<u>1984 Timetables for SimSig Motherwell (v4.3 June 2024)</u>

Two timetables are provided and both run from 0000 to 0300 the following day. Thanks to Peter Bennett at SimSig for putting up with the backdating requests for locations in the sim, and the folks at www.scot-rail.co.uk forum for information including the trip notice that has been invaluable.

The files are supplied in separate zips to allow the SimSig user update to work. Both variants are v4.3 and have four day of the week variations built in by decision.
This version is tested and compatible with sim release 5.9 and loader 5.31
These were current releases in June 2024.

The 'Fair' variant has reduced trip workings to represent the works shutdown, with many fewer trips and Ravenscraig workings.

Chaining
The 'FULL' version is chain compatible with the 1984 timetables for Central Scotland (v4.3) and Edinburgh (v1.0) but the user would need to align the day of week choice by altering the 'DAYOFTHEWEEK decision in each timetable.

The 'FAIR' version is not chainable.

These timetables must be operated in the '1980s' Sim era option, and this era is auto selected at start.
ACI + ARS are preselected, as ARS can be turned off if wished.

<u>Traffic Overview</u>

At this time most of the steelworks in the area were either in production or being dismantled for scrap to feed the others. This creates a large number of trip workings and some of the daily variation in these is replicated. The iron ore trains from Hunterston require a pilot loco from Mossend, and also travel via Carmyle to avoid the climb through Bellshill. In earlier times a banker was added at Whifflet (Rosehall Jn). On the passenger and parcel/post/news side many trains split or join in portions at Carstairs and there are loco changes and portions at Mossend as well. The local service is relatively similar to today although a few Shotts DMU diagrams are still run out of Hamilton sidings, the former DMU depot.

The yards at Mossend were not used in the expected up / down mode at this time, the down yard was for VB stock, so trip and rural freights dominate, while air braked freight all uses the up yard. This generates more shunting than the conventional strict up / down use would. The Mossend trips which collected wagons from up reception were T58 and T59 but these ID are not used. To make it simpler to timetable these appear as 0Qxx where xx is the train to be collected. The same applies to 0Q31 shunting 4D31 on the up side (it is trip T56)

The 'Fair' timetable (881 trains compared to 'full' with 1147) is assumed to be a weekday in the Glasgow Fair Fortnight holiday period when the steelworks would be on maintenance shutdown with minimal traffic and much of the rest of Glasgow would also be on holiday 'doon the water' or in Blackpool. This has many less trip workings and freight into Ravenscraig so is more suitable as an introduction or for a single player.

<u>Notes for operation</u>

The sources are 1984 WTTs, 1985 public timetables plus a 1979 trip notice, adjusted for works closures. Some adjustments were required due to the mixed dates of the timetables, which mainly involved alterations to looping freights on the WCML. Most train reporting numbers are accurate but some adjustments have been made where it aids operation. For example the Carstairs splits are set so that the portion numbering follows the main Glasgow - Carlisle train (1V92 joined by 1C92 leaving 0C92 behind, 1S19 drops 1B19 having joined 0B19) as opposed to the actual 1Cxx reporting numbers for the Edinburgh sections. Local services run through in series and do not repeat, in reality the 2Exx repeated several times over a more limited number range.

A couple of trains are overlength at Carstairs and will need to be signalled beyond the platform, notably the Bristol sleeper service. These are shown in the 'Notes' field for each train.

With any late running restricting ARS may be necessary to prevent joins in the wrong order. Rules have not been supplied to prevent this. The ARS copes OK if trains are on time, but does need TD updates when joins are completed, even if to the same TD, to update the timetable and trigger departure.

Images and websites
The following links give some idea of the trains running at the time

https://www.flickr.com/photos/irishswissernie/6809053636/ Ravenscraig Ore departure
https://www.flickr.com/photos/irishswissernie/albums/72157629151644998 more around Mossend
http://www.railwayscenes.com/uploads/1/8/8/9/18895187/9315794_orig.jpg Motherwell TMD
http://www.flickr.com/photos/andy_hoare/5239644800/ a bit about the Perth portions 1S81 / 1M49
https://www.railscot.co.uk/Caledonian_Railway/clyde_lamington_tinto.jpg A lime service in the Clyde valley
https://upload.wikimedia.org/wikipedia/commons/e/eb/Carstairs_station_and_yards_geograph-3101829-by-Ben-Brooksbank.jpg Carstairs station in 1986 with a portion loco present.
http://www.flickriver.com/places/United+Kingdom/Scotland/Carstairs+Junction/ more images of Carstairs
http://www.heraldscotland.com/resources/images/3815176.jpg Aerial image of the main Ravenscraig complex looking north. No3/No1 yard front left, coal (no2 yard) to the right and the ore yard (no4) beyond that.

Also supplied in the zip file is an annotated map of the Ravenscraig complex taken from old mapping and additional sim splash screen images from 1980's and 1990's.

1   Class 314 in Strathclyde Orange at Motherwell P4
2   Pair of 303 crossing into P3 at Motherwell, showing the original position of M399 and explaining the need for approach controls (yellow triangle)
3   Whifflet shortly after opening in 1993
4   East Coast service passing Motherwell, again with signal M399 prominent.
5   Failed train in Abington loops
6   Trip freight Motherwell

Tips to avoid delays

Collar MY317 and MY298 or keep trains non-ARS when shunting or changing locos at Mossend.

ARS will set the overlap from Motherwell P2 at signal M399 even if there is a departure from P4 or arrival into P3 expected. Set the warning route to avoid delays.

ARS is prone to the wrong priorities at Newton where the 2Jxx services conflict with each other and services on the main line.

The trip drivers like to run early and get back to book off - maybe there was a Celtic match on tonight, but this can cause all sorts of trouble !