

EDINBURGH 1984 TIMETABLE

Introduction

This timetable is compiled from the 1984-85 passenger and 1982/83 freight working timetables and a June 1981 trip notice, and as such it is not accurate to any given date. The timetable runs from 0000 to 2700 (ie 0300 next day) and includes day of week variations Tuesday to Friday.

Loco diagrams have been followed where known, while short distance ECS movements have been created to match stock requirements. A few alterations were also needed to suit the sim.

The main feature is the higher levels of both freight and loco-hauled passenger services and there is a fair amount of shunting at Waverley of train portions.

This version 1.2 is chain compatible with Central Scotland 1984 (v4.3 and later) and Motherwell 1984 (v4.1 and later 'FULL' variant, not 'FAIR' variant).

Passenger Services

At this time Loco and DMU were based at Haymarket TMD, while coaching stock and HST come from Craighentenny CS. Most ECML services are HST but there are a few daytime hauled services as well as parcels, postal and overnight sleepers.

Services to the WCML are portions to or from Carstairs where they join Glasgow services, so are relatively short

While most internal Scottish long distance services are Push-Pull but for Edinburgh this mainly means the Edinburgh - Glasgow shuttle plus a few others. Otherwise the internal services are loco hauled

The Dundee locals are hauled while DMU serve the two Fife lines, North Berwick / Dunbar and Dunblane. By comparison to today Bathgate was not open and the North Berwick / Dunbar service was very patchy.

Freight Services

The dominance of coal trains to power stations and even the existence of freight on the ECML may surprise those more used to today's traffic patterns. There are numerous trips working from the yards at Millerhill, Dunfermline and Thornton as well as through mixed or trainload services.

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

The trip notice used for this timetable was from 1981, but trips have been renumbered to follow the 1984 headcodes and also to avoid duplication.

Reporting identities

Reporting letter & destination

A Aberdeen
B Edinburgh
C Carstairs
D Mossend
E To Eastern region
G Millerhill trip & Dunbar / Berwick locals
H Inverness
J Edinburgh - Fife (Cowdenbeath / Cardenden) and Townhill / Thornton freights
2K Edinburgh - Fife (Kirkcaldy)
6K Grangemouth
L Dundee
M To Midland region
N Glasgow - Stirling / Falkirk locals
O To Southern region
O Also Edinburgh - Glasgow services
P Edinburgh - Stirling / Perth
R Engineering trains
S Scotland from England & Wales
T Glasgow Queen St
V To Western region
V Also Glasgow Central via Falkirk.
X Special notice trains. These cannot run on ARS and include the HCN tank train
Y Shotts line

Train identities have been altered as below to simplify operation, as such the identities used are not all historically correct.

The trip notice used was from 1981, so these were altered to follow the 1984 headcodes and changed numbering if needed to avoid duplication with other trains.

The numbering for 2Pxx 2Kxx 2Jxx 2Lxx locals has been simplified to avoid duplication.

The numbering of Carstairs portions matches Motherwell, so trains are 1Bxx and 1Cxx with the same xx as the Glasgow - England portion. This was not the case in reality.

Useful image and video links

1980's video at Edinburgh	https://www.youtube.com/watch?v=mCRYKXhmEm4
1980's images pool	https://www.flickr.com/groups/3072977@N22/pool/
Nightrider	https://www.flickr.com/photos/jbg06003/29212049454/
2J06 Cardenden	https://www.flickr.com/photos/96859208@N07/12323533703
1C96 Waverley	https://www.flickr.com/photos/jbg06003/33879845552
Turning via Easter Road	https://www.flickr.com/photos/jimnisbet/28331415632/ https://www.flickr.com/photos/jimnisbet/28353493861/
6S41 Ammonia tanks	https://www.flickr.com/photos/30041581@N07/51370874952/in/pool-14687210@N21/
Markinch	https://www.flickr.com/photos/jbg06003/28087291504
Fife MGR images including loco on rear	https://brdiesels.livejournal.com/5104.html
Failed train Thornton	https://www.flickr.com/photos/33106/16168106565
DMU	https://www.flickr.com/photos/tibshelf/9963820823/
Waverley P1 / P19	https://www.flickr.com/photos/jimnisbet/28401945256 https://rcts.zenfolio.com/diesel/br/locomotives/43/hE6CC962B#he6cc962b
Waverley P17	https://www.flickr.com/photos/95960212@N08/22758912249
Dundee service	http://www.gensheet.co.uk/photo2L/27046_psg_01-85.jpg
Haymarket depot	https://www.flickr.com/photos/jbg06003/8869143234
Townhill depot	https://ic.pics.livejournal.com/rock_dinosaur/77029914/745157/745157_1000.jpg

Manual Intervention, Hints & Care Needed

Some of the more complex portions at Edinburgh are beyond the SimSig automatic TD update system and will need manual interpose of the new TD's. Be aware that if the TD is updated before the new train has formed, ARS may get confused. If so simply interpose the same TD again.

ARS does not work the Dalmeny -> Winchburgh section very well, due to there only being one signal berth on the route. ARS can also lock up in the single track sections Princes St Gardens - Mound line Z - P19 and also P1 - Calton north tunnel - Abbeyhill. It may be necessary to prevent inbound trains grabbing the routes early against some departing trains.

A timetable analysis will show errors at Cardenden for the trains that terminate there. This is because Cardenden is not an 'activities' location for the trains that terminate there. Trains run correctly but the TD's will need updating manually.

When operating Halbeath LC for a loco run round, if you disenage the auto raise it saves time lowering again.

There are several overnight engineering trains which may require setting up single line working through ground frames. These in turn may need trains to be authorised to pass signals at red.

There are a few random train failures set up in the timetable. You will be notified via the sim messages of the control decisions.

If run without sim failures, most trains will run to time and there should be no penalties. All trains function correctly without any need to pass at red. The exceptions are if the random train failures occur or for some overnight single line blocks where the engineering allowance time is outside the sim area. There are no 'WTT errors' left in for the user to sort out, however trains may try to depart early, allow this at your peril.

Alterations to Workings

Carstairs portions.

Most trains (one known exception in 1984) had the buffet through to Edinburgh, so rear from Carstairs. To join up correctly back going south, the buffet had to be rear again.

A few trains did not have enough time for remarshalling in Craightinny CS and were turned using Easter Road triangle.

As this line is not in the sim, the method used in 1987 of turning on the Gorgie triangle is used instead.

HST length

HST's used platform 7 in 1984. As the sim has a more recent platform working length, the HST sets are set up slightly shorter than actual to allow use of P7.

Parcels

There were more tracks and also parcels bays north of platforms 1/19 than in the sim which has required some simplification of workings and use of NLL / NLS.

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.