



(RIS022) 5L09 01:32 Crewe to Ilford EMUD

Scenario Details

Route: Great Eastern Main Line London-Ipswich Route

Section: Ipswich - Ilford

Season: Autumn

Weather Forecast: Early Cloud Lifting & Breaking

Start Time: 08:15:00

Duration: 70 minutes

Difficulty: Easy

Train Type: Diesel [D]

Train Category: Empty Coaching Stock Trains - Empty Coaching Stock (ECS)

Max Speed: 75mph

Train Length: 78m (258ft)

Train Weight: 236 tons

Operational Information: Nothing

Scenario Briefing

Good morning driver. Network Rail's first phase of ERTMS testing came to an end some time ago and their specially converted Class 313 EMU has been in store since then. Their original plan was to begin testing again following the completion of the GWML Electrification but delays have meant a re-think and they've now decided there is a need to build and test a new implementation on a new line.

The Wickford to Southminster branch line is going to be the lucky recipient of the new testing phase.

The 313 EMU was moved from storage to Arriva Traincare in Crewe for overhaul which was completed recently and ROG have been contracted to move the unit to Ilford EMUD where it can be commissioned ready for testing to begin. You've been rostered on to this ECS move. Engineering work taking place on the North London line has seen you take a round-about route via Peterborough and Ely and you've now reached a booked stop at Ipswich yard with departure for the final stretch imminent. The maximum permitted speed for your train is 75 mph.

Weekly/Daily/Special Operating Notices

None

Timetable

	Schedule			
Location	Arrival	Pass	Departure	Platform/Line
Ipswich Up & Down Goods	---	---	08:16	
Ipswich	---	08:18	---	UM
Manningtree	---	08:28	---	
Colchester	---	08:35	---	
Witham	---	08:47	---	
Chelmsford	---	08:57	---	
Shenfield	---	09:08	---	UE
Gidea Park	---	09:18	---	
Ilford EMUD Inlet North	---	09:24	---	
Ilford EMUD Yard	09:26	---	---	14

UM - Up Main
UE - Up Electric

Notes

This is a completely fictitious scenario. All trains and timings are based on the WTT with adjustments here and there to cater for TS. The idea for this scenario came about because I was looking to see if anyone had re-skinned any of the various TS Class 150 DMU units into the Network Rail class 950. I couldn't find anything but did stumble across the re-skin of the Class 313 into the Network Rail ERTMS test unit & tried to figure out a way of sort-of-using it in a scenario.

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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