

CENTRAL SCOTLAND 1993 TIMETABLE

Introduction

This timetable must be operated in the 'Old Cowlairs' Sim era option.

This timetable is a combination of the 1993 passenger and freight working timetables. The 1993 WTT did not contain coal trains, these being planned weekly, so the 1999 coal timetable has been used instead. The timetable runs from 0000 to 2700 (ie 0300 next day) and has 4 'Day of Week' options for TUE WED THU or FRI. To avoid a rush of seed trains, the last few late night service trains are not included at the start. Short distance ECS movements have been invented to match stock requirements. A few alterations were also needed to the stock diagrams to suit the sim, notably to cope with multiple docking in the station. To chain to Edinburgh, Edinburgh 1993 timetable version at or above 3.00 is needed.

Passenger Services

At Glasgow Queen Street platforming will be seen to be more predictable than is the case today, for example platform 6 was the 'Edinburgh Express' platform. The Cumbernauld line has just had new stations added, and the service extended into Queen Street. However the Cowlairs chord has not yet opened, so these trains reverse at Eastfield loop.

At this time the depot at Eastfield had closed, and all that remained on the site was a few stabling sidings which saw limited daytime use.

A small number of conventional loco-hauled services remain, but these just run through the area. Most notable is the summer West Highland service which lays over at Eastfield and then departs via Queen St low level.

http://tracksrevisited.smugmug.com/Other/West-Highland-Memories/9039847_Wx7RJH#777512198_8PnaX-A-LB

The sleepers are to a quite different arrangement to that of the current day. The 'North' sleeper to Inverness were maximum length and haulage was by pairs of class 37 and generator vans, while an ETH Class 37 worked the Fort William train.

Photographs of the real thing can be seen here:

http://ironroad.smugmug.com/Trains/BR-1980s-Colour-Ongoing/18275299_zCH45f#1447982848_trr5c5W

http://ironroad.smugmug.com/Trains/BR-1980s-Colour-Ongoing/18275299_zCH45f#1452162690_pzzbS8B

http://tracksrevisited.smugmug.com/Other/Highland-Main-Line-and-on-to/18311167_WnmCQT#li=1699503148&k=pGpjfNN

Freight Services

With most coal for Longannet coming from Fife, there are relatively few coal trains in the area. The main freight activity is based around the Grangemouth refinery traffic.

The loco depot at Grangemouth was still in use, this was in the FLT M1 sidings area, while the yard itself is just the sidings labelled M2.

A few specialist freight trains run, notably the Menstrie molasses train using the Alloa line, tube trains from Rosyth and Plean timber

<http://www.railbrit.co.uk/imageenlarge/imagecomplete2.php?id=15089>

<http://www.staff.stir.ac.uk/jeff.wotherspoon/sak/sakdieselera/sakdieseleral1.htm>

http://www.bescot.plus.com/trains/27066_Stirling/

<http://www.flickr.com/photos/62677/3429091676/in/photostream>

<http://www.worldmachine.org/index.php?page=imagepage&gallery=railways&image=19941101>

Roughcastle Coal

<http://www.flickr.com/photos/maxfowler/6396900111/in/photostream>

<http://www.flickr.com/photos/maxfowler/6798120669/in/photostream>

Manual Intervention & Care Needed

The following are some of the manual interventions or situations where care is needed in order to run the timetable smoothly and without penalty.

Stirling

Some trains are overtaken by using platforms 6 or 9.

Dunblane

Some services, notably those from Edinburgh, have a long layover here and so use platform 3, while those with a short layover use P2 and effectively overtake those in P3. Be aware of any imminent trains entering from Greenloaning as the section overlap at Dunblane extends to the crossover, but not the platform.

Engineers trains and single line working.

To work the service around the engineering trains (8Kxx) without penalties you will need to use some single line working. The sim allows wrong line running, although the headcode has to be replaced manually.

Interpose Reporting Numbers

During all divisions at Queen St the trains will need their new description(s) interposing manually.

Grangemouth Jn run round

In 1993 there was a loop to allow loco run round at Grangemouth Jn for trains between Grangemouth and the east. This is not present in the sim, and trains therefore just pause on the down main line before proceeding. The loop was on the up side and the loco ran round via the up main line. See the following images:

<http://www.scot-rail.co.uk/photo/scaled/4783/>

<http://www.scot-rail.co.uk/photo/scaled/10448/>

<http://signalbox.org/diagrams.php?id=473>

Also discussed <http://www.signalbox.org/forum/viewtopic.php?f=2&t=697>

Some timetable alterations have been made to allow for this.

Timetable created by Bill Wilson, thanks to the Peter Bennet and the rest of the McSim team for creating the sims and testing the timetable. Thanks also to the folks at www.scot-rail.co.uk who provided a number of the historical details.