

WOLVERHAMPTON 1975 TIMETABLE

Timetable Description

This timetable is for a summer Saturday from an 0:00 start, and some further variation with conditional workings appearing (or not), although a fairly generous view has been taken on these. There were MGR's on Saturday morning shift.

The timetable mainly runs to 22:00, but continues to 04:40 to include diverted overnight WCML trains.

The main line trains are approximately clock-face, but there are the Saturday extras and ECS, as well as freight / parcels / news trains from Friday departures running early on. There are loco changes, passenger and parcel shunting as most Shrewsbury line trains turn at Wolverhampton.

Sources are the area WTT and also station working book & trip notices (with thanks to Pascal) and thanks also to Geoff & the SimSig folks for the sim updates which have allowed this much older timetable to run.

Operating Notes

MGR via Oxley Chord

In 1975 the Oxley chord had not yet been built and trains were reversing at Cannock Road Jn, on the former line to the GWR Wolverhampton low level station. Trains are set to wait 15-20 minutes for the reversal. The automated Oxley signaller will set the route from OY59 forward immediately which blocks Stafford Road Jn and the Shrewsbury line. To avoid this, after setting route WN25 – OY58, collar OY58 until near departure time.

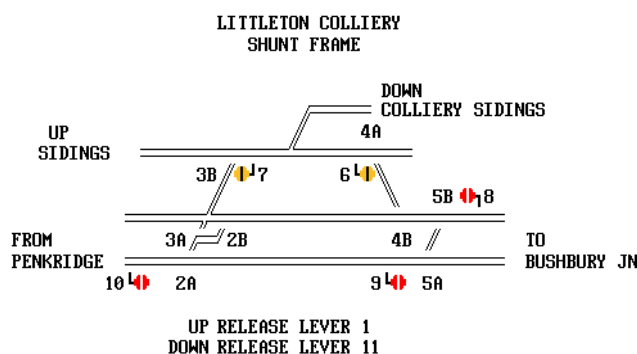
Littleton Colliery Shunt Frame

The trains in 1975 were all 'short' so will run to the up sidings for up arrivals / departures.

Movements between the Colliery sidings / Rowntrees and the up sidings happen off-sim, although they were actually also controlled by Littleton Shunt frame, see image links below.

Note LC7 was a yellow shunt disc, so is not cleared for trains to reach the up sidings.

A revised frame diagram provided, if you wish to use this the file must be renamed to 'littleton.bmp', and replace the file in the .../simulations/wolverhampton folder making it read-only to prevent the SimSig update from replacing it.



Hints / Spoilers

Beware of the Shrewsbury line DMUs, some need to use P3 to access carriage sidings, putting the Wolverhampton – Eustons into P2 instead. Others need to use a specific end of platform 2 for their ECS shunts.

Freights tend to run early and can give issues if allowed to proceed forward.

Sticky notes are recommended to keep track of the light engines in the holding sidings, and be careful not to trap any locos behind later departures.

Alterations / Old locations

In 1975 there was a connection from Bloomfield Jn (sig WN277) onto the Dudley line via Wednesbury for Bescot, including several steel yards. Trains in the WTT for this line are sent via Soho instead.

Wolverhampton BOC is connected to the sim 'Steel Terminal' line.

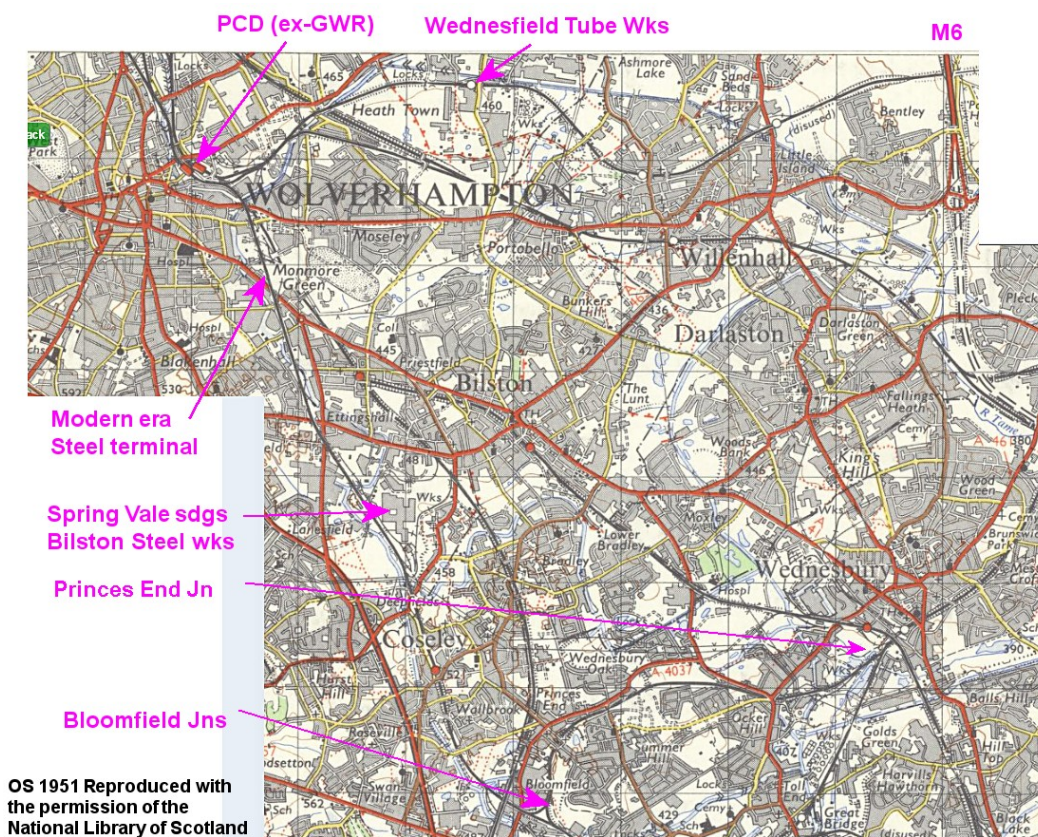
Bilston Steel works had several connections, via Spring Vale sidings approximately at Coseley and also onto the old GWR lines and hence to the sim 'Steel Terminal' line. These exits onto the GWR route via Priestfield and Princes End Jn mean that trains do not balance as expected. Trains to/from Bilston Steel works are also sent to/from the sim 'Steel Terminal' exit/entrance.

Wolverhampton PCD (Parcels depot) was the former GWR Wolverhampton low level station, accessed from the line to 'Wednesfield Railstore' in the sim.

'Wednesfield Rd Goods' site (ex Midland Railway) is 'Wednesfield Railstore' in the sim

'Wednesfield' itself was a separate location with a tube works served by some trains and was beyond 'Heath Town sidings' on the former Midland Railway route to Walsall/ Water Orton.

Area map



Littleton Colliery Images

<https://www.rmweb.co.uk/community/index.php?/topic/61850-boscomoor-sidings-and-the-littleton-colliery-branch-staffordshire/>

although most of the links are broken now

<https://paulbartlett.zenfolio.com/littletoncollieryplace>

<https://www.simsiq.co.uk/Forum/ThreadView/53672>

https://www.flickr.com/photos/12a_kingmoor_klickr/5791653726/in/pool-1172130@N21/

MGR operations article

<https://www.pressreader.com/uk/traction/20210401/281513638940666>