



(RIS227) 2D21 18:24 Middlesbrough to Bishop Auckland

Scenario Details

Route: DPS North East England v3
Section: Middlesbrough - Bishop Auckland
Season: Autumn
Weather Forecast: Light Rain Clearing

Start Time: 18:22:00
Duration: 60 minutes
Difficulty: Easy

Train Type: Diesel Mechanical Multiple Unit [DMU]
Train Category: Ordinary Passenger Trains - Ordinary Passenger
Max Speed: 75 mph
Train Length: 46m (151ft)
Train Weight: 79 tons
Operational Information: Nothing

Scenario Briefing

Good evening driver. Today you are in charge of a Northern service from Middlesbrough to Bishop Auckland. You are currently in platform 2 at Middlesbrough so release your doors to allow passengers to board and get set-up ready to depart as soon as permitted.

Once underway you have station stops at Thornaby, Eaglescliffe, Allens West, Dinsdale, Darlington, North Road, Heighington, Newton Aycliffe, Shildon and Bishop Auckland.

Two things to be aware of driver. Firstly, the signal in front of you is M670 and, secondly, the destination code for Bishop Auckland is 0103.

Your train is formed of a 2 car Class 156 set and the maximum permitted speed for your train is 75 mph.

Timetable

	Schedule			
Location	Arrival	Pass	Departure	Platform/Line
Middlesbrough pathed as Class 150/153/155/156 DMU at 75mph	---	---	18:24	2
Tees Newport East Jnc	---	18:25½	---	USF
Thornaby	18:28½	---	18:29½	1
Bowesfield Jnc	---	18:31	---	
Stockton Cut Jnc	---	18:32	---	USB
Eaglescliffe	18:34	---	18:34½	UM/1
Allens West	18:36½	---	18:37½	1/UD
Dinsdale 1 min engineering 1 min performance allowance	18:43	---	18:43½	1
Darlington	18:51½	---	18:53½	DM/4A
North Road	18:56½	---	18:57	1/BAS
Heighington	19:04	---	19:04½	2/DM
Newton Aycliffe	19:07	---	19:07½	2/D
Shildon	19:11	---	19:12	2
Bishop Auckland	19:17	---	---	1

USF - Up Saltburn Fast
DSB - Down Saltburn
UM - Up Main
UD - Up Dinsdale
DM - Down Main
BAS - Bishop Auckland Single
DM - Down Main
D - Down Line

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 April 2025

Version: 1.0