

# Transcribing Bradshaw's 1906 timetable

Version 4

June 2017

## Contents

Introduction.....	3
Logging on as a transcriber.....	4
Opening a timetable for transcription .....	5
Bradshaw table structure.....	7
Connecting stations.....	7
Branch lines .....	7
Alternative routes.....	9
The transcription task.....	10
Entering distances .....	10
Editing time columns .....	10
Entering notes .....	11
Saving the timetable.....	11
Testing the timetable.....	11
Generating PDF files for the timetables.....	13
This opens a dialog where you can select the font type and size and the paper orientation as shown below:.....	13
Timetable transcription conventions.....	14
Modifying times.....	15
Suspected misprints .....	15
The hour after midnight .....	15
Conventions for notes .....	15
Identifying additional routes .....	15
Inserting additional non-Bradshaw notes.....	16
Special symbols in transcription .....	17
Appendix 1: Transcription Formats for Bradshaw's 1906 Timetable .....	18
Basic transcription .....	18
Trains stopping and starting.....	20

Note references embedded in times .....	22
Explanations summary .....	24
Appendix 2: L&YR Tables in Bradshaw 1906.....	28

## Introduction

The Lancashire and Yorkshire Railway covers the following the pages in Bradshaw 1906:

pages 333, 448, 456, 632 - 687.

These pages have been prepared for transcription by doing the following:

- images of each of the pages has been created from the Bradshaw 1906 PDF available on-line.
- ScenarioBuilder has been used to create timetable files ready to hold the transcriptions. This process has guaranteed that the station names correspond to those on the associated animation map
- the first couple of time columns in the timetable files have been filled in to test the correct working of the timetable animation

There are many tables. The Up and Down trains and Week day and Sunday trains are given separate transcription tables.

# Logging on as a transcriber

If you volunteer to join in the transcription of the Lancashire & Yorkshire Railway pages of Bradshaw 1906, you will be given an account with a user name and password.

Use these to log at the web page:

<http://www.tempmod.com/bradshaw1906/transcriber/>

shown in Figure 1 below:

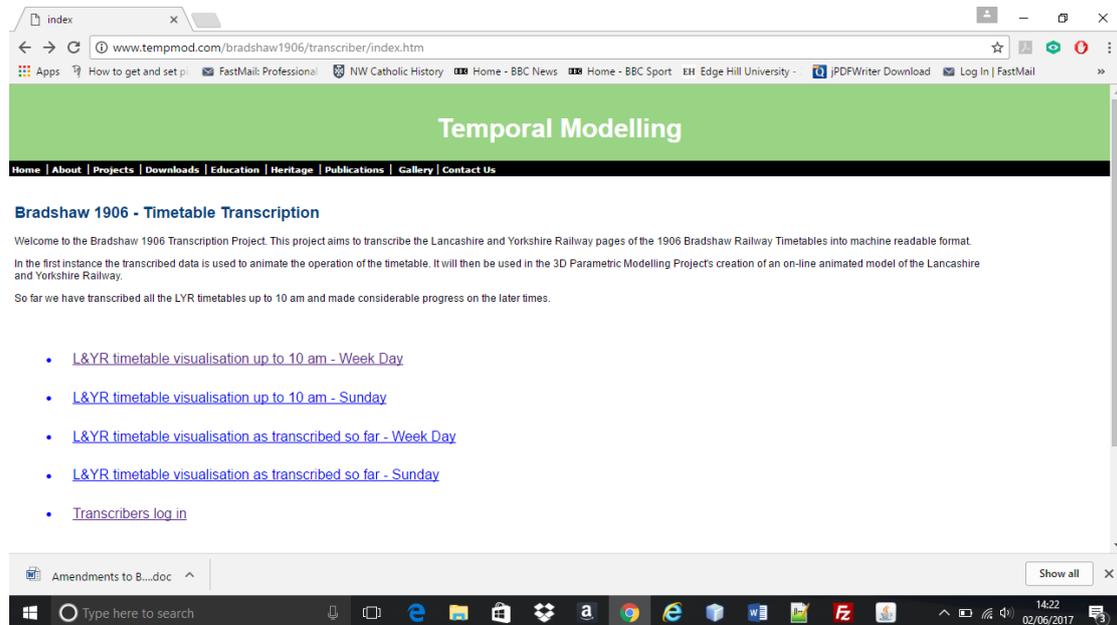


Figure 1: Transcriber log in screen

Click on **Transcribers log in** and enter your user name and password as directed.

You will then see the following page in Figure 2:

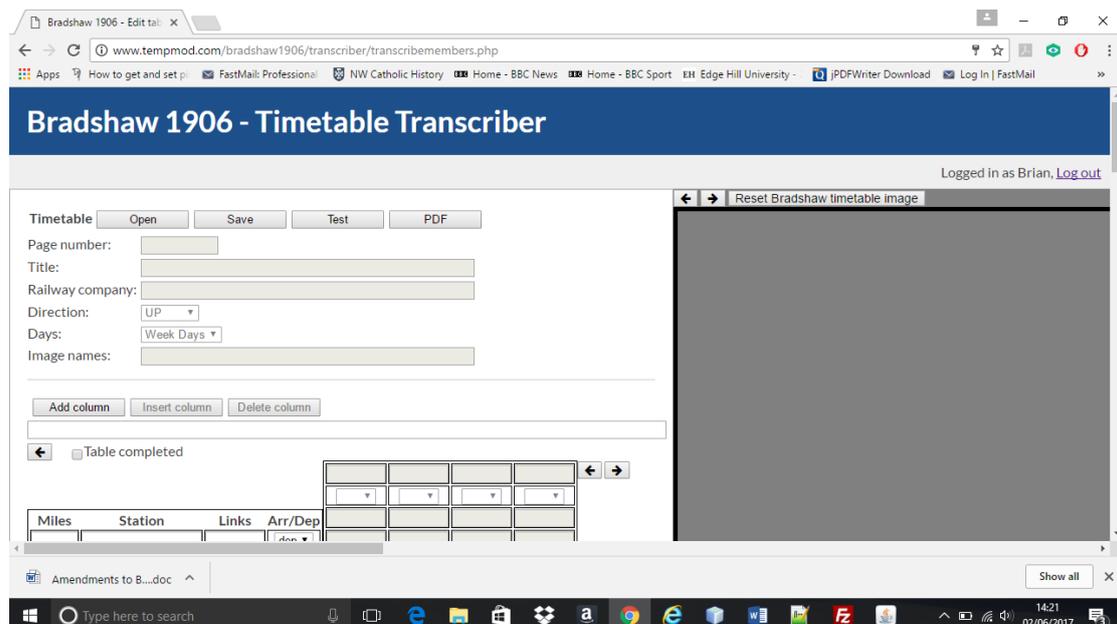


Figure 2: Opening the transcription page

Note that you can **log out** by clicking on the link at top right.

## Opening a timetable for transcription

Click on the **Open** button. This reveals the list of timetables that have been designated to you as shown below in Figure 3

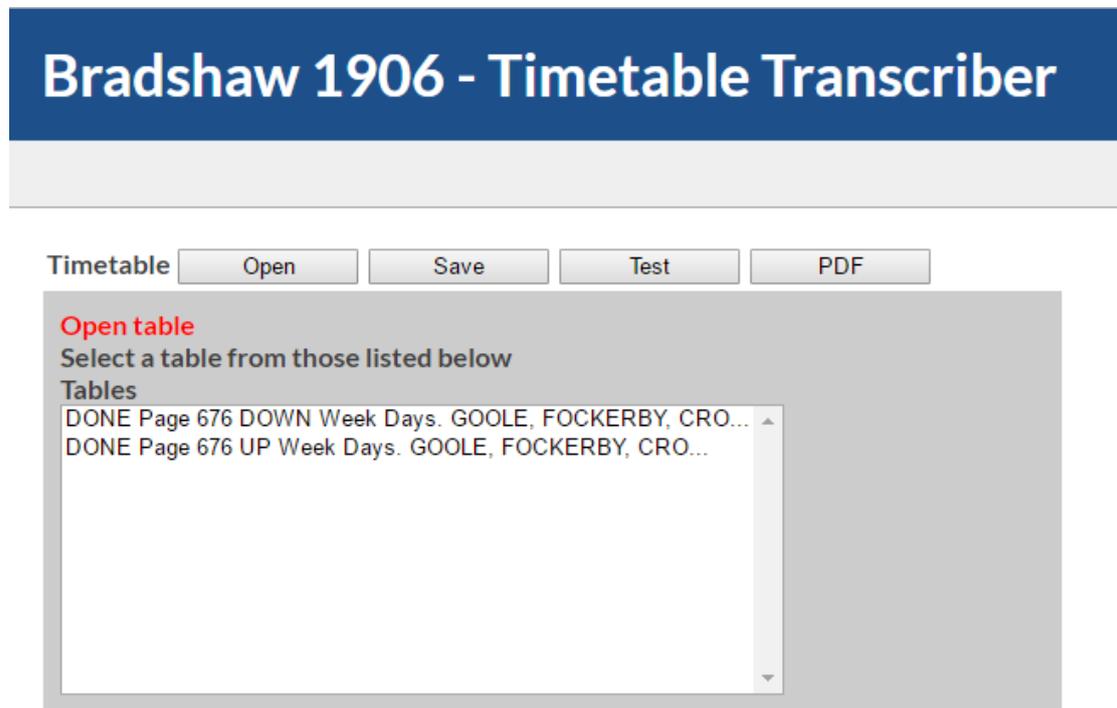


Figure 3: Opening a timetable

Click on the one you want to edit. This opens the selected timetable as shown below in Figure 4:

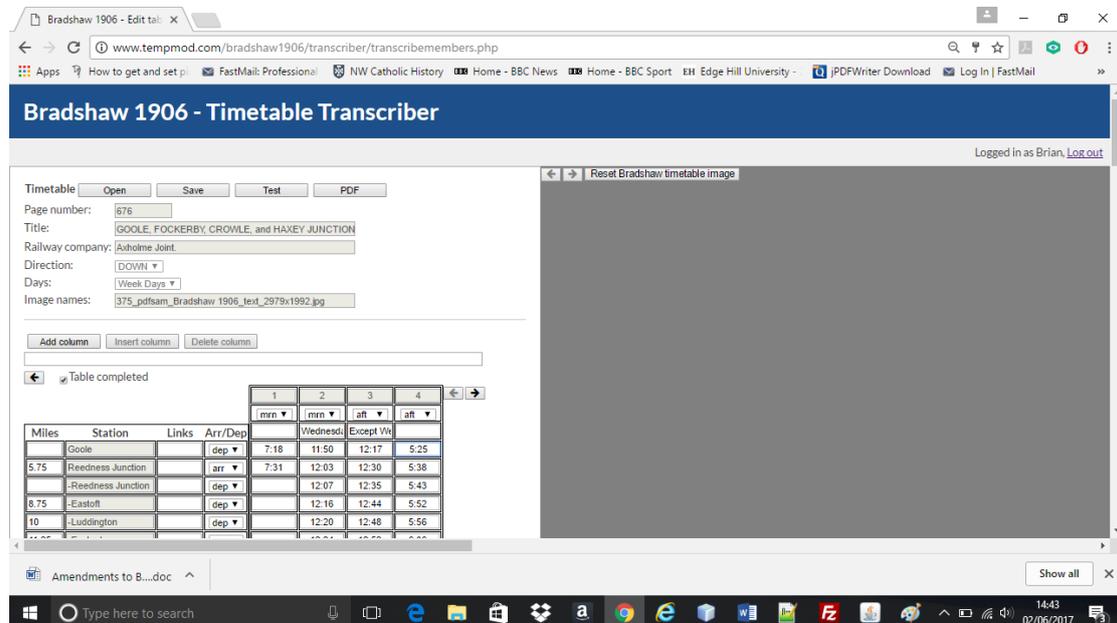
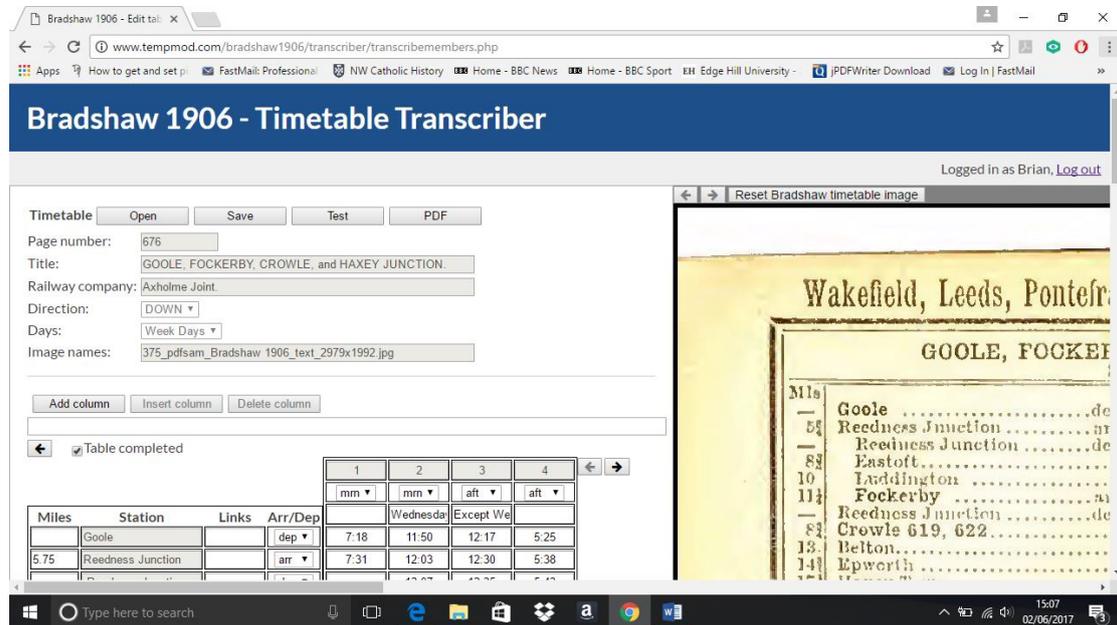


Figure 4: An open timetable

The left hand side is the form where you edit the table. The right hand side is where the images of the Bradshaw timetable and, later, the animation of the timetable, are shown. Click on the **Reset Bradshaw timetable image** button to show the first of the pages associated with this timetable as shown below in Figure 5. Use the arrow keys

next to the **Reset Bradshaw timetable image** button to step through other images that may be associated with this timetable. These arrow buttons are enabled/disabled as they reach the beginning or end of the collection of images for the selected timetable.

You can use the left mouse button to drag around the Bradshaw image to view its different parts.



**Figure 5: Bradshaw page image shown**

Some of the fields in the form on the left are disabled since the information has already been entered into those when the timetable file was first created.

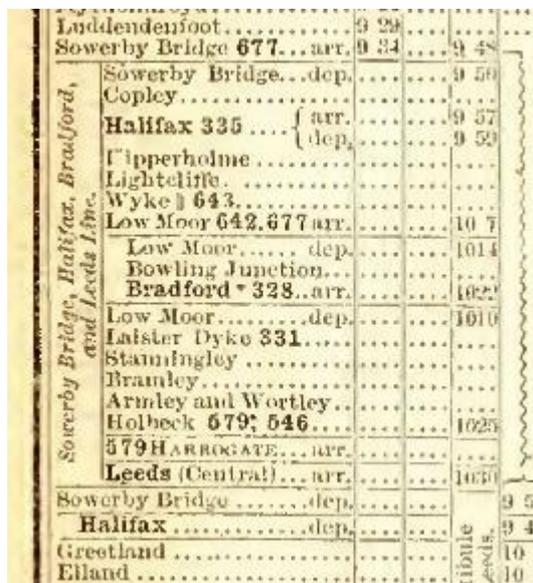
## Bradshaw table structure

Bradshaw's guide is split into a large number of route tables. Each route generally consists of a sequence of stations but these may be interleaved with additional station names. These are summarised in the following examples:

### Connecting stations

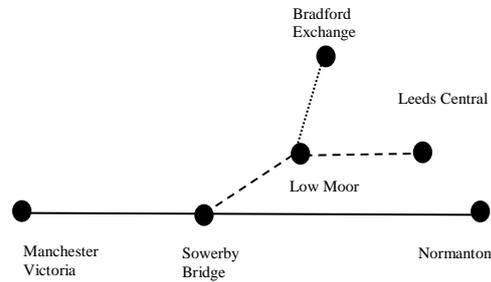
Bradshaw page fragment	Transcription																																
 <p>Stations that connect with the given route are shown in the transcription table with a leading ##.</p> <p>Trains to and from these stations will not be animated here. Those trains will be found animated for the timetables on the pages identified in the links column.</p>	<table border="1"> <thead> <tr> <th>Station</th> <th>Links</th> <th>Arr/dep</th> <th>mrn</th> </tr> </thead> <tbody> <tr> <td>##Liverpool Exchange</td> <td>660</td> <td>dep</td> <td></td> </tr> <tr> <td>##Southport Chapel</td> <td>663</td> <td>dep</td> <td></td> </tr> <tr> <td>##Blackpool Talbot</td> <td>651</td> <td>dep</td> <td></td> </tr> <tr> <td>##Blackpool Central</td> <td>651</td> <td>dep</td> <td></td> </tr> <tr> <td>x-----</td> <td></td> <td></td> <td>---</td> </tr> <tr> <td>Manchester Victoria</td> <td></td> <td>dep</td> <td>8:05</td> </tr> <tr> <td>Mile Platting</td> <td></td> <td>dep</td> <td>8:17</td> </tr> </tbody> </table>	Station	Links	Arr/dep	mrn	##Liverpool Exchange	660	dep		##Southport Chapel	663	dep		##Blackpool Talbot	651	dep		##Blackpool Central	651	dep		x-----			---	Manchester Victoria		dep	8:05	Mile Platting		dep	8:17
Station	Links	Arr/dep	mrn																														
##Liverpool Exchange	660	dep																															
##Southport Chapel	663	dep																															
##Blackpool Talbot	651	dep																															
##Blackpool Central	651	dep																															
x-----			---																														
Manchester Victoria		dep	8:05																														
Mile Platting		dep	8:17																														

### Branch lines

Bradshaw page fragment	Transcription																																																																																								
 <p>Stations that form a branch from the main route in the current table.</p> <p>In the example above, the line from Sowerby Bridge to Leeds Central is treated as a branch line from the</p>	<table border="1"> <thead> <tr> <th>Station</th> <th>Links</th> <th>Arr/dep</th> <th>mrn</th> </tr> </thead> <tbody> <tr> <td>Ludendenfoot</td> <td></td> <td>dep</td> <td></td> </tr> <tr> <td>Sowerby Bridge</td> <td>677</td> <td>arr</td> <td>9:48</td> </tr> <tr> <td>x-----</td> <td></td> <td></td> <td></td> </tr> <tr> <td>-Sowerby Bridge</td> <td></td> <td>dep</td> <td>9:50</td> </tr> <tr> <td>-Copley</td> <td></td> <td>dep</td> <td></td> </tr> <tr> <td>-Halifax</td> <td></td> <td>arr</td> <td>9:57</td> </tr> <tr> <td>-Halifax</td> <td></td> <td>dep</td> <td>9:59</td> </tr> <tr> <td>-Hipperholme</td> <td></td> <td></td> <td></td> </tr> <tr> <td>-Lightcliffe</td> <td></td> <td></td> <td></td> </tr> <tr> <td>-Wyke</td> <td>643</td> <td></td> <td></td> </tr> <tr> <td>-Low Moor</td> <td>642,</td> <td>arr</td> <td>10:07</td> </tr> <tr> <td>x-----</td> <td></td> <td></td> <td></td> </tr> <tr> <td>--Low Moor</td> <td></td> <td>dep</td> <td>10:14</td> </tr> <tr> <td>--Bowling Junction</td> <td></td> <td>dep</td> <td></td> </tr> <tr> <td>--Bradford Exchange</td> <td>328</td> <td>arr</td> <td>10:22</td> </tr> <tr> <td>x-----</td> <td></td> <td></td> <td></td> </tr> <tr> <td>-Low Moor</td> <td></td> <td>dep</td> <td>10:10</td> </tr> <tr> <td>-Laister Dyke</td> <td>331</td> <td>dep</td> <td></td> </tr> <tr> <td>-Stanningley</td> <td></td> <td>dep</td> <td></td> </tr> <tr> <td>-Bramley</td> <td></td> <td>dep</td> <td></td> </tr> <tr> <td>-Armley and Worley</td> <td></td> <td>dep</td> <td></td> </tr> </tbody> </table>	Station	Links	Arr/dep	mrn	Ludendenfoot		dep		Sowerby Bridge	677	arr	9:48	x-----				-Sowerby Bridge		dep	9:50	-Copley		dep		-Halifax		arr	9:57	-Halifax		dep	9:59	-Hipperholme				-Lightcliffe				-Wyke	643			-Low Moor	642,	arr	10:07	x-----				--Low Moor		dep	10:14	--Bowling Junction		dep		--Bradford Exchange	328	arr	10:22	x-----				-Low Moor		dep	10:10	-Laister Dyke	331	dep		-Stanningley		dep		-Bramley		dep		-Armley and Worley		dep	
Station	Links	Arr/dep	mrn																																																																																						
Ludendenfoot		dep																																																																																							
Sowerby Bridge	677	arr	9:48																																																																																						
x-----																																																																																									
-Sowerby Bridge		dep	9:50																																																																																						
-Copley		dep																																																																																							
-Halifax		arr	9:57																																																																																						
-Halifax		dep	9:59																																																																																						
-Hipperholme																																																																																									
-Lightcliffe																																																																																									
-Wyke	643																																																																																								
-Low Moor	642,	arr	10:07																																																																																						
x-----																																																																																									
--Low Moor		dep	10:14																																																																																						
--Bowling Junction		dep																																																																																							
--Bradford Exchange	328	arr	10:22																																																																																						
x-----																																																																																									
-Low Moor		dep	10:10																																																																																						
-Laister Dyke	331	dep																																																																																							
-Stanningley		dep																																																																																							
-Bramley		dep																																																																																							
-Armley and Worley		dep																																																																																							

Manchester Victoria to Normanton line.

In addition, the line from Low Moor to Bradford Exchange is treated as a branch from the Sowerby Bridge to Leeds Central line.



In the transcribed table, a branch station name is preceded by the "-" symbol. A branch off a branch (like Bradford Exchange above) is preceded by "--".

-Holbeck High Level	579,	dep	10:25
x-----			
##HARROGATE	579	arr	
x-----			
-Leeds Central		arr	10:30
x-----			
Sowerby Bridge		dep	9:57
x-----			
##Halifax		dep	9:45
x-----			
Greetland		dep	10:02
Elland		dep	10:06

The right hand column of the transcribed table shows, in fact three trains.

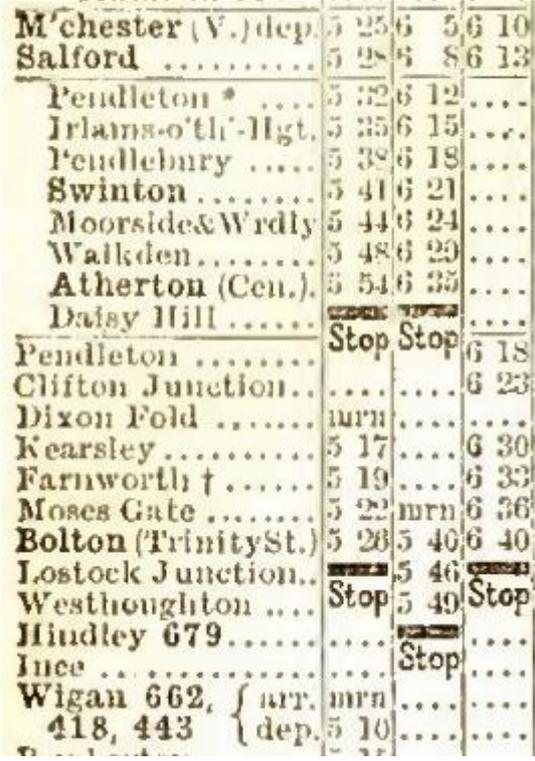
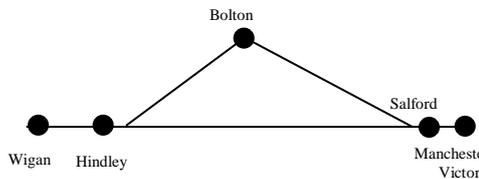
The first from Manchester to Normanton arrives at Sowerby Bridge at 9:48 am and leaves at 9:57 am.

The second leaves Sowerby Bridge at 9:50 am, calling at Low Moor at 10:07 leaving at 10:10 am.

The third train leaves Low Moor at 10:14 am arriving at Bradford at 10:22 am.

More information on transcription formats for Bradshaw's 1906 Timetable can be found in Appendix 1 on page 18.

# Alternative routes

Bradshaw page fragment	Transcription																																																																											
	<table border="1"> <thead> <tr> <th>Station</th> <th>Links</th> <th>Arr/dep</th> </tr> </thead> <tbody> <tr><td>Manchester Victoria</td><td></td><td>dep</td></tr> <tr><td>Salford</td><td></td><td>dep</td></tr> <tr><td>x-----</td><td></td><td></td></tr> <tr><td>&lt;Pendleton Broad Street</td><td></td><td>dep</td></tr> <tr><td>&lt;Irlams o'th' Height</td><td></td><td>dep</td></tr> <tr><td>&lt;Pendlebury</td><td></td><td>dep</td></tr> <tr><td>&lt;Swinton</td><td></td><td>dep</td></tr> <tr><td>&lt;Moorside and Wardley</td><td></td><td>dep</td></tr> <tr><td>&lt;Walkden</td><td></td><td>dep</td></tr> <tr><td>&lt;Atherton Central</td><td></td><td>dep</td></tr> <tr><td>&lt;Daisy Hill</td><td></td><td>dep</td></tr> <tr><td>x-----</td><td></td><td></td></tr> <tr><td>&gt;Pendleton</td><td></td><td>dep</td></tr> <tr><td>&gt;Clifton Junction</td><td></td><td>dep</td></tr> <tr><td>&gt;Dixon Fold</td><td></td><td>dep</td></tr> <tr><td>&gt;Kearsley</td><td></td><td>dep</td></tr> <tr><td>&gt;Farnworth</td><td></td><td>dep</td></tr> <tr><td>&gt;Moses Gate</td><td></td><td>dep</td></tr> <tr><td>&gt;Bolton Trinity Street</td><td></td><td>dep</td></tr> <tr><td>&gt;Lostock Junction</td><td></td><td>dep</td></tr> <tr><td>&gt;Westhoughton</td><td></td><td>dep</td></tr> <tr><td>Hindley</td><td>679</td><td>dep</td></tr> <tr><td>Ince</td><td></td><td>dep</td></tr> <tr><td>Wigan</td><td>662,</td><td>arr</td></tr> </tbody> </table>	Station	Links	Arr/dep	Manchester Victoria		dep	Salford		dep	x-----			<Pendleton Broad Street		dep	<Irlams o'th' Height		dep	<Pendlebury		dep	<Swinton		dep	<Moorside and Wardley		dep	<Walkden		dep	<Atherton Central		dep	<Daisy Hill		dep	x-----			>Pendleton		dep	>Clifton Junction		dep	>Dixon Fold		dep	>Kearsley		dep	>Farnworth		dep	>Moses Gate		dep	>Bolton Trinity Street		dep	>Lostock Junction		dep	>Westhoughton		dep	Hindley	679	dep	Ince		dep	Wigan	662,	arr
Station	Links	Arr/dep																																																																										
Manchester Victoria		dep																																																																										
Salford		dep																																																																										
x-----																																																																												
<Pendleton Broad Street		dep																																																																										
<Irlams o'th' Height		dep																																																																										
<Pendlebury		dep																																																																										
<Swinton		dep																																																																										
<Moorside and Wardley		dep																																																																										
<Walkden		dep																																																																										
<Atherton Central		dep																																																																										
<Daisy Hill		dep																																																																										
x-----																																																																												
>Pendleton		dep																																																																										
>Clifton Junction		dep																																																																										
>Dixon Fold		dep																																																																										
>Kearsley		dep																																																																										
>Farnworth		dep																																																																										
>Moses Gate		dep																																																																										
>Bolton Trinity Street		dep																																																																										
>Lostock Junction		dep																																																																										
>Westhoughton		dep																																																																										
Hindley	679	dep																																																																										
Ince		dep																																																																										
Wigan	662,	arr																																																																										
<p>The original L &amp; YR route between Manchester and Wigan and on to Southport and Liverpool ran through Bolton. In 1888, the L &amp; YR opened a faster route from Windsor Bridge Junction and Crows Nest Junction near Hindley. Trains from Manchester to Wigan went via both routes.</p>																																																																												
																																																																												
<p>In the transcription we show alternative routes by preceding the first route station names with "&lt;" and the second route station names with "&gt;".</p>																																																																												

## The transcription task

The transcriber's job is to:

- enter the distances in the **Miles** column
- enter the remaining time columns to the right of those already present
- enter the notes in the **Notes** table

## Entering distances

Only enter the actual distances. Do not add any headings at this stage such as *Miles from Ormskirk*.

Write distances as decimals e.g. 2½ becomes 2.5 miles. 2¼ becomes 2.25, 2¾ becomes 2.75.

The distances are not currently used in the checking and animation but transcribing them makes them available for doing so in the future.

## Editing time columns

This is the main transcription task.

There are buttons to

- **Add column** (at the right hand end of the table)
- **Insert column** (at the column where the cursor is currently placed)
- **Delete column** (the column where the cursor is currently placed)

Up to four columns are visible at a time. You can scroll through the columns left and right using the arrow buttons at the top right of the table.

Having added a new column you populate it from the Bradshaw image by taking the following steps:

- select *mrn* or *aft* in the selection box at the top of the column as read from the Bradshaw image.
- add any notes that appear in the column in the next cell down. Note that the selected cell is echoed in a long box underneath the Add, Insert and Delete column buttons. This mimics the feature in Microsoft Excel spreadsheets that enables a long piece of text in a spreadsheet cell to be seen clearly.
- if there is more than one note in a column then terminate the previous note with a full stop and type the next note after that full stop.
- add the time values. Note that:
  - in the transcription we use ':' between the hours and minutes values unlike Bradshaw's original which just uses spaces.
  - put in the leading 0 for minutes less than 10  
for example Bradshaw's 9 1 becomes 9:01.

Bradshaw is famous for his weird and wonderful ways of writing out the time table. Below are our rules for coping with those ways.

## Entering notes

Notes are usually identified with lower case letters. However, other symbols may be used such as upper case letters, asterixes, etc. These are summarised in the timetable transcription conventions section. Enter these in the **Notes** table underneath the timetable.

## Saving the timetable

Save your edits by clicking on the **Save** button and then the **OK** button..

## Testing the timetable

We can check the transcription for errors by clicking on the **Test** button. This reports errors such shown below in Figure 6 :

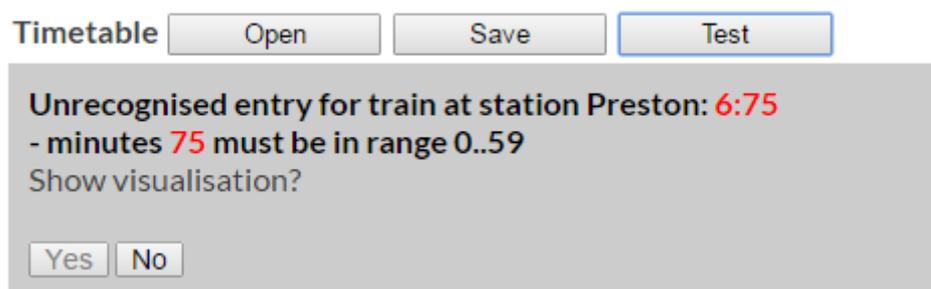


Figure 6: Error detected in transcribed time.

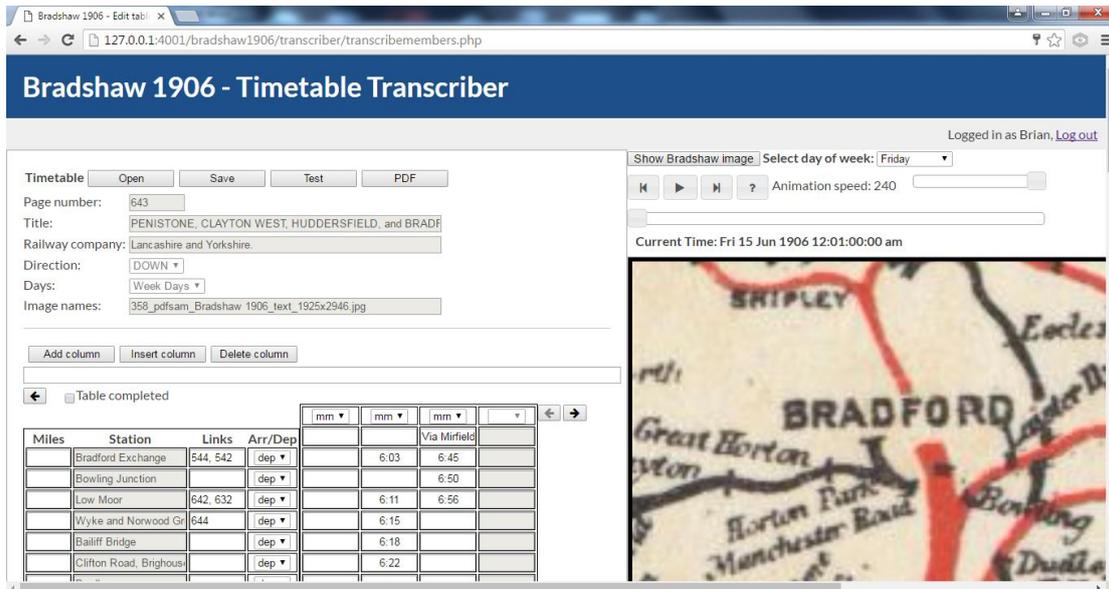
If the check is successful then you will see this:



Figure 7: A successful test

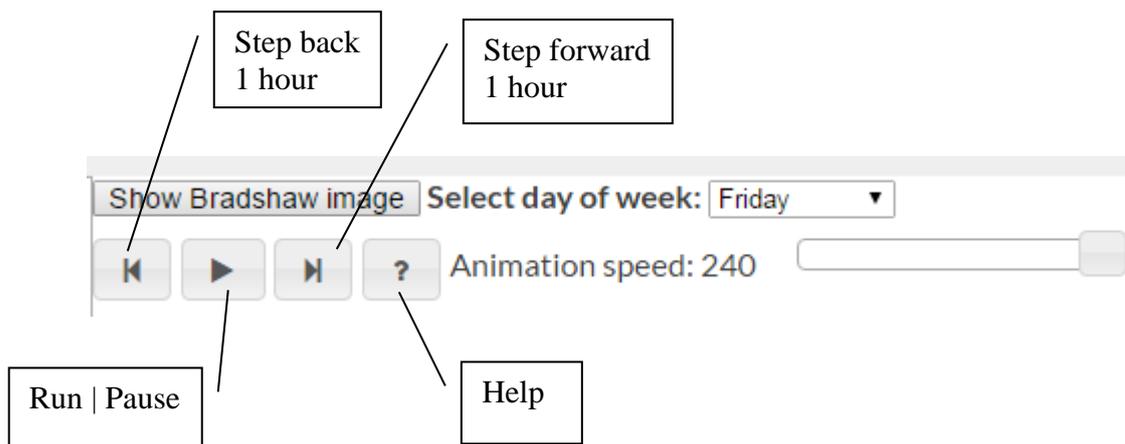
We can visualise the timetable in an animation. To do so, click on the **Yes** button.

The animation appears on the right hand side an image of the railway map centred on the first station in the timetable you are editing as shown in Figure 8



**Figure 8: Visualising the timetable**

The mouse wheel or A and Z keys can be used to zoom in and out. The left mouse button down can be used to pan across the map. Figure 9 below shows the animation controls:



**Figure 9: Animation controls**

The animation, by default, runs at 240 times normal speed. It can be reduced to 1 times.

The day of the week is set using the **Select day of week** drop down list also shown in Figure 9. If, for example, you are working on a Sunday timetable, you will be prompted to change the day of the week accordingly to make sure you can see the trains. Otherwise nothing will seem to move – which makes sense.

## Generating PDF files for the timetables

As a demonstration of the usefulness of the transcribed tables, I have added the facility to generate a PDF version of the table.

This is done by clicking on the **PDF** button as shown below in Figure 10

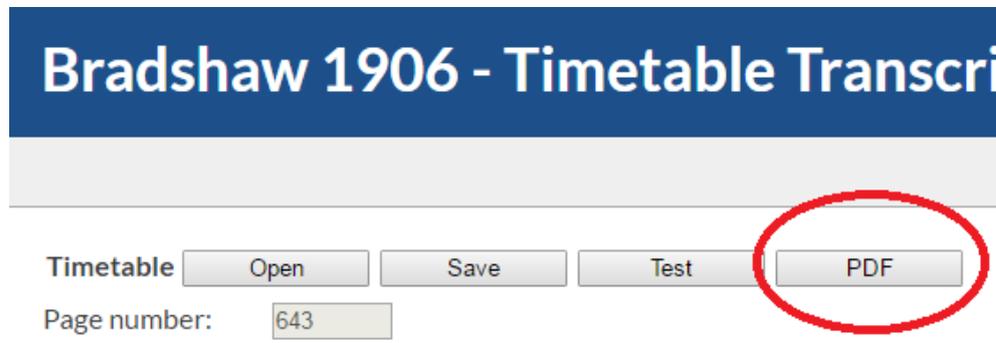


Figure 10: Creating a PDF

This opens a dialog where you can select the font type and size and the paper orientation as shown below:

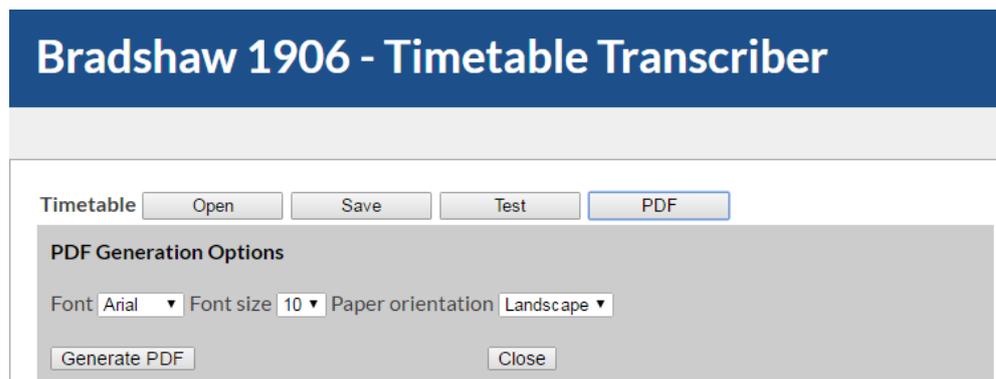


Figure 11: Customising a PDF

When you have selected the font and paper orientation, click on **Generate PDF**. This creates a link to the right of the **Generate PDF** button as shown below in Figure 12:

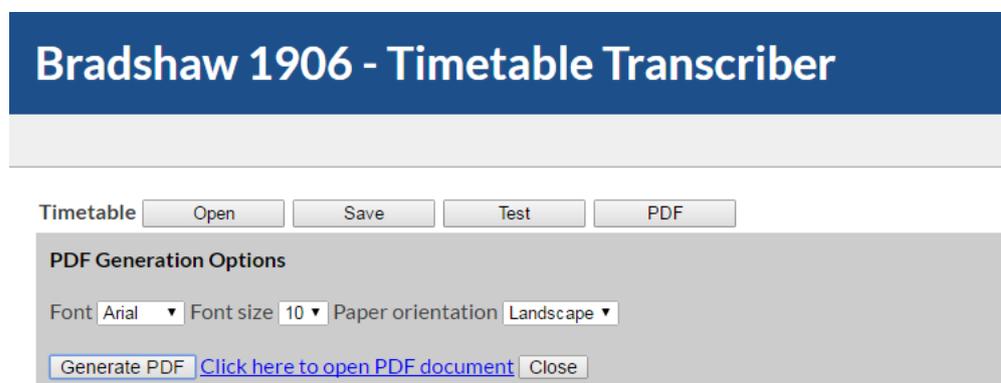
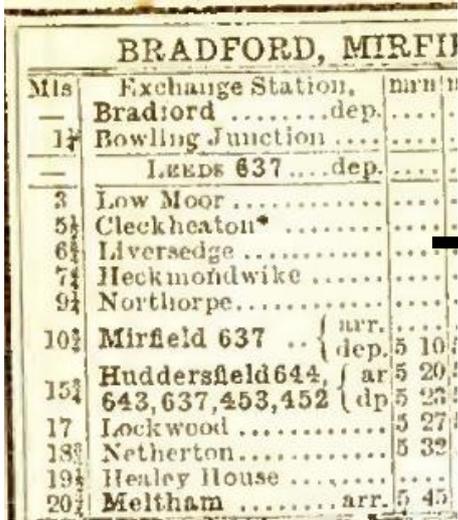


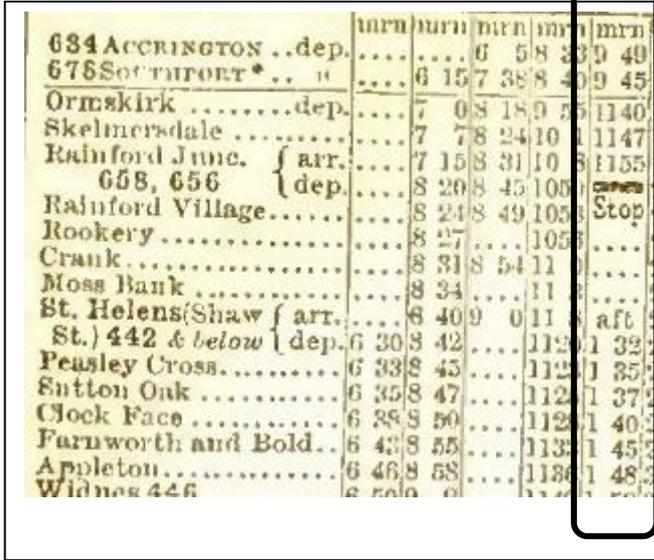
Figure 12: The link for the new PDF document

If you click on this it downloads the PDF document to a new tab where it can be read, printed or saved.

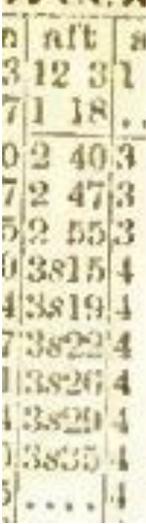
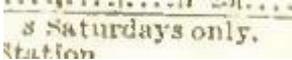
## Timetable transcription conventions

Straightforward example. Remember that the station names (and associated use of x--- and # symbols are already complete in the transcription tables) and hence those cells are disabled.

Bradshaw page fragment		Transcription				
		Miles	Station	Links	Arr/dep	mrn
			Bradford		dep	
	1.25	Bowling Junction		dep		
		x-----			---	
		##LEEDS	637	dep		
		x-----			---	
	3	Low Moor		dep		
	5.5	Cleckheaton		dep		
	6.75	Liversedge		dep		
	7.75	Heckmondwike		dep		
	9.25	Northorpe		dep		
	10.75	Mirfield	637	arr		
		Mirfield		dep	5:10	
	15.75	Huddersfield	644, 6	arr	5:20	
		Huddersfield		dep	5:23	
	17	Lockwood		dep	5:27	
	18.75	Netherton		dep	5:32	
	19.5	Healey House		dep		
	20.75	Meltham		arr	5:45	

Bradshaw page fragment		Transcription	
			mrn
			9:49
			9:45
			---
			11:40
			11:47
			11:55
			xxx
			Stop
			aft
			1:32
			1:35
			1:37
			1:40
			1:45

Two trains in same column. Second train always starts with mrn or aft.

Bradshaw page fragment	Transcription														
<div data-bbox="244 255 592 409" style="border: 1px solid black; padding: 5px; margin-bottom: 10px;">           Note reference s embedded in times from 3:15 onwards.         </div>  	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;">aft</td></tr> <tr><td style="text-align: center;">12:03</td></tr> <tr><td style="text-align: center;">1:18</td></tr> <tr><td style="text-align: center;">---</td></tr> <tr><td style="text-align: center;">2:40</td></tr> <tr><td style="text-align: center;">2:47</td></tr> <tr><td style="text-align: center;">2:55</td></tr> <tr><td style="text-align: center;">3s15</td></tr> <tr><td style="text-align: center;">3s19</td></tr> <tr><td style="text-align: center;">3s22</td></tr> <tr><td style="text-align: center;">3s26</td></tr> <tr><td style="text-align: center;">3s29</td></tr> <tr><td style="text-align: center;">3s35</td></tr> </table>	aft	12:03	1:18	---	2:40	2:47	2:55	3s15	3s19	3s22	3s26	3s29	3s35	
aft															
12:03															
1:18															
---															
2:40															
2:47															
2:55															
3s15															
3s19															
3s22															
3s26															
3s29															
3s35															
	Notes <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <tr> <td style="width: 20px; text-align: center;">s</td> <td>Saturdays only</td> </tr> </table>		s	Saturdays only											
s	Saturdays only														

## Modifying times

### Suspected misprints

If we suspect a time is a misprint and we want to ignore it we can comment it out by inserting '#' at the front of it e.g.

7i04

becomes

#7i04

### The hour after midnight

If a column is headed *mrn* and the first time is in the first hour and so is given as 12:38 then change it to 00:38 to ensure it is not mistaken for 12:38 pm.

## Conventions for notes

Notes appearing within a time column in a timetable are placed in the top cell.

If there are multiple notes within a column then they are all placed in that top cell, separated by full stops.

### Identifying additional routes

Certain timetables identify additional routes as notes in the time column e.g. *Via Mirfield*.

We handle these by specifying a path for the additional route in square brackets after the note e.g.

*Via Mirfield* becomes:

*Via Mirfield [Low Moor; Mirfield; Huddersfield]*

The first and last stations in the list must be stations on the main route from which the alternative route is diverging. This enables the visualiser to link in the diversion with the main route.

If we are given stopping times at the intermediate stations on the alternative route, we can specify those with '=' signs as follows:

*Via Mirfield [Low Moor; Mirfield=10:15; Huddersfield]*

### **Inserting additional non-Bradshaw notes**

Additional notes to those provided by Bradshaw need to be added to the transcription in order to resolve ambiguities when visualising the timetable. They can be added to the top of columns and in the Notes table by the transcriber in addition to those transcribed from Bradshaw e.g. an additional Via note to identify the route taken.

In order to distinguish these additional notes from those transcribed from Bradshaw, they must be preceded by !!

### **Multiple Via statements in notes**

The table on page 684 includes a Via Padiham note. In order to get certain trains to travel from Preston to Southport via Burscough, an extra Via statement is added by the transcriber (preceded by !!). The software is now able to handle these multiple diversions in a single trip. Thus:

Via Padiham [Rose Grove, Padiham, Blackburn].

becomes

Via Padiham [Rose Grove, Padiham, Blackburn]. !!Via Burscough Bridge [Preston, Burscough Bridge, Southport Chapel Street]

### **Amending the note meanings in the Notes section**

Notes given in the Notes section at the bottom of the transcription page may be amended in two ways to aid the visualisation:

#### **Add extension starting with !! to a note**

These extensions supercede the original note transcribed from Bradshaw

e.g. Page 679 has the following note:

c From and to L. & N. W. Station at Wigan.

This indicates that a train departs from Wigan North Western instead of Wigan Wallgate. In order to make the visualisation code easier to write and maintain, a change of departure station is indicated by just giving the departure station name. We can do this by amending the note to:

c From and to L. & N. W. Station at Wigan. !!Wigan LNWR

In this case we identify the LNWR station in Wigan using the name used in the dynamic map of the LYR employed in the visualisations.

#### **Commenting out all or part of a note using #**

If a note is being misread by the visualiser then we can "comment out" the affect of the note by preceding it with "#"

## Removing the affect of a time in a timetable

We can remove the affect of a time by putting a '#' character in front of it in the transcription. We may want to do this, for example, to hide times on a different day from the main body of the timetable from the visualisation. We can also hide times in the main timetable and replace them with diversion times in a Via note.

## Special symbols in transcription

Bradshaw uses a number of special typographical symbols that do not appear on normal keyboards to label notes. This table identifies how they should be transcribed into machine readable format.

Note that where symbols such as these and asterix are used in Bradshaw to abbreviate the name of a station, in transcription we give the full station name, removing the need for the symbol or its entry in the Notes table. In other circumstances we may use the symbol names as shown in the table below:

¶	TSYM_PILCROW						
†	TSYM_DAGGER						
‡	TSYM_DOUBLE_DAGGER						
<p>Example</p>	<table border="1"> <tr> <td>19.5</td> <td>DONCASTER</td> <td>316,676</td> <td>arr</td> <td>11:12</td> <td>TSYM_DOUBLE_DAGGER</td> </tr> </table>	19.5	DONCASTER	316,676	arr	11:12	TSYM_DOUBLE_DAGGER
19.5	DONCASTER	316,676	arr	11:12	TSYM_DOUBLE_DAGGER		

## Appendix 1: Transcription Formats for Bradshaw's 1906 Timetable

### **Basic transcription**

Derived from original table from page 448

Miles			
		mrn	
	670 A dep	8:00	Stations that provide connections for the trains in this table
	680 B ,,	7:00	
	C dep	9:00	
5.5	D	9:05	
7.5	E		Train does not stop at blank entry station
9.5	F	9:30	
11.5	G arr	9:40	
	G dep	9:45	
12.5	H	9:50	Station not belonging to LYRS so not visualised
13.5	I	10:20	Station not belonging to LYRS so not visualised
15	700 J arr	11:00	Stations that provide connections to the trains in this table
16	710 K arr	11:08	
23	730 L arr	1:32	Stations that provide connections to the trains in this table
24	740 M ,,	1:50	

Transcription:

				mrn
Miles	Station	Links	Arr/Dep	
	##A	670	dep	8:00
	##B	680	dep	7:00
	x---			
	C		dep	8:00
5.5	D		dep	9:05
7.5	E			
9.5	F		dep	9:30
11.5	G		arr	9:40

	G		dep	9:45
12.5	#H		dep	9:50
13.5	#I		dep	10:20
	x---			
15	##J	700	arr	11:00
16	##K	710	arr	11:08
	x---			
23	##L	730	arr	1:32
24	##M	740	arr	1:50

Note that:

- times are in the format hour:min in 12hour time (using am and pm or mrn and aft and variations on these).
- **Note that, unlike Bradshaw, transcribed times use ‘:’ between minutes and hours.**
- horizontal lines are used to mark sections giving connections to trains detailed on other pages. Those pages are found by following the links.
- we distinguish those stations not owned (exclusively or jointly) by the LYR. We do not visualise trains to those stations.

## ***Trains stopping and starting***

Derived from original from Page 448

Miles			
		mrn	
	670 A	9:49	Stations that provide connections for the trains in this table
	680 B	9:45	
	C	11:40	
5.5	D	11:47	
7.5	E	—	Train terminates here
9.5	F	Stop	
11.5	G arr	aft	
	G dep	1:32	New train starts here - subsequent times are pm
12.5	H	1:35	
13.5	I	1:37	
15	700 J		Stations that provide connections to the trains in this table
16	710 K		
23	730 L		Stations that provide connections to the trains in this table
24	740 M		

### Transcription

				mrn	Editor notes
Miles	Station	Links	Arr/Dep		
	##A	670	dep	9:49	
	##B	680	dep	9:45	
	x---				
	C		dep	11:40	
5.5	D		dep	11:47	
7.5	E			xxx	
9.5	F		dep	Stop	
11.5	G		arr	aft	
	G		dep	1:32	
12.5	#H		dep	1:35	

13.5	#I		dep	1:37	
	x---				
15	##J	700	arr		
16	##K	710	arr		
	x---				
23	##L	730	arr		
24	##M	740	arr		

Note that:

- trains terminating are shown by **—** symbol followed by **Stop**
- trains can start up in same column as a terminating train. In visualisation these are treated as two separate trips.

## Note references embedded in times

Page 448 image 256

Miles			
		aft	
	670 A	12:3	Stations that provide connections for the trains in this table
	680 B	1:18	
	C	2:40	
5.5	D	2:47	
7.5	E	3s15	Note reference s embedded in time 3:15
9.5	F	3s22	
11.5	G arr	3s26	
	G dep		
12.5	H		
13.5	I		
15	700 J		Stations that provide connections to the trains in this table
16	710 K		
23	730 L		Stations that provide connections to the trains in this table
24	740 M		

Note: s : Saturdays only

## Transcription

Miles	Station	Links	Arr/Dep	mrn
	##A	670	dep	12:3
	##B	680	dep	1:18
	x---			
	C		dep	2:40
5.5	D		dep	2:47
7.5	E			3s15
9.5	F		dep	3s22
11.5	G		arr	3s26
	G		dep	
12.5	#H		dep	

13.5	#I		dep	
	x---			
15	##J	700	arr	
16	##K	710	arr	
	x---			
23	##L	730	arr	
24	##M	740	arr	

Notes

s	Saturdays only
---	----------------

## Explanations summary

	Bradshaw	Transcription	Meaning
Station list		Station	
	A dep	##A dep	## Stations connecting to this table's trains
	B „	##B dep	## Do not duplicate train visualisation here
	—————	x---	Horizontal line
	C dep	C dep	
	D „	D „	
	—————	x---	
	X dep	- X dep	- stations on a branch line
	Y arr	- Y arr	
	—————	x---	
	E dep	E dep	
	G arr	G arr	
	dep	G dep	
		#K	# stations not on LYR and so not to be visualised
	—————	x---	
	H arr	#H arr	
	I arr	#I arr	
Branch Lines	A ----- B C	x---	<u>See note page ccvi Bradshaw 1906.</u> When <b>Branch Lines</b> are shown in the Main Line Tables they are indicated by the Stations being indented, i.e., set a little to the right- Thus, on pages 178 and 179, <i>Hastings, Margate, &amp;c.</i> , are Branches from the Main Line.
Trains stopping on certain days	Gotham M.F.	Gotham (M.F.)	<u>See note page ccvi Bradshaw 1906</u> When <b>trains stop</b> at Stations on <b>certain days only</b> , the days are indicated by contractions or initials in the column opposite the respective Stations, as Mn. (Monday), Tu. (Tuesday), Wd. (Wednesday), W.S. (Wednesday and Saturday), M.F. (Monday and Friday). [Editor: We shall look for all given values and then search for these if a bracket is found in

			station name]
Page links	Hull <b>130</b> HULL <b>150</b>	130 in Links column 150 in Links column	<u>See note page ccvi Bradshaw 1906</u> <b>Bold Figures (130)</b> , opposite the name of a Station, refer to other pages containing the tables of lines in connection at that point. When placed opposite the name of a Station printed in small capitals (thus, HULL), they imply that the DETAILS to or from that place may be found on the page referred to.
Signal Stations	Smallville Sig.	Smallville (Sig.)	<u>See note page ccvi Bradshaw 1906</u> <b>Signal Stations</b> - A mark thus Sig. opposite a Station indicates that the train stops to take up on giving notice at the Station, and sets down on the Passenger informing the Guard at the previous stopping Station.
Slip carriages	Paris Slip	Paris (Slip)	<u>See note page ccvi Bradshaw 1906</u> <b>Slip Carriages.</b> — A mark thus Slip opposite a Station denotes that a Slip Carriage is detached, and Passengers wishing to be set down there must be careful to get into that Carriage.
<b>Trip timings</b>			
Time notation	12 3 1 18 2 40 2 47 3s15 3s22 3s26	12 : 3 1 : 18 2 : 40 2 : 47 3s15 3s22 3s26	Means same as 12:03  Note reference s embedded in time 3:15
Trains stopping and starting	dep 11 40 arr 11 47 <b>—</b> Stop aft dep 1 32 dep 1 35 arr 1 37	dep 11 : 40 arr 11 : 47 xxxx Stop aft 1 : 32 1 : 35 1 : 37	Train stops here  mrn or aft always heads the next train in this column

Alternative stopping	dep 11 40 arr 11 47 Stop	dep 11:40 arr 11:47 Stop	
Junctions and Branch Lines			<p><u>See note page ccvi Bradshaw 1906.</u></p> <p>To proceed from a Station on a Branch Line to any Station on the Main Line, refer as follows :</p> <p>—</p> <p><b>EXAMPLE—From SHEERNESS to Dover.</b></p> <p>Page 194. <span style="float:right">aft</span>  SHEERNESS.....departure 8 5  Sittingbourne and Milton...arrival 8 30</p> <p>Page 185.  Sittingbourne and Milton.departure 9 7  DOVER.....arrival 10 20</p> <p>When a Branch is <i>separated</i> from the table of the Main Line, THE ARRIVAL AT THE JUNCTION WITH THE MAIN LINE must be ascertained, and then reference made to the departure <i>from</i> the junction to the place required.</p> <p><b>EXAMPLE—From MARKET HARBORO' to EUSTON.</b></p> <p>Page 354. <span style="float:right">aft</span>  MARKET HARBORO'.....departure 3 0  Northampton Jn with Main Line.arrival 3 28</p> <p>Page 371.  Northampton.....departure 3 33  LONDON (Euston).....arrival 5 15</p> <p>Where a Branch Line is shown, and the arrival on the branch is later than the departure, as Abingdon, page 38:</p> <p style="text-align:right">mrn</p> <p>Radley.....7 35  -----  Abingdon.....arr. 7 52  dep. 7 5  -----  Oxford.....arr. 7 44</p> <p>Radley is the junction for Abingdon. The</p>

			<p>arrival 7 52 is the time at which the train arrives at Abingdon from Radley; and the departure, 7 5, the time at which the train leaves Abingdon for Radley to connect with the Main Line.</p> <p>[Editor: I presume this means that the train departing from Radley at 7:35 goes on to arrive at Oxford at 7:44. Passengers from Abingdon wishing to get to Oxford on this train would catch the 7:05 from Abingdon to get to Radley in time.]</p>
Times in Italics	<i>7:41</i>	7:41 <i>Italic</i>	<p><u>See note page ccvi Bradshaw 1906.</u></p> <p><b>Italic Figures</b> [thus <i>7:41</i> page 241, 8:5 Sunday mrn. train from Liverpool Street. This train does not call at the Stations opposite which the Italic Figures appear, those figures being used to denote that the departures are by a previous train.</p>
Terminate a train	<p>——</p> <p>Stop</p>	<p>xxx</p> <p>Stop</p>	<p><u>See note page ccvi Bradshaw 1906.</u></p> <p>——</p> <p><b>Dark Lines.</b>—A mark thus <b>Stop, Stop</b> or <b>——</b> indicates the total stoppage of the train at that point; if any train be shown below in the same column, it is an independent one.</p>
Changing train	<p>└</p> <p>or</p> <p>┘</p>	<p>x-&gt;</p> <p>or</p> <p>&lt;-x</p>	<p><u>See note page ccvi Bradshaw 1906.</u></p> <p><b>A line thus</b> └ or thus ┘ in a train column indicates that the journey is continued by the train in the adjoining column, towards which it is directed.</p> <p>See page 105, 9 aft. train from Waterloo, by which passengers <i>from Stations to Basingstoke</i> are enabled to pursue their journey southward by changing at Basingstoke into the following train.</p>

12:3

1:18

2:40

2:47

3s15

3s22

3s26

Stations that provide connections for the trains in this table

Note reference s embedded in time 3:15

## Appendix 2: L&YR Tables in Bradshaw 1906

PDF Page	Bradshaw Page	Table name
199	333	LEEDS, CLECKHEATON, OSSETT, BARNSELY, DEWSBURY, BATLEY, &c. - G.N. & L. & Y.
256	448	ORMSKIRK, RAINFORD, ST. HELENS, WIDNES, and RUNCORN. - L. & N.W. and L. & Y.
260	456	LONDON, EDGE HILL, and SOUTHPORT. - L. & N.W. and L. & Y.
352-354	632-636a	MANCHESTER, LIVERPOOL, ROCHDALE, TODMORDEN, HALIFAX, BRADFORD, LEEDS, HUDDERSFIELD, DEWSBURY, WAKEFIELD, and NORMANTON. - Lancashire and Yorkshire.
355-357	637-641	NORMANTON, WAKEFIELD, DEWSBURY, HUDDERSFIELD, LEEDS, BRADFORD, HALIFAX, TODMORDEN, ROCHDALE, LIVERPOOL, and MANCHESTER. - Lancashire and Yorkshire
358	642	DEWSBURY, THORNHILL, and BRADFORD. - Lancashire and Yorkshire.
358	642	WAKEFIELD and DEWSBURY. - Lancashire and Yorkshire.
358	643	PENISTONE, CLAYTON WEST, HUDDERSFIELD, and BRADFORD. - Lancashire and Yorkshire.
359	644	BRADFORD, HALIFAX, HUDDERSFIELD, and HOLMFIRTH. - Lancashire and Yorkshire.
359	645	HOLMFIRTH, HUDDERSFIELD, HALIFAX, and BRADFORD. - Lancashire and Yorkshire.
360	646	MANCHESTER, BOLTON, and HORWICH. - Lancashire and Yorkshire.
360	647	HORWICH, BOLTON, MANCHESTER - Lancashire and Yorkshire
360	646	WAKEFIELD and BARNSELY. - Lancashire and Yorkshire
360	647	BARNSELY and WAKEFIELD. - Lancashire and Yorkshire
361-362	648-650	MANCHESTER, CHORLEY, PRESTON, LYTHAM, ST. ANNES, BLACKPOOL, and FLEETWOOD Lancashire and Yorkshire and London and North Western
362-363	651-653	FLEETWOOD, BLACKPOOL, ST. ANNES, LYTHAM, PRESTON, CHORLEY, and MANCHESTER. Lancashire and Yorkshire and London and North Western
364	654	HALIFAX, CLECKHEATON, and MIRFIELD. - Lancashire and Yorkshire
364	654	FLEETWOOD, POULTON, and BLACKPOOL. - Lancashire & Yorkshire and London & North Western Joint
364	654	HORWICH and BLACKROD. - Lancashire and Yorkshire
364	655	MANCHESTER, ASHTON, and STALYBRIDGE. - Lancashire and Yorkshire
364	655	BLACKPOOL, ST. ANNES, LYTHAM, and KIRKHAM. - Lancashire & Yorkshire and London & North Western Joint
365	656-657	MANCHESTER, SWINTON, ATHERTON, BOLTON, WIGAN, and LIVERPOOL. - L. & Y.

366	658-659	LIVERPOOL, WIGAN, BOLTON, ATHERTON, SWINTON, and MANCHESTER. - L. & Y.
367	660	MANCHESTER, SWINTON, ATHERTON, BOLTON, WIGAN, and LIVERPOOL. - L. & Y. (Sundays)
367	661	ROCHDALE, HEYWOOD, BURY, and BOLTON. - Lancashire and Yorkshire
367	661	LEEDS, ARDSLEY, and WAKEFIELD. - Lancashire and Yorkshire.
368	662	MANCHESTER, BOLTON, WIGAN, and SOUTHPORT. - Lancashire and Yorkshire.
368	663	SOUTHPORT, WIGAN, BOLTON and MANCHESTER - Lancashire and Yorkshire
369	664	MANCHESTER, BLACKBURN, CLITHEROE, CHATBURN, GISBURN, and HELLIFIELD. - Lancashire and Yorkshire.
369	665	HELLIFIELD, GISBURN, CHATBURN, CLITHEROE, BLACKBURN and MANCHESTER - Lancashire and Yorkshire
370	666	MANCHESTER, BURY, RAMSBOTTOM, HASLINGDEN, ACCRINGTON, BURNLEY, COLNE, and SKIPTON. - L. & Y.
370	667	SKIPTON, COLNE, BURNLEY, ACCRINGTON, HASLINGDEN, RAMSBOTTOM, BURY and MANCHESTER - L. & Y.
371	668	MANCHESTER, RADCLIFFE, BOLTON, BURY, RAMSBOTTOM, RAWTENSTALL, and BACUP. - Lancashire and Yorkshire.
371	669	BACUP, RAWTENSTALL, RAMSBOTTOM, BURY, BOLTON, RADCLIFFE and MANCHESTER - Lancashire and Yorkshire
372	670	MANCHESTER, ROCHDALE, FACIT, and BACUP. - L. & Y.
372	670	MANCHESTER, BURY, RAMSBOTTOM, & BACUP. - L. & Y.
372	671	MANCHESTER, MIDDLETON, HEYWOOD, and BURY. - Lancashire and Yorkshire.
372	671	HALIFAX and STAINLAND - Lancashire and Yorkshire
373	672	MANCHESTER, MIDDLETON JUNCTION, OLDHAM, ROYTON, and ROCHDALE. - L. & Y.
373	673	ROCHDALE, ROYTON, OLDHAM, MIDDLETON JUNCTION, and MANCHESTER. - L. & Y.
373	672	PRESTON and LONGRIDGE. - L. & N.W. and L. & Y.
373	673	LONGRIDGE and PRESTON. - L. & N.W. and L. & Y.
374	674-675	ALTCAR, SOUTHPORT, PRESTON, and BLACKBURN. - Lancashire and Yorkshire
374	675	BLACKBURN, PADIHAM and BURNLEY. - Lancashire and Yorkshire
374	675	BURY, TOTTINGTON, and HOLCOMBE BROOK. - Lancashire and Yorkshire
375	676	GOOLE, FOCKERBY, CROWLE, and HAXEY JUNCTION. - Axholme Joint
375	676	WAKEFIELD and LEEDS to KNOTTINGLEY, GOOLE, and DONCASTER. - Lancashire and Yorkshire.
375	677	BRADFORD, MIRFIELD, HUDDERSFIELD, and MELTHAM. - Lancashire and Yorkshire.
375	677	SOWERBY BRIDGE and RISHWORTH. - Lancashire and Yorkshire
376	677a	LIVERPOOL, DINGLE, WATERLOO, CROSBY, HALL ROAD, BIRKDALE, SOUTHPORT, & CROSSENS. - Lancashire & Yorkshire
376	677b	CROSSENS, SOUTHPORT, BIRKDALE, HALL ROAD, CROSBY, WATERLOO, DINGLE and LIVERPOOL. - Lancashire & Yorkshire

377	678-679	LIVERPOOL, WALTON JUNCTION, ORMSKIRK, BURSCOUGH JUNCTION, BLOWICK and SOUTHPORT. Lancashire and Yorkshire
377	679	WIGAN, HINDLEY, ADLINGTON, CHORLEY, and BLACKBURN. - Lancashire and Yorkshire.
378-379	680-683	LIVERPOOL, SOUTHPORT, BLACKPOOL, PRESTON, BLACKBURN, ACCRINGTON, BURNLEY, COLNE, & TODMORDEN. - L. & Y.
380-381	684-687	TODMORDEN, COLNE, BURNLEY, ACCRINGTON, BLACKBURN, PRESTON, BLACKPOOL, SOUTHPORT, & LIVERPOOL - L. & Y.