

(PRIVATE and not for publication)

SECTION A

BRITISH RAILWAYS
SCOTTISH REGION

WORKING TIME TABLE

OF

PASSENGER TRAINS

BETWEEN

CARLISLE AND GLASGOW

VIA DUMFRIES

AND BRANCHES

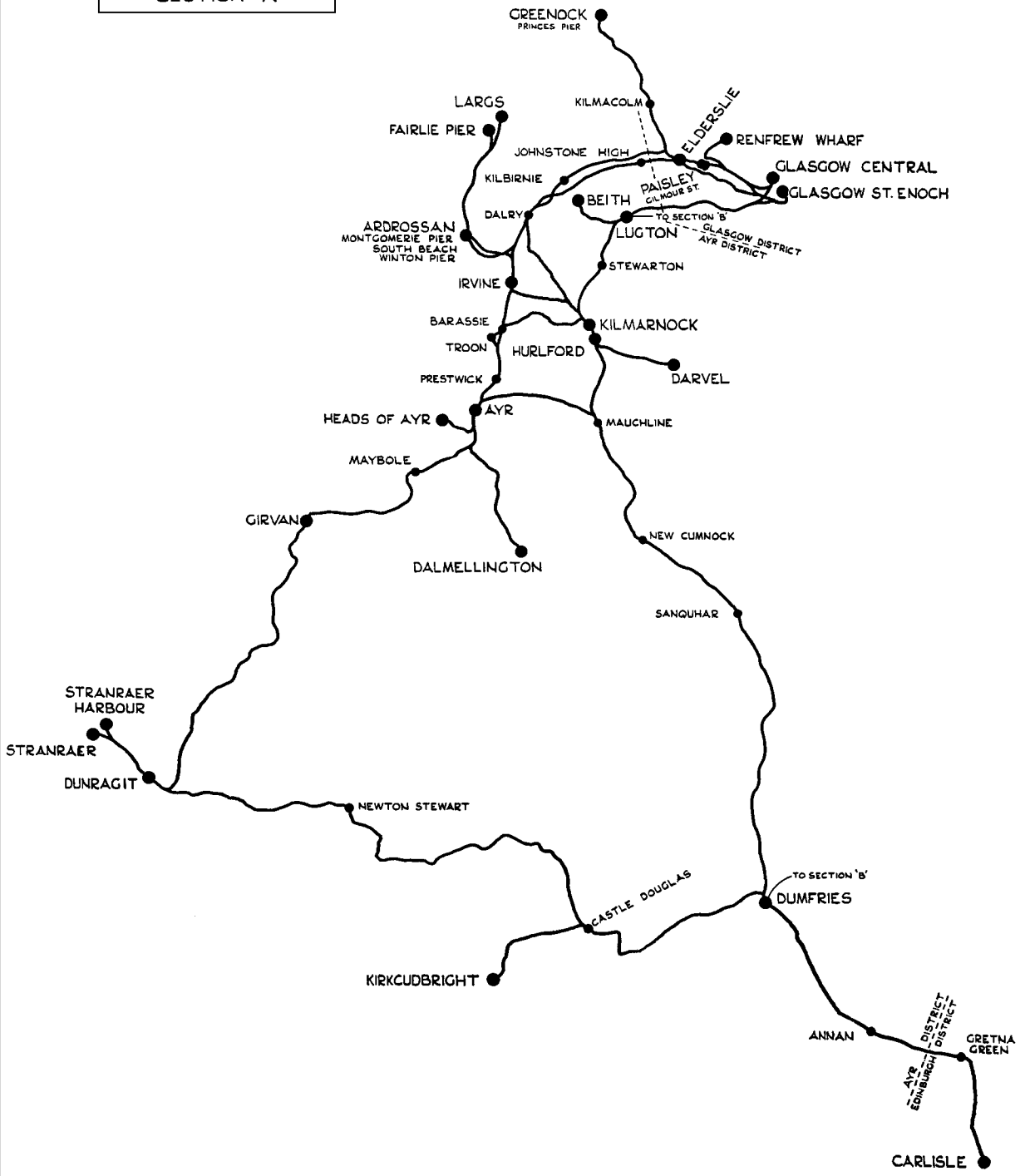
21st SEPTEMBER, 1953, until further notice

When passenger trains are running late drivers (and motormen) must endeavour to make up time with due regard to speed restrictions and the braking power of engine and train.

J. McCREADIE
Operating Superintendent

GLASGOW

MAP OF LINES
INCLUDED IN
WORKING TIME TABLE
SECTION 'A'



INDEX

| | Pages |
|--|---------|
| Ayr to Dalmellington | 74 — 83 |
| Ayr to Kilmarnock | 64 — 73 |
| Beith and Darvel Branches | 14 — 23 |
| Carlisle, Dumfries, Kilmarnock and Glasgow | 4 — 13 |
| Castle Douglas to Kirkcudbright | 74 — 83 |
| Dalmellington to Ayr | 64 — 73 |
| Darvel and Beith Branches | 4 — 13 |
| Dumfries to Stranraer | 74 — 83 |
| Glasgow, Kilmarnock, Dumfries and Carlisle | 14 — 23 |
| Glasgow to Renfrew, Greenock (P.P.), Kilmarnock (via Dalry), Kilwinning, Ardrossan and Largs | 44 — 63 |
| Irvine to Kilmarnock | 74 — 83 |
| Kilmarnock to Ayr | 74 — 83 |
| Kilmarnock to Irvine | 64 — 73 |
| Kilwinning to Stranraer | 74 — 83 |
| Kirkcudbright to Castle Douglas | 64 — 73 |
| Largs, Ardrossan, Kilwinning, Kilmarnock (via Dalry), Greenock (P.P.) and Renfrew to Glasgow | 24 — 43 |
| Stranraer to Dumfries | 64 — 73 |
| Stranraer to Kilwinning | 64 — 73 |

A6

WEEKDAYS

CARLISLE TO GLASGOW (St. Enoch)

| DOWN | | B | B | B | B | A | | B | B | B | B | A | B | B | B | B | |
|----------------------------|----|------------------|---------------------------|------|------------------------------------|---------------------------------------|--|------|------|-----|--------|-----------------|------|------------------|----|-------|-------------------|
| | | To Glasgow St. E | 8.44 am B.4th Glasgow Cen | | 8.52 am East K.Obriide Glasgow Cen | 11.50 am SX 11.40 am Sums from Euston | | | | | To Ayr | To Fairlie Pier | | To Kirkcudbright | | | To Ardrossan Town |
| | | | | | | W21 | | | | | | | | | | | |
| CARLISLE .. . arr | 1 | am | am | am | am | am | | | | | | am | am | am | am | am | am |
| dep | 2 | .. | .. | .. | .. | 6 10 | | SX | SO | | | 7 0 | .. | .. | .. | 7 45 | .. |
| Carlisle No 3 .. . | 3 | .. | .. | .. | .. | .. | | .. | .. | | | .. | .. | .. | .. | .. | .. |
| Gretna Jn. | 4 | .. | .. | .. | .. | 6 41 | | .. | .. | | | 7 11 | .. | .. | .. | 7 56 | .. |
| Gretna Green .. . | 5 | .. | .. | .. | .. | .. | | .. | .. | | | 7 14 | .. | .. | .. | .. | .. |
| Eastriggs .. . | 6 | .. | .. | .. | .. | .. | | .. | .. | | | .. | .. | .. | .. | .. | .. |
| Annán .. . arr | 7 | .. | .. | .. | .. | .. | | .. | .. | | | 7 27 | .. | .. | .. | 8 7 | .. |
| dep | 8 | .. | .. | .. | .. | 6 51 | | .. | .. | | | 7 30 | .. | .. | .. | 8 8 | .. |
| Cumertrees .. . | 9 | .. | .. | .. | .. | .. | | .. | .. | | | .. | .. | .. | .. | .. | .. |
| Ruthwell .. . | 10 | .. | .. | .. | .. | .. | | .. | .. | | | 7 40 | .. | .. | .. | .. | .. |
| Racks .. . | 11 | .. | .. | .. | .. | .. | | .. | .. | | | .. | .. | .. | .. | .. | .. |
| DUMFRIES .. . arr | 12 | .. | .. | .. | .. | 7 9 | | .. | .. | | | 7 53 | .. | .. | .. | 8 27 | .. |
| dep | 13 | .. | .. | 6 45 | .. | 7 20 | | .. | .. | | | 7 58 | 8 15 | .. | .. | 8 38 | .. |
| Closeburn .. . | 14 | .. | .. | .. | .. | .. | | .. | .. | | | .. | .. | .. | .. | 8 56 | .. |
| Thornhill .. . arr | 15 | .. | .. | 7 4 | .. | .. | | .. | .. | | | 8 17 | .. | .. | .. | 9 1 | .. |
| dep | 16 | .. | .. | 7 5 | .. | 7 38 | | .. | .. | | | 8 18 | .. | .. | .. | 9 3 | .. |
| Carronbridge .. . | 17 | .. | .. | .. | .. | .. | | .. | .. | | | .. | .. | .. | .. | 9 10 | .. |
| Sanquhar .. . | 18 | .. | .. | 7 23 | .. | 7 53 | | .. | .. | | | 8 36 | .. | .. | .. | 9 23 | .. |
| Kirkconnel .. . | 19 | .. | .. | 7 32 | .. | .. | | .. | .. | | | 8 45 | .. | .. | .. | 9 32 | .. |
| New Cumnock .. . arr | 20 | .. | .. | 7 45 | .. | .. | | .. | .. | | | 8 58 | .. | .. | .. | 9 45 | .. |
| dep | 21 | .. | .. | 7 46 | .. | 8 10 | | .. | .. | | | 8 59 | .. | .. | .. | 9 46 | .. |
| Old Cumnock .. . | 22 | .. | .. | 7 55 | .. | .. | | .. | .. | | | .. | B | .. | .. | 9 55 | .. |
| Auchinleck .. . | 23 | .. | .. | 8 0 | .. | .. | | .. | .. | | | .. | .. | .. | .. | 10 0 | .. |
| Mauchline .. . arr | 24 | .. | .. | 8 6 | .. | .. | | .. | .. | | | .. | .. | .. | .. | 10 6 | .. |
| dep | 25 | .. | .. | 8 7 | .. | 8 21 | | .. | .. | | | 9 11 | .. | .. | .. | 10 7 | .. |
| DARVEL .. . | 26 | .. | .. | .. | .. | .. | | 8 32 | 8 38 | | | .. | .. | .. | .. | 9 50 | .. |
| Newmilns .. . | 27 | .. | .. | .. | .. | .. | | 8 37 | 8 43 | | | .. | .. | .. | .. | 9 55 | .. |
| Galston .. . | 28 | .. | .. | .. | .. | .. | | 8 41 | 8 47 | | | .. | .. | .. | .. | 9 59 | .. |
| Barleith .. . | 29 | .. | .. | .. | .. | .. | | 8 46 | 8 52 | | | .. | .. | .. | .. | 10 4 | .. |
| HURLFORD .. . arr | 30 | .. | .. | .. | .. | .. | | 8 48 | 8 54 | | | .. | .. | .. | .. | 10 6 | .. |
| dep | 31 | .. | .. | .. | .. | .. | | 8 49 | 8 55 | | | .. | .. | .. | .. | 10 7 | .. |
| KILMARNOCK .. . arr | 32 | .. | .. | 8 20 | .. | 8 32 | | 8 53 | 8 59 | | | 9 22 | .. | .. | .. | 10 11 | 10 20 |
| dep | 33 | 8 13 | .. | 8 24 | .. | 8 40 | | 8 55 | 9 2 | 9 5 | 9 11 | 9 26 | 9 34 | .. | .. | 10 25 | 10 31 |
| Kilmaurs .. . | 34 | .. | .. | 8 29 | .. | .. | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Stewarton .. . | 35 | .. | .. | 8 37 | .. | .. | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Dunlop .. . | 36 | .. | .. | 8 44 | .. | .. | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| BEITH TOWN .. . | 37 | .. | .. | .. | .. | .. | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Barrmill .. . | 38 | .. | .. | .. | .. | .. | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| LUGTON .. . arr | 39 | B | .. | 8 48 | .. | .. | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| dep | 40 | .. | .. | 8 49 | .. | 9 0 | | 9 13 | 9 20 | .. | .. | 9 43 | .. | .. | .. | 10 43 | .. |
| Caldwell .. . | 41 | .. | .. | .. | .. | .. | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Neilston Low .. . | 42 | 8 35 | .. | .. | .. | .. | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Barrhead .. . arr | 43 | 8 39 | .. | 8 59 | .. | .. | | 9 22 | 9 29 | .. | .. | .. | .. | .. | .. | .. | .. |
| dep | 44 | 8 40 | .. | 9 0 | .. | 9 13 | | 9 23 | 9 30 | .. | .. | 9 51 | .. | .. | .. | 10 51 | .. |
| Nitshill .. . | 45 | 8 44 | .. | .. | .. | .. | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Kennishead .. . | 46 | 8 47 | .. | 9 5 | .. | .. | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Busby Jn. | 47 | .. | 8 56 | 9 7 | 9 15 | .. | | 9 28 | 9 35 | .. | .. | .. | .. | .. | .. | .. | .. |
| Pollokshaws W .. . | 48 | 8 50 | 8 58 | .. | .. | .. | | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| Crossmyloof .. . | 49 | 8 53 | 9 1 | .. | .. | .. | | .. | .. | .. | .. | N | .. | .. | .. | .. | .. |
| Strathbungo .. . | 50 | 8 55 | 9 3 | 9 10 | 9 18 | 9 21 | | 9 31 | 9 38 | .. | .. | 9 58 | .. | .. | .. | 10 57 | .. |
| GLASGOW ST. E. arr | 51 | 9 0 | .. | 9 15 | .. | 9 25 | | 9 35 | 9 42 | .. | .. | 10 2 | .. | .. | .. | 11 1 | .. |

- (1) **3** Kilmarnock to Glasgow.
- (2)—N Stops at Crossmyloof at 9.57 am when required to set down, on notice at Kilmarnock.
2 Kilmarnock to Glasgow.
- (3)—On Fridays stops at Holywood at 8.45 am to set down S. and T. Lineman. Time allowed in booking for the stop.

CARLISLE TO GLASGOW (St. Enoch)

WEEKDAYS

A7

| | B | B | B | C | B | B | B | B | B | B | B | B | B | B | B | B | B | B | B |
|----|-------|-------------------|---------------------------------------|--------------------------------|-------|----|---------------------------------------|-----------------------------|-------|--------|-------|------------------------------|------|------------------------------|------------------------------|--------------------------------------|------|------------------------|-------------------|
| | | To Stranraer Town | To Ayr | Milk Empties to Stranraer Town | | | 12.20 pm East Kilbride to Glasgow Cen | To Ayr | | To Ayr | | 1.28 pm Busby to Glasgow Cen | | 1.40 pm Busby to Glasgow Cen | 1.53 pm Busby to Glasgow Cen | 1.42 pm East Kilbride to Glasgow Cen | | 9.20 am from Newcastle | To Ardrossan Town |
| | SO | | | | SO | SO | SO | SO | | SO | | SX | | SX | SO | SX | | | |
| | am | am | am | am | am | PM | PM | am | PM | PM | PM | PM | PM | PM | PM | PM | PM | am | PM |
| 1 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 0 | .. |
| 2 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 8 | .. |
| 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 19 | .. |
| 6 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 27 | .. |
| 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 32 | .. |
| 9 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 33 | .. |
| 10 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 12 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 11 51 | .. |
| 13 | .. | 8 45 | .. | 10 5 | .. | .. | .. | 11 20 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 0 | .. |
| 14 | .. | .. | .. | .. | .. | .. | .. | 11 39 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 19 | .. |
| 15 | .. | .. | .. | .. | .. | .. | .. | 11 40 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 22 | .. |
| 16 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 17 | .. | .. | .. | .. | .. | .. | .. | 11 58 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 40 | .. |
| 18 | .. | .. | .. | .. | .. | .. | .. | 12 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 49 | .. |
| 19 | .. | .. | .. | .. | .. | .. | .. | 12 21 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 2 | .. |
| 20 | .. | .. | .. | .. | .. | .. | .. | 12 22 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 3 | .. |
| 21 | .. | .. | .. | .. | .. | .. | .. | 12 31 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 12 | .. |
| 22 | .. | .. | .. | .. | .. | .. | .. | 12 35 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 16 | .. |
| 23 | .. | .. | .. | .. | .. | .. | .. | 12 41 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 23 | .. |
| 24 | .. | .. | .. | .. | .. | .. | .. | 12 42 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 24 | .. |
| 25 | .. | .. | .. | C | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 10 | .. |
| 26 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 15 | .. |
| 27 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 19 | .. |
| 28 | .. | B | .. | ECS | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 24 | .. |
| 29 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 26 | .. |
| 30 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 27 | 1 33 |
| 31 | .. | .. | .. | SO | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 27 | 1 34 |
| 32 | .. | .. | .. | .. | .. | .. | .. | B | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 31 | 1 38 |
| 33 | .. | 10 40 | 10 37 | 11 30 | .. | .. | .. | .. | .. | 12 27 | 12 40 | .. | .. | .. | .. | .. | .. | 1 34 | 1 47 |
| 34 | .. | 10 45 | .. | .. | .. | .. | .. | .. | .. | .. | 12 45 | .. | .. | .. | .. | .. | .. | 1 45 | .. |
| 35 | .. | 10 53 | B | 11 40 | 11 42 | .. | .. | .. | .. | B | 12 53 | .. | .. | .. | .. | .. | .. | 1 45 | .. |
| 36 | .. | 11 0 | .. | .. | 11 49 | .. | .. | .. | .. | .. | 1 0 | .. | .. | .. | .. | .. | .. | 1 52 | .. |
| 37 | 10 47 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 38 | 10 52 | .. | .. | .. | .. | .. | .. | .. | .. | .. | 12 47 | .. | .. | .. | .. | .. | .. | .. | .. |
| 39 | 10 58 | 11 4 | 11 48 am East Kilbride to Glasgow Cen | .. | 11 53 | .. | .. | 1.4 pm Busby to Glasgow Cen | 12 52 | 12 58 | 1 4 | .. | .. | .. | .. | .. | .. | .. | .. |
| 40 | .. | 11 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 41 | .. | 11 9 | .. | .. | .. | .. | .. | SX PM | .. | .. | 1 5 | .. | .. | .. | .. | .. | .. | 1 56 | 2 4 |
| 42 | .. | 11 15 | .. | .. | .. | .. | .. | .. | .. | .. | 1 9 | .. | .. | .. | .. | .. | .. | .. | .. |
| 43 | .. | 11 19 | .. | .. | .. | .. | .. | .. | .. | .. | 1 15 | .. | .. | .. | .. | .. | .. | .. | .. |
| 44 | .. | 11 20 | .. | .. | .. | .. | .. | .. | .. | .. | 1 19 | .. | .. | .. | .. | .. | .. | 2 5 | 2 15 |
| 45 | .. | 11 24 | .. | .. | .. | .. | .. | .. | .. | .. | 1 20 | .. | 1 37 | .. | .. | .. | .. | 2 6 | 2 16 |
| 46 | .. | 11 27 | .. | .. | .. | .. | .. | .. | .. | .. | 1 24 | .. | 1 41 | .. | .. | .. | .. | 2 10 | .. |
| 47 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 27 | .. | 1 44 | .. | .. | .. | .. | 2 13 | .. |
| 48 | .. | 12 10 | .. | .. | .. | .. | .. | .. | .. | .. | 1 39 | .. | 1 57 | 2 4 | 2 4 | .. | .. | .. | .. |
| 49 | .. | 12 12 | .. | .. | .. | .. | .. | .. | .. | .. | 1 20 | .. | 1 47 | 2 6 | 2 6 | .. | .. | .. | .. |
| 50 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 30 | .. | 1 50 | 2 9 | 2 9 | .. | .. | .. | .. |
| 51 | .. | 12 15 | .. | .. | .. | .. | .. | .. | .. | .. | 1 33 | .. | 1 50 | 2 9 | 2 9 | .. | .. | .. | .. |
| 52 | .. | 12 18 | .. | .. | .. | .. | .. | .. | .. | .. | 1 35 | 1 42 | 1 52 | 2 0 | 2 10 | 2 10 | 2 17 | 2 24 | .. |
| 53 | .. | 12 27 | .. | .. | .. | .. | .. | .. | .. | .. | 1 40 | .. | 1 57 | .. | .. | .. | 2 21 | 2 28 | .. |

(1)—Stops at Holywood at 12.6 pm on Fridays only. Time allowed in booking for the stop.