

# CENTRAL SCOTLAND 1993 TIMETABLE

## Introduction

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

This timetable is only the passenger workings of the 1993 timetable. All freight services have been omitted to give a simpler one-person sim. The timetable runs from 0000 to 2700 (ie 0300 next day) and generally uses trains running on a Thursday. 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.

## 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](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 was 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#1447982848_trr5c5W)

[http://ironroad.smugmug.com/Trains/BR-1980s-Colour-Ongoing/18275299\\_zCH45f#1452162690\\_pzzbS8B](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](http://tracksrevisited.smugmug.com/Other/Highland-Main-Line-and-on-to/18311167_WnmCQT#?li=1699503148&k=pGpjfNN)

## 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.**

A small number of trains are looped in Platform 6 or 9, allowing these to proceed may cause problems.

**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.

**Interpose Reporting Numbers**

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

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](http://www.scot-rail.co.uk) who provided a number of the historical details.