

# OXLEY 1975 SAT TIMETABLE

## Description

For a summer Saturday from midnight, the timetable has some freight in the mornings as well as the summer additional services to the Welsh Coast. It was written from the relevant WTT's and trip notices  
All the London – Wolverhampton trains run ECS to Oxley where the sets are stepped back for servicing and new loco added to the south end giving work through the day.

This timetable at v1.0 chains to the Wolverhampton 1975 SAT timetable at v1.2 and above, and also matches the Walsall 1975 SAT timetable at v 1.1 to give a 3 sim chain.

## Operating Notes

Prior to 2006 the Ironbridge branch had an intermediate signalbox at Lightmoor Jn, and was then double track from Lightmoor to Ironbridge. Operating the trains for this layout in the sim has required some alterations to the freight services, and makes timekeeping quite critical.

With the better spaced signal sections and higher line speeds some of the non-stop DMU can gain significant time, which may give issues at Wolverhampton if chained.

At Oxley the sim has been set up to replicate trains needing the modern servicing in the respective lines, and has timers to direct the shunter line allocations. These, and the resulting penalties will need to be ignored for locos to appear to join the right trains and for empty DMU to get through DT7.

The Shrewsbury → Ironbridge trains (0F40 etc) lose their location at Madeley. Mantis #41380 applies but does not seem to cause significant issues.

Oxley CS entry timings are a few minutes earlier than those in the matching Wolverhampton timetable as the trains move slowly in the depot and this time is not replicated in the Wolverhampton sim.

## Alterations / Old locations

Prior to 2006 with Oxley SB, engines were able to shunt between lines DW3 to DT7, and DS12-18 at the up end without fouling the main lines, and the selection of DT / DW lines were by hand points.

- The new layout makes this more 'interesting' as it blocks the down line each time, and it may be more sensible to ignore calling Oxley shunter for permission, as this would be arranged on the 'entry' call eg 'Loco from DT6 back into DW3 please'.
- The run rounds are set to use DGL where practical for ease of visualising and reducing the phone calls.

Granville Colliery is at the end of the Donnington branch.

The sim (post 2006) signalling at Madeley Jn does not support engine run rounds, and the sim has limited scope for timing these (6G44, 8G89, 6T21, 6F40) so they are just timed to wait in the loop.

In 1975 Wellington had an up loop and west crossover for reversals back to Shrewsbury, so 4G29 would have used the up loop and departed direct.

In 1975 Wellington had a headshunt from P3 allowing departure through P2, so 5J75 behaves rather strangely.

The sim does not include Oakengates Cement siding or Wellington yard. As such the Shrewsbury trip 8G89 / 6G89 / 6J40 has been altered significantly and is based on SX timings as they worked better. This also means a 1975 weekday timetable is not practical.

## Older images

<https://www.flickr.com/photos/56394872@N06/13042467445> Class 87 / PP era Oxley sidings

<https://www.flickr.com/photos/71592768@N08/10631255325> Aberystwyth train 1984

<https://www.flickr.com/photos/71592768@N08/12596823394> MGR Oxley 1984

<https://www.flickr.com/photos/60790501@N04/5706765737> Granville steam MGR

<https://www.flickr.com/photos/lickeybanker/51724484200/> Wellington Goods

## Oxley recent aerial image

<https://www.flickr.com/photos/robmcrorie/51378434957/>

## Hints / Spoilers

The sim is quiet enough to run at fairly high speed up to 0600 and from 1400 when only a few through trains and Oxley ECS are about.

Take care with the Ironbridge branch, read the timetables, especially for any imminent entries ! At times the branch can be fully occupied for over an hour.

It is recommended to keep track of which stock is where using sticky notes. The initial conditions are that the following trains are in the stabling roads at Oxley at 0000

DW1 5G38 forming 5A07  
DW2 5G45 forming 5A05  
DW3 5G40 forming 5A26  
DW4 5G46 forming 5A21  
DT5 5G44  
DT6 5G47  
DT7 clear

The way that shunter selection of roads at Oxley is implemented in the sim is not sensible for this era. So while 5A28 is set to enter from DW4, the sim shunter might ask for the loco 0A28 to go to DW1. If tracking the stock with sticky notes, ignore the shunter and the score penalties that result.

Thanks to Geoff and the SimSig folks for the sim and to Pascal for the trip and station notices for Wolverhampton

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November 2024