



THE COMPLETE GUIDE TO BANBURY CONNECTIONS

FIRST EDITION

BRITISH
BANBURY CONNECTIONS
RAILWAYS

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Foreword

The 1st January 1948 marked a turning point in the history of Britain's railways. The big four private railway companies of the inter-war period: The Great Western Railway (GWR), London Midland and Scottish Railway (LMS), London and North Eastern Railway (LNER) and Southern Railway (SR) were nationalised by the British government and reorganised into six regions. These regions: The Western Region, London Midland Region, Eastern Region, North-Eastern Region, Southern Region and Scottish Region lost their identity in the 1980s when the railway was reorganised into business sectors.

Banbury Connections, as a large and complicated British model railway set in 1962, incorporates each of the regions apart from the Scottish Region. This is of significance to railway operators given that each region incorporates a large variety of specialised rolling stock and motive power, reflective of the Big 4 railway companies, which are generally restricted to certain trains and areas of the railway. The implementation of British Railways' 1955 Modernisation Plan led to a rapid increase in the use of diesel traction as an alternative form of motive power. This can be observed on Banbury Connections which boasts a large variety of diesel locomotives that reflect the different designs built for each region.

The aim of this guide is to assist operators with the ins and outs of this complex model railway by taking them through each major control sector and detailing how to deal with the multiple traffic flows which will pass through the operator's area of control. This not only includes the identification of trains and locomotives but an understanding of where trains are going and how they form part of an interconnected network spanning 35 stations.

In summary, as you operate the railway you will begin to appreciate the subtleties of rolling stock and motive power circulated throughout the railway and enjoy the diverse and complex challenge which Banbury Connections offers. Unlike the vast majority of model railways, which model a small area in detail, Banbury Connections simulates a complex and dynamic network with numerous routes and train patterns that require the operator to be continually alert to traffic flows. This has resulted in the development of a highly satisfying and stimulating experience.

I hope you enjoy operating Banbury Connections as much as I have!



Third-year apprentice with Banbury Connections Rolling and Stock and Engineering Department (BRED) and Chief Financial Officer.

July, 2017



Dick and the original layout circa 1982

1.0 A Brief History of the Railway

Banbury Connections wasn't always this large! The railway, founded by Dick Day in December 1974, started life as a small branch line terminus which forms part of the present day Aberystwyth. Influenced by articles such as Sowerby Bridge (Railway Modeller, February 1961), the concepts of destination and purpose were always at the foundation of the railway's design. By 1975, inspiration from the then Model Railway News of August 1961 led to the development of a busy double track main line and branch line within a 5m by 3.5m area. Following several minor expansions and the raising of the layout's baseboards, the core of the railway remained largely unchanged until Dick's retirement in 2007.

Keith Ledbury's Paddington to Aberystwyth and Birkenhead layout, with stimulus from Dick's early childhood memories of 'The Master Cutler' near Neasden in the early 1950's led to the design of the Banbury Connections we observe today. The year 2010 marked the beginning of the Railway's expansion from a modest eight station railway. Early works at Gosport were added to a set of new boards running from London Marylebone through Banbury and Birmingham and back to Wolverhampton and the loops. By 2012, the Great Central took shape with the addition of boards for Nottingham, Sheffield and Bradford. This was supplemented by the addition of Stratford-Upon-Avon and Bristol Midland later the same year. Following extensive work throughout early 2013, the railway was fully scenified with the addition of features such as Banington Castle. This brought the initial expansion program to an end with a grand total of 27 stations. Nevertheless, it had always been felt that the railway lacked a substantial portion between Wolverhampton and Machynlleth. It

was August 2014 when Dick conceived how to incorporate an extension to Shrewsbury and Birkenhead. Little time was wasted with construction beginning by November and the shed being extended by April 2015. By late 2015, the railway was complete with the addition of Caer Goch and surrounding scenery. December 2015 brought one of the darkest days in Banbury Connections' history with the neighbour's large Gum Tree dropping a major limb which pierced the train room but fortunately didn't collide with the layout. The shed was repaired by February 2016 along with construction of the Birkenhead overall roof. Throughout the duration of 2016, the expanded 35 station Banbury Connections which we operate today was completed with the addition of final scenic features including the Birkenhead warehouse and hanger of trees in the Welshpool cutting.

Some might wonder what led to this madness? Dick has always had a fascination with transport. From early childhood, he enjoyed designing towns and their evolving transport networks. When he eventually realised you could get paid for playing trains, this interest transformed itself into a job as a railway planner responsible for the timetabling, infrastructure development and direction of Sydney's metropolitan railway. Upon retirement, the Banbury Connections we operate today is simply the development of a world which simulates the trials and tribulations of British Railways throughout his childhood in the early 1960s.



Aerial view of Banbury Connections circa 2017



The majestic Birkenhead Woodside Trainshed with Machynlleth yard in the foreground

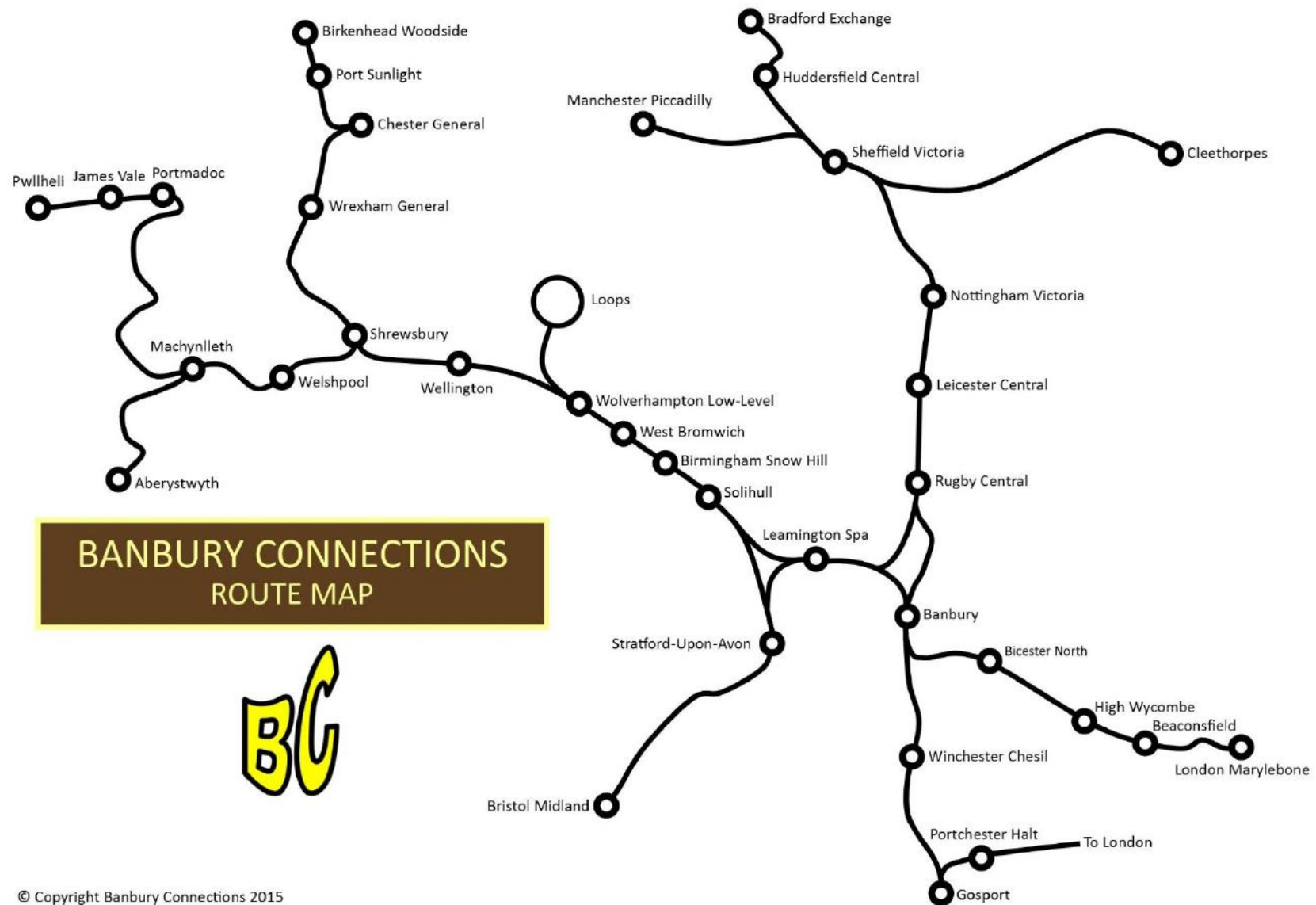
2.0 Routes and Stations Modelled

From London to Wales, Bristol to Birkenhead, Cleethorpes to Manchester and Gosport to Bradford, Banbury Connections captures a large cross section of British Railways with a primary focus on the Western mainline to the North-West and the Great Central mainline to Sheffield and Bradford.

Figure 1 provides a geographical map of the stations and routes modelled on Banbury Connections. One must perceive the railway in this form to truly understand where trains are going and why they are doing so. An important hint is to perceive the stations you are operating as they would exist in Figure 1 and understand which stations are either side of your control area. This information can then be used to determine whether trains are heading into your area of control. Operators should also begin to attune themselves to conversations taking place throughout the room to pick up information about future train movements which are likely to require immediate action and/or trigger opposing workings.

Figure 2 portrays the overall track arrangement of Banbury Connections. One must perceive Figure 2 as Figure 1 wound up upon itself to fit within the constraints of a limited space (7.3m x 16m). Study of this diagram will assist new operators in understanding the location of stations and operating positions within the room.

Lastly, Figure 3 is a map of the British Railways network in 1961. The routes modelled on Banbury Connections are shown in black with the station stops represented by white dots.



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Figure 1: Geographical Representation of Banbury Connections

BANBURY CONNECTIONS

OVERALL TRACK ARRANGEMENT

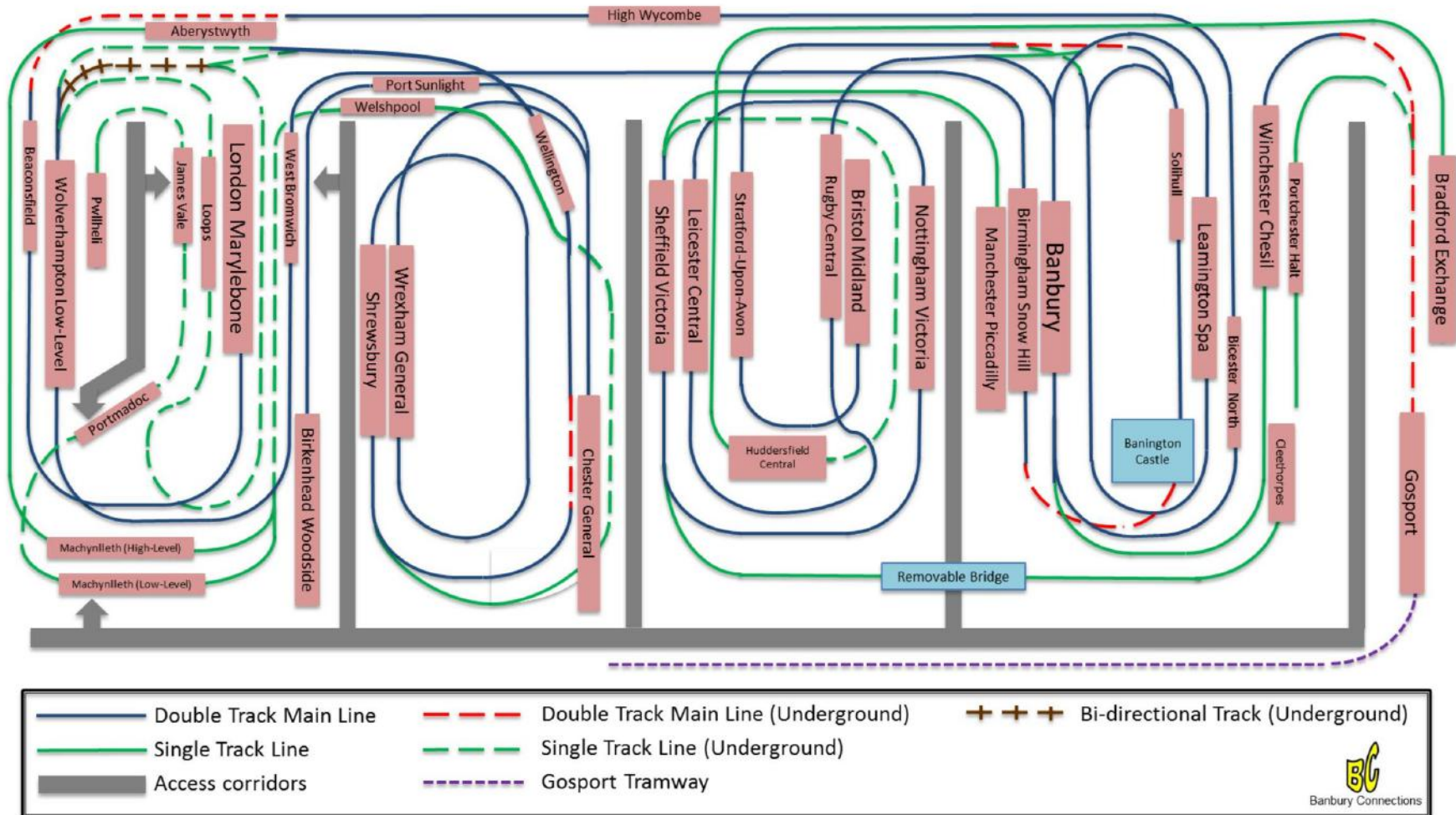


Figure 2: Banbury Connections Overall Track Arrangement



Figure 3: Map of British Railways in 1961 with the routes modelled on Banbury Connections in black.



Chester General Engine Shed

3.0 Facts and Figures

When operating in 1962 mode, Banbury Connections utilises approximately 145 locomotives, 251 carriages, which form 43 passenger and 7 parcels trains, and 450 wagons. In addition, the railway has about 412 points, over 250 signals and well over 200 buildings.

Operating the intensive passenger and freight timetable on Banbury Connections requires at least eight experienced operators capable of managing multiple stations simultaneously!



Operators hard at work!

4.0 Operating Protocols

UP train workings are those which are travelling towards London whilst DOWN train workings are those travelling away from London. When a train is not heading to London but to another destination in the same direction of travel as a London train, such as Bristol or Gosport, this is still classified as an UP working. On each control panel, UP is signified by the dark green lines, DOWN by the orange lines and switchable areas between the UP and DOWN controllers by the light green lines. Sheffield Victoria is the exception with dark green controlling the left of the station, orange the right of the station and light green being interchangeable between either controller. Operators should also note that all switches are down for ON. Double Throw Double Pole (DPDT) switches are used to either transfer control to the next operator, when at the end of a control panel (by flicking the switch up), or to switch control from one controller to another. When switching control between controllers, the down position provides power to the controller corresponding with the colour shown on the switchboard whilst the up position switches it to the other control knob. Furthermore, it is suggested that switches are left ON unless a train, which is not presently being operated, is in the section. This minimises switch movements and saves precious time.

Communication between operators is an essential skill on Banbury Connections. It is critically important to ensure that you inform and receive acknowledgement from the operator at the next box prior to transferring control of the train. Trains can be transferred “on the run” if the next box is ready. If the next box’s operator advises that they are currently busy, operators are advised to proceed trains up to transfer section and transfer control after seeking acknowledgement that the section has been turned off by the next box. It is also important to seek clarification that a section has been cleared prior to sending the next service!

Given that Banbury Connections runs an intensive passenger service, passenger trains take priority and should not be held at small stations for more than 30 seconds or medium stations for more than 1-2 minutes. 3-4 minutes may be taken when a locomotive change is required.

5.0 Station Signage and Numbering

Each region of British Railways has its own colour coding. These colours have been incorporated into the station name and platform number signage on Banbury Connections. Therefore, by understanding the colours used by each region, the operator should have a better grasp as to which part of the railway they are operating.

The regional station colours on Banbury Connections are as follows:

Region	Colour
Western	Chocolate and Cream
London Midland	Maroon and White
Eastern	Navy Blue and White
North-Eastern	Orange and White
Southern	Green and White
Western (ex-GWR)	White on Black (found on the Cambrian Coast)

Platforms on Banbury Connections are numbered using a standard convention where the closest platform to the primary control panel is Platform 1. Many stations have platform numbers hanging on station awnings, lights and bridges which can be read by the operator.



A quiet moment at Welshpool



Pwllheli

6.0 Locomotive and Carriage Types

Given the combined influence of the 1955 British Railways modernisation plan and Big 4 private railway companies of the inter-war period, Banbury Connections encompasses an extremely wide variety of locomotive and rolling stock designs. The catalogue of locomotive and carriage designs running on Banbury Connections, found in Appendix 2, is a useful companion to operators unfamiliar with British Railways locomotive and carriage designs in the early 1960s.

As a rule of thumb, steam locomotives can be classified by region using these numbering conventions:

Region	Number
Western	Four-digit brass number
London Midland	Five-digit number beginning with ‘4’ or ‘5’
Eastern	Five-digit number beginning with ‘6’
Southern	Five-digit number beginning with ‘3’
British Railways Standard	Five-digit number beginning with ‘7’, ‘8’ or ‘9’

Furthermore, express services have destination and/or name boards above each carriage which can be used for identification purposes.

7.0 Station Operating Procedures

This section looks at each key operating panel by analysing the types of trains seen and describing the technicalities of how to manage the numerous forms of traffic which pass under the operator's control. A table of all the services, by region, which operate on Banbury Connections can be found in Appendix 1.



The re-laid station throat at London Marylebone

7.1 London Marylebone

Marylebone, with its six platforms, is the largest terminus on Banbury Connections. A cross-section of trains from the Western, London Midland and Eastern Regions travel in and out of Marylebone and must therefore be distinguished by the operator to ensure services run into the correct platforms and use appropriate motive power.

Passenger Services

Platform 1 is used by two services. First, a seven-carriage maroon express formed of British Railway Mk1 rolling stock travels between London and Holyhead (Loop 1). This service is run by the London Midland Region and is generally hauled by 1-Co-Co-1 Class 44 'Peak' locomotives such as 'Scafell Pike' and Class 47's. DP2 and Class 37's may also be used if the above motive power is unavailable.

Second, a five carriage Western Region semi-fast service stopping at High Wycombe uses Platform 1. This service comprises a mixture of Centenary and Hawksworth carriages which trace their lineage back to the GWR. Motive power suitable for this service includes ex-GWR 4-6-0 County and Castle class locomotives. Ex-GWR Halls may also be utilised on this service if required.

Platform 2 is used by four Western Region express services, three of which are made up of seven British Railways Mk1 carriages whilst the fourth is a Blue Pullman Diesel Multiple Unit (DMU). Two of the Mk1 rakes comprise totally of chocolate and cream carriages. For these two services, only Class 52 'Western' locomotives should be used. The third seven car Mk1 rake, which comprises of a mixture of maroon and chocolate and cream coaches, may be hauled by either an ex-GWR 4-6-0 King class locomotive or a Western diesel. This seven-carriage rake may be alternated with the Blue Pullman which generally resides in the Marylebone carriage sidings.

Platform 3 is used by Eastern Region express services to Manchester Piccadilly. These services are made up of seven British Railway maroon Mk1 carriages and are to be hauled by Class 55 Deltic locomotives or the French Blue coloured prototype 'Deltic'. DP2 may also be used on this service.

Platform 4 is used by two Eastern Region services. The first is the 'South Yorkshireman' to Bradford Exchange. This service is formed of six British Railway maroon Mk1 carriages and hauled by either an Ex-LNER V2, A3 (i.e. Flying Scotsman) or A4 (i.e. Mallard) class locomotive. Platform 4 is also utilised by the Eastern Region parcels service to Bradford (which calls at High Wycombe). This service is generally comprised of six parcels vans which can be identified as having a mixture of Gresley, Thompson and British Railway Mk1 full brakes. A large variety of medium classification motive power may be used on this service including ex-LNER K1, K3 and B1 steam locomotives, ex-LMS 'Black 5' steam locomotives, BR Standard Class 5 steam locomotives and Class 31 (A1A) diesel locomotives.

Platform 5 is used by Western Region parcels trains which call at High Wycombe. These comprise of a Birkenhead and Aberystwyth Parcels Service. These parcels trains can be distinguished by their use of ex-GWR parcels stock including Hawksworths, Siphon G and H vans or chocolate and cream British Railway Mk1 full brakes. Any medium power ex-GWR locomotive may be used on this service. These include: Manor, Grange, Hall, County and Castle class locomotives. Alternately, Class 35 Hymek diesel locomotives may also be utilised on these services.

Platform 6 is utilised by two 3-car Class 117 DMUs. These services call at Beaconsfield, High Wycombe and all stations to Birmingham Snow Hill.

Freight Services

Marylebone contains substantial goods yards which must be carefully managed to ensure that operations progress smoothly. A Class 08 diesel has been assigned specifically for shunting operations. The track adjacent the Platform 1 track is the goods arrival road. All general goods trains should enter the station using this track. Milk trains are not required to utilise the goods arrival road, instead they may be reversed directly off the UP main into the milk siding in the carriage sidings. The main goods track under the goods shed is to be used by Western Region general goods. Western Region overflow goods wagons are stabled at the end of the arrivals road. These wagons can be identified by their larger couplings. One Western Region goods service forms the express from Marylebone to Birkenhead Woodside and return (*'The Night Owl'*). Unlike other Western Region general goods, the service utilises wagons with medium or small couplings and contains up to 6 container wagons. These container wagons must be shunted next to the crane near Marylebone signal box. The *'Night Owl'* must not be confused with other services given that it is a block working. Western Region general goods including the *'Night Owl'* can be hauled by any Western/London Midland Region freight locomotive including the ex-LMS 2-8-0 8F locomotives, ex-GWR 28xx class locomotives, ex-GWR 47xx class locomotives, the weathered 9F with the stepped tender or *'Evening Star'* (normally attached to the *'Night Owl'*). Generally, the *'Night Owl'* is hauled by Western Region freight locomotives with small couplings whilst other general freight is hauled by those fitted with large couplings.

Eastern Region goods services generally use medium or small couplings and are to be stored in the two goods tracks closest to the control panel. Container wagons are added to Eastern Region goods services; nevertheless, sufficient wagons must be maintained to form the *'Night Owl'* should the service be at Marylebone at that time. Eastern Region freight may be hauled by the clean black Class 9F, the weathered 9F with the full height tender, the ex-WD Austerity 2-8-0 class locomotive or a Class 31 (A1A) diesel locomotive (if required).

The coal train, normally hauled by the ex-LNER Robinson ROD 2-8-0 class steam locomotive, originates from the coal mine at Nottingham (Eastern Region) and is to be shunted into the coal sidings (in front of the controllers) while three wagons must also be shunted onto the coaling tower.

Milk trains come from Wales (Western Region) and are to be shunted into the milk sidings located in the carriage sidings. The milk train is to be hauled by a suitable Western Region medium power classification locomotive such as a Hall, Grange, County or Hymek. Ex-GWR Castles should only be utilised as a last resort.

Fish trains come from both the Eastern Region (White coloured blue spot vans) and the Western Region (Brown coloured Siphon H and G vans). These trains can be brought into any available platforms (often Platforms 4 and 5) for unloading. Suitable motive power for these services include medium motive power locomotives from the correct region. For further details, please read the details on suitable motive power for Eastern and Western Region parcels trains under Platform 4 and 5 of the passenger trains section.

Note, any special traffic is to be dealt with in the most practicable manner and generally sent back with the same locomotive. Special traffic includes freight services such as Brick, Horse, Cement and Steel and passenger services such as football specials. Instructions can be sought from the GM for Special Traffic.

Engine Shed

Marylebone engine shed has been effectively designed to ensure that locomotives can be readily stored and made ready for future traffic. Diesel locomotives may be stored in the engine shed following refuelling at the refuelling station in the carriage sidings. Tender steam locomotives are more complicated. They require parking under the coaling tower for coal followed by moving next to the water crane on the turntable entry track. Following water pick-up, steam locomotives are turned around on the turntable and stored in one of the locomotive storage sidings coming off the turntable. These locomotives are thereby ready to be used on any departing traffic.



The London Marylebone forecourt

7.2 Banbury

The Banbury operator is responsible for ensuring the smooth flow of traffic throughout the railway. Therefore, it is essential that you are comfortable with operating two trains simultaneously. A Banbury operator should be able to identify all train services and dispatch them to their correct destinations. When a Birmingham Snow Hill operator is present, the Banbury operator works in conjunction with them by setting points on the North-Western side of Birmingham and Banbury whilst relying upon the Birmingham operator to set all points on the South-East end of Banbury. Furthermore, the Banbury operator should ensure that they are continually alert to communications taking place throughout the room and ready to alert other operators of future train movements.

The Banbury operator should take note of these specific points:

The Birkenhead Parcels, identifiable by its chocolate and cream full brake, may require a van to be exchanged at Leamington Spa in both directions.

Banbury is responsible for forming the Leamington Spa coal train to Birmingham Snow Hill and loops. The Birmingham operator will send a light engine and brake van to perform this move.

Oil wagons at Leamington Spa should be added to the Wolverhampton Low-Level, Birmingham Snow Hill and Leamington Spa oil train for filling at Gosport refinery. On return five oil tankers should be shunted into the Leamington Spa oil siding near the signal box.

General freight wagons at Banbury and Leamington Spa require shunting on some Western Region general freight. Advice on whether wagons should be exchanged can be sought from the previous operator.

Banbury coal empties are picked up by the Southern Region coal train from Gosport which is generally hauled by an ex-SR Q1. On return three wagons should be dropped at Banbury.

The horse train is stored at Banbury. Upon direction from the GM for Special Traffic, Banbury is responsible for dispatching this train using the Class 35 Hymek in the cattle sidings if available.

Banbury contains a meat works where wagons are stored on the platform behind Platform 3. Meat wagons may join any Western or Eastern goods travelling to London Marylebone. Unless otherwise instructed by the GM for Special Traffic, meat wagons should be detached from any DOWN services at Banbury.

Banbury is responsible for dispatching cattle trains to Wales using the Class 35 Hymek as required.

7.3 Birmingham Snow Hill

Passenger Services

Birmingham Snow Hill has four island platform faces subdivided into eight platforms of which 1 to 4 are on the left hand side. Platform 1 hosts a four carriage cross-country service to Chester General made up of four maroon ex-GWR carriages such as Centenary, Collett and Hawksworth. The services should generally be hauled by an ex-GWR medium power locomotive such as a Hall or Grange.

Platform 2,6 describes the main DOWN platform which should be used by all through trains heading towards Wolverhampton. Note that all Southern Region services require a locomotive change at Birmingham Snow Hill. First, a six carriage train comprising of green British Railways Mk1 carriages operates between Gosport and Manchester (Loops). This service contains a buffet car and is hauled into Snow Hill by a medium power Southern Region locomotive such as a West Country (*'Barnstaple'*), a BR Standard Class 5MT or a Class 33. These locomotives are to be detached and placed in the UP locomotive storage bay on the Banbury/Solihull side of Platform 7 (Steam locomotives require coaling, watering and turning first). An ex-LMS locomotive should be used to replace the Southern Region locomotive. This will be a Jubilee, Patriot or Royal Scott.

A second Southern Region train consisting of 4 or 6 green cars also requires a locomotive change. This train in its four-car form is made up of four British Railways Mk1 carriages without a buffet and includes two extra Maunsell carriages when made up of six carriages. This service heads to Birkenhead and therefore requires a locomotive change with a Western Region locomotive such as a Castle or County or a Hall or Grange when the preceding is unavailable. Likewise, with the other Southern Region train, the southern locomotive should be detached and placed in the UP locomotive storage bay on the Banbury/Solihull side of Platform 7 (Steam locomotives require coaling, watering and turning first).

A Southern Region parcels train (consists primarily of green parcel vans) also requires a locomotive change. Concurrent with the other Southern Region trains, the locomotive, usually an ex-SR N1, is to be detached and can be placed in the UP locomotive storage bay at the end of Platform 7 if available. A London Midland locomotive should be attached. Additionally, a parcels van is to be detached prior to departure to Wolverhampton and reattached upon the trains' return to Gosport. This should be placed in the parcels platform on the right hand side of the station.

Western Region parcels trains are also required to shunt at Birmingham. The Aberystwyth parcels train is required to detach two parcels vans which are to be stored in the parcels bay near the Water Tower. The Aberystwyth parcels train can be distinguished from the Birkenhead parcels by the absence of a chocolate and cream parcels van. Consequently, the Birkenhead Parcels can be identified by a chocolate and cream parcels van. Unlike the Aberystwyth parcels, the Birkenhead parcels swaps a parcels van with the van stored at the Wolverhampton end of Platform 1.

Platform 3,7 is the main UP platform to London. Trains continuing through to Bristol or Banbury are to use this platform. All Southern Region services require a locomotive change back to a designated Southern locomotive, which should be sitting in the UP locomotive storage bay on the Banbury/Solihull side of Platform 7. This procedure requires the London Midland or Western Region locomotive to be detached, watered, coaled and turned round.

Platform 5 is a terminating platform for the London Marylebone to Snow Hill local service. This train is formed by a green three-car Class 117 diesel multiple unit.

Platform 4,8 is generally used by the five-car Manchester to Birmingham service. This train is formed of pre-grouping coaches (including Stanier corridor stock) and British Railways MK1s. The train can be identified by its two Crimson and Cream carriages. Motive power for this service may include ex-LMS Jubilee, Patriot or Royal Scott class locomotives. This train may be shunted into the carriage siding if the platform is needed for other traffic. Furthermore, Platform 4 is occasionally utilised by the Aberystwyth to Snow Hill cross country working. This is generally formed by a three carriage Class 101 DMU.

Freight Services

The closest track in front of Platforms 1,5 is the freight track. This track is to be used by any freight traffic that shunts at Birmingham Snow Hill. This includes pick-up general goods (not the 'Night Owl' which include several container wagons), the oil train and the coal train (don't forget the wagons on the locomotive coaling tower!). Any other through freight traffic such as Transfesa trains, cattle trains and milk trains are to be run through non-stop where possible.

Engine Shed

Birmingham Engine Shed is relatively busy given the compounding effects of locomotive changes and numerous terminating services. The Birmingham operator is responsible for coaling, watering and turning locomotives ready for their next assignment. Once these tasks have been completed, locomotives should either be stored in the engine shed or an appropriate locomotive storage road at the end of Platforms 3,4 (London Midland Region engines) or Platforms 7,8 (Southern Region engines).



Grange heads the Chester General passenger train out of Birmingham Snow Hill Platform 1

7.4 Wolverhampton Low-Level

Passenger Services

Wolverhampton Low-Level, hereafter Wolverhampton, is a busy passenger station which forms the Junction for the main line from London to Shrewsbury and the loops (Manchester, Holyhead, Glasgow etc.). Therefore, the key to operating Wolverhampton is understanding where traffic should be directed.

Platform 1 is utilised by UP services from the loops heading to Birmingham Snow Hill and beyond. Any services coming out of the loops for Shrewsbury, such as Welsh freight, should proceed into Platform 2 prior to making a reversal towards Shrewsbury.

Platform 2 is the main UP platform for services travelling from Shrewsbury to Birmingham Snow Hill and beyond.

Platform 3 is utilised by DOWN trains. Generally, full-length seven carriage passenger services use this platform given that Platform 4 is slightly shorter. Therefore, if the operator wishes to loop a freight or parcels train at Wolverhampton, Platform 4 should be utilised. The identification of DOWN trains at Wolverhampton is complex. Four Western region express services, including the Blue Pullman, call at Wolverhampton with two heading into loop 2 and the other two continuing onto Shrewsbury. With exception to the Blue Pullman which goes to loop 2, these services can be identified with relative ease by reading the name boards above each carriage. Apart from the Blue Pullman, these services are made up of seven British Railways Mk1 carriages.

Two Southern Region services travel between Gosport and either Manchester Piccadilly (loop 4) or Birkenhead. The Birkenhead service comprises of four green British Railways Mk1 carriages and two ex-SR Maunsell carriages (which may be detached to form a four-carriage service during periods of low patronage) hauled by a medium power Western Region locomotive. The Manchester rake comprises of six green British Railways Mk1 carriages, one of which is a buffet, hauled by a medium power London Midland locomotive.

A five carriage Birmingham Snow Hill to Manchester Piccadilly service, formed of one maroon British Railways Mk1 and four ex-LMS carriages, should be sent to loop 3. This service is hauled by a medium power London Midland Region locomotive such as a Patriot, Royal Scot or Jubilee.

Two Birmingham Snow Hill to Chester General cross country workings, comprising of four ex-GWR carriages (either two Collett and two Hawksworths or two Collett and two Centenary carriages) continue through to Shrewsbury and call at Wellington Salop.

Two maroon four carriage rakes form the Stratford-Upon-Avon to Shrewsbury local service. This service comprises of either four ex-LMS compartment stock carriages or four British Railways Mk1 Suburban carriages which call at West Bromwich, Wolverhampton and Wellington. This service is typically hauled by either a 45xx or 41xx/51xx/61xx.

The Holyhead boat express (Irish Mail) travels between London and Holyhead. This service comprises of six maroon British Railways Mk1 carriages and one ex-LMS 12-wheel restaurant carriage. Name boards above each carriage can be used to identify this train which utilises loop 1.

Loop 1 is also utilised by a Marylebone to Wolverhampton semi-fast service. This train consists of three ex-GWR Hawksworth and two ex-GWR Centenary carriages and is generally hauled by a Western Region locomotive such as County or Castle. Note: This train calls at West Bromwich and Wolverhampton.

Several parcels trains travel to Wolverhampton. All parcels trains, except the Southern Region parcels should continue through to Shrewsbury. The Southern Region parcels, which can be identified by its ex-SR green full brakes hauled by an ex-SR N1, is stored in loop 5.

The Bristol to Manchester express service utilises loop 7. This train, comprising of seven carriages generally hauled by an ex-LMS Coronation, can be identified by reading the name boards above each carriage.

The seven carriage Bristol to Birkenhead Woodside service can be identified by reading the name boards above each of the carriages. This service comprises completely of British Railways Mk1 carriages (both maroon and chocolate and cream) and is generally hauled by a high power Western Region locomotive such as a Castle or Warship.

Freight Services

Wolverhampton is responsible for numerous freight trains. Any freight services not specifically discussed below do not require shunting at Wolverhampton. Given the complexity of goods operations, operators unsure about procedures should contact central traffic control.

First, some Welsh mixed traffic trains utilise loop 6. On departure from the loops these services should be brought into Platform 2 prior to being shunted into Platform 4 for wagon exchange and reversal. Likewise, any branch (Welsh) freight heading to loops should be brought into Platform 4 for shunting prior to being sent to loop 6.

All coal traffic sent to Wolverhampton should be sent to loop 6 (if from Wales) or loop 8 and loaded by the loops operator. All coal trains from Wales (part of a mixed traffic train) should pick up at Wolverhampton prior to reversing down the loops. On return, this coal train should detach 3-4 wagons at Wolverhampton before travelling to Shrewsbury. The Wolverhampton operator can ascertain which coal train they are working by communicating with operators further up the line or seeking advice from central traffic control. Any coal trains from Birmingham Snow Hill or Birkenhead Woodside should be sent down to loop 8 for loading.

Western Region general goods (not the '*Night Owl*' which includes several container wagons) requires wagons to be exchanged upon arrival at Wolverhampton in both directions. All Western Region general freight from London Marylebone travels to Shrewsbury.

Upon request by Birmingham Snow Hill signal box, which will send a light engine and brake van, Wolverhampton will be required to form an empty oil train which travels through to Gosport (after picking up at Birmingham and Leamington Spa). On return, the oil wagons are to be shunted back into the oil siding at the Wellington end of the station and the engine and brake van returned to Birmingham Snow Hill.

All milk, cattle, iron ore and oil wagons from Wales travel between Shrewsbury and Birmingham non-stop. The Transfesa from Gosport, typically hauled by a Class 28 Co-Bo, utilises loop 8.

Instructions about special traffic can be sought from the GM for Special Traffic.



Wolverhampton Low-Level Station forecourt

7.5 Shrewsbury

Passenger Services

Shrewsbury station is the junction for the Cambrian branch to Aberystwyth and Pwllheli stations. Note that the Cambrian branch has an axle load restriction which prevents locomotives with either a blue or red dot above the number progressing any further. Therefore, locomotives such as Hymeks, Halls, Granges, Counties, Castles and Westerns should not be utilised on these services. Shrewsbury has five platforms including the two bay platforms found on the Wellington/Wolverhampton end of the station.

Platform 1 is a terminating bay platform for local services from the Cambrian branch. This service is made up of either a green three car Class 101 diesel multiple unit or a rake of three Collett carriages hauled by either a 43xx, Manor or BR Standard 4MT. Tank locomotives may also be used if tender engines are unavailable. Note that this service does not terminate on Platform 1 when the Cambrian Coast Express is on the Cambrian Branch. Instead, this service continues onto Birmingham Snow Hill using a suitable Western Region medium power tender engine. When this takes place the train is to be brought into Platform 3, instead of Platform 1, to allow it to reverse and head towards Wellington/Wolverhampton.

Platform 2 is the main through DOWN platform for trains continuing through to Wrexham, Chester and Birkenhead. However, services such as the DOWN Cambrian Coast Express use this platform when reversing onto the Cambrian Branch. The Cambrian Coast Express is hauled by a Class 52 Western Diesel from London and can be identified by its blue auto-buffet window on one of the coaches second from the end of the train. The Class 52 Western locomotive is to be detached at Shrewsbury where both a suitable tender and tank locomotive are attached onto the other end. As with the local service, engines with a red or blue dot cannot be used on the Cambrian branch. The tank locomotive needs to be in front of the consist for operational purposes further down the line. Once the Cambrian Coast Express has departed for Welshpool, the Class 52 Western is stored in the storage siding against the arched wall on the Wellington/Wolverhampton end of the station. Furthermore, the four-carriage parcels train requires reversing and sending to Aberystwyth using suitable motive power. Other reversals onto the Cambrian branch include the local service from the Cambrian branch when it travels through to Birmingham or freight traffic such as milk and fish trains.

Platform 3 is used for services coming off the Cambrian branch which require reversing and sending to Wellington/Wolverhampton. The principal service which requires this manoeuvre is the UP Cambrian Coast Express. When the Cambrian Coast Express comes off the branch from Welshpool into Platform 3, the two steam locomotives are detached and the Class 52 Western is attached. The two steam engines are then sent to the engine shed for coal, water and storage. Platform 3 is also used by reversing freight traffic such as the milk and fish which can be hauled by any Western Region freight or mixed traffic locomotives. Additionally, the Aberystwyth parcels train to Marylebone must come in on Platform 3 to allow its progression onto Wellington/Wolverhampton. Platform 3 may also be used by through traffic in both directions but is generally kept clear for reversal moves. Note any services from Birkenhead/Chester that need to head to Welshpool (Cambrian branch) must come in on Platform 3. This includes the Birkenhead Woodside to Aberystwyth milk and parcels train.

Platform 4 is the terminating platform in between Platforms 3 and 5. This platform is used by local services from Stratford-Upon-Avon which are made up of four non-corridor suburban coaches. This service, in the DOWN direction, needs to use the points on the far side of the station near the girder bridge. Motive power for this service includes all the “large prairies” otherwise known as the 41xx, 51xx or 61xx Classes or a 45xx “small prairie” locomotive.

Platform 5 is the main UP Platform for through services from Birkenhead/Chester to Wellington/Wolverhampton. Express freight such as the “*Night Owl*” may travel through this platform non-stop or use Platform 3 if available.

Note: the Cambrian Coast Express can only use Platform 1 at Welshpool. Nevertheless, both platforms at Welshpool are bi-directional.

Freight Services

Shrewsbury has a limited amount of freight traffic. Western Region pick-up general freight may shunt at Shrewsbury by exchanging wagons in the goods marshalling area and goods shed at the Wrexham end of the station. Note, the Shrewsbury operator is responsible for shunting at Wrexham General. This includes general goods and coal traffic (coal traffic at Wrexham, usually four wagons, forms part of the Birkenhead/Chester coal train to the loops). In order to shunt goods at Wrexham, DOWN trains are required to cross onto the UP platform (Platform 2) and the locomotive run around to work the train. Empty coal traffic at Shrewsbury, including wagons off the coaling stage, are added to the Aberystwyth/Welshpool coal train and detached upon return. Note that the Shrewsbury operator is responsible for the shunting of coal wagons onto the Aberystwyth coal train at Welshpool and Shrewsbury.

Furthermore, Shrewsbury is responsible for a number of through freight workings. All purely tanker milk trains, fish trains, grain trains, oil trains, coal trains, cattle trains and iron ore trains coming off the Cambrian branch require reversing at Shrewsbury and sending towards Wellington and Wolverhampton (If you are unsure which locomotive should take the train further a general rule is that diesels keep going whilst steam goes into Shrewsbury shed, alternatively the operator can contact central control for advice). Likewise, on return, these services require reversing and sending down the branch using appropriate motive power (motive power must meet axle load restrictions). The fertiliser train and the milk train (containing a combination of vans and milk tankers) travel between the Cambrian branch and Birkenhead. Thus, on return from Birkenhead, the Shrewsbury operator must identify these trains, bring them in on Platform 3 and ensure that an appropriate locomotive is being used.

Welshpool Freight Services

The Shrewsbury operator is also responsible for shunting at Welshpool station. Major shunting activities include the exchanging of general freight on pick-up goods, the addition/removal of the grain wagon to any UP/DOWN grain workings and the addition/removal of the CWS milk tanker wagon to any UP/DOWN CWS milk trains. Two Prestwins (fertiliser wagon) are to be added to any UP Prestwin services and removed from any DOWN Prestwin services. In addition to the workings outlined above, a cattle train from the meat works at Banbury shunts at Welshpool station where it

usually detaches four cattle wagons when heading in the DOWN direction and reattaches them on return to Banbury.

Engine Shed

Shrewsbury engine shed can get rather busy! Therefore, it is important that the operator is careful in how locomotives are managed. Locomotives that have come off a train enter the road next to the watering crane on the water tower side entry track. After turning around, locomotives need to be coaled under the coal loader before either being shunted into the engine shed or one of the storage positions on the storage loop adjacent to the coal loader. Locomotives used on the suburban service on Platform 4 should be moved into the storage road against the arched wall once they have been coaled and watered to reduce congestion in the shed. Furthermore, locomotive storage overflow can be found on the coaling stage ramp (next to the protection wall) and the storage road at the end of Platforms 1 and 2 on the engine shed end of the station.



Shrewsbury Shed

7.6 Chester General

Passenger services

Chester General is responsible for workings both arriving and departing from Wrexham General and Birkenhead Woodside. Accordingly, the station has two island platforms. Platforms 1 & 2 are used for services heading to Birkenhead Woodside whilst Platforms 3 & 4 are used by services heading to Wrexham/Shrewsbury.

Platform 1 is a dedicated platform for a maroon four-carriage compartment stock local service from Chester General to Birkenhead Woodside. This service stops at Port Sunlight and is hauled by an Ivatt 2MT tank locomotive. Platform 2 is used for arrivals from Wrexham General which are continuing onto Birkenhead Woodside. Hence, services coming into Platform 2 require a tank locomotive to haul the train onto Birkenhead. Suitable tank locomotives are tanks other than the Ivatt 2MT tanks and include BR Standard 3MT and 4MT tank locomotives, Fairburns, Stanier 4Ps and Fowlers.

Platform 3 is the main UP platform to Wrexham/Shrewsbury and is used for services arriving from Birkenhead which are continuing onto Wrexham. These services are hauled by a tank locomotive and require a locomotive change at Chester General. Four mainline services may arrive from Birkenhead and are to be treated as follows. First, a four or six car Southern Region train to Gosport will require motive power such as a Castle, County, Hall or Grange. A Class 35 Hymek may also be used if the above motive power is unavailable. This train can be identified by its four green British Railways Mk1 carriages in its four carriage consist and two additional Maunsell carriages in its six car formation. Second, a seven-carriage chocolate and cream express service to Marylebone is made up of British Railways Mk1 carriages. This service requires a Class 52 Western diesel to take it through to Marylebone. Third, a seven-carriage service to Bristol made up of a mixture of maroon and chocolate and cream British Railways Mk1s requires either a Castle or Warship locomotive to take it from Chester General through to Bristol Midland. Fourth, a London bound parcels train from Birkenhead Woodside requires suitable motive power such as a Castle, County or Hymek. Halls and Granges may be used if the previous are unavailable. Lastly, an excursion train may be released from Birkenhead Woodside. This train can be hauled by any medium power locomotives.

Platform 4 is a dedicated platform used by a four-carriage cross country service between Birmingham Snow Hill and Chester General. This service can be identified by its ex-GWR rolling stock including a mixture of either Collett and Hawksworth or Collett and Centenary carriages. This service is hauled by a combination of either Halls or Granges and NEVER travels to Birkenhead Woodside.

Freight Services

Chester General has a number of freight movements. Accordingly, a Class 08 diesel has been assigned as the shunting locomotive for this station.

General goods is shunted into the goods shed and overflow track. However, one goods service known as the *"Night Owl"* does not shunt at Chester General. Instead this service reverses, using a Class 4 tank engine and continues onto Birkenhead Woodside. The *"Night Owl"* can be identified by its substantial number of container wagons when compared with other general goods traffic. Upon the *"Night Owl's"* return from Birkenhead, the train must be reversed and a Western Region freight

locomotive attached. Suitable Western Region freight locomotives include a 28xx, 38xx or British Railways Class 9F. Coal traffic at Chester General is initiated from Birkenhead Woodside whereby the coal train is brought into the goods arrival road alongside Platform 4. Empty Chester coal wagons, including those on the coal loader, are added to this train and sent to Wrexham General using a Western Region freight locomotive, preferably a diesel as this train reverses at Wolverhampton Low-Level. Chester General is also required to reverse freight traffic from Wrexham bound for Birkenhead such as the fertiliser and milk train. Any Class 3 or 4 tank locomotive may take these services through to Birkenhead. However, upon the return of these trains, the locomotive which brought the train to Chester from Wrexham must be used on its return to Wrexham/Shrewsbury. Last, Chester General is home to the Chester Brick Company factory. Brick trains are sent on request of the General Manager for Special Traffic and are to be hauled by the dedicated Class 20 diesel.

Engine Shed

Chester General is unusual given its dedicated use of tank locomotives and occasionally diesels on the Birkenhead line. Steam engines which have come into the station are to be released from the end of the platform or goods arrival road and parked under the coal loader and water crane subsequent to turning on the turntable. Once turned and made ready for the next service, engines can be stored in any of the engine roads around the turntable or engine storage tracks around the station. Diesel locomotives are to be refuelled using the diesel refuelling facility found next to the engine shed on the line from Birkenhead Woodside.



Station throat at Chester General with Caer Goch in the background

7.7 Birkenhead Woodside

Passenger services

Birkenhead Woodside station comprises five platforms, four of which are hidden under the large overall roof. Platform 1 is specifically used by the four-carriage maroon suburban service (all stops) from Chester General. This train is hauled by Ivatt 2MT tank locomotives. Platform 2 is used by the Southern Region cross country service from Gosport. This train can be identified by its four green British Railways Mk1 carriages in its four-car consist and two additional ex-SR Maunsell carriages in its six-car formation. Platform 3 is used by the Birkenhead-London express which comprises seven chocolate and cream British Railways Mk1 carriages. Platform 4 is utilised by a seven-carriage service to Bristol made up of a mixture of maroon and chocolate and cream British Railways Mk1s whilst Platform 5 is used by parcels traffic. All services outlined above, using Platforms 2-5, can be hauled by any Class 3 or 4 tank locomotives or mixed traffic diesels such as Hymeks. The operator at Birkenhead Woodside may be required to initiate an excursion train following directions from the General Manager for Special Traffic. The excursion train, located on the track alongside the warehouse unloading track, must be shunted into the station for passengers to board (unless travelling empty stock to Chester and beyond) and may be hauled by any Class 3 or 4 tank locomotive.

Freight services

Birkenhead Woodside has four principal goods services. First, the "*Night Owl*" from London Marylebone is an express fitted goods train containing a mixture of vans and container wagons. All general goods vans are to be shunted against the ex GWR and LMS Railways' goods warehouse whilst the container wagons require shunting next to the crane. This train can be hauled by any Class 4 tank locomotive or medium power diesel such as a Hymek. Empty coal trains are initiated from Birkenhead Woodside and are hauled by any Class 3 or 4 tank locomotive. Birkenhead also receives two services from the Cambrian Coast. These comprise a milk train from Aberystwyth and Machynlleth which uses Platform 5 and a fertiliser train from Pwllheli which is loaded on the engine shed end of the coal siding. These services can be hauled by any Class 3 or 4 tank locomotive or a medium power diesel locomotive.

Engine Shed

Birkenhead Woodside has a relatively simple engine shed and no turntable as tender locomotives do not normally travel here. Following the arrival and subsequent departure of a service, steam locomotives are to be taken to the engine shed for coal and water making them ready for their next assignment. Diesel locomotives may be stored in one of the locomotive storage sidings until required.

7.8 Machynlleth

Passenger Services

Machynlleth is the key junction on the Cambrian Coast branch of Banbury Connections where the lines to Pwllheli and Aberystwyth divide. The lower-level station is utilised by services for Pwllheli whilst the higher-level is used by Aberystwyth trains.

Two types of passenger train travel to Pwllheli. First, the Cambrian Coast Express from London divides at Machynlleth with the rear three carriages forming the Pwllheli portion of the train. Following the train's division, the rear three coaches are headed by a tank locomotive which takes them onto Platform 2 at Machynlleth. Second, a local service travels between Pwllheli and Machynlleth. This train is formed by one of the following: an ex-GWR Banana, ex-GWR B-Set or pair of ex-GWR Autocoachs. The latter two are generally hauled by an ex-GWR 64xx tank locomotive (must be used on the auto train). In the interests of passenger convenience, passenger trains on the lower level generally use Platform 2.

Two passenger services travel through to Aberystwyth. First, the Cambrian Coast Express from London divides at Machynlleth with the front four carriages forming the Aberystwyth portion of the train. Following the train's division, the four front coaches are headed by a medium powered tender locomotive which takes them onto Platform 3 at Machynlleth. Second, a local train between Aberystwyth and Shrewsbury utilises Platforms 3 and 4. Platform 3 is used, when possible, to provide a more convenient connection for passengers travelling from Pwllheli. The Aberystwyth to Shrewsbury service is formed by either a three carriage Class 101 DMU or three ex-GWR Collett carriages generally hauled by a medium power ex-GWR, Ivatt 2MT or British Railways Standard tender locomotive.

Freight Services

Machynlleth low-level has numerous goods sidings for general freight, coal, grain, fertiliser and iron ore traffic. Any mixed freight from Pwllheli should pick up an assortment of goods and coal wagons at Machynlleth prior to departure for Welshpool and Shrewsbury. On return, several goods and coal wagons (generally 3) should be dropped at Machynlleth prior to departure for Portmadoc and Pwllheli. The goods shed can be found at the Welshpool end of the station whilst the coal siding is located between the line to Portmadoc and the Machynlleth grain silo.

Machynlleth is home to an iron ore mine which conveys its ore to a steel works in Sheffield. Therefore, the Machynlleth operator is responsible for forming the iron ore train for departure to Welshpool and Shrewsbury. The iron ore train can be hauled by any 3MT or 4MT tank locomotive or a Class 24 or 25.

A grain train, originating from Aberystwyth, requires all grain wagons at Machynlleth to be added when heading in the UP (to Shrewsbury) direction. On return, five wagons should be detached before the train returns to Aberystwyth.

Fertiliser traffic picks up both Prestwin wagons when departing for Welshpool and drops two when heading to Pwllheli. The Prestwin wagons are unloaded to the left of the goods shed at Machynlleth.

7.9 Portmadoc (Porthmadog)

Passenger Services

Portmadoc receives two passenger services. These are the three carriage Pwllheli portion of the Cambrian Coast Express and the Pwllheli to Machynlleth local service. DOWN services to Pwllheli generally utilise Platform 1 whilst UP services to Machynlleth utilise Platform 2.

Freight Services

A number of freight services travel through and originate from Portmadoc. Mixed freight trains (made up of coal and general freight) from Machynlleth should drop 2-4 general freight wagons and 3 coal wagons at Portmadoc. Likewise, mixed freight from Pwllheli should pick up a number of general freight and 3 coal wagons prior to departure for Machynlleth. All general freight wagons are stored in the goods shed whilst coal wagons are stored in the coal siding located in front of the goods shed.

A fish train, formed of ex-GWR Siphon H and G stock, travels express to London Marylebone. Any locomotive in the Pwllheli and Portmadoc area may be used to form this service. Typical motive power includes ex-GWR 45xx and BR Standard 3MT tank locomotives.

A Cooperative Wholesale Societies (CWS) milk train, originating from Pwllheli, requires shunting at Portmadoc. On arrival from Pwllheli, all six milk wagons should be attached prior to the services departure for Machynlleth and Welshpool. On return, six tankers should be detached and placed in the milk siding.

Oil wagons from Portmadoc form part of a Welsh oil train to Gosport. This train originates from Aberystwyth with three oil tankers. At Machynlleth, the operator is required to send the engine and brake van to Portmadoc to pick up all oil tankers and transfer them to Machynlleth where the combined train will continue through to Gosport. On return, five oil tankers should be sent to Portmadoc and three to Aberystwyth.

Fertiliser trains from Birkenhead require two Prestwin wagons to be dropped when heading to Pwllheli and two to be added when travelling to Birkenhead. Prestwin wagons are unloaded to the left of the Portmadoc goods shed.

7.10 Pwllheli

Passenger Services

Pwllheli is the northern terminus of the Cambrian Coast branch on Banbury Connections. The local passenger train, formed from one of the following: an ex-GWR Banana, a two carriage B-Set or two carriage push-pull Autotrain, utilises Platform 2 whilst the Cambrian Coast Express, formed of three British Railways Mk1 carriages, utilises Platform 1. Typical motive power for the Cambrian Coast Express include ex-GWR 45xx locomotives and BR Standard Class 3MT locomotives. The suburban service is hauled by the ex-GWR 64xx Pannier Tank when utilising autocoches and uses a combination of the 64xx and another Western Region tank locomotive when running as a B-set.

Freight Services

All goods trains originating from Pwllheli can utilise any locomotive at Pwllheli other than the 64xx Pannier Tank which is generally reserved for local passenger services.

General goods traffic at Pwllheli is to be shunted into the goods shed on the left hand side of the station.

Coal traffic at Pwllheli is stored in the coal sidings located next to the cattle dock. Please note that coal and general freight are sent as a mixed freight.

Cattle wagons from Banbury are loaded at the cattle dock prior to departure for Machynlleth.

Fertiliser traffic, comprising of Prestwin wagons, are unloaded on the left hand side of the cattle dock.

Lastly, the CWS milk tanker wagons are filled in the underground siding at the James Vale end of the station.

7.11 Aberystwyth

Passenger Services

Aberystwyth is the southern terminus of the Cambrian Coast branch on Banbury Connections. The station has 4 platforms which are utilised by the Cambrian Coast Express, Aberystwyth Parcels, a local service to Shrewsbury (Class 101 DMU or 3 ex-GWR Collett carriages) and a mixed traffic service to Birkenhead Woodside.

Platform allocations at Aberystwyth are flexible. Platform 3 should be made available for the Cambrian Coast Express given the train's length and Platform 4 is generally used for storing the BR Mk1 BG utilised by the mixed traffic service to Birkenhead Woodside.

All passenger and parcels trains should be hauled by a Western Region medium power tender locomotive such as a BR 4MT, Manor or 43xx.

Freight Services

Aberystwyth originates several goods services. First, a mixed traffic coal and general goods service to Loop 6 is formed at Aberystwyth and picks up at Welshpool, Shrewsbury and Wolverhampton Low-Level. Second, a general freight to London originates from Aberystwyth which picks up at stations specified by the Aberystwyth Yard Master. Third, an express milk train to London Marylebone is formed from 9 United Dairies milk tanker wagons located in the dairy's siding. Fourth, an oil train formed from 20T B Tank Esso oil tankers originates at Aberystwyth where it travels to Machynlleth and collects the remaining tankers from Portmadoc before departure for Gosport. Lastly, a grain train from Aberystwyth, generally hauled by a Class 25, picks up at Machynlleth and Welshpool before travelling to Leicester Central for loading.

These services may all be hauled by any Western Region medium power freight or mixed traffic locomotive (generally not the green steam locomotives).

Engine Shed

Aberystwyth engines shed is relatively small. Locomotives require coaling and watering prior to being turned on the turntable. Following turning, engines may be stored in the engine shed or held on the turntable until an appropriate future assignment has been identified.

7.12 Stratford-Upon-Avon

Passenger Services

Stratford-Upon-Avon, the home of William Shakespeare, has three platforms. Platform 1, closest to the Bristol Midland control panel, is the main platform for services travelling to Bristol Midland. Platform 2 is the turnback platform for terminating services and Platform 3 is the main platform for trains to Birmingham Snow Hill or Leamington Spa.

At present a one car Class 121 DMU (Bubble Car) travels between Leamington Spa and Stratford-Upon-Avon. This service utilises the turnback on Platform 2. Following electrification of point work at Stratford-Upon-Avon and Leamington Spa, this service will travel through to Bristol Midland Platform 4. In conjunction with this change, the four-carriage suburban service between Shrewsbury and Bristol Midland will terminate on Platform 2 at Stratford-Upon-Avon rather than run through to Bristol Midland. Therefore, the operator will be required to run the locomotive around the train at Stratford-Upon-Avon, using Platform 3, to prepare the service for its return to Shrewsbury.

All other passenger and parcels services call at Stratford-Upon-Avon utilising Platforms 1 and 3.

Freight Services

The Stratford-Upon-Avon operator is not required to undertake any freight shunting operations. All freight services should be sent through Stratford-Upon-Avon towards their destinations.



Castle heads Western Region cross country express at Stratford-Upon-Avon

7.13 Bristol Midland

Passenger Services

Terminus of the Bristol branch on Banbury Connections, Bristol Midland is a modest four platform station complete with an engine shed and goods facilities. Platform 1 at Bristol Midland is utilised by the Bristol Parcels. This is the only parcels service to Bristol and may be hauled by any Western (when travelling to Birkenhead Woodside) or London Midland (when travelling to Sheffield Victoria) medium power engine (generally ex-LMS 4-4-0 (2P), Class 37, Class 35 or ex-LMS 10000).

Platform 2 is utilised by a joint cross country working, between the Eastern and Western Regions, to Sheffield Victoria. Accordingly, a mixture of Western and Eastern motive power is utilised. Typical motive power includes ex-LNER V2, B17 and A1 locomotives or ex-GWR Castle class or Class 42 Warship diesel locomotives. The Bristol to Sheffield cross country service is made up of two trains. The first consists of six maroon ex-LNER Thompson carriages whilst the second is comprised of a mixture of British Railway Mk1, ex-GWR Collett and ex-GWR Centenary carriages.

Platform 3 is utilised for cross country workings to Birkenhead Woodside and Manchester Piccadilly via Birmingham Snow Hill. The seven carriage Bristol Midland to Birkenhead Woodside service comprises of a mixture of maroon and chocolate and cream British Railways Mk1s (the operator may also refer to the name boards on the carriage sides). This service typically uses Western Region main line express locomotives such as Class 42 Warship diesels and ex-GWR Castles. The seven carriage Bristol Midland to Manchester Piccadilly rake can be identified by its six maroon British Railways Mk1 carriages and one ex-LMS Stanier carriage (the operator may also refer to the name boards on the carriage sides). Suitable motive power for this service includes ex-LMS Coronations and the ex-LMS 10000 diesel.

Platform 4 is utilised by suburban services. Until electrification of points at Stratford-Upon-Avon and Leamington Spa is complete, a four-carriage train to Shrewsbury utilises this platform. This train is formed by either four British Railways Mk1 suburban carriages or four ex-LMS suburban carriages. Suitable motive power for this service include ex-GWR 41xx/51xx/61xx or ex-GWR 45xx Class locomotives. Following electrification of the aforementioned points, the Class 121 DMU from Leamington Spa will utilise Platform 4 given that the Shrewsbury service will terminate at Stratford-Upon-Avon.

Freight Services

An ex-LMS Jinty has been allocated as the shunting locomotive for Bristol Midland. Bristol Midland receives two freight trains (apart from special traffic) which should be brought into the goods arrival road, behind Platform 4, for shunting. The Western freight, identifiable by its large coupling wagons, is to be shunted into the two goods sidings on the right hand end of the station. Suitable motive power for this service include any medium power Western Region freight or mixed traffic locomotive (generally a Class 35 Hymek).

An Eastern mixed freight is formed from any goods wagons stored in the goods shed as well as any coal wagons. Suitable motive power for this service is the ex-LMS 0-6-0 Fowler Class 4F. This train travels to Sheffield Victoria and drops the coal wagons on route at Nottingham Victoria for loading at the coal mine. On return, coal wagons are to be shunted into the coal siding whilst goods wagons are

shunted into the goods shed. Please note that one coal wagon is shunted into the siding adjacent to the locomotive coal loader and accessed via the turntable.

Engine Shed

The Bristol Midland engine shed contains three storage tracks around the turntable and two additional locomotive storage points on the approach into the station (adjacent to the carriage siding near the signal box). Steam locomotives should be coaled and watered prior to being turned (not applicable for tank engines). Once an engine has been made ready for its next assignment, the operator can either store the locomotive in an available storage position or place the locomotive directly onto the following service (if it is on the platform). Diesel locomotives are generally stored in the locomotive storage point adjacent to the carriage sidings.



V2 heads Sheffield Victoria train at Bristol Midland

7.14 Leicester Central

Passenger Services

Leicester Central station comprises of four platforms, two of which are terminating platforms located on the northern (left) end of the station. All passenger trains from either Rugby Central or Nottingham Victoria are required to call at Leicester with all DOWN services stopping on Platform 1 and all through UP services utilising Platform 4. The Leicester to Bradford Exchange local service is the only train which terminates at Leicester (Platform 3). The local service can be identified as either a four carriage rake of maroon non-corridor coaches (ex-LMS Stanier corridor stock) or a three carriage maroon rake comprising of ex-LNER coaches (2 Gresley and 1 Thompson coach). The local service is to be hauled by a medium power ex-LNER tank locomotive such as an N2, V1/V3 or L1. The southern end of Leicester station contains an engine shed and turntable given that Southern Region services change locomotives prior to proceeding to Nottingham Victoria. First, a five carriage ex-SR Bulled rake and six carriage ex-LNER Gresley rake form the Gosport to Bradford cross-country working. Upon arrival at Leicester Central, from Rugby, the train pulls up prior to the entry to the engine shed. The Southern locomotive is detached and sent to shed whilst an Eastern locomotive is released prior to proceeding with the train into the station. The Southern locomotive is to be shunted into the UP locomotive siding on the southern end of Platform 4. In the case of a steam locomotive, the loco will require coaling, watering and turning prior to being placed in the UP departure siding. In the opposing direction, the Eastern Region locomotive requires detaching, coaling, watering and storing in the engine shed whilst the Southern Region locomotive is reattached to the train for its journey to Gosport. Any passenger trains not specifically mentioned above are to be driven to the next station following a stop at Leicester Central.

Please note that the Leicester Central operator is responsible for running UP trains from Sheffield to Rugby Central and DOWN trains from Rugby Central to Leicester Central from where Sheffield Victoria Box takes control.

Freight Services

Numerous freight services require shunting at Leicester Central. Both Eastern Region general freight services have wagons exchanged into the goods sidings on the northern (left) end of the station. Generally, the operator will detach several vans upon arrival from Rugby (DOWN train) and add vans prior to departure for Rugby (UP train). The ex-LNER Class J50 can be used for shunting operations and should pull UP goods wagons into siding at the Southern (right) end of the station.

Southern parcels and general goods trains require a locomotive change at Leicester Central to a medium power Eastern Region locomotive. The Southern coal train also requires a locomotive change for the final leg to Nottingham, a task usually fulfilled by the ex-LNER J50. Upon return to Gosport, the Eastern Region locomotive is to be detached and the Southern locomotive reattached. The Southern Parcels is generally hauled by an ex-SR N1, the coal train by an ex-SR Q1 and the goods by an ex-SR S15.

Eastern parcels trains often exchange vans at Leicester Central. The parcels siding is located on Platform 2 of the station. DOWN Southern parcels may also drop a van at Leicester and collect the van upon return to Gosport.

Grain train services from Wales are filled at Leicester Central. The grain train is loaded in the goods loop located between the UP and DOWN tracks on the Southern (right) end of the station. Upon loading at Leicester Central the grain train is reversed and sent to Rugby Central.

Oil services between Sheffield and Gosport pick up and drop off wagons at Leicester Central. The oil siding is on the Southern end of the station in line with the centre of the main station building. An UP oil train requires the four oil wagons to be added whilst a DOWN oil train requires them to be detached and shunted into the oil siding.

The Rugby Cement train, located in the cement siding at Rugby Central, is sent on request following instructions from the GM for Special Traffic. Upon return, the cement train is to be shunted back into the siding for its next assignment. A Class 20 diesel is generally allocated to this service. The Leicester Central operator must call for the aid of the Banbury operator when shunting the Rugby Cement train. The Leicester operator then works the manual points at Rugby by crawling into the access point provided.

Engine Shed

The engine shed at Leicester Central is primarily used for locomotive changes between Eastern and Southern engines. Upon arrival at Leicester, from Rugby, all Southern Region steam locomotives are to be detached, coaled, watered and turned prior to being placed in the UP locomotive holding bay at the Rugby end of Leicester Platform 4. Likewise, when a service heading to Gosport arrives at Leicester from Nottingham, the Eastern Region locomotive must be detached, coaled, watered, turned and placed into one of the engine roads around the turntable ready for the next service. The correct locomotive allocations for each locomotive change are detailed under Passenger and Freight Services for Leicester Central.



Leicester Central Shed with Sheffield sidings to left

7.15 Nottingham Victoria

Passenger Services

Passenger services through Nottingham Victoria are controlled by either the Leicester Central (UP services) or Sheffield Victoria (DOWN services) operator. Given that no passenger services originate or terminate at Nottingham, all passenger and parcels services continue their journey after calling at Nottingham. When Nottingham is switched out, DOWN trains used Platform 2 and UP trains Platform 4.

Freight Services

Nottingham Victoria has general goods facilities, an oil siding and the coal mine. For general Eastern Region goods trains, the operator may wish to exchange several goods wagons with those contained in the goods shed located at the Sheffield end of the station.

The Nottingham operator is tasked with adding all oil wagons, in the oil siding, to UP oil trains and detaching five oil wagons from DOWN oil trains. The oil siding is located at the Sheffield end of the station.

The most complex aspect of operating Nottingham is management of the coal mine which is responsible for the delivery of coal to four destinations. The first coal train originates from the northern end of the Great Central Main Line at Bradford. This coal train can be identified by its coke wagons and the fact that it is the only coal service from Sheffield. An Eastern Region freight locomotive such as an ex-War Department 2-8-0 Austerity is usually used to haul this service. Upon arrival at Nottingham, the locomotive is to be worked backed to Sheffield where it is coaled, watered and turned prior to returning to Nottingham to lead the return working to Sheffield, Huddersfield and Bradford. The second coal train, which can be identified by its extra-long 20T coal wagons, originates from London Marylebone and is usually hauled by an ex-LNER 2-8-0 O4. On arrival, the Class O4 is to be detached and sent to Sheffield where it is coaled, watered and turned prior to being returned to Nottingham for the return working. The third coal train originates from Gosport and is usually hauled by an ex-LNER J50 0-6-0 tank. Following loading at Nottingham, the J50 returns the train to Leicester where the ex-SR Q1 is attached. The fourth coal train originates from Bristol Midland and can be identified given that it is a mixed traffic coal train. On arrival at Nottingham, the coal wagons are to be detached whilst the remaining goods wagons continue onto Sheffield. An ex-LNER J94 Saddle Tank has been allocated to the Nottingham Coal Mine.

Nottingham Victoria may load wagons at the coal mine without disrupting main line operations switched through to Leicester Central and Sheffield Victoria Boxes.

7.16 Sheffield Victoria

The Sheffield Victoria operator is advised to read the notes on both Leicester Central and Nottingham Victoria Stations.

Passenger Services

Sheffield Victoria is the main junction on the Eastern Region of Banbury Connections with lines from Nottingham, Huddersfield, Manchester and Cleethorpes. Accordingly, Sheffield has five platforms in addition to substantial freight facilities.

Platform 1 is no longer in general use for passenger services given the timetabling change which enabled through services from Manchester Piccadilly to Cleethorpes.

Platform 2 is utilised by all DOWN passenger services travelling to either Huddersfield/Bradford or Manchester Piccadilly. All DOWN passenger trains proceed to Huddersfield unless they are the seven carriage Manchester express or the Sheffield to Cleethorpes local. The Manchester express service is comprised of seven marron British Railways Mk1 carriages which are hauled by a Class 55/Deltic/DP2. The Manchester to Cleethorpes local is formed by either a three car Class 101 DMU or a coupled set of a Class 108 DMU and Class 105 DMU.

Platform 3 is generally used as a terminating platform by the Bristol Midland to Sheffield cross country service. This train is a joint working between the Eastern and Western Regions and therefore utilises a mixture of Western and Eastern motive power. Typical motive power includes ex-LNER V2, B17 and A1 locomotives or ex-GWR Castle class or Class 42 Warship diesel locomotives. The Bristol to Sheffield cross country service is made up of two trains. The first comprises of six ex-LNER Thompson carriages whilst the second is comprised of a mixture of British Railway Mk1, ex-GWR Collett and ex-GWR Centenary carriages.

Platform 4 is the main UP platform for services proceeding to Cleethorpes or Nottingham. All UP passenger services bar the Cleethorpes-Manchester local, formed by either a Class 101 or Class 105/108 DMU, advance to Nottingham. Platform 4 is also used as a terminating Platform for the London Marylebone to Sheffield Victoria Pullman. This train is formed from seven umber and cream Pullman carriages hauled by a Class 55/Deltic/DP2.

Platform 5 is the parcels platform for Eastern, Southern and Bristol parcels trains. The Eastern parcels train may detach parcels vans for the parcels storage sidings located on the northern (left) end of Platform 5 prior to departure for Huddersfield Central. The Southern and Bristol parcels trains terminate on Platform 5 and return south using suitable motive power (the locomotive which brought them into Sheffield). The Southern parcels train may exchange one Southern parcels van at Sheffield if the van requires passage through to Bradford. If this is the case, the Southern van will be added to the Eastern parcels train at the next convenient opportunity.

The Sheffield operator is also responsible for working passenger services to and from Manchester Piccadilly. Manchester consists of two platforms with Platform 2 being utilised by the Marylebone-Manchester express and Platform 1 by the Cleethorpes to Manchester local service. A siding at the Sheffield end of Manchester Piccadilly Station is used to refuel and store Deltic diesels ready for

their next working to Marylebone. This is locally controlled by Birmingham Snow Hill panel when switched through from Sheffield Victoria panel.

Furthermore, the Sheffield operator controls Huddersfield Central Station. Platform 1 is used by DOWN trains to Bradford and Platform 2 by UP trains to Sheffield.

Freight Services

The Great Central is a busy freight railway. Accordingly, Sheffield Victoria is a hub for multiple freight workings to several destinations across the Banbury Connections network. All freight services should come into either Platform 1 or the goods arrival road between Platforms 1 and 2 ready for shunting operations. Please note that Platform 1 is only accessible from the Nottingham/Cleethorpes end of Sheffield Victoria. Therefore, services continuing through to or originating from Bradford must utilise the goods arrival road.

The Eastern Region of Banbury Connections has two main general goods trains running between Bradford Exchange and London Marylebone. Upon arrival at Sheffield, from Nottingham, the majority of container wagons should be shunted next to the crane near the steel works for loading and unloading. The general goods wagons, apart from those continuing to Bradford Exchange, are to be shunted into the stone goods shed at Sheffield. The operator may choose to add wagons from Sheffield yard heading to Bradford. On departure, the goods train should leave Sheffield, for Bradford, with approximately 6-10 wagons. The Sheffield operator is also responsible for operations at Huddersfield Central Station. DOWN general goods trains are to drop 1-3 wagons (not container wagons) at Huddersfield while UP general goods trains pick up any general goods wagons at Huddersfield bound for the South. The goods siding is located at the Bradford end of Huddersfield Central.

Southern Region general goods also travel to and from Sheffield Victoria on an alternating basis. The Southern goods terminates at Sheffield where it requires shunting into the goods platform on the Nottingham end of Sheffield near the stone goods shed. This train does not require shunting at Leicester and Nottingham.

A Bristol mixed traffic goods, which detaches its coal wagons at Nottingham for loading, continues its journey to Sheffield Victoria where the service terminates. Upon arrival, the goods wagons are to be loaded and unloaded on the goods platform (as for Southern freight) prior to the service's return to Bristol. On departure, following being coaled, watered and turned on the turntable, the locomotive which brought the service into Sheffield, generally an ex-LMS 0-6-0 4F, should be utilised.

An Eastern region coal train, originating from Bradford Exchange (with four to five wagons), shunts at both Huddersfield Central and Sheffield Victoria prior to departure for the Nottingham Coal Mine. At Huddersfield, UP coal trains pick up the coal wagons located in the coal siding (usually about two wagons) at the Bradford end of the station whilst DOWN coal trains drop two coal wagons at Huddersfield. Upon arrival at Sheffield, UP coal trains requiring shunting where all coal wagons located in the Grimy Old Mill (usually one or two), near the turntable, and the coal loading track for the locomotive coaling tower (usually three) are to be added to the coal train. Furthermore, any coal wagons in the coal siding, located at the Cleethorpes end of Sheffield Victoria Station, require shunting onto the Eastern coal train prior to departure for Nottingham Coal Mine. On return, the

coal train is to be shunted at Sheffield into the three places outlined for the UP working. This will leave six or seven wagons that continue onto Huddersfield and Bradford. Please note that coal wagons sent from Cleethorpes (usually two) are to be added to this train and returned to Cleethorpes after loading.

An oil train originates in the oil sidings, between the Grimy Old Mill and locomotive coaling tower, at Sheffield Victoria bound for the oil refinery at Gosport. The oil train is normally hauled by diesels such as a Class 25 or Class 37. If these cannot be located, other Eastern Region (including 9F's) freight locomotives may be used.

A steel works is located at the Nottingham end of Sheffield Victoria station. Steel trains are usually hauled by a Class 37 or Class 25 diesel and travel to any part of the railway upon the request of the General Manager for Special Traffic. Steel traffic is frequently directed to Gosport for export or London for domestic use.

The steel works at Sheffield requires Iron Ore which is delivered from the iron ore mine at Machynlleth in Wales. This train is to be unloaded on the iron ore conveyor belt in the steel works precinct at the Nottingham end of Sheffield Victoria Station. The iron ore conveyor belt is located under a small brick building which saddles the running line in one of the sidings. Upon departure from Sheffield, the locomotive used to bring the train in should be utilised for its return journey to Wales.

North-Eastern fish traffic from Cleethorpes requires a reversal at Sheffield Victoria. On arrival at Sheffield, the ex-LNER tank locomotive (usually an L1) is to be detached, watered and coaled. A medium power Eastern Region locomotive based at Sheffield (usually a Class 31 A-1-A) is then used to head the train through to London Marylebone.

Engine Shed

Sheffield Victoria has an extensive engine shed. Steam locomotives terminating at Sheffield should be shunted under the coaling tower prior to being watered and turned on the turntable. Following turning, the locomotive may be stored in one of the engine shed roads on the Manchester end of the station. If the locomotive was sent from Nottingham Victoria for turning, the Sheffield operator should notify Nottingham so that Nottingham control can return the locomotive to the coal mine ready for the next coal train. In the case of the terminating service on Platform 3, following servicing, locomotives for this service can be stored in the locomotive bay at the Nottingham end of Platforms 2 and 3. Motive power for this service can be found under Sheffield Victoria Passenger Services.

7.17 Bradford Exchange

Passenger Services

Bradford Exchange is the Northern terminus of the Great Central main line on Banbury Connections. The station has three platforms, a carriage siding for excursion trains, an engine shed and moderate goods facilities.

Platform 1 is used for the cross-country service between Gosport and Bradford. This service is made up of either a five-carriage green ex-SR Bullied rake or a six-carriage maroon ex-LNER Gresley rake. This service is typically hauled by either a BR standard or ex-LNER medium power locomotive such as a K1, K3 or B1.

Platform 2 is utilised by either the South Yorkshireman (The Pudding) or the Eastern parcels. The South Yorkshireman can be identified as the only service at Bradford made up of six maroon BR Mark 1 carriages. This service should be hauled by one of the following: an ex-LNER A4, A3 or V2 class locomotive. The Eastern Parcels can be identified by its combination of BR Mark 1 BG (Full Brake), ex-LNER Thompson and ex-LNER Gresley full brake carriages. The parcels may be hauled by either a BR standard, Class 31 or ex-LNER medium power locomotive such as a K1, K3 or B1.

Platform 3 is used by the Leicester Central to Bradford Exchange local service. This service is operated using two rakes. The first is a four carriage rake of ex-LMS compartment suburban carriages whilst the second is a rake of three carriages two of which are ex-LNER Gresley carriages and one which is an ex-LNER Thompson carriage. These services are to be hauled by either an ex-LNER class N2, V1/V3 or L1 tank locomotive.

An excursion train is housed in two carriage sidings at Bradford exchange. This service is largely made up of ex-LMS open second Stanier carriages. The excursion train can use any available platform and may be hauled by any medium power Eastern region or BR standard locomotive (Diesel or Steam). The destination of the excursion train is subject to intelligence received from the GM for Special Traffic. Upon return, the excursion train is to be divided into two halves and returned to the two carriage sidings they were sourced from.

Freight Services

Bradford Exchange receives two principal freight services, other than special traffic. These are the Eastern Region general freight and Eastern Region coal. The general freight is to be shunted into the goods shed whilst all conflat wagons are to be shunted next to the small crane in the goods yard. The Eastern Region general freight can be hauled by any suitable Eastern Region freight locomotive. These usually include a BR Standard Class 9F or an ex-LNER WD Austerity. If these are unavailable a Class 37 diesel or ex-LNER J39 may be used.

The Eastern coal is to be shunted into the coal siding at Bradford, located near the goods shed. In addition, one wagon is to be detached and shunted into the road next to the locomotive coal loader. Suitable motive power for the Eastern coal include the ex-LNER J39 and ex-LNER WD Austerity. If these are not available a BR Standard Class 9F, Class 37 or Class 24/25 may also be utilised.

Engine Shed

Steam engines which arrive at Bradford are to be sent to the coal loader and water crane prior to being put on the turntable for turning (for tender locomotives only). Following being turned, locomotives may either be put directly on the appropriate train, if it is on the platform, or be stored in the engine shed ready for the following service. Operators should only put the locomotive on the South Yorkshireman upon departure as this blocks access into Platform 3. **Please Note:** If the turntable is connected to the coaling road and the coaling road DPDT switch is in the down position there will be a short circuit!



Bradford Exchange Station

7.18 Cleethorpes

Cleethorpes is the terminus station of a branch line heading east from Sheffield Victoria. The station has a major fishing port which sends fresh fish express to London daily.

Passenger Services

Cleethorpes only has one passenger service travelling to Manchester Piccadilly via Sheffield Victoria. This service is formed by either a three-carriage Class 101 DMU or a two-carriage Class 105 coupled with a two-carriage Class 108 DMU.

Freight Services

Cleethorpes contains a fish loading dock on the Eastern (right hand) side of the station where Blue-Spot fish vans are loaded and sent to London. An ex-LNER L1 usually takes the fish train to and from Sheffield Victoria. Other freight traffic at Cleethorpes consists of general freight wagons and coal wagons which are worked down to Sheffield and back when required.

7.19 Winchester Chesil

Passenger Services

Winchester Chesil, located between Banbury and Gosport, comprises of three platforms. Platform 1 is the main platform for services travelling from Gosport through to Banbury and beyond.

Platform 2 is utilised by the four carriage Gosport to Winchester suburban service. This service comprises of four ex-SR Maunsell carriages and is generally hauled by an ex-SR M7, E4 or R1 tank locomotive. Upon arrival at Winchester, the tank locomotive runs around the train ready for a return service to Gosport.

Platform 3 is the main platform for services travelling from Banbury to Gosport.

Freight Services

Winchester Chesil is responsible for managing numerous forms of through freight traffic, including oil and Transfesa trains, which are not required to shunt at the station.

The only freight services which require shunting at Winchester are the Southern Region general freight and Southern Region coal train. Southern Region general freight from Gosport is to be brought into Platform 2 for shunting where any Winchester goods wagons are added to the train prior to departure for Banbury. Upon its return, 4-6 goods wagons are to be detached at Winchester prior to the service's departure for Gosport. The Southern Region general freight is generally hauled by an ex-SR Drummond 700 or S15 locomotive.

When heading in the Banbury direction, the Southern Region coal train, generally hauled by an ex-SR Q1, should if possible be brought into Platform 2. Upon arrival, all Winchester coal wagons should be added to this service prior to departure for Banbury. Note: the Winchester operator should advise the Banbury operator that all Banbury coal wagons should be added to this service. On return from Banbury, the Winchester operator should detach 4-5 coal wagons, which are to be shunted into the coal sidings at the Gosport end of the station, before the train progresses through to Gosport. The Winchester operator should also ensure that the Banbury operator has detached the three Banbury coal wagons prior to the coal train's arrival at Winchester Chesil.

7.20 Gosport

Gosport is the Southern Region terminus for services from both Winchester Chesil and Portchester Halt (Southern 3-rail electric branch). Gosport is made up of four platforms and several carriage sidings (which may be utilised to store excursion traffic). In addition, Gosport has substantial goods and engine shed facilities.

Passenger Services

Platform 1 is utilised by the Southern Region parcels train and 4-CEP EMU from London Waterloo. The Southern Region parcels train can be identified by the green British Railways Mark 1 BG and ex-SR full brakes. Ex-SR N1 locomotives are usually used to haul the parcels train. The suburban EMU from Portchester Halt may utilise this platform if Platform 2 is occupied.

Platform 2 is utilised by suburban services heading into Gosport. These are the four-carriage suburban train to Winchester Chesil (comprising of four ex-SR Maunsell carriages usually hauled by an ex-SR M7, E4 or R1 locomotive) and the third rail electric local services from Portchester Halt (comprising of either an ex-SR 2 BIL EMU & 2 HAL EMU or ex-SR 2EPB EMU).

Platform 3 is utilised by Bradford to Gosport cross-country workings. These services can be identified as either a five-carriage green ex-SR Bullied rake or a six-carriage maroon ex-LNER Gresley rake. This service is typically hauled by either a small coupling Class 33 or small coupling ex-SR Battle of Britain/West Country (such as 222 Squadron).

Platform 4 is utilised by services heading to either Manchester Piccadilly, via Birmingham Snow Hill, or Birkenhead Woodside. These services can be recognised as either a six carriage train comprising of green British Railways Mk1 carriages or a six carriage train comprising of four green British Railways Mk1 carriages and two green ex-SR Maunsell carriages. Note: In UK Winter months (November to March), the two Maunsells may be detached from this service. Both these services are normally hauled by a combination of big coupling ex-SR West Country/Battle of Britain, Class 33 or BR Standard Class 5MT locomotives.

Excursion trains are frequent visitors to Gosport during UK Summer months, mainly June to August. Upon arrival at Gosport, excursion traffic may utilise any available platform. Nevertheless, following the disembarkation of passengers, the excursion train should be shunted into one of the available carriage sidings, such as the one between Platforms 2 & 3 or the one between the goods road and Platform 1, so the locomotive can be released and made ready for the return service. Note: excursion trains should depart from Gosport using the same locomotive which brought them in unless alternative instructions have been issued by central traffic control.

Gosport is responsible for running Southern electric (third rail) trains to Portchester Halt and beyond. The 2 BIL & 2 HAL and 2 EPB are used for the suburban service stopping at Portchester Halt whilst the 4 CEP forms an express to London Waterloo.

Freight Services

As the major port on Banbury Connections, Gosport is responsible for extensive freight operations. All freight entering Gosport should arrive on the goods arrival road. The goods arrival road is the

track closest to the operator containing a crane which saddles the track. An ex-SR Brighton Terrier Tank is the designated shunting locomotive for Gosport.

The Southern Region general freight, consisting of general goods wagons and CCT/PMV vans requires shunting into the goods shed. The general freight siding and goods shed can be found near Platform 1. This train is generally hauled by the ex-SR Drummond 700 or S15 class locomotive and utilises the brown ex-SR Pill brake van.

Coal traffic from Nottingham coal mine requires shunting at Gosport. Upon arrival at Gosport three coal wagons should be shunted up the locomotive coaling ramp with the balance of wagons shunted into the coal siding. The coal siding may be recognised by its coal platform. The coal train is generally hauled by an ex-SR Q1 class locomotive and utilises the grey ex-SR Shark brake van with an S prefix on the number.

Transfesa traffic, connecting the UK to the continent, is shunted on and off the train ferry at Gosport. The ferry ramp is located at the end of the goods arrival road near the harbour. On arrival at Gosport, Transfesa wagons are to be shunted onto the ferry bridge. Once this has been completed, the wagons are to be placed in one of the goods sidings at the Winchester Chesil end of the station. A Class 28 is generally used for this service.

Oil traffic from the Western and Great Central require filling at the Gosport oil refinery. On arrival, oil trains are to be shunted, two at a time, under the oil filling terminals located near the locomotive coaling ramp. Once filled, oil trains are to depart Gosport using the same locomotive which brought them in unless other instructions have been delivered from central traffic control.

Special traffic in the form of bricks, steel and cement are sent to Gosport on a periodic basis. On arrival, special traffic is to be unloaded prior to the service's return. The locomotive utilised to bring in any special traffic should be used when returning the empty special traffic service. Any queries regarding special traffic should be directed towards the GM for Special Traffic.

Engine Shed

As a busy terminus Gosport requires substantial engine shed facilities. Following the departure of a passenger train from Gosport, the operator should release any locomotives from the end of the platform to allow the arrival of any following services. If the locomotive is a diesel it should be stored in one of the storage roads at the Winchester end of Platforms 3 & 4, in front of the signal box or in the carriage siding between Platforms 2 & 3. On the other hand, if the locomotive is a steam engine, it should be sent to the water crane prior to being coaled under the locomotive coal loader. If the engine is a tender locomotive it should then be turned prior to being stored in either the engine shed or an appropriate locomotive storage siding for its next departure. Please note that within the Gosport engine shed building lies a set of insulators. Operators should be wary not to park locomotives across the insulator as this leads to short circuits!



Chris and Dick Day at the Banbury and Birmingham Snow Hill control panels

ENJOY!

And, to adapt a thought from Alfred Wainwright's '*A Coast to Coast Walk (1973)*': If you meet an Australian DCC modeller, give him a cheery smile as you will have by far the better operating experience!

Appendix 1: Tables of Trains Operating on Banbury Connections

The following tables list all the passenger, parcels and freight services, by region, which operate on Banbury Connections.

Appendix 1.1 Tables of Passenger and Parcels Services by Region

Western Region

Train Type	Train Description	Suitable Motive Power	Station Stops
Western Semi-Fast (Marylebone to Wolverhampton Low-Level)	5 maroon carriages consisting of ex-GWR Hawksworth and Colletts	High or medium power Western Region locomotive	London Marylebone (Platform 1), High Wycombe, Banbury, Leamington Spa, Birmingham Snow Hill, West Bromwich and Wolverhampton Low-Level then into Loop 1.
Western Express (Cambrian Coast Express from Marylebone to Aberystwyth and Pwllheli)	7 chocolate and cream BR Mk1 carriages	Class 52 Western (Marylebone to Shrewsbury) and Medium power Western Region light axle load locomotives (from Shrewsbury)	London Marylebone (Platform 2), Banbury (DOWN only), Leamington Spa (UP only), Birmingham Snow Hill, Wolverhampton Low-Level, Shrewsbury, Welshpool and Machynlleth (where train divides). Front four carriages for Aberystwyth (Platform 3) and rear three carriages call at Portmadoc, James Vale and Pwllheli (Platform 2).
Western Express (Marylebone to Wolverhampton Low-Level)	7 assorted chocolate and cream and maroon BR Mk1 carriages	Class 52 Western or ex-GWR King	London Marylebone (Platform 2), Banbury, Leamington Spa, Birmingham Snow Hill and Wolverhampton Low-Level then into Loop 2.
Western Pullman (Blue Pullman from Marylebone to Wolverhampton Low-Level)	8 carriage Blue Pullman DMU	DMU	London Marylebone (Platform 2), Leamington Spa, Birmingham Snow Hill and Wolverhampton Low-Level then into Loop 2.

Western Express (Marylebone to Birkenhead Woodside)	7 chocolate and cream BR Mk1 carriages	Class 52 Western and Class 3 or 4 tank engine (from Chester General)	London Marylebone (Platform 2), Banbury, Leamington Spa, Birmingham Snow Hill, Wolverhampton Low-Level, Shrewsbury, Wrexham General, Chester General and Birkenhead Woodside (Platform 3).
Western Parcels (Marylebone to Birkenhead Woodside)	5-6 parcels vans including BR Mk1, GUV and ex-GWR full brakes. Always includes at least 1 chocolate and cream BR Mk1 BG.	Medium power Western Region locomotive	London Marylebone (Platform 5), High Wycombe, Banbury, Leamington Spa, Birmingham Snow Hill, Wolverhampton Low-Level, Shrewsbury, Wrexham General, Chester General and Birkenhead Woodside (Platform 5).
Western Parcels (Marylebone to Aberystwyth)	5-6 parcels vans from Marylebone and 4 after Birmingham Snow Hill including BR Mk1, GUV and ex-GWR full brakes.	Medium power Western Region locomotive (must be a light axle load locomotive from Shrewsbury)	London Marylebone (Platform 5), High Wycombe, Banbury, Leamington Spa, Birmingham Snow Hill, Wolverhampton Low-Level, Wellington Salop, Shrewsbury, Welshpool, Machynlleth and Aberystwyth.
Western Local (Marylebone to Birmingham Snow Hill)	3 carriage DMU	Class 117 DMU	London Marylebone (Platform 6), Beaconsfield, High Wycombe, Bicester North, Banbury, Leamington Spa, Solihull, Birmingham Snow Hill (Platform 5).
Southern/Western Cross Country (Gosport to Birkenhead Woodside)	4 green BR Mk1 carriages plus 2 green ex-SR Maunsell carriages	Medium Power Southern Region locomotive (Gosport to Birmingham) and Medium Power Western Region locomotive (Birmingham to Chester).	Gosport (Platform 4), Winchester Chesil, Banbury, Leamington Spa, Birmingham Snow Hill, Wolverhampton Low-Level, Shrewsbury, Wrexham General, Chester General and Birkenhead Woodside (Platform 2).

Western Local (Leamington Spa to Stratford-Upon-Avon) Services continue through to Bristol Midland upon motorisation of Stratford points.	1 carriage DMU	Class 121 (Bubble Car) DMU	Leamington Spa (Platform 3), Stratford-Upon-Avon (Platform 2, Platform 1/3 following point motorisation) and Bristol Midland (Platform 4 following point motorisation).
Western Local (Bristol Midland to Shrewsbury) Services will commence/terminate at Stratford-Upon-Avon following motorisation of Stratford points.	4 ex-LMS suburban carriages or 4 BR Mk1 suburban carriages.	Medium power Western Region tank locomotive. Generally an ex-GWR 41xx/51xx/61xx or ex-GWR 45xx	Bristol Midland (Platform 4), Stratford-Upon-Avon (Platform 2 following point motorisation), Solihull, Birmingham Snow Hill, West Bromwich, Wolverhampton Low-Level, Wellington Salop and Shrewsbury (Platform 4).
Western Cross Country (Bristol Midland to Birkenhead Woodside)	7 assorted chocolate and cream and maroon BR Mk1 carriages	High power Western Region locomotive	Bristol Midland (Platform 3), Stratford-Upon-Avon, Birmingham Snow Hill, Wolverhampton Low-Level, Shrewsbury, Wrexham General, Chester General and Birkenhead Woodside (Platform 4).
Western/Eastern Cross Country (Bristol Midland to Sheffield Victoria)	6 maroon ex-LNER Thompson carriages or 2 ex-GWR Collett, 2 ex-GWR Centenary and 3 BR Mk1 carriages.	Medium power Western Region or Eastern Region locomotive	Bristol Midland (Platform 2), Stratford-Upon-Avon, Leamington Spa, Rugby Central, Leicester Central, Nottingham Victoria and Sheffield Victoria (Platform 3).
Western Parcels (Bristol Midland to Sheffield Victoria or Birkenhead Woodside)	5-6 parcels vans including ex-LMS, ex-GWR, GUV and BR Mk1 full brakes.	Medium power London Midland or Western Region locomotive. Generally an ex-LMS 4-4-0 Class 2P, Ex-LMS 10000 diesel or Class 35 Hymek.	Bristol Midland (Platform 1), Stratford-Upon-Avon then either Leamington Spa, Rugby Central, Leicester Central, Nottingham Victoria and Sheffield Victoria (Platform 5) or Birmingham Snow Hill, Wolverhampton Low-Level, Shrewsbury, Wrexham General, Chester General and Birkenhead Woodside (Platform 5).

Western Cross Country (Birmingham Snow Hill to Chester General)	2 ex-GWR Collett and 2 ex-GWR Hawksworth or 2 ex-GWR Collett and 2 ex-GWR Centenary carriages	Medium power Western Region locomotive	Birmingham Snow Hill (Platform 1), Wolverhampton Low-Level, Wellington Salop, Shrewsbury, Wrexham General and Chester General (Platform 4).
Western Cross Country (Birmingham Snow Hill to Aberystwyth)	3 carriage DMU or 3 ex-GWR Collett carriages	Class 101 DMU or medium power Western Region locomotive	Birmingham Snow Hill (Platform 4), Wolverhampton Low-Level, Wellington Salop, Shrewsbury, Welshpool, Machynlleth and Aberystwyth.
Western Local (Shrewsbury to Aberystwyth)	3 ex-GWR Collett carriages or 3 carriage DMU	Small to Medium Power Western Region tender locomotive (Must not have a red dot above number) or Class 101 DMU	Shrewsbury (Platform 1), Welshpool, Machynlleth and Aberystwyth.
Western Parcels (Aberystwyth to Shrewsbury or Pwllheli to Shrewsbury as traffic requires)	1 carriage DMU	Ex-GWR Banana DMU	Aberystwyth, Machynlleth, Welshpool and Shrewsbury or Pwllheli, James Vale, Portmadoc, Machynlleth, Welshpool and Shrewsbury.
Western Local (Pwllheli to Machynlleth)	2 carriage ex-GWR B Set or 2 carriage ex-GWR Auto Train or 1 carriage DMU	Ex-GWR 64xx (must use for Auto Train), Western Region tank locomotive or ex-GWR Banana DMU	Pwllheli (Platform 2), James Vale, Portmadoc and Machynlleth (Platform 2 where possible).
Western Excursion (Destination subject to direction from the GM for Special Traffic)	Assorted ex-GWR, ex-LMS and BR Mk1 carriages	Medium power Western Region locomotive (From Chester onwards)	Stored in the Birkenhead Woodside carriage sidings.

Eastern Region

Train Type	Train Description	Suitable Motive Power	Station Stops
Eastern Express (Marylebone to Manchester Piccadilly)	7 maroon BR Mk1 carriages	Class 55 Deltic or DP2	London Marylebone (Platform 3), Banbury, Rugby Central, Leicester Central, Nottingham Victoria, Sheffield Victoria and Manchester Piccadilly (Platform 2).
Eastern Pullman (Marylebone to Sheffield Victoria)	7 umber and cream Pullman carriages	Class 55 Deltic or DP2	London Marylebone (Platform 3), Banbury, Rugby Central, Leicester Central, Nottingham Victoria and Sheffield Victoria (Platform 4).
Eastern Express (The South Yorkshireman from Marylebone to Bradford Exchange)	6 maroon BR Mk1 carriages	Ex-LNER A3, A4 or V2.	London Marylebone (Platform 4), Banbury, Rugby Central, Leicester Central, Nottingham Victoria, Sheffield Victoria, Huddersfield Central and Bradford Exchange (Platform 2).
Eastern Parcels (Marylebone to Bradford Exchange)	5-6 parcels vans including BR Mk1 and ex-LNER full brakes	Medium power Eastern Region locomotive	London Marylebone (Platform 4), Banbury, Rugby Central, Leicester Central, Nottingham Victoria, Sheffield Victoria, Huddersfield Central and Bradford Exchange (Platform 2).
Southern/Eastern Cross Country (Gosport to Bradford Exchange)	5 green ex-SR Bulleid carriages or 6 maroon ex-LNER Gresley carriages	Medium Power Southern Region locomotive (Gosport to Leicester) and Medium Power Eastern Region locomotive (Leicester to Bradford)	Gosport (Platform 3), Winchester Chesil, Banbury, Rugby Central, Leicester Central, Nottingham Victoria, Sheffield Victoria, Huddersfield Central and Bradford Exchange (Platform 1).
Western/Eastern Cross Country (Bristol Midland to Sheffield Victoria)	6 maroon ex-LNER Thompson carriages or 2 ex-GWR Collett, 2 ex-GWR Centenary and 3 BR Mk1 carriages.	Medium power Western Region or Eastern Region locomotive	Bristol Midland (Platform 2), Stratford-Upon-Avon, Leamington Spa, Rugby Central, Leicester Central, Nottingham Victoria and Sheffield Victoria (Platform 3).

Eastern Local (Leicester Central to Bradford Exchange)	2 ex-LNER Gresley and 1 ex- LNER Thompson carriage or 4 ex- LMS suburban carriages.	Eastern Region tank locomotive	Leicester Central (Platform 3), Nottingham Victoria, Sheffield Victoria, Huddersfield Central and Bradford Exchange (Platform 3).
Eastern Excursion (Destination subject to direction from the GM for Special Traffic)	Assorted ex-LMS carriages	Medium power Eastern Region locomotive	Stored in the Bradford Exchange carriage sidings.
Eastern Local (Manchester Piccadilly to Cleethorpes)	3 or 4 carriage DMU	Class 101 DMU or Class 105 and Class 108 DMU	Cleethorpes, Sheffield Victoria and Manchester Piccadilly (Platform 1).

Southern Region

Train Type	Train Description	Suitable Motive Power	Station Stops
Southern/London Midland Cross Country (Gosport to Manchester Piccadilly)	6 green BR Mk1 carriages	Medium Power Southern Region locomotive (Gosport to Birmingham) and Medium Power London Midland locomotive (Birmingham to Manchester)	Gosport (Platform 4), Winchester Chesil, Banbury, Leamington Spa, Birmingham Snow Hill, Wolverhampton Low- Level then into Loop 4.
Southern/Western Cross Country (Gosport to Birkenhead Woodside)	4 green BR Mk1 carriages plus 2 green ex-SR Maunsell carriages	Medium Power Southern Region locomotive (Gosport to Birmingham) and Medium Power Western Region locomotive (Birmingham to Chester).	Gosport (Platform 4), Winchester Chesil, Banbury, Leamington Spa, Birmingham Snow Hill, Wolverhampton Low- Level, Shrewsbury, Wrexham General, Chester General and Birkenhead Woodside (Platform 2).
Southern/Eastern Cross Country (Gosport to Bradford Exchange)	5 green ex-SR Bulleid carriages or 6 maroon ex- LNER Gresley carriages	Medium Power Southern Region locomotive (Gosport to Leicester) and Medium Power Eastern Region Locomotive (Leicester to Bradford)	Gosport (Platform 3), Winchester Chesil, Banbury, Rugby Central, Leicester Central, Nottingham Victoria, Sheffield Victoria, Huddersfield Central and Bradford Exchange (Platform 1).
Southern Local (Gosport to Winchester Chesil)	4 green ex-SR Maunsell carriages	Southern Region tank locomotive (except Brighton Terrier)	Gosport (Platform 2) and Winchester Chesil (Platform 2).
Southern Local (Gosport to Havant)	2 or 4 carriage EMU	2BIL & 2HAL or 2EPB EMU	Gosport (Platform 2), Portchester Halt then into carriage sidings.

Southern Express (Gosport to London Waterloo)	4 carriage EMU	4CEP EMU	Gosport (Platform 1) then into carriage sidings beyond Portchester Halt.
Southern Parcels (Gosport to Sheffield Victoria or Manchester Piccadilly via Birmingham Snow Hill)	5-6 parcels vans including ex-SR and BR Mk1 full brakes (generally green vans)	Ex-SR Class N1 (Gosport to Birmingham or Leicester), Medium power London Midland Region locomotive (Birmingham to Manchester) and Medium power Eastern Region locomotive (Leicester to Sheffield)	Gosport (Platform 1), Winchester Chesil, Banbury then either Rugby Central, Leicester Central, Nottingham Victoria and Sheffield Victoria or Leamington Spa, Birmingham Snow Hill, Wolverhampton Low-Level then into Loop 5.

London Midland Region

Train Type	Train Description	Suitable Motive Power	Station Stops
London Midland Express (Diverted Irish Mail from Marylebone to Holyhead)	6 maroon BR Mk1 carriages and 1 ex-LMS 12 wheel restaurant carriage	Generally, a Class 44/45, Class 47. May also use DP2 or a Class 37.	London Marylebone (Platform 1), Birmingham Snow Hill and Wolverhampton Low-Level then into Loop 1.
London Midland Sleeper (Marylebone to Glasgow Central)	5 sleeper carriages (assortment of BR MK1 and ex-LNER Gresley), ex-LMS 12 wheel restaurant and ex-LMS Stanier Full Brake.	Generally, a Class 44/45, Class 47. May also use DP2 or a Class 37.	London Marylebone (Platform 1), Birmingham Snow Hill and Wolverhampton Low-Level then into Loop 1.
London Midland Cross Country (Bristol Midland to Manchester Piccadilly)	6 maroon BR Mk1 carriages and 1 ex-LMS Stanier.	Ex-LMS Coronation or ex-LMS 10000 diesel	Bristol Midland (Platform 3), Stratford-Upon-Avon, Birmingham Snow Hill, Wolverhampton Low-Level then into Loop 7.
London Midland Sleeper (Bristol Midland to Glasgow Central)	6 carriage sleeper train containing an assortment of sitting and sleeper accommodation.	Medium to High power London Midland locomotive. Generally, the ex-LMS 10000 Diesel.	Bristol Midland, Stratford-Upon-Avon, Birmingham Snow Hill, Wolverhampton Low-Level and then into Loop 7.
London Midland Cross Country (Birmingham Snow Hill to Manchester Piccadilly)	1 BR Mk1 and 4 ex-LMS carriages.	Medium power London Midland Region locomotive	Birmingham Snow Hill (Platforms 4 & 8), Wolverhampton Low Level then into Loop 3.
London Midland Local (Chester General to Birkenhead Woodside)	3 ex-LMS suburban carriages and 1 BR Mk1 suburban carriage	Ex-LMS Ivatt Class 2MT tank locomotive	Chester General (Platform 1), Port Sunlight and Birkenhead Woodside (Platform 1).
Southern/London Midland Cross Country (Gosport to Manchester Piccadilly via Birmingham Snow Hill)	6 green BR Mk1 carriages	Medium Power Southern Region locomotive (Gosport to Birmingham) and Medium Power London Midland locomotive (Birmingham to Manchester)	Gosport (Platform 4), Winchester Chesil, Banbury, Leamington Spa, Birmingham Snow Hill, Wolverhampton Low-Level then into Loop 4.

Appendix 1.2 Tables of Freight Services by Region

Western Region

Train Type	Train Description	Suitable Motive Power	Shunting Details
Express Goods ('Night Owl' from Birkenhead Woodside to Marylebone)	Mixture of vacuum fitted goods vans and Conflat wagons.	Western Region freight locomotive	Non-stop from Birkenhead Woodside Goods Warehouse to London Marylebone.
All Stops Goods (Marylebone to Chester General)	Formed primarily of vacuum fitted goods vans	Western Region freight locomotive	Goods wagons are exchanged at stations with goods facilities between London Marylebone and Chester General.
Fast Goods (Marylebone to Chester General)	Formed primarily of vacuum fitted goods vans	Western Region freight locomotive	Goods wagons are exchanged at Birmingham Snow Hill and Wolverhampton Low-Level.
Fast Goods (Marylebone to Aberystwyth or Pwllheli)	Formed primarily of vacuum fitted goods vans	Western Region freight locomotive (Change required at Shrewsbury)	Goods wagons are exchanged at Birmingham Snow Hill, Wolverhampton Low-Level, Shrewsbury and all Welsh stations thereafter.
Mixed Goods (Aberystwyth to Loop 6)	Combination of coal and goods wagons	Western Region medium power locomotive	Selection of coal and goods wagons from Aberystwyth, Welshpool and Shrewsbury. Also pick-up Wolverhampton coal.
Mixed Goods (Pwllheli to Loop 6)	Combination of coal and goods wagons	Western Region medium power tank locomotive	Selection of coal and goods wagons from Pwllheli, Portmadoc and Machynlleth. Also pick-up Wolverhampton coal.
Fast Goods (Bristol Midland to Chester General)	Formed primarily of vacuum fitted goods vans	Western Region medium power locomotive (Generally a Class 35 Hymek)	Goods wagons are exchanged at stations specified by the Bristol Midland Yard Master.
Cattle (Banbury to Wales)	Cattle Wagons	Western Region medium power locomotive (Generally a Class 35 Hymek to Shrewsbury)	Cattle wagons are loaded at Welshpool, Machynlleth, Pwllheli and Aberystwyth prior to their return to Banbury Meat Works.

Horse (Stored at Banbury)	Horse Wagons	Western Region medium power locomotive (Generally a Class 35 Hymek)	Horse train stored at Banbury and available for duties subject to instructions from the GM for Special Traffic.
Coal (Leamington Spa and Birmingham Snow Hill to Loop 8)	12T, 13T and 16T Mineral Wagons	Western Region freight locomotive	Locomotive is allocated to Birmingham Snow Hill Shed and sent to Leamington Spa to collect empty wagons prior to picking up at Birmingham Snow Hill (including coal loader) for loops.
Oil (Wolverhampton Low-Level, Birmingham Snow Hill and Leamington Spa to Gosport)	14T Oil Tank Wagons	Western Region freight locomotive	Locomotive allocated to Birmingham Snow Hill Shed and sent to Wolverhampton Low-Level to collect empty wagons prior to picking up at Birmingham Snow Hill and Leamington Spa for Gosport. The Birmingham sand wagon may be added to this service for loading at Gosport.
Oil (Aberystwyth and Portmadoc to Gosport)	20T B Tank Oil Wagons	Western Region freight locomotive	Oil train formed at Aberystwyth and picks up wagons at Portmadoc prior to departure for Gosport.
Milk and Parcels (Aberystwyth to Birkenhead)	2 Milk Tanker wagons, 3 Insulated Milk Vans and 1 BR Mk1 BG	Western Region mixed traffic or freight locomotive	2 milk tankers and a BR Mk1 BG depart Aberystwyth and pick up 3 insulated milk vans at Machynlleth before departure for Birkenhead Woodside.
Milk (Aberystwyth to Marylebone)	9 United Dairies Milk Tanker Wagons	Western Region mixed traffic or freight locomotive	9 United Dairies milk tankers depart Aberystwyth Dairy and run non-stop to Marylebone. Milk wagons are unloaded in the milk siding located in the carriage sidings at Marylebone.
Milk (Pwllheli, Portmadoc and Welshpool to Marylebone)	10 Cooperative Wholesales Society (CWS) Milk Tanker Wagons	Western Region mixed traffic or freight locomotive	3 CWS milk tankers depart Pwllheli and pick up at Portmadoc (6 wagons) and Welshpool (1 wagon) prior to running non-stop to Marylebone. Milk wagons are unloaded in the milk siding located in the carriage sidings at Marylebone.

Fertiliser (Pwllheli, Portmadoc, Machynlleth and Welshpool to Birkenhead Woodside)	8 Prestwin Wagons	Western Region mixed traffic or freight locomotive	Train forms at Pwllheli with 2 Prestwin wagons and picks up at Portmadoc (2 wagons), Machynlleth (2 wagons) and Welshpool (2 wagons). The train then proceeds to Birkenhead Woodside for loading.
Grain (Aberystwyth, Machynlleth and Welshpool to Leicester Central)	12 Grain Wagons	Western Region freight locomotive	Train forms at Aberystwyth with 6 wagons and picks up 5 wagons at Machynlleth and 1 at Welshpool. The train then travels non-stop to Leicester Central for loading.
Fish (Portmadoc to Marylebone)	Assortment of 4 ex-GWR Siphon G and H vans	Western Region mixed traffic or freight locomotive	Train forms at Portmadoc Docks and travels non-stop to Marylebone. At Marylebone the fish may be unloaded on an available platform.
Iron Ore (Machynlleth to Sheffield Victoria)	9 Iron Ore Wagons	Western Region freight locomotive (diesel preferable due to reversals, Class 24/25)	Train departs the iron ore mine at Machynlleth and travels non-stop to the steel works at Sheffield Victoria.
Coal (Birkenhead Woodside, Chester General and Wrexham General to Loop 8)	12T, 13T and 16T Mineral Wagons	Western Region freight locomotive (preferably a diesel)	Train departs Birkenhead Woodside and picks up at Chester General (7 wagons) and Wrexham General (4 wagons) before proceeding to loops following a reversal at Wolverhampton Low-Level.

Eastern Region

Train Type	Train Description	Suitable Motive Power	Shunting Details
All Stops Goods (Bradford Exchange to Marylebone)	Formed primarily of vacuum fitted goods vans including numerous Conflats (for Sheffield and Bradford).	Eastern Region freight locomotive	Exchanges wagons at Leicester Central, Nottingham Victoria, Sheffield Victoria and Huddersfield Central following instructions from the Marylebone/Bradford Yard Master. Wagons can be detached at Sheffield for Cleethorpes and sent from Cleethorpes to join a Marylebone bound service.
Cement (Rugby Cement Works to any required destination)	10 Private Owner Prestflo Cement Wagons	Eastern Region freight locomotive (Generally a Class 20)	Cement wagons are loaded at the Rugby Cement Works and sent to destinations as required. Instructions can be obtained from the GM for Special Traffic.
Oil (Sheffield Victoria, Nottingham Victoria and Leicester Central to Gosport)	14 T Oil Tank Wagons	Eastern Region freight locomotive	Oil train is formed from Sheffield and picks up wagons at Leicester and Nottingham. The sand wagon at Sheffield Victoria may be added to this service for loading at Gosport.
Steel (Sheffield Steel Works to any required destination)	Bogie Bolster Wagons	Eastern Region freight locomotive	Steel train is formed at the Sheffield Steel Works and sent to destinations as required. Instructions can be obtained from the GM for Special Traffic.
Coal (Bradford Exchange, Huddersfield Central, Sheffield Victoria and Cleethorpes to Nottingham Coal Mine)	Assortment of Coke and Coal wagons.	Eastern Region freight locomotive	Coal train is formed at Bradford and picks up at Huddersfield and Sheffield. Coal wagons in the Grimy Old Mill, steel works and coal loader at Sheffield should join this service prior to its departure for Nottingham Coal Mine. Cleethorpes wagons are to be shunted to Sheffield.
Coal (Marylebone to Nottingham Coal Mine)	Assortment of 12T, 13T, 16T and 20T coal wagons.	Eastern Region freight locomotive (Generally an ex-LNER O4 ROD)	Coal train travels non-stop from Marylebone to Nottingham Coal Mine. Locomotive is sent to Sheffield Victoria for watering and turning.
Fish (Cleethorpes to Marylebone)	Insulated Blue Spot Fish Vans	Eastern Region freight locomotive	Fish are loaded at Cleethorpes and unloaded on an available platform at Marylebone.

Southern Region

Train Type	Train Description	Suitable Motive Power	Shunting Details
Fast Goods (Gosport to Sheffield Victoria or Loop 8)	Formed primarily of vacuum fitted goods vans	Southern Region freight locomotive (Generally an ex-SR Drummond 700 or S15)	Exchanges wagons at Winchester Chesil then normally non-stop to destination. Gosport Yard Master may specify other shunting requirements.
Transfesa (Gosport to Sheffield Victoria or Loop 8)	Transfesa Ferry Wagons	Class 28 Co-Bo	Train forms at Gosport and travels express to its destination. On return wagons are to be shunted onto the Continental Ferry prior to being placed in the storage siding.
Coal (Gosport, Winchester Chesil and Banbury to Nottingham Coal Mine)	Combination of 12T, 13T and 16T mineral wagons	Southern Region freight locomotive (Generally an ex-SR Q1 to Leicester Central) and an Eastern Region locomotive to Nottingham Coal Mine (Generally an ex-LNER J50 tank)	Picks up wagons from Gosport (including coaling stage), Winchester Chesil and Banbury. Coal wagons are loaded at Nottingham Coal Mine.

London Midland Region

Train Type	Train Description	Suitable Motive Power	Shunting Details
Fast Mixed Goods (Bristol Midland to Sheffield Victoria)	Combination of coal and goods wagons	London Midland medium power locomotive (Generally an ex-LMS 0-6-0 Fowler Class 4F)	Goods wagons are exchanged at stations specified by the Bristol Midland Yard Master and coal wagons are loaded at the Nottingham Coal Mine.
Brick (Stored at Chester General)	8 Brick Wagons	London Midland Region freight locomotive (Generally a Class 20)	Brick train stored at Chester Brick Works and available for duties subject to instructions from the GM for Special Traffic.

Appendix 2: Catalogue of Locomotive and Carriage Types Operating on Banbury Connections

Appendix 2.1 Locomotive Designs by Region

The power classifications of each locomotive have been described with medium power ranging from Class 4 to 6. We have chosen to classify diesels using British Railways TOPS numbering (i.e. Class 37 instead of English Electric Type 3) as this is widely understood despite not appearing until after 1962.

British Railways Standard

BR Standard 2-6-2T Class 2MT Tank



BR Standard 2-6-2T Class 3MT Tank



BR Standard 2-6-4T Class 4MT Tank



BR Standard 2-6-0T Class 4MT Tender



BR Standard 4-6-0 Class 4MT Tender



BR Standard 4-6-0 Class 5MT Tender



Ex-War Department 2-8-0 Class O7 Austerity (8F)



BR Standard 2-10-0 Class 9F





BR Class 08 0-6-0 Diesel Shunter



BR Class 03 0-6-0 Diesel Shunter



BR Class 20 Bo-Bo Diesel



BR Class 24 Bo-Bo Diesel



BR Class 25 Bo-Bo Diesel



BR DP2 Co-Co Diesel



BR Class 37 Co-Co Diesel



BR Class 47 Co-Co Diesel



Western Region

Ex-GWR 0-6-0T 9400 Class Pannier Tank (4F)



Ex-GWR 0-6-0T 5700 Class Pannier Tank (3F)



Ex-GWR 0-6-0T 6400 Class Pannier Tank (2P)



Ex-GWR 2-6-2T 4500 Class Tank (4MT)



Ex-GWR 2-6-2T 4575 Class Tank (4MT)



Ex-GWR 2-6-2T 4100,5100 and 6100 Class Tank (4MT)



Ex-GWR 0-6-2 5600 Class (5MT)



Ex-GWR 2-6-0 4300 Class (4MT)



Ex-GWR 0-6-0 2251 Class Collett Goods (3MT)



Ex-GWR 4-6-0 7800 Class Manor (5MT)



Ex-GWR 4-6-0 6800 Class Grange (5MT)



Ex-GWR 4-6-0 4900 Class Hall (5MT)



Ex-GWR 4-6-0 1000 Class County (6MT)



Ex-GWR 4-6-0 4073 Class Castle (7P)



Ex-GWR 4-6-0 6000 Class King (8P)



Ex-GWR 2-8-0 2800 Class (8F)



BR Class 35 Hymek B-B Diesel Hydraulic



BR Class 42/43 Warship B-B Diesel Hydraulic



BR Class 52 Western C-C Diesel Hydraulic



Eastern Region

Ex-LNER 0-6-0 Class J94 (4F)



Ex-LNER 0-6-0 Class J50 (4F)



Ex-LNER 2-6-2 Class V1/V3 (3MT/4MT Respectively)



Ex-LNER 2-6-4 Class L1 (4MT)



Ex-LNER 0-6-2 Class N2 (3MT)



Ex-LNER 0-6-0 Class J39 (4P/5F)



Ex-LNER 2-6-0 Class K1 (5P/6F)



Ex-LNER 2-6-0 Class K3 (5P/6F)



Ex-LNER 2-6-2 Class V2 (6MT)



Ex-LNER 4-6-0 Class B17 (5MT)



Ex-LNER 4-6-0 Class B1 (5MT)



Ex-LNER 4-6-2 Class A1 (8P/6F)



Ex-LNER 4-6-2 Class A3 (7P/6F)



Ex-LNER 4-6-2 Class A4 (8P/6F)



Ex-LNER 2-8-0 Class O4 (8F)



BR Class 31 A-1-A A-1-A Diesel



BR Class 55 Deltic Co-Co Diesel



DELTIC Prototype



London Midland Region

Ex-LMS 0-4-0T Saddle Tank



Ex-LMS 0-6-0T Jinty Class 3F



Ex-LMS 2-6-2T Ivatt Class 2MT Tank



Ex-LMS 2-6-4T Fowler Class 4MT Tank



Ex-LMS 2-6-4T Stanier Class 4MT Tank



Ex-LMS 2-6-4T Fairburn Class 4MT Tank



Ex-LMS 2-6-0 Ivatt Class 2MT Tender (Used on the Western Region Cambrian Branch of Banbury Connections)



Ex-LMS 0-6-0 Fowler Class 4F



Ex-LMS 4-4-0 Class 2P



Ex-LMS 4-6-0 Stanier Black 5 (5MT)



Ex-LMS 4-6-0 Jubilee Class (6P/5F)



Ex-LMS 4-6-0 Patriot Class (6P/5F)



Ex-LMS 4-6-0 Royal Scot Class (7P)



Ex-LMS 4-6-2 Coronation Class (8P)



Ex-LMS 2-8-0 Class 8F



BR Class 28 Co-Bo Diesel



Ex-LMS Class 10000 Co-Co Diesel



BR Class 44 Peak 1-Co-Co-1 Diesel



Southern Region

Ex-SR 0-6-0T Class R1



Ex-SR 0-6-0T Brighton Terrier (OP)



Ex-SR 0-6-2T Class E4 (2MT)



Ex-SR 0-4-4T Class M7 (2P)



Ex-SR 0-6-0 Bulleid Class Q1 (5F)



Ex-SR 2-6-0 Class N1 (4P/5F)



Ex-SR 4-6-2 Battle of Britain Class (7P/6F)



Ex-SR 4-6-2 West Country Class (7P/6F)



Ex-SR 4-6-0 Class S15 (6F)



Ex-SR 0-6-0 Drummond 700 (3F)



BR Class 33 Bo-Bo Diesel



Diesel Multiple Units (DMUs)

BR Class 101 2 or 3 Car DMU



BR Class 105 2 Car DMU



BR Class 108 2 Car DMU



BR Class 117 3 Car DMU



BR Class 121 (Bubble Car) 1 Car DMU



Ex-GWR Diesel Railcar (Banana) 1 Car DMU



BR Western Pullman 8 Car DMU



Electric Multiple Units (EMUs)

Ex-SR Class 2EPB/BR Class 416 2 Car EMU



Ex-SR Class 2BIL/BR Class 401 2 Car EMU



Ex-SR Class 2HAL/BR Class 402 2 Car EMU



BR Class 411/4CEP 4 Car EMU



Appendix 2.2 Carriage Designs by Region

Full brake carriages have no passenger accommodation and generally form part of parcels trains.

British Railways Standard

BR Mk1 Carriage: A selection of Mk1 carriage types are described below.



BR Mk1 Composite (CK)



BR Mk 1 Brake Second (BSK)



BR Mk1 Restaurant Miniature Buffet (RMB)



BR Mk1 Full Second (SK)



BR Mk1 Restaurant Car



BR Mk1 Full First (FO)



BR Mk1 Full Brake (BG)

BR General Utility Van, Full Brake (GUV)



British Railways Mk1 Suburban Carriage



British Railways Mk1 Suburban Composite



British Railways Mk1 Suburban Brake Second

Western Region

Ex-GWR Centenary



Centenary Composite with name board (note: our Centenary coaches do not have name boards)

Ex-GWR Collett



Collett Brake Second

Ex-GWR Hawksworth



Hawksworth Composite



Hawksworth Full Brake

Ex-GWR Autocoach (Sometimes run as a pair)



Ex-GWR Autocoach

Ex-GWR B-Set (Always run in pairs)



Ex-GWR B-Set Brake Composite

Ex-GWR Siphon H



Ex-GWR Siphon G



Eastern Region

Ex-LNER Gresley



Gresley Full Brake



Gresley Brake Composite

Ex-LNER Thompson



Thompson Full Second



Thompson Full Brake

London Midland Region

Ex-LMS 57ft Stanier Compartment Coaches



Stanier Brake Second



Stanier Composite

Ex-LMS Stanier Corridor Coaches



Stanier Composite



Stanier Brake Second



Stanier Full Brake

Ex-LMS 12-Wheel Restaurant Car



Southern Region

Ex-SR Maunsell Coaches



Maunsell Brake Second



Maunsell Open Second



Maunsell Corridor Second



Maunsell Van B Full Brake



Maunsell Full Brake

Ex-SR Bulleid Carriages (Similar but not to be confused with BR Mk1s)



Bulleid Brake Second



Bulleid Corridor Second