

## West Yorkshire - Timetable Notes.

### Introduction.

This timetable covers the period July 1991 to May 1992. This timetable is a heavy freight orientated timetable where the passenger trains are outnumbered approx. 20 to 1, and the majority of those freight trains are MGR. This area is the busiest place on the UK network for rail borne coal traffic. The following WTTs were used in its creation:-

- British Railways Eastern Region Section YE Working Timetable of Passenger & Parcels train services between Chesterfield to Leeds & Branches Mainline 08<sup>th</sup> July, 1991 to 08<sup>th</sup> May, 1992.
- British Railways Eastern Region Section YJ Working Timetable of Freight train services in Doncaster, Sheffield & Leeds Districts 08<sup>th</sup> July, 1991 to 10<sup>th</sup> May, 1992.
- British Railways Eastern Region Train Trip & Shunting Locomotive Notices dated 08/07/1991 for the following depots:-
  - Doncaster Depot
  - Frodingham Depot
  - Immingham Depot
  - Tinsley Depot

MGR workings taken from 'YORKSHIRE FREIGHT AREA MGR TRIP WORKINGS' commencing Sunday 17<sup>th</sup> March, 1991. Bear in mind that these MGR Trip Workings are only valid for a week & change every week subject to the power station generating requirements & the coal tonnages the various collieries are able to deliver & as this is the nearest one to the date of the WTTs used it is this programme that the timetable was based on and will be subsequently used to update York 1991-1992 tt. Also, as and when Doncaster is available, this programme will again be used for a 1991 to 1992 timetable for that sim. All three will hopefully chain together.

### Merry Go Round Coal

Running this timetable you need to understand the basic requirements of MGR workings. By their very nature & the fact that the services change weekly they are classed as Trip Services apart from a few exceptions that are WTT'd, but by far the majority of the MGR trains are trip services & hence the reason why most of them appear in Trip Notices & not in WTTs. In this timetable all of the Aire Valley coal trains are worked by FEDN TO based Cl.56 locos with the standard length of 36 HAA/HBA/HCA wagons. All 3 varieties have a GLW of 47 tonnes. The power to work these trains come from Knottingley Depot [KY], Doncaster Carr loco [DR] or Healey Mills [HM]. The FEDN pool is Power Station Coal - Cl.56 Yorkshire Locos, plus some visiting locos from the FEEN Power Station Coal - Cl.56 North East pool & FECN Power Station Coal - Cl.56

Nottinghamshire locos. The only variation to the MGR sets that work in & out of Milford West Sdgs are the coal slag workings (K89) which run with a standard 32 set which trip between Gascoigne Wood Colliery and Welbeck Bunker where they discharge their payload of coal slag. Gascoigne Wood produces a lot of coal slag as it is the biggest colliery in the country. The other variation to the usual procession of MGR trains are the two daily trips to Allerton Bywater [K83 & K90]. These trips require a brake van attaching on the rear of its set prior to departure from Milford West Sdgs. The brake van is collected by the train engine when it comes off Knottingley TMD – it goes to Milford Down Sdgs to attach to the brake van. All MGR trains haul what's termed in railway parlance as ESI Coal which stands for Energy Supply Industry Coal.

Some freight services crew change at Castleford & Knottingley albeit for just 1 minute at Knottingley on occasions. Other freight locations where crew changes take place are at Wakefield Kirkgate. MGR sets destined for loading at Grimethorpe Colliery need to be routed to Monk Bretton as the colliery was situated down that branch off sim. Woolley Westside is also off sim & MGR trains bound for Westside need to be routed towards Barnsley. There are a handful of WTT MGR services & those are destined for Fiddlers Ferry power station near Warrington & they are routed via Healey Mills. There are a couple of MGR services that are WTT'd that depart Milford West Sdgs bound for Toton which then go on to Northfleet BCI in Kent. Other MGR flows originate from the North Notts area, such as Worksop, and are usually hauled by Cl.58 locos from the FEBN pool - Power Station Coal Cl.58 Yorkshire locos. They load at Gascoigne Wood Colliery, but return to Worksop via Hambleton Jns & the ECML. Toton drivers also bring empty sets to Milford West Sdgs a couple of times a day and leave their locos on Knottingley TMD before returning with a loaded train back towards Toton. These trains can be worked by FECN Cl.56 locos or FEAN Cl.58 locos. FECN Power Station Coal Cl.56 Nottinghamshire locos & FEAN Power Station Coal Cl.58 Nottinghamshire locos. The trains worked by Toton drivers are WTT services. You will also see from time to time Cl.56 locos belonging to the FEEN pool which is Power Station Coal Cl.56 North East. These locos originate from collieries in the North East area of the country. A list of loco pools and depot codes is included at the bottom of these notes.

### **Traffic Flows Non Passenger.**

There a myriad of other freight trains that run throughout the time the timetable covers hauling a variety of products such as oil, steel, aggregates and Departmental traffic. There are also a handful of parcels/mail trains that run through this sim as well as a variety of Test trains which have been taken from my early 1990s Special Traffic Notices [STN] including the Ultrasonic Test Train (2 car Cl.150 unit) which goes back & forth to various places on this sim. Also to note that during this time period most freight depots were being trained on the new Cl.60 locos and there are a couple of Cl.60 driver training trips one from Healey Mills which can exit or enter either from Goole or Gascoigne Wood, and the other is from Knottingley TMD which picks up a set of wagons at Milford

Down Sdgs and runs to Doncaster. The oil trains that run to Ferrybridge, Drax or Eggborough power stations tend to run on 1 or 2 days a week and each power station is served on a different day. Knottingley Wagon Repair depot pilot has a set of shunt moves allocated to it and we've tried to make them random during the time the WRD was open. Lastly, and by no means less important, there are a handful of freightliner services going to and coming from Leeds FLT, these services enter at Hare Park Jn and exit at Stourton Jn or vice versa. The loop at Calder Bridge junction has a number of trains that go in to run round. There's 1 MGR train destined for loading at Winterset Colliery that runs round there, as well as a couple of trains that go into Wakefield Cobra.

Kellingly Colliery at Sudforth Lane has only 2 trains in there that load and both of those originate from Doncaster, entering the sim on the Askern Branch. Sudforth Lane also is used for stabling of MGR sets when they have finished their booked work or to start a new set of workings. The locos run from Sudforth Lane to Knottingley TMD.

To make the Monday morning a bit more interesting a couple of P. Way trains are working in the Horbury Jn area. There are also some on track plant movements which leave from and return to Kirkgate Engrs Sdgs during the hours of darkness.

### **Passenger Traffic.**

Not a lot to say about this apart from the fact that all the passenger services reverse at Castleford & the services that terminate & originate at Wakefield Westgate reverse at Wakefield Kirkgate. Some days of the week there are some empty HST sets en route from Neville Hill T&RSMD to Sheffield & are diverted this way due to their booked route being blocked with engineering work.

### **Other Notes Of Interest.**

Siding allocations at Milford West are guidelines only. We have tested the timetable thoroughly but given the number of trains and daily variations it's not possible to check every combination. Signalmen must use their discretion where necessary.

Some trains have tt notes - click the notes button on the tt view

*Timetable written by Sheriff Roscoe P. Coal-Train*

### **Freight Train Tagging**

152 - Tees15H - Haverton Hill15S - Stockton FLT

15W - Wilton FLT

17F - Leeds FLT

18K - Knottingley

18M - Monk Bretton

21M - Immingham

232 - Doncaster

33L – Trafford Park FLT  
355 – Warrington Arpley  
356 – Warrington Walton Old Jn.  
492 – Ipswich  
49F – Felixstowe South FLT  
49G – Felixstowe North FLT  
51F – Tilbury RCT  
52R – Stratford FLT  
86X – Southampton MCT

#### Depot Codes

CD – Crewe Diesel Depot  
CF – Cardiff Canton TMD  
DR – Doncaster TMD  
IM – Immingham TMD, South Humberside  
KY – Knottingley TMD  
NL – Neville Hill T&RSMD, Leeds  
TE – Thornaby TMD, Teeside  
TI – Tinsley TMD, Sheffield  
TO – Toton TMD  
TS – Tyseley T&RSMD, Birmingham  
YK – York SD

#### Loco Pool Codes

DCEB – York Depot Shunting Locos  
DCQA – Civil Engineer BRB Main Line Locos  
DRTC – Research Railway Technical Centre Locos, Derby  
FABI – Railfreight Construction Immingham Locos  
FDAT – Railfreight Distribution Tinsley Cl.47 Locos  
FDET – Railfreight Distribution Tinsley Cl.37 Locos  
FEAN – Railfreight PS Coal Cl.58 Nottinghamshire Locos  
FEBN – Railfreight PS Coal Cl.58 Yorkshire Locos  
FECN – Railfreight PS Coal Cl.56 Nottinghamshire Locos  
FEDN – Railfreight PS Coal Cl.56 Yorkshire Locos  
FEEN – Railfreight PS Coal Cl.56 North East Locos  
FHSB – Knottingley Depot Shunt Locos  
FMHK – Trainload Metals Cardiff Canton Cl.37/7 & Cl.37/9 Locos  
FMMY – Railfreight Metals Thornaby Cl.60 Locos  
FMTY – Railfreight Metals Thornaby Locos  
FPBC – Railfreight Petroleum Crewe Diesel Locos  
FPCI – Railfreight Petroleum Immingham Locos  
IMLP – Inter City Midland Main Line Cl.43 Locos  
RXLD – Parcels Bristol Bath Road Cl.47 Locos

#### Unit Abbreviations

DMU(A) – Cl.14x series 2 axle units

DMU(S) – Cl.15x series 'SPRINTER' units