

CENTRAL SCOTLAND 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 period 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 has random day of week selection of Tuesday through to Friday. 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.

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 operating via Queen St. as well as Motorails at Stirling

This version is 4.3 and is chain compatible with Edinburgh 1984 v1.0 and Motherwell v4.1 (the full service timetable).

Passenger Services

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

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 do not fit fully, and so need to call and obtain permission to depart. In reality signal CQ60 had a forward facing aspect and there were (unknown) additional controls. The HST also blocks P6.

At this time locos and DMUs 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 diagrams to suit the sim, notably to cope with multiple docking in the station.

Hauled service headcodes are correct, but DMU headcodes are not, these being simplified to avoid repeats.

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.

Freight headcodes in this era were brake related and not speed related. As such some class 6 will run at 35mph. A special class of train, Class 6+ are permitted to run at 60mph and older 10ft wheelbase wagons were banned on these trains.

Useful image and video links

Larbert Goods	http://www.scot-rail.co.uk/photo/scaled/10342/
Roughcastle MGR	http://www.flickr.com/photos/maxfowler/6396900111/in/photostream/ http://www.flickr.com/photos/maxfowler/6396902753/in/photostream/
Cumbernauld	http://www.flickr.com/photos/maxfowler/7030438549/in/photostream
Bishopbriggs oil train	http://youtu.be/hclm7RkUTeY
TPO Perth	http://www.flickr.com/photos/andy_hoare/5239644800/

Queen St	http://www.flickr.com/photos/42827648@N07/5012343918
Stirling Motorail	https://www.flickr.com/photos/david_christie/27316479176 https://www.flickr.com/photos/david_christie/28757727083

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 the junction.

The HST departures from Queen St need authorisation, as noted above. Once the long train has cleared the platform (phones up, gets authorised etc) set CQ60 to CQ58, as this triggers CQ58 to clear. The route can be cancelled immediately of course as CQ60 is still red.

Use the subsidiary signals to join 0Y01 onto 1Y01 if you send 0Y01 to Cowlairs DPL

Interpose Reporting Numbers

During all divisions at Queen St, the trains & locos will need their new description(s) interposing manually. The same generally applies to the Motorails at Stirling.

It is possible to 'Mexican' at Gartcosh works and curve. To avoid this set the route into the works before giving the slot from Gartsherrie. Under normal delays this is only likely to happen with 6T43.

Alterations to Workings

In this era there was a down loop at Grangemouth Jn for trains to/from the east to run round when going to or from the branch. The loco running round then blocked the up line. The loop is not present in the sim and instead trains pause in the down platform at Falkirk Grahamston, but do not run round. This at least provides a similar operating problem as the run round in that it blocks one running line.

At Fouldubs, 'Grangemouth FLT1' is the loco depot while FLT2 is used to represent all the sidings in the area, including the cement terminal which was actually the line off from the run round loop.

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 historical freight timetables.