



(RIS143) 1R11 06:47 Edinburgh Waverley to Glasgow Queen Street High Level

## Scenario Details

Route: Edinburgh to Glasgow Electrified

Section: Edinburgh - Glasgow

Season: Autumn

Weather Forecast: Clear

Start Time: 06:45:00

Duration: 50 minutes

Difficulty: Easy

Train Type: Electric Multiple Unit [EMU]

Train Category: Express Passenger Trains - Express Passenger

Max Speed: 100 mph

Train Length: 186m (612ft)

Train Weight: 316 tons

Operational Information: Nothing

## Scenario Briefing

Good morning driver. Today you are in charge of an early morning ScotRail passenger service from Edinburgh Waverley to Glasgow Queen Street. You are in platform 11 at Waverley so open the doors to allow passengers to board and then get ready for a prompt departure.

Once underway you'll be calling at Haymarket, Linlithgow, Polmont, Falkirk High, Croy and Glasgow Queen Street.

Your train is formed of 2 x 3 car Class 385 sets and the maximum permitted speed for your train today is 100 mph.

## Weekly/Daily/Special Operating Notices

None

# Timetable

	Schedule			
Location	Arrival	Pass	Departure	Platform/Line
Edinburgh Waverley	---	---	06:47½	11/DS
Princess Street (Edinburgh) Gardens	---	06:48	---	
Haymarket	06:50	---	06:51	4
Haymarket West Jnc	---	06:52½	---	D
Newbridge Jnc	---	06:56½	---	
Winchburgh Jnc	---	06:59½	---	
Linlithgow	07:03½	---	07:04½	2
Polmont	07:09	---	07:09½	2
Falkirk High	07:13	---	07:14	2
Greenhill Upper Jnc	---	07:17½	---	
Croy	07:22	---	07:23	2
Lenzie	---	07:27	---	
Bishopbriggs	---	07:31	---	
Cowlairs West Jnc	---	07:33	---	
Cowlairs South Jnc	---	07:33½	---	
Glasgow Queen Street High Level	07:37	---	---	4

DS - Down South Line  
D - Down Line

## Notes

All trains are taken from the current WTT with adjustments here and there to cater for TSC and gameplay. Additionally, the scenario reflects what happened on one specific 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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