

Appendix B Train Working Report Form

DATE: 04/05/12	DRIVER:	DEPOT:	DIAG:
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WTT:	Loco: 170 404	3 Vehicles	SLU	Tonnes
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09:15 Hrs.	From: Glasgow Queen Street HL	To: Edinburgh Waverley
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M Ch	Location	MM:SS	BOOKED*		ACTUAL		Minutes Lost / Gained & Notes
			AR R	DEP	ARR	DEP	
0.03	Glasgow QS HL	00:00		0915		0915	
0.60	Tunnel exit	02:18					
1.67	Cowlairs W. Jn.	04:10					
3.19	Bishopbriggs (Pass)	05:39					
4.41	Cadder W. End	06:55					
6.20	Lenzie (Pass)	08:06					
11.40	Croy (Pass)	11:24					
17.28	Greenhill Upper Jn.	15:06					
	(Brake applied)	16:47					
21.63	Falkirk High (Arr.)	18:51	093 2		0934		
	Doors Open	18:56					
	Doors Closed	19:23					
	Depart	19:35		0933		0935	
	(Brake applied)	22:30					
25.00	Polmont (Arr.)	23:59	093 8		0939		
	Doors Open	24:06					
	Doors Closed	24:33					
	Depart	24:44		0939		0940	
	(Brake applied)	28:42					
29.56	Linlithgow (Arr.)	30:20	094 3		0945		
	Doors Open	30:26					
	Doors Closed	30:48					
	Depart	30:59		0944		0946	
34.53	Winchburgh Jn.	36:05					
35.32	Winchburgh Tun. (start)	36:36					
37.49	Ratho Viaduct (start)	38:10					
42.34	Edinburgh Park (Pass)	41:08					Braking commenced.
44.75	Haymarket West Jn.	43:05					
46.02	Haymarket (Arr.)	44:45	100 2		1000		
	Doors Open	44:52					
	Doors Closed	45:14					
1.19	Depart	45:24		1003		1001	Restrictive aspects on approach to EW.
0.47	Haymarket S. Tun. Exit	47:16					
	Edinburgh Waverley P12 Platform end	48:55					
0.00	Arrive	49:47	100 7		1005		
	Doors Open	49:50					

* Booked times are public times.

NOTES:

- The train was lightly loaded from GQS. Passenger numbers gradually increased as the journey progressed. I would estimate that the train was no more than 50% loaded upon arrival at Edinburgh.
- Green signals throughout expect for the run into Edinburgh where the normal restrictive aspects one would expect were shown. The train was not stopped by signals at any point.
- Acceleration of the Class 170 seemed a bit laboured but this was just a subjective assessment of the trains' performance. There is no suggestion that the train was under-performing against its schedule.
- Train braking seemed early and consistent with modern, economic professional driving techniques.
- A cautious approach to Edinburgh Waverley seemed consistent with First Scotrail's professional driving policy with the train proceeding at no more than 10 MPH with the train taking nearly a minute to transit from the platform end to half way down P12 (another unit was already stabled in P12).
- In summary this was a fast, comfortable and efficient journey and far superior to similar "inter-city" journeys such as York and Leeds to Manchester. This "one off" sample journey makes it difficult for the lay-person to see how a relatively small improvement in journey time (as proposed) would drive significant economic benefit.