

COWLAIRS 1984 TIMETABLE

Introduction

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

This timetable is a combination of the 1984/85 passenger timetable and 1982-1984 freight timetables. As such it is not historically accurate for any specific day. The timetable runs from 0000 to 2700 (ie 0300 next day) and generally uses trains running on a Thursday.

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. It is the same as the Central Scotland 1984 timetable

The main feature is the higher levels of both freight and loco-hauled passenger services. This includes more West Highland line services and the West Highland sleeper via Queen St.

Passenger Services

At Glasgow Queen Street platforming was dictated mainly by train lengths although platform 2 was the 'Edinburgh Express' platform.

A Glasgow - Edinburgh PP, and WHL trains, fit in 2/3/5/6/7.

Aberdeen PP and Inverness Hauled trains only fit 2/6/7.

The HST services 1O05 / 1E04 and 1S18 / 1O68 must use P7, but even then does not fit fully, and so needs to call and obtain permission to depart. In reality signal CQ60 had a forward facing aspect. The HST also blocks P6.

At this time Loco and DMU were based at Eastfield TMD, while coaching stock comes from Cowlairs CS. 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.

Hauled service headcodes are correct, but DMU headcodes are not.

Freight Services

The main freight activity is based around the traffic from Mossend Yard, although a few freight trains run via Bishopbriggs, notably oil to Bishopbriggs and some Longannet coal services.

Useful image links

<http://www.scot-rail.co.uk/photo/scaled/10342/>

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

<http://www.flickr.com/photos/maxfowler/6396902753/in/photostream/>

<http://www.flickr.com/photos/maxfowler/7030438549/in/photostream>

<http://youtu.be/hclm7RkUTeY>

<http://tayrail.smugmug.com/SlideScans-Railways/class-47/i-jLxXBHt/0/L/B644-0888a-L.jpg>

http://tracksrevisited.smugmug.com/Other/West-Highland-Memories/9039847_Wx7RJH#!I

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.

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.

Care with platforming at Springburn

The Cumbernauld trains wait here around 20 minutes and can block passing freight if in the wrong platform. Similarly early setting of the route can block freight

Use the subsidiary signals to join 0Y01 onto 1Y01.

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 who provided a number of the historical details.