



(RIS192) 3S59 17:40 Wigan LIP to Wigan LIP (Part 3)

Scenario Details

Route: West Coast Mainline Midlands and Northwest (aka – ‘Missing Link’)

Section: Acton Bridge - Stafford

Season: Autumn

Weather Forecast: Partly Cloudy

Start Time: 20:41:00

Duration: 60 minutes

Difficulty: Easy

Train Type: Diesel [D]

Train Category: NR/DBC Railhead Treatment Train

Max Speed: 60 mph

Train Length: 43m (141ft)

Train Weight: 136 tons

Operational Information: Nothing

Scenario Briefing

Good evening driver. The RHTT season is in full swing and one of the Wigan based diagrams heads to Headbolt Lane, Liverpool, Crewe, Stafford and, finally, back to Wigan. Today you’ve been rostered on to this service.

You have completed your run to Liverpool Lime Street and are now heading to Stafford. You’ve reached Acton Bridge where you’ve had a booked stop. You can proceed as soon as you are ready.

On this leg of your journey you have booked stops at Crewe signal CE146 and Stafford platform 1 before you recess in the Stafford Arrival Line sidings prior to reversing to head back to Wigan.

Your train is formed of a 2 car MPV and the maximum permitted speed for your train is 60 mph. Remember, you can always refer to your driver briefing notes for full details of the schedule for this service.

Weekly/Daily/Special Operating Notices

Sandite application and rail conditioning trains

1 Speed

1. The maximum speed of trains when water jetting and applying sandite is 60mph.

2. Notices

2.1 Operations Control must advise signallers of any deviation from the railhead treatment plan which may be agreed to cater for exceptional circumstances or to treat a problem location not normally treated.

2.2 Signallers must pass details of changes to the booked plan to the train if instructed to do so by Operations Control.

3. Signalling arrangements

3.1 Rail conditioning trains will be described, where possible, by train description code 3Jxx when operating water jetting-only diagrams.

3.2 Rail conditioning trains will be described, where possible, by train description code 3Sxx when operating diagrams that apply sandite.

3.3 Where train describers are not in use the rail conditioning train will be described by special bell signal or special Is Line Clear signal 3-4-2.

3.4 All types of rail conditioning trains may be relied upon to operate track circuits whether applying sandite or not. When applying sandite, signallers must specially observe the passage of the train and the next train to follow over track circuits, where provided.

3.5 Signallers must deal with any failure by the train to operate a track circuit correctly by immediately applying Rule Book Module TS11, Section 15 and advising Operations Control of the failure. Rule Book Module TS1, Regulation 12 must be applied to all subsequent trains over the affected portion of line until at least two trains have operated the track circuit normally.

4. Route Availability

4.1 Sandite trains are prohibited on route NW8011 between Mann Island Jnc and James Street via the Loop line.

4.2 The MPV may travel on any route cleared to the W6a loading gauge or greater in Table D5 of the Sectional Appendix. (Note that MPV's fitted with trip cock equipment must have this equipment latched up when operating on lines other than those electrified by the DC third rail system in the Liverpool area)

Timetable

	Schedule			
Location	Arrival	Pass	Departure	Platform/Line
Acton Bridge	---	---	21:07½	US/1
Hartford Jnc	---	21:10	---	UM
Winsford 1 min engineering 2½ min pathing allowance	---	21:17	---	US
Crewe Signal CE146	21:24½	---	21:32½	
Crewe	---	21:34	---	5/UF
Crewe Basford Hall Jnc	---	21:37	---	
Madeley 2½ min pathing allowance	---	21:42	---	
Norton Bridge	---	21:53	---	USF
Stafford ½ min pathing allowance	22:01	---	22:03	1
Stafford Arrival Sidings 1&2 service reverses here	22:05	---	---	

US - Up Slow
UM - Up Main
UF- Up Fast
USF - Up Stafford Fast

NetworkRail

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.

Realism takes a bit of a hit in this scenario as there is very little static rolling stock in the myriad of sidings on this route. If I attempted to fill up the sidings then the scenario would always crash on loading on my PC. The only way I could reliably get the scenario to load was to drastically reduce the amount of static stock. I'm not sure if that is a problem with this scenario on this route on my PC or a more global problem with the route itself.

Additionally, this scenario does feature a lengthy stop for the player train. If you do not wish to be stationary for an extended period of time I would suggest running the game with the ASYNC keys short-cut active which will allow you to accelerate time in-game.

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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