

WESTBURY 1964 TIMETABLE

Introduction

This timetable is for a summer Saturday in 1964, seeing the intense stream of London - Devon services mixing with the Cardiff / Bristol - Weymouth / Portsmouth services. The timetable runs from 06:00 to 00:10 Sunday (last exit at 02:00)

Locations

Diesel locos, passenger stock and DMU use 'Engine Sidings' while the few steam locos use the steam shed in down yard. More specifically the steam shed was the connection now shown as 'New Sidings' but yard phone calls cannot be set up to force this, or to prevent freight trains being directed there.

Some trains have stops at East Somerset Jn, Lavington and Woodborough. There were open stations in these places at the time (Witham, Lavington and Patney respectively) Equally some early running results from missing now closed stations that are not sim locations (eg Savernake)

Passenger Services

The main groups are :

London - Devon services, very busy with summer Saturday trains to many destinations

Bristol - Weymouth, much busier than today

Bristol - Portsmouth

Calne / Swindon / Bristol - Westbury - Frome / Warminster locals

Reading - Newbury / Bedwyn locals, remarkably few compared to today.

Freight Services

Only a few run, mainly early and late in the day. Some can run quite slowly as these are often steam hauled. Some local trips run to Warminster, Frome and Radstock, thanks to Glyn (geswedey) for the trip notice.

Train descriptions

Train formations are generalised, and although similar to photographs may not be historically accurate for all trains. Most London - West trains were Western hauled, while Salisbury and Yeovil trains were Hymeks, except a few booked as Hall 49xx steam. Local services were 116/117 DMU or 121/122 singles & trailers.

TD's (headcodes) are simplified and generally fictitious to align with modern practice and SimSig defaults. Through trains to London area are 1Axx, to Devon are 1Cxx These are correctly numbered Interregional services to Southern are 1Oxx/2Oxx. Southern to Western are 1Vxx / 2Vxx. xx under 50 are Salisbury line, over 50 are Weymouth line. There are also some long distance holiday services such as Nottingham - Bournemouth.

Anywhere north of Banbury was by 1964 Midland region, even Snow Hill, so these trains are also 1Mxx northbound.

Locals Reading - Bedwyn use the modern 2Kxx, in 1964 these were route numbered as 2A87/88.

Westbury is in area 'B' as were Bristol / Swindon. In 1964 local services would have been route numbered in the 2Bxx series by route. For this timetable locals for Swindon are 2Yxx, Bristol are 2Rxx, Warminster are 2Pxx and Frome 2Dxx (odd/even for up/down),

Train classes use the 'modern' numbering to suit SimSig speed classes. In 1964 class 3 was used for express parcels / milk and ECS while 4 - 9 were all freight descriptions at progressively lower speeds / braking capacity referring directly to the old lamp code classes C - K.

As such the faster WTT freight classes 3-6 (C-F) are all 6xxx, while ECS use the modern 5xxx.

Adjustments

As a modern layout the sim has single lines for Melksham and Weymouth, these routes were both double in 1964. In addition a line ran from Bradford-on-Avon, met the Melksham line at Holt Jn, and then on via Devizes to Patney Jn on the main London line, between Lavington and Woodborough.

Westbury had 4 platforms, with a platform line next to DR. The current 3 platforms adds to congestion, but the fully bi-directional platforms generally compensate for this. There is some platform sharing required.

Castle Cary had two platforms in 1964, not 3 with a conventional double junction beyond for the Weymouth line.

The following compromises were required to fit the 1964 timetable into the modern layout:

Minor retimings to allow for the single track Melksham and Yeovil lines.

Westbury - Devizes / Patney local trains are run off sim via Chippenham, in 1964 these branched off at Holt Jn near Melksham. Some were overtaken at, or ran from, Trowbridge, which had a loop platform. These are run ECS to/from Westbury sidings in this timetable.

Westbury - Devizes - Newbury local trains are routed direct to Woodborough, in 1964 these would rejoin the main line at Patney. Some of these need to use Woodborough goods loops, and do so without penalty. These amended trains are noted in the timetable 'Misc' tab, eg 5A00/2A00.

Newbury had a down bay platform. This requires some unprototypical shunting for a couple of local trains (eg 2K22)

Bristol - Holt Jn - Devizes - Patney trains are omitted.

Manual Intervention & Care Needed

Check timetables before sending train running early onto single lines, as a train the other way may appear. Particularly the Yeovil single is used intensively at times. Trains waiting for the single line should use P3 to avoid blocking the main line.

One train, 1V61, splits at Westbury.

Be careful with shared platform occupation, so the first departure is not stuck at the wrong end.

The Yeovil and Melksham slots do not phone up or alert if not granted, so can easily be missed.

The timetable analysis warnings regarding activities at Hungerford and Trowbridge can be ignored.

Source Data

Public timetable summer 1964

WTT for London area winter 1964-5 (via OURS)

Loco diagrams for GW-SR interregional trains from timetableworld:

<https://timetableworld.com/>

Bristol area trip notice from 'geswedey' on SimSig forum

Images and discussion from:

<http://www.cornwallrailwaysociety.org.uk/westbury-to-salisbury.html>

Timetable created by Bill Wilson, thanks to the Peter Bennet for creating the sim.