

PAISLEY – 1983 – Version 1 – Additional Notes

Please select the Pseudo Pre 1980's Largs era.

Sources

This WTT has been prepared using the following documents:

- Section GA Passenger & Parcels Train Services 16 May 1983 to 13 May 1984
- Section GE Freight Train Services 16 May 1983 to 13 May 1984
- Trip Notice No 2 Ayr (Falkland Junction) 16 May 1983 UFN

Compromises

The following bullet points summarise the main differences between the simulation and the period which the WTT covers:

- Headways on the Ayr and Largs lines after Paisley were much lower as the line was still signalled under Absolute Block regulations;
- Line from Hunterston Junction to Largs was double line;
- Line from Ardrossan South Beach to Ardrossan Harbour was double line;
- Ardrossan Harbour Station had 2 platforms and several sidings/yards;
- Junction for Ardrossan Harbour line was at opposite end of South Beach Station;
- 4 track section started at opposite end of Dalry Station;
- Bogside had 2 relief sidings;
- Line from Newton Junction to Annbank was double line;
- Line between Ayr TMD and Ayr Station was not bi-directional;
- Ayr Carriage Sidings were at opposite end of Station;
- Platforms 3 & 4 at Ayr were not bi-directional for Passenger trains;
- Single lines to Kilkerran and Waterside started at Belmont Level Crossing.

Tips

- Try and run the simulation without ARS;
- For trips to Bishopton BAE - P55 needs to be replaced to Danger before the train approaches this signal to avoid an adverse change of aspect;
- At the start of the session watch out for early running trains which terminate at Ayr as they might block a movement from the Carriage Sidings;
- Simulation doesn't always allow multiple movements in the loops at Falkland Junction so it is better to signal one train at a time;
- Several trip trains operate to ICI Snodgrass Siding so make sure the small branch is clear before allowing a train to approach which is also booked to call there;
- Care needs to be taken to avoid Mexican stand offs in the Ardrossan area;
- Dubbs Junction and Byrehill Junction boxes were only open for a single shift so some services will need to run round at Kilwinning.

Acknowledgements

Thanks to Lyn Greenwood for helping test the WTT and of course to Peter Bennet for developing the simulation.

Any comments

Please post in the forum.