

Timetable for Trackattack Preston based on Saturday, summer 1964

This timetable is taken from the summer 1964 public timetable, with times generally correct at Preston and adjusted for running times at Lancaster and Kirkham. This was the final summer of Blackpool Central.

Major changes made from the public timetable

The Lancaster - Morecambe service is from 1973, in 1964 trains came up from Green Ayre into the loop at Lancaster Castle

Trains for the Preston - Southport service are sent out on the Ormskirk line.

All north - Blackpool services reverse in the station, in reality 3 of the 6 ran around the loop at Lostock Hall and back again.

Adjustments for Trackattack

Trackattack does not allow portions, so these are generally run as two separate trains, which happened from time to time anyway.

Direct trains to Blackpool South and Central are shown as 'BNOR', as the junction is just off on the Blackpool North line, as is the Fleetwood branch. Trains via Lytham are of course shown as 'BSOU' although again they would ultimately end up at Central.

Liverpool trains are all shown as 'ORMS', the only destination on that line.

Many holiday trains do not show the correct destination and are simply 'WIGN' or 'BRAD'.

Use of the timetable

In order for empty stock to be correctly positioned start times of 0100, 0700, 1300 and 1900 are recommended. There are no 'fatal' start times. Be very careful with empty stock from the yards to Preston or the bays. If the train is not clear north or south of the station ready to reverse in before ceasing to be 'FREE', it will get stuck level with the station and refuse to move. Three light engines are recommended for this timetable, obtained by pressing 2,3,4 or 5.

Historical Notes

The layout of Preston station now, and as simulated, is very different to that in 1964. The parcels island platform was in public use, the current platform 6 was for trains over the western 'East Lancashire' station along with a further large island of which platform 7 is the only remainder. This island had 3 south-east facing bays and the lines ran out across the shop car parking area into Miller Park where it can be followed today.

The line to Southport was open in 1964 as well as a complicated set of junctions south of Preston allowing access to either part of the station and through Blackburn - Southport / Liverpool trains. This also allowed through north - Blackpool trains to run without reversing.

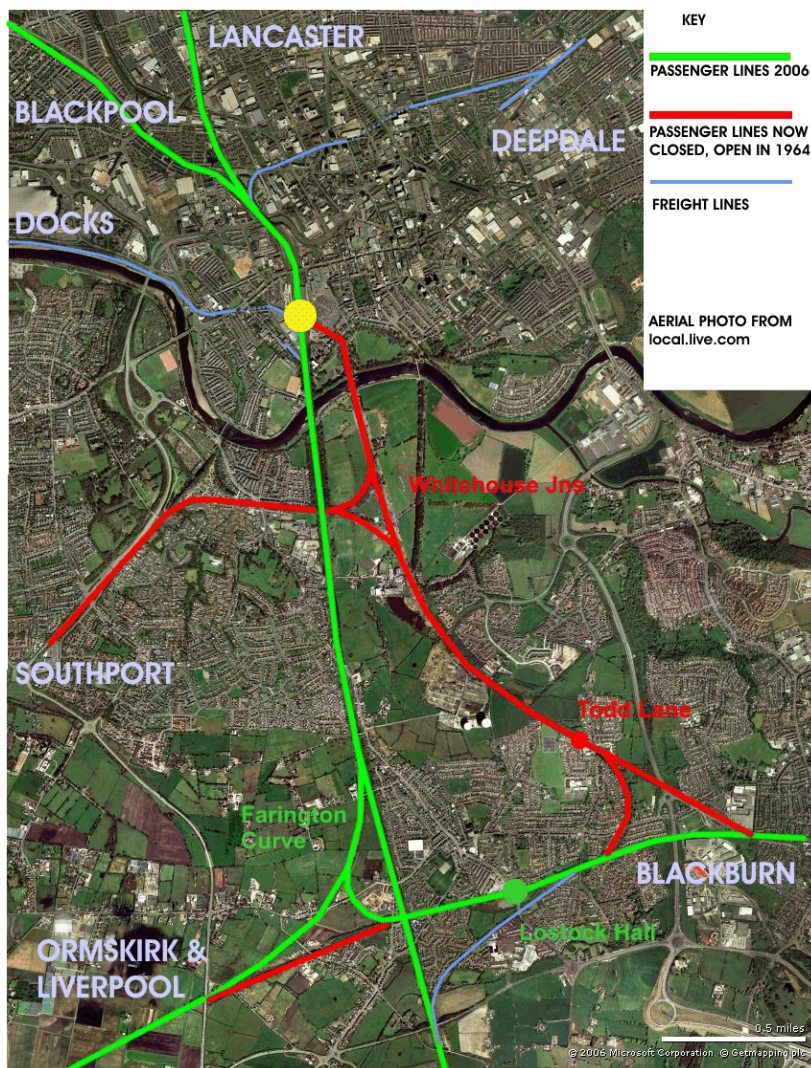
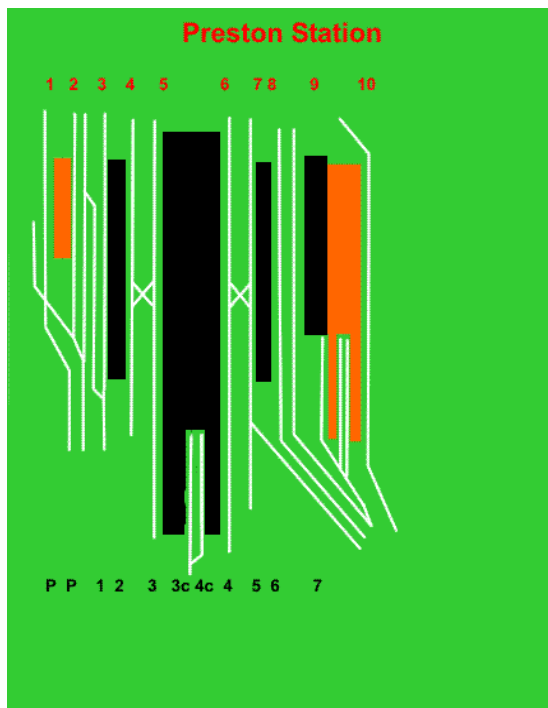
Away from Preston in 1964 there were 4 tracks to Kirkham and the Lytham line could be accessed from the fast lines bypassing the station. Liverpool services ran via Ormskirk to Liverpool Exchange. Manchester stations were Victoria via Chorley, and Exchange via Wigan, Manchester Piccadilly has only been only being accessible via the Windsor link from the 1990's. The Colne line extended through to Skipton, while very little apart from holiday trains ran to Hebden Bridge via Copy Pit, just 3 a day plus local trains to Todmorden.

The 1964 timetable does however 'fit' into the 1980's station as simulated with only a few minor timing changes, although there are no additional Blackpool services, stock and loco workings or many excursions in the simulation. At times platforming will need to be creative to say the least. A fair proportion of trains would still have been steam hauled in 1964 and many more trains would have needed engine changes than are in the simulation. A random selection of parcels and freight services have been added, these are not historically accurate.

Platforms in Use

Station	Platforms 1964	Platforms 1990
Preston	10 through plus 5 bays. 2 long through platforms split with scissors crossings	6 through, plus 2 bays Platform 7, and the parcels platform '0' has also seen some use
Blackpool South	4 through	1 bay
Blackpool Central	6 main, 8 in adjacent 'excursion' station	Closed
Blackpool North	6 main, 8 in adjacent 'excursion' station	8 - the former excursion platforms

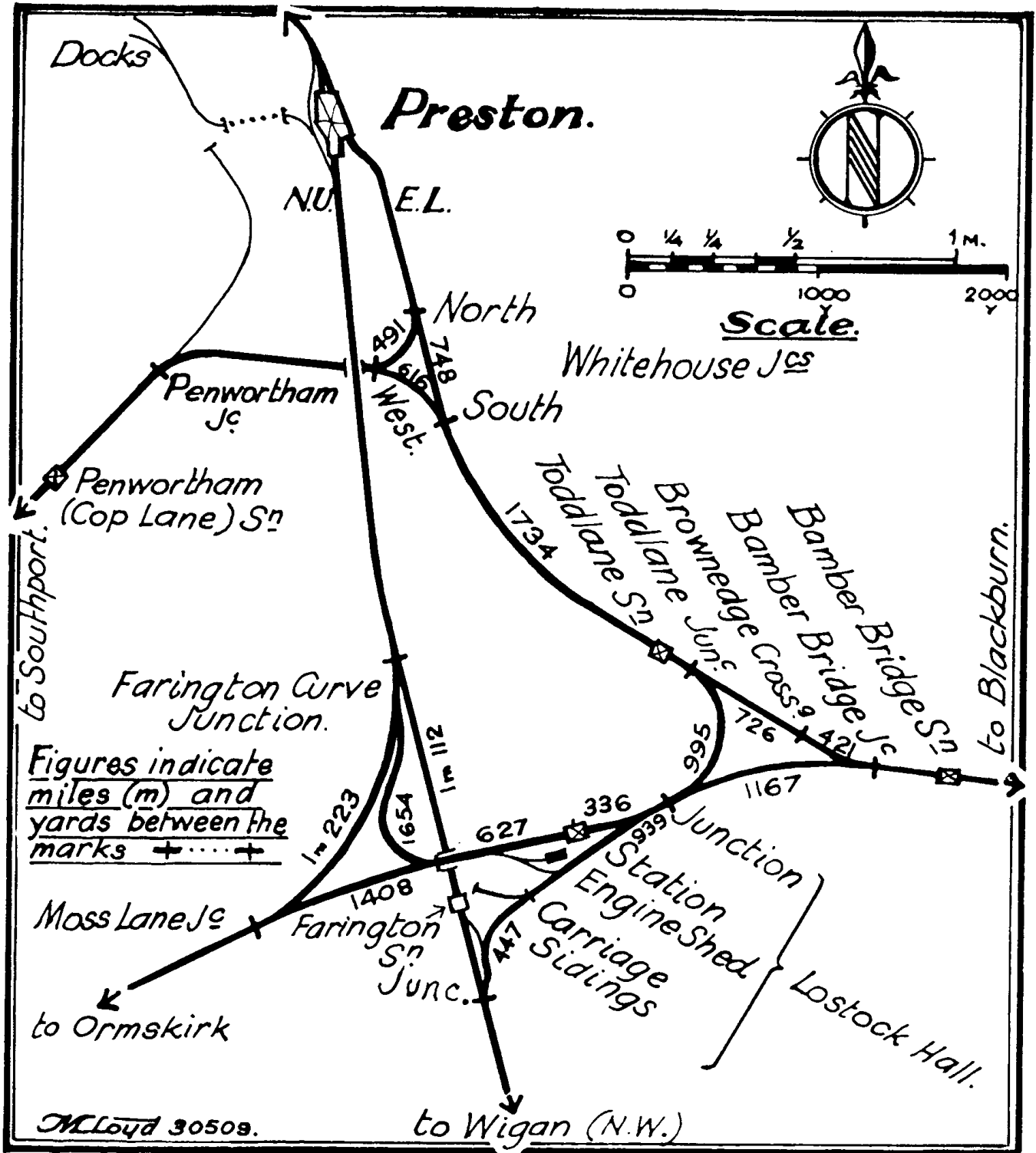
Preston station and the rail network south of Preston are shown below. The platforms and numbers from 1990 are shown in black.



SATURDAY TRAINS TO & FROM BLACKPOOL USING UNUSUAL ROUTES

The following information is extracted from the 1963 edition of 'Branch Lines - Passenger Train services over unusual sections' compiled by Richard Maund and originally published in the Journal of the Stephenson Locomotive Society (copyright reserved). The compilation continues to this day as 'Passenger Train Services over Unusual Lines - listing regular passenger trains over obscure rail routes in the British Isles' - visit <http://www.psu4all.free-online.co.uk/>

It details the trains running in 1963 which, apart from a West Hartlepool service, are the same as in 1964 and the timetable written for Trackattack. To use the correct Trackattack destination codes many trains could not show their actual destinations but are lumped together as 'Leeds' or 'Wigan' and so on.



Lostock Hall Engine shed Junction is immediately north of the site of Farington station.

The map above showing the lines south of Preston is reproduced with permission from the Stephenson Locomotive Society, it accompanied the following article in July 1963

Curves local to Preston

Moss Lane Junction - Farington Curve Junction - Preston (N.U.) i.e. west side of station

Moss Lane Junction - Lostock Hall - Todd Lane Junction - Preston (E.L.) i.e. east side of station)

Trains from or for the Ormskirk line, to or from Preston or beyond, travel via Farington Curve Junction, unless calling at Lostock Hall or Todd Lane Junction.

Exceptionally, the following train is non-stop via Lostock Hall and Todd Lane Junction: —

9-50 a.m. SO Liverpool Exchange—Blackpool Central (until 6th July and from 24th August)

Bamber Bridge Junction - Todd Lane Junction - Preston (E.L.)

Bamber Bridge Junction - Lostock Hall - Farington Curve Junction - Preston (N.U.)

Trains from the Blackburn line, to Preston or beyond, travel via Farington Curve Junction, unless calling at Todd Lane Junction.

Exceptionally, the following trains travel non-stop via Todd Lane Junction : —

J 9-15 a.m. SO Bradford Exchange—Blackpool Central

D 9-10 a.m. SO Colne—Blackpool Central

4-30 p.m. SO Colne—Blackpool Central

12-52 p.m. SO Leeds Central—Blackpool Central

9-12 a.m. SO Lincoln Central—Blackpool Central

In the opposite direction all trains travel via Todd Lane Junction, except: —

D 11-20 a.m. SO Blackpool Central—Newcastle

Bamber Bridge Junction - Lostock Hall - Moss Lane Junction

5-32 p.m. Blackburn—Liverpool Exchange

J 8-08 a.m. SO Colne—Liverpool Exchange

8-26 a.m. Skipton—Liverpool Exchange

9-10 a.m. SO Liverpool Exchange—Blackburn

J 2-00 p.m. SO Liverpool Exchange—Colne

Todd Lane Junction - Lostock Hall - Farington Curve Junction

J 10-35 a.m. SO Blackpool Central—Perth and Edinburgh Princes Street

D 10-35 a.m. SO Glasgow Central—Blackpool Central

Farington Curve Junction - Lostock Hall - Todd Lane Junction

D 8-50 a.m. SO Blackpool Central—Glasgow Central

Whitehouse South Junction - Whitehouse West Junction (28ch.)

1-25 p.m. SO Blackburn—Southport Chapel Street

5-25 p.m. Blackburn—Southport Chapel Street

8-58 a.m. SO Colne—Southport Chapel Street

11-16 a.m. SO Colne—Southport Chapel Street

8-00 a.m. Southport Chapel Street—Accrington

5-32 p.m. Southport Chapel Street—Accrington

9-00 p.m. SO Southport Chapel Street—Accrington

Rare lines used by Blackpool services across the country

Crewe 'Independent' lines Basford Hall Junction - Salop Goods Junction - Crewe Coal Yard (2m. 48ch.)

10-00 a.m. SO Birmingham New Street—Blackpool North

J 1-55 p.m. SO Blackpool North—Coventry.

Crewe 'Independent' lines : Gresty Lane No.1 - Salop Goods Junction - Crewe Coal Yard (1m. 36ch.)

J 7-35 a.m. SO Cardiff General—Blackpool North

J 9-15 a.m. SO Blackpool North— Cardiff General

Parkside No.1 - Lowton Junction (36ch.)

D 9-06 a.m. SO Eccles—Blackpool North

Wigan NW Avoiding ('Whelley') line : Hindley North No.2 - De Trafford Junction - Standish Junction (4m. 29ch.)

10-55 a.m. SO Manchester Victoria— Blackpool North and Fleetwood

J 9-26 a.m. SO Sheffield Victoria—Blackpool North

Ashburys West Junction - Miles Platting Philips Park No.1 (1m. 78ch.) Trains via Woodhead

J 9-26 a.m. SO Sheffield Victoria—Blackpool North

J 2-57 p.m. SO Blackpool North—Sheffield Victoria

Wigan NW Avoiding ('Whelley') line : Hindley South - De Trafford Junction - Standish Junction (5m. 26ch.)

8-25 a.m. SO Leicester London Road—Blackpool North
 J 7-22 a.m. SO Nottingham Midland—Blackpool North
 J 8-50 a.m. SO Sheffield Midland—Blackpool Central
 J 12-48 p.m. SO Blackpool North—Leicester London Road
 J 2-10 p.m. SO Blackpool North—Nottingham Midland
 J 2-45 p.m. SO Blackpool North—Leicester London Road

Cheadle Heath North Junction - Cheadle Junction (37ch.) Trains via Edale or Matlock

8-25 a.m. SO Leicester London Road—Blackpool North
 J 7-22 a.m. SO Nottingham Midland—Blackpool North
 J 8-50 a.m. SO Sheffield Midland—Blackpool Central
 J 12-48 p.m. SO Blackpool North—Leicester London Road
 J 2-10 p.m. SO Blackpool North—Nottingham Midland
 J 2-45 p.m. SO Blackpool North—Leicester London Road

Dore & Totley South Junction - Dore & Totley West Junction (19ch.)

J 7-22 a.m. SO Nottingham Midland—Blackpool North
 J 2-10 p.m. SO Blackpool North— Nottingham Midland

Stalybridge No. 4 - Micklehurst - Diggle Junction (6m. 60ch.)

J 8-17 a.m. SO Morley Low—Blackpool Central

Burscough Bridge - Burscough Junction (31ch.)

D 9-10 a.m. SO Southport Chapel Street—Glasgow Central

Hall Royd Junction - Stansfield Hall (21ch.) Trains via Copy Pit

J 9-15 a.m. SO Bradford Exchange—Blackpool Central
 7-52 a.m. SO Castleford—Blackpool Central
 J 8-10 a.m. SO Hull—Blackpool Central
 8-36 a.m. Leeds Central—Blackpool Central
 12-52 p.m. SO Leeds Central—Blackpool Central
 9-12 a.m. SO Lincoln Central—Blackpool Central
 7-52 a.m./ 8-10 a.m. SO Sheffield Midland—Blackpool North
 D 10-45 a.m. SO Blackpool Central—Lincoln
 1-15 p.m. SO Blackpool Central— Bradford Exchange and Leeds Central
 1-40 p.m. Blackpool Central—Bradford Exchange
 J 1-42 p.m. SO Blackpool Central—Castleford
 J 2-45 p.m. SO Blackpool Central—Hull
 7-32 p.m. Blackpool Central—Leeds Central
 2-20 p.m. SO Blackpool North— Sheffield Midland

Royston Junction - Thornhill Midland Junction (8m. 13ch.)

7-52 a.m. SO Sheffield Midland - Blackpool North
 2-20 p.m. SO Blackpool North - Sheffield Midland

Thornhill No.1 - Heckmondwike (Central) Junction (2m. 15ch.)

7-52 a.m. SO Castleford Central—Blackpool Central

Low Moor No. 5 - No.1 (23ch.)

7-52 a.m. SO Castleford Central—Blackpool Central

Laisterdyke West - Bowling Junction (1m. 59ch.) Train via GN line south of Bradford

J 8-55a.m. SO Leeds Central—Blackpool Central
 1-15 p.m. SO Blackpool Central—Leeds Central

The following standard notes apply: —

D — Train does not operate for the full period of the time table.

J — Train does not operate for the full period of the time table from July or later.

N — Not advertised in public time tables.