



(RIS137) 9N11 11:35 Edinburgh Waverley to Berwick-upon-Tweed

Scenario Details

Route: Just Trains Newcastle to Edinburgh
Section: Edinburgh - Berwick-upon-Tweed
Season: Summer
Weather Forecast: Partly Cloudy

Start Time: 11:33:00
Duration: 55 minutes
Difficulty: Easy

Train Type: Electric [E]
Train Category: Express Passenger Trains - Express Passenger
Max Speed: 125 mph
Train Length: 130m (427ft)
Train Weight: 224 tons
Operational Information: Nothing

Scenario Briefing

Good morning driver. Although the vast majority of Transpennine Express services from Edinburgh head south to Newcastle and Manchester, there are two services each day which make a round trip to Berwick-upon-Tweed. Today you've been rostered on to the first of these services - the 11:35 service from Edinburgh & 14:02 return.

You are now at Edinburgh Waverley so allow passengers to board and get ready for a prompt departure. Once underway you'll be calling at Dunbar (arrival @ 11:57:30, departure @ 11:59:00) and then Berwick-upon-Tweed (arrival @ 12:23:00). Once your platform duties at Berwick-upon-Tweed are complete, you'll become 5N11 and head to Tweedmouth Freight Depot where you'll layover for 75 minutes before making the return journey to Edinburgh.

Your train is formed of a Class 802 and the maximum permitted speed for your train is 125 mph.

Weekly/Daily/Special Operating Notices

None

Timetable

	Schedule			
Location	Arrival	Pass	Departure	Platform/Line
Edinburgh Waverley	---	---	11:35	7/U
Abbeyhill Jnc	---	11:36½	---	
Craigentinny Jnc	---	11:38	---	
Portobello Jnc	---	11:39	---	
Monktonhill Jnc	---	11:40½	---	
Prestonpans	---	11:42½	---	
Longniddry APCO	---	11:43½	---	
Drem	---	11:48	---	1
Dunbar	11:57½	---	11:59	1
Oxwellmains Crossover	---	12:02	---	
Grantshouse	---	12:08½	---	
Reston Signal EG402	---	12:20½	---	
Berwick-upon-Tweed	12:23	---	12:33	1/UM
Tweedmouth Freight Depot	12:36½	---	---	*

U - Up Line

UM - Up Main

* - Sidings not worked under TCB Regulations

Notes

The idea for this scenario came when watching a Don Coffey video on YouTube that involved a TPE service from Newcastle to Edinburgh. As the train being driven in the video passed Tweedmouth Freight Depot there was another TPE train in the sidings. I had no idea why a TPE train would be stabled there so did a bit of investigating and found these round trips that TPE undertake between Edinburgh & Berwick-upon-Tweed that I thought would make good scenarios. Of course there are some big anomalies in the scenario. Mainly the route layout no longer reflects reality so, for example, the TPE services make a station stop at Reston now - and also will soon make a station stop at East Linton - but the route doesn't feature those stations. All trains are taken from the current WTT with adjustments here and there to cater for TSC and gameplay. Additionally, the scenario represents what actually happened on one particular day.

Disclaimer

By installing and using this scenario in Train Simulator you agree not to hold me responsible for any damage it may cause to your PC or any files thereupon.

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