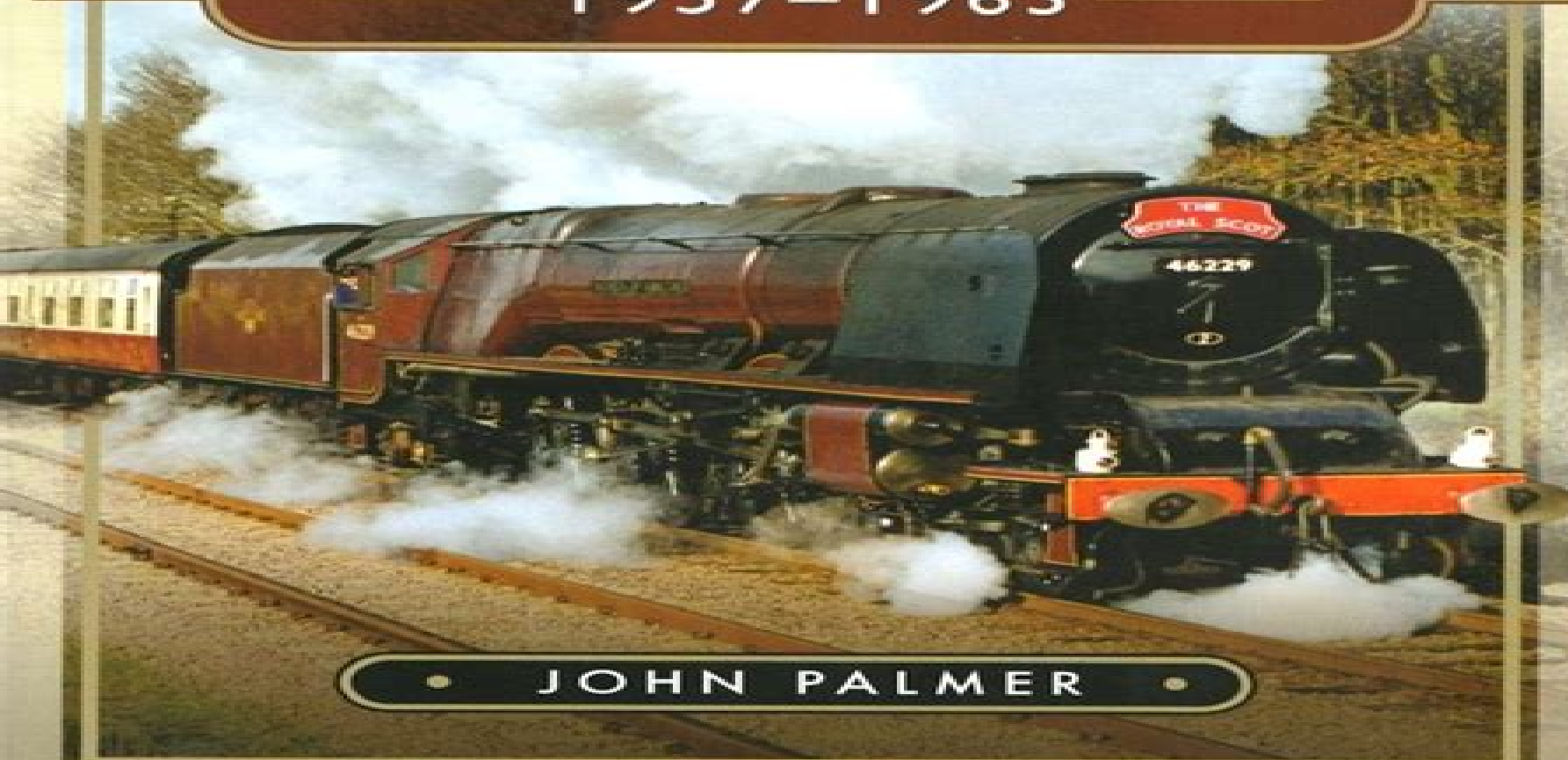


WEST COAST MAIN LINES

1957-1963



• JOHN PALMER •

Main Lines To The West

Herbert Confield Lust



Main Lines To The West:

West Coast Main Lines, 1957-1963 John Palmer, 2022-08-09 Throughout its length from London to Glasgow via Crewe and Carlisle with a loop through the West Midlands and spurs to Holyhead Liverpool and Manchester the West Coast Main Line has consistently provided interest for those many with more than a passing interest in trains and travel This book outlines the history of the route its physical characteristics and sets the scene for the various passenger and goods traffic flows that sustained it it then details the arrangements for motive power and train working through the era of change that was 1957 to 1963 The level of interest as evidenced daily by the presence at the lineside of hordes of young spotters and other observers was particularly high at that time as processions of trains hauled by fine express passenger locomotives and those more suited to other traffic passed by The book also goes behind the scenes to provide insights into the daily and seasonal challenges of managing that section of a wider railway network as directed by the varying terms of relevant legislation and a government increasingly concerned to shape the railways for the changing needs of the public industry and the economy The book will be of particular interest to those who simply recall those days by the lineside those with an interest in detailed arrangements to provide and maintain suitable motive power those with an interest in how the railway served the needs of the nation and modellers who seek information The book is illustrated with color and monochrome images and supported by maps

West Coast Main Line Freight Trains Jonathan Lewis, 2018-03-15 Jonathan Lewis showcases a stunning array of photographs of freight trains as they work the West Coast Main Line

The Modernisation of the West Coast Main Line Great Britain: National Audit Office, 2006-11-22 This NAO report examines how effectively the Strategic Rail Authority Department for Transport and Network Rail turned around the West Coast programme between 2002 and 2006 in terms of delivering outputs and expected outcomes in line with the schedule and targets set by the government and set out in the West Coast Main Line Strategy of June 2003 Three areas were examined in detail how the Strategic Rail Authority Department of Transport and Network Rail addressed the weaknesses in programme management before 2002 to achieve delivery to schedule whether costs have been brought under control whether the programme is delivering its anticipated benefits A number of findings and conclusions have been set out including that the SRA and Network Rail did turn around the programme through an industry supported strategy reducing technology risk through reliance on conventional signalling for most of the upgrade there were some implementation problems in two areas axle counters and computer based interlocking signalling which resulted in an increase in costs in general Network Rail's control of costs has improved but an analysis of its reported and forecast expenditure shows a final programme spend of 8.6 billion with an overspend of around 300 million for renewal work on the west coast route Network Rail is within its overall funding allowance and on course to achieve 70% of the 940 million cost efficiencies assumed by the rail Regulator at present the Strategic Rail Authority provides subsidies on an annual basis to Virgin West Coast of 590 million in 2005/06 period this

amount represents a payment needed to maintain train services and is outside the 8.6 billion the project has delivered journey time improvements with punctuality and train reliability on the West Coast having improved since 2005 in the 2005-06 period passenger journeys on Virgin West Coast grew by over 20% and the remaining work on the programme to 2009 will increase passenger train and freight capacity but the consensus in the rail industry is that around 2015 to 2020 the line will have insufficient capacity to sustain current levels of growth in passenger and freight traffic the overall strategy has delivered passenger benefits from a modernised track but value for money for the programme has not been maximised The report sets out a number of recommendations including that the Department in future should model and appraise costs and benefits for different options for the timing of delivery of the project that the Department and the Office of Rail Regulation should further develop standard definitions for costs for different stages and elements of transport projects where projects propose new technology at significant cost the Department and ORR should ensure that Network Rail draws up a supporting business case addressing costs benefits and possible challenges along with a supporting implementation and maintenance strategy the ORR should ensure Network Rail progresses its plans and adopts best practice strategy and this approach should include a company wide strategy that addresses whole life costs in its investment appraisal project business cases along with improved recording of maintenance and renewals costs for its equipment

The modernisation of the West Coast Main Line Great Britain: Parliament: House of Commons: Committee of Public Accounts, 2007-06-14 When Railtrack first planned the upgrade of the West Coast Mainline it was to have been completed in two phases in 2002 and 2005 used untried signalling technology and cost 2.6 billion In the event the signalling was not installed progress was much slower than anticipated and Railtrack collapsed Network rail took over the project and put in place a more robust strategy to deliver the upgrade in three stages between 2004 and 2008 The first two stages have already been delivered on schedule However the total modernisation cost is likely to be around 8.6 billion and the line will still be prone to overcrowding at peak times and is thus likely to need further investment This report looks at the project on the basis of a report by the Comptroller and Auditor General

Record of Transportation Lines Owned and Operated by and Associated in Interest with the

Pennsylvania Railroad Pennsylvania Railroad, 1926 **Interstate Commerce Commission Reports** United States.

Interstate Commerce Commission, 1936 **The Code of Federal Regulations of the United States of America**, 1949

The Code of Federal Regulations is the codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government **Code of Federal Regulations**, 1968 **Port**

Series, 1926 *Annual Report of the Public Service Commission* New York (State). Public Service Commission, 1926 Some

vols include appendices and accompanying documents **Report of the General Manager of Railways and Harbours**

, 1918 **Guide to North American Railroad Hot Spots** J. David Ingles, 2001 A compilation of the best places to watch

trains in operation across North America Each entry includes a photos general location directions from the nearest highway

list of operating railroads and the type and regularity of trains operating Also includes railroad radio frequencies scenic highlights photography tips safety considerations and other relevant travel information *The Port of New York* United States. Board of Engineers for Rivers and Harbors,1932 **The Port of New York** ,1932 **Special Publication** ,1923

Supplemental Digest of Decisions Under the Interstate Commerce Act Herbert Confield Lust,1927 **Acts of the Legislature of West Virginia** West Virginia,1881 **The Natal Agricultural Journal** ,1909 **Llanelly West to Camarthen** John Hodge,2020-04-30 Llanelly to Carmarthen is the latest addition to an ongoing series about railways in West Wales by railway historian John Hodge This volume looks at the history of the lines in West Wales between these locations taking in the history of the local industry that was once a feature in this area This book covers the each station and main location along the rout with good photographic coverage and interesting long captions explaining the locations significance The work is of interest to railway historians and those who accurately model railways having a good coverage of the subject throughout its pages *Hypsometry* William Bowie,U.S. Coast and Geodetic Survey, Henry Godfrey Avers,1914

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