which includes postage and packing to Mr. I. Rattray, 12b Prestwick Court, Ardler, Dundee.

Photo by T. Mahoney.

Advert for the groups' first publication in 1979.

1977

Potted History of the ARG continued, [Part 2]

At the end of 1977, the membership stood at 23 with an average of around 13 attending meetings. Changes within the membership continued with one or two new recruits. Not everyone however was found 'acceptable.' Scott Cunningham joined the group at around this time but another applicant was refused. He was one, *Thomas Smith* from Fife. After several further applications, it would seem that the committee gave up and allowed him in! He ran the sales for a while but tragically died in a car crash some years later.

By late 1978, it was decided that the newsletter should be issued as and when enough material became available, but by the year end, it had stopped altogether. The editor had resigned and no one was prepared to replace him. The newsletter returned to circulation in September 1979 when I rejoined the group and was immediately coerced into, what still is the group's problem committee post. Issues from this time were quarterly and have remained so since.

The committee at this time is the first that most members will recognise, in part at least. It was,

Chairman	<i>Scott Bruce</i>	Secretary	<i>Lindsay Horne</i>
Treasurer	<i>John Anderson</i>	Minutes	<i>John Cumming</i>
Newsletter	<i>Jim Page</i>	Sales	<i>Jeremy Farquharson</i>

Sales of the initial Steam Album had been a little disappointing with only 400 copies sold in the first 18 months. The Committee, somewhat concerned, urged members to make an attempt at moving the remaining stock and formed a subcommittee to deal with the problem.* The membership responded well and within a month virtually all had gone. As a result, the go-ahead for a second album was immediately proposed, but not all were enthusiastic. It's perhaps worth mentioning that committee meetings were held about once a month then!

An application was made to the Brechin RPS for group membership and in October 1979, they replied with a refusal. Their letter was not the most complimentary and for a time, relationships between the two were somewhat cool. There had always been resentment from some that ARG membership had also meant membership of the SRPS and SRA. Adding the BRPS might have been the last straw for some and something of a confrontation was avoided. (*adding group membership of the two major preservation societies approximately doubled the subscription rate*)

The seventies ended on a high note with the publication of Steam Album volume two. The experiences gained from the previous volume had not been wasted resulting in a far better product. Sales in the first two weeks were equivalent to the entire print run of the first book!

**At this period, sub committees were quite common and were formed impromptu, to deal with almost anything. There were times when two or three of these little quangos might be in operation simultaneously. It's a practice that we tend not to follow today but one that generally worked well.*

The minutes for 1980-83 are, for the most part, missing although some bits and pieces survive. If anyone is storing them, please let me know.

Lindsay Horne resignation.

It will come as a surprise to many, that Lindsay has decided against rejoining the group as from the last AGM. Lindsay was the last member to have been in the group since day one and it is very sad to see him go. There is no animosity and Lindsay has said that he would be pleased to come along some evening with a programme.

For many years, Lindsay was probably our hardest worker, whole heartedly involved in just about every group activity. Lindsay was also one of our longest serving committee members. His interests in the group diminished greatly with the onset of the Errol project. Never the less he continued to be a regular at Broughty Ferry on a Sunday evening.

Whatever his activities, we do wish him all the best for the future.

TRAVELLING IN TIME
By SUN CHARIOT 62B

I suppose the most notable thing about travel to Aberdeen at the moment is the fact that I am having to do a significant proportion of it by non-railway means! The RMT strike is causing considerable additional expense, even with the sharing of driving with a couple of others. While there is sympathy for the signalmen, when the thing affects your own pocket, the sympathy can only be carried so far. I have, (at this point in time - mid-August), a claim in to Scotrail for compensation on my annual season ticket. Whether this is successful or not remains to be seen, but it appears to me to be unacceptable for the travelling public to be expected to carry any part of the cost. The probability is that Scotrail will extend the season ticket by the number of days they could not run trains, but that does not help the immediate financial disadvantage! So - more news on this anon.

We had a very late arrival in Aberdeen, (over an hour), at the beginning of August. This was due to the fact that the 158 I was travelling on had one engine not working, and the other was giving problems. The surprising thing about this was that it happened immediately after a strike day! Now I may be more than a little optimistic, but I would have thought that there would have been more than sufficient time for the maintenance people, (if there are any!), to have made sure that the set was in good working order before despatching it north from Perth. Maybe our resident expert on things Caledonian can add his comments!? - it widnae have happened on the NB! (as Jim Page is often heard to remark). It was, however, unfortunate that the set was being followed by the sleeper, (running late - things don't change!), and not another 158, as they could have coupled the two up, and run them together up to Aberdeen.

There is little else to add at the moment, although I did hear that the sleeper broke down at Carmont coming north recently. Aberdeen did not have a single locomotive available to help, and it was necessary to send the loco of a, (fortunately following), freight up the wrong line from Laurencekirk to Stonehaven, and then come south to couple up to the sleeper and assist it home. Such is progress - what a way to run a railway!

To those who missed out on the annual ARG steam and beer festival, you missed a classic this year. We spent the weekend in the West Country, sampling such delights as the West Somerset, the Buckfastleigh, and the Kingswear lines. (the GW element pleased at least one of the party!) We had initial teething troubles because of the strikes, in that we had to Mini-bus-it to Edinburgh where we caught the overnight sleeper to Taunton. Even then, although we had had it on good authority from Scotrail that the sleeper would be running, I don't think any of us were 100% convinced until we were in our compartments and under way. Apart from the train arriving late at Taunton (!), a trouble-free and fun-filled weekend followed. A most enjoyable time was had by all.

HIGHLAND RAILWAY.

GENERAL OFFICES.

INVERNESS.

DIRECTORS.

WM. WHITELOW, Esq., Monkland, Nairn (Chairman).
 R. M. WILSON, Esq., Ardvuela, Helensburgh (Deputy-Chairman).
 JAMES DOUGLAS FLETCHER, Esq., of Roschaugh.
 THE MOST HON. THE MARQUIS OF BREADALBANE, K.G.
 HIS GRACE THE DUKE OF ATHOLL, K.T.
 HIS GRACE THE DUKE OF SUTHERLAND, K.G.
 W. STEUART FOTHRINGHAM, Esq., of Grandtully.
 SIR WM. OGILVY DALGLEISH, Bart., of Errol Park, Errol.
 EDWARD G. FRASER-TYTLER, Esq., of Aldourie.
 THOMAS YOOL, Esq., of Auchtertyre, Elgin.
 JAMES E. B. BAILLIE, Esq., of Dochfour.
 ALBERT E. PULLAR, Esq., Durn, Perth.
 J. G. STEWART, Esq., Aultwharrie, Dunblane.
 THE RIGHT HON. LORD LOVAT, C.B., D.S.O., Beaufort Castle, Beaulieu.

CHIEF OFFICERS.

(Unless otherwise stated, the addresses of the Officers are at the Chief Offices, as above.)

General Manager—T. A. WILSON.
 Chief Assistant—J. MARTIN.
 Secretary—ROBERT PARK.
 Chief Assistant—G. T. CORNET.
 Traffic Manager—T. MCEWEN.
 Assistant Traffic Manager (Passenger Department)—W. MCINTYRE.
 Chief Clerk—WM. WATSON.
 Assistant Traffic Manager (Goods Department)—J. H. DAVIDSON.
 Chief Clerk—J. MACLENNAN.
 Accountant—ALEX. MACDONALD.
 Chief Clerk—D. BUTTER.
 Chief Mechanical Engineer—P. DRUMMOND.
 Assistant Chief Mechanical Engineer—F. G. SMITH.
 Chief Clerk—F. H. MACKENZIE.
 Chief Draughtsman—D. SMITH.
 Manager Locomotive Works—F. G. SMITH.
 Manager Carriage and Wagon Works—F. G. SMITH.
 Chief Engineer—WM. ROBERTS.
 Chief Clerk—JAMES CHRISTIE.
 Assistant Engineer—ALEX. NEWLANDS.
 Telegraph Superintendent—JOHN MUNRO.
 Signal Superintendent—E. F. LOWE.
 Estate Agent—J. SUTHERLAND.
 Cashier—J. N. FORSYTH.
 Registrar—ROBERT PARK.
 Stores Superintendent—C. KENNEDY.
 —Assistant Stores Superintendent—JOHN FRASER.
 Rating Agent—J. SUTHERLAND.

Hotels Superintendent—H. H. WARD.
 Auditors—ROBERT F. CAMERON, C.A.
 ALEX. MOORE, JR., C.A.
 Solicitor—ROBERT PARK.
 Assistant Solicitor—ROBERT YUILLE.
 Parliamentary Agents—MARTIN & CO., Westminster.
 Bankers—BANK OF SCOTLAND, Edinburgh.

There were no changes in Directorate and Official Staff during 1907.

HISTORICAL SKETCH.

ORIGINALLY an amalgamation of the Inverness and Aberdeen Junction, and Inverness and Perth Junction, as from 29th June, 1865. The former railway was incorporated 21st July, 1856, and opened 18th August, 1858. The latter Company was incorporated 22nd July, 1861, and opened throughout 9th September, 1863.

Various extensions and amalgamations have from time to time been made, and there are now 492 miles of open lines. North of Elgin, the Highland Railway has Scotland to itself; between Elgin and Perth it competes with the G. N. of S. and the allies of the latter for the traffic.

The Company does not own any Steamships, but there are several running in connection with the Highland Railway trains; one service to the Orkney Islands from Thurso, and another service to Skye and the Hebrides from Kyle of Lochalsh; and a service of pleasure boats on the Caledonian Canal and the connecting Lochs, Ness, Oich, and Lochy, to Oban and the West Coast from Inverness.

Important Bridges, Viaducts, and other engineering works on the Railway.—There are many large and important viaducts over the Rivers Tay, Tummel, Garry, Spey, Findhorn, Nairn, Ness, Beauly, Conon, etc., but the greatest are on the new direct line from Inverness to Aviemore. On that section the valley of the River Nairn is spanned by a magnificent structure of old red sandstone, composed of 28 arches of 50 feet span, and one grand semi-circular arch of 100 feet span; the total length of viaduct is 600 yards, and the height from river bed to parapet is 135 feet. Twelve miles farther south the line is carried over the valley of the River Findhorn, at the height of 145 feet above the water level, by a handsome viaduct, a quarter of a mile long, composed of 9 spans of steel girders resting on piers of granite built in cement mortar.

Principal Towns Served, Distances from London, and Quickest Trains.—Inverness, 568 miles; Keith, 609; Elgin, 581; Forres, 569; Nairn, 579; Wick, 729; Thurso, 722. Quickest train from London, 8.0 p.m.

The Longest Runs without a stop are between Perth and Newtonmore, 69 miles, 1 hr. 54 min.; Blair Atholl and Perth, 35½ miles, 45 min.; Dalnaspidal and Kingussie, 20½ miles, 27 min.

Shortest Routes compared with other Railways.—The shortest route to all stations on the Highland Railway north of Perth is by the Highland Railway, *e.g.*, the distance to Inverness by the Highland Railway from Euston is 568 miles, but via Aberdeen it is 648 miles; from King's Cross via Aberdeen the distance is 663 miles.

Largest Station.—The Inverness Station is the largest passenger station on the Company's system, and contains 8 platforms and 8 roads; it covers over 2 acres of ground. Other large stations are Pitlochry, Aviemore, Grantown, Kingussie, Forres, Elgin, Nairn, Dingwall, Strathpeffer, Kyle of Lochalsh, Thurso and Wick.

Running Powers.—The Highland Railway Company exercises running powers over the following railway, *viz.*:—Caledonian, from Stanley to Perth, 7½ miles (passenger and goods).

The Steepest Gradient on the railway over which passenger trains run is 1 in 50, at Raven's Rock, Achterneed, falling towards Dingwall, for a distance of 4 miles.

The Colours of Tickets are as follows:—First-class, single, white; return, yellow and white. Third-class, single, green; return, drab and green.

Permanent Way.—The standard permanent way for main lines consists of bull-head section rails, weighing 90 lbs. per yard, sleepers measuring 9 ft. by 10 in. by 5 in., and chairs weighing 46 lbs. each.

Tunnels.—The longest tunnel is near Dunkeld, which is 360 yards long. Another tunnel is in the Pass of Killiecrankie, 128 yards long.

Dimensions of Vehicles.—The longest passenger coaches are 53 ft. 6 in. in length. The largest goods or mineral vehicles measure 21 ft. 10 in. long. Engines, 60 ft. 7 in. long.

New types of Vehicles during 1907.—Composite first class sleeping saloon, with third class compartments, and third class saloons (described and illustrated in the *Railway Magazine* for March, 1907).

Rates and Taxes during 1907.—£9,075. 1s. 4d. was paid in rates and taxes, equal to £18. 8s. 9d. per mile of railway.

No New Lines, Stations, etc., were brought into use in 1907.

Season Tickets.—During 1907, 3,466 season tickets were issued.

The Largest Signal Box on the Highland Railway is at Inverness Station (South end), and contains 105 levers.

No Parliamentary Powers were obtained in 1907.

No Parliamentary Bill has been deposited for 1908.

Colours of Engines and Rolling Stock.—Green. New saloons and sleeping cars are varnished teak.

Passenger and Guard Communication.—Chain communication.

The Locomotive Works are situate at Inverness.

Brake.—The Automatic Vacuum Brake is fitted to all passenger train vehicles.

Through Services.—The Highland Ry. runs through coaches from Inverness to Aberdeen, Edinburgh, Glasgow and London.

Summit Level.—The summit level is situated between Dalwhinnie and Dalnaspidal, and is 1,484 feet above sea level.

Driver's position on the footplate.—Left hand.

Total length of platform faces at which trains can come alongside of the largest stations.—Inverness, 5,010 ft.; Aviemore, 2,840 ft.; Nairn, 1,980 ft.; Dingwall, 2,848 ft.

Hotels owned by the Company.—Station Hotels at Inverness, Dornoch and Kyle of Lochalsh.

Number of Shareholders.—Debentures, 2,000; Preference and Ordinary, 5,800.

STATISTICS of Capital, Receipts, Expenditure, Dividends, Rolling Stock, Mileage and Train Mileage.

Capital.—The Paid-up Capital at 31st July, 1907, stood as follows:—

Loans and Debenture Stock	...	...	...	...	£2,170,640
Preference Stock	...	...	...	...	2,088,860
Ordinary Stock	...	...	...	...	2,564,383
					<u>£6,823,883</u>

Expenditure on Capital Account—

	Year ending 31st July, 1907.	Total Capital Expenditure to 31st July, 1907.
Lines open for traffic	£9,196	£6,110,645
Working Stock	19,606	1,059,402
	<u>£28,802</u>	<u>£7,170,047</u>

Receipts.—The Receipts for the year ending 31st July, 1907, were made up as follows:—

Passengers, Parcels and Mails	...	...	...	...	£336,028
Goods, Minerals and Live Stock	...	...	...	...	188,809
Other Receipts	...	...	...	...	13,523
					<u>£538,360</u>

Expenditure.—The Expenditure for the year ending 31st July, 1907, was divided as follows:—

Maintenance of Way and Works	...	...	...	...	£55,774
Locomotive Power	...	...	...	...	109,926
Carriage and Wagon Repairs	...	...	...	...	21,635
Traffic Expenses	...	...	...	...	84,886
General Charges	...	...	...	...	13,326
Rates and Taxes	...	...	...	...	9,075
Other Charges	...	...	...	...	10,022
					<u>£304,644</u>

Dividend.—The Dividend paid on the Ordinary Stock for the year ending 31st July, 1907, was at the rate of $1\frac{1}{2}$ per cent. per annum.

Rolling Stock.—The Rolling Stock at 31st July, 1907, comprised 146 locomotives, 126 tenders, 35 first-class carriages, 187 third-class carriages, 85 composites and saloons, 166 other coaching vehicles, and 2,837 goods vehicles of various kinds.

Duplicate Locomotives and Rolling Stock.—None.

Mileage.—The Mileage at 31st July, 1907, stood as follows:—

Miles owned	...	...	485	Miles maintained:—	
			<u>485</u>	Two lines	...
				One line	...
					38
					471
					<u>509</u>

Total length, including sidings, in equivalent of single track, 656 miles.

Train Mileage.—The Train Mileage worked during the year ending 31st July, 1907, was as follows:—

By Passenger Trains	...	...	...	...	1,811,159 $\frac{1}{2}$
By Goods and Mineral Trains	...	...	...	...	1,048,551 $\frac{1}{2}$
					<u>2,859,710$\frac{1}{2}$</u>



Steam beer

JONATHAN FUTRELL on the joys of a historical train ride to Oxenhope

The ruddy-faced man on the other side of the glass wore a uniform with brightly polished badges pinned to both lapels. He looked thrown by my request for one "full line ticket" — all the way to Oxenhope and back for £4.50.

I made matters worse by asking for a copy of The Keighley & Worth Valley Railway Experience, a handsome £2 colour souvenir booklet. The glass in the ticket office had holes through which to speak and pass money and tickets. They were not designed for books.

He tried every conceivable way of shoving an 8in book through a 6in gap. "I'll come round with it," he offered, not wanting to bend the book. No, I insisted, no need. Just roll it up.

The five-mile line from the West Yorkshire town of Keighley, passing through two tunnels and the heart of Brontë country, up to Oxenhope, is a non-profit-making railway run by volunteers.

In the tiny waiting room at Ingrow West there is everything you would expect to find in a 1950s station: a coal-burning fire, gas lamps, sober municipal decor, wooden wheelbarrows laden with leather luggage, and the quiet, orderly patience that I recall from railway stations of my youth. At the other end of the platform, past the milk churns, is a Vintage Carriage Museum with an exhibition of Edwardian and Victorian rolling stock.

The 2.38pm pulled into Ingrow West on time, filling the moist autumn air with the smell of coal and oil, and emitting a pall of thick black smoke taller than the tree line. Inside, the carriages were dark and a bit musty. Children leaned from windows and elderly people sat at tables with Thermos flasks.

It takes about 20 minutes to make the slow chug up to Oxenhope, 650ft above sea level. Just time to enjoy a pint of Ram Tam mild in the buffet car, which last year won the Campaign for Real Ale's Pub of the Season

award. The staff prides itself on presenting guest beers, such as Theakston's and Santa's Old Toss, as well as bottles of Boma's fortified fruit wines (strawberry and banana flavoured).

Thus lightly inebriated and feeling at ease with the world, I made the mistake of leaning out of a window as we entered a tunnel and took a blast of smoke square on. Some grit got into my left eye and I endured the remainder of the day blinking.

This nostalgic branch line plugs into the mainline network at Keighley, where there is a Victorian glass ticket office and, in the sidings, an engine turntable, retrieved from Settle Station on the Settle-to-Carlisle line. The first stop after Ingrow West is Damems, one of the smallest stations in Britain, with barely space along the platform for one carriage.

A little further along, Oakworth was the location for The Railway Children, both the television and the film productions. Haworth is the hub of the network,

where each morning and night you can watch the volunteers clean the locomotives.

I enjoyed browsing around the engines and I even got to man-handle a signal-box lever (which, fortunately, was not attached to any vital component). But, to tell the truth, I couldn't wait for the return journey and another pint of Ram Tam.

When to go: the Keighley & Worth Valley Railway operates weekends, bank and school holidays throughout the year. It is taking bookings for Santa Special trains throughout December (tickets from £3) and a New Year Gala train. Call Haworth station on 0535-645214, or 0535-647777 for a recorded timetable. **Further information:** there are similar railways throughout the country. Most operate only during the summer but some run trains on weekends all year. A list of services is published in Steam Heritage's Museums & Rally Guide (Tee Publishing, £2.50). For stockists, call 0926-614101.



KEIGHLEY & WORTH VALLEY RAILWAY



Keighley - Haworth - Oxenhope

1994 - 95



SERVICES 1994/95 ALL TRAINS ARE STEAM-HAULED UNLESS SHOWN OTHERWISE; NO SERVICES OPERATE ON BLACK DATES

	March	April	May	June	July	August	September	October	November	December	January	February
M	7 14 21 28	11 18 25	9 16 23				5 12 19 26	3 10 17 24 31	7 14 21 28	5 12 19 26	2 9 16 23 30	6 13 20 27
T	1 8 15 22 29	12 19 26	3 10 17 24				6 13 20 27	4 11 18 25	1 8 15 22 29	6 13 20 27	3 10 17 24 31	7 14 21 28
W	2 9 16 23 30	13 20 27	4 11 18 25				7 14 21 28	5 12 19 26	2 9 16 23 30	7 14 21 28	4 11 18 25	1 8 15 22
T	3 10 17 24 31	14 21 28	5 12 19 26				8 15 22 29	6 13 20 27	3 10 17 24	1 8 15 22 29	5 12 19 26	2 9 16 23
F	4 11 18 25	15 22 29	6 13 20 27				9 16 23 30	7 14 21 28	4 11 18 25	2 9 16 23 30	6 13 20 27	3 10 17 24
S	5 12 19 26	16 23 30	7 14 21 28	4 11 18 25	2 9 16 23 30	13 20 27	3 10 17 24	1 8 15 22 29	5 12 19 26	3 10 17 24 31	1 8 15 22 29	4 11 18 25
S	6 13 20 27	17 24	8 15 22	26	3	14		2 9 16 23 30	6 13 20 27	4 11 18 25	1 8 15 22 29	5 12 19 26

SATURDAYS

SPRING & AUTUMN SUNDAYS

		D	D						
Oxenhope	d	0920	1035	1110	1230	1350	1520	1645	
Haworth	d	0926	1040	1116	1236	1356	1526	1651	
Oakworth	d	0929	1043	1119	1239	1359	1529	1654	
Damems	R	0934	1048	1124	1244	1404	1534	1659	
Ingrow (West)	d	0938	1050	1129	1249	1409	1539	1704	
Keighley	a	0945	1055	1135	1255	1415	1545	1710	
Keighley	d	1005	1115	1150	1310	1435	1605	1725	
Ingrow (West)	d	1009	1119	1156	1316	1441	1611	1731	
Damems	R	1011	1121	1159	1319	1444	1614	1734	
Oakworth	d	1015	1125	1204	1324	1450	1620	1740	
Haworth	d	1020	1130	1209	1329	1454	1624	1744	
Oxenhope	a	1026	1136	1215	1335	1500	1630	1750	

STANDARD FARES

Family Day Rover £12*

Family Return £10
(Price held since 1991)

Day Rover £5.50*

Full Line Return £4.50

Children 5-15 and the Retired Half Fare

Children under 5 Free

Other Fares on Application

Credit cards accepted at principal stations

SPECIAL EVENTS

Special Timetables operate. Details (0535) 647777.

* Day Rover & Family Day Rover normally withdrawn.

Special Day Rover & some Standard Fares available.

April 16/17 SPRING ENTHUSIASTS' WEEKEND

May 3-6 HERITAGE DIESEL SERVICE

May 14/15 "FRIENDS OF THOMAS THE TANK ENGINE"

May 21/22 "FRIENDS OF THOMAS THE TANK ENGINE"

June 25/26 WORLD WAR II WEEKEND

July 2/3 1960s WEEKEND

August 13/14 FAMILY WEEKEND

October 1/2 AUTUMN STANDARDS GALA

October 24-28 HERITAGE DIESEL SERVICE

TIMETABLE NOTES & CONDITIONS

- a - Arrival time. The train will normally terminate here.
- d - Departure time.
- R - Damems is a Request Stop. Toight inform the Guard, to board, inform the Station staff.
- Buffet Car facilities normally available from March to October. Buffet facilities at Keighley & Oxenhope Stations at other times.

- D - Normally operated by heritage diesel traction.
- SAT - Operates on Saturdays 26 November, 3, 10, 17 December only.
- * - For connections with Metro Trains and the national rail network.
- For connections by bus service to Haworth Old Village.

Waste every effort will be made to maintain the services shown. The Company cannot guarantee trains will depart or arrive at times stated and reserves the right to cancel, alter or suspend any train without notice and accepts no liability for any loss inconvenience or delay.

PRE-CHRISTMAS SUNDAYS & BANK HOLIDAYS

		D	D	D					
Oxenhope	d	0920	1025	1100	1145	1230	1315	1400	1445
Haworth	d	0926	1030	1107	1156	1237	1322	1407	1452
Oakworth	d	0929	1033	1111	1159	1241	1326	1411	1456
Damems	R	0932	1036	1115	1203	1245	1330	1415	1500
Ingrow (West)	d	0936	1040	1119	1206	1249	1334	1419	1504
Keighley	a	0945	1045	1125	1211	1255	1340	1425	1510
Keighley	d	0955	1105	1150	1230	1315	1400	1445	1530
Ingrow (West)	d	0959	1109	1156	1235	1321	1406	1451	1536
Damems	R	1001	1112	1159	1238	1325	1410	1455	1540
Oakworth	d	1005	1115	1205	1247	1332	1417	1502	1547
Haworth	d	1010	1124	1210	1250a	1337	1422	1507	1552
Oxenhope	a	1016	1130	1217		1342	1427	1512	1557

Oxenhope	d	1150	1320	1450	1620
Haworth	d	1156	1326	1456	1626
Oakworth	d	1159	1329	1459	1629
Damems	R	1202	1332	1502	1632
Ingrow (West)	d	1205	1335	1505	1635
Keighley	a	1215	1345	1515	1645
Keighley	d	1235	1405	1535	1705
Ingrow (West)	d	1240	1410	1540	1710
Damems	R	1241	1411	1541	1711
Oakworth	d	1246	1416	1546	1716
Haworth	d	1253	1423	1553	1723
Oxenhope	a	1300	1430	1600	1730

SCHOOL GROUPS

can be booked on weekday service trains.

PRE-CHRISTMAS SATURDAYS & SUNDAYS

		SAT	SAT	D	D	D	D
Oxenhope	d	0900	0955	1115	1225	1335	1445
Haworth	d	0905	1000	1120	1230	1340	1450
Oakworth	d	0908	1003	1123	1233	1343	1453
Damems	R	0918	1008	1130	1240	1350	1500
Ingrow (West)	d	0920	1010	1133	1243	1353	1503
Keighley	a	0925	1015	1140	1250	1400	1510
Keighley	d	0930	1048	1158	1308	1418	1528
Ingrow (West)	d	0935	1053	1203	1313	1423	1533
Damems	R	0937	1055	1205	1315	1425	1535
Oakworth	d	0940	1100	1210	1320	1430	1540
Haworth	d	0945	1105	1215	1325	1435	1545
Oxenhope	a	0950	1110	1217	1327	1437	1547

WINTER SUNDAYS & CHRISTMAS HOLIDAYS

Oxenhope	d		1140	1305	1425	1545
Haworth	d		1146	1311	1431	1551
Oakworth	d		1149	1314	1434	1554
Damems	R		1152	1317	1437	1557
Ingrow (West)	d		1155	1320	1440	1600
Keighley	a		1205	1330	1450	1610
Keighley	d		1225	1345	1505	1625
Ingrow (West)	d		1230	1350	1510	1630
Damems	R		1232	1352	1512	1632
Oakworth	d		1236	1356	1516	1636
Haworth	d		1243	1403	1523	1643
Oxenhope	a		1250	1410	1530	1650