

# EDINBURGH 1993 TIMETABLE

## Introduction

This timetable is a combination of the 1993 passenger and freight working timetables. The 1993 WTT did not contain coal trains, these being planned weekly, so the 1999 coal timetable has been used instead. The timetable runs from 0000 to 2700 (ie 0300 next day) and includes day of week variations Tuesday to Friday. To avoid a rush of seed trains, the last few late night service trains are not included at the start. A small number of train failures have been set to occur randomly, these require a loco change as per the timetable but will result in late running and platform blockages.

Short distance ECS movements are invented to match stock requirements. A few alterations were needed to the stock diagrams to suit the sim, notably to cope with multiple docking in the station.

## Passenger Services

At Edinburgh Waverley, platforming will be seen to be more predictable than is the case today, for example platform 14 was the 'Glasgow Express' platform. The Bathgate line has just reopened, as yet only hourly, while the stations at Dalgety Bay, Edinburgh Park and Dunfermline QM are yet to open. The electric service is North Berwick - Haymarket, and sometimes the EMU lays over in Slateford yard

The last few 'first gen' DMU's are running on peak hour Fife circle trains. They are longer and much slower than the 150's so switching stock can create problems.

A small number of cross-country and Inverness services are conventional loco-hauled and round in the station. Others run ECS to Craighentenny and return later in the day.

The sleepers are a very different arrangement to that of the current day. The 'North' sleepers to Aberdeen and Inverness were maximum length and haulage was by pairs of class 37 and generator vans, while an ETH Class 37 worked the Fort William train.

Photographs of the real thing can be seen here: <https://www.youtube.com/watch?v=pqDiOLXMpvk>  
<https://ironroad.smugmug.com/BR-1980s-COLOUR-6X6-6X7/i-6hdfqFz/A>

There were motorail portions on the London and the southwest sleepers, and also a daytime motorail working (1S49/1M26). This returns with the loco in the middle, as motorail vans don't have TDM wiring.

## Freight Services

A large amount of coal was being taken to England via the ECML from the Thornton / Westfield complex. This was in long 36-wagon train, but each had to be made up from two shorter ones permitted to cross the Forth Bridge. These also had a pilot engine as far as Grantshouse. Coal is also sourced from Monktonhall, Falkland and Roughcastle (off sim) and Blindwells and Inverkeithing Yard on sim. It is taken not only to Longannet but to Kincardine (off sim) and Methil. Blindwells is of note in that the train is propelled in one direction, no run round was required, and the Methil traffic is a vacuum braked train, hence the class 8 headcode.

1993 was the last year of wagonload freight, and from feeder services there are a couple of classic freight trip workings in the simulation which may run. These are to Auchmuty, Cameron Bridge and Crombie. Photographs of the real thing can be seen here:

<https://www.flickr.com/photos/robert55012/6732959851/>

<http://www.railbrit.co.uk/location.php?loc=Charlestown%20Railway>

Another different service to today is the Edinburgh waste train from Powderhall, which ran to Kaimes quarry.

The steam loco working represents when 60009 was based at Markinch, although timings are of a run from Thornton in 2007. <http://www.railbrit.co.uk/location.php?loc=Markinch>

There's other interesting 'real life' trains, like 7X08 and 6Z20

## Manual Intervention & Care Needed

The following is a list of the manual interventions required to run the timetable smoothly and without penalty

### ARS conflicts

Due to section lengths and relative speeds the ARS can set a route for freight ahead of faster passenger trains at Slateford, Midcalder and Monktonhall Jns. It will also set a route off the Bathgate branch that blocks the down E&G. It is also possible to get a 'Mexican standoff' in Princes St Gardens especially with the northbound sleepers as they rely on the new train being formed in time to hold off the ARS of the next one, which can run quite early.

### 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 and also to be careful if letting engineers trains set ARS and actuate level crossings.

### Interpose Reporting Numbers

During some of the more complex divisions not all trains will place the train description correctly, so those below need the new description(s) interposing manually to allow ARS to operate on them.

0T00 joining 1S37 to form 5S37

Joins and divides in east bay platforms of 3S19, 3S19-1, 3S77, 3S49 and the 08

0T04 detached from rear of 1M26 after 3M26 joins

0T06 divided from rear of 1M23 after 3M23 joins

5Z00 forming 5Y01 and 5Y04

The more complex joins and double docking at Waverley. Cancelling the discontinued part often works

Trains formed at non-ACI locations such as Midcalder (6B44-1), Kingsknowe (2Yxx), Redford and Grantshouse and in sidings like Kaimes.

### Sleepers

The very long 'north' sleepers in platforms 10/11 will leave an intermediate route set at E456. This has to be cancelled manually.

### Loco Run Rounds

Care is needed operating the Grantshouse ground frame for 0E11 and 0E52 (the pilot goes into the sidings rather than directly back) to avoid the main train also running off into the siding, as it will try to follow the loco in. You have three minutes to cancel the signal as the main train is held by a timetable rule. The pilot locos from the other 3 coal trains turn back on the main line immediately.

The 7M50 run round at Grantshouse and 7G31 at Redford require use of the 'T' override button to allow the loco movement into the section occupied by the train.

### Markinch GF

Both the steam loco and the Auchmuty trip require use of Markinch GF and the correct setting is needed on the internal points, normal for Auchmuty, reversed for the yard lines.

The run rounds of 7X08 and 6X20 at Inverkeithing cannot yet be timetabled to work with ARS. For now it sets from signal 422 not 820. Cancel and set route manually, or disable Inverkeithing ARS when the locos appear.

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.