



East Coast - Part Three

A route for Train Simulator 2015

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Details of the route .

Welcome to part three of CreativeRail's East Coast main line project. It has been our vision to provide the user with one of the most realistic driving experiences currently available. It has been constructed in a manner that appears at its most potent at or near driver eye level or flying a little above the roof of your chosen train.

Included in part three is the full 116 mile journey from Peterborough to York as it appeared around 1980 and the vast Doncaster Works has been faithfully recreated at a time when it was still at its fullest extent. The iconic Crimpsall loco works features and even comes complete with locos under repair! This vast building, long gone in the present day, has been brought back to life in all its glory.

Also, enjoy the sheer scale of York's infrastructure before it was heavily rationalised in the time since 1980. The magnificent train shed comes to life in splendid detail to allow the user a real sense of such grand Victorian architecture. The loco depot, Clifton carriage sidings, carriage works and wagon works are also present to offer an endless amount of possibilities for creators of scenarios.

The route features intermediate stations situated at Grantham, Newark, Retford, Doncaster and Selby with all buildings having been carefully modelled as they appeared before electrification and the route's diversion away from Selby.

A brief history of the route.

The first incarnation of the East Coast Main Line dates back to 1850 when London to Edinburgh services became possible on the completion of a permanent bridge over the River Tweed.

However, the route was anything but direct, would have taken many, many hours and would have been exhausting.

By 1852, the Great Northern Railway had completed the 'Towns Line' between Werrington (Peterborough) and Retford, which saw journey times between York and London of five hours. Edinburgh to London was a daunting eleven.

Over time, the route has endured periods of little improvement, not helped by two world wars, but journey times did shrink. Names and companies synonymous with the route, such as, LNER and Gresley have secured their place in history, along with the most famous service - 'The Flying Scotsman.'

Motive power also developed with an ever increasing calibre including A3's, A4's Class 55's and HST's that have powered expresses through the decades.

The introduction of HST services in 1978 saw The Flying Scotsman reach Edinburgh in only five hours.

A combination of remodelling, track improvements and full electrification has seen a further reduction to what it is today, which sees the Scotsman complete the 393 miles in under four and a half hours, in the capable hands of Class 91 and Mk4 IC225 formations.

Route requirement

Users will require the European Loco and Asset pack available on Steam
<http://store.steampowered.com/app/208300/>

Included in the package is CreativeRail's free asset pack for customers that haven't already got this installed.

Scenarios

Help in the Heat

The call comes in for help as a southbound service has failed at York. You have been instructed to take the service forward as far as Doncaster and to then take the failed loco to Carr depot for inspection.

- **Start point** York Depot
- **Date** 23/08/81
- **Time** 15:30
- **Season** Summer
- **Duration** 50 Mins
- **Rating** Medium

Braving the blizzard at Bentley

You are tasked with a typical merry-go-round operation, once so prevalent in the area. A train of MGR empties are to be left at Bentley Colliery and a loaded train taken forward to Hexthorpe Yard. A consist of bogie wagons in the yard require taking to Doncaster works for refurbishment.

- **Start point** North of Doncaster
- **Date** 09/01/81
- **Time** 09:20
- **Season** Winter
- **Duration** 50 Mins
- **Rating** Hard

Pinza on a Parcels

This is a night time dash south utilizing the 100mph Deltic loco in its final months of operation. This is a huge challenge as the driver has to negotiate the route in darkness, without the usual visual cues. 116 miles await with this York to Peterborough mail service.

- **Start point** North of York
- **Date** 28/03/81
- **Season** Spring
- **Duration** 140 Mins
- **Rating** Hard

Northern Coal

The type 4 class 47 has its work cut out as this MGR working to York needs all the tractive effort you can muster to get underway with such a heavy train of HAA's. Make your way past Doncaster's busy yards and station and head towards Selby's swing bridge, being careful of line speed changes and junctions, before arrival at York where you are greeted by the arches of the magnificent York Station.

- **Start point** Decoy Yard Doncaster
- **Date** 27/09/81
- **Season** Autumn
- **Duration** 60 Mins
- **Rating** Medium

Quick Drive - Northbound

Quick Drive - Southbound

The user gets to choose the journey, start time, season and type of train, so it offers complete freedom. We have provided northbound and southbound for total flexibility and choice. Which part of the route takes your fancy today?

Free roam Scenarios

Doncaster Explorer

Explore the area with a choice of traction and location. Doncaster does offer a vast number of yards and sidings, together with the 'Plant' works.

York Explorer

For anyone not familiar with York and surrounding area, spend some time to take in just how many acres were once utilised by the railway and associated buildings before it shrank to the shadow of what can be seen today.

Operating Notices

Speed Limits:

Not every junction that contains a speed change has had a sign placed. Nor are there many warnings of speed changes. This is a deliberate decision which places more emphasis on the driver. As a rule of thumb, you should expect a junction into a yard to have a limit in the 10 to 15 mph range, and platform approaches in the 20 to 30 mph range.

As in the real world, a driver must learn the route and become familiar with it.

Signals at Danger

In situations where a signal is at danger, and a shunt move is required, permission is granted to pass at danger, as the signal will not clear if the shunt move does not extend to the link that is associated with such signal. This is a current limit in the signalling.

When encountering a signal at danger on the mainline, you can obtain permission to pass at danger from signalman by pressing the tab key.

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