

*For the information and guidance of
Railway Officers and Railway Staff only.*

SECTION Z (1).



WORKING TIME TABLE SUMMARIES

**EDINBURGH AND MONKTONHALL JUNCTION AND
HARDENGREEN JUNCTION;**

**EDINBURGH AND INVERKEITHING CENTRAL JUNC-
TION (including Trains between Winchburgh
Junction and Inverkeithing Central Junction);**

EDINBURGH AND BATHGATE JUNCTION.

21st SEPTEMBER, 1953, until further notice.

GLASGOW, September, 1953

**J. McCREADIE,
Operating Superintendent.**

INDEX

	Page
Edinburgh and Monktonhall Junction and Hardengreen Junction	... 3-47
Edinburgh and Inverkeithing (Central) Junction	... 48-74
(including Trains between Winchburgh Junction and Inverkeithing (Central) Junction)	
Edinburgh and Bathgate Junction	... 75-94

EXPLANATION OF REFERENCES

- A**—Express Passenger Train.
B—Stopping Passenger Train.
b—Stops to drop or take up wagon brakes.
C—Collect tickets.
D—Stops only to set down.
DD—Stops only to set down and detach.
E—Examine tickets.
ECS—Empty Coaching Stock Train.
E.Pcls.—Express Parcels Train.
EBV—Engine and Brake Van.
g—Runs via Goods Line.
HC—Horse Boxes, Carriage Trucks and additional non-passenger carrying vehicles are not conveyed by this train.
HX—HC to and from intermediate stations.
h—Does not convey Waverley to Haymarket passengers.
L—Stops only for Locomotive purposes.
LE—Light Engine.
LS—Stops to attach or detach Live Stock.
N—Does not attach or detach.
NL—North Line.
n—Arrives 2 minutes earlier.
o—Time allowed at or between points indicated for Permanent Way Speed Restrictions shown in Weekly Notice of Temporary Speed Restrictions.
O.Pcls.—Stopping Parcels Train.
P—Attaches Pilot or Assisting Engine.
Q—Runs when required.
q—Arrives 3 minutes earlier.
R—Allowance for refreshments or lavatory purposes.
RV—Calls for Road Van purposes only.
r—Arrives 4 minutes earlier.
SL—South Line.
T—Through Line.
U—Stops only to take up or attach.
W—Stop must be made: engine to take water, if required.
WQ—Stops only for engine to take water, if required.
X—Freight Trains to be examined.
(NT)—Single line section: no token provided.
(S)—Staff or staff-and-ticket station.
(T)—Electric staff, tablet or key token station.
*****—Stops when required.
†—Empty Train.
§—Light Engine.
—(Underline) Stand for other trains to pass.
******—Stops for specific purposes (see note).
▼—Enginemen and Guards change trains. (See note.)
‡—This Siding must be worked during daylight only.
♠—Train timed to exceed 60 m.p.h.—must not convey 4-wheeled vehicles with a wheelbase of less than 15 ft.
[4]—Indicates the number of minutes for recovery time between the points named.

Trains which run on certain days of the week only are indicated by the following code:—

M —Monday	W —Wednesday	F —Friday	SU —Sunday
T —Tuesday	Th —Thursday	S —Saturday	

The letter “**O**” where shown indicates “only.” The letter “**X**” following one or more of the above letters indicates that the train will not run on that day or days.

When the number of a train at the top of the column is underlined, thus **15**—it indicates that there is a footnote or sidenote referring to that train. When the sign ‡ adjoins the number of a train at the top of the column, thus **15‡**—it indicates that there is a marshalling or working note applicable to that train.

