



(RIS259) 1Y80 07:08 Middlesbrough to Kings Cross (Part 2)

## Scenario Details

Route: East Coast Main Line Modern: York - Peterborough  
Section: York - Peterborough  
Season: Autumn  
Weather Forecast: Partly cloudy becoming overcast

Start Time: 08:11:00  
Duration: 75 minutes  
Difficulty: Easy

Train Type: Electric Multiple Unit [EMU]  
Train Category:  
Max Speed: 125 mph  
Train Length: 130m (427ft)  
Train Weight: 224 tons  
Operational Information: Nothing

## Scenario Briefing

Good morning driver. Today you have been rostered on to 1Y80 a morning LNER service from Middlesbrough to London. You are currently in platform 5 at York so release your doors to let passengers board and then get set-up ready to depart as soon as permitted.

Once underway you have no booked stops on this leg of your journey.

Something to be aware of driver. You are booked to run on the Up Slow line between Stoke Junction and Peterborough.

Your train is formed of a 5 car Class 800 set and the maximum permitted speed for your train is 125 mph.

# Weekly/Daily/Special Operating Notices

| SECTION A - TEMPORARY SPEED RESTRICTIONS<br>(Until further notice unless otherwise specified)  |   |                |                       |             |                                      |
|--|---|----------------|-----------------------|-------------|--------------------------------------|
| Warning Boards and Indicators provided unless otherwise shown.<br>† Indicates that the Warning Boards and Indicators will be moved as the work progresses. |   |                |                       |             |                                      |
| Where two speeds are shown for a restriction the Rule Book Module SP, Section 4.3, (differential speed restrictions) applies.                              |   |                |                       |             |                                      |
| <b>** REFLECTORISED WARNING BOARDS ARE APPROVED FOR USE ON ALL NETWORK RAIL LINES **</b>   |   |                |                       |             |                                      |
| LN600 Shaftholme Jnc to Reston GSP   |   |                |                       |             |                                      |
| Item No.   | Location                                | Lines Affected | Mileage at or between | Restriction | Remarks                              |
| T2024/208558   | Hambleton South Jnc to Temple Hirst Jnc | Up Main        | 174m 15ch - 169m 16ch | 60mph       | Track Other Network Rail Maintenance |

## Timetable

| Location  | Schedule |        |           | Platform/Line |
|---|----------|--------|-----------|---------------|
|   | Arrival  | Pass   | Departure |               |
| York  | ---      | ---    | 08:13     | 5/DM/UM       |
| Colton Jnc  | ---      | 08:18  | ---       |               |
| Hambleton North Jnc   | ---      | 08:22  | ---       |               |
| Temple Hirst Jnc<br>1 min pathing allowance                           | ---      | 08:25  | ---       |               |
| Shaftholme Jnc<br>1 min engineering<br>1½ min pathing allowance       | ---      | 08:30½ | ---       |               |
| Doncaster<br>2 min pathing allowance                                  | ---      | 08:35  | ---       | UF            |
| Doncaster Loversall Carr Jnc  | ---      | 08:39  | ---       | UM            |
| Retford   | ---      | 08:45½ | ---       |               |
| Carlton On Trent Loop<br>1 min engineering<br>½ min pathing allowance | ---      | 08:52  | ---       |               |
| Newark North Gate   | ---      | 08:56½ | ---       | 2             |
| Claypole Loop   | ---      | 08:59  | ---       |               |
| Grantham  | ---      | 09:04  | ---       | 1             |
| Stoke Jnc<br>½ min pathing allowance                                  | ---      | 09:08  | ---       | US            |
| Tallington Jnc<br>1 min engineering<br>1½ min pathing allowance       | ---      | 09:20  | ---       |               |
| Peterborough  | ---      | 09:31  | ---       | UF            |

DM - Down Main  
UM - Up Main  
UF - Up Fast  
US - Up Slow

## 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.

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