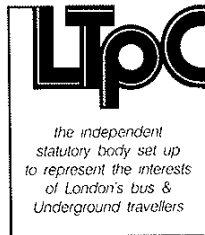


See how they run

The design of passenger information literature

A report prepared for the
London Transport Passengers Committee
by John Cartledge



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Foreword

Of all the complaints received by the London Transport Passengers Committee, a surprisingly large number involve deficiencies in information of one sort or another. Yet few operators really seem to see this area as one of even moderate importance, and in some cases, details of bus services might be official secrets judged by the difficulty of finding out about them.

Even London Transport, which, arguably, provides the best information to passengers in Britain, is not quite the shining example it would like to be.

John Cartledge's study provides an invaluable survey of what's best and worst about trying to get the message across to passengers in print. It doesn't pretend to be the last word – nothing ever could be in this sort of subject – but it provides a starting point for everyone concerned in providing information to passengers. I welcome it.

Nick Lester

Chair, London Transport Passengers Committee

Introduction

(1) The London Transport Passengers Committee is a statutory consumer consultative body established to represent the users of London Transport's bus and Underground services. The Committee has long been aware of the crucial importance of providing accurate and comprehensible information about public transport services, if ridership is to be encouraged and journeys are to be made with maximum ease and confidence. As part of its continuing programme of work on all aspects of travel information, the Committee has considered the maps, timetables and other items of literature produced by London Transport and made recommendations regarding these. In an endeavour to discover more about the best – and worst – practices elsewhere, a study has been carried out of the style and contents of the equivalent publications of other bus and Underground railway operators, the results of which are reported here. This study will help to inform the Committee in its future discussions on the travel information literature provided for Londoners and their visitors. It is hoped that by publishing it in this form, however, it may also prove to be of interest to public transport operators elsewhere – and thus, more importantly, to be of value to their passengers.

(2) All local subsidiaries of the National Bus Company and the Scottish Bus Group, all Passenger Transport Executives and all municipal bus undertakings were circularised with a request to supply sample items, and the great majority responded. British Rail's publications were excluded from the study, largely because they are already widely known but also because of the different character and scale of that operator's network. The study did not extend to London Transport's own publications, but did incorporate a limited amount of material in the Committee's possession from operators overseas.

(3) The selection of features listed in this report, and their categorisation as positive or negative, is wholly subjective. No systematic testing of their intelligibility and/or usefulness to a suitable sample of users has been attempted. All material received has been preserved and is available for further scrutiny by members of other interested organisations.

(4) It must be stressed that the operators cited in this report are mentioned simply as examples, and

no particular significance attaches to this choice. Many others, though not mentioned, may and do display similar features in their publications – whilst not all publications issued by the operators mentioned necessarily include the same features. In publications produced jointly by more than one operator, the name given is normally that of the operator from which it was received. Some publications are attributed to county councils (CC) rather than to operators, even though supplied by the latter, where it is clear from their contents that responsibility for their production lies primarily with the councils concerned.

(5) Certain of the 'positive' features listed are already employed in London Transport's current range of publications, and it is not implied that all of those which are not yet London Transport practice should automatically be adopted. In some cases a choice has to be made between alternative forms of presentation, each of which has merit. Inclusion in timetable booklets of general information about access to hospitals or places of interest may be desirable – but the same particulars cannot be given in the same way if (in the equally desirable interests of speedy updating) timetables are printed on separate loose-leaf sheets for each route. In the case of maps, a compromise has always to be struck between the desire for comprehensive coverage of detail and the need for clarity and ease of comprehension by users.

(6) The Committee is most grateful for the assistance and advice received during the preparation of this report, and to all the operators who provided samples of their literature. Particular thanks are due to Mr Andrew Capes of Durham County Council Planning Department, Mr Douglas Rose of FWT Cartography, Mr Peter Sephton of Plymouth Citybus, Mr Simon Archer of London Country Bus Services, Dr Randolph Hall of General Motors Research Laboratories, Professor Michael Twyman of Reading University, Mr Rex Hedley of the National Bus Company Planning Department, Mr Peter Ellson of the Transport & Road Research Laboratory, Mr Peter White of the Polytechnic of Central London and Dr Bob Tebb of West Yorkshire Passenger Transport Executive, for their comments and guidance. Responsibility for any inaccuracies rests with the Committee alone.

'Positive' features

Timetables

- (7) The one indispensable item of service information required by all public transport users is a timetable, or some other display of service pattern and frequency, and all the operators surveyed did publish such a document or claim to do so. The most common format is that in which all or a selection of the points served are listed vertically at the left of the table, with all times at a given point read horizontally and times on a given journey read downwards. Few operators (other than Columbus and Ulsterbus) bothered to specify whether the times quoted were for arrivals or departures, no doubt presuming either that this distinction is irrelevant or that it is obvious from the context.
- (8) Within this basic format, however, a number of detailed variations were encountered. One problem which often arises is the difficulty of reading accurately across the full width of a row of figures, where these are printed small and close together, so that it is hard to relate times on the right-hand side of the table to places listed on the left. To overcome this, in some timetables a horizontal line is ruled under all the times relating to each point listed (Cumberland, Grampian, Northampton, Wilts & Dorset). If space does not permit this, an alternative which is probably equally effective is to print such a line under the times relating to every third or fourth point (Crosville, Devon General, Southern National, West Riding).
- (9) A few alternatives to the standard timetable layout do occur. One is to print the names of points served across the top, so that the times along each journey are read horizontally and all times at a given point are read vertically. Since the eye travels down a broad column more easily than across a narrow line of type, and since the information most frequently required is the departure times from a chosen point, this layout is attractive. Unfortunately, it does tend to limit the number of timing points along the route for which there is space in the table (Columbus, Midland Red North). Another is to arrange times in a 'bar graph' formation (United Counties) – in this case, the technique has been used simply in a departures sheet for one point, but it may be adaptable for full-scale timetables. A 'crossword' style of presentation, in which approximate times are shown by means of a shaded
- box on a matrix of squares representing consecutive ten minute periods throughout the day, was developed in a Transport and Road Research Laboratory experiment in bus service publicity some years ago, but does not appear to have been adopted anywhere else (Metrobus/West Yorkshire PTE).
- (10) One common source of confusion to users is between different timetables for Mondays to Fridays, Saturdays, Sundays or other combinations of days. This can be reduced if the days of the week to which a particular service pattern applies are printed very boldly at the head of each timetable (Blackpool/Fylde, Cumberland, Derbyshire CC, Fife Scottish), and if routes on which – for example – there are no Sunday services are specifically and prominently marked as such (London Country). The risk of confusion can be further reduced if readers are encouraged by the layout to look first for the appropriate day(s) of the week, and only second for the direction of travel, because they are more likely to overlook the former than to misunderstand the latter. This is achieved by grouping the timetables for all Monday-Friday journeys on a given route – or even for all routes – together, in both directions, followed separately by all Saturday journeys, and then all Sunday journeys. This practice is surprisingly rare and chiefly confined to municipal operators (Grimsby Cleethorpes, Northampton, Preston, Reading) though not entirely so (Jersey Motor Transport). The distinction could be further heightened by the use of different page colouring to denote the day(s) of operation, if weekend services are shown completely separately. It is much more common, and potentially confusing, to find timetables for all journeys in each direction, for all periods of the week, grouped together. This is unavoidable in roadside displays where journeys in only one direction are shown, but unnecessary in booklets or leaflets.
- (11) Few operators indicate whether the timing points shown include all the stops served by a route, or merely a selection. In the case of local rail services it is generally assumed that all stations are shown though this is not invariably so. On some timetables, however, a footnote is used to list all points served additional to those appearing in the table itself (Colwyn, London Country, Tyne & Wear Metro).

(12) Another source of confusion to users is the gaps which appear in timetables where, because of variations in the service pattern, some intermediate points are not served on particular journeys. It is not always apparent that times which are widely spaced vertically nevertheless refer to a single journey. In some timetables this problem is overcome by making consistent and effective use of arrows where timing points are missed to link the otherwise unconnected times at earlier and later points (Maidstone & District, National Welsh, South Wales).

(13) Since travellers' desire is, usually, to be carried from A to B by the most convenient means regardless of route or carrier, it is preferable for timetables for any service also to show times for other services where these operate along a common stretch of route. This may be impracticable over very short lengths of common routeing, and for very densely served sections a separate summary table may be more appropriate. In other cases, however, it is sufficiently unusual for timetables which do include journeys on parallel routes to be noteworthy (London Country), and especially so where some of these journeys are provided by another operator (Lancaster, South Wales). This is sometimes done at the instigation, and the expense, of a local authority (Wilts & Dorset). If space does not permit parallel journeys to be shown, there should at least be a footnote referring to the tables in which alternative means of making a given trip can be found (Devon General, Hartlepool).

(14) Sometimes, though rarely, footnotes are used to list other services providing onward connections from points served en route (Southend). Where timings are specifically co-ordinated to provide connections between individual journeys on two or more routes, it is not unusual to find connecting times shown for the same mode of transport – though if connections at intermediate stops are given, the relevant columns should be clearly linked by arrows (Northern Scottish). What is uncommon is to find specific advertised co-ordination of bus and train times (Tyne & Wear, West Midlands), let alone a note indicating how long a departure will be held if the connecting service has been delayed (Highland Scottish).

(15) It has been the collective policy of the public transport industry for the past 20 years that the 24-hour clock should be used in timetables, but a few operators have never adopted it and several have recently reverted to the 12-hour system. The pros and cons of these alternatives have been debated vigorously on many occasions, but whichever form of presentation is used, it is important that any potential confusion for readers should be minimised. For those operators wedded to the 12-hour clock, this

implies that a.m. and p.m. timings should be clearly distinguished – either by printing the appropriate initials above every journey (Nottingham, South Wales, United), or by using separate colours (United Counties) or by enclosing the times in boxes prominently labelled 'morning', 'afternoon' and 'evening' (Plymouth). One helpful but surprisingly rare technique, applicable to both 24- and 12-hour clocks, is to use bold type for the digits relating to hours and finer type for minutes, so that the reader is encouraged to perceive the four digits of the time as two sets of two (London Country – but using, in this case, London Transport typesetting).

(16) Timetables are usually published either in booklets covering the whole of an area and/or operator, or in separate leaflets for individual routes or groups of routes. The two practices are about equally common, though in recent years the latter has probably been gaining at the expense of the former. Booklets have the advantage of comprehensiveness, and make it easier to include information supplementary to the timetables themselves. Leaflets are less bulky to carry and less costly to reprint when changes are made affecting only a limited number of routes. Where leaflets are used, it is helpful if operators design and punch them so that they can be fitted into binders which equate to timetable booklets (Central Scottish, Crosville, Brighton/Southdown, Northern Scottish, Portsmouth, Ribble). Each leaflet should include a list of, and order form for, the others in the series, though this is seldom seen (Midland Red West). It is important that leaflets should be prominently dated, and helpful if an indication is also given of the number and/or date of the previous leaflet each replaces (Alder Valley, Lincolnshire). Separate leaflets for special categories of service, e.g. all-night routes or those provided specifically for schools or workplaces, are useful (Lothian, South Yorkshire).

(17) Irrespective of whether they appear in booklets or leaflets timetables should be designed to be carried conveniently, and be easy to refer to en route. It is desirable, therefore, that they should be printed and folded in such a way as to fit easily into an inside pocket or handbag, though only a minority of operators appear to be fully aware of this (Blackpool/Fylde, Hull, Nottingham, Southampton). Very few bother to print them on strong card which can withstand being carried in a wallet and referred to frequently (Maidstone & District, Tyne & Wear).

(18) Unlike British Rail, the great majority of bus operators do not issue timetables at fixed and regular intervals, and most of the specimens studied bore only the date from which they were valid. To the user, this immediately presents the irritating problem of having constantly to check whether or

not a particular publication is still current. Credit is due, therefore, to those operators who do specify on their timetables the period of their validity, so that until the end date is passed users can have reasonable confidence in the accuracy of the information contained in them (East Yorkshire, Great Yarmouth, Lancaster, Reading, North Devon). Particularly in areas where tourism is important, some routes and/or journeys operate only seasonally. This is generally indicated on the timetables concerned, but the distinction can be further highlighted by the use of colour for this purpose (Isle of Man).

(19) Maintaining the currency of timetables is a problem common to all operators, since even those who reissue them at pre-arranged dates are not wholly immune to altering services meanwhile. Special mention is due of those operators who – at least appear to – make a point of retaining passenger confidence and loyalty by altering services as infrequently as possible. Of all the books studied, only two were still current more than two years after they were first published (Hartlepool, West Midlands). British Rail alters services, and issues amendments leaflets, at fixed pre-publicised intervals during the currency of its timetable book, but this is uncommon in the bus industry (Durham CC, Plymouth). Some other operators do at least make an effort to assist users by mailing amendments leaflets or replacement timetables – either free or at a charge – as and when issued, to those who have requested this (Eastern Counties, Greater Manchester, Highland Scottish, Potteries), but even these are probably in a minority within the industry. Such amendments leaflets should always be consolidated, i.e. each leaflet should include all changes recorded in previous leaflets, so that it is only necessary to refer to one leaflet and to the original timetable book – but even this practice is not universal (Bristol, Plymouth).

(20) In the light of the legislative moves towards integration and co-ordination in recent years, at least outside ‘trial areas’, local public transport operators ought by now to have come to regard themselves as partners in the provision of a public service rather than as competitors in a commercial free-for-all. It is disappointing, therefore, to find that so many operators still produce timetable booklets restricted entirely to their own services and that relatively few collaborate in the production of comprehensive public transport guides for their respective areas. Where such publications have appeared it is almost invariably at the instigation of county councils in their transport co-ordinating roles. In some cases such publications are limited in their coverage to all bus operators in a locality (Cheshire CC, Derbyshire CC), comparatively few include full – as distinct from summary – rail time-

tables (Lancaster, West Midlands), and only a handful extend to covering ferry and/or air services (Cornwall CC, Grampian). Common route-numbering arrangements covering all operators are slowly appearing, but are still rare (Cornwall CC, Durham CC, South Yorkshire).

(21) Most timetables include footnotes, where necessary, to explain aspects of the service pattern which cannot conveniently be shown in the timing columns themselves, but otherwise little extra information is attached to them directly – as distinct from appearing elsewhere in timetable publications. Noteworthy exceptions to this are the inclusion of a symbol identifying points at which facilities for people with disabilities are provided (Maidstone & District) and footnotes listing places of interest served by each route (Ipswich, Reading). There may be indications of those routes which are one-person-operated (South Yorkshire), that school services are available to the general public (Midland Red South), or of the seating capacity of the vehicles used – admittedly only in the unusual case of those built to carry as few as four passengers (Tayside). Some operators include route diagrams with individual route timetables (Fife Scottish, Grimsby Cleethorpes, Highland Scottish). Others include fare-tables with the corresponding timetables (Burnley & Pendle, Colwyn, Hull) or list fare stages and fares in an appendix (Dublin), but the dissemination of fares information in this way is unusual despite the finding of a TRRL study that it is especially valued by users. In one instance, a special shading effect is used to show which journeys run during the period when off-peak reduced fares apply (Columbus).

(22) Most timetables are in dreary monochrome. Sometimes different inks are used to help distinguish leaflets for different routes (Cleveland, Ribbles). Occasionally the paper used may be colour-coded to denote different types of service, such as semi-fast routes or all-night journeys (South Yorkshire, Tyne & Wear), or the times may be overprinted with coloured panels to distinguish separate routes or lines where journeys on parallel services appear in adjacent columns in a single timetable (Tyne & Wear).

(23) Finally, in listing ‘positive’ aspects of timetables, one operator deserves praise for having attempted to elevate this essentially prosaic and unregarded item of information technology to a minor art form, by employing full-colour photography and graphics in such a way that a timetable leaflet has become a thing of beauty attractive in itself (Greater Manchester).

Supplementary information

(24) Where individual timetables are printed on separate leaflets there is seldom space to include

more than the habitual and irritating disclaimer of responsibility on the part of the operator for the consequences of services failing to run as advertised or at all. In timetable booklets, however, some effort is generally made to incorporate supporting information, varying in the degree of its direct relevance to public transport users per se. Some operators whose timetables are issued in leaflet form provide such information in supplementary leaflets which, when bound, are equivalent to a timetable book (Strathclyde, Trent). Opinions will differ as to the real value of particular items, but examples can be found of all those cited in this section.

(25) The most common feature is an index to places served, provided by almost all operators who produce timetable booklets at all (but not, oddly, by London Transport). In view of the difficulties often reported by would-be users in understanding timetables, it might be expected that explanatory notes on 'How to use this book' would also be a standard item, but in practice it is rare (Ann Arbor, Highland Scottish), and even more unusual to find it written in other languages additional to English (West Yorkshire Road Car). Most operators give a brief summary of their regulations relating to tickets and the carriage of passengers, but fewer set them out in full (Central Scottish, Lincolnshire). Some also give in full their lost property regulations and charges (Barrow, Derby) or queueing regulations (Dublin). 'How to check your ticket' details appear in some booklets (Central Scottish, East Midland, East Yorkshire) as do lists of operators' travel offices, though it is rarer to find the opening hours of these (Scottish Bus Group, West Yorkshire Road Car) and of lost property offices (Scottish Bus Group) set out in full.

(26) Many operators who employ 24-hour clock timings print small clockface diagrams to assist those who are still unfamiliar with this system, but a few have taken the trouble to include more detailed and helpful notes of guidance (Grampian, Northern Scottish, Potteries, Ribble).

(27) Many operators invite users to submit their comments and suggestions, but it is unusual to find relevant references to agencies other than the operators themselves, such as the Traffic Commissioners (Durham CC, Tyne & Wear), County Transport Co-ordinating Officers (Cheshire CC, United), Transport Users' Consultative Committees/Transport Advisory Committees (Tyne & Wear, West Midlands) and 'Parish Volunteer Representatives' (Wilts & Dorset). A few operators specifically request commendations of staff who have given good service – 'only our black sheep get regular fan mail' (Barrow, East Midland, Taff Ely, Trent), and one boldly asserts that 'we take pride in replying to every letter we receive' (Plymouth).

(28) Where discounts are offered by shops and other businesses to holders of bus and / or rail passes, lists of these may appear (Tyne & Wear, Western National). One operator includes a bankers' order form for the automatic renewal of travel passes (United Counties), and others provide discount vouchers redeemable for part-payment of passes (East Yorkshire, West Yorkshire Road Car). Some give details of the times and wavelengths on which local radio broadcasts relating to travel news can be heard (Brighton/Southdown, Derby), and one includes a prepaid card soliciting users' views on the usefulness of its timetable booklet (Tyne & Wear). Other worthwhile but uncommon features are descriptions of points of interest which can be seen en route (Midland Red West), information about park and ride facilities (Tyne & Wear) and special services to football matches and / or speedway meetings (Islwyn, West Midlands), and descriptions of the vehicle liveries used by the various operators whose services appear in the booklet (Durham CC). In one case, page-edge markings are provided to enable users to find particular timetables quickly once they have traced the service they require in the list of contents (United Counties). Prominent and detailed notes on variations in service patterns during holiday periods do appear (Thamesdown, West Yorkshire Road Car) – but more often there is simply an inconspicuous note to the effect that normal times will not necessarily apply.

(29) Of non-transport information encountered, lists of early closing and market days were the most frequent (East Midland, Essex CC, Lincolnshire), followed by lists of hospitals and how to reach them (East Yorkshire, United) though these seldom included full visiting hours (exceptions were Derbyshire CC, Dublin, Durham CC). Some booklets contained details of places of interest in the locality (Bournemouth, Derbyshire CC, Dublin, United) though these more rarely gave a precise indication of their accessibility – e.g. 'a very steep climb up from the bus stop' (Durham CC) – or their opening hours. Other useful items were the dates of school terms (Essex CC, Western National), a calendar (Durham CC) with dates of bank holidays, a 'what's on' diary of forthcoming events (United), lists of local libraries/tourist information centres/citizens' advice bureaux (Durham CC, Essex CC, United), a list of industrial estates and the routes serving them (Dublin), and particulars of guided walks (Greater Manchester). One operator has clearly recognised the importance of promoting public awareness of local transport services by means of timetable browsing, and encourages this by including crossword puzzles, competitions and recipes (Bournemouth), while another employs cartoons (Plymouth). Blank pages for notes and/or use in journey planning occur occasionally (Midland Scottish, Notting-

ham) but commercial advertising is curiously uncommon (Bournemouth, Hull, Isle of Man, Plymouth). This is strange, since timetable booklets can be costly to produce and public transport operators are seldom slow to exploit the opportunities for selling advertising space on their premises and vehicles.

(30) Although information on the distribution of timetables was not specifically sought, one operator did report a direct free delivery to every household in the area served (Bournemouth), and another volunteered the fact that summary timetable sheets were made constantly accessible – at least to existing users – by stringing bundles on board each vehicle, a commendable practice which does not appear to be widespread (Islwyn).

Maps

(31) A majority of operators produce maps of their services, though the practice is far from universal. By comparison with timetables, the variety in style, content and usefulness is much wider. Some are clearly the work of professional cartographers while others are embarrassingly amateurish. Some attempt to do no more than to portray an outline of the route pattern, while others are mines of general information and would be useful for many purposes other than – and additional to – travel by public transport. In designing any map, a compromise must be made between comprehensiveness and clarity, and extraneous details must be presented in such a way that they do not obscure more important information and reduce the effectiveness of the map in serving its prime purpose. The scale must be large enough to show small, complex areas in sufficient detail – but at the same time the map must not be so large as to be unwieldy. Different operators have resolved these conflicts with widely varying degrees of success, and very few have produced maps which instantly convey an awareness of the best in design, embodying simplicity, effectiveness and visual appeal. Sadly, those which at first sight exhibit the most attractive cartographic styles (Cleveland, Maidstone & District) are not necessarily those on which service information is most easily read.

(32) In densely-served urban areas route maps are of much greater value to non-regular passengers – who are presumably the category for whom they are principally intended – if they are drawn on a street-plan base, and examples of this practice are reasonably common (Grampian, London Country, Lothian, Southdown). There is no reason in principle why a similar approach should not be adopted for network maps covering a wider region, but whilst this has been done to striking effect in one instance (Oxford) it seems to be uncommon. Apart from copy-right problems, there may be difficulty in presenting

essential route information clearly when this is simply superimposed on existing street plans or road maps, so specially-drawn maps are preferred by most operators – but this has the unfortunate consequence that because of the additional expense incurred in presenting it, non-transport information is frequently omitted.

(33) While all rail maps show stations, few bus maps show stops, other than in the context of 'where to board your bus' plans of city centres (Cheshire CC, Eastern National, Nottingham, Southern National, Wilts & Dorset) and/or diagrams of stands in bus stations (Devon General, Hull, South Wales). A few maps show all stops in urban areas (Durham CC) and in one case the location of stops on a map is marked by a simple grid reference which also appears on the stops themselves (Eastern National). The marking of fare stages on route maps is rare (Cynon Valley), and the use of a special symbol to identify those stops patrolled by police at night (Miami) is still foreign to British transport practice, as are statements to the effect that eating and riding skateboards in trains are prohibited (San Francisco).

(34) Surprisingly few network maps are accompanied by an index to places served (Crosville, London Country, Maidstone & District, Midland Red West) or, in the case of maps shown on a street plan base, by an index to streets in the town (Strathclyde). The roads actually traversed by buses are usually named on maps of urban areas, but this is seldom done network-wide (Cleveland, West Midlands).

(35) As in the case of timetables, co-ordination and integration still have far to go, with too many maps restricted arbitrarily and confusingly to the services of a single operator. All-operator maps can be found, however (Cleveland, United), and occasionally equal prominence is given to both road and rail routes (South Yorkshire), though more often rail maps ignore buses and bus maps show only the position of rail stations. Supplementary maps are sometimes found, showing special categories of service such as all-night routes (South Yorkshire, West Midlands) and express buses (Durham CC, Maidstone & District). In the latter case, since these do not observe all stops, a map of pick-up/set-down points is especially useful (Alder Valley). In many cases maps omit special services operated primarily for (e.g.) schools and hospitals, but if these are available to the general public also they should be shown (United), if necessary with distinctive symbols or on an inset map (Cornwall CC).

(36) Maps do not always differentiate clearly between those routes which operate on a frequent and

regular basis and those on which only occasional journeys run. If this cannot easily be done on the map, it should be done in the accompanying route list (Alder Valley, Portsmouth) – but such lists are not always provided, even with maps published separately from timetables. It is often necessary to resort to the use of inset maps of urban areas where the scale of the main map is too small to allow the route pattern in such areas to be shown clearly. In these cases, cross-reference between main map and insets is made very much easier if, instead of being blanked out entirely, the boxed-out parts of the main map include at least a skeletal outline of the route pattern within them (Crosville, London Country, Trent).

(37) Additional information can and should be shown where this enhances the usefulness of the map without detracting from its clarity. The location of hospitals is often marked, and some maps also show places of interest (Lothian, Midland Red South, Oxford, Trent) and sports grounds/race-courses (Potteries). The identification of schools, taxi ranks and car parks (Lothian), park-and-ride termini (Columbus) and of police stations (Dublin) is unusual. If maps are to be consulted easily and conveniently en route, e.g. on board vehicles or at windy bus stops and platforms, they must not be excessively large either folded or unfolded, and the folding system must be such as to facilitate quick and easy reference to particular parts of the map without it being necessary to unfold it completely (Oxford).

(38) The use of colour to identify individual routes or groups of routes is common on maps issued by operators overseas (Miami, New York, Paris, Reykjavik) and is spreading slowly in Britain (Bristol, Eastern Counties, Hyndburn). There are a few cases in which this principle has been extended further, e.g. to colour coding the paper on which the corresponding timetable leaflets are printed (Darlington, Oxford), or the use of such coding to show which routes run from each stand in the bus station (Midland Red East). Provided that essential detail is not obscured, the inclusion of small illustrations of places served can greatly enhance the attractiveness of a route map, so that it becomes a valuable marketing device in its own right (Ann Arbor).

Other publications

(39) Since timetables and maps are the most important and most common items of printed service information, the survey was directed primarily at these. Samples were received, however, of a wide range of other types of publicity material issued by operators. Much of this was aimed at promoting special excursions and tours, but some examples were found of leaflets aimed at regular passenger

and/or at encouraging wider use of ordinary scheduled services, e.g. by listing 'feeder' buses to and train times at particular railheads (Durham CC).

(40) The issue – for general public use – of fare-table booklets appears to be a practice largely confined to the municipal sector of the industry (Barrow, Cynon Valley, Lincoln, Northampton). An interesting variation on this is the use of the familiar matrix to show both fares and travel times between points along a route (San Francisco). Only one operator provided a copy of its regulations governing the conduct of staff as well as passengers (Taff Ely). Other types of supplementary information about operators and their systems contained in special leaflets included 'How to use ticket machines' (San Francisco, Tyne & Wear), facilities for travellers with disabilities (Alder Valley, Eastern National), particulars of scholars' contract tickets (Midland Red North) and concessionary travel schemes (Greater Manchester, Tyne & Wear), holiday period arrangements (Midland Scottish), 'What to do in an emergency' on board (San Francisco), and special phone numbers for reporting crimes on public transport and for making service comments and suggestions (Miami). A few operators publish fleet lists (Southend, Trent) and one publicises service changes and special events by means of a free news-sheet distributed, as its title suggests, 'On Board' (Bristol).

(41) A more-than-usually elaborate publicity effort, mounted in connection with a large-scale route restructuring following the opening of a new rail system, comprised a series of area leaflets plus a free-delivery newspaper, information packs, telephone hotline and mobile enquiry centre (Tyne & Wear). Service information cards listing times and fares for an individual village may also be distributed house-to-house (Midland Red North), or timetables may be issued in the form of a pull-out supplement to a local newspaper (Merthyr Tydfil), the same medium being used for monthly amendments sheets and for a 'treasure hunt' competition for schools, requiring scrutiny of the timetable booklet to win a free half-day's use of a bus (Plymouth). Although examples of roadside publicity were not specifically sought, one operator did supply a sample of the format in which location-specific times and fares are displayed at individual bus stops (Grimsby Cleethorpes) and another indicated that all stops carry maps as well as times and fares (Bournemouth).

(42) Literature of a more general kind includes leaflets on how to reach hospitals by public transport (Midland Red North, Plymouth, Southampton) and on park and ride schemes (Oxford). The development of superstores is a trend not generally welcomed by public transport operators as they are

often located at points which cannot be served economically and tend to encourage less-frequent shopping trips made by private transport. Nevertheless, some operators are seeking to make a virtue of necessity by providing and publicising services to such stores (Grampian, Thamesdown). One operator has published a list of all streets within the area served by the undertaking, showing which routes stop at points within 400 yards of each street (Lincoln), while another offers a guide to local pubs under the title 'Get a round by bus' (Bournemouth). There is a growing range of 'explorer' leaflets recommending itineraries for days out to places of interest and/or for scenic rides, using regular scheduled services, and including particulars of admission charges, time to be allowed for visits, etc (Tayside, Western National, Wilts & Dorset). One operator invites users to submit similar itineraries of their own devising and offers to publish the best (Midland Scottish). Others suggest routes for country walks (Midland Red North, Portsmouth) or town trails (Eastern Counties), and in a few areas comprehensive guides – and maps – of tourist attractions have been produced in a format specifically intended to promote leisure use of scheduled services (Lancashire CC, West Midlands).

'Negative' features

Timetables

(43) Undesirable features noted in the timetables surveyed are, for the most part, simply the negative counterparts of the positive aspects already cited. Many would be difficult to read in poor light and/or by those with impaired vision because the typeface used is too small and/or too fine and/or too crowded (Darlington, Eastern National, Fife Scottish, London Country, Southend, United Counties), or the print too faint (Ipswich, Midland Red East, Southern National). Others, and sometimes the same ones, would be hard to decipher because the horizontal rows of figures are too long to be read easily without more space between the lines (Greater Manchester, Fife Scottish, London Country, National Welsh, North Devon, Portsmouth). Some employ a confusing variety of different typefaces within a single timetable (Greyhound) or for different timetables within a single booklet (Derby). A few are set in badly-reproduced typescript, creating a decidedly down-at-heel image (Barrow, Colwyn, Reading) especially where the quality of printing is so poor as to be virtually indecipherable (Cynon Valley). Vertical lines separating the times of consecutive journeys in conventionally arranged timetables (Cleveland) may lend a certain elegance to their appearance, but make it more difficult for the eye to run accurately *across* the times relating to a specific point while extra guidance in following *down* a column of figures is not generally needed. Irrespective of whether times for each journey are shown vertically or horizontally, the same format should be used consistently throughout a timetable booklet, rather than a mixture of the two (Plymouth).

(44) Some timetables do not carry a prominent indication in their headings of the day(s) of the week to which the service pattern shown applies (Midland Red East, Rossendale). Sometimes there is inconsistency in the arrangement of tables for a particular route, i.e. in their grouping according to day(s) of operation or direction of travel, with both patterns occurring in a single timetable booklet (Central Scottish, East Midland). Three operators are eccentric in giving times for Sunday services first rather than last (Barton, Derby, Great Yarmouth).

(45) If italic type is used to show the times of connecting services, it is ineffective if it is not clearly distinguishable from the typeface used for through

services (Wilts & Dorset), and potentially misleading if, within the same timetable, italics are also used to show through services where these happen to be provided by a different operator (Wilts & Dorset). If connecting services are linked by arrows, care must be taken lest their arrangement leads to ambiguity (Midland Red West). When symbols are used to indicate variations in the standard service pattern, it is preferable if the appropriate key appears on every page, not simply at the end of all the tables relating to a given route (Midland Scottish, South Yorkshire). Where timetables have horizontal lines ruled under every row of times, it is more than usually misleading if arrows are not used to link times across gaps signifying that particular points are not served by that journey (Oxford, Ribble).

(46) Some operators' timetables are excessively abbreviated and show very few intermediate timing points, even for relatively long routes (Grimsby Cleethorpes, Northampton, Tayside). If services follow a 'frying pan' route in alternate directions, timing points should be listed twice as otherwise some times will appear out of sequence, which is potentially confusing even if they are shown in parentheses (Midland Red West). Timetables for journeys in opposite directions along any route should be printed separately, not by running-on the lists of timing points (Tyne & Wear) or requiring users to read up columns from bottom to top (Greater Manchester, Greyhound).

(47) Some timetables consist simply of departure times from termini, with little or no indication of journey times to intermediate points or of total journey length (Dublin, Great Yarmouth, Ipswich, Lincoln, Midland Red North, Nottingham, Preston, Rhymney Valley, Ulsterbus). These are greatly inferior to the conventional format. In one case, a mixture of presentational techniques – a summary of journey times/frequencies and the orthodox timetable layout – is used within a single table, a particularly irritating and confusing practice (Tyne & Wear).

(48) Some operators employing the 12-hour clock fail to show a.m. and p.m. times sufficiently clearly. Ineffective methods of distinguishing between them are the use of light and dark type (Southend, Thamesdown), or italic and non-italic numerals (Rhymney Valley). One operator prints a.m. and p.m. only at the head of the first journey in each half of

the day (Grimsby Cleethorpes) and two give no indication at all (Barton, Isle of Man).

(49) Several operators seem addicted to the use of excessively wordy route descriptions at the head of timetables – of the kind usually encountered in applications to Traffic Commissioners for route licences – for which a diagram would make a more intelligible substitute (Blackpool/Fylde, Cumberland, Islwyn). Where routes are run in overlapping sections titles must be accurate, not limited simply to the furthest terminus when the service pattern does not actually allow through journeys to be made between them, at least on a single day (Highland Scottish). If timetables for associated routes are grouped within a booklet, so that some do not appear in numerical order, a note should be printed at the appropriate points indicating where details of the ‘missing’ route can be found – but some operators have omitted to do so (Isle of Man, Northampton). Some services are apparently still run without any route numbers at all (Cynon Valley, Taff Ely). Timetables should not be printed on excessively large sheets of paper which have to be fully unfolded in order to consult part of their contents, which may be inconvenient or impractical in the course of a journey (Alder Valley, Western National).

(50) All timetables should have both start and end dates, but the great majority lack the latter or express it so imprecisely that it is of very limited value – e.g. ‘Spring 1984’ (East Yorkshire). The phrase ‘until further notice’ should not be used by operators who have no arrangements for ensuring that those who have purchased their timetables receive such notice. When it is necessary to issue an amendments sheet for a particular route in a timetable booklet, then – unless there are only a handful of minor retimings – the relevant tables should be reprinted in full in such a way that they can be pasted over the originals. Long, complex lists of changes necessitating constant cross-referencing between original timetable and amendments sheet (Cornwall CC) should be avoided, as should the printing of amendments on sheets too large to be easily inserted into the appropriate booklet (Hyndburn). Unconsolidated amendments leaflets requiring reference to more than one list of changes to a given route are likely to cause endless confusion (Midland Red West, West Yorkshire Road Car.)

(51) Too many operators are still failing to produce comprehensive area timetables, falsely implying that they are monopoly suppliers of public transport in the localities they serve. This vice is especially prevalent in the municipal sector (Blackpool/Fylde, Bournemouth, Eastbourne, Lincoln) but not restricted to it (Highland Scottish, Western National). Some include other operators’ services

only where these are provided in direct partnership (Barrow, Derby). NBC subsidiaries sometimes restrict coverage of other operators to those which are part of the same parent group (Devon General, Maidstone & District, West Riding). One municipal operator provides full timetables of local independent carriers but only a summary list of NBC routes (Thamesdown). Some booklets are comprehensive with respect to bus services but omit all references to rail (Bristol, Central Scottish). Particulars of school and works services may not be given in full (Derby) or be relegated to separate publications not part of the operators’ principal timetable booklet (South Yorkshire). Inconsistencies of coverage are sometimes attributable to the differing policies of local authorities across whose boundaries particular companies’ operating areas may extend. For example, an operator may give comprehensive coverage of public transport services in some area booklets while others in the same series are restricted to that company’s own routes (Wilts & Dorset), or provide faretables as well as timetables in some booklets but not others (Yorkshire Traction).

(52) Worst of all, some operators responded by admitting that at the time of the survey they had no current timetable publications in print (Chester, Nottingham). There can be no excuse for this, since duplicators and photocopiers can always be used to provide temporary substitutes if a sudden surge of demand causes stocks of timetables to be exhausted before reprints are ready. Inability to provide passengers with comprehensive current timetable information in any printed form must constitute prima facie evidence of managerial shortcomings in the undertakings so affected.

Maps

(53) Though useful and important, maps are generally a complement to timetables as a source of service information, rather than a substitute for them, and not all operators produce them. In the case of those with very simple and geographically restricted route networks this may not matter greatly, but it was surprising that some major operators still publish timetable booklets/folders containing no maps at all (Midland Scottish, Northampton), or at best only skeletal diagrams in place of a full area map (West Yorkshire Road Car), in some cases omitting even to show route numbers (East Yorkshire, Lincolnshire).

(54) If maps are to be produced at all, they are worth producing well. Regular passengers will not require them frequently, so the principal market at which they are aimed comprises visitors and other infrequent users, i.e. those who are least likely to be familiar with the shape of the network and the geo-

graphical form of the locality. Unlike railways which have only a limited number of boarding and alighting points, bus services typically have large numbers of stops which are seldom identified – at the stops themselves – by names. It follows that a bus map should permit easy identification of the users' whereabouts, both off-bus when looking for a stop and on-bus when checking the vehicle's position on the route. Highly-diagrammatic maps may help to illustrate the general extent of a network and the broad pattern of routes within it, but are otherwise of very limited value (Bournemouth, Islwyn, Lancaster, Midland Red East, Nottingham, Taff Ely), especially when only a small number of the places served are actually identified on them (Trent). The same is true of excessively simplified route diagrams intended to show the position of a particular service within a total network (Brighton/Southdown) and of an untitled and highly stylised attempt to display which stops are served by which of a number of overlapping routes along a single corridor (Warrington).

(55) Some operators' maps have been reduced in scale to the point at which they are all-but-unintelligible (Eastern Counties, Hull). Others are too small and crowded to show with sufficient clarity the details needed in areas where the route pattern is dense (Durham CC, Essex CC, National Welsh, United), or attempt to include more information than can conveniently be accommodated at the chosen scale – such as fare zone boundaries (Tyne & Wear) or street names (South Yorkshire) – so that the final product is cluttered and confusing.

(56) Other operators tend to the opposite extreme. Whilst large scale maps are desirable if and when they allow more information to be shown more clearly, they may need to be sectionalised. Otherwise, the resulting sheet may be too large and unwieldy to be conveniently referred to while travelling (Lothian, Miami), especially if it is folded in such a way that the whole map must be opened before any part can be studied (Lothian, Portsmouth/Southdown, Strathclyde).

(57) Separate route diagrams/inset maps to cover urban areas are common, though the practice is not universal – town maps are entirely absent from at least one county-wide timetable compendium (Cornwall CC). Ideally, these should be on a street-map base, since a town map showing only the roads *directly* served by buses conveys much less information than could conveniently be included in the space available (Cumberland, Eastern Counties, Ribble, West Riding). If a street-map base is used, however, it should not be printed at a scale too small to allow it to be easily read (Greater Manchester), or be in print which is too faint (Portsmouth/Southdown, Southampton) or display

bus routes but omit route numbers (Dublin). Even if a full street-plan is not included, inset maps must still be on a scale large enough not to be illegible to users with mildly-impaired vision (Alder Valley) and the 'boxed out' areas on the main map should contain a skeleton of the route pattern within them rather than being left entirely blank (Alder Valley).

(58) A few operators' maps are derived from hand-drawn originals which, if poorly-reproduced, can be difficult to decipher (Hartlepool, Ipswich). One operator produces a route map with a street-plan inset from which, inexplicably, all route information is omitted (Hull), whilst the otherwise impressive street-plan combined with network map produced by another contains an incomplete key to the symbols used (Grampian). A town map is little better than a route map alone if most roads which are not bus routes are outlined but not named (Devon General). In an effort to clarify route patterns within a dense urban network, one operator has produced a series of maps, each covering the whole of the area served but displaying a different selection of routes. This makes it easier to trace individual services, but only at the expense of making it exceptionally difficult to perceive connections between them (Plymouth).

(59) As with timetables, too many public transport undertakings are still afflicted with tunnel vision in the compilation of route maps, and omit all reference to the services of other operators (London Country, Midland Red North, Oxford, Reading). In one case, the *routes* of independent railways are marked but only the *stations* served by British Rail (Maidstone & District/East Kent), and in another the map does not show the services of independent bus operators although these are included in the timetable booklet of which the map forms a part (United). NBC subsidiaries sometimes ignore all operators other than companies in the same ownership (East Midland, Lincolnshire, Southern National), and may even fail to show where fellow NBC operators provide more frequent journeys over common sections of route (Midland Red South).

(60) Provided that essential route detail is not obscured as a result, public transport maps can be and often are used to display other locational information of value to passengers. It is disappointing to find instances of maps in which little or no effort has been made to do so, even though there is ample space to permit this (Rossendale, Trent). Especially in cases where maps are not accompanied by a route list on which frequencies are shown, routes with very restricted service levels – and therefore limited value other than to specialised categories of users – should be identified as such by an appro-

ropriate symbol. This is sometimes overlooked (Midland Red South) or, where it is done, an eccentrically narrow definition of an 'infrequent' service may be employed (Cornwall CC). On the other hand, if such services and all purely urban routes are omitted, with no statement to the effect that this has been done, the result is a map which gives a very false impression of the true extent of the network (London Country).

(61) Intelligent use of colour improves the clarity of maps and the range of information they convey. The addition of only one extra colour would make many maps more effective (Durham CC, Essex CC, Hartlepool) and need not increase the cost of production if the colour is already provided for incidental decorative effects (Bristol). Thought should be given to the relative importance of different categories of information. Arguably, if a choice has to be made between the use of colour to distinguish between route frequencies or operator identities, to opt for the latter shows a false sense of priorities (West Midlands). The same might be said of the addition of colour simply to denote an administrative boundary (South Yorkshire). Similar shades of a single colour which are hard to recognise, especially in poor light, should not be used to show categories of information between which it is important that the distinction is clear – e.g. pea green/emerald for bus routes/other roads (Trent).

(62) Maps and timetables are generally used in conjunction with each other and should therefore be designed as components of a single information package. Maps which, when folded, will not fit conveniently into the associated timetable booklet are awkward to carry (Tyne & Wear, West Midlands), especially if they are too large for a small inside pocket or handbag (Brighton/Southdown, Cleveland). Bulky maps stuck into timetable booklets easily become detached or torn in use, and would be better accommodated in a pocket provided for this purpose in the cover of the booklet (Bristol). Every map should include the sponsoring operator's address and a telephone number for making travel enquiries, but some bear no indication of either (London Country).

(63) Lastly, as with timetables, out-of-date information on maps is worthless except to transport historians. None of the maps surveyed had any period of validity prominently marked, and a few lacked even a date of publication (Cornwall CC, Southampton), but some had clearly not been revised for a long period despite alterations to the route pattern introduced since they were first drawn (Isle of Man). Updating and reprinting maps may be time-consuming and costly, but inserting a corrections slip is not.

Supplementary information

(64) Since supplementary information is an optional extra, rather than an essential component of timetables and maps, it would be unreasonable to direct criticism at the majority of operators for failing to produce publications as comprehensive as the best in the field. Nevertheless, some omissions are striking – e.g. the absence from substantial timetable booklets/folders of an index to places served (Grampian, Midland Scottish), or the omission from such an index of the places served by some smaller operators whose timetables are included (United). Lists of operators and their telephone numbers should always indicate the hours between which the numbers are answered, but do not always do so (Cornwall CC, Tyne & Wear) – or, where they do, the hours may be restricted to a period very much shorter than that over which services are operated (Great Yarmouth). One ~~timetable booklet~~ ^{map} refers users to a list of operators' telephone numbers for further information, but omits to name on the ~~timetables~~ ^{map} the operator actually providing each service (Tyne & Wear).

(65) Occasionally, items of supplementary information are included which are likely to be irritating or misleading, or which represent poor use of the space available. Requests to have 'Exact fares ready please' are best avoided in publications which contain no fares tables (Southampton), and poorly designed guides to the use of the 24-hour clock are no more helpful than no guides at all (Cheshire CC). Vouchers redeemable for travel at discount rates are welcome, but should not be printed on the covers of timetables so that these have to be mutilated before the voucher can be used (West Yorkshire Road Car). A statement to the effect that buses will stop anywhere safe except within districts where fixed stopping points apply would be more meaningful if the limits of such districts were delineated (Midland Red West). Similarly, fares information on timetable leaflets advertising the fact that passengers are carried free at certain times within an area variously described as 'downtown' or 'the innerbelt' is of limited value in the absence of any indication as to the section of the route to which this applies (Columbus). And fleet lists (Lancaster, Potteries) and potted company histories (Thamesdown, Trent), though no doubt valued by enthusiasts, are of no great use to the broad mass of travellers and should not be allowed to take up space in publications aimed at a general readership if this could be devoted to other information with wider appeal.

Further reading

(66) Although there is a growing body of literature on the application of new information technology to the meeting of passengers' needs, the design and content of printed maps and timetables has attracted relatively little research interest. Relevant items include the following:

Association of Transport Co-ordination Officers. *Public Transport Information*. Occasional Paper No 6 (March 1982).

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Browning, P J, and S G Linn. *Bus Information Publicity*. Paper given at the 10th annual seminar on public transport operations research, Leeds (1979). Special Courses Division, Department of Adult Education and Extramural Studies, University of Leeds.

Clemmow, S. *The Comprehensibility of Public Transport Timetables*. Department of Typography and Graphic Communication, University of Reading (1981). Unpublished.

Durham County Council. *County Bus and Rail Guide User Survey*. Report for Public Passenger Transport Policy Group. Durham County Planning Department, Durham (1979).

Ellson, P B, and R G P Tebb. *Requirements, design and comprehensibility of leaflets to promote existing bus services*. TRRL Supplementary Report 371. Transport and Road Research Laboratory, Crowthorne (1978).

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Everett, P B, V B Anderson and U Makrancy. *Transit Route Pamphlets : Do They Work?* Article in *Transit Journal* (Summer 1977).

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John Briggs Consultants. *Results of research into a new suburban bus map*. Produced for London Transport (undated). Unpublished.

Morris, B. *Marketing the New Mass Transit*. Advocate Publishing Group, Reynoldsburg (1980).

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Sprent, N, M Crawshaw and D Bartram. *Making timetables easier to use*. Article in *Buses* (October 1982).

Tebb, R G P. *Alternative timetable formats: a classification of current practice*. TRRL Working Paper WP(PT)28. Transport and Road Research Laboratory, Crowthorne (1977).

Tebb, R G P. *A proposal for a pilot public transport timetable comprehensibility study: matrix timetables*. TRRL Working Paper WP(PT)38. Transport and Road Research Laboratory, Crowthorne (1978).

Washington Metropolitan Area Transit Commission. *Transit Information Aids*. Mass Transportation Demonstration Project INT-MTD-10, Final Report (undated).

Hough Green Farm/Hough Green – Widnes Town Hall – Runcorn Via Ditchfield Road **11, A11, B11**
 Via Dundalk Road **A11**
 Via Coronation Drive **12, A12, B12, X12**
 Via Liverpool Road **14**
 Via Prescott Road **15**

Routes

Service 11 – From Hough Green Farm (Hough Green Road, Arley Drive) via Hough Green Road, Liverpool Road, Ditchfield Road, Hale Road, Leigh Avenue, Deacon Road, Albert Road, Moon Street, Rylands Street, Widnes Road, Town Hall Square, returning via reverse of above route to Hough Green Road then via Arley Drive to Hough Green Farm.
 Service A11 – As Service 11 to Ditchfield Road, then via Hale Road, Dundalk Road, Lowerhouse Lane, Milton Road, Widnes Road, Town Hall Square, Victoria Road, Runcorn-Widnes Bridge, Runcorn Railway Station to Runcorn (High Street Bus Station), returning via reverse of above route.
 Service B11 – As Service 11 to Hale Road, then via Liverpool Road, Lowerhouse Lane, Milton Road, Widnes Road, then as Service 11.
 Service 12 – As Service 11 to Ditchfield Road, then via Coronation Drive, Hale Road, Liverpool Road, Leigh Avenue, Deacon Road, Albert Road, Moon Street, Rylands Street, Widnes Road, Town Hall Square, Victoria Road, Runcorn-Widnes Bridge, Runcorn Railway Station to Runcorn (High Street Bus Station), returning via reverse of above route.
 Service A12 – As Service 12 to Hale Road, then via Liverpool Road, Lowerhouse Lane, Milton Road, Widnes Road, then as Service 12.
 Service B12 – From Hough Green Station via Liverpool Road, Royal Avenue, Queens Avenue, Coronation Drive then as Service 12.
 Service X12 – As Service 12 to Coronation Drive then either via Hale Road, St. Michaels Road, Ditton Road or via Hale Road, Liverpool Road, Lowerhouse Lane, then both routes via Runcorn-Widnes Bridge, Runcorn Railway Station to Runcorn (High Street Bus Station).
 Service 14 – From Hough Green Farm (Hough Green Road, Arley Drive) via Hough Green Road, Liverpool Road, Leigh Avenue, then as Service 12.
 Service 15 – From Hough Green Farm (Hough Green Road, Arley Drive) via Hough Green Road, Prescott Road, Liverpool Road, Leigh Avenue, Deacon Road, Albert Road, Moon Street, Rylands Street, Widnes Road, Town Hall Square, returning via reverse of above route. (CW3/74)

Also showing Service 4 and Crosville Service H20 journeys

	14	B11	14	11	H20	X12	11	NS	14	12	14	H20	4	NS	14	14	NS	S	⊗	NS	NS	
Monday to Saturday																						
Arley Drive Sundowner	—	—	0610	—	—	—	—	—	—	—	—	—	—	—	0736	—	0746	—	—	—	0800	—
Hough Green Farm Sporting Ford	—	0540	0615	—	—	0645	—	—	—	0715	—	—	—	—	0742	—	0751	—	—	0805	0808	—
Hough Green Station ⇌	0557	0544	0619	0630	0639	0649	0650	0719	0719	0729	0739	—	—	0740	0746	0754	0755	0805	0809	0812	0814	—
Coronation Drive Queens Avenue	—	—	★	—	—	0654	—	—	—	0724	—	—	—	—	0745	—	—	—	—	—	—	—
Hale Road St. Michaels Road	—	0601	—	0635	—	—	0655	—	—	—	—	—	0745	0747	—	—	0800	0810	—	—	—	—
Blundell Arms	—	0603	—	0637	—	0656	0657	—	0726	—	—	—	0747	●	—	—	0802	0812	—	—	—	—
Chesnut Lodge	0602	0605	0624	0639	0643	0658	0659	0724	0728	0734	0743	0749	●	0751	0759	0804	0814	0814	0814	0817	0819	—
Albert Road	0608	—	0630	0645	—	◆	0705	0730	0734	0740	—	—	0755	●	0757	0805	0810	0820	0820	0823	0825	—
Widnes Town Hall	0612	0615	0634	0649	0648	◆	0709	0734	0738	0744	0748	0758	●	0801	0809	0814	0824	0824	0824	0827	0829	—
Runcorn High Street Bus Station	—	—	—	—	0658	0710	—	0744	—	—	0758	□	0800	—	—	—	—	—	—	—	—	—

Code:

S – Saturday only **NS** – Not Saturday ⊗ – Schooldays only ⇌ – Near Railway Station
 ★ – Operates via Everite Road, waits at Golden Wonder Factory; does not stop at Wyncroft Road ■ – Continues to West Bank
 ◆ – Via Lowerhouse Lane and Bridge direct ● – Via Ditton Road and Bridge direct □ – Continues to Runcorn on Monday to Friday

Halton Transport

This timetable shows all services over a common section of route, irrespective of operator. It has horizontal lines at intervals to aid legibility, and the symbols denoting variations in the service pattern are boldly displayed with the appropriate key on each page. But 'Monday to Saturday' is not prominent, and it is questionable whether devoting half the page to a written description of the routes is necessary or worthwhile, since the same particulars are given more intelligibly by means of a route diagram (not reproduced here).

**HUNGERFORD · MARLBOROUGH · TIDWORTH
PEWSEY · TIDWORTH**

via Cadley and Burbage **Service 220**
via Burbage **221**

MARLBOROUGH · TIDWORTH via Cadley and Burbage
MARLBOROUGH · BURBAGE

Tidworth Coaches Service T15
R. J. Harley Service H53

Service T15 is operated by Tidworth Coaches, St Andrews Rd., Tidworth, Hants. Tel. Stonehenge 42323.
Service H53 (Shared Taxi) is operated by Harley Hire, 119 London Rd., Marlborough, Wilts. Tel. Marlborough 52786.
Connections on Services 208/209 between Tidworth and Salisbury are shown in *italics*.

Mondays to Fridays								Saturdays	
	⊕	F	MTTh	W	⊕			220	220
	221	T15	220	H53	220	T15	221		
HUNGERFORD (Barclays Bank) ⇌			1235						
Froxfield			1246						
Savernake Hospital			1259						
MARLBOROUGH (High Street)	0827†		1304	1305	1310	1555†		0855	1235
Cadley (Bus Shelter)	0831		1310	1310	1316	1605●		0901	1241
Burbage (Stibb Green)	0834		1317	1317▲	1323	1611●		0908	1248
Great Bedwyn (Cross Keys) ⇌					1333				
Wilton (Swan)					1338				
East Grafton (Post Office)					1340				
Burbage (Seymour Pond)					1350▼				
PEWSEY (North Street) ⇌	0650△						1730		
Milton Lilbourne (Cross Roads)	0655						1735		
Easton Royal (Cross Roads)	0658						1738		
Burbage (Stibb Green)	0705	0834	1317	1317▲		1611●	1745	0908	1248
Burbage (Seymour Pond)	0708	0839	1320	1320▲	1350	1613●	1748	0911	1251
Collingbourne Kingston (Cleaver Inn)	0717	0844	1329		1359	1619	1757	0920	1300
Collingbourne Ducis (London House)	0719	0847	1331		1401	1622	1759	0922	1302
Ludgershall (Memorial)	0727□					1630*		0930□	
TIDWORTH (Hampshire Cross)	0735C	0855	1340C		1410C	1642*	1808C	0938C	1311C
			□		□		□		□
	209	208	209		208	208		209	208
TIDWORTH (Hampshire Cross)	0738	0913	1343		1413	1813		0943	1313
SALISBURY (Bus Station)	0822	0957	1427		1457	1857		1027	1357

CODE
F—Fris only.
W—Weds only.
MTTh—Mons, Tues and Thurs only.
⊕—Schooldays only.
†—London Road, NOT High Street.
▲—Runs to these points only if required.
▼—Via Eastcourt Rd., Eastcourt, Taskers Lane and Spar Shop.
●—Only school children may be set down at these points on this journey.
*****—No passenger may be both picked up and set down between Ludgershall and Tidworth.
△—Starts from Pewsey Depot, Frog Meadow not North Street.
□—Connection also available on Services 208/209 to Andover.
C—Change buses.
T15—Tidworth Coaches Service.
H53—R. J. Harley (Shared Taxi) service.
WW/28.3.83

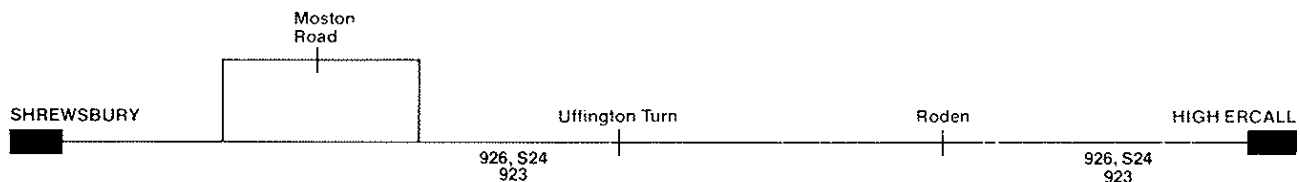
Wilts & Dorset

Parallel services on different routes and by different operators appear in a single table, but italics are used with different meanings in adjacent columns. Horizontal lines between each row aid legibility and the key is reproduced on each page. 'Mondays to Fridays' and 'Saturdays' appear relatively boldly, but there is no explicit statement that there are no Sunday services. No arrows are used to link times across points not served. Codes and footnotes are a common source of confusion and error – 12 codes for 10 journeys seems excessive.

926 SHREWSBURY—HIGH ERCALL (also showing 923 journeys — see pages 8, 9 for full 923 service)

926 Route:- Shrewsbury (Bus Station), Bridge Street, Smithfield Road, Castle Foregate, St. Michael's Street, Spring Gardens, Ditherington

Road, Sundorne Road. (Certain journeys operate via Meadow Farm Drive, Moston Road and Sundorne Grove Estate), B5062, Uffington Turn, Roden, High Erccall.



Monday to Friday

Service number	Code	SHREWSBURY (Bus Station)	Heathgates	Moston Road	Uffington Turn	Roden (Post Office)	HIGH ERCALL	Service number	Code	HIGH ERCALL	Roden (Post Office)	Uffington Turn	Moston Road	Heathgates	SHREWSBURY (Bus Station)
926	▲	G	0735	●	0743	0753	0758	926	△	0803	0808	0818	0822	0827	0837
923	††	0915	0925	●	0932	0942	0947	926		0957	1002	1012	●	1020	1030
926		0920	0930	●	0938	0948	0953	926		1331	1336	1346	●	1354	1404
926		1258	1308	●	1316	1326	1331	923	■	1513	1518	1528	●	1536	1546
926	△	1607	1617	1621	1625	1635	1640	926		1645	1650	1700	●	1708	1718
S24	†	1750	1800	1804	1812	1822	1827	926	▲	1828	1833	1843	●	1851	G

Saturday

926		G	0745	●	0753	0803	0808
926		0920	0930	●	0938	0948	0953
926		1258	1308	●	1316	1326	1331
S24	†	1750	1800	1804	1812	1822	1827

Saturday

926	†	0813	0818	0828	0836	0841	0851
926		0957	1002	1012	●	1020	1030
926		1331	1336	1346	●	1354	1404
926	▲	1828	1833	1843	●	1851	G

- CODE**
- - Via Sundorne Road
 - †† - Continues to Wellington via Admaston arrive 10.10 (during School holidays commences from High Erccall)
 - † - Also serves Sundorne Grove Estate
 - - From Wellington at 14.50 School term only
 - G - To or from Garage (Ditherington)
 - △ - Connects with Service 922 to or from Ellerdine Heath
 - ▲ - Connects with Service 922 to or from Wellington

SUNDAY NO SERVICE

Midland Red North

Times on each journey are shown horizontally, with journeys from each point listed vertically. A route diagram is included (albeit highly simplified). The absence of Sunday services is stated explicitly.

HOLT HEATH/HALLOW/LOWER BROADHEATH

Composite Timetable
X93 310-316 W26

Mondays to Fridays	W26	311	W26	X93	310	X93	315	X93	315	313	X93	315	X93	316	X93	316	X93	316
Service Number					V					K						A		
Birmingham	-	-	-	-	-	0732	-	0832	-	-	0932	-	1032	-	1132	-	1232	-
Kidderminster	-	-	-	0720	-	0820	-	0920	-	-	1020	-	1120	-	1220	-	1320	-
Stourport	-	-	-	0734	-	0834	-	0934	-	-	1034	-	1134	-	1234	-	1334	-
HOLT HEATH,Red Lion	0715	-	0742	0753	-	0853	-	0953	-	-	1053	-	1153	-	1253	-	1353	-
Hallow	0725	-	0752	0803	-	0903	-	1003	1017	1029	1103	1117	1203	1226	1303	-	1403	1426
Lower Broadheath,Bell	*	0752	*	|	0816	|	0927	|	1027	|	|	1127	|	(1216)	|	1316	|	(1416)
WORCESTER	0743	0806	0810	0818	0830	0918	0941	1018	1041	1044	1118	1141	1218	1241	1318	1341	1418	1441

Mondays to Fridays(Cont'd)	310	X93	316	X93	316	X93	X93	314	310
Service Number									
Birmingham	-	1332	-	1432	-	1532	1632	-	-
Kidderminster	-	1420	-	1520	-	1620	1720	-	-
Stourport	-	1434	-	1534	-	1634	1734	-	-
HOLT HEATH,Red Lion	-	1453	-	1553	-	1653	1753	1838	-
Hallow	-	1503	1526	1603	1636	1703	1803	1848	-
Lower Broadheath,Bell	1450	|	(1516)	|	(1626)	|	|	|	1836
WORCESTER	1504	1518	1541	1618	1651	1718	1818	1903	1850

Saturdays	X93	310	X93	X93	312	X93	X93	X93	X93	X93	310	X93	X93	X93	310
Service Number															
Birmingham	-	-	-	0832	-	0932	1032	1132	1232	1332	-	1432	1532	1632	-
Kidderminster	0720	-	0820	0920	-	1020	1120	1220	1320	1420	-	1520	1620	1720	-
Stourport	0734	-	0834	0934	-	1034	1134	1234	1334	1434	-	1534	1634	1734	-
HOLT HEATH,Red Lion	0753	-	0853	0953	-	1053	1153	1253	1353	1453	-	1553	1653	1753	-
Hallow	0803	-	0903	1003	1029	1103	1203	1303	1403	1503	-	1603	1703	1803	-
Lower Broadheath,Bell	|	0830	|	|	1039	|	|	|	|	|	1507	|	|	|	1901
WORCESTER	0818	0844	0918	1018	1101	1118	1218	1318	1418	1518	1521	1618	1718	1818	1915

For SUMMER SUNDAY buses
see service X93 timetable

NOTES: * - Operates via Comer Gardens
A - Operates via Crown East
K - Runs 5 minutes later on Wednesdays
V - Operates to or from Girls Grammar School

Midland Red West

A composite timetable, showing parallel journeys by different routes. Journeys on routes 315 and 316 operate between Hallow and Lower Broadheath in opposite directions, so that some times for the latter are out of sequence. 'Mondays to Fridays' and 'Saturdays' are not boldly labelled, and the lack of winter Sunday services is indicated only by implication. Exact stopping points in the major towns are not named, necessitating cross-reference to other tables.

DUNDEE · ABERDEEN via Forfar, Brechin and Stonehaven

Service 104 via Finavon
 Service 105 via Lunanhead and Aberlemno
 Services 104, 105 run into Aberdeen via Wellington Road and Market Street

Services
104, 105
 School Service 505

Monday to Friday

Service No.	104	105	104 MA	102	104	505 SDO	104	101	105	104	105	175	105	104	174	105	175	105	104	174	105	
DUNDEE (Bus Station) ⇌							0740		■	1040		1155		1245	1255		1355				1455	
Tealing (Hally's Garage)							0756			1056		1211		1300	1311		1411				1511	
Gateside (Sheiter)							0805			1105		1220		1309	1320		1420				1520	
FORFAR (Royal Bank, E. High St.) arr							0816			1116		1231		1320	1331		1431				1531	
FORFAR (Royal Bank, E. High St.) dep	0615	0700			0725	0816	0818		0900	1116	1116	↔	1232	1320	↔	1332	↔	1432			↔	1532
Tannadice (Post Office)																						
Finavon (Hotel)	0629				0739		0832			1130				1334								
Lunanhead (Hall)		0705			0821		0905		1120		1237			1337		1437						1537
Aberlemno (Hall)		0713			0829		0913		1127													
BRECHIN (Clerk Street) arr	0643	0726			0752		0845		0926	1143				1347								
BRECHIN (Clerk Street) dep							0848			1143				1347							1510	
Stracathro Hospital (Bus Stance)			0730				0857			1152				1356							1521	
Luthermuir (Foot of Main Street)			0739				0905			1203				1407								
Laurencekirk (Camerons)			0750				0917			1218				1422								1533
Fordoun (Cafe)			0757				0924			1228				1432								1543
Auchenblae (Inn)							0931															
Glenbervie (Church)							0938															
Drumlithie (Hotel)			0811				0942			1238				1442								1553
STONEHAVEN (Bus Garage) arr			0832				0958			1254				1458								1609
STONEHAVEN (Bus Garage) dep			↔	0840			↔	1000		1255				1500								1610
Newtonhill (Post Office)										1307				1512								1622
Newtonhill Cross Roads					0851			1011		1309				1514								1624
Cammachmore (Shelter)					0854			1014		1312				1517								1627
Portiethen (Newsagent's Shop)					0859			1019		1316				1521								1631
Nigg (Post Office)										1327				1532								1642
ABERDEEN (Bus Station) ⇌					0920			1040		1335				1540								1650

CODE

⇌—Adjoining or near Railway Station.
 MA—Runs to Mackie Academy on Schooldays.
 SDO—Schooldays Only and subject to alteration according to school requirements.

↔ or ↔—Connection and through fares available.
 ■—Does not run on Brechin Local or Public Holidays.

Northern Scottish

Arrows are used here to show the availability of timetabled connections and through fares, though the key does not account for the one pointing leftwards. 'Monday to Friday' is shown boldly, and parallel services are combined in a common table. But the typeface is small, and even with the rows of dots provided there may be difficulty in accurately relating times near the right-hand margin to the places listed.

Please note the following variations since the last published timetable: Slight changes have been made to the Sunday timetables, with certain Ser 92/93 journeys being replaced by service 90/91 journeys. Some journeys to and from Middlesbrough will be replaced by journeys on service 84.

MIDDLESBROUGH/NORTHORMESBY - ESTON (Circular)

Service
90-93

Route: 90 via Corporation Rd., Albert Road, Grange Road, Linthorpe Road, Southfield Road, Woodlands Road, Waterloo Road, Park Vale Road, Clairville Road, Longlands, Kings Road, North Ormesby Market Place

92 via Corporation Road, Marton Road, Borough Road then 90 and 92 via Smeaton St., Cargo Fleet, South Bank, Bolckow Road, Birchington Avenue, Whale Hill, Eston, Normanby, Normanby Road, South Bank, Cargo Fleet, Smeaton Street then 90 to North Ormesby, Market Place and 92 to Middlesbrough. 91 reverse of 90, 93 reverse of 92. Services 92 and 93 operate into Middlesbrough via Borough Road, Hartington Road and Brentnall St.

Monday to Friday	90						90		90		90/92			90/90		90/92		90		90	
	am	am	am	am	am				pm	pm	pm			pm	pm	pm	pm	pm	pm	pm	pm
MIDDLESBROUGH, Bus Station	.....	.....	5 54	6 24	6 54		24 54	4 54	5 24	5 55		25 55	9 25	9 55	10 25	10 55				
Longlands	.....	.....	6 04	6 34	7 04		34 04	5 04	5 34	6 05		35 05	9 35	10 05	10 35	11 05				
NORTH ORMESBY, Market Place	.....	.....	6 09	6 39	7 09	Then at	39 09	5 09	5 39	6 10	Then at	40 10	9 40	10 10	10 40	11 10				
South Bank, Bus Depot	5 19	5 43	6 15	6 45	7 15	minutes	45 15	5 15	5 45	6 16	minutes	45 16	9 46	10 16	10 46	11 16					
Bennetts Corner, Middlesbrough Road	5 21	5 46	6 18	6 48	7 18	past	48 18	5 18	5 48	6 18	past	48 18	9 48	10 18	10 48	.....				
Grangetown, Magnet Hotel	5 27	5 52	6 24	6 54	7 24	each	54 24	5 24	5 54	6 24	each	54 24	9 54	10 24	10 54	.....				
ESTON, Square	5 33	5 58	6 30	7 00	7 30	hour	00 30	5 30	6 00	6 30	hour	00 30	10 00	10 30	11 00	.....				
ESTON, Square	5 34	6 01	6 31	7 01	7 31		01 31	5 31	6 01	6 31		01 31	10 01	10 31	11 01	.....				
Normanby Hotel	5 36	6 03	6 33	7 03	7 33		03 33	5 33	6 03	6 33		03 33	10 03	10 33	11 03	.....				
Normanby Road, Eston Baths	5 41	6 08	6 38	7 08	7 38		08 38	5 38	6 08	6 38		08 38	10 08	10 38	11 08	.....				
Bennetts Corner, Normanby Road	5 45	6 12	6 42	7 12	7 42		12 42	5 42	6 12	6 42		12 42	10 12	10 42	11 12	.....				
South Bank, Bus Depot	5 47	6 14	6 44	7 14	7 44		14 44	5 44	6 14	6 44		14 44	10 14	10 44	11 14	.....				
NORTH ORMESBY, Market Place	5 52	6 20	6 50	7 20	7 50		20 50	5 50	.....	6 49		..... 49	.....	10 49	.....	.....			
MIDDLESBROUGH, Bus Station	.....	.....	.....	.....	.....		.....	.....	6 21	.....		21	10 21	.....	.....	.....		
	91						91		91		91/93			91		93/91		91		91	
	am	am	am	am		pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	
MIDDLESBROUGH, Bus Station	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
NORTH ORMESBY, Market Place	5 54	6 24	6 54		24 54	5 24	5 55	.....	6 22	.....	7 22	.....	8 22	.....	9 22	.....	10 22	.....	.....	10 51
South Bank, Bus Depot	5 25	6 00	6 30	7 00	30 00	5 30	6 01	6 31	7 01	7 31	8 01	8 31	9 01	9 31	10 01	10 31	10 57				
Bennetts Corner, Normanby Road	5 28	6 03	6 33	7 03	33 03	5 33	6 03	6 33	7 03	7 33	8 03	8 33	9 03	9 33	10 03	10 33	10 59				
Normanby Road, Eston Baths	5 32	6 07	6 37	7 07	37 07	5 37	6 07	6 37	7 07	7 37	8 07	8 37	9 07	9 37	10 07	10 37	11 03				
Normanby Hotel	5 36	6 11	6 41	7 11	41 11	5 41	6 11	6 41	7 11	7 41	8 11	8 41	9 11	9 41	10 11	10 41	11 07				
ESTON, Miners Arms	5 39	6 14	6 44	7 14	44 14	5 44	6 14	6 44	7 14	7 44	8 14	8 44	9 14	9 44	10 14	10 44	11 10				
ESTON, Miners Arms	5 40	6 15	6 45	7 15	45 15	5 45	6 15	6 45	7 15	7 45	8 15	8 45	9 15	9 45	10 15	10 45	11 11				
Grangetown, Magnet Hotel	5 46	6 21	6 51	7 21	51 21	5 51	6 21	6 51	7 21	7 51	8 21	8 51	9 21	9 51	10 21	10 51	11 17				
Bennetts Corner, Middlesbrough Road	5 52	6 27	6 57	7 27	57 27	5 57	6 27	6 57	7 27	7 57	8 27	8 57	9 27	9 57	10 27	10 57	11 23				
South Bank, Bus Depot	5 54	6 29	6 59	7 29	59 29	5 59	6 29	6 59	7 29	7 59	8 29	8 59	9 29	9 59	10 29	10 59	11 25				
NORTH ORMESBY, Market Place	6 00	6 35	7 05	7 35	05 35	6 05	6 34	7 04	7 34	8 04	8 34	9 04	9 34	10 04	10 34	11 04	.....			
Longlands	6 04	6 39	7 09	7 39	09 39	6 09	6 38	7 08	7 38	8 08	8 38	9 08	9 38	10 08	10 38	11 08	.....			
MIDDLESBROUGH, Bus Station	6 17	6 52	7 22	7 52	22 52	6 22	6 51	7 21	7 51	8 21	8 51	9 21	9 51	10 21	10 51	11 21	.....			

Cleveland Transit

The vertical lines serve little purpose, except perhaps to allow consecutive columns of figures to be spaced more closely. Horizontal lines would make it easier to read across the page. Column headings are used to denote a.m. and p.m. times. Tables are grouped by days of operation rather than by direction of travel. A route diagram, in place of the description, would be easier to comprehend.

CARRBRIDGE-FORT WILLIAM

SERVICE
via Spean Bridge 32

Mondays to Fridays

	⊕	▼	A	F	B	E	B	G	G	F	◆	■
CARRBRIDGE (Hotel)					0945	1100	1230					
Kinveachy Junction					0950	1105	1235					
Aviemore (Railway Station) 🚂	0715		0805	0930	1000	1115	1245		1525	1525		
Kincaig Monument	0728		0820	0945	1013	1130			1540	1540		
Wildlife Park					1023							
Kingussie (Fish Shop) 🚂	0739		0835	1000		1145			1555	1555		
Newtonmore (Mains Hotel) 🚂	0745		0843	1008		1153			1613	1613		
Laggan Bridge	0800			1025					1630	1630		
Loch Laggan Hotel	0813			1040					1645	1645		
Roy Bridge Hotel		0810		1118					1645	1723	1805	
Spean Bridge Hotel		0817		1125					1652	1730	1812	
Torlundy		0832		1140					1707	1745	1827	
Lochy Bridge		0836		1144					1711	1749	1831	
FORT WILLIAM (Bus Station) 🚏		0842		1150					1717	1755	1837	

	■	J	◆	H	◆	A	F	B	E	G	G	♥	F	♥	■
FORT WILLIAM (Bus Station) 🚏	0735									0930					1610 1610 1730
Lochy Bridge	0741									0936					1616 1616 1736
Torlundy	0745									0940					1620 1620 1740
Spean Bridge Hotel	0800									0955					1635 1635 1755
Roy Bridge Hotel	0807									1002					1642 1642 1802
Loch Laggan Hotel		0815	0815							1040					1647 1720
Laggan Bridge		0830	0830							1055					1700 1735
Newtonmore (Mains Hotel) 🚂		0847	0847							1112		1155	1715		1752
Kingussie (Police Station) 🚂		0855	0855	0855	1120					1203	1721				1800
Wildlife Park										1145					
Kincaig Monument		0910	0910	0910	1135	1115	1218	1732							1815
Aviemore (Railway Station) 🚂		0925	0925	0925	1150	1210	1233	1745							1830
Kinveachy Junction										1220					
CARRBRIDGE (Hotel)						0940	0940			1225					

CODE

- ⊕ --- Schooldays only
- --- Not Fort William Public Holidays
- ▼ --- Via Lochaber High School on schooldays
- ◆ --- Via Kingussie High School on schooldays
- ◇ --- During ski season only
- NSu --- Not Sundays
- 🚂 --- Adjoining or near Rail Station
- A --- Mondays, Wednesdays and Thursdays on non-schooldays from 1st June to 30th September
- B --- Mondays and Wednesdays, 1st June to 30th September
- E --- Thursdays from 1st June to 30th September
- F --- Fridays
- G --- Mondays to Thursdays during school term
- H --- Mondays, Wednesdays and Thursday schooldays from 1st June to 30th Sept
- J --- Schooldays only but not Mondays, Wednesdays and Thursdays from 1st June to 30th September.

Highland Scottish

A misleading title. Study of the footnotes reveals that, even by changing vehicles, through journeys between the advertised termini of this route cannot be made on any one day.

XI SOUTHEND — BASILDON — GRAYS — LONDON (Aldgate — Piccadilly — Kensington) — HEATHROW AIRPORT XI

TO LONDON & HEATHROW	Mondays to Fridays (except Public Holidays)														Saturdays, Sundays & Public Holidays														First Alighting Point
	5	6	7	8	9	10	11	12	13	14	15	16	17	18	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
Southend, Central Bus Station	5 30.6	6 01.6	25.16	30	7 07	30.8	30	1030	1230	2	30.4	30.6	30.8	30	5 30	6 30	8 30	1030	1230	2	30.4	30.6	30.8	30	Grays, Windsor Avenue				
Southend, Victoria Circus, Chichester Road	5 32.6	2.16	27.16	32	7 21.7	32.8	32	1032	1232	2	32.4	32.6	32.8	32	5 32	6 32	8 32	1032	1232	2	32.4	32.6	32.8	32	Grays, Windsor Avenue				
Westcliff, Hamlet Court Road	5 35.6	5.16	30.16	35	7 51.7	35.8	35	1035	1235	2	35.4	35.6	35.8	35	5 35	6 35	8 35	1035	1235	2	35.4	35.6	35.8	35	Grays, Windsor Avenue				
Westcliff, Plough	5 36.6	6.16	31.16	36	7 6.7	36.8	36	1036	1236	2	36.4	36.6	36.8	36	5 36	6 36	8 36	1036	1236	2	36.4	36.6	36.8	36	Grays, Windsor Avenue				
Chalkwell Park, Southbourne Grove	5 38.6	8.16	33.16	38	7 8.7	38.8	38	1038	1238	2	38.4	38.6	38.8	38	5 38	6 38	8 38	1038	1238	2	38.4	38.6	38.8	38	Grays, Windsor Avenue				
Leigh, Elms	5 41.6	11.16	36.16	41	7 11.7	41.8	41	1041	1241	2	41.4	41.6	41.8	41	5 41	6 41	8 41	1041	1241	2	41.4	41.6	41.8	41	Grays, Windsor Avenue				
West Leigh Schools	5 42.6	12.16	37.16	42	7 12.7	42.8	42	1042	1242	2	42.4	42.6	42.8	42	5 42	6 42	8 42	1042	1242	2	42.4	42.6	42.8	42	Grays, Windsor Avenue				
Highlands, Thames Drive	5 45.6	15.16	40.16	45	7 15.7	45.8	45	1045	1245	2	45.4	45.6	45.8	45	5 45	6 45	8 45	1045	1245	2	45.4	45.6	45.8	45	Grays, Windsor Avenue				
Hadleigh, Church	5 48.6	18.16	43.16	48	7 18.7	48.8	48	1048	1248	2	48.4	48.6	48.8	48	5 48	6 48	8 48	1048	1248	2	48.4	48.6	48.8	48	Grays, Windsor Avenue				
Hadleigh, Victoria House	5 50.6	20.16	45.16	50	7 20.7	50.8	50	1050	1250	2	50.4	50.6	50.8	50	5 50	6 50	8 50	1050	1250	2	50.4	50.6	50.8	50	Grays, Windsor Avenue				
Thundersley, Kenneth Road	5 52.6	22.16	47.16	52	7 22.7	52.8	52	1052	1252	2	52.4	52.6	52.8	52	5 52	6 52	8 52	1052	1252	2	52.4	52.6	52.8	52	Grays, Windsor Avenue				
Benfleet, Tarpots Corner	5 55.6	25.16	50.16	55	7 25.7	55.8	55	1055	1255	2	55.4	55.6	55.8	55	5 55	6 55	8 55	1055	1255	2	55.4	55.6	55.8	55	Grays, Windsor Avenue				
Basildon, Broadmayne, Timberlog Lane	6 2.6	32	7 27	32.8	2.19	21.11	21	23	25	27	29	31	33	6 2	7 2	9 2	11	21	23	25	27	29	31	33	Grays, Windsor Avenue				
Basildon, Broadmayne, The Fremnells	6 3.6	33	7 33	33.8	3.19	33.11	31	33	35	37	39	41	43	6 3	7 3	9 3	11	31	33	35	37	39	41	43	Grays, Windsor Avenue				
Basildon, Broadmayne, Church Road	6 4.6	34	7 47	34.8	4.19	41.11	41	43	45	47	49	51	53	6 4	7 4	9 4	11	41	43	45	47	49	51	53	Grays, Windsor Avenue				
Basildon, Broadmayne, Honey Pot Lane	6 5.6	35	7 57	35.8	5.19	51.11	51	53	55	57	59	61	63	6 5	7 5	9 5	11	51	53	55	57	59	61	63	Grays, Windsor Avenue				
Basildon, Bus Station	6 7.6	37	7 77	37.8	7.19	71.11	71	73	75	77	79	81	83	6 7	7 7	9 7	11	71	73	75	77	79	81	83	Grays, Windsor Avenue				
Basildon, Nethermayne, The Knares	6 8.6	38	7 87	38.8	8.19	81.11	81	83	85	87	89	91	93	6 8	7 8	9 8	11	81	83	85	87	89	91	93	Grays, Windsor Avenue				
Vange, Five Bells	6 11.6	41.6	56.7	11.7	41.8	11.9	11	11	11	11	11	11	11	6 11	7 11	9 11	11	11	11	11	11	11	11	11	11	Grays, Windsor Avenue			
Corringham, One Tree Hill	6 12.6	42.6	57.7	12.7	42.8	12.9	12	12	12	12	12	12	12	6 12	7 12	9 12	12	12	12	12	12	12	12	12	12	Grays, Windsor Avenue			
Stanford-le-Hope, Rookery Corner	6 16.6	46.7	17	16	7 46.8	16.9	16	16	16	16	16	16	16	6 16	7 16	9 16	16	16	16	16	16	16	16	16	16	Grays, Windsor Avenue			
Orsett, Cook	6 19.6	49.7	41	19	7 49.8	19.9	19	19	19	19	19	19	19	6 19	7 19	9 19	19	19	19	19	19	19	19	19	19	Grays, Windsor Avenue			
Orsett Heath, Baker Street	6 21.6	51.7	61	21	7 51.8	21.9	21	21	21	21	21	21	21	6 21	7 21	9 21	21	21	21	21	21	21	21	21	21	Grays, Windsor Avenue			
Socketts Heath, Oak	6 24.6	54.7	91	24	7 54.8	24.9	24	24	24	24	24	24	24	6 24	7 24	9 24	24	24	24	24	24	24	24	24	24	Grays, Windsor Avenue			
Grays, Heath Avenue	6 25.6	55.7	107	25	7 55.8	25.9	25	25	25	25	25	25	25	6 25	7 25	9 25	25	25	25	25	25	25	25	25	25	Grays, Nutberry Corner			
Grays, Nutberry Corner	6 26.6	56.7	117	26	7 56.8	26.9	26	26	26	26	26	26	26	6 26	7 26	9 26	26	26	26	26	26	26	26	26	26	North Stifford, Clockhouse Lane			
Grays, Stifford, Clockhouse Lane	6 28.6	58.7	137	28	7 58.8	28.9	28	28	28	28	28	28	28	6 28	7 28	9 28	28	28	28	28	28	28	28	28	28	Purfleet, Uplands Estate			
Purfleet, Uplands Estate	6 33.7	31	187	33.8	31	33	33	33	33	33	33	33	33	6 33	7 33	9 33	33	33	33	33	33	33	33	33	33	Wennington, Lennard Arms			
Wennington, Lennard Arms	6 37.7	7	227	37.8	7	37	37	37	37	37	37	37	37	6 37	7 37	9 37	37	37	37	37	37	37	37	37	37	Rainham, Dovers Corner			
Rainham, Dovers Corner	6 41.7	11	257	41.8	11	41	41	41	41	41	41	41	41	6 41	7 41	9 41	41	41	41	41	41	41	41	41	41	Trafalgar Square, Cocks spur Street			
Rainham, Cherry Tree Lane	6 42.7	12	277	42.8	12	42	42	42	42	42	42	42	42	6 42	7 42	9 42	42	42	42	42	42	42	42	42	42	Trafalgar Square, Cocks spur Street			
Rainham, Spencer Road	6 43.7	13	287	43.8	13	43	43	43	43	43	43	43	43	6 43	7 43	9 43	43	43	43	43	43	43	43	43	43	Trafalgar Square, Cocks spur Street			
Dagenham, Thames Avenue	6 44.7	14	297	44.8	14	44	44	44	44	44	44	44	44	6 44	7 44	9 44	44	44	44	44	44	44	44	44	44	Trafalgar Square, Cocks spur Street			
Dagenham, Ballards Road	6 46.7	16	317	46.8	16	46	46	46	46	46	46	46	46	6 46	7 46	9 46	46	46	46	46	46	46	46	46	46	Trafalgar Square, Cocks spur Street			
Dagenham, Chequers	6 48.7	18	337	48.8	18	48	48	48	48	48	48	48	48	6 48	7 48	9 48	48	48	48	48	48	48	48	48	48	Trafalgar Square, Cocks spur Street			
Rippleside, Gale Street	6 50.7	20	357	50.8	20	50	50	50	50	50	50	50	50	6 50	7 50	9 50	50	50	50	50	50	50	50	50	50	Trafalgar Square, Cocks spur Street			
Rippleside, Ship & Shovel	6 51.7	21	367	51.8	21	51	51	51	51	51	51	51	51	6 51	7 51	9 51	51	51	51	51	51	51	51	51	51	Trafalgar Square, Cocks spur Street			
Upney, Thatched House	6 53.7	23	387	53.8	23	53	53	53	53	53	53	53	53	6 53	7 53	9 53	53	53	53	53	53	53	53	53	53	Trafalgar Square, Cocks spur Street			
Barking, Volunteer	6 54.7	24	397	54.8	24	54	54	54	54	54	54	54	54	6 54	7 54	9 54	54	54	54	54	54	54	54	54	54	Trafalgar Square, Cocks spur Street			
East Ham, Manor Way	6 57.7	27	427	57.8	27	57	57	57	57	57	57	57	57	6 57	7 57	9 57	57	57	57	57	57	57	57	57	57	Trafalgar Square, Cocks spur Street			
West Ham, Prince Regent Lane	7 07	30	7 45.8	08	30.9	01	01	01	01	01	01	01	01	7 0	8 0	10 0	12	02	04	06	08	10	0	0	0	Hyde Park Corner, Knightsbridge			
Canning Town, Newham Way	7 27	32	7 47.8	28	32.9	21	21	21	21	21	21	21	21	7 2	8 2	10 2	12	22	24	26	28	21	2	2	2	Heathrow Airport, Central Bus Stn.			
Poplar, Blackwall Tunnel	7 47	34	7 49.8	48	34.9	41	41	41	41	41	41	41	41	7 4	8 4	10 4	12	42	44	46	48	41	4	4	4	Heathrow Airport, Central Bus Stn.			
Limehouse, Londoner	7 77	37	7 52.8	78	37.9	71	71	71	71	71	71	71	71	7 7	8 7	10 7	12	72	74	76	78	71	7	7	7	Heathrow Airport, Central Bus Stn.			
Stepney East, Rail Station	7 97	39	7 54.8	98	39.9	91	91	91	91	91	91	91	91	7 9	8 9	10 9	12	92	94	96	98	91	9	9	9	Heathrow Airport, Central Bus Stn.			
Stepney, Commercial Road, New Road	7 127	42	7 57.8	128	42.9	121	121	121	121	121	121	121	121	7 12	8 12	10 12	12	122	124	126	128	121	12	12	12	Heathrow Airport, Central Bus Stn.			
Aldgate, Bus Station, Scop M	7 157	45	8 08	158	45.9	151	151	151	151	151	151	151	151	7 15	8 15	10 15	12	152	154	156	158	151	15	15	15				
Tower Hill, Tower of London, Stop B	7 207	50	8 18	208	50.9	201	201	201	201	201	201	201	201	7 20	8 20	10 20	12	202	204	206	208	201	20	20	20				
Upper Thames Street, under London Bridge	7 227	53	8 28	228	53.9	221	221	221	221	221	221	221	221	7 22	8 22	10 22	12	222	224	226	228	221	22	22	22				
Blackfriars, Victoria Embankment	7 257	55	8 30	258	55.9	251	251	251	251	251	251	251	251	7 25	8 25	10 25	12	252	254	256	258	251	25	25	25				
Embankment Station, Victoria Embankment	7 287	58	8 32	288	58.9	281	281	281	281	281	281	281	281	7 28	8 28	10 28	12	282	284	286	288	281	28	28	28				
Trafalgar Square, Cocks spur Street, Scop T	7 308	08	158	309	09	30	30	30	30	30	30	30	30	7 30	8 30	10 30	12	302	304	306	308	30	30	30	30				
Green Park Station, Piccadilly, Scop C	7 358	58	208	359	59	35	35	35	35	35	35	35	35	7 35															

MAIDSTONE ↔ LONDON COMMUTER SERVICES

Mondays to Fridays

Service	979	981	980	929	984	981
PARK WOOD , Parade	●	—	●	—	—	—
Shepway, Plains Avenue, Roundabout	0545	—	0630	—	—	—
BEARSTED , Yeoman	—	—	—	—	—	0630
Bearsted, Green	—	0600	—	—	0620	0635
Madginford, Madginford Rd/Lambourne Rd	—	0605	—	—	0625	0640
Downswood, Horton Downs	—	—	—	—	0627	—
Vinters Park, Emsworth Grove	—	0612	—	—	0642	0647
Penenden Heath	—	—	—	—	0645	—
Running Horse	—	—	—	—	0647	—
MAIDSTONE , Bus Station	0600	0620	0645	0647	—	0655
Maidstone, Allington Way	0605	0625	0650	0652	—	0700
Larkfield, Spotted Cow	0612	0632	0657	0700	—	—
Lunsford Park, Chaucer Way/Masefield Way	0615	0635	0700	—	—	—
non-stop to:	●	—	●	—	—	—
Lewisham, Duke of Cambridge	0725	—	—	0815	—	—
New Cross, Queens Road	0733	—	—	0826	—	—
Peckham, 28 Hanover Park	0737	—	—	—	—	—
Camberwell, 50 Church Street	0741	—	—	—	—	—
Kennington Oval, Underground Station	0746	—	—	—	—	—
Old Kent Road, Dun Cow	—	—	—	—	—	—
Elephant & Castle, New Kent Road	—	—	—	—	—	—
Millbank, Thames House	—	—	—	—	—	—
Pimlico, St. Georges Square	0751	—	0848	—	—	—
London Bridge, Tooley Street	—	0745	0800	—	0805	0815
Cannon Street, Rail Station	—	0748	0803	—	0808	0818
Blackfriars Rail Station	—	0752	0807	—	0812	0822
Embankment, Underground Station	—	0758	0813	—	0818	0828
Parliament Square, Victoria Street	—	0801	0816	—	0821	0831
Victoria, Rail Station	—	0805	0820	—	0825	0835
LONDON , Victoria Coach Station	0755	—	—	0852	—	0840

Service	980	929	984	981	981	978	983
LONDON , Victoria Coach Station	—	●	—	●	—	●	—
Victoria, Bressenden Place	1640	—	1705	1710	1740	1810	—
Parliament Square, opp. Westminster Abbey	1644	—	1709	1714	1744	1814	—
Embankment, Underground Station	1647	—	1712	1717	1747	1817	—
Blackfriars, Rail Station	1653	—	1718	1723	1753	1823	—
Cannon Street, Rail Station	1657	—	1722	1727	1757	1827	—
London Bridge, Tooley Street	1700	—	1725	1730	1800	1830	—
Pimlico, Underground Station, Stop H	—	1704	—	—	—	1834	—
Millbank, Thames House	—	1707	—	—	—	—	—
Elephant & Castle, New Kent Road	—	1710	—	—	—	—	—
Old Kent Road, Dun Cow	—	1717	—	—	—	—	—
Kennington Oval, opp. Tube Station, Stop C	—	—	—	—	—	1839	—
Camberwell, 47 Church Street	—	—	—	—	—	1844	—
Peckham, High Street, Post Office	—	—	—	—	—	1848	—
New Cross, 171 New Cross Road	—	1726	—	—	—	1845	1852
Lewisham, Duke of Cambridge	—	1737	—	—	—	1853	1900
non-stop to:	●	—	●	—	—	—	—
Lunsford Park, Chaucer Way/Masefield Way	1750	—	—	1820	1850	2005	1950
Larkfield, Spotted Cow	1753	1852	—	1823	1853	2008	1953
Maidstone, Allington Way	1800	1900	—	1830	1900	2016	2000
MAIDSTONE , Bus Station	1805	1905	—	1835	1905	2021	2005
Running Horse	—	—	1840	—	—	—	—
Penenden Heath	—	—	1842	—	—	—	—
Vinters Park, Emsworth Grove	—	—	1845	1843	1913	—	▲
Downswood, Horton Downs	—	—	1900	—	—	—	▲
Madginford, Madginford Rd/Lambourne Rd	—	—	1902	1850	1920	—	▲
Bearsted Green	—	—	1907	1855	1925	—	▲
BEARSTED , Yeoman	—	—	—	1900	—	—	▲
Shepway, Plains Avenue Roundabout	1815	—	—	—	—	2031	▲
PARK WOOD , Parade	1820	—	—	—	—	2036	▲

CODE

- — Via West Malling, Borough Green, West Kingsdown, Swanley, Sidcup and Eltham
- ‡ — Between Madginford and Vinters Park, this journey operates via Ashford Road and Sittingbourne Road, and then serves Vinters Park in the opposite direction to normal London-bound journeys
- ▲ — This journey serves either or both of the Shepway/Park Wood and Vinters/Bearsted routes.

IMPORTANT NOTE
As part of our policy of adapting our commuter journeys to suit the demands of our regular passengers, these journeys are liable to alteration at short notice

Maidstone & District

Bold arrows are used to indicate where intermediate points in the timetable are not served on particular journeys, but it is not apparent why this method of presentation has been used for some sections of route but not others, and the accompanying key gives no clue. The table is discreetly marked 'Mondays to Fridays' but there is no equivalent timetable for other days and no explicit indication of which (if any) of these journeys are also operated at weekends.

BANK FOOT — HEWORTH
BENTON — HEWORTH
ST. JAMES — NORTH SHIELDS — THE COAST — BENTON — HEWORTH

MONDAY TO SATURDAY

ST. JAMES	0608	0628	0638	0648	0658
Monument	0609	0629	0639	0649	0659
Byker	0613	0633	0643	0653	0703
Wallsend	0619	0639	0649	0659	0709
Howdon	0623	0643	0653	0703	0713
North Shields	0628	0648	0658	0708	0718
Tynemouth	0631	0641	0651	0701	0711
Whitley Bay	0635	0645	0655	0705	0715
Weel Monkseaton	0640	0650	0700	0710	0720
Shiremoor	0643	0653	0703	0713	0723
BENTON	0647	0657	0707	0717	0727
Four Lane Ends	0648	0658	0708	0718	0728
BANK FOOT	0647	0657	0707	0717	0727
Fawdon	0650	0700	0710	0720	0730
Regent Centre	0653	0703	0713	0723	0733
South Gosforth	0652	0702	0712	0722	0732
Jesmond	0657	0707	0717	0727	0737
Haymarket	0656	0706	0716	0726	0736
Monument	0700	0710	0720	0730	0740
Central Station	0701	0711	0721	0731	0741
Gateshead	0703	0713	0723	0733	0743
HEWORTH	0708	0718	0728	0738	0748

Trains also stop at intermediate stations not shown above. For map and intermediate journey times see back cover.
 These are between St. James and North Shields at: Manors, Hadrian Road, Percy Main and Smiths Park
 between Bank Foot and Benton at: South Gosforth at: Cullercoats, Monkseaton and Fenton
 between Tynemouth and South Gosforth at: Cullercoats, Monkseaton and Fenton
 between South Gosforth and Benton at: Cullercoats, Monkseaton and Fenton
 → Adjoining or near a Rail Station

Tyne & Wear Transport [Original in 4 colours]

Services on parallel lines are shown in a single table, but distinguished by colour. Intermediate stations not listed in the table are shown in a footnote, but for exact locations and journey times reference to a separate map printed elsewhere in the booklet is required.

BYKER METRO—FOUR LANE ENDS—KILLINGWORTH, WEST BAILEY—
FOUR LANE ENDS—BYKER METRO **Services**
BYKER METRO—FOUR LANE ENDS—KILLINGWORTH, EAST BAILEY—
FOUR LANE ENDS—BYKER METRO **TRANSFARE 62**
TRANSFARE 63

SUNDAY

Metro departs Monument	62	62	63	63	62	63	62	63	62	63	62	63	62	63
Metro arrives Byker	0729	0809	0829	0849	0909	0929	0949	1009	1029	1049	1109	1129	1149	1209
BYKER METRO	0733	0813	0833	0853	0913	0933	0953	1013	1033	1053	1113	1133	1153	1213
Chillingham Road End	0745	0825	0845	0905	0925	0945	1005	1025	1045	1105	1125	1145	1205	1225
FOUR LANE ENDS METRO	0748	0828	0848	0908	0928	0948	1008	1028	1048	1108	1128	1148	1208	1228
Metro departs Monument	0758	0835	0905	0920	0935	0950	1005	1020	1035	1050	1105	1120	1135	1150
FOUR LANE ENDS METRO	0756	0816	0856	0916	0936	0956	1016	1036	1056	1116	1136	1156	1216	1236
Killingworth, Citadel	0832	0808	0843	0913	0928	0943	0958	1013	1028	1043	1058	1113	1128	1143
KILLINGWORTH, West Bailey, Garth 4	0842	0810	0845	0915	0930	0945	1000	1015	1030	1045	1100	1115	1130	1145
KILLINGWORTH, East Bailey, Garth 33	0847	0815	0850	0920	0935	0950	1005	1020	1035	1050	1105	1120	1135	1150
Killingworth, Citadel	0857	0827	0900	0930	0945	1000	1015	1030	1045	1100	1115	1130	1145	1200
FOUR LANE ENDS METRO	0708	0849	0920	0948	0948	1003	1028	1043	1058	1113	1128	1143	1158	1213
Metro departs Four Lane Ends	0720	0900	0920	1000	1000	1015	1040	1055	1110	1125	1140	1155	1210	1225
Metro arrives Monument	0657	0827	0900	0930	0945	1000	1015	1030	1045	1100	1115	1130	1145	1200
FOUR LANE ENDS METRO	0706	0836	0909	0939	0954	1009	1024	1039	1054	1109	1124	1139	1154	1209
Chillingham Road End	0710	0840	0913	0943	0958	1013	1028	1043	1058	1113	1128	1143	1158	1213
BYKER METRO	0731	0851	0931	0951	1011	1031	1051	1111	1131	1151	1211	1231	1251	1311
Metro departs Byker	0731	0851	0931	0951	1011	1031	1051	1111	1131	1151	1211	1231	1251	1311
Metro arrives Monument	0735	0855	0935	0955	1015	1035	1055	1115	1135	1155	1215	1235	1255	1315

For abbreviations and symbols see:
 ● Operates via Benton Estate in bc
 ▲ These journeys operate to Centr
 ▼ Commences from Central Statio

Tyne & Wear Transport

Connecting rail and road services are shown in a single table, but for much of the day rail services are shown by frequency and journey time, road by actual departure times. Would users find this simple to decipher? Times are run-on across the Killingworth termini, so that journeys in both directions are combined in each column. Standard abbreviations and symbols are listed separately, not on each page.

P8 DUNBLANE – BRACO – LANGSIDE

4 seater

Tel: Dunblane
823280

DUNBLANE POST OFFICE	0705	NS 1535
Ashfield	0715	....
Kinbuck	0718	1610
Cromlie Road End	0720	....
Feddal	0725	....
Braco	0730/0900	1635
Braco Castle	0920	....
Orchill	0945	....
Langside	1130	....
Braco	1200/1205	..
Feddal	1220	....
Kinbuck	1225	1649
Ashfield Road End	1228	....
DUNBLANE POST OFFICE	1240	1710

NS -- Not Saturdays.

P9 KINROSS – RUMBLING BRIDGE

11 seater

Tel: Kinross 62295

KINROSS POST OFFICE	0735	
Balado Crossroads	0755	
Carnbo Village .....	....
Gelvan Crossroads .....	....
Coldrain	0815	
Drum	0840	
Crook of Devon Post Office	0925/0955	
Lendnickmuir School	1015	
Powmill	1125	
Rumbling Bridge	1130	
Crook of Devon Post Office	1140	
Gelvan Crossroads	1150	
Carnbo Village	1200	
Gelvan Crossroads .....	....
Balado Crossroads	1205	
KINROSS POST OFFICE	1215	

Tayside Regional Council

These services are operated by the Post Office, but publicised by the local authority. The seating capacity of vehicles is shown. Days of operation are shown on the front of the timetable leaflet, but not on each table. Some points are served in one direction only. 'Gelvan Crossroads' is listed twice in the table for route P9 but apparently receives no service.

Table 6

Refer to Station Column or Table Heading For the Time System Used.

Table 6

GREYHOUND CONDENSED SCHEDULES

FLORIDA AND SOUTHEAST—ST. LOUIS KANSAS CITY—DENVER—SAN FRANCISCO—PORTLAND

READ DOWN				6	READ UP								
				Folder A	4-25-62								
10 50	7 00	10 30	3 20	11 50	7 20	Lv	MIAMI, FLA. (182)(ET)	Ar	8 25	1 55	6 25	3 45	5 15
11 50	7 50	11 15	4 35	1 10	8 50	Lv	Ft. Lauderdale	Ar	7 40	1 10	6 05	2 30	4 30
12 55	7 20	12 30	3 30	11 05	11 05	Lv	West Palm Beach	Ar	6 00	11 50	4 55		3 35
	2 40	5 05		9 50	12 25	Lv	Daytona Beach	Ar	11 55	7 35	12 40		9 55
	5 00	7 50		12 25	8 40	Lv	Jacksonville, Fla. (350)	Ar	9 15	4 35	10 35		6 55
		5 30		11 30	7 15	Lv	Atlanta, Ga. (410)	Ar	1 30	7 05	1 05		8 30
		10 15		6 00	11 30	Lv	Chattanooga, Tenn. (ET)	Ar	10 50	3 00	9 15		5 05
		1 10		6 35	7 15	Lv	Nashville, Tenn. (CT)	Ar	4 50	10 45	3 25		11 45
		5 10		10 45	6 35	Lv	Evansville, Ind.	Ar	12 35	6 10	11 15		4 25
		10 30		8 20	12 35	Lv	St. Louis, Mo. (CT)	Lv	9 10	1 00	6 00		1 00
6 00				10 10	2 35	Lv	Ft. Myers, Fla. (175)(ET)	Ar	7 25	10 40	4 10		
8 00				11 40	8 35	Lv	Sarasota	Ar	5 25	8 50	2 20		
9 35	4 40			12 30	6 25	Lv	St. Petersburg	Ar	3 20	7 25	12 50		
10 20	6 00			10 35	1 05	Lv	Tampa	Ar	2 20	6 40	12 05		
5 20	1 00	9 00		8 00	6 00	Lv	Tallahassee, Fla. (365)(ET)	Ar	7 50	12 55	5 15		11 45
10 25	6 15	2 30		1 00	10 45	Lv	Montgomery, Ala. (CT)	Ar	1 20	6 05	10 25		5 25
1 15	11 40	6 30		9 30	5 40	Lv	Birmingham, Ala. (217)	Ar	10 45	2 20	7 00		2 30
5 20	7 25	1 20		4 35	12 30	Lv	Memphis, Tenn. (393)	Ar	3 20	8 10	12 35		7 55
	1 40	8 05		1 00	10 45	Lv	St. Louis, Mo.	Ar	6 30	1 00	5 40		1 00
5 30	3 30	1 00	11 20	6 00	7 30	Lv	St. Louis, Mo. (571)	Ar	5 45	11 10	12 30	3 45	12 45
10 15	10 35	5 45	6 15	12 35	12 30	Lv	Kansas City	Ar	3 00	8 45	10 50	12 10	9 35
12 01			6 45	1 25		Lv	Kansas City, Mo.	Ar	12 30	7 30	8 45	1 00	6 20
3 45			11 55	6 35		Lv	Omaha, Neb. (561)	Ar	10 40	4 30			
11 15						Lv	Kansas City, Mo. (571)	Ar	5 30	12 45			
12 10						Lv	Lawrence, Kans.	Ar	11 35	4 15			
12 50						Lv	Topeka	Ar	10 40	2 40			
3 45						Lv	Manhattan	Ar	8 50				
1 15						Lv	Salina, Kans. (CT)	Ar	6 40	12 01			
1 40						Lv	Denver, Colo. (MT)	Ar	7 30	12 30			
4 45						Lv	Denver, Colo.	Ar	7 00	11 40			
5 50						Lv	Cheyenne, Wyo. (558)	Ar	4 15	8 45			
2 05						Lv	Cheyenne	Ar	4 15	6 05			
T 2 30	8 15		6 50	7 30		Lv	Laramie, Wyo.	Lv	4 20	5 00			
T 3 15	8 10		7 30	8 35		Lv	Ogden, Utah	Lv	8 15	8 45			
T 10 25	4 05		5 30	6 25		Lv	Salt Lake City	Lv	11 59				
T 10 05	3 25		8 25			Lv	Salt Lake City, Utah (500-501)	Ar	12 55				
2 35	7 30					Lv	Ogden, Utah	Ar	1 00				
1 05	5 10					Lv	Boise, Ida. (MT)	Lv	9 30				
7 50	11 45					Lv	Portland, Ore. (PT)	Lv	7 15				
						Lv	Salt Lake City, Utah (550)(MT)	Ar	2 30				
						Lv	Reno, Nev. (PT)	Lv	12 45				
						Lv	SAN FRANCISCO, CAL. (PT)	Lv	6 50				

D or d—Stops only to discharge passengers at agency or in town. Times shown are approximate.
 GL—Via Greyhound Lines, Inc.
 T—Pacific Trailways.
 All schedules operate daily.
 Index numbers in *ITALICS* refer to detailed tables in *Russell's Guide*.

Greyhound

A confusing variety of typefaces is employed, and for eastbound journeys the columns must be read upwards. Consecutive times in any column do not necessarily refer to the same route or journey, and the function of the brackets printed within the timing columns is not explained. Arrows are used to show where intermediate points are not served. The key does not indicate that light and dark type denote a.m. and p.m. times respectively.

Services Monday to Friday

180 The Undermentioned Services Will Be Introduced

Cardiff Street	Peny-y-bedd	Hirwaun	Peny-maen	Smiths Corner	Brodre	Whitcombe St.	Llwyd-seed	Whitcombe St.	Abernant
0610	To Tower Colliery			0543 BEC	0555	-	0545 To	0710	0717
0610				0650 TEC	0702		Bwlfa	to Cardiff Street	
-	0610 To Tower Colliery			0705 TEC	0717		Dare		
0635		0650	0658	0740 TEC	0752	1650	0710	0805	0813
0710	(operates to Hirwaun Stat)			0800 PTEC	0818	0715	0730 to HIE	0845	0853
-		0715		0830 PTEC	0845R	0735	0750	1015	1023
0725	0740			0900P	0918	-	0815	1225	1233
-	-	0810	0818	0930 BECR	0945	-	0820	1305	1315
0800	-	0820	0828	1000 PTEC	1018	0830	0845	1345	1353
0820	-	0840	-	1030 BECR	1045	0930	0945	1615	1623
-			(Mangoed)	and every 80 minutes until		and hourly until		1700	1710
0850	0905	0913	0921	1230 BECR	1245	1230	1245	1810	1818
0920	0935	0943	0951	1305 PTEC	1323	1305	1320	2205	2213
and every 80 minutes until				1330 BECR	1345	1330	1345		
1450	1505	1513	1521	and every 80 minutes until		1430	1445		
1505	1520	-	-	1530 BECR	1345	1530	1545		
1520	1535	1543	1551	1608 PTEC	1626	1545	1600		
1550	1605	1613	1621	1630 BECR	1645	1630	1645		
1600	1615	1623	Lamb to Hirwaun Ind.Est.	1700 PTEC	1718	and hourly until			
1620	1635	1643	1651	and every 80 minutes until		2230	2245		
1820	1835	1843	1851	1900 BECR	1915	HIE - Hirwaun Industrial Estate.			
1920	1935	1943	1951	2000 PTEC	2018				
2020	2035	2043	2051	2100 BECR	2115				
2120	2135	2143	2151	2200 PTEC	2218				
2220	2235	2243	2251	2220 BECRP	2235				
Journeys operate to Mangoed and Heol Silyn as follows:				BEC Bottom End Circ.					
				TEC Top End Circ.					
				P via Pant Estate					
				R via Bear Row					
Cardiff Street	Mangoed	Heol Silyn							
-	0925	0935							
-	0955	1005							
1145	to Heol Silyn	1200							
1305	to Cardiff Street	1325							

J.B. MOORE, M.C.I.T., M.Inst.T.A.

Chief Transport Officer.

Cynon Valley Borough Council

There is no indication that the times shown in paired columns are, in fact, the departure times from termini of journeys in opposite directions. No arrival times or intermediate timing points appear. Route numbers are not used. The quality of printing is so poor that parts of the timetable are indecipherable. The sheet is headed 'Monday to Friday' but contains no indication of where details of services on other days (if any) can be found.

COACH STATION : WILLERBY ROAD (Wymersley Road)

via Spring Bank, Spring Bank West, Willerby Road

For additional times between Coach Station and County Road South, see Service 3.

From COACH STATION		From WILLERBY ROAD (Wymersley Road)	
Monday to Saturday	Sunday	Monday to Saturday	Sunday
05-45	—	06-46,50§	06-52■
06-15,45	06-35,45	07-16,31,46	07-46
07-00,15,30,45,55	—	08-01,10D,16,26,36NS,46	08-46
08-15,30,45	08-15	09-01,16,31,46	09-46
09-00,15,30,45	09-15	10-01,16,31,46	10-46
10-00,15,30,45	10-15	11-01,16,31,46	11-46
11-00,15,30,45	11-15	12-01,02●,16,31,46	12-46
12-00,15,30,45	12-15,45	13-01,16,31,46	13-16,46
13-00,15,30,45	13-15,45	14-01,16,31,46	14-16,46
14-00,15,30,45	14-15,45	15-01,16,31,46	15-16,46
15-00,15,30,45	15-15,45	16-01,16,31,46	16-16,46
16-00,15,30,45	16-15,45	17-01,16,31,46	17-16,46
17-00,15,30,45	17-15,45	18-01,16,31,46	18-16,46
18-00,15,45	18-15,45	19-01,16,46	19-16,46
19-15,45	19-15,45	20-16,46	20-16,46
20-15,45	20-15,45	21-16,46	21-16,46
21-15,45	21-15,45	22-16,46	22-16,46
22-15,45	22-15,45	23-16,31,46	23-16,31
23-00	—		

CODE D Service 3D travels to the Guildhall (Wilberforce Drive) via 3A route. Operates Monday to Friday only.
 ● Service 3S from Willerby Road (Ainthorpe Grove) at the time shown on Schooldays only.
 § Operates to Somerden Road via Spring Bank West, Spring Bank, City Centre, Alfred Gelder Street and Hedon Road on Monday to Friday. (Bus displays 3A - Somerden Road).
 ■ Journey commences at the Willerby Road (Ainthorpe Grove) outward stop at the time shown, and operates via Wymersley Road and Wold Road. (Bus displays 3).
 NS Not Saturday.

GOOD FRIDAY, BANK HOLIDAYS, CHRISTMAS DAY and BOXING DAY : Refer to EYMS notices and leaflets.

Stage	COACH STATION, WILBERFORCE DRIVE or PIER	FARE VALUE CODE IS SHOWN INSIDE THE FRONT COVER	FARES Services
1	A Vane Street		1
2	B A Stanley Street		2A
3	C B A Chanterlands Avenue South or Albert Avenue		3A
4	C C C B A Luton Road		4
5	C C C C B A Calvert Road		
6	C C C C B A Manor Road		
7	D C C C C B A WYMERSELEY ROAD		
9	D C C C C B A WYMERSELEY ROAD		

Stage	WILLERBY ROAD (Wymersley Road)	FARE VALUE CODE IS SHOWN INSIDE THE FRONT COVER	FARES Service
98	A Manor Road		3A/10X
97	B A Calvert Road		
96	C C B A Luton Road		
95	C C C B A Chanterlands Avenue South or Albert Avenue		
94	C C C C C B A Stanley Street		
93	C C C C C C B A Vane Street		
92	D D C C C C C C B A Church Street		
2	D D D D C C C C B A Craven Street		
3	D D D D C C C C C B A Southcoates Lane		
4	D D D D D D C C C C C C B A Maternity Hospital		
5	D D D D D D D D C C C C C C B A Marfleet Ave. or Marfleet Lane (Hedon Road)		
6	D D D D D D D D C C C C C C B A Cod Liver Oil Factory		
7	D D D D D D D D C C C C C C B A SOMERDEN ROAD		
8	D D D D D D D D C C C C C C B A SOMERDEN ROAD		

Kingston upon Hull City Transport

Though appearing in the municipal operator's timetable, the cryptic reference to 'EYMS' indicates that this service is actually operated by a National Bus subsidiary (East Yorkshire). A summary of departure times from the termini is given, but there is no indication of journey length or of times at intermediate points. A faretable is provided, but the route numbers given in the timetable heading do not correspond exactly with those given in the faretable, and it is not clear which route number each journey is operated under.

GREAT YARMOUTH BOROUGH TRANSPORT

SUMMER TIMETABLES FROM 19th JUNE UNTIL 24th SEPTEMBER 1983

All services are operated by 'Exact Fare' farebox buses and the driver has no change. Fares are graduated in 5p steps from 10p to 40p.

1 & 2 NORTH DENES (SEASHORE) CAMP –
NEWTOWN (RACECOURSE) – TOWN CENTRE –
SOUTH DENES FACTORIES – SOUTH DENES CAMP

Via: North Denes Road, Northgate Street, King Street, Blackfriars Road and Admiralty Road.

(FOR EARLY MORNING JOURNEYS SEE SPECIAL SERVICES)

SUNDAY

LEAVE NORTH DENES CAMP 0917 and every 30 minutes until 2217.
LEAVE SOUTH DENES CAMP 0947 and every 30 minutes until 2247.

MONDAY TO SATURDAY

LEAVE NEWTOWN 0706 and every 15 minutes until 0836, 0848 and every 12 minutes until 1736, 1750, 1805, 1820 and every 30 minutes until 2250.
LEAVE NORTH DENES CAMP 0857 and every 24 minutes until 1721, 1747 and every 30 minutes until 2247.
LEAVE BEEVOR ROAD 0728 and every 15 minutes until 0843, 0900, 0917 and every 12 minutes until 1805, 1820, 1835, 1850 and every 30 minutes until 2250.
LEAVE SOUTH DENES CAMP 0914 and every 24 minutes until 1802, 1817 and every 30 minutes until 2247.

Buses terminating at North Denes Camp or South Denes Camp show service number 1; buses terminating at Newtown or Beevor Road show service number 2.

9 WELLINGTON PIER – TOWN CENTRE –
GORLESTON BEACH

Via: Marina Centre, Britannia Pier, Regent Road, Haven Bridge, Southtown Road, Beccles Road, Church Road, Pier Plain.

DAILY

LEAVE TOWN CENTRE (Deneside) 0755 (NSu), then from Wellington Pier at 0848 (NSu), 0948 and every 60 minutes until 2248.
LEAVE GORLESTON BEACH 0815 (NSu), 0915 (NSu), 1015 and every 60 minutes until 2215.

(NSu) - Does not operate on Sunday.

11 TOWN CENTRE –
COBHOLM

Via: Haven Bridge and Mill Road

MONDAY TO SATURDAY ONLY

LEAVE MARKET GATES 0835 and every 60 minutes until 1635.
LEAVE COBHOLM 0845 and every 60 minutes until 1645.

Great Yarmouth Borough Transport

The timetable has an advertised end-date. 'Exact fares' are requested, but no fare details are given. Sunday services appear first. Timetables are shown simply as summaries of departure intervals from termini, with no indication of journey length or of times at intermediate points. Four termini are shown for routes 1 and 2, and the relationship between them is not easily discerned. Some of the departures times are from points (Beevor Road, Market Gates) not shown in the route descriptions or on the accompanying map (not reproduced here).

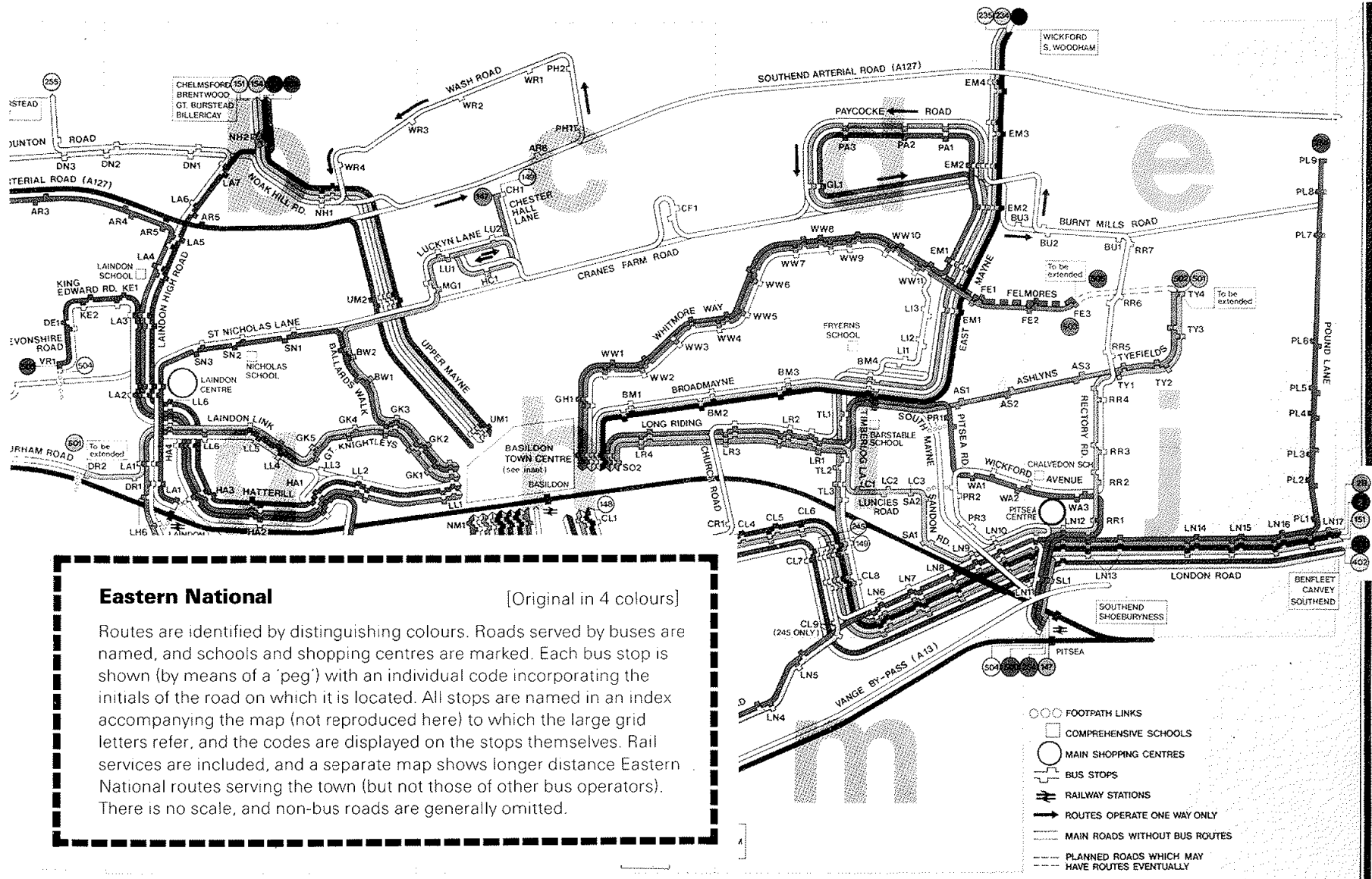
Monday to Friday departures

			Morning			Afternoon					Evening											
			5am	6am	7am	8am	9am	10am	11am	12	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm	
from Bingley		10-minute intervals:																				
To get to:	from Bingley use the:	taking:																				
Airedale Hospital	666 667 668	32 mins																				
Allerton	692 693	23 mins																				
	694	19 mins																				
Bingley Hospital	690	4 mins																				
Bradford, Forster Square	624 626	24 mins																				
	rail "Airedale"	12 mins																				
Interchange via Cottingley	694	34 mins																				
via Denholme	695 696	57 mins																				
via Saltaire	665 666 667 668	25 mins																				
	690	25 mins																				
	691	25 mins																				
	X67	22 mins																				
via Wilsden	692 693	38 mins																				
	695	57 mins																				
Bradford Moor	624 626	34 mins																				
Calverley	760	28 mins																				
Cottingley Estate	694 699	9 mins																				
Crossflatts, Ryshworth Club	624	3 mins																				
	656 665 666 667 668 760	3 mins																				
	721 722 723 724	3 mins																				
	X67	2 mins																				
Denholme	695 696	30 mins																				
Duckworth Lane (Hospital)	699	25 mins																				
Eldwick	690	12 mins																				
	691	12 mins																				
Four Lane Ends, Bradford	692 693	28 mins																				
	694	24 mins																				
	695 696	47 mins																				
Gilstead	690	7 mins																				
	691	7 mins																				
Greengates	760	24 mins																				
Harden	692 693	8 mins																				
	695 696	8 mins																				
Harecroft	695	15 mins																				
Haworth	665	36 mins																				
High Royds Hospital	656	28 mins																				
Keighley	656 665 666 667 668 760	15 mins																				
	X67	11 mins																				
	rail "Airedale"	6 mins																				
Kildwick	667 668	40 mins																				
Leeds	760	56 mins																				
	rail "Airedale"	31 mins																				
Morton	721 722 723 724	10 mins																				
Saltaire	624 626	9 mins																				
	656 665 666 667 668 760	8 mins																				
	690	8 mins																				
	691	8 mins																				
	X67	7 mins																				
Sandy Lane	692 693	21 mins																				
	694 699	17 mins																				
Shiplay	656 760	12 mins																				
	rail "Airedale"	6 mins																				
Skipton	666 667 668	58 mins																				
	rail "Airedale"	21 mins																				
Steeton	666 667 668	30 mins																				
Thackley, Corner	760	18 mins																				
Thornton	695 696	40 mins																				
Wilsden	692 693	10 mins																				
	695	13 mins																				

Metrobus / West Yorkshire [Original in 2 colours]

An experimental display of departure intervals and journey times, covering both bus and rail services. 'Monday to Friday' and 'Morning / Afternoon / Evening' are shown boldly, but times are expressed only as ten-minute blocks. This method of display was developed in connection with a TRRL study of service publicity, but did not prove popular with passengers and has not been adopted elsewhere.

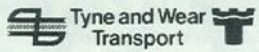
■ - At least one journey each weekday in this 10-minute period
 ▲ - This journey terminates exceptionally at Bingley town centre: change to alternative service (separate fares)
 ✕ - This journey starts exceptionally at Bingley town centre
 D - Runs on schooldays only, from Bingley town centre
 ▼ - Runs on schooldays only, terminates at Bingley town centre
 W - Runs on Wednesdays only



Eastern National [Original in 4 colours]

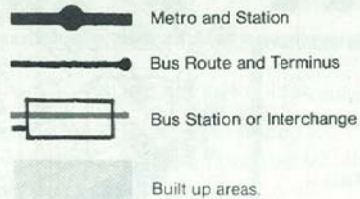
Routes are identified by distinguishing colours. Roads served by buses are named, and schools and shopping centres are marked. Each bus stop is shown (by means of a 'peg') with an individual code incorporating the initials of the road on which it is located. All stops are named in an index accompanying the map (not reproduced here) to which the large grid letters refer, and the codes are displayed on the stops themselves. Rail services are included, and a separate map shows longer distance Eastern National routes serving the town (but not those of other bus operators). There is no scale, and non-bus roads are generally omitted.

- ○ ○ FOOTPATH LINKS
- COMPREHENSIVE SCHOOLS
- MAIN SHOPPING CENTRES
- ⊥ BUS STOPS
- ⚡ RAILWAY STATIONS
- ➔ ROUTES OPERATE ONE WAY ONLY
- MAIN ROADS WITHOUT BUS ROUTES
- - - PLANNED ROADS WHICH MAY HAVE ROUTES EVENTUALLY



Local Services in North Tyneside (South)

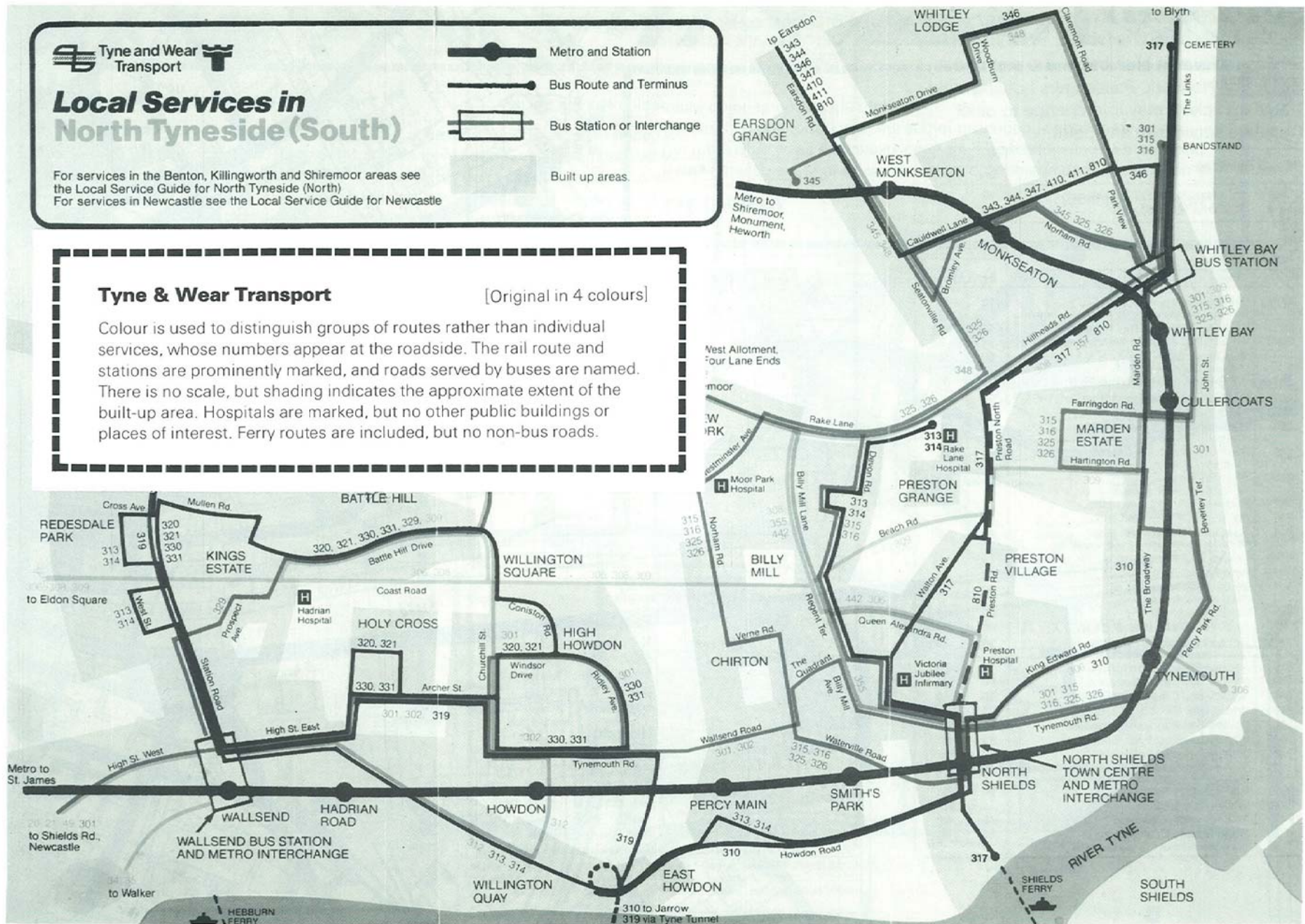
For services in the Benton, Killingworth and Shiremoor areas see the Local Service Guide for North Tyneside (North)
For services in Newcastle see the Local Service Guide for Newcastle

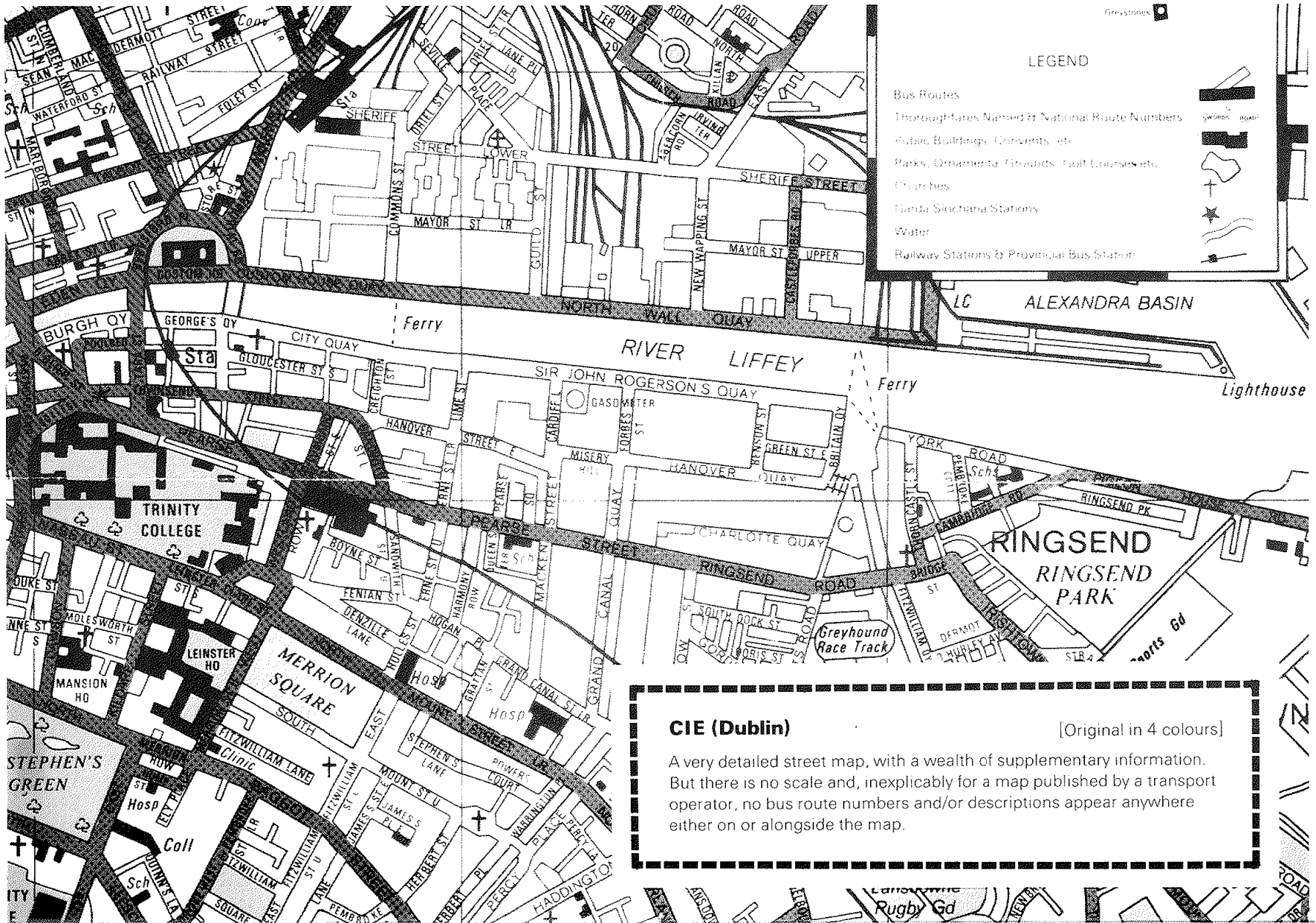


Tyne & Wear Transport

[Original in 4 colours]

Colour is used to distinguish groups of routes rather than individual services, whose numbers appear at the roadside. The rail route and stations are prominently marked, and roads served by buses are named. There is no scale, but shading indicates the approximate extent of the built-up area. Hospitals are marked, but no other public buildings or places of interest. Ferry routes are included, but no non-bus roads.

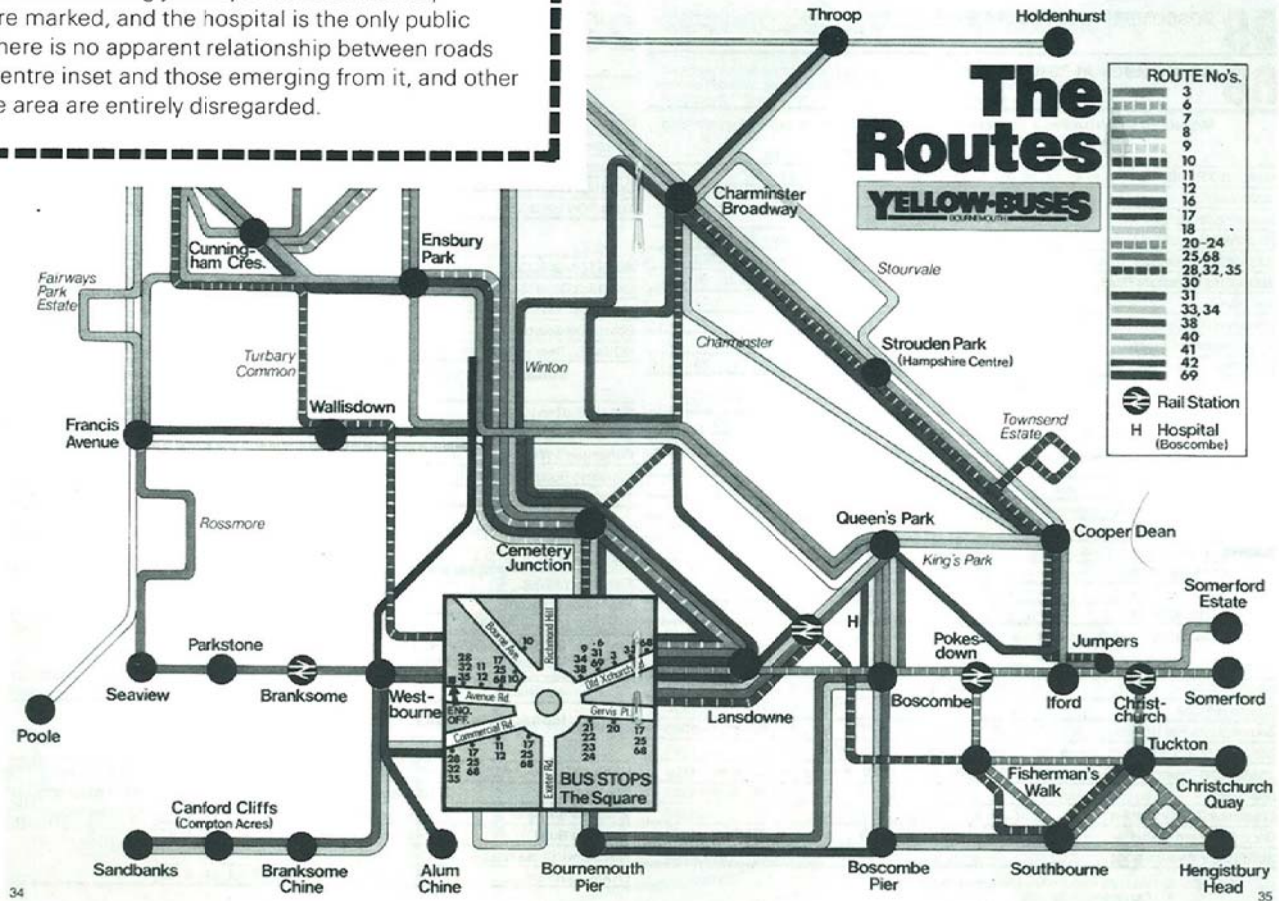




Bournemouth Transport

[Original in 4 colours]

Each route has an individual colour code, and can therefore be traced with exceptional ease. But (apart from the town centre inset) roads served by buses are not named, and the network has been diagrammatised to the point where the map would be of very limited value as a means of locating services on the ground or of estimating journey distances. Railway stations (but not lines) are marked, and the hospital is the only public facility which appears. There is no apparent relationship between roads shown within the town centre inset and those emerging from it, and other operators' services in the area are entirely disregarded.



West Midlands PTE

[Original in 3 colours]

All local operators are shown, colour being used to distinguish operator identities. Rail routes and stations appear, but there is no supplementary information apart from hospitals, and there is no index to places served. All roads used by buses are named, but the placing of both road names and route numbers alongside roads produces a confusing and cluttered effect. If roads were shown by broader lines their names could be superimposed on them, releasing space for other details. Coverage of town centres is inadequate, and there are no non-bus roads marked.



How to find your fare

① For journeys to and from the Town Centre

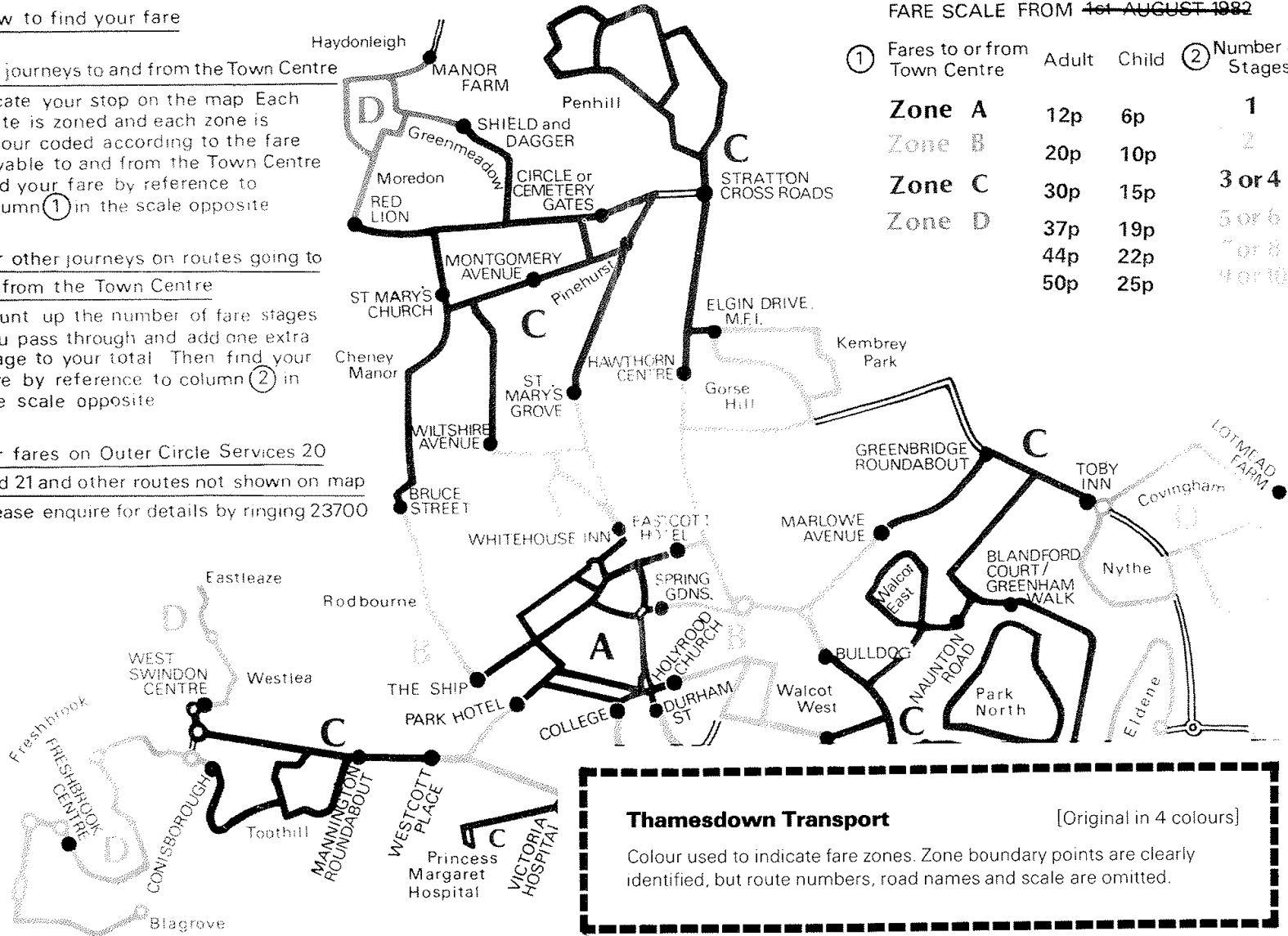
Locate your stop on the map. Each route is zoned and each zone is colour coded according to the fare payable to and from the Town Centre. Find your fare by reference to column ① in the scale opposite.

② For other journeys on routes going to or from the Town Centre

Count up the number of fare stages you pass through and add one extra stage to your total. Then find your fare by reference to column ② in the scale opposite.

③ For fares on Outer Circle Services 20

and 21 and other routes not shown on map. Please enquire for details by ringing 23700.



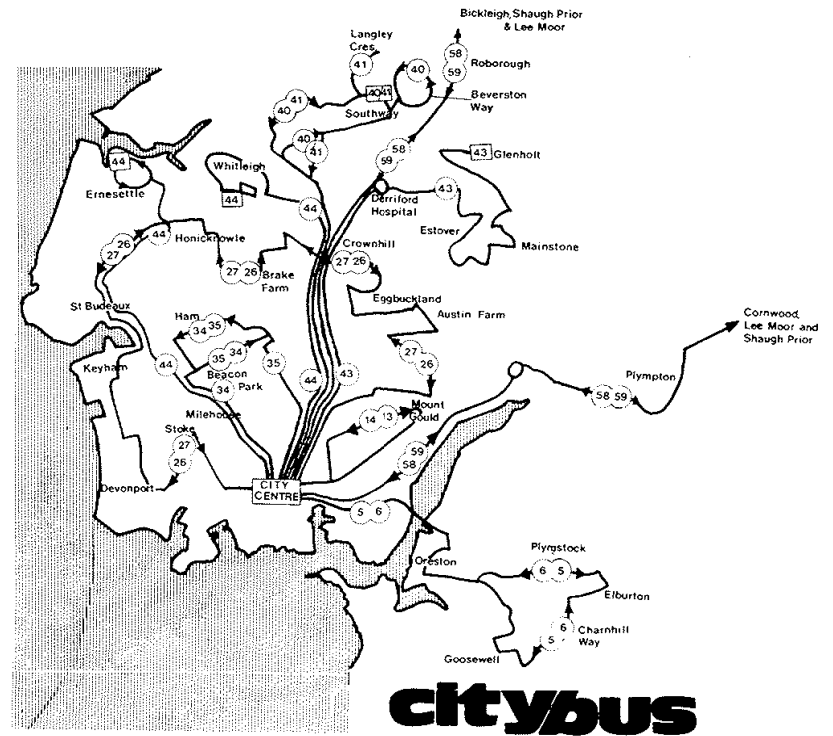
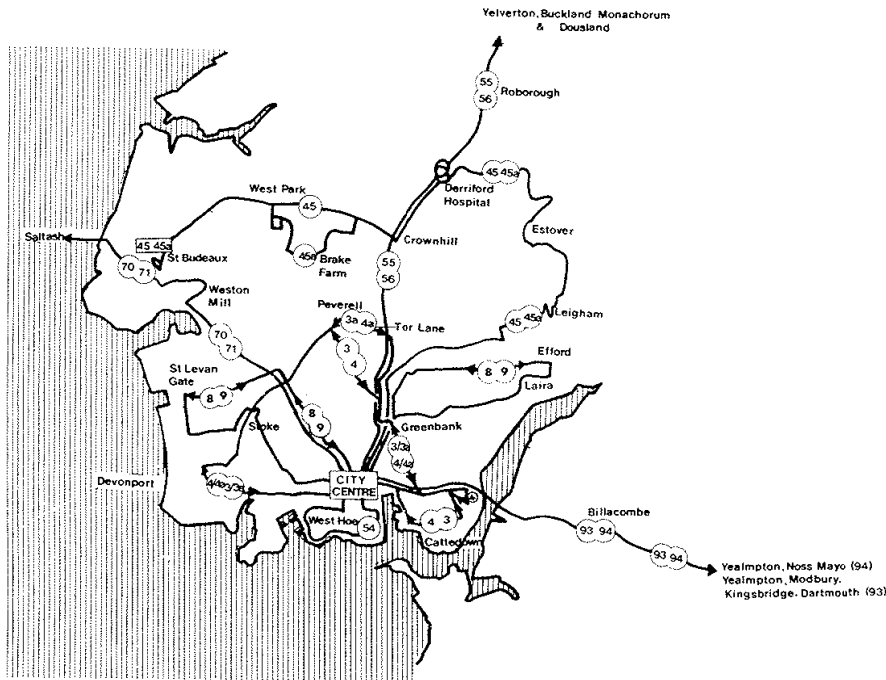
-6 MAR 1983
FARE SCALE FROM ~~1st AUGUST 1982~~

① Fares to or from Town Centre	Adult	Child	② Number of Stages
Zone A	12p	6p	1
Zone B	20p	10p	2
Zone C	30p	15p	3 or 4
Zone D	37p	19p	5 or 6
	44p	22p	7 or 8
	50p	25p	9 or 10

Thamesdown Transport [Original in 4 colours]
Colour used to indicate fare zones. Zone boundary points are clearly identified, but route numbers, road names and scale are omitted.

citybus MAPS

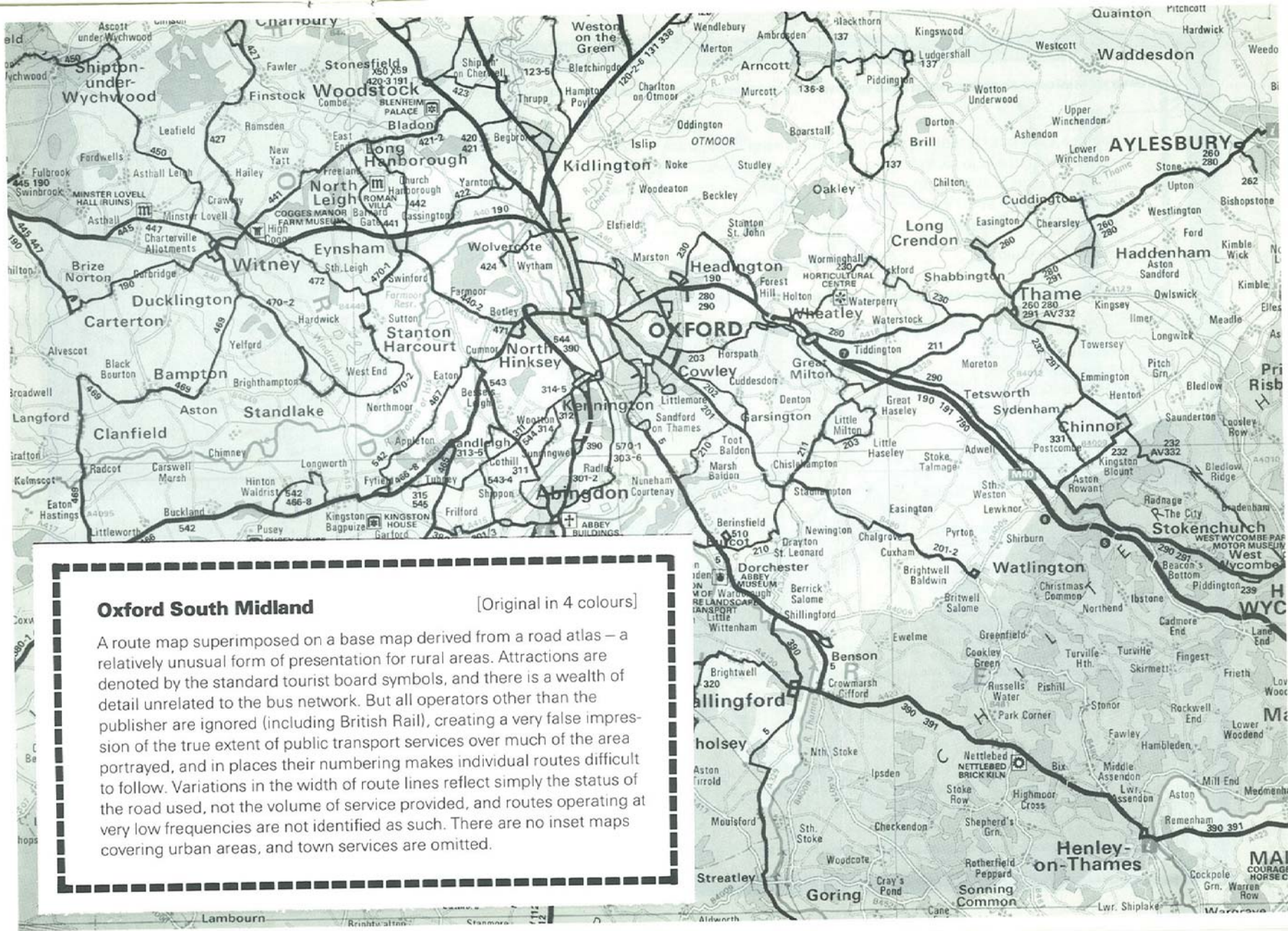
Basic Monday - Saturday Network 9am - 4 pm
 Outside these times routes may be amended to suit local demands.



citybus

Plymouth Citybus

The network is portrayed on four separate maps (two of which are shown here). Each route is represented by an individual line. The scale, which is unspecified, is too small to allow roads to be named or any non-transport information to be given, and there is no detail of the city centre. Connections between routes shown on different maps are very difficult to perceive, and no other operators' services are shown except where these are provided on a joint basis.



Oxford South Midland

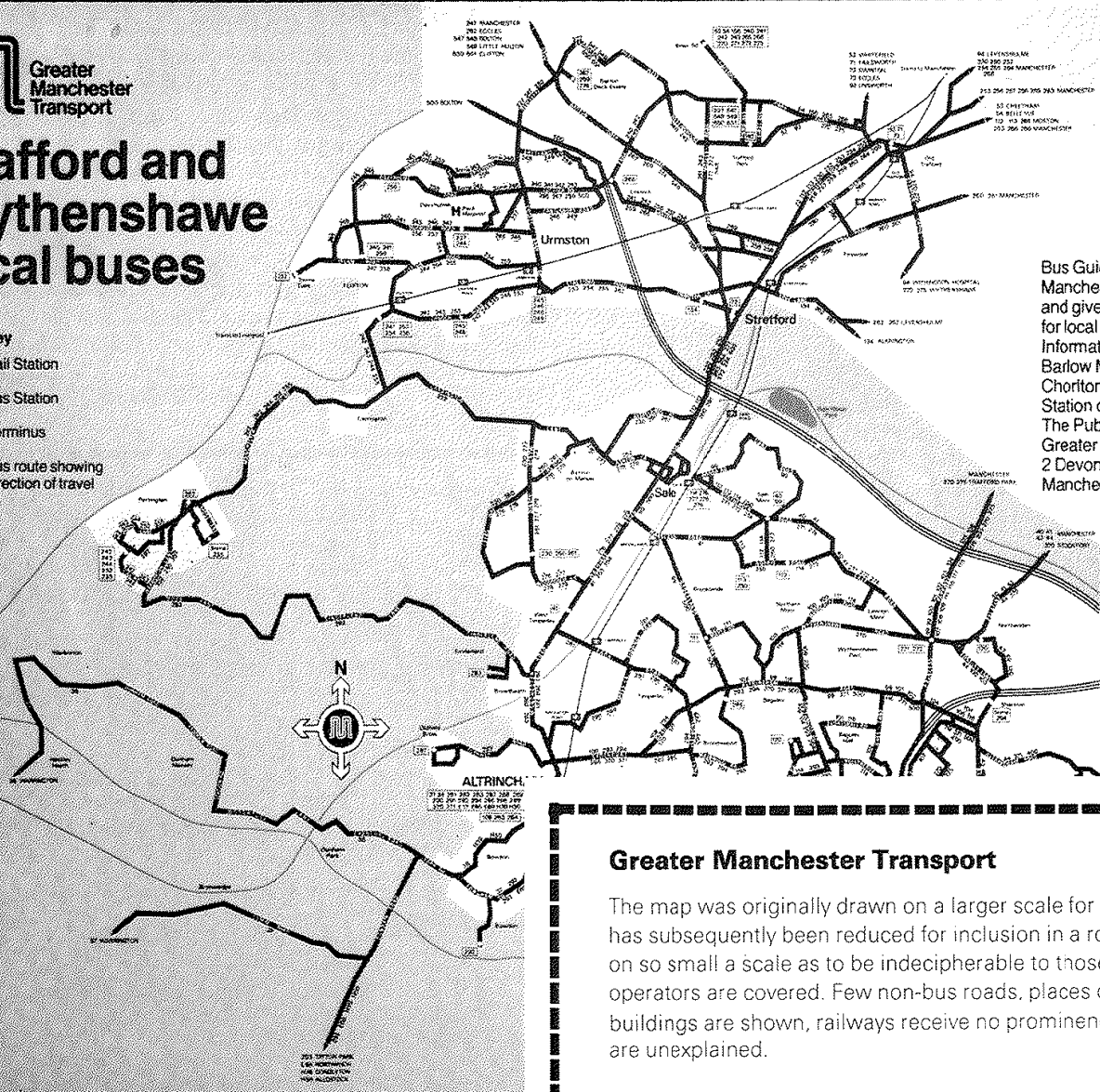
[Original in 4 colours]

A route map superimposed on a base map derived from a road atlas – a relatively unusual form of presentation for rural areas. Attractions are denoted by the standard tourist board symbols, and there is a wealth of detail unrelated to the bus network. But all operators other than the publisher are ignored (including British Rail), creating a very false impression of the true extent of public transport services over much of the area portrayed, and in places their numbering makes individual routes difficult to follow. Variations in the width of route lines reflect simply the status of the road used, not the volume of service provided, and routes operating at very low frequencies are not identified as such. There are no inset maps covering urban areas, and town services are omitted.



Trafford and Wythenshawe local buses

- Key**
- Rail Station
 - Bus Station
 - Terminus
 - Bus route showing direction of travel



Bus Guides are available for all Greater Manchester Transport's services. They are free and give details of times and routes. Bus Guides for local services are available from the Bus Information office at Altrincham Interchange, Barlow Moor Road office at Southern Cemetery, Chorlton Transport Office, Wythenshawe Bus Station or by writing to:—
 The Publicity Officer,
 Greater Manchester Transport,
 2 Devonshire Street North, Ardwick,
 Manchester M12 6JS.

Timetable and fare enquiries

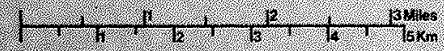
		061-226 8181
		061-832 8353

Lost Property Office & Local Administrative Offices

061-273 3322

Greater Manchester Transport [Original in 2 colours]

The map was originally drawn on a larger scale for display as a poster. It has subsequently been reduced for inclusion in a route atlas, but is now on so small a scale as to be indecipherable to those with poor vision. All operators are covered. Few non-bus roads, places of interest or public buildings are shown, railways receive no prominence, and the thin lines are unexplained.

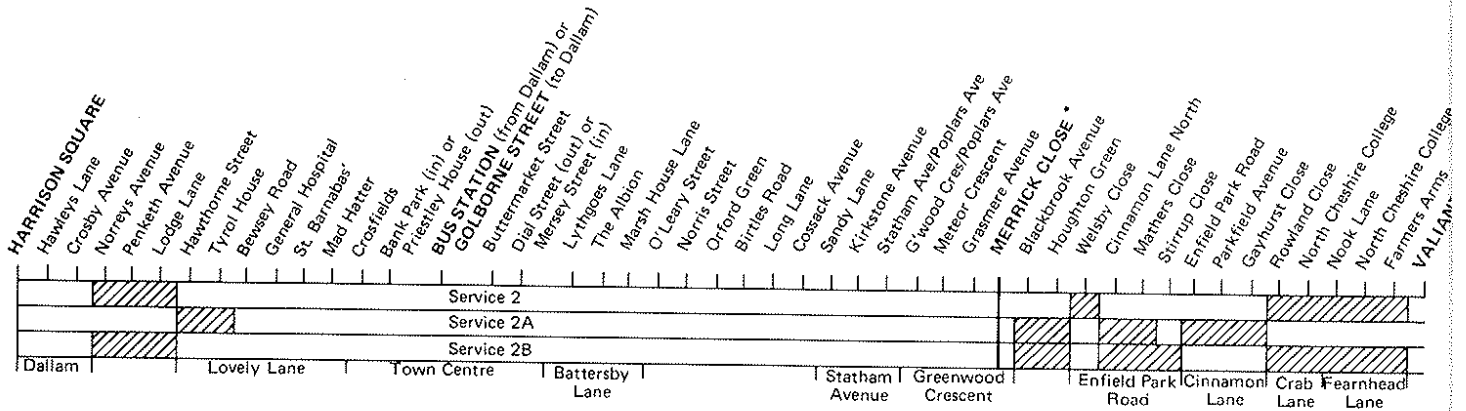




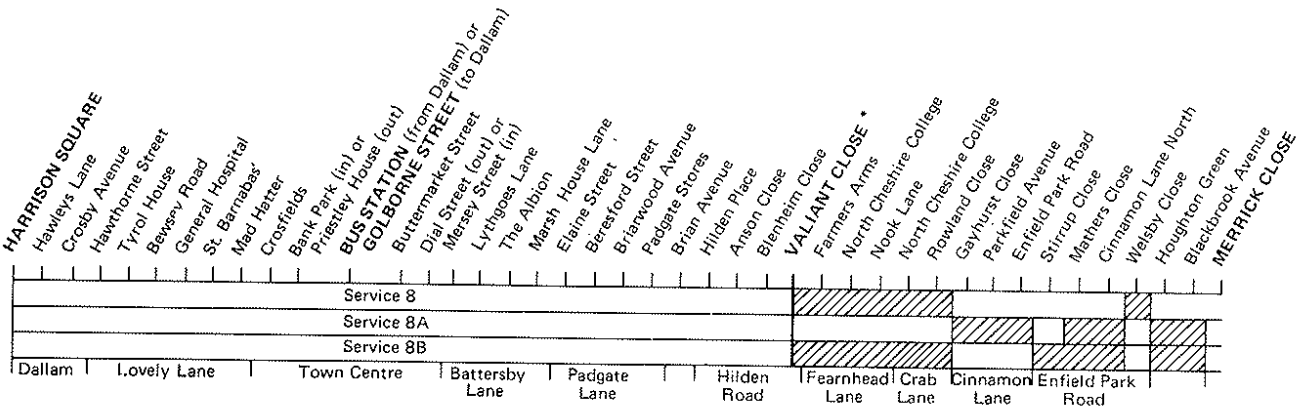
Grampian Transport

[Original in 2 colours]

A relatively successful example of the superimposition of bus routes on an ordinary street plan, though the main map (as distinct from the city centre inset, shown here) is on too small a scale to be easily read. Public buildings, churches, hotels, sports grounds, libraries, car parks, etc. are all marked, though there is no key to the symbols used to denote (e.g.) schools and blocks of flats. All operators are shown, but only the municipally-run services are identified on the map by route numbers.



*Upon reaching Merrick Close, from Town Centre, buses on Services 2, 2A, 2B change to Services 8, 8A, 8B respectively and return via route shown below.



*Upon reaching Valiant Close, from Town Centre, buses on Services 8, 8A, 8B change to Services 2, 2A, 2B respectively, and return via route shown above.

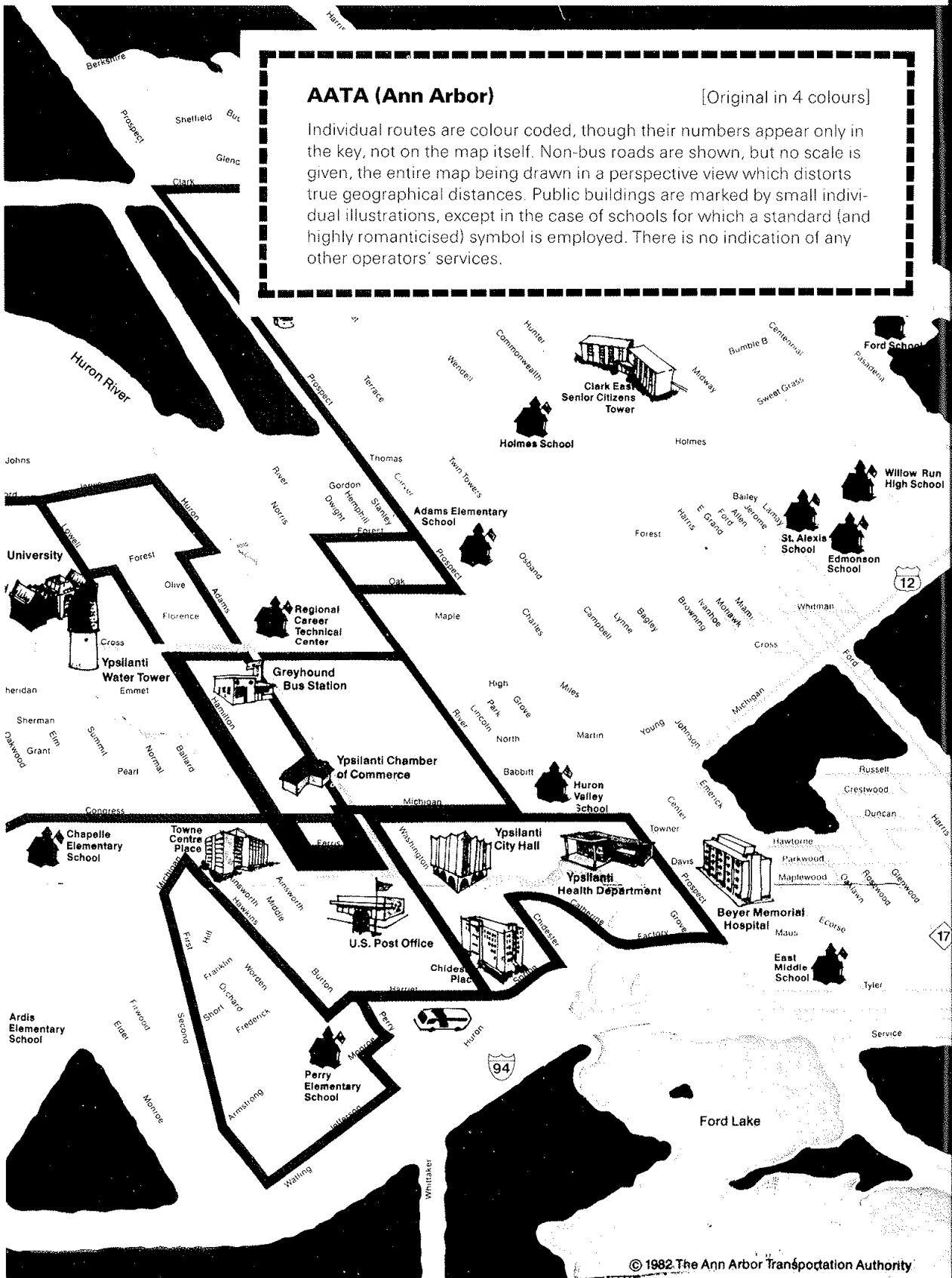
Warrington Transport

These diagrams appear in a timetable leaflet, without any explanatory note. What do they mean?

AATA (Ann Arbor)

[Original in 4 colours]

Individual routes are colour coded, though their numbers appear only in the key, not on the map itself. Non-bus roads are shown, but no scale is given, the entire map being drawn in a perspective view which distorts true geographical distances. Public buildings are marked by small individual illustrations, except in the case of schools for which a standard (and highly romanticised) symbol is employed. There is no indication of any other operators' services.



Key

Crosville bus routes:

5 or more journeys a day

1-4 journeys a day

Journeys only on certain days

Route terminus

Certain journeys only

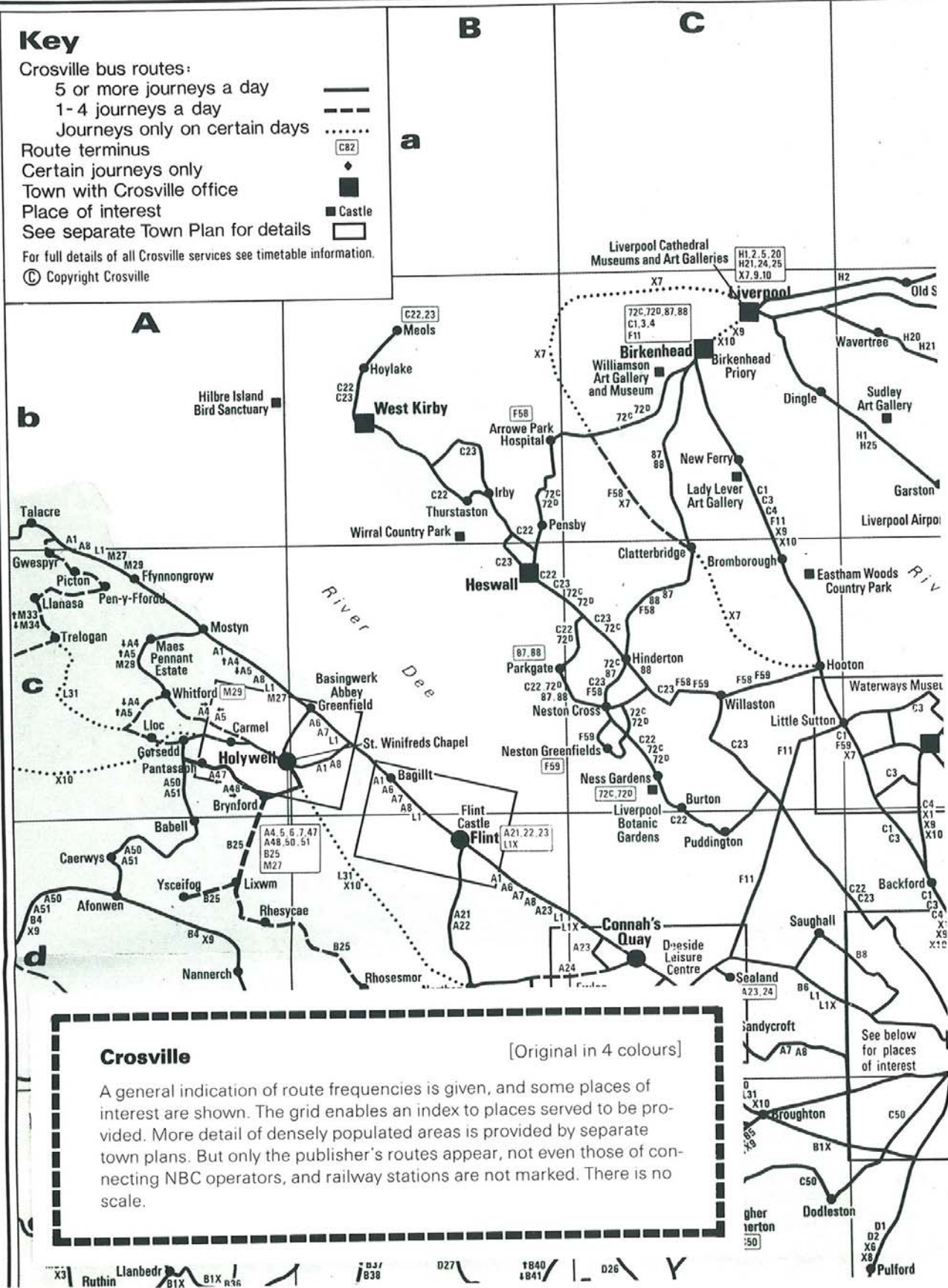
Town with Crosville office

Place of interest

See separate Town Plan for details

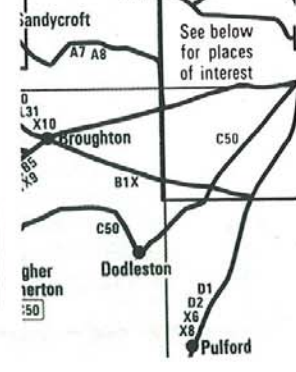
For full details of all Crosville services see timetable information.

© Copyright Crosville

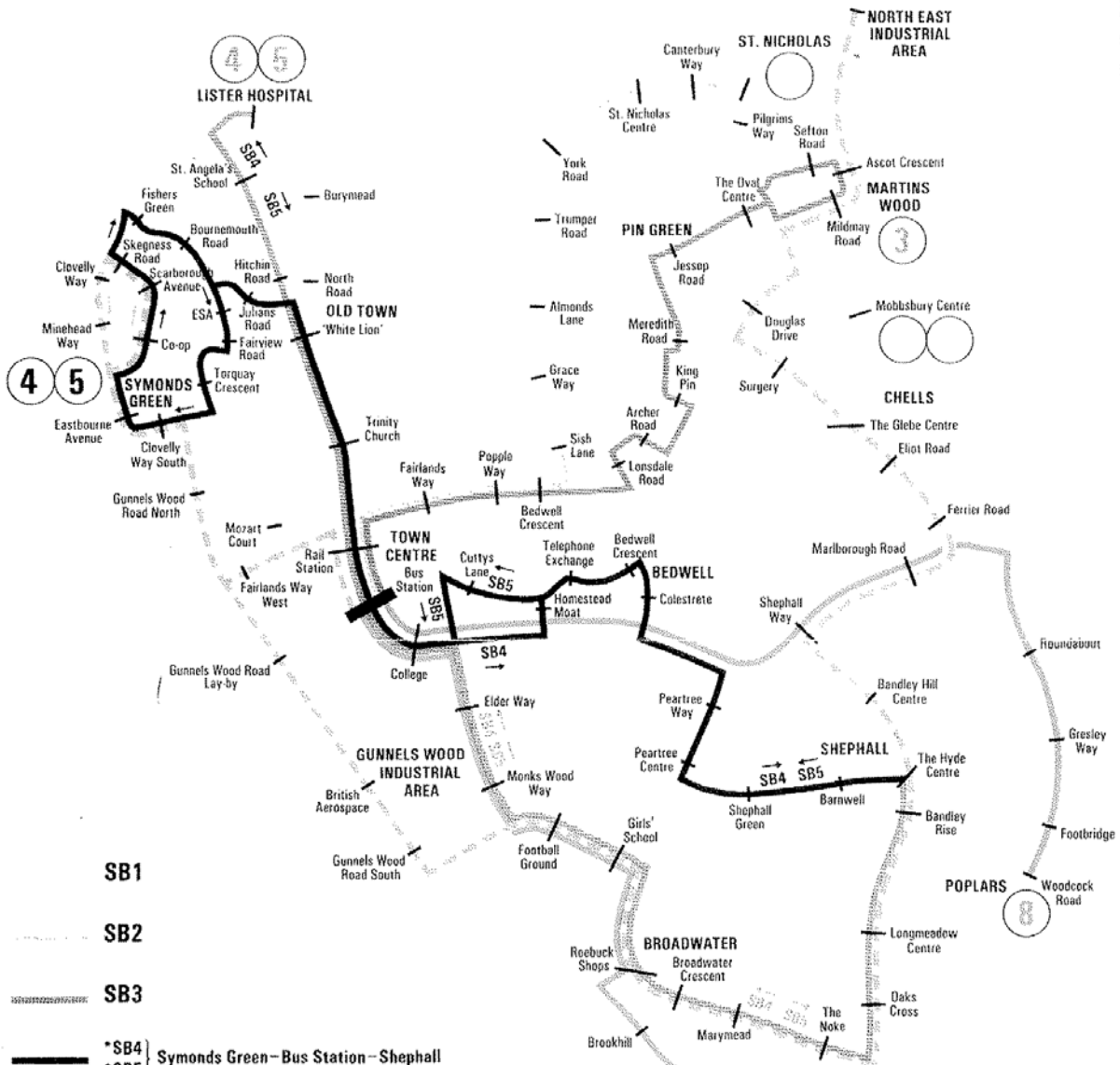


Crosville [Original in 4 colours]

A general indication of route frequencies is given, and some places of interest are shown. The grid enables an index to places served to be provided. More detail of densely populated areas is provided by separate town plans. But only the publisher's routes appear, not even those of connecting NBC operators, and railway stations are not marked. There is no scale.



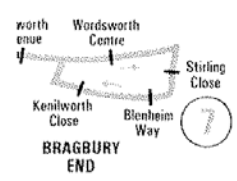
Stevenage Bus



- SB1
- SB2
- SB3
- *SB4 } Symonds Green - Bus Station - Shephall
- SB5

London Country [Original in 4 colours]

Colour is used to distinguish individual routes, but route numbers do not appear on the map except at termini and where particular services operate in one direction only. All bus stops are shown (by thin bars across the road) and named, but public buildings and places of interest are not otherwise identified. Only town services appear, other routes providing links to and within Stevenage being omitted. There is no scale, and the roads traversed by buses are not named.

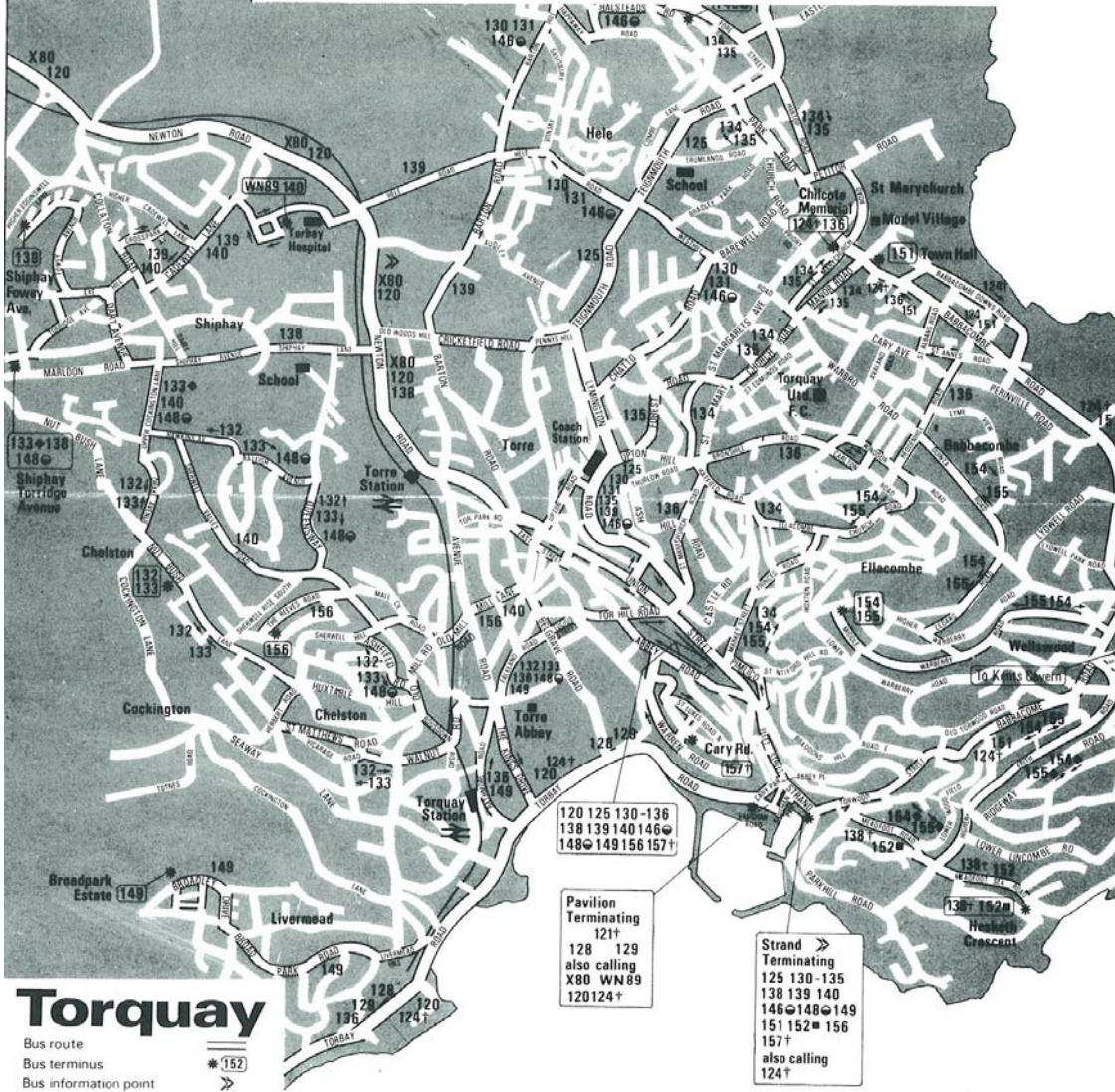


*Circular service, shown in two sections for clarity

Based on the 1978 Ordnance Survey 1:10,000 map with 1984
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Devon General

A specially-drawn combination of bus map and street plan. Bus routes can be traced with reasonable ease, but little non-transport information is given and many non-bus roads, though marked, are not named. Arrows denoting that routes run only in the direction shown are not explained in the key.

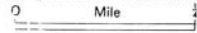


Torquay

- Bus route
- Bus terminus
- Bus information point
- British Rail station
- Certain journeys only
- Summer only service
- Winter only service
- Winter evening & Sunday service

Service operated by Western National Ltd

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Note: For full details of services see Timetable Information

TOR BAY

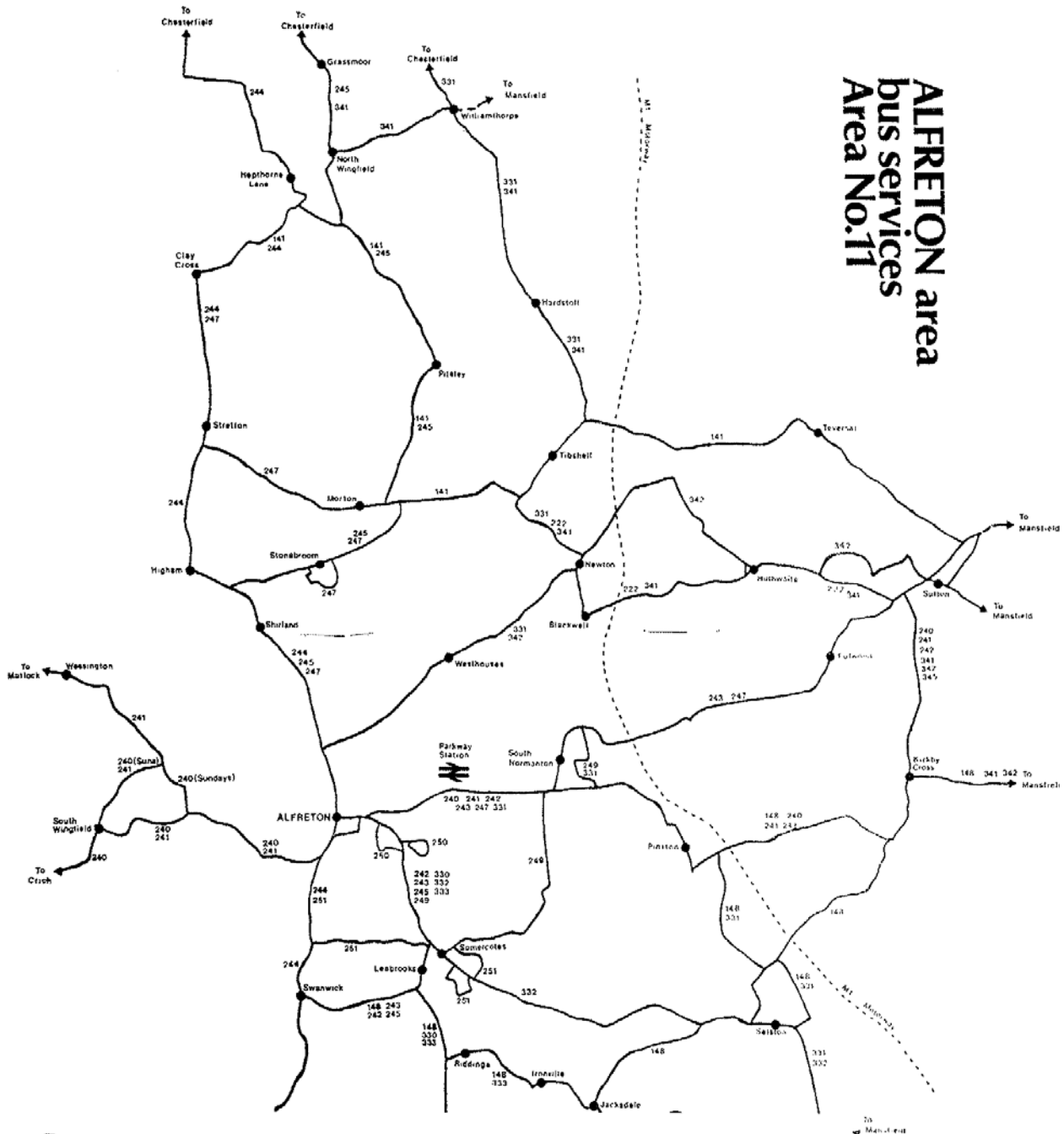


120 125 130-136
 138 139 140 146
 148 149 156 157†

Pavilion
 Terminating
 121†
 128 129
 also calling
 X80 WN89
 120 124†

Strand
 Terminating
 125 130-135
 138 139 140
 146 148 149
 151 152 156
 157†
 also calling
 124†

ALFRETON area bus services Area No.11



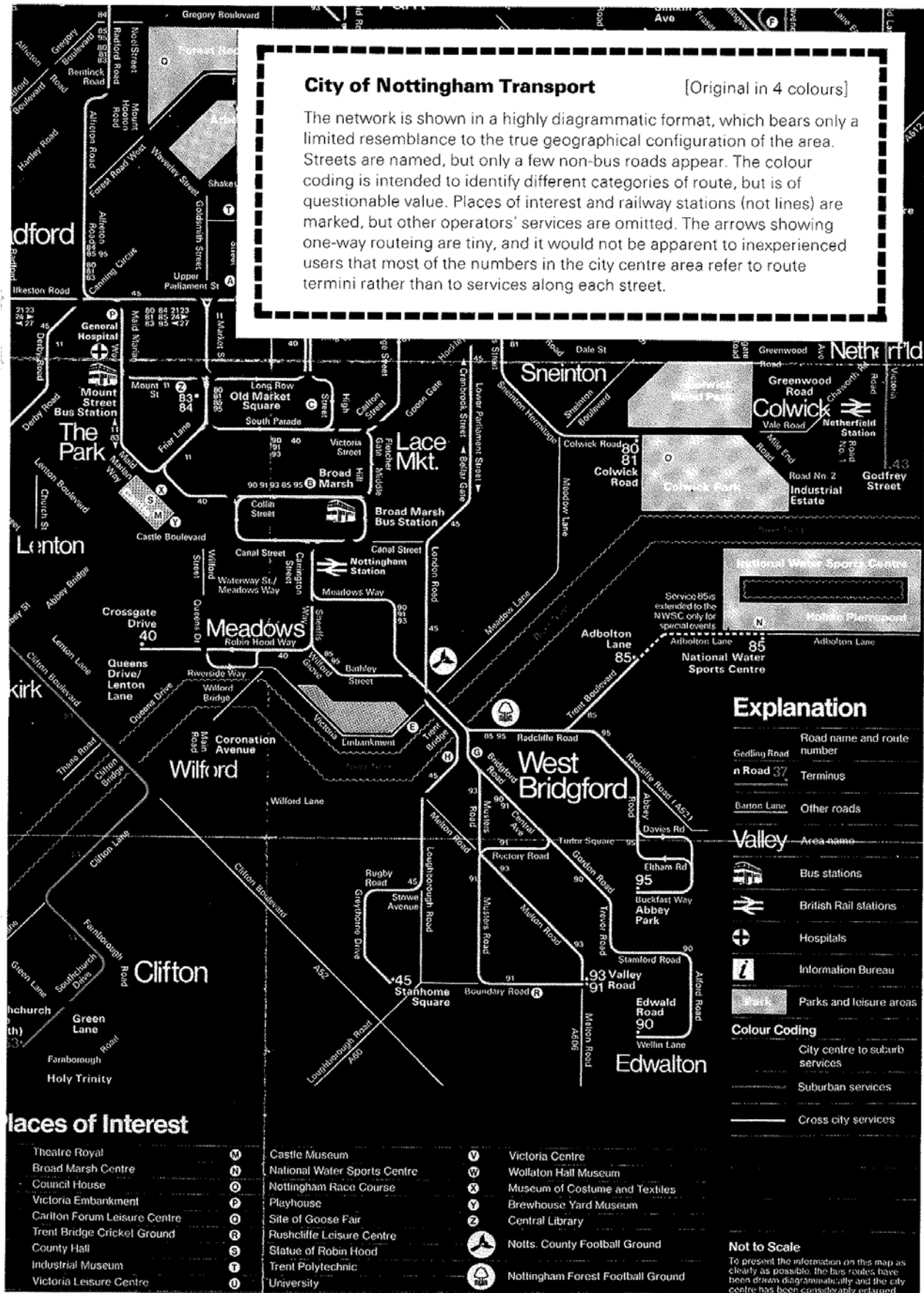
Trent

An example of a poor network diagram included in an area timetable booklet. Lettering and numerals are unnecessarily tiny, and only certain of the points listed in the timetables are marked on the map. Roads are not named, there are no places of interest or public buildings shown, and other operators' services are omitted. There is no scale and the title is at right angles to the map.

City of Nottingham Transport

[Original in 4 colours]

The network is shown in a highly diagrammatic format, which bears only a limited resemblance to the true geographical configuration of the area. Streets are named, but only a few non-bus roads appear. The colour coding is intended to identify different categories of route, but is of questionable value. Places of interest and railway stations (not lines) are marked, but other operators' services are omitted. The arrows showing one-way routing are tiny, and it would not be apparent to inexperienced users that most of the numbers in the city centre area refer to route termini rather than to services along each street.



Explanation

- Road name and route number
- Terminus
- Other roads
- Area name
- Bus stations
- British Rail stations
- Hospitals
- Information Bureau
- Parks and leisure areas
- Colour Coding**
- City centre to suburb services
- Suburban services
- Cross city services

Places of Interest

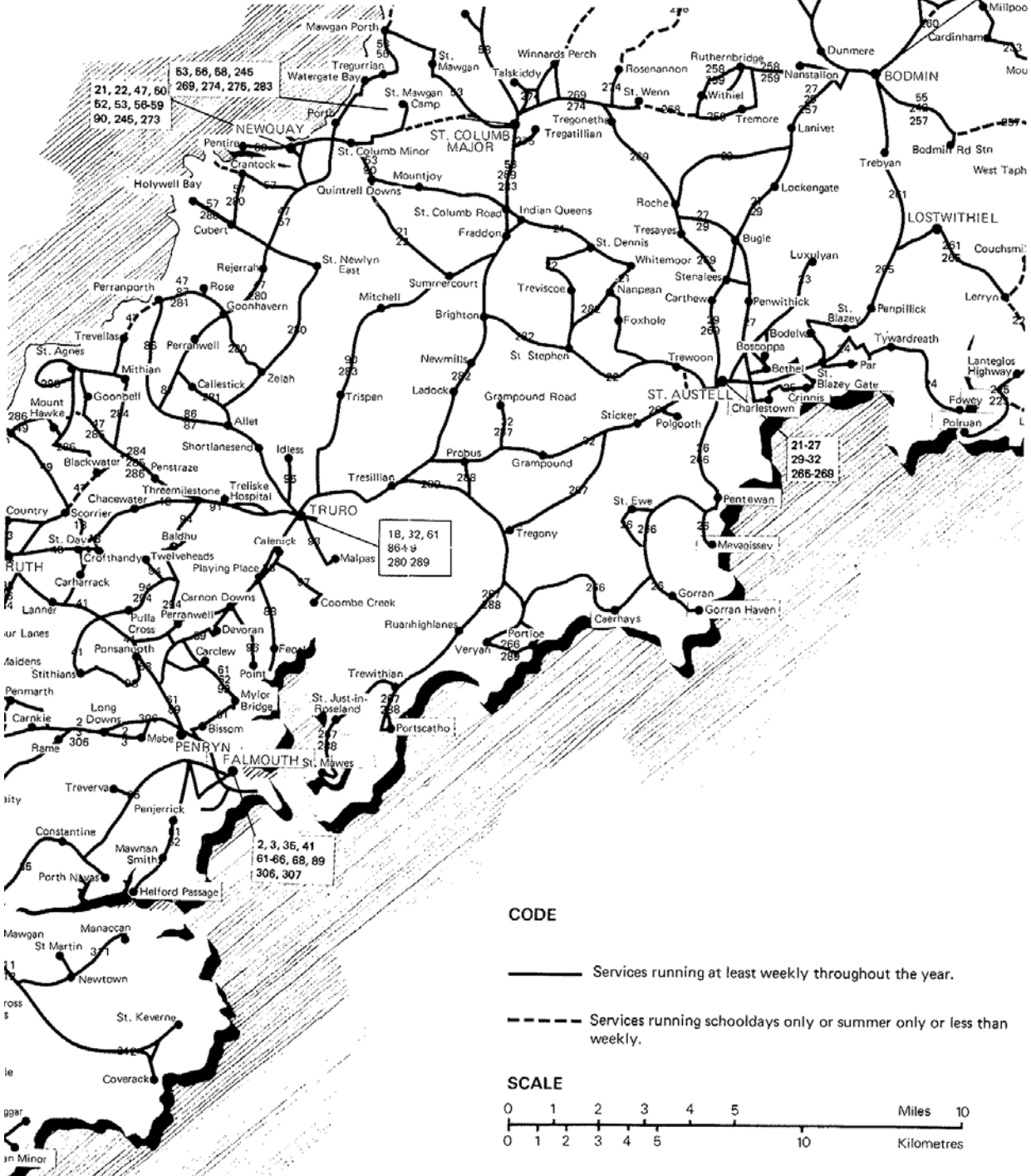
- | | | |
|------------------------------|------------------------------|-----------------------------------|
| Theatre Royal | Castle Museum | Victoria Centre |
| Broad Marsh Centre | National Water Sports Centre | Wollaton Hall Museum |
| Council House | Nottingham Race Course | Museum of Costume and Textiles |
| Victoria Embankment | Playhouse | Brewhouse Yard Museum |
| Carlton Forum Leisure Centre | Site of Goose Fair | Central Library |
| Trent Bridge Cricket Ground | Rushcliffe Leisure Centre | Notts. County Football Ground |
| County Hall | Statue of Robin Hood | Nottingham Forest Football Ground |
| Industrial Museum | Trent Polytechnic | |
| Victoria Leisure Centre | University | |

Not to Scale
To present the information on this map as clearly as possible, the bus routes have been drawn diagrammatically and the city centre has been considerably enlarged.

Cornwall County Council

[Original in 2 colours]

No non-transport information (e.g. places of interest) is given, and no details of the complexities of routing in urban areas. The basis of the distinction drawn in the key between regular and other services is likely to be of restricted value to most users. Rail and ferry services are omitted, despite the title 'Cornwall Route Map'.



CODE

- Services running at least weekly throughout the year.
- - - - - Services running schooldays only or summer only or less than weekly.

SCALE

