

Heritage Series

The PC-Rail Heritage Series re-creates busy mechanical Signal boxes with large lever frames controlling the layout. Layouts are authentic and trains operate to appropriate timetables. The simulations incorporate working block instruments and bells.

Barnham Timetables

[P1] Weekday 1979/80

At last, a full 24 hour timetable for our popular Barnham simulation! As in the standard timetable, some passenger trains split and join here. With a total of 269 trains to handle, the signalman is kept busy! Most trains are of course formed of d.c. electric multiple units, while loco-hauled traffic is handled by BRCW Class 33 diesels and Class 73 Electro-Diesels.

[P2] Weekday Summer 1953

A welcome addition for this popular simulation, this timetable goes back to Coronation year. The frequent Southern Electric service was formed of an earlier generation of stock dating back to the thirties. Best of all, though, is the wide range of steam traction to be seen at work on passenger and freight services. Relive the days of the West Countries, LBSC tanks, King Arthurs, Brighton Atlantics, and many more.

[P3] Weekday 1997

A more recent timetable but busy as usual. EMU Class's 421, 422 and 423 form the backbone of the passenger service.

[P4] Saturday 2002/03

A modern timetable with modern motive power to suit. With a total of 313 trains this forms the largest timetable created for Barnham. Can you handle it.

[P5] Weekday Winter 1995

This timetable was the last to have scheduled 4-CAP operation. Although mainly scheduled for shuttles between Bognor / Barnham / Littlehampton, one was scheduled to go to/from Brighton each day. They also strayed onto 4-VEP workings, not only on Coastway services but to London as well! All were replaced by 4-VEP's by December, 4-VEP's also strayed onto 4-CAP workings, but the scheduled type is given in this timetable.

[P6] Weekday 1975

A busy schedule as always on the Southern, with plenty to keep you on your toes. Passenger services, mainly in charge of the EMU Classes 411, 414 and 423. However, there are some loco-hauled trains hauled by the Class 33 and the 73 Electro Diesels. Even the Class 37's make an appearance on some freight duties.

[P7] Weekday 1930

The earliest timetable for Barnham produced so far! Back to a era of pure steam only, the timetable is compiled from platform working and signal box documents for Barnham and Ford with locomotives allocated from information of the era.

[P8] Weekday 1987/88

This Time Table is based on the 1987/8 Passenger and Freight WTTs. All the "Q Runs as Required" traffic is running and some additional trains have been added. These are representative of what was running at the time and are mostly from the Authors personal

experience having driven Loco hauled trains in the area at the time and the period shortly after this Timetable, although the times have been altered to fit in with the 1987/8 timings.

The stock in use at the time for the passengers was the Southern Region 1963 stock, VEPs, CEPs, BIGs etc., in 4, 8 or 12 car formations. The locomotives are mostly the Southern's own Class 33 "Cromptons" and the Class 73 "ED", though by this date other region locos were showing their faces more and more and this is represented by the Class 47 "Brush" and the Class 56 on an aggregate train.

Bath Green Park Timetables

[1] Summer Saturday 1961

On Summer Saturdays, freight trains were cancelled to provide paths for the numerous holiday expresses entering and leaving Green Park. It was on these busy summer Saturdays that Bath became a "Mecca" for railway enthusiasts. In most cases, expresses heading southwards to Bournemouth over the steeply-graded S&D line required double heading. Many classes of engines could be seen, hauling coaches packed with families from the cities of the Midlands and North distant parts of Britain heading for their holiday on the south coast. Pigeon specials were also a regular feature of summer Saturdays and these too are included in this fascinating timetable.

[2] Weekday Summer 1970

Operating any timetable at Bath Green Park is challenging. This 1970 version is of course fictitious and represents what might have been if the S&D hadn't been closed in 1966. Thought provoking!

[3] Weekday 1922

A unique and interesting period. Smart working is required to turn round trains and forward planning is needed due to the restricted movements possible. Locomotives in use are of course of the correct period.

[4] Weekday 1951

Another excellent timetable for this popular Heritage simulation. Based on the working timetable for Weekdays in 1951, it contains 180 trains, all steam-hauled of course.

One of the many interesting features is the inclusion of the banking locomotives which were used for all goods trains departing on the Somerset & Dorset line.

Ely North Junction Timetables

[V1] Weekday 1968

Set beneath the wide East Anglian skies it would be an idyllic life for the signalman here, were it not for the frequent interruptions caused by the ringing of block bells and the passing of trains ... the drivers of each expecting to be given the correct route!

Times were changing, though - already by 1968 diesel traction had taken over all traffic and steam was just a memory. But it was a different scene to the present day, with well over half the traffic being freight and more than half the passenger trains were loco-hauled. The most common loco classes were the Brush Type 2 and English Electric Type 3, with the earlier EE Type 4's in charge of the long-distance cross country expresses between Scotland and the north of England and Harwich, Colchester and Yarmouth.

[V2] Weekday 1947

Back to those classic days of East Anglian steam - taken from the last LNER timetable before nationalisation.

[V3] Weekday 188/89

This timetable is taken from British Rail working timetables section LB dated 3rd Oct 1988-14th May 1989 for passenger and parcel trains and section LD dated 3rd Oct 1988 for freight trains. The particular day of the week this timetable represents is a Thursday.

Class 156 sprinter units are in use on cross country services some reversing at Ely. London Liverpool St to Kings Lynn services are worked by class 47/4 diesel locomotives. Local services are worked by class 101 Metro-Cammell units. Freight trains are worked by locomotive classes 31,37,47 and 56.

Evercreech Junction Timetables**[AD1] Summer Saturday 1957**

Summer Saturdays on the Somerset and Dorset were a complete contrast to normal weekdays.

Freight during daylight hours was almost non-existent. What freight did run would need banking up to Binegar. The banking loco would normally attach to the rear end in the station. Because it is not possible in Heritage simulations to have a loco at each end of the trains the banker is presumed to be able to attach in the M Yard. The banked trains contain a note of the banker.

Instead was a series of Class 1 Expresses from the Midlands, North West and Yorkshire to Bournemouth. All of these would need additional pilot locos over the Mendip hills between Bath and either Evercreech Junction or Templecombe.

For this extra pressure on the loco department additional motive power was called for.

In 1957 this consisted of 4 West Country pacifics from Bournemouth and 2 British Railways standard class 4 2-6-0 locos from Eastleigh.

Halwill Junction**[HW1] Summer Saturday 1961**

Time to slow down a bit but users of our heritage series know how difficult Halwill can be with some odd shunting arrangements thrown in for good measure.

The times for this Timetable have been taken from Xpress Publications "District Controllers View" No 16 North Cornwall 1961, the final year of T9s.

Kettering Junction Timetables**[O1] Summer Saturday 1957**

The ringing of bells, pulling of the levers, answering of telephones, boiling of the kettle (not included in the simulation!) and the endless processions of trains, hauling coal and empties back and forth, usually late and getting in the way. Express passengers accelerating from Kettering, or braking for the station on the Down, or crossing over. The scene would last forever ... whoever thought that sometime in the future part of it would be simulated by the powers of a piece of silicon!

Where locomotive numbers have been shown these are the actual locomotives which appeared on Saturday 3rd August 1957, recorded thanks to Arthur Turner, who worked in St.Pancras control at that time.

[O2] Saturday 1933

Even further back into history and a very different, but just as evocative steam-laden atmosphere. Many of the locos date back to the Midland Railway, with Compounds and 4-4-0's in charge of the expresses, often double-headed. There are many 0-6-0's on freight duties but the huge Beyer-Garratts are well in evidence too, contrasting with Kirtley 2-4-0's.

Wigston North Junction Timetable

[C1] Weekday 1950

History authentically recreated! Even more fun controlling the 3-way junction at a time when the line to Rugby had regular passenger and freight services.

Modern Series

The PC-Rail Modern Series features large control areas and authentic entrance-exit (NX) route-setting operation.

Birmingham New Street Timetable

[NS1] September Weekday 1991

This timetable is compiled from the Birmingham New St arrival and departure book dated from 30 Sep 1991 and BR working TT section CC dated 8 July 1991 to 9 May 1992.

In 1991 platform 5 was a full length platform and 4C was a short bay suitable only to stable a loco. As a result some trains have been moved to platform 4C.

Class 1 Euston trains were Push Pull with the loco at the North end and made up from 10/11 Mk 2 coaches or 9 Mk 3 coaches plus a Driving Van Trailer. Usually with a class 86/2 loco.

There were still some loco hauled Sleeper and Mail trains which spent time in the station in the early hours some of which attached or detached coaches or vans.

Cross Country services were a mixture of HSTs and loco hauled. This involved some running round or loco changes.

Tyseley DMU depot maintained various heritage diesel MUs.

These consisted of class 108, 114, 115, 116, 117, 118 and 121.

In 1991 the 3 and 4 car units had been formed by mixing various units from classes 115, 116, 117 & 118.

In this timetable 4 car units are shown as class 115 and 3 car units as class 116 but both could include cars from class 117 or 118.

Other Tyseley duties were mainly class 150/1 Sprinters of 2 and 3 car units.

In order to distinguish the 2 car and 3 car formations in this TT the 2 car units are shown as 150/2.

Class 158 and 156 Super Sprinters from Norwich shared duties from East Anglia.

Soho depot was responsible for the local EMUs which were class 304 and 310s.

A solitary Cardiff class 155 arrives from Great Malvern and returns

Class 321s could be seen on stopping services to and from the London area.

Some trains that arrived before midnight are in position at the start of this TT.

Brighton Timetables

[J1] Summer Saturday 1956

Back to the days when there was plenty of steam on the Southern! West Country Pacifics, Brighton Atlantics and M7 tanks on the push-pull "Horsham Flyer". A slice of history!

[J2] Summer Weekday 1997

Expect to work hard when you run this timetable - in just 11 hours of operating, there are 300 trains for you to handle! Authentic unit and loco numbers are included for every train. According to one of our users who helped with testing ;

"This is a very busy and complex timetable. Although there is a basic pattern, especially during the afternoon, there are so many additions to and deviations from this pattern that there is continuously a lot of variety, even more so of course during the rush-hour and the change-over to the evening pattern."

[J3] Summer Saturday 1997

Test your operating skills with this one! With 530 trains to deal with over the 24 hours of a Summer Saturday, don't forget to watch out for some interesting special services, including a steam special worked by 35028 *Clan Line*.

[J4] Summer Weekday 1979

Users of our Brighton simulation will know what a challenge it is to keep the intensive services moving. This certainly applies to these 2 new 1979 timetables from Peter Mould, the weekday timetable containing 516 trains.

[J5] Summer Sunday 1979

By comparison, the Sunday timetable, with only 389 trains, should seem a *little* less hectic!

[J6] Weekday 1973/74

If you want to be kept busy, this is one for you! Over 540 trains for you to deal with, in and out of this busy terminus on the south coast. Though most of the trains are Southern Electric multiple units, the timetable is not as straightforward as you might suspect. There are over 50 loco-hauled trains, which are in the hands of Class 33 BRCW diesels and the class 73 Electro-Diesels, while the diesel shunters have a mixture of duties to attend to.

Empty stock movements to and from Lovers Walk depot need to be fitted in, there are trains to be split and others to be coupled in the platforms ... and don't forget to watch out for those trains using the Cliftonville Spur!

[J7] Weekday 1953

With 743 trains, this is a big one!! In the Summer of 1953 many people used the trains for day trips to the seaside and there were numerous extra service trains and excursions.

Despite the extensive Southern Electric services, including the Brighton Belle, Brighton then had a large steam depot housing 80 locos. These included West Country Pacifics and Brighton Atlantics, freight locos and a wide assortment of ancient and modern classes of tank engines.

This timetable provides a lively and varied scene, and many happy hours of operating for the PC-Rail user.

[J8] Summer Weekday 2001

This is a big one! The passenger services are intensive, with no less than 642 trains included. The timetable features the last scheduled use of class 47/4 locos on Virgin Train services, which from the Winter timetable were scheduled for Voyager units. You will need eyes everywhere, with 3 main routes converging at Brighton, not forgetting the Cliftonville Spur.

[J9] Summer Weekday 2004 (free on resource section at PC-Rail.co.uk)

This timetable shows just how busy the Brighton area is, with 624 trains to be signalled correctly during the full 24 hours of a weekday in Summer 2004. As well as the Electrostars, the older 4-CIGs and 4-VEPs and the Thameslink class 319s, there are Virgin Voyagers, Class 60 locos on freight, and more. You will need eyes everywhere to cope with so many trains, not forgetting the nearly 60 trains using the Cliftonville Spur.

[JA] Weekday 1975

Another authentic timetable, this one compiled from the Working Timetables, stock diagrams and platform working instructions for 5th May 1975. As over 600 trains are to be handled, the inclusion of platform numbers will be greatly appreciated.

[JB] Weekday 1995

The timetable was compiled from working timetables, stock diagrams and platform working documents dated 24th September 1995.

During the year in which the timetable is set there were still a few trains with buffets, class 420 (4BIG), though they were being phased out and the units converted to class 421 (4CIG), the on train catering being provided with a trolley service.

Thameslink services had been stepped up to on average 4 trains per hour and through trains to/from the Western Division and Western Region introduced on an hourly basis.

Most Coastway services worked through from east to west and vice versa. London to West Coastway services were extended to Bournemouth and split/joined at Worthing, with one portion going to/from Bournemouth (1 unit) and the other portion going to/from Littlehampton (2 units including the buffet). There were also through trains to Ashford (Kent), operated by Class 207 (3D) DEMU Oxted units.

Through trains also operated to the Midlands and Scotland and these were still loco hauled (Class 47), with the associated shunter/empty stock movements.

[JC] Weekday 2007

Brighton just keeps getting busier! Since 2004 there has been a few changes. The main difference is there are no longer any slam door stock. All have been replaced by 377 Electrostars (Southern) and 450 Desiros (Southwest). Southern on the East Coastway have added Turbostars serving Ashford Intl. direct from Brighton. With this they have also added an hourly stopping service to Lewes (due to the Ashford service running fast to Lewes). Along the Brighton Mainline 377/2s have replaced 319s on Watford Junction services. The West Coastway continues to get busier, with 2 or 3 new services added every timetable issue! Southern have also renovated Hove Yard and now use it for train storage. Virgin Trains has added an additional train to and from Manchester Piccadilly as well.

[JD] Summer Weekday 1912

It is 1912 and not an electric or, for that matter, any diesel in sight. Therefore, you will be inundated with lots of LE and shunting moves. In fact, the timings are quite tight and you will need to keep a watchful eye for any future moves to avoid clashes.

The LBSCR (London, Brighton and South Coast Railway) relied heavily on tank locomotives for its services with some tender locos used on the London express trains and of course goods trains.

In its early years the LBSCR had very little goods traffic and concentrated on moving the masses of passengers located in its area.

There is an abundant use of railmotors (push pull) on the Worthing and Kemp Town lines and often further afield to East Grinstead and Tunbridge Wells.

You will also note that the LBSCR incorporated Pullman cars into some of its London services (one of the first to do so), with the Southern Belle being an all Pullman car service catering to the many businessmen who commuted between Brighton and London daily.

The LBSCR had motive power depots situated in London at Battersea and New Cross and depots scattered around its territory at Brighton, Coulsdon, Eastbourne, Fratton, Horsham and Littlehampton.

Cardiff Timetable

[CD1] June Weekday 2014

This timetable is taken directly from the Network Rail timetables dated 18th May - 13th December 2014.

Only minor changes to locomotives and rolling stock compared with the standard timetable. However, it is for the full 24 hours and 980 trains to keep you busy.

Some minor amendments have been made to timings and platforms to avoid conflicts.

Cardiff is quite a busy place and the many movements from the Valley Lines will keep you on your toes.

Locos used are as per the timetable column headings, with the class 66 units dominating the freight movements with an odd class 60 showing up and a few class 47s filling in the minor roles. There is a through return working north and south to and from Holyhead using a class 67 loco.

DMUs make up the remainder of the services, with class 142 units prominent, followed by class 150 units for the local services.

Longer distance trains use classes 158/1,170 and 175 units, whilst the London - Swansea/Carmarthen trains utilise HSTs.

Carlisle Timetables

[N1] Weekday 1963/64

We feel that announcement of this timetable, for 1963/64, should be accompanied by a health warning! It really is very busy, and difficult, with no less than 470 trains. This includes a lot of freight traffic, so the through goods lines see a lot more use than with the modern-day timetable.

Motive power is very mixed, including new type 4 diesels, both English Electric class 40 and BR/Sulzer class 45's, and type 2's of various classes. Although steam locos were being withdrawn, half the trains are still steam-hauled. Their duties and areas of use were changing so that, for example, large Pacifics could be seen on parcels and local stopping trains. Most of the Britannia Pacifics were at Carlisle or Crewe and the remaining Clans were at Carlisle. Ex-LNER types were being used on LMR routes and vice versa, often on the Perth-Euston trains, which changed locos at Carlisle, and the G&SW route to Glasgow St. Enoch.

[N2] Weekday 1990/91

At this time the Speedlink network was still in operation, although it would not be long before B.R. pulled the plug on wagon load traffic to concentrate on block loads only.

Some first generation DMU's are still in use, particularly on the Cumbrian Coast line. Newer Sprinters and Pacers are gradually taking over on the Newcastle line and are now used on all Anglo-Scottish services.

InterCity West Coast is using it's DVT's on many services and the new Class 90's are coming on stream.

[N3] Weekday 1996

Privatisation is now well advanced on the former B.R. network. The former Trainload companies are all under the ownership of English, Welsh and Scottish Railway along with Rail Express Systems.

InterCity West Coast is not far away from joining Richard Branson's expanding Virgin Rail group with Cross Country. It is interesting to compare this Timetable with the 1990/91 WTT to see how things have changed in just five years.

[N4] Weekday 1976/77

There's a good variety of traffic to be handled through this interesting operating location, including loco changes on the West Coast main line services to/from Glasgow and Stranraer. Loco numbers are included for all loco-hauled trains.

[N5] Weekday 1956/57

In the words of those who have tested this timetable, it is "*a real beauty*", "*most interesting*", "*excellent*". Full of action, it makes use of every part of the complex track layout, with many freight workings to the various yards in the area among the total of 570 trains. All the through lines are heavily used, including the lines now known as the Goods lines, which led to the Waverley route, as well as serving goods yards at Viaduct, Canal and Kingmoor and the Canal and Kingmoor motive power depots.

Lots of interest in the motive power too. The ex-LMS classes include Coronation and Princess Pacifics, Royal Scot, Patriot, Jubilee and Black 5 4-6-0's, Midland Compounds, Crabs, 8F and WD 2-8-0's. Also, Ex-LNER loco classes, including B1, K1, K3, V2 and Shires, while DMUs had recently appeared on the Cumbrian coastal services.

[N6] Weekday 2000/01 (free on resource section at PC-Rail.co.uk)

A full day of (almost) current operations to be routed through the various junctions around Carlisle, with a lot of freight traffic.

[N7] Weekday 2007

Carlisle Station stands at the junction of five major railway routes and trains depart in all directions throughout the day. Both passenger and freight trains need careful regulating through the Carlisle's three through platforms, not to mention the local passenger services constantly in and out of the bay platforms. Many freight trains stop for crew changes and Transpennine CI 185s are on crew training trips, all of which add to the signalmans workload. It only needs one train to break down and the station could become a signalmans' nightmare! Times taken on a Tuesdays between 11 Sept to 16 Nov 07.

[N8] Weekday 1966

In 1966 Carlisle was still busy with goods trains passing through to all points north and south and heading to Kingmoor Yard. Also, of note were the many steam locos still around, although they were being superseded by diesel locos on most express services.

Diesel multiple units had taken over the Whitehaven, Newcastle and Workington via Keswick services, but services to Glasgow St Enoch and to Edinburgh Waverley were still steam hauled as were local services to Appleby and Hellifield.

Goods trains mostly travelled via the Through Goods lines except for Freightliner trains which stopped in the station to change traincrews.

Loco changes were less common than they were 3 or 4 years previously, due to diesel loco usage with their longer range.

Crewe Timetables**[E5] Summer Saturday 1943**

This timetable recaptures the demanding traffic conditions of the wartime years. Pacifics haul trains of 16 coaches on the Scottish runs and there are heavy overnight trains on the North and West route.

Most passenger trains spend a long time at Crewe dealing with mail and parcels. Operating this timetable on the modern Crewe layout provides a few headaches!

[E6] Summer Saturday 1952

A full 24 hours of the heavy traffic of a Summer Saturday in the heyday of post-war steam. Authentic motive power allocations add to the realism of the scene. One not to miss!

[E8] Weekday 1984/85

Crewe was much busier at this time, handling many overnight long distance mail, parcels and passenger trains, plus feeder services to and from Liverpool, Manchester and North Wales. This huge timetable contains 472 trains!

[EA] Winter 1957/58

This major timetable for use with our Crewe simulation, provides a fascinating historical record of an exciting period of change. The 430 trains over a 24-hour period are, almost without exception, still steam hauled.

But times are changing, with brand-new DMUs having just been introduced on local services to Derby. BR Standard Pacifics and 4-6-0's are to be seen on passenger and freight traffic, although most trains are still hauled by ex-LMS locos. Working this timetable presents a real challenge!

[ED] Summer Weekday 1996

You'll never get bored with running this timetable ... almost non-stop action, with 460 trains to handle in the 24 hours of a summer weekday in 1996.

[EE] Weekday 2001/02

Busier than ever, with 484 trains in this comprehensive timetable. Features Virgin Voyagers, Coradias, Turbostars, etc. and the units and locos are identified for every train by number and (in many cases) by name - "Unicorn", "Starlight Express", "Wigan Pier", "Lord of the Isles", "The Lion of Vienna" and many others!

[EF] Weekday Summer 2004 (free on resource section at PC-Rail.co.uk)

Timetable constructed from Working Timetables Section "CE" 23 May to Sept 2004 and freight diagrams for 2004

Trains run as on Fridays after 26/7/2004

The timetable is set during the major engineering works taking place south of Manchester. This has resulted in many trains being diverted via Crewe. Hope you enjoy it!

[EG] Summer Weekday 1992

This timetable is based on the Mandatory Working Timetable section CB and CE from 11th of May 1992 to 27th of September. There are minor alterations to fit around the simulation but the majority of services are correct. The motive power is usual for the time and area. Headcodes have had to be changed to fit in with the simulation on this.

[EH] Summer Weekday 1991

This is a 24 hour WTT with some 462 train movements. The WTT was taken from a station working book dated 8th July 1991 to 28th September 1991, freight workings from a BR WTT of freight train services, section CC and CE.

[EJ] July Saturday 1980

Classic Motive Power! This timetable is compiled from the official British Rail arrivals and departures of passenger trains at Crewe, dated 12 May 1980 - 10 May 1981.

All movements are included in the timetable.

Darlington Timetables

[R1] Weekday 1993

An authentic snapshot of one day's operations at Darlington, over the 24 hours of 23rd November 1993, accurately reflecting the workings which occurred on that day.

[R2] Weekday 2003/04 Diversion

A full weekday in October 2003, with engineering works resulting in a lot of additional traffic (mainly freight) being diverted through Darlington, where locos need to be changed or run round. The usual relaxed pace of this simulation is shattered, with over 374 trains to deal with.

[R3] Weekday 1922

If you thought Darlington was an easy one to operate, then think again!

A busy early period piece compiled by Peter Dean with valuable assistance in testing by Vagn K. Poulsen and Richard Thornton.

Passenger trains in this Timetable have been compiled from Bradshaw's July 1922 Railway Guide with added Freight typical of the period.

Following the Great War trains were becoming quite heavy and maintenance standards had improved allowing higher speeds. It became necessary to resort to double-heading on some of the heavier and faster trains. By now the NER was considering building more of its Pacifics - NER Class 462, which later became LNER Class A2. However, following the amalgamation in 1923, Gresley continued construction of his superior GNR Pacifics and also the GNR Class H2 2-6-0 (LNER Class K3). NER Designs were still built, notably about half of the B16 4-6-0 (former NER Class S3) and Class J72 0-6-0T (former NER Class E), the last of which were built by BR in 1951!!

[R4] Weekday 2007 (free on resource section at PC-Rail.co.uk)

This timetable is aimed at bringing the easier Darlington simulation up to date. Based on a date of Monday 26th March 2007 it reflects the movements that were actually allocated in the winter WTT earlier this year.

The East Coast main line was used as a diversionary route for the Scot Rail sleepers early that morning due to engineering work over on the West Coast and surprisingly the postal trains to and from Willesden and Low Fell were still given a routing in the timetable even though they had sadly stopped running some time ago.

With over 250 movements in the 24 hour period this may not be as busy as the new Doncaster timetable but should give the newcomer a good introduction to the PC Rail simulations.

[R5] Weekday 1963

This timetable has been a little difficult to stay exactly to the working timetable on these branches as the simulation depicts the line as singled were in 1963 they could pass each other freely on double track. This has made it necessary to adjust timings, but all the trains are present. The Barnard Castle line diverged to the left north of North Road Station, however the simulation does not show this junction and so all services use the Bishop Auckland line.

There is still a bit of steam around and being a steam man, I have made use of them, not forgetting to depict the diesel locos that were very swiftly making them redundant.

The branches were 100% DMUs on passenger trains and I have depicted the class 101 in 2-car and 3-car formations as these units were the most prolific in this part of the world.

I have added class 108 for the Leeds services.

In the days of steam, the engine shed was situated roughly where the up sidings are, so all light engines and DMUs are accessed from there. I am also making use of the Down sidings to store DMUs, horse boxes, parcels vans and the like.

[R6] Winter Weekday 2016

This Darlington Timetable is set for a typical winter weekday in the early part of 2016. The passenger traffic movements are based on Sections YA04 and YD01 of the Network Rail WTT for December 2015 to May 2016 and the freight movements are based on Sections YH03 and YH06 of the same WTT.

Passenger services between London, Kings Cross, Newcastle and Scotland are provided by Virgin Trains East Coast with Class 91 push/pull consists.

Services between Edinburgh/Newcastle and Birmingham New Street, Reading, the South Coast & the South West of England are provided by Cross Country Trains, mainly with the Class 221 'Super Voyager' DMU sets, while First Trans-Pennine Express operate services to Liverpool, Lime Street, Manchester Piccadilly and Manchester Airport using predominantly Class 185 'Desiro' units.

Northern Trains operate the service between Bishop Auckland, Darlington, Middlesbrough, Redcar and Saltburn with Class 142 DMUs.

[R7] May Weekday 2014

Some years ago, Alan Duckworth compiled a timetable covering the period of 1963.

Here we are just over 50 years on and so many changes have happened, including some loss of branch line services in the vicinity.

This timetable is sourced from the Network Rail working timetable dated 2nd May 2014 - December 2014.

Motive power consists of electric locos, diesel locos on freight services and DMUs on the remainder. Classes include 91,66,60;47 and 37 for locos and 142,150,185, 221 and 325 for DMUs

Derby Timetable**[DY1] Weekday 1987**

This WTT is for weekdays 1987 taken from a Derby station working book, and a BR London Midland Region WTT. Trains are DMU's, Loco-hauled trains and HSTs.

Freight trains should use the goods lines to by pass Burton-on-Trent and Derby stations, but can run through the station without penalties, but then will run early and could conflict with other movements, some freight trains stop at Derby to change crews and should do so on the goods lines.

Please read the train notes before routing.

[DY2] Weekday 2014

A few years on from the Standard Timetable, this one is based on the Network Rail Working Timetable dated May 2nd 2014 - December 2014.

There are minor timing changes and platform adjustments to avoid conflicts.

During this period Willington station became operational once more, but as this station is not depicted in the simulation, and the fact that there were only 2- 3 stops a day there, it doesn't alter the timetable much at all.

Also included in this timetable are ECS movements to and from Bombardiers Central Rivers depot which is a little west of Burton-on-Trent at Barton under Needwood and again not depicted in this simulation. I was advised to use the Burton MPD as an alternative.

Didcot Timetables**[G3] Weekday 1983/84**

This full 24-hour timetable includes over 400 trains. Loco types in use include classes 37, 47/4, 50 and 56.

[G4] Weekday 1964/65

A major new timetable, which one of our testers rated as maybe the most difficult power box timetable so far. We resisted his suggestion that we charge extra for it, but it certainly gives good value!

Traction is a mixture of steam, diesel hydraulic and diesel electric, and added interest is provided by the named expresses, including the Bristolian, Cheltenham Spa Express, Cathedrals Express and Red Dragon.

[G5] Weekday 1968/69

Almost as busy as the preceding timetable, but a lot has changed! Steam has disappeared completely, but a wide range of diesel traction is in evidence, including the Blue Pullmans.

This meticulously detailed timetable is a welcome reminder of this era, when trainloads of bananas, milk and other perishable traffic ran.

[G6] Summer Saturday 1995

Didcot provides much of interest for the timetable authors as shown by the number available. A busy Summer Saturday provides another insight into the operation in the 90's.

[G7] Weekday 1998

This timetable provides a snapshot of modern-day operating at this favourite junction location and with nearly 500 trains you won't have much time to relax. But you will have many hours of non-stop action and keeping the trains running to time will call for your full attention throughout.

[G8] Summer Saturday 1955

Back in 1955, just a couple of years before the diesels arrived, a lot of extra trains were run on summer Saturdays to cope with the number of passengers eager to travel to their holiday destinations. The additional traffic made great demands on the operating staff, and you can have the pleasure of sharing that. If you can find a spare moment, watch out for the interesting locos pressed into passenger duty.

[G9] Summer Weekday 1999

There have been many changes in the traffic pattern in the Didcot area over the last couple of years and these are reflected in this new timetable. The new direct service between Oxford and Bristol operated jointly by First Great Western and Thames Trains using class 165 Turbo units are included, as well as the new Great Western half hourly service between Paddington and Bristol.

On the freight side, the General Motors class 66 is now to be seen on many trains, and Freightliner's class 57 locos are to be seen on the heaviest trains which previously required 2 locos. Hinksey yard near Oxford has become one of Railtrack's "Virtual Quarries" and was re-activated earlier in the year, with daily services from Temple Mills and Eastleigh as well as local trip workings.

[GA] Weekday 1987/88

Ageing DMU's are still in charge of the local train services. The Class 50's command the Oxford Paddington express services and the commuter peak trains. Didcot yard is used as a major hub for the Speedlink Coal Network, the Class 37 the main motive power.

[GB] Summer Saturday 2003 (free on resource section at PC-Rail.co.uk)

This timetable is based during a period of engineering works which blocked the line between Maidenhead and Langley during the August bank holiday weekend 2003. There are no services to Paddington - all Thames Trains are terminating at Reading or Maidenhead and First Great Western trains at Reading, with a few services continuing to London Waterloo.

The author was unable to use a working timetable and most of the timings were taken from computer records for that day's working, with a few changes being made to suit the workings of the PC Rail software.

The movements of the Engineer's trains are based on the observations of the author, and others, and may not exactly reflect the true workings on the day but were used to make this timetable more challenging.

You will also find it difficult to keep some services on time, as the pathing reflects the fact that Didcot East is no longer a single lead junction from and to the Fast lines. There are a few Up and Down trains due to pass each other on the Didcot Avoiding line and then cross to and from the Up and Down Fast. They all add to make this timetable very challenging.

[GC] Summer Weekday 1953

A great historical timetable from 50 years ago, authentically recreating the steam era when the Newbury & Southampton line was still open. Forty different steam loco classes appear, including Great Western classes such as the Kings and Castles, as well as Britannias and West Country Pacifics and many more. Additional help files available in txt and xls format.

[GD] Weekday 1975

This Working Timetable is based on a Tuesday in February 1976. The date of this timetable was the last available before a reduction in the local services on the Western Region which commenced 1 March 1976. Most services are hauled by Class 47 or Class 50 diesel-electrics. Some Class 31 and Class 33s are also present, along with the prototype HST on one out and back working to Swansea (switching later to Bristol). A number of Class 52 Western diesel-hydraulics have also been included to show the variety of diagrams they were employed on at that time. By the October of 1976 HSTs had replaced many loco hauled workings on the Bristol and Swansea lines, the Westerns were to be seen very rarely on passenger and nearly all services were allocated 100 mph Mark 2 coaches as opposed to 90 mph Mark 1 coaches. All services are hauled by an accurate representation of the classes used on a typical day.

[GE] Sunday Engineering 2008

An easy Sunday at Didcot with 140 trains. Due to engineering work between Swindon and Bath Spa services are terminating at Swindon and trains re-timed to run a little later than the usual timetable. After Lunch the engineering possession is given up and things return to normal for the afternoon. Watch for the High Speed non-stop trains on the main lines and keep the Voyagers separated from the local stoppers on the Avoiding and Oxford lines. Also there is engineering work on the Relief lines at Tilehurst, Up Relief re-opens approx 0810, Dn Relief approx 0930. Furthermore, there are engineering works in the Basingstoke Area and Cross Country Trains are diverted via Guildford. Intermediate Stops Appleford, Culham and Radley are between Didcot Parkway and Oxford, services to Radley are hourly, Appleford 2-hourly and Culham no Sunday service. The timetable is an exact replica of services and stock that actually ran on Sunday 13th January 2008, compiled using reports from TSDB.

[GF] Saturday 1960

This timetable is sourced from both the passenger and freight working timetables of the Western Region dated 12th September 1960-11th June 1961.

1960 was an interesting year; whilst the motive power was still predominantly steam, DMUs were making their presence felt on the local services and even on Birmingham-Paddington trains. There were also incursions of diesel hydraulic Warships from the West Country arriving in Paddington.

[GG] September Weekday 1948

It is September 1948, and British Railways is 8 months old, formed from the previous "Big Four" (LMS, LNER, GWR and SR).

The GWR became the Western Region of British Railways and in 1948, not a diesel or electric main line loco was to be seen on the Western Region, just a couple of main line diesels on the London Midland Region which were introduced in 1947.

This timetable follows closely the timetable dated "27th September 1948 until further notice" with some minor timing amendments to avoid conflicts and some adjustments to trains arriving and departing around midnight.

[GH] Weekday 2016

A very modern timetable sourced from the Network Rail working timetable dated 2nd May 2016 through to December 2016.

Didcot is an interesting location operationally with the need for careful control at its merging junctions to avoid conflicts, especially at Didcot East Junction.

Nowadays this timetable is primarily a clock face one and the motive power involved is mostly DMUs. Primary use of class 165/1 on the locals to and from Oxford or Banbury to Paddington, some class 180 units and class 221 Super Voyagers on cross country journeys and abundant use of 8 car HST units on the main express trains.

Freight locos used are mainly class 66 units with a sprinkling of class 59 and class 60.

Some timings have minor changes to avoid conflicts.

Edinburgh Waverley Timetables**[EW1] Eureka Summer 2011**

The timetable includes all passenger and associated Empty Stock Movements at Edinburgh in the Summer of 2011. Almost 900 movements are scheduled during a busy 24 hours weekday shift. Included are the new and amended services from East Coast's "Eureka" timetable as well as the new services from Edinburgh to Glasgow and Strathclyde via the newly electrified Bathgate route. A selection of freight trains have been included to increase variety.

[EW2] Easter Sunday 2012

Public holidays are traditionally the time when Network Rail undertake major engineering works. The Easter break is no exception and gives Network Rail up to four days to maintain, repair and upgrade the railway system.

In this timetable, Network Rail are undertaking a major track renewal at Haymarket East Junction. Platforms 3 & 4 at Haymarket are closed and all trains are using the remaining two platforms. Also, trains are unable to access their normal route from Waverley to the Midcalder lines and trains are being diverted via the Suburban line. The Class 380's that are used on the North Berwick Branch are unable to reach Shields Depot in Glasgow and need to be stabled in Waverley overnight.

The timetable in this simulation includes all passenger trains that were scheduled to run on Easter Sunday 2012. However, the engineering work did not take place in the real world. Certain trains have been retimed in this simulation to allow for the diversions and re-platforming.

[EW3] July Weekday 2016

This timetable is compiled from the Network Rail Working Timetable dated 01 May 2016 - December 2016.

The obvious difference between it and the standard timetable is the inclusion of the reopened Tweedbank Branch.

Owing to the date when the standard sim and timetable were created, it is not possible to include stops at Brunstane and Newcraighall as per the real timetable, so all trains run non stop through these stations to and from Waverley.

Allowing for the different timing period, rolling stock has been upgraded to that in use in 2016 and incorporates electric MUs on the refurbished Bathgate line to Glasgow Central and Helensburgh.

Also introduced at this time were some loco hauled services on the Fife Circle in the morning and afternoon peak periods using class 68 locos.

Glasgow Central Timetable

[GC1] July Weekday 2017

This timetable is a faithful rendition of the Network Rail working timetable dated May 2017 - December 2017.

Being 28 years on from the Standard timetable there are quite a few changes apparent, not the least of which are the extra services and the more modern stock used.

Being a passenger terminus there are no freight activities within the confines of the simulation.

OPERATIONS

Traction Maintenance Depots are situated at Polmadie which handles the West Coast line stock and Shields which handles the suburban stock and some 350 units.

There is a large storage facility also at Corkerhill which is designated a Carriage Sidings Maintenance Depot.

Stock used.

Class 314 EMUs mainly on the Catcart Circle lines and the Gourrock line.

Class 318 EMUs and 320 EMUs on the Neilston and Newton services also the Lanark services.

Class 380 EMUs on the Ayr services and also on the through trains from Ayr to Edinburgh via Bathgate.

Local services on non-electrified lines were handled by class 156 DMUs.

Manchester Airport - Glasgow Central services are handled by Class 350 EMUs.

Glasgow Central - London Euston services are mainly handled by class 390 Pendolinos whilst there are other London bound trains that operate through Birmingham using mainly Class 221 Super Voyagers.

Glasgow Queen St. Timetables

[GQ1] Summer Weekday 2011

This 24 hour timetable is set during the summer of 2011. Glasgow Queen Street is the third busiest station in Scotland in terms of footfall. Between 7am and 7pm there are a minimum of 22 services an hour for you to get in and out of Glasgow Queen Street's twin-track tunnel, with more at the morning and evening peaks. It is largely a 'clock-face timetable'. There are four services an hour to and from Edinburgh, two to Anniesland and one each to Alloa, Dunblane, Aberdeen, Cumbernauld and Falkirk Grahamston. There are less frequent services to/from Inverness, Perth, the West Highland Line and other Scottish destinations.

Trains will often be held in the tunnel on approach to Queen Street awaiting a free platform, or a service to depart. In contrast to days gone by, passenger services are exclusively DMUs now, with the 100 mph Class 170 most frequently used. There are only occasional freight services using the West Highland Line these days and these have been included, as has the Fort William-Euston Sleeper and the luxury summer tours known as the 'Royal Scotsman'.

Guildford Timetables

[U2] Summer Saturday 1949

Pure nostalgia! Be prepared to be fascinated by the variety of exotic steam locos which appear in this recreation of days long gone by. If only there was time to sit back and watch, but with nearly 500 trains to signal you won't have much time for that.

The traffic is just as varied, from the Portsmouth Direct electric expresses and stopping trains, the suburban e.m.u. services, the steam-hauled cross-country trains from Reading to Redhill and Tonbridge, to the steam push-pull service on the branch to Horsham. There's something for everyone here!

[U3] Summer Weekday 1909

It's market day, long ago in Edwardian days ... classic steam locos of the L&SW, LB&SC and SE&C railways on every train, even the cattle specials.

[U5] Saturday 1999

Almost as large is this recent Saturday timetable for Guildford, covering the period from 05.00 until midnight. Although a little quieter than during the week, with an average of 22 trains every hour you might not notice it!

[U6] Weekday 1968

Back to the Summer of 1968 for a dose of nostalgia, although not relaxation with over 400 trains to keep you busy. Most of the trains are formed of stock which had already been around for several decades. Remember the old 2-BILs and 2-HALs? And of course, the distinctive 4-COR and 4-BUF express units used on the Portsmouth Direct services.

[U7] Summer Weekday 2004 (free on resource section at PC-Rail.co.uk)

Another modern timetable. There are roughly 500 trains in this simulation. Guildford is on the edge of South West Trains suburban network and subsequently gets frequent stopping trains running to London Waterloo. Also, Guildford is on the London - Portsmouth mainline with trains running 4 times an hour in each direction.

In a bid to reduce the number of slam door trains in the South West Trains fleet many of the services are run with 444/450 Desiros.

[U8] June Weekday 2014

This timetable is sourced from Network Rail timetables dated 02 May 2014 - December 2014. It embodies more modern rolling stock than the standard timetable.

Guildford is quite a busy place with many local services to Reading, Redhill, Ascot, Aldershot and further afield to Gatwick Airport and Waterloo by different routes, and one service to / from Newcastle.

Main line services to and from Portsmouth area from Waterloo incorporate fast and slow services denoted by class 1 and class 2 trains usually travelling via Woking.

Some class 2 trains terminate and return from Haslemere.

Ipswich Timetables

[T1] Weekday 1977/78

Plenty of action in this 24 hour timetable, with diesel traction in charge of all trains. The main line Norwich expresses are powered by Brush Class 47 locos. These, together with Brush class 31 and EE class 37's, are also extensively used on other loco-hauled trains, whilst local passenger trains were formed of Cravens and Metro Cammell units.

[T2] Weekday 1974

Back again to the Seventies, for a busy day's operating at Ipswich. No sign of electric wires, with diesel haulage the order of the day, plus 'Heritage' units on local passenger services.

[T3] Weekday 1988/89

This timetable, by Nick Goward, reflects an interesting period at Ipswich, with electrification to Norwich having been just been completed, and an increased cross country service worked by the newly introduced class 156 Sprinters.

Container traffic to and from the port of Felixstowe was also very busy at this time, with plenty of other freight workings too. The stabling point is used extensively for fuelling the locos used on the inter regional freightliner services.

[T5] Weekday 1999

A challenging timetable as the number of passenger trains has doubled and freight is on the increase. The slightest delay can easily result in considerable snarling up! The signallers at Colchester are no doubt hard pressed to think ahead all the time and achieve the optimum regulation, and this timetable allows you to join in the fun.

[T6] Weekday 1967/68

This timetable takes us back to the days when the Brush Class 47's were new. In their smart two-tone green livery, these had taken charge of express passenger services on the Great Eastern main line. Other loco-hauled traffic through Ipswich was in the hands of the first generation of diesel locos, BTH Type 1 Class 15, Brush Type 2 Class 31, BR Sulzer Class 24 and EE Type 3 Class 37.

English Electric Type 4s, class 40, appeared on cross-country expresses including the Harwich-Manchester boat train, while local passenger services were operated by the familiar Cravens and Metro Cammell diesel multiple units. There was a lot of freight traffic in those days, although Freightliner services were a new development in 1968.

[T7] Weekday 2001/02 (free on resource section at PC-Rail.co.uk)

Busier than ever with Freightliner traffic to and from Felixstowe, often with a loco change at Ipswich, operating this timetable is full of interest and challenge. 415 trains altogether.

[T8] Weekday 1947

Going back over half a century to the final LNER timetable before nationalisation and a very different scene to the present day. Steam locos dating back to the Great Eastern Railway share the workload with modern and not so modern LNER classes. 323 trains and plenty of loco run-rounds and shunting of empty stock.

[T9] Winter Weekday 1951/52

This Timetable covers the full 24-hour period of weekday working in the 1951/52 Winter service during the steam era. The main Liverpool Street to Norwich services were being worked by the new Britannia Pacifics on regular interval services, but most of the traditional ex-GER locos were still in evidence.

Winter services are considerably reduced from the Summer schedules, even so, this Timetable has almost 400 tabled movements, including lots of Light Engines to and from Ipswich MPD. Terminating trains frequently require ECS movements to/from the Stabling Sidings. Full details of locomotives used are provided, together with the Shed allocation of each one at the date depicted.

[TA] Weekday 2018

This timetable is sourced from the Network Rail working timetable dated May 2018 - December 2018.

Being a very modern timetable, it incorporates all the latest motive power used on the lines depicted.

Liverpool - Norwich services are handled by class 90 locos in a push/pull arrangement with the London bound loco heading the train south, whilst in the Norwich bound direction a DVT is used heading the train North with the 90 class loco pushing from the rear.

Liverpool Street - Ipswich services are handled by class 321 or class 360 EMUs. Class 153 DMUs are used on the Ipswich - Felixstowe services with the odd appearance heading to and from Lowestoft.

Class 170 DMUs are used on the other Ipswich - Lowestoft services as well as being the motive power for the Ipswich - Cambridge and Ipswich - Peterborough services.

Use is also made of class 150 DMUs on some local services.

Freight is handled by class 66, class 86 and class 90 locos and there is a frequent change of loco needed at Ipswich from diesel to electric locos and vice versa.

Kings Cross

[AF1] 1968 MX

With 763 can you handle the pressure? Top expresses hauled by the famous Deltic (Class 55) together with the Brush Type 2 (Class 31, Brush Type 4 (Class 47) locomotives and also EE Type 4 (Class 40's.). 1968 was also the last full year of the troublesome EE class 23 Baby Deltics. These 10 loco's had been almost completely rebuilt in 1964 were then allocated to Finsbury Park. We will presume they are having a good day and that most are on duty. Suburban passenger routes covered by Cravens 2-car Class 105 AEC and Class 106 Leyland DMU's. In the peak hours Brush Type 2 class 31 and Baby Deltic class 23 loco hauled trains were also used on suburban duties. Freight was mainly company express goods, oil trains and freightliner services. GE division freight from Temple Mills and Stratford worked through to the East Coast main line via Cannonbury line. There were also through freight trains from the Southern Region to the North.

[AF2] Weekdays 1980

This timetable is based on a specific date of Friday 25th July 1980 with over 700 trains to keep you very busy. Movements consist of over 450 trains on the busy Suburban services, freight movements in and out of the Freight Terminal Yard, the Cannonbury Line down to Temple Mills and Stratford and last but no means least the East Coast Main Line and it's associated empty coaching stock workings to keep it running smoothly.

The 'Deltics' work horses of the East Coast Main Line are still putting in appearances even though the HST's were now ousting them from what was their regular duties. The actual workings for the 'Deltics' on this day have been used with the information being obtained from

actual sightings and detailed records obtained from various sources. Locomotive working allocations for other Diesel Locomotive movements are what could have been used.

The transition to the HST's was nearly complete, however formation changes and reliability with their Paxman engines meant that you could turn up at Kings Cross and not be at all shocked to see a 45 or a 47 rushed into service at a moments notice along with any sort of make shift stock formation.

Timings have been taken from the actual working timetables in force at the time however the Suburban services reporting numbers have had to be changed for the afternoon workings due to the duplication of numbers in the timetables. Timetable supplements in force at the time have not been included.

Actual WTT's used were Sections YB (Working Timetable of Mandatory Train Services King's Cross Suburban District) and Section YK (Working Timetable of Mandatory Train Services Hauled and HST Empty Coaching Stock Trains between King's Cross etc. and Stabling Points)

The timetable has been compiled over many hours by Geoff Foster and Geoff hopes that you have many hours enjoying it. A word of caution.....don't stop for coffee.

[AF3] Weekday 2007 (free on resource section at PC-Rail.co.uk)

Out with the old and in with the new is the order of the day with this December 2007 timetable for Kings Cross. Set in the first week of December the GNER franchise is in it's final throw. However, not all is doom and gloom. Grand Central have promised to have their new direct service from Sunderland in operation, next door at St. Pancras, Eurostar are now operating from their new North London terminal and back at the Cross First Capital Connect have recently achieved their best ever public performance figure with 96% of it's services arriving within 5 minutes of schedule. Can you achieve better with this recreation? With over 700 movements in 24 hours it is sure to keep you on your toes.

This timetable has been created before the new Grand Central trains service from Sunderland has officially started, but for the purposes of this simulation it is assumed to be running and as per the timings in the WTT.

It has also been assumed that the Railhead Treatment Trains (Sandite) are still running. These trains are timed in the working timetable to run from the beginning of October through to early December depending on working and weather conditions. The trains are scheduled to be formed of 2 off Class 67 diesels, one front and one back with two bogies containing the water and chemical tanks located between.

The timetable has been created by Geoff Foster. Geoff would like to thank the dedicated band of testers for help over many hours in this timetable recreation, including Alan Sugden, Blair Robinson, Richard Thornton, Arthur Coldrick and Peter Dean..... Enjoy!

[AF4] February Sunday 2017

A very modern timetable sourced from the Network Rail timetable dated 2nd December 2016 - May 2017.

This being a Sunday, there was little freight movement and a quieter station area than a weekday setting, though there is ample movement to keep you busy.

All modern stock has been used as per the Network Rail timetable with predominately EMUs on the shorter services and loco hauled push/pull services using class 91 locos on the long distance services with the addition of class 180 DMUs and HST sets.

Leicester Timetables

[L1] Weekdays 1969

Over 40 years ago and so different to the present day - loco hauled expresses between St Pancras and Manchester, steel trains to Corby steelworks and a lot of freight of all kinds.

[L2] Saturday 1969

To compliment the above timetable and set on the Saturday the timetable has almost as much freight and also holiday trains to Scarborough, Blackpool, Yarmouth, Paignton, Poole and Skegness.

[L3] Weekday 1986

A lot of interesting traffic in this 1986 timetable. Most of the Midland main line expresses had been taken over by HSTs, although there were still some workings for the Peaks and the Birmingham-Norwich services were still loco hauled, by Class 31's. Freight traffic now had a more modern look but includes some local "trip" trains.

[L4] Weekday 1976/77

Back to the days of the 'Peaks' (class 45/46) on the Midland Main Line expresses and loco-hauled Birmingham-Norwich trains. With lots of freight and parcels trains too, this timetable will keep you on your toes!

[L5] Saturday 1976/77

Same place, same year as L4 but a different pattern of traffic. Less freight in this one, but the added interest of holiday expresses to/from Poole, Paignton, Scarborough, Portsmouth, Skegness, Blackpool and Folkestone.

[L6] Summer Saturday 1994

Another busy Summer Saturday timetable to keep you busy. Although HST's have mainly taken over the express passengers services on the Midland Main line there's still a few loco-hauled train to watch out for hauled by the Class 47's. Look out for the railtour hauled by 2 class 31's!

[L7] Winter Weekday 1995/96 (free on resource section at PC-Rail.co.uk)

Leicester is always an interesting location to operate, particular interest being added by the varied freight movements to be dealt with.

[L8] 2009 Weekday

This timetable has been created using information for services during the Summer 2009 timetables. The majority of services are now worked by East Midlands Trains using Meridians and HST's on express services and Class 153/156/158's on local services. Also, Arriva Cross Country operate the Birmingham - Leicester - Stansted Airport services plus freight by DBSchenker, Freightliner, GBRF & Fastline plus the odd Network Rail test train.

[L9] 2012 Weekday

Current day operations at Leicester, control of which (on 31st December 2011) passed from the Power Signal Box at Leicester to the EMCC - East Midlands Control Centre at Derby.

East Midlands Trains provide the mainline services to/from London St Pancras International to/from Leeds, Sheffield, Derby and Nottingham using their Meridian Class 222 units supplemented by the stalwart Class 125 HST's.

Local services; Leicester - Lincoln via Nottingham provide an hourly service using the Class 153, 156 and 158's Multiple Units. This service serves Syston Station which was built after the date of the simulation (May 1994) and is situated between signals 454 and 448 on the Up/Dn Slow.

Cross Country Trains provide an hourly Birmingham New St - Stansted Airport using their Class 170's together with an hourly New St to Leicester service.

Freight services are handled by the numerous Class 66 with the odd Class 60 working to brighten the day.

[LA] Saturdays July 1991

A less busy timetable than the normal weekday one with fewer freights running. As an example, freights to and from Burton didn't operate on a Saturday. However, we hope it will still have interest for many.

Lewisham Timetables

[A1] Weekday 1997

Covering the period from 14:00 to midnight, 464 trains in all. Includes the challenge of handling the evening peak period - not for the faint hearted!

[A2] Winter Weekday 1987/88

A lot of differences compared to the present day, including trains running to Holborn Viaduct and a large number of empty stock movements between the London termini and the carriage depot at Addiscombe. This timetable runs from 00:01 to 14:00, during which time there are over 450 trains, more than a tenth of which are freights, hauled by locos including classes 33, 37, 47, 56, 58 and 73.

[A3] Weekday 2002 (free on resource section at PC-Rail.co.uk)

Standard winter timetable from Winter 2001/2002, based on working timetables Section WC and ACWN dated 17th March until 1st June 2003. Freight services are based on the TRUST printout for Monday 28/07/2003.

[A4] July Weekday 2014

This timetable is sourced from the Network Rail Working Timetable dated May 2014 - December 2014.

It should be noted that in 2014 Cannon Street station closed in the evenings and indeed all of Sunday. During this time trains were redirected to and from Charing Cross.

Quite a busy timetable, as you would expect for this location.

The timetable has been compiled and tested at level 3 and zero configuration, and is best run at these speeds without having to pull your hair out.

There are instances where some timings have been amended to avoid conflicts and some reporting codes amended also.

Traction is made up of EMUs for passenger trains and is covered by class 465/1 and 465/2 for local trains and class 375 for the longer distance ones.

Freight trains are hauled by mostly class 66 diesels with appearances by some class 60 diesels, class 73 electro-diesels and an odd class 37..

It is recommended you peruse the notes for each train as they have a habit of switching from Slow to Fast lines and vice versa, often at differing signals.

Liverpool Lime St Timetables

[K2] Sunday 1994 (free on resource section at PC-Rail.co.uk)

This Timetable is taken from the BR Working Timetables for the Liverpool Lime Street area, Oct 1993 - May 1994, for Sundays. On Sundays, Edge Hill station is closed and trains do not stop on either the Chat Moss or Main Lines.

[K4] Weekday 1976/77

This is a nightmare!! Our testers have recommended this to be issued with a health warning ... although accurately recreating the British Rail timetable that was worked to, they have proved conclusively that it's impossible to achieve 100% punctuality. Can you do better?

A fascinating challenge ... with thanks to Stuart Murray.

The motive power at that time included all the electric loco classes from 81 to 87, and diesels of classes 45, 46, 47 and 50, plus lots of Heritage dmu's.

[K5] Summer Weekday 1996

This WTT is taken from Railtrack's North West Zone Section CE & Section CZ Working Timetables for Summer 1996.

Most train headcodes are the correct ones, although some licence has been taken to identify local services, as Railtrack was using the same headcodes for more than one train in the Liverpool Area. Most noticeable is the use of letter "W" for trains to Wigan and Warrington; all other destination letters have been used according to BR/Railtrack destination indications.

Some extra ECS and light engine movements have been added to keep the trains moving and avoid congestion at the (already congested) station platforms.

For the operator to keep track of joining or splitting trains, or to allocate the right loco to the booked trains, it is recommended to have a notebook next to the control panel, although there are observations and reminders in the train/loco info panel for further help.

[K6] Summer Sunday 1995

This WTT is taken from Railtrack's North-West Zone Section CE Summer Edition Working Timetable, for the period between 23rd of July and 17th of September, 1995 and from the Great Britain Passenger Railway Timetable, valid from Sunday 28th of May to Saturday 23rd September, 1995.

Due to engineering works, the main line section between Allerton, Runcorn and Weaver Junction is closed to traffic until approximately 2pm. During this time, InterCity trains between Liverpool and London are diverted via Warrington Bank Quay and Earlestown and require therefore diesel haulage to and from Crewe. This requires engine changes at Lime Street and a few LE and LD movements to allocate the required motive power to each train.

[K7] Summer Weekday 1992

This time table is based on the WTT for Summer 1992. The platform numbers used are as per the WTT though some of the timings have had to be altered to allow 100% running on the timetable. Some services need to change from up/down main to up/down slow and vice versa, but these are mentioned in the service notes.

The motive power used is as the WTT mentions or from that era.

London Paddington Timetables

[AC2] Weekday 1969

This timetable is compiled from BR Western Region working timetable Section 1 for passenger and freight trains, dated 5 May 1969 to 3 May 1970.

BR Blue had been adopted as the colour for locomotives in 1967. In 1968 the Diesel Hydraulic locos common on the Western Region were deemed to be non-standard and would be taken out of service over the next few years. The original class 41's were withdrawn in Dec 1967 and the remaining D/H classes all started to be withdrawn from 1968, but most D/H types were still to be seen on passenger duties in 1969 with the addition of Class 47's. A few Class 31's had been allocated to 81A and were now to be seen on ECS workings from Old Oak along with Class 22's.

[AC3] Weekday Summer 2005 (free on resource section at PC-Rail.co.uk)

This is a 24hr timetable with a total of 820 trains! Taken from the Summer of 2005, just before the three franchises merge in the Greater Western franchise.

The traction used in this timetable are the Link turbos 165/166's, Alstom Adelante Class 180, Class 43 HST, Virgin Trains Class 220/221 Voyagers, Heathrow Express 332 and Heathrow Connect 360.

[AC4] Winter Sunday 1995

WTT taken from Section PA, Railtrack Great Western Swindon, Working Timetable, SUN 24 September 1995 to 31 December 1995, Passenger and Parcels Train Services. Due to engineering works, the two main lines are out of use in the Paddington area. All trains are running on the relief lines to/from Slough. There are no freight trains on Sundays, other than one works train in the early hours.

[AC5] Winter Weekday 1996

This WTT for PC-Rail has been taken from Railtrack's Section PA Working Timetable SX 25 September 1995 to 31 May 1996, Passenger and Parcels Train Services, and Railtrack's Section PD Great Western WTT of Freight Train Services.

Most ECS and LD movements have been taken from the above mentioned WTT, although some have been added and/or retimed to keep the trains moving and the platforms clear!

The Fast or Main Lines are used from 6am and until 10pm. For the rest of the day, all trains are routed via the Relief or Slow Lines.

Local trains are operated by 90 mph class 165/1 "BREL Network Turbo" units, although the 75 mph class 165/0 units also see occasional use.

Express trains between Paddington, Oxford, Banbury, Cotswold Line, Stratford-upon-Avon, Henley-on-Thames, Newbury and Bedwyn are usually operated by 90 mph class 166 "ABB Network Express Turbo" units.

Express InterCity trains to destinations beyond Didcot Parkway are operated by 125 mph HST's.

Cross-country services to other Regions are locomotive hauled, usually by class 47/4 or 47/8 diesel locomotives.

Mail and Parcels trains are hauled by the Railnet dedicated pool of class 47/7 locos. Only occasionally, freight trains run to and from New Yard hauled by classes 59 or 60 locomotives.

[AC6] Summer Weekday 1998

This WTT has been taken from Railtrack's Great Western Zone Section PA Working Timetable from 24th May to 26th September, 1998 Passenger and Mail Train Services and Section PD Working Timetable of Freight Train Services from 15th March to 23rd May, 1998.

Local trains are operated by 90 mph class 165/1 BREL Network Turbo units, although the 75 mph class 165/0 units also see occasional use.

Express trains between Paddington, Oxford, Banbury, Cotswold Line, Stratford-upon-Avon, Henley-on-Thames, Newbury and Bedwyn are usually operated by 90 mph class 166 ABB Network Express Turbo units, although a few class 1 trains are sometimes operated by class 165/1 units.

Class 158 BREL Express units see occasional use on a couple of express services from/to Wales. Trains to/from Heathrow Airport are operated by class 332 Heathrow Express electric units. Express InterCity trains to destinations beyond Didcot Parkway are operated by 125 mph HST's. In this WTT however, there are two loco-hauled InterCity trains running to/from Penzance as well. Most Cross-Country services to other Regions are locomotive hauled, usually by class 47/4 or 47/8 diesel locomotives.

Only occasionally, freight trains run to/from New Yard hauled by class 59 or class 60 locomotives.

[AC7] July Weekday 2014

This timetable is sourced from the Network Rail Working Timetable dated 02 May 2014 - December 2014.

A fairly modern timetable with corresponding changes in traction from previous timetables. Paddington has always been a busy terminal station and this is reflected in the 760 movements in this timetable.

There are local services to Greenford, Reading and Oxford as well as the intensive service on both the Heathrow Express and the Heathrow Connect services.

Paddington, of course, also is host to long distance services to places such as Bristol, Plymouth, Penzance, Swansea, Cheltenham, Worcester and Hereford.

[AC8] September Weekday 1960

This timetable is sourced from the Western Region working timetables for passenger and freight trains both dated 12th September 1960 - 11th June 1961.

Operation differences.

Whilst the layout depicted in the sim would be vastly different to the 1960 layout, I have endeavoured to include all the services and motive power of the time.

As an example, in 1960 there would have been some loco spurs in use for the many shunters used in the terminus. These shunters I have accommodated in the Royal Oak Sidings and platform 12.

The timetables also show traffic destined for Paddington Suburban platforms, which in those days were platforms 15 and 16 which incorporated the Hammersmith and City Underground line, (ex Metropolitan line), these platforms being reached by a fly under from Westbourne Park.

Not having these platforms available, these trains are directed mostly into platforms 13 and 14 and overspill trains into platform 11.

Freight trains destined to and from Smithfield Meat Market also used to use the Metropolitan line. However, I have directed these trains into the Down and Up Goods line (New Yard).

Whilst the peak hours brought in loco hauled local trains, the rest of the day saw these services handled by DMUs. Most long haul trains were still in the hands of steam locos but a noticeable incursion of Warship diesels were arriving on trains emanating from Penzance and Plymouth.

London St. Pancras Timetable**[SP1] Winter Weekday 1989/90**

Taken from a London Midland Region WTT Section CG, dated 16th May 1989 to 13th May 1990.

In the period of this WTT some times and services could have changed, however the one provided represents a realistic interpretation. There are 369 train movements over the 24 hours.

The simulation starts at 00:08, with 5E33 in platform 3 and 2C02 in platform 7.

HSTs and some Loco hauled trains in / out of St Pancras, class 317 EMUs for Moorgate and St Pancras trains, and class 319 EMUs for the Thameslink trains, Parcel Diesel Unit class 114 also on duty.

Some timings have been adjusted to make the simulation flow.

[SP2] Winter Sunday 1990

Slow down the pace a while with a nice Sunday shift.

Taken from a London Midland WTT section CG Sunday Reissued, dated 7th October 1990 to 12th May 1991

116 train movements in 24 hours starting at 00:24 with 2C03 about to come on screen.

[SP3] Weekday 1992

This WTT is for a Weekday in 1992.

Taken from an Intercity Midland and Cross Country WTT section CG dated 11 May 1992 to 27 September 1992. There are 376 train movements in the 24 hours.

Simulation starts at 00:43 with 5C90/1 in platform 2 and 0C35 at buffer stop, 1D81 in platform 3, 0C90 about to come on screen.

Trains are mostly HSTs with a few Loco hauled trains with class 47, 31s working to and from Cricklewood with a Class 08 making a show.

Units are EMUs Thameslink class 319/0 and 319/1.

North Lancashire Timetable

[CF1] July Weekday 2014

This timetable is a few years on from the standard timetable and is sourced from the Network Rail timetables dated May 2nd 2014 - December 2014 and incorporates sections CE02, CE05 and CE06 for passenger services and sections CZ03, CZ13 and CZ14 for freight services.

Minor adjustments to train timings to avoid conflicts have been implemented and some train reporting numbers changed where the timetable doubles up on reporting numbers of some trains.

Motive power has been updated somewhat from the standard timetable.

Norwich Timetable

[AE2] Weekday 1968

Our first additional timetable for Norwich. Back to the swinging 60's this WTT is compiled from the BR Eastern Region Passenger Trains Section F Dated 6 March 1967 - 5 May 1968 combined with Freight trains Section K dated 7 October 1968. The Brush Type 4's (class 47) were still in use on most of London Express trains together with Brush Type 2 (class 31) on the remaining loco hauled passenger trains. Along with the Class 47 and 31 the English Electric class 37 shared most of the freight duties. Loco's from Stratford, March and Ipswich were regular visitors to Norwich. At the start of 1968 Ipswich still maintained BTH Class 15 Bo-Bo type 1's but these would soon be withdrawn and Ipswich diesel depot would close during 1968. The EE type 4 class 40 which used to be seen regularly in East Anglia were now only rare visitors on inter regional trains. Loco's allocated to trains should only be seen as a selection of the types available in East Anglia.

[AE3] Autumn Weekday 2010

Based on Network Rail WTT details for a Weekday in October 2010.

Clock face timetables dominate modern timetables and this one is no exception. In the morning, once the stock has arrived from the Crown Point depot for the days service, the timetable settles into a generally repeating pattern, dispersed with a few freights and the RHTT.

Powering the Liverpool St Expresses are the 8 or 9 coach plus DVT in charge of the Class 90's. The rake numbers are shown as NC01, NC02, etc.

Local passenger services are in charge of the Class 156, 158 and the 100 mph Class 170 units with the odd 153 sneaking about.

Freight and RHTT's are hauled by the Class 66's. During the Autumn, Network Rail run RHTT (Rail Head Treatment Trains) to combat adhesions problems caused through leaf fall. These usually comprise a special set of tank wagons with sprays with locomotive at each end. More details can be found at : <http://www.flickr.com/photos/27045884@N05/4109691412/>

[AE4] Winter Weekday 2016

This is a timetable for Norwich created using the LA03 section of the Network Rail WTT for December 2015 to May 2016, which covers twenty-four hours of a typical mid-week schedule in the early part of 2016. Only passenger traffic is featured.

The services to London, Liverpool Street and local services to Cambridge and to Great Yarmouth, Lowestoft, Cromer and Sheringham are operated by Abellio Greater Anglia.

East Midland Trains operate the services to Liverpool, Lime Street and Nottingham.

Portsmouth Timetable

[PM1] June Weekday 2014

This timetable is taken from the Network Rail working timetable dated May 2014 - December 2014.

Moving on 9 years from the standard timetable we still find Portsmouth to be a pretty busy place. The rolling stock has become more modern and the frequency of services seems to have increased a little. It is comprised mostly of EMUs from either South West Trains or Southern stock and Cross Country services from Cardiff using class 158 DMUs. Freight services are minimal.

Preston Timetables

[PN1] Summer Weekday 1992

This timetable is based on the weekday section of the published WTT for 1992, sections CB and CE. The platform numbers are as the WTT so I have used these no matter how congested the platforms are.

The motive power for loco hauled services is usual for the West Coast Main Line for the period of time. The multiple units are correct as per the WTT. Most ECS movements are fictional but I have tried to make them fit into the rest of the timetable and they all have flexible movement.

[PN2] Weekday 2009

This timetable is based on trains running on Wednesdays during April/May 2009 Information taken from WTT Section CE & CZ

Passenger Operations

Transpennine Express operate trains between Manchester and Blackpool, Barrow, Windermere and Scotland and a number of these services join or divide at Preston. Virgin Trains operate services between London Euston, Birmingham, Crewe and Glasgow Central are provided by 9-car Pendelinos and 5-car Voyagers. Northern Trains run the local services between Preston, Blackpool, Ormskirk, Colne, Leeds, Liverpool Lime St and Manchester.

Freight Services

Many freight trains from several freight companies can also be seen passing through Preston, although none terminate in the station, some may be scheduled to stop awaiting departure time and some may stop for crew changes too.

[PN3] Weekday 1994

This timetable is based on Wednesdays between 9th July and 22nd September 1984.

There is no time to relax with this timetable! Overnight at Preston in 1984 was just as busy as during daylight hours. Trains of all types and from all over the UK converge at this busy junction station in the north-west of England and the operator will have over 400 movements to contend with. There is not a lot of space and with many loco changes, re-platforming, shunting, through and terminating trains the whole layout will get a thorough workout. Watch out though - it is very easy to get tied up in all kinds of knots if you don't keep an eye on what is due!

[PN4] Summer Saturday 1988

Welcome to this Preston timetable, based set on a summer Saturday in 1988.

Trains are coming from, and going to, all points of the compass on this very busy Saturday. Whilst freight and mail services are noticeably fewer, however, there are extra "Saturday Only" loco hauled passenger trains, meaning that there are well over 400 timetabled services and many more non-timetabled movements to keep the operator on their toes!

"Second Generation" Multiple Units, class 142/150/156, are starting to appear on most minor routes during the period of this timetable, particularly on the Manchester-Blackpool route. The Fylde lines see a constant flow of traffic with frequent departures to and from the coast.

The Preston-Barrow-in-Furness services are still mostly in the hands of the 1st Generation Class 108s, (due to the unreliability of the Cl.108s some of these trains were replaced by locos and coaches, however, this timetable has used the rostered 108s).

With lots of loco changes the operator must be ready with the replacement loco or else you may find that delays will be incurred as there may be a lot of other movements that might conflict at the same time.

Certain trains will be seen to arrive earlier than is timetabled. This is because some trains have additional recovery time built in to their schedule. Care must be taken when regulating trains, particularly at Euxton Jn and Farington Curve Jn as some may be required to be held at signals to allow others to pass ahead first, (certain trains have junction or signal passing times). Some trains may need to be held awaiting platforms.

Also watch out for trains which may not take the obvious route - for example, certain Manchester trains are routed via Blackburn or Wigan.

[PN5] October Weekday 2014

This timetable is sourced from the Network Rail working timetable dated 2nd May 2014 - December 2014 and is a few years on from the Standard timetable. This is reflected in the motive power used at this time.

There was a need to adjust some timings to avoid conflicts and some trains around midnight have also had adjusted timings in order to include them.

The same reporting numbers for some trains used in this timetable are always a problem, and in some cases have been amended, particularly after 17.00.

The simulation layout shows that trains to/from Manchester Airport and Manchester Piccadilly use the Central lines. With later area re-organisation many of those trains now use the main lines between Preston and Wigan but some still use the Central lines.

[PN6] September Weekday 1973

This timetable is taken from the working timetable of mandatory train services for section G dated 07/05/1973 - 05/05/1974.

An interesting time for the anorak and duffle bag fraternity which congregated at the south end of platform 3 (4 years earlier I was one of them, before migrating to Australia in 1970).

Electric traction had reached Preston but points north were still devoid of wires which meant any main line service arriving with an electric loco had to be replaced by a diesel loco and a change from diesel to electric on southbound trains.

This was also the time when the London Midland Region decided to accelerate the timings of certain trains by invoking double heading, usually using class 50 locos in pairs and sometimes class 47s. All this made for many shunting moves of locos between depots and station.

With ongoing electrification work going on north of Preston many daylight freight services were redirected via the Settle and Carlisle line and Blackburn using the Farington Junction curve.

Reading Timetables

[RG1] Summer Saturday 1955

This Timetable is compiled from the BR Western Region Passenger WTT for June-September 1955 combined with BR Western Region Freight WTT for September 1955-June 1956. People still used the railway for many holiday journeys in 1955. This was a period of great interest to the locospotter. On a Summer Saturday all kinds of locos were pressed into passenger duty. 4300 2-6-0s and Granges from normally freight depots were in regular use and even 2800 2-8-0s were not unknown on class 1 passenger duty. Most main line types can be seen at Reading and if "Running in" from Swindon works can be seen on some local stopping trains. Kings and the Gas Turbines were not allowed on the lines to Oxford. 6100 2-6-2Ts are in charge of most of the class B trains to or from Reading. Some SR locos work through to Oxford and others work to Moreton Cutting and Scours Lane. 1957 will see considerable change when Diesel Hydraulics are introduced.

[RG2] Summer Weekday 1991

This timetable is based on a typical Friday in summer 1991. This is the last summer before the arrival of Class 165 and 166 turbos virtually eliminated outer suburban locomotive haulage on the Western Region. Source documents are the Working Timetables for both passenger and freight for the period 8 July to 29 September 1991 and the Reading Station Working book for the same period.

Almost all Western Region expresses are in the hands of HST sets and the Thames Valley semi-fasts to Didcot, Oxford, Newbury and Westbury are Class 47/4 hauled 6 coach sets.

Cross country train services are standard 7 coach sets hauled by Class 47/8 locos which reverse at Reading. In 1991 a middle siding existed between Platforms 8 and 9 and this was used by locos to run round their trains. In this timetable this has been altered so that Reading becomes an engine changing point with, in many cases, a new loco coming off the TMD for each train and the arriving loco going onto the TMD after departure of the train. One cross country train a day is a HST set.

Western Region Thames Valley suburban trains to and from Paddington, Henley, Didcot, Oxford, Banbury, Newbury and Bedwyn are in the hands of a variety of DMUs of classes 117 and 101.

There are regular services to the Southern Region via Basingstoke which occupy a fleet of 3H DEMUs.

Services out of Platforms 4A and 4B to Waterloo and the Gatwick Airport line are frequent. Generally, services towards Gatwick use Platform 4B and are Class 119 DMUs. Services towards Waterloo generally use Platform 4A and are formed of a variety of 4VEP, 4CIG and 2HAP units some of which are stabled in the EMU sidings overnight.

Parcels traffic in the early morning and late evening is in the hands of Class 47. Several minor adjustments have been made to accommodate the complexities of the actual timetable.

On the freight side there is a regular variety of traffic although by now the Speedlink network had been abandoned. The range of locomotives is much wider than it would be in just a few years time.

[RG3] Summer Friday 1994

This timetable is based on a typical Friday in summer 1994. The introduction of Class 165 and 166 Turbo diesel units has seen the complete disappearance of first generation DMUs and all outer suburban loco hauled trains. Source documents are the working timetables for both passenger and freight for the period 29 May to 24 September 1994 and the Reading Station working book for the same period. A few trains have been added using the Manual of Agreed Pathways for Special Freight trains for the same period.

By now the railway is being privatised and the services are being provided either by a privatised operator or a shadow franchise as follows :

- Inter City Great Western operating HST sets provides the express services between Paddington, Bristol, South Wales and the West country.
- Inter City Cross Country provides North/South expresses using a mixture of HST and locomotive hauled sets. To avoid clashes in the simulation a number of the loco hauled trains change engines at Reading (in practice this no longer happened)
- Thames Trains provides the service between Paddington and the Thames valley (Oxford and Newbury) as well as the services over the former Southern Region to Gatwick Airport and Redhill and on the Basingstoke route. These services use the new Turbo DMUs of Classes 165 and 166.
- Rail Express Systems provides the Mail and Postal trains.
- South West Trains provides the service to and from Waterloo using exclusively 4VEP EMUs.

On the freight side of things there are two principal operators, Trainload Freight and Railfreight Distribution using a variety of locomotives.

[RG4] Summer Saturday 1968

This timetable is set in August 1968 and is sourced from the working timetable of Passenger and Freight trains dated 6th May 1968-4th May 1969.

A very interesting period with lots of changes. Steam locos had disappeared from the scene two or three years prior and diesel hydraulics now monopolised most main line trains and class 47's were also heavily used. Most local services were in the hands of DMUs, DEMUs or EMUs.

Being a summer Saturday, many freight trains did not run in order to accommodate the extra passenger services.

Rugby Timetables

[AB1] Weekday 1968

This timetable takes you back 50 years to just after the electrification of the West Coast main line and the disappearance of steam. Almost the full range of AC electric locos, known later as classes 81-86, is featured, as well as a variety of diesel locos, DMUs and EMUs. The Mark 1 coach was the standard on most passenger trains and there were up to 11 of these plus a BG van on most express services. A lot of traffic to be handled, with 418 trains in the 24 hours

[AB2] Weekday 2002/03 (free on resource section at PC-Rail.co.uk)

Covering 379 trains in 24 hours; this should be an easy shift. Or will it? Perhaps not, because there are plenty of locos to be changed and the venerable Class 08 shunter will make a regular appearance to haul or push freight trains in or out of the yard whilst crossing the main tracks in the process. And what about all those light locos from either EWS or Freightliner and even Virgin. Rugby yard or up sidings will turn out to be a busy place while the stations 2 major platforms often seem like a battle ground between the two most common occupants, Virgin and Silverlink, competing for some platform space at roughly the same times.

[AB3] Winter 1992/93

This Timetable was derived from the WTT dated 28 Sept 92 to 16 May 93 with locomotives scheduled typical for the period. There are a number of light engine movements of locomotives available for 'rescue' duties plus plenty of freight to keep you busy!

Sheffield Timetables

[AG1] Weekday 1950

This timetable was developed using "Bradshaw" for March 1950 for Passenger trains. Freight trains are from personal memories from the period, or from some incomplete WTTs. For this timetable it has been assumed that there was a major Gas Leak near Millhouses Shed which necessitated removal of Locos to Grimesthorpe (19A), Canklow (19C) and Hasland (18C) Sheds, with some using the ex-GC shed at Darnall (39B). It also resulted in the sidings at Heeley being inoperable, with stock being stabled at Unstone Colliery Sidings about four miles South of Dore on the Up Main Line (which were used for storage of stock after closure of the Colliery many years earlier), at Chapelton on the Barnsley Line and Darnall on the Worksop Line. This did actually happen, but I don't think it was in March 1950 ! It has also been assumed that the ex-GC line was partially closed through Woodhead for Electrification works and as many trains as possible were diverted via the Hope Valley Route. Most of the trains to/from Wath Yard were able to use the Woodhead Route, but during the night possessions it was necessary to divert trains. Some were diverted via Crigglestone, Huddersfield and Stalybridge with others via the Hope Valley. Locomotives are typical of the period and it will be noted that some have still to receive their BR numbers - a couple were actually withdrawn before this occurred.

[AG2] Weekday 2006 (free on resource section at PC-Rail.co.uk)

Current operations at Sheffield which is known unofficially to train drivers as the 'crucible' - snooker players should get this. The reason being all trains approaching the station always get a Red (signal) before you get a colour! The 'Crucible' referring to the Crucible Theatre which hosts the World Snooker Championship in May each year. As you run the timetable, especially with some late running added, you will see why this is so. The number of lines joining together North and South of the station area itself ensures a busy location and the current timetable reflects this as each train is allocated a platform for sometimes a very short period. Therefore, late running will cause some last minute platform changes as users of the real Sheffield will vouch for. Please note some of the trains, particularly freight workings, are allocated very generous time allowances in the area and can arrive early (not like the real railway I know). Therefore, there may be some conflicts with the necessary additional stops at signals. You as 'Signaller' will decide the priority of trains but remember to keep the passengers happy.

[AG3] Summer Saturday 2007

This timetable is based on WTT Section YE between 11th August & 9th September 2007
The operator must regulate trains very carefully at Wincobank Jn, (Meadowhall) as units are required to use the platforms in a certain order, especially platforms 3 and 4. You will often

find units queuing up at Nunnery Main line Jn awaiting the allocated platform (carefull regulation here too!). The published Wtt gives a generous allowance for trains into Sheffield. The timetable shows platforms "a or b", (if reqd), and trains will stop at the appropriate part of the platform, if no there is no letter then the train will stop at the platform end as it will require the whole platform. Watch out for trains using the Dore South Curve!

[AG4] Winter Saturday 1988/89

This timetable is based on the Sheffield Station Working book 3rd Oct 1988 to 14th May 1989 and for the freight working from a B/R WTT section YE.

The timetable shows platforms "a or b", (if reqd) so that trains stop at the appropriate part of the platform, if there is no letter the train will stop at the end of the platform.

The Grimesthorpe branch is not used in this timetable; also, Meadowhall station was not opened till 1990 so that is not used as well.

[AG5] Winter Saturday 1993/94

This WTT has been created using the Sheffield station working book 9th October 1993 to 28th May 1994, and the WTT for freight section YJ 1993 to 1994.

In 1993/94 there was a through service from Cleethorpes to Manchester Piccadilly which was later extended to Manchester Airport.

[AG6] Winter Weekday 1982/83

The WTT was taken from a Station Working book dated 30 October 1982 to 5 May 1983, freight workings from a British Railways WTT of freight trains services, section YJ.

At the time of this WTT Meadowhall station would not have been open, trains in this WTT would have stopped at Brightside and some at Attercliffe at peak times, both are not shown on this simulation.

At the time of this WTT you would have been able to see Units, ECS and Locos stabled all over, so keep your eyes on the train notes for shunting, and stabling of DMUs and ECS to make sure you have them in the right place at the right time, which at times means to start the move before the platform is ready, so that it can be shunted in once the departing train as departed.

Some loco hauled trains use the Beighton Curve to and from Sheffield to save the loco having to run round its train.

Southampton Timetable

[SO1] June Weekday 2014

This timetable is sourced from Network Rail and dated May - December 2014.

14 years have passed since the standard timetable with some changes to stock and services.

Care should be taken in regulating trains, especially at the junctions of both St Denys and Redbridge to avoid conflicts and late running.

Most passenger services are in the hands of electric or diesel multiple units with the odd exception of a boat train from London Victoria.

Freight trains are mostly handled by class 66 diesel locos which are supplemented by class 47 and class 60 on occasion.

South Devon Timetable

[SD1] July Weekday 2017

10 years on from the standard timetable and there are changes to the stock and services.

This timetable is sourced from the Network Rail working timetable dated December 2016 - May 2017.

Some minor timing adjustments have been implemented to avoid clashes and a couple of trains around midnight have been time adjusted to include them on this timetable.

OPERATIONS AND STOCK

Care should be taken to use the nominated platforms to avoid late running.

Stock used in this timetable are as follows,

HSTs, Voyagers on the long-distance services.

Classes 142,150/2 and 153 DMUs on the local services.

Freight services are in the hands of classes 60 and 66 and supplemented by class 37s on the sanding and track testing trains.

Stockport Timetable

[SK1] May Weekday 2018

This timetable is sourced from the Network Rail working timetables CM02, CM03 and CZ05 dated May 2018 - December 2018.

Some 12 years on from the standard timetable and there were some differences in the track layout on the Northenden and Denton lines including singling.

However, I have opted to stay with the sim layout shown in the standard timetable.

There have been some changes to traction also and they are reflected in this timetable.

Care should be taken at all the junctions to regulate the trains in the correct order of passage to avoid late running.

Whilst the standard timetable has the Up and Down Main lines blocked for ballasting work, this timetable doesn't have the same restriction and these lines are fully in use.

Sussex Coast Timetable

[SC1] Summer 1912

A slice of history gleaned from the London Brighton and South Coast Railway public timetable dated June-September 1912.

As this does not show any freight services the trains included here are fictional, however, in the early hours there were parcels trains, mail and newspaper trains, milk trains and some mixed goods and fish trains, however, the railway in question was primarily concerned with passenger trains and that is reflected here.

In any timetable 100 yrs old it will require some changes from a simulation designed for 1969. Some goods yards were not even built at Chichester until the 1930's however these have been utilised where necessary.

Littlehampton had an Engine Shed situated above platform 4 but in this timetable the Carriage Sidings and Engine Shed serve that purpose.

It was intended to include all train movements from the timetable including the Midhurst Branch, which went into a bay at Chichester but there was no connection to the main line.

Trains from Chichester back up the Lavant line are not possible with current signalling. Therefore a "Midhurst Circular" service via Arundel and Pulborough back to Midhurst has been introduced to cover the arrivals as normal.

Trent Timetables

[F1] Weekday 1970

Despite the introduction of diesel traction this was still essentially a railway of the steam era. Freight traffic, largely "unfitted", was much heavier than it is today. All loco numbers are included, including the "Peaks" which were in charge of the express passenger services to and from St. Pancras.

[F4] Weekday 1980/81

There are 2 new timetables available for the Trent Power Box simulation, both for 1980/81. One is for Saturdays and has a fairly relaxed pace, with 226 trains in the 24 hour period. The other is much busier, with the additional freight traffic which ran on weekdays.

At this time, 'Peak' class 45 and 46 diesels are still in charge of the Midland Main Line expresses, local services use 'heritage' DMU's, and the freight trains are hauled by a mixture of classes 45, 47, 56 and pairs of class 20's.

[F5] Saturday 1980/81

As above

[F6] Winter Weekday 1995/96 (free on resource section at PC-Rail.co.uk)

A full 24 hours operating this interesting, and busy, triangular junction on the Midland Main Line. Frequent HST and Sprinter passenger services, and freight hauled by classes 31, 37, 47, 56, 58, 59 and 60, including coal trains to and from the Asfordby 'Superpit' in Leicestershire.

[F7] Winter Weekday 1991/92

This timetable starts with many early morning mail trains from the capital intermingling with the the MGR traffic to/from the local collieries and power stations, which usually call in at Toton for crew changes.

Around 06:00 the local passenger train service commences with the cross country Lincoln - Derby - Crewe service and the Liverpool - Norwich and Stansted Airport service, on which the class 158's had just been introduced. All of this conflicting traffic needs to be kept out of the way of the Midland Main Line expresses, hauled by the stalwart HST's.

[F8] Weekday 1950

This timetable is compiled from BR Midland Division Passenger Working Timetable dated June 5 to Sept 24 1950, and the Midland Division Freight Working Timetable dated 25 Sept 1950 Until Further Notice.

In 1950 TRENT station was an Island Platform with additional passenger and goods through lines in both directions. It was manually signalled and closed on 1st Jan 1968. The power box and track alterations came after closure.

The highest flow of trains was to and from Toton marshalling yards, 2 miles North of Trent on the Erewash Valley line. There was also a North Loop at Trent which enabled trains from Derby to access the station in both directions. Locos on test from Derby Works ran to Trent then round the loop and back to Derby. In this simulation they reverse from the DnGds Loop. Keep an eye out for rare locos that may have received works attention. These were a locospotter's delight. There were also sidings at Sheet Stores Jcn. A few trains from Derby to Sheet Stores which ran via the North loop have been omitted.

Long Eaton station was 3/4 mile north of Trent on the Erewash Lines. It closed in 1967. What is now Long Eaton station replaced Sawley Junction station. Times of stops at Long Eaton in this simulation are as for Sawley Junction in the WTT.

As trains can no longer stop at Trent, arrival times or departure times are used as passing times. "TST" in train notes shows time of trains due to wait or stop at Trent station in 1950. Because of the present layout times have been changed slightly (not more than 3 mins.)

[F9] Weekday 2009

Modern timetables seem to be dominated with hourly clock face schedules and this timetable is no exception I'm afraid. Still it certainly provides a contrast against some of the earlier timetables and I hope you enjoy running through it.

With the construction & opening of East Midlands Parkway (to serve East Midlands Airport) on 26th January 2009 the South connections to Ratcliffe Power Station were removed. Thus all traffic coming from the South now requires to go to Toton Yard (or Beeston) to run-round then access the Power Station from the North. I have kept to these workings in the timetable and incremented the wtt ref code by 1 for the workings from Toton/Beeston.

Class 222's (http://en.wikipedia.org/wiki/Class_222) now dominate the main line St Pancras - Derby/Nottingham/Sheffield services with the stalwart HST's still taking some duties. The Class 153, 156 & 158's are on the local's (Lincoln - Leicester; Nottingham - Matlock) interspersed with the Turbo 170's mainly on the Nottingham - Birmingham/Cardiff's.

Warrington B.Q. Timetable

[WN1] Weekday 2009

Please note that this timetable is set before the upgrading of the electrification in the North-West of England which took place after this timetable.

Some of the extensive timetable notes shown :

The Chat Moss Lines - The only electrification on this route is from Golbourne Junction-Newton-le-Willows-Earlestown platform 4 & 5 to Winwick Junction in both directions.

The Dallam RMT Depot.

Platform 1 serves northbound services and platform 2 serves southbound trains. The crossover midway along the through platform is set-up for departures only.

Note that Dallam Freight Depot is NOT electrified and so Cl. 325 EMUs CANNOT use it for shunting.

Wigan Wallgate Up Carriage Sidings

ECS (Empty Coaching Stock) services are not usually allocated their following day headcodes until after midnight depending on the requirements of the TSC (Train Service Controller) and therefore will be allocated an automatic headcode, however, at the start of this timetable the trains are allocated as per the notes. Certain services may stable for extended periods in Wigan Wallgate Station.

All the ECS trains that reverse at the Down Carriage Sidings, "DCS" have an "Allow Early" option in case of late running by other services. Care must be taken not to release these trains too early as they may block the platform for another service.

The Loco Holding Sidings (LHS)

Please note that the Up Through Siding (UTS) forms part of the LHS and trains booked dwell time in the LHS can use this line to await departure time. Please remember that there is no TRS facility at the LHS.

The display of train information is displayed in a similar way to a single column of a Network Rail WTT.

This is slightly different from other timetables.

Almost all trains clash with at least one other service at some point during their journey across the panel and some of the trains would need quite complicated explanations as some trains could pass as many as 5 major junctions and may need to be regulated at one or more of them.

Also, note that although the Helsby lines are shown as "OL" on the sim I have had to specify the "Up or Down Helsby as certain parts of the Helsby lines are bi-directional for some freight services, so, to avoid confusion all trains using the Helsby lines are shown this way.

The Hindley lines are also shown as UH or DH, however, this cannot be mistaken for the Helsby lines as they are well separated geographically.

At Wigan Walgate a train bound for Southport is shown as "DSo", for Kirkby, "DL" and for the Down Carriage Sidings as "DCS"

Trains bound for the Up Hindley usually depart from Platform 2, however a very late running terminating service can have its connecting ECS link trains cancelled and its' next passenger service departing from P1. Trains bound for Southport or Kirkby always depart from P1 or P3. Trains from the Acton Grange Junction direction terminating in the Walton Old Junction Sidings reverse and propel back into the yard at Sig 230. Southbound trains also propel into Siding A or B from signals "G3" or "G4"

Where a loco has to run round its train then this is stated in the notes.

If the timetable is run at anything other than level 5 there might be a discrepancy with the timings.

Some trains may seem to run early, have very "slack" timings or appear to get to the next junction very early - this is often down to allowances in the WTT and may be due other traffic due at the relevant junction first. A prime example is the hourly Manchester Piccadilly to Llandudno trains, many of these will need to be regulated at Winwick Junction for Anglo-Scottish express trains to pass ahead first if services are running on time, however they are only given a "pass time".

Finally, be aware that some trains do not take the "obvious" route, this may be because of various factors such as drivers "route maintenance" etc.

Please note that some sidings, routes and other destinations within the sim do not have any timetabled services, however, it is possible that some "STP" (Short Term Planning) services could be added by the operator.

[WN2] Summer Weekday 2015

This timetable features almost 750 trains that were scheduled to run on Monday 18th May 2015; the first day of the summer timetable.

Major engineering works were taking place at Farnworth tunnel on the direct line between Manchester and Preston (via Bolton) as part of the electrification of that route. As a result of this, capacity was reduced on the line through Bolton and many trains have been diverted via the Chat Moss line and Wigan, making this timetable particularly busier and more challenging than normal.

This summer timetable also sees the completion of work to electrify the lines between Manchester and Liverpool (via Earlestown), Liverpool and Wigan (via St Helens) and also the short spur through Platform 3 at Earlestown (linking the Chat Moss lines with the WCML).

The 18th May also saw the widespread introduction of Class 319 Electric Multiple Units on services into and out of Liverpool Lime Street. TransPennine Express also started to run four car Class 156 Diesel Multiple Units on some of its services between Manchester and Blackpool. To the best of my knowledge, services operated by Class 319 and Class 156 trains have had their correct traction reproduced in this timetable.

Much of the Chat Moss line has now been upgraded for 90mph but the simulation software does not allow for this therefore some minor adjustment to train times has been required in this timetable for trains which operate along this line.

The majority of locations have Train Ready To Start indicators. Care should be taken at locations where this has not been provided (Loco Holding Sidings for example) to ensure that the service departs punctually.

All services are scheduled to follow the most expeditious route from the origin to destination. Where this is not the case (a freight train moving from Fast to Slow lines for example) or where a choice of suitable routes then directions have been given in the timetable notes.

On some services (primarily freight) the passing time for Winwick Junction has been given in the train notes. This is to help with regulation in the event of late running. Many freight and ECS trains can and do run early.

Most ECS trains have the option to allow the service to depart early from its departure point (particularly prevalent around Wigan Wallgate). Care should be taken to ensure that the early departure of a service does not cause conflict with or delay another train.

Waterloo Timetable

[WA1] Weekday 1984

This is a 24 hour WTT for a 1984 winter weekday starting at 01:14, with trains already in platforms. There are a total of 1296 timed trains on this WTT, so it does get extremely busy at rush hour times.

100% punctuality may not be possible because of some tight timings, and remember that there would have been more than one person running this signalling panel.

The WTT was taken from a Waterloo station working book.

Most trains are EMU's but there are some loco hauled trains using class 33, 50 and 73 locos.

Between duties, light engine are stabled in the Dock sdg No2.

A number of services to/from Waterloo follow the Inner Circle (via Richmond and New Maldon) and Outer Circle (via New Maldon and Richmond)

[WA2] Weekday 1993

This is an 8 hour WTT for the winter weekdays of 1993.

Starting at 06:00 with trains already in platforms, it covers the morning rush hour.

The WTT was taken from a Waterloo station working book.

In this simulation there are only 19 platforms being used as platforms 20 & 21 were lost to the Waterloo International terminus, which from November 1994 to November 2007 was the London terminus of Eurostar International trains to Paris and Brussels.

Most trains are EMUs but there are also some DMUs.

A number of services to/from Waterloo follow the Inner Circle (via Richmond and New Maldon) and Outer Circle (via New Maldon and Richmond).

Westbury Timetables.

[D6] Weekday 1996

Just an ordinary Wednesday in 1996, this 24-hour timetable is a relatively relaxing one, featuring HST's, Sprinters and plenty of diesel-hauled freight trains in the hands of class 37, 58, 59 and 60 locos.

[D7] 1946/47

The Great Western lives on! This timetable produced by Peter Mould contains 270 trains, hauled by a classic GWR locos including the King, Castle, County, Saint, Star, Hall, Grange and Bulldog classes, as well as some of the pioneering GW diesel railcars.

[D8] Weekday 1987/88

Almost half the traffic is freight and a lot of the passenger trains are loco-hauled in this timetable from a decade ago. HSTs form the Paddington to West Country expresses, but diesel locos of classes 33, 37, 47, 56 and 59 predominate. A real period piece, thanks to Stuart Murray.

[D9] Saturday 1955/56

The final fling of steam. There were 2 gas turbine locos running on the western region, and 1957 would see the first Diesel Hydraulics introduced. The Saint locos had gone along with the Dean Goods 0-6-0s and there were only 3 Star class 4-6-0s and a few R.O.D 2-8-0s left. Some 9F 2-10-0 BR standards were still to be built. The times are taken from BR WR Bristol District WTT for 19 Sep 1955-10 June 1956. Saturdays only.

[DA] 1990 Diversion

For a different perspective it has been assumed that the Main line between Didcot and Swindon has been closed due to a landslide. Most traffic normally using that route has been diverted via Westbury, although some trains have been diverted via Worcester and Oxford, which for some trains, meant a reversal at Worcester.

"Timetabling proved quite a headache as the Berks & Hants line carried considerable traffic of its own. The North to East curve from Hawkeridge Junction and Heywood Road Junction added to the delays with its severe curve limited to 15 mph. Other problems included finding sufficient crews with the necessary Route knowledge, together with the need to alter Locomotive and Stock rosters which were also disrupted due to the additional time taken compared to the normal route".

[DB] Weekday 1989/90 (free on resource section at PC-Rail.co.uk)

A full 24 hour timetable for use with our Westbury simulation, based on a weekday in 1989-90. Thanks to one of our "oldest" customers, Mike Wass. Return to the days of Class 50's, 33's and others.

[DC] Weekday 2009/10

This has been formulated using the 2009/2010 May timetable. A frequent service to/from Cardiff Central and Portsmouth Harbour makes for interesting planning especially at peak periods.

Some of the freight has no option but to use the reception sidings for their crew changes! All non-stop through services use the station avoiding lines to the South of the station. Services to Portsmouth generally use Platform 1 while the returns to Cardiff Central generally use Platform 3. There are a couple of empty stock moves by South West Trains that run to/from Yeovil Junction. Platform numbers have been included but are only a guide.

[DD] August Saturday 1950

The Western Region and previously the GWR were in the fortunate position of having to cater for hordes of passengers in the summer months to the many holiday resorts in its area.

This involved many extra trains running in the months of June, July and August, especially on a Saturday, plus creating paths for through trains from other regions.

This added burden curtailed many goods trains from running on busy Saturdays.

This timetable is a good reflection of what went on before the advent of motor car ownership for the masses.

It is set on a Saturday in August 1950, well before the appearance of diesel locos and multiple units and brings back the memories of steam days and all the cavalcade of different locomotives seen at that time.

[DE] August Weekday 2014

A fairly modern version of Westbury incorporating newer motive power.

This timetable is sourced from Network Rail working timetables PC02, PF04, PF06 and PF07 dated 2nd May 2014 - December 2014.

There are some minor timing changes to avoid conflicts including a couple of trains arriving near midnight which have an adjusted time.

There are a number of trains set to start and end at Westbury Lafarge which is on the Cement Siding, however there is no run round facility here and in fact it is impossible to detach a loco, so these trains have been redirected into and out of Westbury Up Yard.

There are a number of Crew Training units trundling in and out, as well as track testing and sanding trains. There are also a number of trains which change direction in the station.

York Timetables

[H5] 1943

This wartime period timetable contains 380 trains over 24 hours and features over 40 different loco classes, from Gresley Pacifics to LS Beyer-Garratts.

[H6] Weekday 1996

Compared to 1943 there is much less variety in the range of motive power in use, but surprisingly there are almost as many trains running!

[H7] Weekday 1949/50

This is a HUGE timetable - 610 trains!! Traffic is intensive and extremely varied, with the East Coast main line expresses and many local passenger services. Heavy freight traffic runs through from Scotland to London and the South, and from the North East to Lancashire, Yorkshire and the Midlands. Coal and coke trains are numerous, serving the Yorkshire pits and gas works, plus local 'trip' workings.

Nearly 50 different ex-LNER and ex-LMS loco classes appear, from A4 Pacifics to Beyer-Garratts, large and small tank locos, Midland Compounds, B1's, V2's and many more.

[H8] Summer Saturday 1996

York always provides plenty of operating interest, and this timetable for 1996 Summer Saturdays is no exception.

[H9] Summer Saturday 1950

This timetable can only be described as monumental! Not only is it huge, with 700 train movements in 24 hours, but the amount of research carried out by its author, Michael Millar, is amazing, including details of the class and number of the loco of every train. The timetable notes are extensive and altogether this timetable provides not only a massive challenge to the operator's abilities, but also a fully detailed historical record of its period.

[HA] Summer Sunday 1950

This is the companion to the monster 1950 Summer Saturday one and should provide a refreshing change of pace with only 270 scheduled trains. Between midnight and 10 in the morning there are still a large number of freight movements, but from then onwards there are only passenger trains. York station even on a Sunday was a busy place, with service personnel (including the compiler of the timetable!) travelling on weekend leaves.

Loco numbers are included for all trains, covering a wide variety of ex-L.N.E.R. and L.M.S. classes. As before, the timetable notes are extensive and contribute to the authenticity of this detailed historical record of the early 1950's.

[HB] Weekday 1967/68

A very busy timetable, with 588 trains ... and 587 of them are diesel powered! The last steam turn was the 1737 FO Manchester to York. The loco was sent to Normanton for servicing and worked back home on a train from Normanton to Halifax and from there to Manchester Victoria on the following Monday. Among the DMU classes to be seen are the pioneering 79xxx series, introduced to the West Riding in 1954. By the following year all these early units would be withdrawn - with Red Triangle or Yellow Diamond coupling codes they could not work with the later standard units.

On the East Coast expresses, the Deltics were much in evidence, while the Peaks were hauling most cross-country expresses. Other diesel locos in widespread use included those of classes 20, 24, 25, 31, 37, 40 and 47. Another successful recreation of an interesting era!

[HC] Weekday 2001/02 (free on resource section at PC-Rail.co.uk)

Just released is a very new timetable for York, Weekdays 2001/02. It covers a full 24 hours and includes 475 trains, with full numbers of all locos and units.

[HD] Summer Weekday 2009

This simulation covers a 24 hour shift at York and has over 460 train movements. Passenger trains are based upon the Summer 2009 timetable with all services and correct headcodes shown. Freight trains have been added on a random basis to increase variety.

[HE] Weekday 1974

Compiled from the first BR 'All-System' timetable (1974) and the freight working timetable for 1974. Freight reporting numbers are as per the timetable, but the Passenger ones are fictitious. According to the WTT the Class 6 trains were all cleared for 55mph running.

Freightliner and parcels/TPO services added after - not based on timetable.

Some additional ECS moves included as the 1974 layout of York had more siding/platform space.

Nostalgia Series

The simulations in the Nostalgia Series are mostly set in the 1950's and 1960's. They recreate the more complex layouts and operating requirements of the day.

Basingstoke Timetable

[BA1] Summer Weekday 1909

This timetable is based on a Wednesday mainly because there are quite a few sailings from Southampton, thus creating more boat train traffic.

Freight trains from the GWR are fictional and the passenger trains from that line are based on the LSWR 1914 passenger timetable summary of GW services.

With any timetable over 100 yrs old there will be problems amending it to fit into a simulation layout of 50 - 60 yrs old.

Some parts of the layout may have changed but the general station layout should be ok if it was remodelled in 1909. The one thing I have endeavoured to do is to show all services for the year in question.

That brings me to the Basingstoke - Alton Light Railway, opened in 1901, closed in 1917, surprisingly reopened 1924, but finally closed to passengers 1932. Maximum speed on the branch was 24.5mph! The Branch line diverged just to the west of the Basingstoke West Box and in 1909 had 6 passenger services each way plus 3 goods services. To include these services, I have "moved" the junction on to the Up South line past Worting Junc and slightly amended the timings. This seems to work ok.

In 1909 there was no connection via sig 239 from the GWR, the platforms being dead-end with a run around from platform 7 to platform 8. Therefore, there are no through trains depicted here via this route, it has only been used for run arounds on the Reading trains. In later years this connection was put in.

All other locomotives for the GW shed and yards travel via platforms 5 or 4, and through freights to GW usually using platform 5.

Also, all GW locos used the GW shed to coal, water and turn during this period, access to the shed from the spur.

It's a fact that there are quite a few non-stopping expresses...but during this period Basingstoke was only a large market town, not the metropolis that it is today.

Bradford Exchange Timetable

[BX1] Weekday October 1961

The sources for this timetable are the North Eastern Region working passenger timetable dated 11th September 1961 - 17th June 1962. Goods trains and light engine workings are typical of the period in respect of actual operations and locos used.

This timetable utilises the old L&Y way of handling split trains at Low Moor and Halifax destined to and from Liverpool and Southport. These operations ceased in January 1962 with the introduction of the Calder Valley DMUs which reversed at Exchange station before continuing east or west.

Most local services were in the hands of DMUs. The Bradford portions of the London trains via Leeds Central or Wakefield were still in the hands of B1 4-6-0 and 2-6-4 tank locos; a practice that lasted well into 1967. Liverpool, Southport and Manchester trains were all steam hauled in October 1961.

Note that Low Moor platform 1 was very rarely used by passenger trains. Local goods trains and light engines used platform 1 quite regularly but other through goods trains towards Bowling Junction used platform 2.

Cheltenham Timetable

[CM1] Early BR Weekday 1948-50

This timetable has been compiled from :-

BR LMR Midland division passenger WTT dated 5 June 1950

BR LMR Midland division freight WTT dated 25 September 1950.

BR WR passenger and freight WTT No7 dated 27 Sep 1948.

Combining these timetables gives a good idea of service in the early years of British Railways with little change from the GWR, LMS & SR days.

Southern region class U loco's were introduced on trains from the ex Midland and South Western Junction Railway in the 1950s but trains were hauled by ex GWR loco's prior to that. The M&SWJ passenger stock was serviced in High Street Yard but later used Lansdown and then St James for a few years before closure.

High St Yard was located just off screen on the Northern edge of the ex LMS main line. It was used by both the London Midland and Western region.

It was possible to enter the shed at Malvern Rd directly from the yard at the South end.

Shunting at St James' station and yards was carried out by various loco's that had arrived on trains from Gloucester.

Cheltenham to Gloucester services were mainly by 2-6-2t large Prairie tanks supplemented by 0-6-0t pannier tanks along with 0-4-2t Push Pull trains and an ex GWR diesel railcar.

Trains to Paddington were hauled to Gloucester normally by a large Prairie 2-6-2 tank where a Castle class 4-6-0 with extra coaches were put on the other end for the journey to London.

There was a very unbalanced service from St James' to Cardiff and South Wales.

6 outward and only 2 inward.

The railcar shared duties to Gloucester and the Ledbury branch.

[CM2] Weekday 1963

This timetable is sourced from the Working Timetable dated 9th September 1963 - 14th June 1964.

Times are a changing with motive power usage. Some diesel hauled stock is now appearing especially on the Newcastle - Bristol trains whilst local services have been infiltrated by DMUs.

There are still lots of steam hauled services however, although this was to change within 2 years as the Western Region eliminated all steam locos by 1965 leaving only LMR locos passing through.

Paddington services are still handled by large prairie locos which run to and from Gloucester before attaching or detaching to the Gloucester - Paddington trains.

A number of services run to and from Swindon and attach or detach at that location.

Chester Timetable

[CH1] May Weekday 1959

The area covered by the simulation includes six freight marshalling yards, three motive power depots, fourteen Signalboxes and five stations. Since the Merseyside and North Wales regions contained much industry in the 1950's, there was a correspondingly large amount of freight traffic passing through Chester. Adding in the passenger traffic, many trains requiring engine changes, made the railway very busy indeed. Considering also that the user will be doing the work of sixteen signalmen (the massive Nos. 2 and 4 boxes were double manned), it is hardly surprising that the operation of this timetable is very challenging. It is certainly not one for the faint-hearted!

The timetable has been set for a weekday in May 1959 during the Chester Races week. The first six hours, unsurprisingly, see a steady mix of freight trains with a few mail, parcels and passenger trains. At about 6am, the passenger service starts to get into its stride and, from that time onwards, the level of activity is very busy with some periods being best described as 'frantic'. A number of movements from the weekly STN (Special Traffic Notice) have been included, both freight and passenger, the latter being focussed mainly upon the special trains arranged for racegoers.

Doncaster Timetable

[DR1] 1968 Saturday

This timetable has been compiled from BR Eastern Region working timetables for passenger and freight trains Section A dated 6 May 1968.

The GN section of the East Coast line has been made "Steam Free " by 1968.

The WTT shows which trains should be Deltic hauled (Even though on Saturdays some are only timed for 90 MPH) but other Loco's and stock should only be seen as a selection of what was available in 1968.

Common locomotive types as well as the Class 55 Deltics were Class 47 (not yet sub divided) Class 40, Class 37 (not sub divided) Class 31, some class 24s and class 20s and occasional class 25s.

Various types of DMU could be seen at Doncaster including Class 101,104,105,111 and 114.

The re-use of stock has been made to suit this WTT and may not be as per prototype.

The freight yards at Doncaster are all south of the station and most have entrance and exits at both ends. Quite a lot of freight runs via the various yards for examination or loco changes.

Most trains from Down Decoy yard are allowed 10 or more minutes to pass Doncaster so it may be necessary to hold some at sigs to get their correct path time.

[DR2] 1986 Weekday

This timetable is for 1986, by which time some track alterations had taken place. The main changes were the addition of facing crossovers both North and South of the station to allow trains from the North to terminate in Platforms 6 and 7 and to allow trains from the South to terminate in Platforms 2 and 3. Additional shunting of stock has been incorporated in this timetable to overcome these shortcomings.

In addition, by 1986 the Garden Sidings had been removed and the Up and Down South Yorkshire Goods Lines were temporarily out of use for layout alterations.

The timetable has been compiled using the British Railways Doncaster Arrivals and Departures book for 12 May to 30 August 1986. Freight workings are derived from a 1986 Freight Book, together with the BR Freight WTT, section YJ.

Exeter Central Timetable

[EX1] Summer Saturday 1932

This timetable is taken exactly from the Southern Railway (Western Division) WTT of passenger and freight trains and is dated 17th July 1932 and until further notice. Set on a Summer Saturday all manner of locos were pressed into service to handle the large holiday traffic to the resorts, so it wasn't uncommon to find a freight loco on a holiday passenger train and some ancient locos filling in on the secondary duties.

I have used as my source for stock The Southern E Group who have a very informative site including allocations of locos back to 1879.

The use of pilot locos is necessary because of the very severe gradient up from St David's station.

In the real world, the train was pushed up the hill by the assisting loco, but this is not possible in the sim, so they are attached in the front.

I have used pilots for all passenger trains over 7 coaches and most goods trains ascending the hill.

[EX2] Summer Saturday 1961

Summer Saturday 1961 - a very busy day. There are frequent expresses between London and the West, and a half-hourly service on the Exmouth branch. Most trains require a change of engine. Down trains may be divided, and dining coaches detached and shunted to the sidings; the Up trains requiring additional coaches brought from the sidings. Many Up trains require assistance from Exeter St David's.

This timetable has been compiled using the 1961 Working Timetable for Passenger Trains, the 1961 Passenger Services Timetable, and with reference to various books by Xpress Publishing. Arrival and departure times in the Timetable Notes are those shown in the Public Services Timetable - times shown in the Timetable Information are taken from the Working Timetable (these were not always the same). Sometimes have been adjusted for operational reasons, and goods trains around midnight have been adjusted in order to include them in this timetable.

London Euston Timetable

[EU1] Weekday 1975/76

This timetable is based on workings covering 1975-1976 Weekdays.

It contains all the dated traffic, and additional, some of which only ran on Fridays, but are all included to make it a bit more 'interesting', it is also based on some of my own notes which I made while working at Euston at that time.

Some of the more regular freight diversions along the North London Line are also included that normally ran via Hampstead Heath.

Because of the layout being different from the time depicted several trains which would have arrived directly into the high side platforms (12-15), arrive on the low side and work to the Downside shed via Camden, instead.

Many of the actual timings have had to be adjusted by a few minutes to fit the train service into the old track layout; the layout during the time depicted, being more flexible than the old one.

[EU2] Saturday 1975/76

This timetable is based on workings covering 1975-1976 Saturdays and contains all the dated traffic and additional. Also covered are special workings based on my own notes from working at Euston during the period depicted and represents a fairly 'typical' Saturday at Euston of the time.

Many of the timings have had to be adjusted by a few minutes to fit the trains into the old layout, as the track layout was more flexible at the time depicted.

All lines have 25Kv OHLE except Down and Up North London, Down and Up North London Goods, Down and Up Electric line. Although shown as sidings on this simulation platforms 10 and 11 are used for some passenger services.

DC Electric on Slow Lines only as far as junction with the Electric Lines at Camden, Platforms 4, 5 and 7 at Euston. Also, the Down and Up North London lines. DC Electric services run as *Y** on this simulation to avoid confusion with other services not destined for the Electric lines at Camden. These trains were all described as 2E11 on the Signal Box Train Describers at this time.

The Down E & C line from Euston to Camden can be used by passenger trains, at this time was in the process of being changed in designation from Carriage Line to 'Departure Line'.

Camden MPD now consists of sidings mainly for van traffic and EMU AC stock. Also contains a Carriage Washer Plant. Empty Trains from Euston to the Downside Shed travel via the Carriage Washer at Camden SE, propelling back from Camden. As this uses the old track layout some services which would have remained in the platform for later departures have been dealt with in the old style of working out to the Downside Shed, with corresponding Departures originating from the Downside Shed.

Trains from Downside Shed to Euston have the loco at the Country end leaving the shed and propel back from Shunt Lines 1 & 2.

Parcels Trains run as Class 3 (90 mph, conveys bogie vans only), Class 4 (75mph, also conveys 4 wheel PMV CCT long wheelbase vans), and class 6 (55 mph, also conveys short wheelbase four wheel 10 ton 'vanfits'.)

Loco numbers were added using the Motive Power Manager, and it should be pointed out that at this time very few of the class 86's had been named, and even the class 87's were just beginning to acquire names, but the later names are displayed in this simulation.

[EU3] Sunday 1975/76

This Sunday timetable is based on 1975-76 Sunday operations. Andy Armitage who worked at Euston at the time, has supplied the timetable details, and information from his own notes. The simulation layout is different from that which was in place in 1975-1976 therefore several trains which would have arrived directly into the high side platforms (12-15), arrive on the low side and work to the Downside shed via Camden, instead.

Many of the actual timings have had to be adjusted by a few minutes to fit the train service into the old track layout; the layout in 1975-76 being more flexible than the simulation layout.

All lines have 25kV OHLE except Down and Up North London, Down and Up North London Goods, Down and Up Electric line. Although shown as sidings on this simulation platforms 10 and 11 are used for some passenger trains.

DC Electric on Slow Lines is only as far as junction with the Electric Lines at Camden, also the Down and Up North London. Platforms 4, 5 and 7 at Euston. (Due to the old layout used it isn't possible to use 9 and 10 for DC traffic without causing delays to other services). DC Electric services all carried the Train Description 2E11 (Euston-Watford) or 2E22 (Broad Street-Watford) on the Signal Box Train Describers.

The Down E & C line from Euston to Camden can be used by passenger trains; at this time it was in the process of being changed in designation from Carriage Line to 'Departure Line'.

Camden MPD now consists of sidings mainly for van traffic and EMU AC stock and also contains a carriage washer. Empty trains from Euston to the Downside shed travel via Camden SE using the Washer, then propelling back from Camden.

Trains from Downside shed to Euston leave the shed and propel back from Shunt Lines 1 & 2.

Parcels Trains run as Class 3 (90 mph, conveys bogie vans only), Class 4 (75mph, also conveys 4 wheel PMV CCT long wheelbase vans), and class 6 (55 mph, also conveys short wheelbase four wheel 10 ton 'vanfits')

Loco numbers were added using the Motive Power Manager, and it should be pointed out that at this time very few of the Class 86 had been named, and even the Class 87 were just beginning to acquire names, but the later names are displayed in this simulation.

[EU4] Winter Weekday 1956

The sources for this timetable are Xpress Books: "Operation West Coast" and "The North London Railway - The District Controllers View".

The visible area covered is Euston to Kilburn and the section of the North London railway between Kilburn and Primrose Hill.

In addition to services in and out of Euston, those services which operated on the North London railway running between Camden Junction and Primrose Hill are included. The section between Camden Junction and Kensal Rise, to Willesden, is outside the scope of the layout.

Euston's empty stock came from Willesden carriage sidings, Euston downside and upside carriage sidings. The normal method of operation from the downside carriage sidings was for the ECS to be placed in one of the backing-out roads by one of the 3F 0-6-0 pilots. The pilot was uncoupled and the ECS would then run by gravity into the platforms under the control of two shunters. In a few instances it was hauled in.

ECS from the upside carriage sidings was also allowed to run in by gravity although, again, in some instances it was hauled in.

This timetable utilises an extra pod of 3F 0-6-0 pilots to propel the gravity operated ECS into platforms. These pilots, although timetabled, can then be expediently disposed of as their function is only to assist 'gravity operated' stock. The reason for that, is because if stock was hauled in, an innumerable number of pilots would be needed if each had to remain in the platform until the outgoing train had departed. In a number of instances, the pilots are diagrammed for additional work before returning to the carriage sidings.

The locos bringing in ECS from Willesden retain their 'target' code (0Wxx) throughout the timetable, except when locos are changed or when allocated additional work. Similarly with the Camden pilots. The code 0Pxx is retained.

Several trains are too long to fit completely into a platform. In such cases it is necessary to manually set the points to the next outgoing signal. When that signal is cleared, the train will start.

(See also Local Information)

There are a number of minor timing changes to suit the layout. ECS was often banked out of Euston, however such operations cannot be undertaken on the simulation. To this end, disposal times of some ECS have been adjusted to facilitate the departure of incoming locos before an arrival is scheduled to use the same platform.

The generous recovery time on the southern portion of the West Coast main line into Euston for incoming trains is reflected in the early arrivals of many trains, some of which are allowed 'congestion time' approaching Euston to avoid late arriving late. Loco movements have also been given generous arrival and departure times.

In almost all instances, the actual diagramming of the class / type of loco and its home depot has been followed.

Unlike many timetables, arrival times, other than auto-generated times, have not been given. The focus here is to "look after the trains and on-time arrivals will look after themselves". With the varied choice of routes available, a particular recommended route is not suggested, nor are the signals from which to reverse locos, except in one or two instances; the choice is left to the operator.

Llandudno Junction Timetable

[LL1] Summer Saturday 1977

The Timetable is set on a busy Summer Saturday with day trippers and holidaymakers taking full advantage of the many services on offer. These are hauled by Class 25s, 40s, 47s and various DMUs - along with the odd surprise.

After some sporadic overnight services, the day soon gets going with the locos and stock arriving at Llandudno to form the morning long distance services. Things quieten down for a while before the first of the long distance services to Llandudno arrive. Later in the day these services depart back to destinations across the UK after the carriage sidings at Llandudno and Llandudno Junction have serviced the stock. While this goes on, local DMU services and loco-hauled freight and passenger services to/from Holyhead are running throughout the day. Some services split/join or run-round at Llandudno Junction to add to the variety!

The 1977 track layout was a little different from the 1950s layout presented here. Most obvious is that Platform 4, 2B, 3B and 4B at Llandudno Junction were not in use. However, to facilitate taking these out of service some additional routes where been made available, especially from the Blaenau Ffestiniog branch, and therefore without these in place it has been necessary, on occasion, to use Platform 4 in the simulation.

I've made use of the Goods Yard at Llandudno to store a DMU with a long layover during the day. In reality, by 1977 this remained only as a siding. Also, the south connection to Llandudno Yard CS was disconnected long before 1977 so ECS from the Yard had to be propelled out of the West exit into the station at Llandudno before going forward.

Also, of interest is that in 1977, Conway station had been closed for 11 years. Of course, it later reopened in 1987.

[LL2] September Weekday 1964

It is always interesting to see what motive power was around 50 yrs ago.

Here we have a case in point, steam locos gradually being infiltrated by diesel locos and DMUs. Four years later, steam locos were no longer operating in the Llandudno area.

This timetable is derived from the passenger working timetable dated 7th September-13th June 1964 and the freight working timetable dated 1963-1964. Some timings have been amended slightly to avoid conflicts and allow a smooth operation.

Newcastle Timetable

[NC1] September 6th 1967

1967 saw quite a few changes around Newcastle.

In June of that year, the Tyneside electric services, after many years, finally succumbed to progress and were replaced by diesel multiple units, albeit suffering increased journey times.

These invaded the former electric sheds at Gosforth for servicing and storage.

At the same time, the elimination of steam locomotives in the North East was rapidly coming to a close.

The reasoning behind this date of the timetable is due to the fact that a limited number of these steam locomotives are used on goods services passing through Newcastle.

Sadly, they were all withdrawn 3 days later after many years of service.

Newton Abbot Timetable

[NA1] Saturday August 12th 1950

A very busy Summer Saturday at the height of the season with all manner of locos pressed into service to accommodate the holiday crowds.

There are still a considerable number of freight movements and local trip workings to attend to also.

[NA2] Summer Saturday 1957

Publications used to compile this simulation are :

- BR Passenger timetable (WR) 17th June 1957 to 15th September 1957.

- A book entitled 'Saturdays in the west' by David St. John Thomas and Simon Roxburgh-Smith.

This particular book is based on the actual day chosen for this simulation and on this day there were observers taking notes at a few locations on the route which gave me a lot more information not contained in the timetable.

Notes about this simulation.

By 1957 Goodrington freight sidings (Happy Valley) had been expanded and was used to store summer Saturday holiday stock as was the case with Exminster freight sidings. These Summer Saturday rakes were only used 6 times a year for the peak holiday season and are utilised in this simulation.

There are few freight and parcel trains as was the case on this particular day and these trains have the actual locos used as do many of the passenger trains and also the pilots for the south Devon banks.

Northallerton Timetable

[NN1] Weekday July 1963

Quite a lot of changes since the standard timetable.

The Hawes branch no longer sees passenger trains and only one return working of a parcels train to Leyburn. The Ripon - Harrogate line is still open, but only just, it was to go the same way, closed to passenger trains in 1967 and freight in 1969.

Major changes have taken place at the start of the decade regarding motive power; diesel locomotives and diesel multiple units are steadily taking over from steam, albeit lots of steam workings still around.

Changes too regarding freight yards. Major freight yards have been established in the area, such as Tees Yard, Tyne Yard, Healey Mills and further afield Tinsley and Carlisle Kingmoor. This timetable reflects all those changes.

Plymouth Timetable

[PL1] June Weekday 1911

Unlike the Standard Timetable which has North Road and Friary as the two main stations, in 1911 the main station for the GWR was at Millbay and North Road became a shared station with the LSWR.

Millbay had not only the station, but extensive goods facilities and an MPD in addition to the facilities in use at Laira.

The simulation portrays a South Straight shed at Laira which was not built until 1931 and therefore is not used in this timetable. The marshalling yards at Tavistock Junction were just a future dream, not being constructed until 1916, so, again, not used in this timetable.

The station layout at North Road was minus platforms 8, 6 and 2 and there was only 1 loco spur at North Road East Sidings holding 1 loco rather than the 4 sidings portrayed in the simulation. Facilities for pilot or banking locos not being available at Tavistock Junction, this loco spur was used for pilot locos ready to be attached to east bound trains attacking Hemerdon Bank, whilst Laira MPD supplied pilots and bankers for trains emanating from the various east bound yards there. In addition, the Down Loop line to the west of Platform 3 was a truncated spur and not a through line as depicted in the simulation.

There was a heavy use by both the GWR and the LSWR of steam rail motors on the local services with the GWR being one class, whilst the LSWR conveyed both first and third class passengers. LSWR used push-pull motors (later called autotrains) on the Friary - St Budeaux services.

Salisbury Timetable

[SY1] Weekday 1909

Salisbury in 1909 was rather different from the standard timetable; being served by two different companies, namely the London and South Western Railway and the Great Western Railway.

Each of these companies had their own station, goods facilities and MPD, although there were some freight movements from the GWR in to LSWR yards using the Exchange Siding.

I have treated the GW station as being accessed via the GW Arrival line and owing to no direct access without reversals and shunting for goods trains from the GW line to the Goods Yard and Goods sidings, these trains reverse into the Exchange Siding and then continue on from there.

Salisbury was a fairly busy station even in those far off days and this is reflected by the many loco changes and light engine movements in and around the two stations.

Most trains on the LSWR required a change of loco at Salisbury. Being a weekday, there are a considerable number of freight trains either passing through or terminating in the yards.

There are also through trains from Cardiff and Bristol to Portsmouth using the LSWR station which require a change of loco at Salisbury.

Taunton Timetable

[TN1] October Saturday 1949

This timetable is based upon the Exeter Division 1949 Service Timetable dated 26th September onwards.

Being a Saturday only timetable there are quite a few overnight trains principally from the North and naturally extra trains from Paddington to the holiday resorts during the day.

York (1951 Layout) Timetable

[YK1] September Weekday 1967

York always was and probably always will be a busy place.

This is a faithful rendering of 2 timetables...1 for passenger trains dated 4 September 1967-5 May 1968 and 1 for freight movements (of which there were many), dated 6 March 1967-1 October 1967.

SPECIAL SERIES

The PC-Rail Special Series includes a very varied selection of simulations, based in various locations, including non-UK ones.

Sydney Timetable

[X1] Easter Tuesday 2000

A very busy special timetable put on for the period of the Royal Easter Show, at Olympic Park, and the ANZAC Day public holiday. With an average of over 46 trains an hour over 12 hours ... need we say more?

APPENDIX B

Timetable Specifications					
Ref Code	Title	No. of Trains	Hours	Date released	Author
	Heritage Series				
P1	Barnham 1979/80 Weekday	269	24		Dave Blick
P2	Barnham 1953 Summer Weekday	240	19.7		P Mould
P3	Barnham 1997 Weekday	270	19.4		A Rispoli
P4	Barnham 2002/03 Saturday	313	24		R Weststrate
P5	Barnham 1995 Weekday	280	24		A Major
P6	Barnham 1975 Weekday	260	24		A Major
P7	Barnham 1930 Weekday	184	24		A Majors
P8	Barnham 1987/88 Weekday	220	17.8		R Roberts
I1	Bath Green Park Summer Saturday 1961	165	24		
I2	Bath Green Park Summer 1970	101	24		
I3	Bath Green Park Weekday 1922	98	17.4		
I4	Bath Green Park Weekday 1951	180	24		
V1	Ely North Junction Weekday 1968	222	24		
V2	Ely North Junction Weekday 1947	182	24		
V3	Ely North Junction Weekday 1988/89	190	24		
HW1	Halwill Junction Summer Saturday 1961	62	15	31/10/13	P Mould
O1	Kettering Junction Saturday August 1957	77	8.2		
O2	Kettering Junction Saturday 1933	143	14		
C1	Wigston North Junction Weekday 1950	294	24		
	Modern Series				
NS1	Birmingham New St September Weekday 1991	831	24	28/07/13	P Mould
J1	Brighton Summer Saturday 1956	276	8		
J2	Brighton Summer Weekday 1997	305	11.3		
J3	Brighton Summer Saturday 1997	529	20.1		
J4	Brighton Summer Weekday 1979	516	19		
J5	Brighton Summer Sunday 1979	389	18.6		
J6	Brighton Weekday 1973/74	543	24		
J7	Brighton Weekday 1953	743	19.8		
J8	Brighton Summer Weekday 2001	642	24		
J9	Brighton Summer Weekday 2004	624	24		
JA	Brighton Weekday 1975	605	24		
JB	Brighton Weekday 1995	533	24		
JC	Brighton Weekday 2007	762	24		
JD	Brighton Summer Weekday 1912	667	24	25/06/16	A Duckworth
CD1	Cardiff June Weekday 2014	980	24	27/10/16	A Duckworth
N1	Carlisle 1963/64	470	24		
N2	Carlisle Weekday 1990/91	248	24		
N3	Carlisle Weekday 1996	221	24		
N4	Carlisle Weekday 1976/77	251	24		

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N5	Carlisle Weekday 1956/57	571	24		
N6	Carlisle Weekday 2000/01	265	24		
N7	Carlisle Weekday 2007	267	24	01/01/08	I Birch
N8	Carlisle Weekday 1966	461	24	03/04/16	A Duckworth
E5	Crewe Summer Saturday 1943	363	24		
E6	Crewe Summer Saturday 1952	438	24		
E8	Crewe Weekday 1984/85	472	24		
EA	Crewe Winter 1957/58	430	24		
ED	Crewe Summer Weekday 1996	460	24		
EE	Crewe Weekday 2001/02	484	24		
EG	Crewe Summer Weekday 1992	418	24		K Thompson
EH	Crewe Summer Weekday 1991	462	24	05/12/13	D Palmer
EJ	Crewe July Saturday 1980	567	24	22/06/15	A Duckworth
R1	Darlington Weekday 1993	224	24		
R2	Darlington Weekday 2003/04 Diversion	374	24		
R3	Darlington Weekday 1922	284	24		
R4	Darlington Weekday 2007	255	24		
R5	Darlington Weekday 1963	361	24	10/09/12	A Duckworth
R6	Darlington Winter Weekday 2016	308	24	28/06/18	M Mawson
R7	Darlington May Weekday 2014	322	24	22/01/19	A Duckworth
DY1	Derby Weekday 1987	390	24	04/04/16	D Palmer
DY2	Derby Weekday 2014	492	24	21/05/18	A Duckworth
G3	Didcot Weekday 1983/84	408	24		
G4	Didcot Weekday 1964/65	354	24		
G5	Didcot Weekday 1968/69	337	24		
G6	Didcot Summer Saturday 1995	217	18.5		
G7	Didcot Weekday 1998	486	24		
G8	Didcot Summer Saturday 1955	425	24		
G9	Didcot Summer Weekday 1999	428	24		
GA	Didcot Weekday 1987/88	370	24		
GB	Didcot Summer Saturday 2003	349	24		
GC	Didcot Summer Weekday 1953	360	24		
GD	Didcot Weekday 1975	406	24		
GE	Didcot Sunday Engineering 2008	140	16	25/03/08	M Taylor
GF	Didcot Saturday 1960	410	24	30/12/13	A Duckworth
GG	Didcot September Weekday 1948	363	24	13/06/17	A Duckworth
GH	Didcot Weekday 2016	526	24	21/05/18	A Duckworth
EW1	Edinburgh Waverley Eureka Summer 2011	893	24	29/05/12	P Poole
EW2	Edinburgh Waverley Easter Sunday 2012	432	17	16/02/13	P Poole
EW3	Edinburgh Waverley July Weekday 2016	950	24	15/12/18	A Duckworth
GQ1	Glasgow Queen St. Summer Weekday 2011	445	24	22/01/12	K McCormick
GC1	Glasgow Central	1156	24	22/09/18	A Duckworth
U2	Guildford Summer Saturday 1949	495	20		
U3	Guildford Summer Weekday 1909	313	24		
U5	Guildford Saturday 1999	423	19		
U6	Guildford Weekday 1968	408	24		

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U7	Guildford Summer Weekday 2004	474	24		
U8	Guildford June Weekday 2014	478	24	20/04/17	A Duckworth
T1	Ipswich Weekday 1977/78	191	24		
T2	Ipswich Weekday 1974	227	24		
T3	Ipswich Weekday 1988/89	226	24		
T5	Ipswich Weekday 1999	356	24		
T6	Ipswich Weekday 1967/68	252	24		
T7	Ipswich Weekday 2001/02	415	24		
T8	Ipswich Weekday 1947	323	24		
T9	Ipswich Weekday 1951/52	398	24		
TA	Ipswich Weekday 2018	394	24	28/02/19	A Duckworth
AF1	Kings Cross 1968 MX	763	24		
AF2	Kings Cross 1980 SX	715	24		
AF4	Kings Cross February Sunday 2017	488	24	16/01/19	A Duckworth
L1	Leicester Weekday 1969	122	8		
L2	Leicester Saturday 1969	121	8		
L3	Leicester Weekday 1986	164	12.9		
L4	Leicester Weekday 1976/77	296	24		
L5	Leicester Saturday 1967/77	251	24		
L6	Leicester Summer Saturday 1994	147	16.5		
L7	Leicester Winter Weekday 1995/96	213	16.9		
L8	Leicester Weekday 2009	307	24		C Sansome
L9	Leicester Weekday 2012	339	24	13/01/13	R Ashmore
LA	Leicester Saturdays July 1991	196	24	10/10/17	A Duckworth
A1	Lewisham Weekday 1997	464	10.2		
A2	Lewisham Winter 1987/88	456	14		
A3	Lewisham Weekday 2002	1013	24		
A4	Lewisham July Weekday 2014	1106	24	23/08/18	A Duckworth
K2	Liverpool Lime St. Sunday 1994	196	16.4		
K4	Liverpool Lime St. Weekday 1976/77	425	24		S Murray
K5	Liverpool Lime St. Summer Weekday 1996	432	24		F Sabate
K6	Liverpool Lime St. Summer Sunday 1995	206	24		F Sabate
K7	Liverpool Lime St. Summer Weekday 1992	395	18	31/08/11	K Thompson
AC2	London Paddington Weekday 1969	511	24		
AC3	London Paddington Weekday 2005	820	24		
AC4	London Paddington Winter Sunday 1995	248	24		F Sabate
AC5	London Paddington Winter Weekday 1996	585	24		F Sabate
AC6	London Paddington Summer Weekday 1998	758	24	29/07/12	F Sabate
AC7	London Paddington July Saturday 2014	760	24	24/09/18	A Duckworth
AC8	London Paddington September Weekday 1960	708	24	15/12/18	A Duckworth
SP1	London St. Pancras Winter Weekday 1989/90	369	24	30/01/17	D Palmer
SP2	London St. Pancras Winter Sunday	116	24	12/05/17	D Palmer

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	1990				
SP3	London St. Pancras Weekday 1992	376	24	21/05/18	D Palmer
CF1	North Lancashire July Weekday 2014	304	24	15/02/18	A Duckworth
AE2	Norwich Weekday 1968	288	24		
AE3	Norwich Winter Weekday 2010	313	24	20/12/10	R Ashmore
AE4	Norwich Winter Weekday 2016	305	24	20/10/12	M Mawson
PM1	Portsmouth June Weekday 2014	488	24	16/10/15	A Duckworth
PN1	Preston Summer Weekday 1992	351	17		K Thompson
PN2	Preston Weekday 2009	493	24		I Birch
PN3	Preston Weekday 1994	409	24	09/06/11	I Birch
PN4	Preston Summer Saturday 1988	408	24	28/10/12	I Birch
PN5	Preston October Weekday 2014	538	24	13/03/17	A Duckworth
PN6	Preston September Weekday 1973	465	24	01/11/18	A Duckworth
RG1	Reading Summer Saturday 1955	806	24		P Mould
RG2	Reading Summer Weekday 1991	944	24		A Wrightson
RG3	Reading Summer Friday 1994	851	24		A Wrightson
RG4	Reading Summer Saturday 1968	568	24	16/12/13	K Logan A Duckworth
AB1	Rugby Weekday 1968	418	24		
AB2	Rugby Weekday 2002/03	382	24		
AB3	Rugby Winter 1992/93	351	24		
AG1	Sheffield Weekday 1950	490	24		P Dean
AG2	Sheffield Weekday 2006	194	7		R Ashmore
AG3	Sheffield Summer Saturday 2007	503	24		I Birch
AG4	Sheffield Winter Saturday 1988/89	427	24	20/12/10	D Palmer
AG5	Sheffield Winter Saturday 1993/94	436	24	30/11/11	D Palmer
AG6	Sheffield Winter Weekday 1982/83	375	24	25/09/13	D Palmer
SO1	Southampton June Weekday 2014	535	24	06/03/18	A Duckworth
SD1	South Devon July Weekday 2017	318	24	11/10/18	A Duckworth
SK1	Stockport May Weekday 2018	557	24	04/10/19	A Duckworth
SC1	Sussex Coast Summer 1912	438	20	22/08/15	A Duckworth
F1	Trent Weekday 1970	482	24		
F4	Trent Weekday 1980/81	333	24		
F5	Trent Saturday 1980/81	226	24		
F6	Trent Winter Weekday 1995/96	259	24		
F7	Trent Winter Weekday 1991/92	333	24		
F8	Trent Weekday 1950	383	24		
F9	Trent Weekday 2009	437	24		R Ashmore
WN1	Warrington BQ Weekday 2009	747	24	03/03/16	I Birch
WN2	Warrington BG Summer Weekday 2015	743	24	05/12/16	P Poole/ A Sugden.
WA1	Waterloo Weekday 1984	1296	24	01/09/12	D Palmer
WA2	Waterloo Weekday 1993	607	8	15/01/13	D Palmer
D6	Westbury Weekday 1996	188	24		
D7	Westbury 1946/47	268	24		
D8	Westbury Weekday 1987/88	169	24		
D9	Westbury Saturday 1955/56	241	24		
DA	Westbury Diversion 1990	381	24		
DB	Westbury Weekday 1989/90	238	24		
DC	Westbury Weekday 2009/10	220	24		G Willes

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Additional Information

DD	Westbury August Saturday 1950	297	24	07/02/14	A Duckworth/K Logan
DE	Westbury August Weekday 2014	298	24	26/10/18	A Duckworth
H5	York 1943	380	24		
H6	York Weekday 1996	375	24		
H7	York Weekday 1949/50	633	24		
H8	York Summer Saturday 1996	310	17.7		
H9	York Summer Saturday 1950	700	24		
HA	York Summer Sunday 1950	269	24		
HB	York Weekday 1967/68	588	24		
HC	York Weekday 2001/02	475	24		
HD	York Summer Weekday 2009	463	24		P Poole
HE	York Weekday 1974	326	24		P Nash
	Nostalgia Series				
BA1	Basingstoke Summer Weekday 1909	420	24	23/08/12	A Duckworth
BX1	Bradford Exchange Weekday October 1961	601	24	04/04/16	A Sugden
CM1	Cheltenham Early BR Weekday 1948-50	399	24	28/08/11	P Mould
CM2	Cheltenham Weekday 1963	263	24	04/01/19	A Duckworth
CH1	Chester May Weekday 1959	1256	24	28/03/18(r)	R Young
DR1	Doncaster 1968 Saturday	374	24		P Mould
DR2	Doncaster 1986 Weekday	396	24		D Palmer
EX1	Exeter Central Summer Saturday 1932	434	24	21/03/13	A Duckworth
EX2	Exeter Central Summer Saturday 1961	530	24	01/05/14	R Pleasant & A Sugden
EU1	London Euston Weekday 1975/76	899	24	16/02/13	A Armitage & A Sugden
EU2	London Euston Saturday 1975/76	757	24	23/01/13	A Armitage & A Sugden
EU3	London Euston Sunday 1975/76	368	24	23/10/12	A Armitage & A Sugden
EU4	London Euston Winter Weekday 1956	949	24	29/08/18	A Sugden
LL1	Llandudno Jct Summer Saturday 1977	176	24	09/08/11	Kevin McCormick
LI2	Llandudno Jct September Weekday 1964	259	24	19/01/17	A Duckworth
NC1	Newcastle September 6th 1967	805	24	25/05/14	A Duckworth
NA1	Newton Abbot Saturday August 12th 1950	621	24	14/11/14	A Duckworth
NA2	Newton Abbot Summer Saturday 1957	392	24	18/09/15	D Howell
NN1	Northallerton Weekday July 1963	244	24	27/02/17	A Duckworth
PL1	Plymouth June Weekday 1911	692	24	22/02/15	A Duckworth
SY1	Salisbury July Weekday 1909	604	24	19/08/16	A Duckworth
TN1	Taunton October Saturday 1949	474	24	01/07/13	A Duckworth
YK1	York (1951 Layout) September Weekday 1967	668	24	20/05/18	A Duckworth
	Special Series				

X1	Sydney Easter Tuesday 2000	568	12.4		
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