

RAILWORKS 2
The Lowland Caledonian Scenario for WCML-N
Class 67
Drive a Class 67 from Carlisle to Glasgow Central
By

Marleyman



The Lowland Caledonian

This scenario uses real time tables from 24th May 2011. The hard part is simulating the Train Split at Carstairs. To do this I have Time Tabled a 10 min stop then a train split. I have no idea how long it takes to split the train in real life but this 10 min stop helps the onward journey to Motherwell to be a bit quicker than a crawl which it would be otherwise with a short 2 min stop.

I have placed as many real AI services as I dare on this WCML-N route, perhaps when it is updated I can add more and keep your PC from stalling...

The Caledonian Sleeper is a sleeper train service operated by First ScotRail and one of only two remaining sleeper services running on the railways of Great Britain, the other being the Night Riviera. It connects London Euston station and five Scottish termini – Aberdeen, Edinburgh, Fort William, Glasgow and Inverness – six times a week (departures are daily except for Saturday nights) and also serves a number of intermediate stations. The service to Fort William is colloquially known as The Deerstalker.

Two services leave daily (except Saturday nights) from London Euston Northbound along the West Coast Main Line. The Highland Caledonian Sleeper services leave London as one train in the early evening (between 2000 and 2115) for Inverness, Aberdeen and Fort William. Later on (around 2300 - 0000) the Lowland Caledonian Sleeper services leave for Edinburgh and Glasgow, also as one train. After leaving London, the Highland Sleeper calls at Watford Junction, Crewe and Preston for further boarding. (It is customary for the service to arrive early and wait for its booked departure time.)

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<http://www.railworks.marleyman.co.uk/>

This train arrives at Edinburgh Waverley (where no alighting is possible) about six and a half hours after leaving London, where it splits into three separate trains, bound for Aberdeen, Inverness and Fort William. These trains call at intermediate stations en route to their final destinations. Travel to intermediate stations between Edinburgh and the ultimate destinations is possible in seated accommodation subject to availability. It is worth noting that customers for Central Scotland and Fife stations to Perth and Dundee may depart London later and arrive later by travelling on the Lowland Sleeper, then by local connecting service from Edinburgh. Also, although the Fort William portion of the Highland Sleeper skirts around northern Glasgow, customers may arrive in Glasgow earlier than the Lowland Sleeper by travelling on the Highland Sleeper and changing at Westerton.

The Lowland Sleeper (our train) leaves London, and calls at Watford Junction only to pick up passengers. The service stops to allow passengers to alight at Carlisle and Carstairs. At Carstairs it separates into two separate services, one bound for Edinburgh and the other for Glasgow Central, also calling at Motherwell.

Of the Lowland Sleeper, the front portion is for Motherwell and Glasgow Central, the rear portion for Edinburgh. The trains normally operate at a maximum speed of 80 miles per hour, but are authorised to travel at 100mph, where line speeds permit, if they are delayed by more than 20 minutes.

The service uses Mark II and Mark III coaching stock, hauled by Class 90 and Class 67 locomotives. From London, the train to each destination (Glasgow and Edinburgh) consists of up to six Mark III sleeping cars, a lounge car and seated car, the latter pair being converted Mark 2F coaches.

Trains south of Glasgow Central or Edinburgh (where overhead electric lines are provided) are usually hauled by a Class 90 electric locomotive. Until June 2006, a Class 37 diesel locomotive hauled the Fort William portion north of Edinburgh; it is now hauled by a Class 67 diesel locomotive. Aberdeen and Inverness portions are also hauled by a Class 67. All locomotives are hired from DB Schenker. In 2006, First ScotRail and EWS (DBS' predecessor) came to an agreement that a dedicated set of Class 90s would be used for the Caledonian Sleeper, and these are painted in First ScotRail livery, with a small EWS logo at the cab.

Rolling Stock Used in this Route:-

AP\HHAWagonPack01\railvehicles\freight\fl_hha05\fl_hha_ld.bin

JustTrains\Voyager\railvehicles\diesel\220\brown\engine\220_dmsl_xc.bin
JustTrains\Voyager\railvehicles\diesel\220\brown\engine\220_msb_xc.bin
JustTrains\Voyager\railvehicles\diesel\220\default\engine\220_dmf.bin
JustTrains\Voyager\railvehicles\diesel\220\default\engine\220_dmsl.bin
JustTrains\Voyager\railvehicles\diesel\220\default\engine\220_msa.bin
JustTrains\Voyager\railvehicles\diesel\220\default\engine\220_msb.bin

keithmross\WCMLNorth\railvehicles\passenger\mk3coaches\mk3afo\mk3afo_ic.bin
keithmross\WCMLNorth\railvehicles\passenger\mk3coaches\mk3arfb\mk3arfb_ic.bin

Kuju\RailSimulator\railvehicles\diesel\class47\ews-773\engine\class47.bin
Kuju\RailSimulator\railvehicles\diesel\class47\ews-785\engine\class47.bin

Kuju\RailSimulator\railvehicles\diesel\hst\ex-gner_nxec\class43_mtu\class43.bin
Kuju\RailSimulator\railvehicles\diesel\hst\ex-gner_nxec\mk3tfo\mk3tfo_ic.bin
Kuju\RailSimulator\railvehicles\diesel\hst\ex-gner_nxec\mk3trfb\mk3trfb_ic.bin
Kuju\RailSimulator\railvehicles\diesel\hst\ex-gner_nxec\mk3tso\mk3tso_ic.bin
Kuju\RailSimulator\railvehicles\diesel\hst\ex-gner_nxec\mk3tso\mk3tso_ic.bin
Kuju\RailSimulator\railvehicles\diesel\hst\fgw\mk3trfb\mk3trfb_fgw_f.bin
Kuju\RailSimulator\railvehicles\diesel\hst\fgw\mk3tso\mk3tso_fgw_c.bin

Kuju\RailSimulator\railvehicles\freight\fsawagon\3x_20ft_container_001\wagon\fsa.bin
Kuju\RailSimulator\railvehicles\freight\fsawagon\3x_20ft_container_003\wagon\fsa.bin
Kuju\RailSimulator\railvehicles\freight\fsawagon\3x_20ft_container_005\wagon\fsa.bin
Kuju\RailSimulator\railvehicles\freight\fsawagon\3x_20ft_container_006\wagon\fsa.bin

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Kuju\RailSimulator\railvehicles\freight\fsawagon\3x_20ft_container_007\wagon\fsa.bin
Kuju\RailSimulator\railvehicles\freight\fsawagon\3x_20ft_container_009\wagon\fsa.bin
Kuju\RailSimulator\railvehicles\freight\fsawagon\3x_20ft_container_010\wagon\fsa.bin
Kuju\RailSimulator\railvehicles\freight\fsawagon\3x_20ft_container_011\wagon\fsa.bin
Kuju\RailSimulator\railvehicles\freight\fsawagon\3x_20ft_tank_003\wagon\fsa.bin
Kuju\RailSimulator\railvehicles\freight\fsawagon\default\wagon\fsa_twin.bin

Kuju\RailSimulator\railvehicles\freight\hta-ews\default\wagon\hta.bin
Kuju\RailSimulator\railvehicles\freight\hta-ews\default\wagon\hta-tail.bin

RSC\Class67Pack01\railvehicles\diesel\class67\claret\engine\class67_claret.bin
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RSC\Class67Pack01\railvehicles\passenger\mk1bg\res_mail\coach\mk1bg.bin
RSC\Class67Pack01\railvehicles\passenger\mk3slep\cal\coach\mk3slep.bin

S9BL\Class390Addon\railvehicles\electric\class390\vt\dmrfo\class390dmrfo.bin
S9BL\Class390Addon\railvehicles\electric\class390\vt\dmso\class390dmso.bin
S9BL\Class390Addon\railvehicles\electric\class390\vt\mfo\class390mfo.bin
S9BL\Class390Addon\railvehicles\electric\class390\vt\mfod\class390mfod.bin
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Thomson\Class170Pack01\railvehicles\class170\scotrail\engine\class170_dmsl.bin
Thomson\Class170Pack01\railvehicles\class170\scotrail\engine\class170_msl.bin

I hope you enjoyed this scenario and I look forward to making more.
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