

## **Notes for Motherwell 1993 timetable**

This is a combination of 1993 passenger & 1992 freight, so is not accurate to one particular day. The timetable has 'Day of Week' options for TUE WED THU or FRI and some further variations in trains run. It has 887 trains.

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).

This timetable can be chained to the Central Scotland and Edinburgh 1993 timetables of ver 3

Most train reporting numbers are accurate but some adjustments have been made where it aids operation. For example local services run through in series and do not repeat. The Kirkhill line 2Pxx repeated in reality and the Shotts line 2Yxx were just odd.

### **Passenger Services**

Whifflet and Coatbridge passenger services had recently started, so giving a modern day feel to the passenger service, even if the stock did not – see splash screens ! A greater variety of destinations remain on the cross country services which are a mix of hauled and HST. There are also alternate hour Kings Cross – Glasgow ECML trains.

### **Parcel & Postal Services**

The postal / parcel services in this timetable are just before the changeover to Class 325 and Mail Centres such as at Shieldmuir.

While passenger services no longer split at Carstairs, some mail trains do still split or join.

### **Freight Services**

The main flows are Anglo-Scottish freight into or via Mossend yard and oil traffic coming to and from Grangemouth.

Ravenscraig steelworks had closed, although a few related services were running to clear the site. Freightliner services were all using Coatbridge terminal by this time, and those electrically hauled cannot run through in the terminal as it is only wired a couple of lengths each end, not through. These will reverse in from the north end, and light locos reappear there, and are hauled out south. The '1990' train of note is the fuel oil service to Wishaw.

### **Care Notes**

ARS is not perfect, particularly when dealing with Motherwell 'Lesmahagow Junction' immediately west of the platforms. It will often set main line routes too early, it may be beneficial to set the warning route into P2 manually so as to keep the overlap clear.

The Whifflet line ECS also tends to cause priority miscalculations at Mossend.

Allowing trains to pass on the main line south of Carstairs may also need manual intervention, depending on how close the overtaking train is.

Also supplied in the zip file are additional sim splash screen images from the 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

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](http://www.scot-rail.co.uk) who provided a number of the historical details.