

VALLEY CORRIDOR

Route expansion for Train Simulator



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INTRODUCTION

The Valley Corridor Route for Train Simulator 2018 is a fictional mountain route that runs between two large cities, both of which sit on plateaus. The route is used for stopping and express passenger runs, as well as freight trains. There are numerous lakes below the route, making it a very scenic and spectacular route to drive. Its maximum line speed is 125mph which is found towards its southern end

In the central section of this overhead electrified route is a spectacular S-shaped section where the track weaves around two peaks.

Valley Corridor features 16 stations, most with freight yards and has numerous custom assets. The route is Quick Drive enabled and comes with 20 Standard scenarios giving options to drive with default Train Simulator or add-on DLC stock.

Train Simulator Requirements

If you purchased Train Simulator after 20 September 2012 you will require the European Loco & Asset Pack (available to purchase via Steam <http://store.steampowered.com/app/208300>) for the route to display correctly.

Some of the scenarios supplied with Valley Corridor require rolling stock that is not supplied with this software. Full details of the rolling stock required for each scenario are provided in the **SCENARIOS** section of this manual.

Scenery quality and display settings

Various effects and techniques have been used in the modelling of Valley Corridor to enhance the realism of the route, including TSX technology for realistic night lighting effects.

Due to the high level of detail provided along the length of the route, it is best to run the route at the highest settings possible, provided your PC is capable; settings can all be accessed via the Settings > Graphics menu in Train Simulator. The route will still run at lower settings, of course, but some of the assets may not be displayed as intended.

INSTALLATION, UPDATES AND SUPPORT

You can install this add-on as often as you like on the same computer system. To re-download the Valley Corridor software:

1. Click on the 'Account' tab on the Just Trains website.
www.justtrains.net/account
2. Log in to your account.
3. Click on the 'Your Orders' button.
4. A list of your purchases will appear, and you can then re-download the software you require.

Website updates

Please check the Just Trains www.justtrains.net website for any news or updates for this Valley Corridor add-on and for our other products.

Technical Support

To obtain technical support (in English) please visit the Customer Service <http://www.justtrains.net/support> section on the Just Trains website.

As a Just Trains customer, you can obtain free technical support for any Just Trains or Just Flight product.

Regular news

To get the latest news about Just Trains products, sign up for our Newsletter <http://www.justtrains.net/newsletter> and regular emails.

You can also keep up to date with Just Trains via Facebook www.facebook.com/justtrains and Twitter @justtrains

Uninstalling the software

To uninstall this software from your system:

1. Go to the Windows Start menu and select 'Control Panel' (if you are in Windows Classic view, Control Panel will be found under 'Settings').
2. Double-click on the item 'Add or Remove Programs' (Windows XP) or 'Programs and Features' (Windows Vista or 7). In Windows 8 and 10 move your mouse to the bottom left corner, right-click with your mouse, then left-click on the 'Programs and Features' menu that appears.
3. Select the program you want to uninstall from the list provided and click the 'Uninstall' option.
4. Follow the on-screen instructions to uninstall the program.

Uninstalling or deleting this software in any other way may cause problems when using this program in the future or with your Windows set-up.

STATIONS

North Central



Situated at the tip of the northern part of the route, North Central is a somewhat spread-out and sprawling city, located on an open plain, but surrounded by hills in the distance. This city combines elements of its older origins that are combined with newer architecture. The large centrally located station has a large, all-glass canopy. The city is also served by a large freight yard where goods from the industries along the route are delivered.

Newton



This modern station serves the town of Newton and is mainly used as a commuter stop for the workers at the Newton Power station and its supporting industries. Newton also has sidings which are primary used for coal workings.

Lowland



Lowland Station is a fairly simple affair and serves the surrounding town that is mainly warehousing and light industrial to the east and the housing that supports those industries to the west of the tracks. The sports mad residents even have their own stadium that is situated close to the station. Lowland has its own freight sidings and is the end of the plateau area and the beginning of the more hilly and mountainous part of the route.

Valley Pass



Valley Pass station is a large station for such a small community. However, it becomes busy when the staff from the local aggregate and freight yard need to get in and out of the valley. The small town it serves has its church next to the line. The station and town are located in the valley itself and are surrounded by steep rock formations and forest covered hillsides.

Summit Lake



This station serves the small town of Summit Lake and its passenger numbers are swelled by the year-round influx of tourists to this highly attractive location. Access by road is through a mountain tunnel. The tourists can board the nearby boats for trips on the lake.

High Pines



High Pines gets its name from the towering pine trees that line the valley where the town is situated. It's a thriving town that counts local farming, light industry and lumber amongst its businesses. Just to the south of town it has its own freight yard. The town also has its own small fuel refinery and set of holding tanks.

High Pass



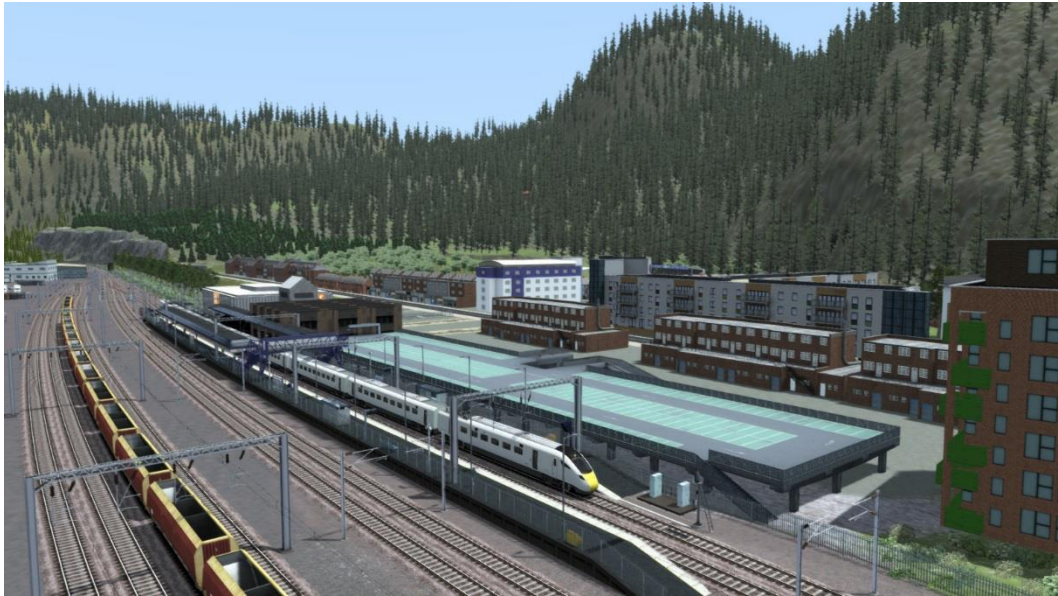
High Pass is deep into the route. This small town is dominated by the modern multi-story office building situated next to the station which is owned by The High Pass Insurance Company of Valley Corridor. This business was founded by Arthur J.T. Fudgebarrow. Arthur was born in the town and made his millions from offering insurance to the local farming, lumber, chocolatiers and porridge miners.

Green Valley



You are now high up in the route. Green Valley station is on the opposite side of the spectacular valley canyon to the town itself. The two sides are joined by a road bridge. Road access to the town is via a unique spiral roadway in a tunnel. The deeply religious community have erected a generous sized church. This is the last station southbound before the route's famous double back loop section.

High Mountain Plateau



This town is surrounded by mountain peaks and rests in a small flat area between two ranges. As normal on this route it has a freight yard which receives goods in and ships out the raw materials mined from deep under the local mountains.

Mid Central



This is one of the larger towns outside of the two cities at either end of the line. Here the valley has widened out somewhat which has allowed the town to spread. It has its own freight yard which sits beside the main through line and station.

Sunny Valley



Sunny Valley has near-vertical rock faces on one side and more gentle mountains on the other. The alignment of the valley allows the sun to shine on the town, hence the name.

Mountainside



Located beside a mountain (as you probably guessed), this small town is the base for the company that runs the rail system in the valley. They are located in the white teardrop shaped building next to the station. Although Mountainside does not have a dedicated freight depot, lumber from the local area is collected here for onward transit. There are several fuel and gas storage tanks that are serviced by the railway.

Widespace



Here you can see the valley is getting wider and the mountains moving further away as we approach the southern end of the route. Widespace is a reasonably large town with many high-rise buildings. Work here is mainly clerical and light industrial.

Old Riverside



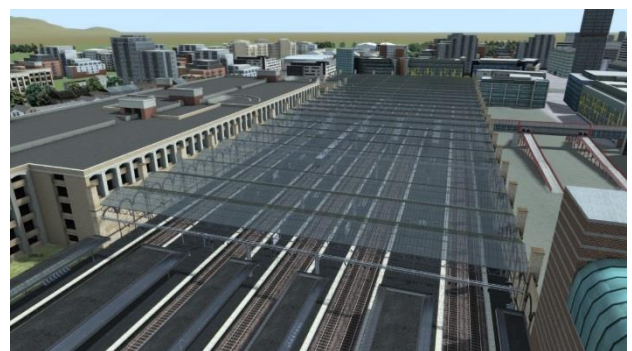
Old Riverside is located next to the river that flows along the valley. The scenery here has opened up and the mountains have become hills and receded into the near distance. As usual, Old Riverside has freight sidings. Just south of the station there is a large near- 90 degree change of direction for the route.

Marston



The rail entrance to the town of Marston from the north is dominated by the large road bridge that straddles the tracks and a road. Beyond that, the town is fairly compact and sits on the start of the plateau which is characteristic of the southern end of the route. Driving south from the town the route turns south by around 45 degrees heading towards the southern terminus.

Southern Central



This is the southern terminus of the route. The station has a large all-glass canopy but with some of the platforms outside of it and exposed to the elements. Southern Central city sits on the southern plateau and is a large bustling place.

FEATURES TO LOOK OUT FOR ON THE ROUTE

Numerous landmark buildings and other features of interest have been modelled along the length of the Valley Corridor route – these are just a few of them, in the order you would see them when driving from the north to the south.

Newton Power Station



Located to the south of Northern Central City this power station supplies electricity to the metropolis to its north. The facility takes its cooling water from the nearby lake.

Valley Pass Freight Sidings



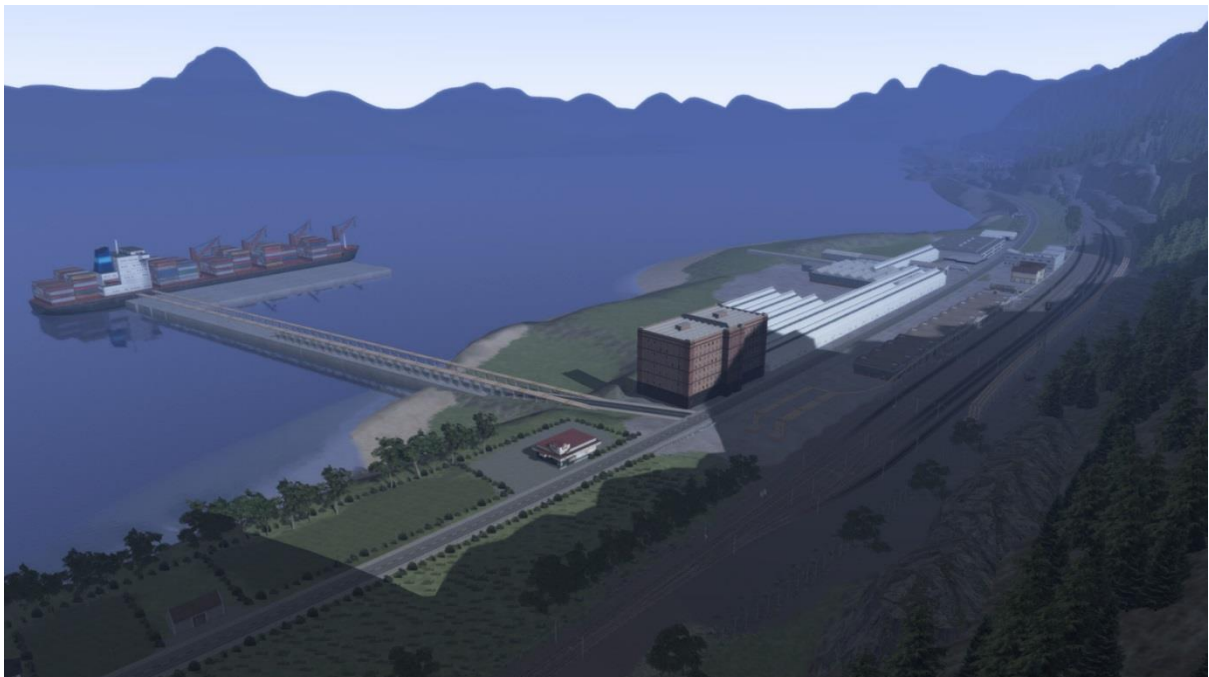
This is located just before you enter Valley Pass station. The freight yard is used mainly to transport aggregates along the route.

Summit Lake Split



This location is where the north and southbound track splits into two sections, each going either side of the lake before re-joining at the lake ends. The reason for this split is geological.

Summit Lake Freight Depot and Dock



Just south of the town of Summit lake is its freight depot and dock. These facilities mainly handle the lumber felled from the surrounding hills.

High Pines Freight Depot



High Pines Freight depot has several sidings to assemble freight consists that move the lumber, farming and small local industry goods out of the valley.

Green Valley



You are now high up in the route. Look out for the spectacular plunging valley and the river below.

Double Horse Shoe Curves



This is the unique section of the route where the track clings to the sides as it runs along and double backs around two peaks before entering the town of High Mountain Plateau. Stand by for sweeping curves, a tunnel and spectacular views!

Mid Central Freight South



A few clicks to the south of Mid Central there is Mid Central Freight South. This is used for marshalling freight wagons before they move up north to the main freight depot at Mid Central. There are some light industrial units situated there as well.

Sunny Valley Freight



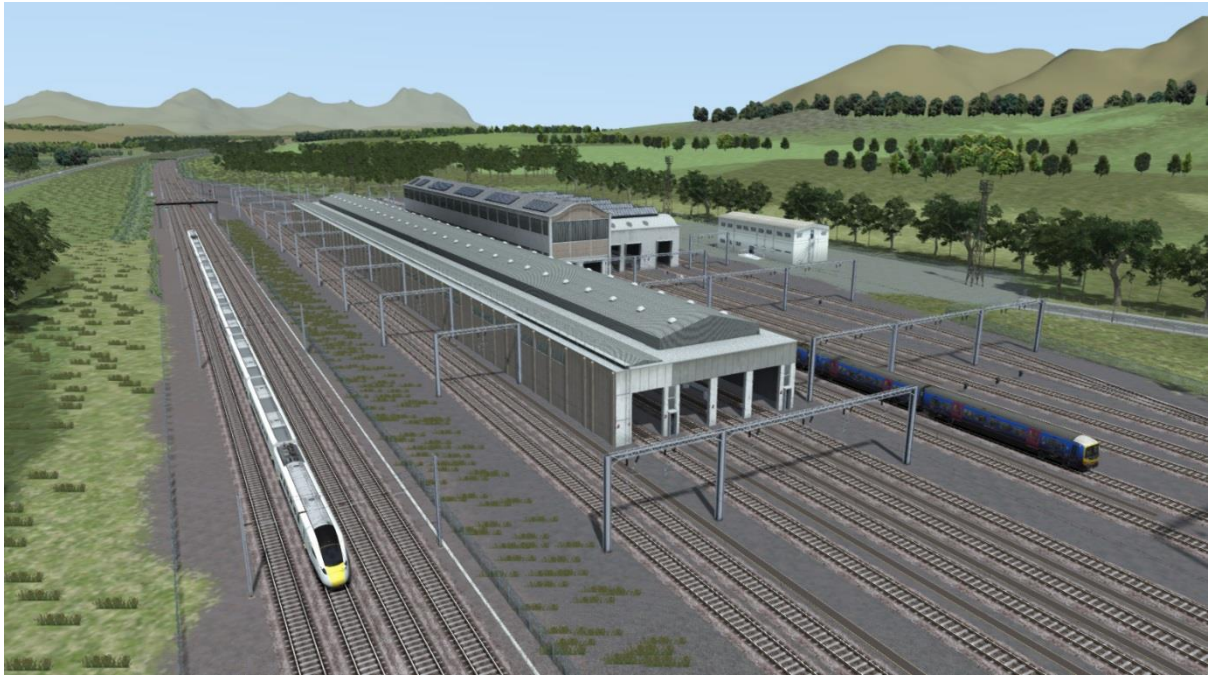
To the north, and just before the town of Sunny Valley itself, lies its Freight Yard. It mainly handles fuel and local goods.

Widespace Freight



Just before the station you will see extensive freight sidings which serve this large town.

Southern Central Depot



Just to the north of Southern Central station is the Southern Central train depot. Here the trains that operate on the line are maintained.

SCENARIOS

Choosing a scenario

When you first start Train Simulator, select the 'Drive' option in the Main Menu, then choose either the 'Standard' or the 'Free Roam' scenarios. Use the scroll bar on the right side to scroll down to 'Valley Corridor'. You can now select your preferred scenario and click on the 'Go' button.

Please note that although some of the scenarios use the default locomotives and rolling stock, some require extra items to allow them to run correctly.

In the scenario information below, locomotives followed by 'Steam' in brackets can be purchased from the Steam website:

www.steampowered.com

- For the Class 801 you will need Train Simulator: East Coast Main Line London-Peterborough Route.

http://store.steampowered.com/app/222618/Train_Simulator_East_Coast_Main_Line_LondonPeterborough_Route_AddOn/

If you purchased Train Simulator after 20 September 2012, you will require the European Loco & Asset Pack (available to purchase via Steam) to obtain the following locomotives:

- Class 166
- Class 47
- BR101 DBAG Black/Silver/Red
- BR143 DBAG Red
- BR151 DBAG Red
- BR294

http://store.steampowered.com/app/208300/Train_Simulator_European_Loco_Asset_Pack/

In the scenario information below, locomotives followed by 'JT' in brackets can be purchased from the Just Trains website: www.justtrains.net

- Virtual Railroads BR120 vR Bimdzf IR Expert Line
<https://www.justtrains.net/product/virtual-railroads-db-br120-bimdzf-ir-expert-line>
- Virtual Railroads BR140
<https://www.justtrains.net/product/virtual-railroads-db-br140-expert-line-falns-121>

- Vizzart – Rail.Arts BR103 Traffic Red
<https://www.justtrains.net/product/vizzart-rail-arts-br-103-traffic-red>
- Voyager Advanced
<https://www.justtrains.net/product/voyager-advanced-download>
- Cargowaggon IWB PlusPak
<https://www.justtrains.net/product/cargowaggon-iwb-pluspak>

In the scenario information below, locomotives followed by ‘AP’ in brackets can be purchased from the Armstrong Powerhouse website:
<https://www.armstrongpowerhouse.com>

- Class 90/DVT/Mk3 Pack
https://www.armstrongpowerhouse.com/index.php?route=product/product&path=45_84&product_id=131

Standard scenarios

01 Northbound Rush Hour Express BR120

Required stock: vR DB Baureihe 120 VRot EL (JT)
Duration: 65 minutes

It's 08:00. That's means it's Rush Hour and the commuters need to get to work on time. Drive from Southern Central to Northern Central non-stop.

01 Northbound Rush Hour Express Euro Assets

Required stock: BR101 DBAG Black (Steam)
Duration: 65 minutes

It's 08:00. That's means it's Rush Hour and the commuters need to get to work on time. Drive from Southern Central to Northern Central non-stop.

02 Down Morning Express – BR120

Required stock: VrBimdzf IR Expert-Line (JT)
Duration: 97 minutes

Drive an early morning limited stop down express to Southern Central.

02 Down Morning Express – Euro Assets

Required stock: BR101 DBAG Silver (Steam)

Duration: 97 minutes

Drive an early morning limited stop down express to Southern Central.

03 North Central to High Pines Local BR103

Required stock: BR103 Traffic Red (JT)

Duration: 53 minutes

Drive a mid-morning local service from North Central to High Pines stopping at all stations during an Autumn rain storm.

03 North Central to High Pines Local Euro Assets

Required stock: BR143 DBAG Red (Steam)

Duration: 53 minutes

Drive a mid-morning local service from North Central to High Pines stopping at all stations during an Autumn rain storm.

04 Southbound local from High Pines BR140

Required stock: vR BR140 872 3 (JT)

Duration: 70 minutes

This evenings shift is a simple all stations run south from High Pines. By the way, your booked loco failed..... so better grab another one, Driver!

04 Southbound local from High Pines Euro Stock

Required stock: BR101 DBAG Red (Steam)

Duration: 70 minutes

This evenings shift is a simple all stations run south from High Pines. By the way, your booked loco failed..... so better grab another one, Driver!

05 Sports VIPs – BR120

Required stock: vR Bimdzf IR Expert-Line (JT)

Duration: 93 minutes

Drive an early afternoon train of Sports VIPs from Southern Central Stadium to North Central.

05 Sports VIPs – Euro Assets

Required stock: BR101 DBAG Silver (Steam)

Duration: 93 minutes

Drive an early afternoon train of sports VIPs from Southern Central Stadium to North Central.

06 Vans and Tanks – BR140

Required stock: vR BR140 859 0 (JT)

Duration: 117 minutes

Go and collect a van train and run it South to High Pines, then return North from Summit Lake with a rake of tanker wagons. Finish by disposing the loco on depot. Full loco prep and disposal are required for this scenario.

06 Vans and Tanks – Euro Assets

Required stock: BR151 DBAG Red (Steam)

Duration: 117 minutes

Go and collect a van train and run it South to High Pines, then return North from Summit Lake with a rake of tanker wagons. Finish by disposing the loco on depot. Full loco prep and disposal are required for this scenario.

07 Freight to the docks

Required stock: BR294 DBAG Red (Steam)

Duration: 78 minutes

Go and collect some vans from Southern Central Freight Yard. Take them to Marston and return with a container train to the docks.

08 Southern Central Local – BR103

Required stock: *VBR103 Traffic Red (JT)*

Duration: *55 minutes*

Drive an early evening commuter train from Southern Central to Widespace, calling all stations – But first drive the ECS!

08 Southern Central Local – Euro Assets

Required stock: *BR143 DBAG Red (Steam)*

Duration: *55 minutes*

Drive an early evening commuter train from Southern Central to Widespace, calling all stations – But first drive the ECS!

09 Southbound Winter Express - 801

Required stock: *Class 801 (Steam)*

Duration: *95 minutes*

Starting in North Central Sidings, work the first Down Morning Express to Southern Central, stopping only at Mid-Central on a stormy winter morning.

09 Southbound Winter Express - Voyager

Required stock: *Class 221 CC A (DMF) Voyager (JT)*

Duration: *95 minutes*

Starting in North Central Sidings, work the first Down Morning Express to Southern Central, stopping only at Mid-Central on a stormy winter morning.

10 Northbound Freight Working – AP Class 90

Required stock: *Class 90 DB FC (AP), Cargowaggon IWB PlusPak (JT)*

Duration: *180 minutes*

Drive a single Class 90 from Southern Central Docks to North Central Freight yard, dropping off and picking up enroute to Mid Central, then a final non-stop run to North Central on this nice Summer day – Cargowaggon IWB PlusPak from Just Trains required.

11 Southern Central to North Central Express

Required stock: Class 801 (Steam)

Duration: 67 minutes

Drive a late afternoon one stop Express Service from Southern Central to North Central Station.

11 Southern Central to North Central Express

Required stock: Class 221 VT F (DMSL) (JT)

Duration: 67 minutes

Drive a late afternoon one stop Express Service from Southern Central to North Central Station.

QUICK DRIVE

This route is equipped for use with the Quick Drive option in Train Simulator.

To access this option from the Main Menu, press the 'Drive' button and then the 'Quick Drive' tab at the top left.

The Quick Drive menu

The top left area on the menu is where you select the train you wish to drive.

When you click on the menu directly to the right of the train picture, it shows the variations/consists available for the selected train displays in the right-side area of the menu. Click on the consist that you want to drive.

Changing your train

If you want to drive a different train, click back on the top left train picture. The right side of the menu will change and will display all the trains you have installed in Train Simulator.

Use the 'Page' button located at the top middle of the pictures to scroll through them all.

All installed trains which have Quick Drive enabled are displayed. If the train does NOT have Quick Drive enabled, it will NOT display in the Quick Drive menu.

Selecting your route

When you have selected the train and consist you wish to drive, you then need to select the route.

In the middle left area are the route selection menus. Click on the middle far left route picture. This will change the right-side area of the menu to display the routes that you have installed in Train Simulator.

Choosing departure and arrival stations

Click on the route 'map' image directly to the right of the route picture. This will then show the available departure and arrival points for the route. You can select them by clicking on the ones you want.

Changing the time and weather

Controls for changing the time of day and weather conditions are on the lower left area. You can use these to adjust the time and weather settings as you wish.

Driving

When you have made all your selections, press the 'Drive' button on the lower right side of the menu and Train Simulator will load your settings.

IMPORTANT – Filters

In the Standard and Free Roam 'Drive' menus there are various locomotive and route filter options along the top of the right side. We strongly recommend that these are all set to 'None' unless you are experienced in using them.

If you set a filter and forget to remove it, there is a strong possibility that not all the available locomotives and/or routes will display in the menu.

CREDITS

Route developers

Ben Garfirth
Johnny Gasson

Scenario creation

Bex Reddy

The Producers

Project Management	Alex Ford
Installer	Martin Wright
Manual	Alex Ford & Dermot Stapleton

Special thanks also to all the testers.

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