



(RIS272) 2C67 08:00 Cardiff Central to Plymouth (Part 1)

Scenario Details

Route: (ATS) South Wales Mainline Modern (v1.2.1)

Section: Cardiff - Bristol

Season: Winter

Weather Forecast: Light Rain

Start Time: 07:58:00

Duration: 55 minutes

Difficulty: Easy

Train Type: Electric Multiple Unit [EMU]

Train Category: Ordinary Passenger Trains

Max Speed: 125 mph

Train Length: 130m (427ft)

Train Weight: 224 tons

Operational Information: Nothing

Scenario Briefing

Good morning driver. Today you have been rostered on to a GWR passenger service from Cardiff Central to Plymouth. You are currently in platform 1 at Cardiff, so release your doors for passengers to board and get set-up ready to depart as soon as permitted.

Once underway you have station stops at Newport, Severn Tunnel Jnc, Patchway, Filton Abbey Wood and Bristol Temple Meads only on this leg of your journey.

One thing to be aware of driver. You are booked to run under Electric power between Cardiff and Bristol. However, the OHLE ends at Patchway Jnc so you will need to make the power changeover on the move.

Your train is formed of a 5 Car Class 802 set, and the maximum permitted speed for your train is 125 mph.

Weekly/Daily/Special Operating Notices

None

Timetable

Location	Schedule			Platform/Line
	Arrival	Pass	Departure	
Cardiff Central pathed as Class 80x on electric at 125mph	---	---	08:00	1/UM
Long Dyke Jnc	---	08:02½	---	
Marshfield	---	08:06½	---	
Ebbw Jnc	---	08:09	---	
Newport	08:11½	---	08:13½	3
Maindee West Jnc	---	08:14½	---	
Llanwern West Jnc	---	08:16½	---	
Severn Tunnel Jnc	08:23	---	08:24½	UT/4
Severn Tunnel West	---	08:26	---	
Severn Tunnel East 1½ min pathing allowance	---	08:29½	---	
Pilning 1 min engineering 3 min pathing allowance	---	08:32	---	
Patchway	08:39	---	08:40½	1/PCD
Filton Abbey Wood	08:43	---	08:44½	DFM/1
Horfield Jnc 1 min engineering allowance	---	08:46	---	
Dr Day's Jnc	---	08:49½	---	
Bristol East Jnc	---	08:50½	---	
Bristol Temple Meads	08:52	---	---	8

UM - Up Main
UT - Up Tunnel
PCD - Patchway Cord Down
DFM - Down Filton Main

Notes

This scenario has been built around the player adhering to the given maximum speed and following the given schedule. Without those elements, the scenario may not play as intended. All trains are taken from the timetable in operation on the day the scenario is set with adjustments here and there to cater for TSC and gameplay. Additionally, the scenario reflects what happened on that 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.

Author: Robert Slater
Date: 3 June 2026

Version: 1.0