

# MIDLAND MAIN LINE

## BUXTON & PEAK FOREST EXTENSION



**ROUTE GUIDE**

*Just Trains*



# ***More Midland Main Line extensions available from Just Trains***



***Hope Valley Extension***



***Nottingham-Lincoln Extension***



***Barrow Hill Roundhouse  
Extension***



***Erewash Valley***



***Derby-Nottingham-Leicester  
Extension***



***Derwent Valley Line***



# MIDLAND MAIN LINE

## BUXTON & PEAK FOREST EXTENSION

## Route Guide

Route expansion for Train Simulator

## CONTENTS

<b>DEDICATION.....</b>	<b>4</b>
<b>INTRODUCTION .....</b>	<b>5</b>
Train Simulator requirements.....	6
Scenery quality and display settings.....	6
Run in 64-bit mode!.....	6
<b>INSTALLATION, UPDATES AND SUPPORT .....</b>	<b>7</b>
<b>STATIONS.....</b>	<b>8</b>
<b>FEATURES TO LOOK OUT FOR ON THE ROUTE.....</b>	<b>12</b>
Driving from Hazel Grove to Buxton.....	12
Driving on the Dowlow Branch from Buxton to Dowlow .....	23
Driving from Buxton to Chinley South Junction.....	28
<b>SCENARIOS.....</b>	<b>39</b>
Standard scenarios requiring additional payware add-ons .....	40
Standard scenarios using default Train Simulator stock.....	45
Free Roam scenarios.....	46
<b>QUICK DRIVE .....</b>	<b>47</b>
<b>CREDITS .....</b>	<b>49</b>
<b>COPYRIGHT.....</b>	<b>49</b>



# DEDICATION

## Paul Taylor

This Buxton and Peak Forest Extension add-on is dedicated to the memory of Paul Taylor.

Paul was a great friend to Just Trains over many years and we will always remember his patience, dedication and kindness. His expert knowledge has contributed enormously to the development of many of our products, for which we are very grateful.

Thank you for everything, Paul. Rest in peace.





# INTRODUCTION

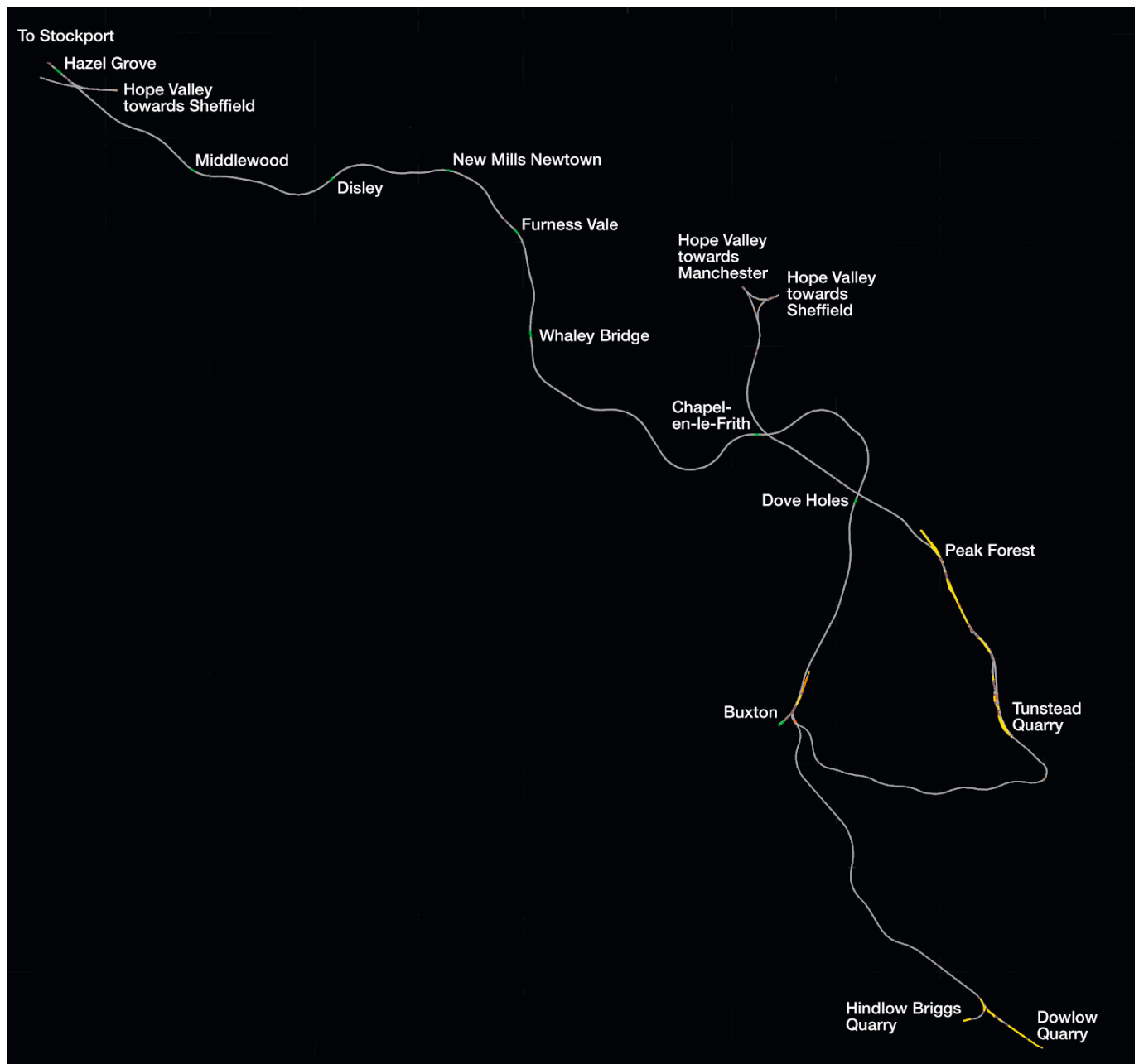
This extension to Just Trains' Midland Main Line: Sheffield-Derby route for Train Simulator Classic adds over 25 miles of new route and includes some of the most rugged landscapes in England.

Featuring the steeply graded 17-mile passenger line from Hazel Grove to Buxton, this picturesque route also incorporates the complex network of freight lines around Buxton, including the quarries at Tunstead, Dowlow, Hindlow and Dove Holes.

This route includes the connection from Peak Forest to Chinley South Junction, meaning you can drive directly onto the Hope Valley extension for Midland Main Line (not supplied with this software).

The route is Quick Drive enabled and includes eight detailed stations along with numerous new custom assets along the length of the route.

Eight scenarios which require additional payware add-ons are included as well as eight scenarios which only require default Train Simulator stock. See the [SCENARIOS](#) section for all the details.





## 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](#)) for this route to display correctly and for some scenarios to work.

Some of the scenarios supplied with this Buxton and Peak Forest route require add-ons which are not supplied with this software; see the [SCENARIOS](#) section for full details.

## Scenery quality and display settings

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

We recommend running the route with 'Procedural Flora' turned off via Settings > Graphics > Advanced > Next and then Save.

Due to the high level of detail which has been modelled, it is best to run the route at the highest settings your PC can manage. 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.

## Run in 64-bit mode!

We strongly advise you to run Train Simulator in 64-bit mode to enhance its stability:

1. Run the Steam client and select 'Games' from the top menu.
2. Select 'Train Simulator' from the left-side menu and press the blue PLAY button in the top centre of the window. The option to 'Play Train Simulator' or 'Play Train Simulator 64-bit Edition' will pop up.
3. Select the 64-bit option and press 'Play'.





# INSTALLATION, UPDATES AND SUPPORT

**IMPORTANT!** Midland Main Line: Buxton and Peak Extension is one of the Midland Main Line extension routes. It is not a stand-alone route and requires that you have both the Just Trains' Midland Main line: Sheffield-Derby route and the Just Trains Midland Main Line: Hope Valley Extension installed.

**IMPORTANT!** it is imperative that the Just Trains Midland Main Line: Hope Valley Extension is installed BEFORE the Buxton and Peak Forest Extension to ensure that all features are available.

You can install this add-on as often as you like on the same computer system. To re-download the Buxton and Peak Forest Extension software:

1. Log in to your [Account](#) on the Just Trains website.
2. Click on the 'Your Orders' button.
3. A list of your purchases will appear and you can then re-download the software you require.

## Uninstalling

To uninstall this product from your system, select the appropriate option for your version of Windows from the Control Panel:

- 'Add or Remove Programs' (Windows XP)
- 'Programs and Features' (Windows Vista or 7)
- 'Apps & features' (Windows 10 or later)

Choose the product you want to uninstall and then select the 'Uninstall' option; follow the on-screen instructions to uninstall the software.

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

## Updates and Technical Support

For technical support (in English) please visit the [Support](#) pages on the Just Trains website.

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

If an update becomes available for this software, we will post details on the Support page and will also send a notification email about it to all buyers who have not unsubscribed from our emails.

## Regular News

To get all the latest news about Just Trains products, special offers and projects in development, [subscribe](#) to our regular emails.

We can assure you that none of your details will ever be sold or passed on to any third party and you can, of course, unsubscribe from this service at any time.

You can also keep up to date with Just Trains via [Facebook](#) and [X](#) (formerly Twitter).



# STATIONS

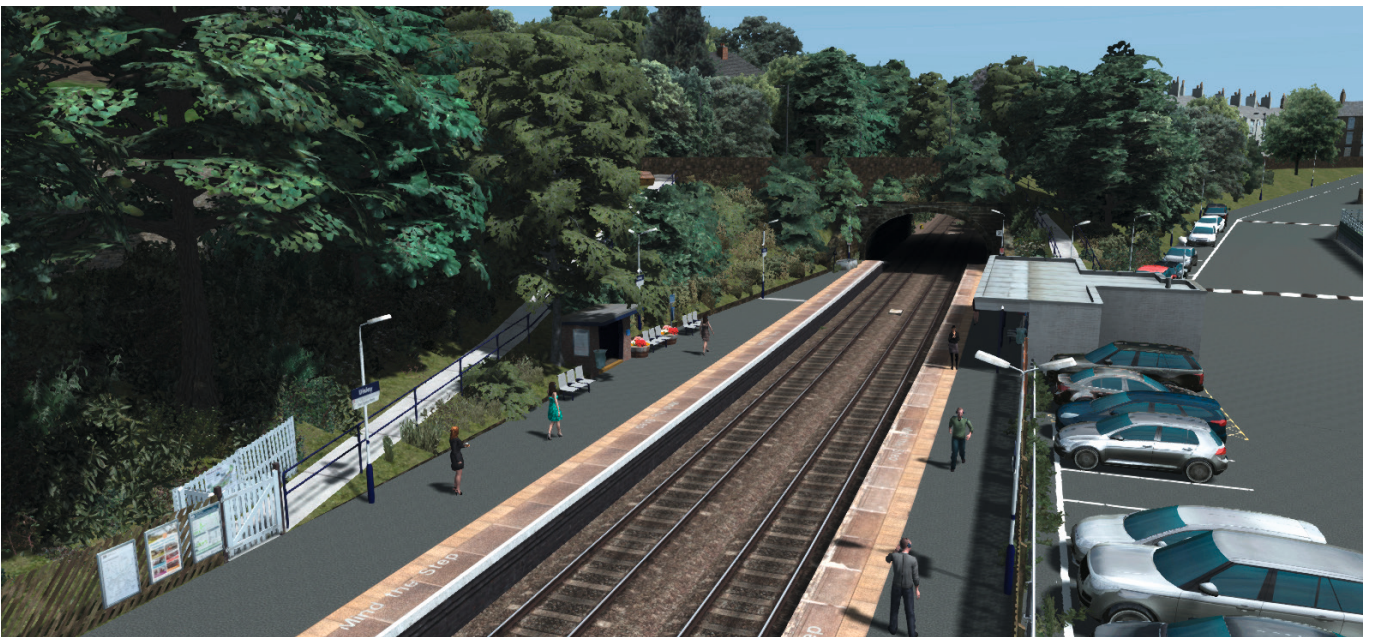
## Middlewood



Opened 1879

Passengers 2022-2023: 18,758

## Disley

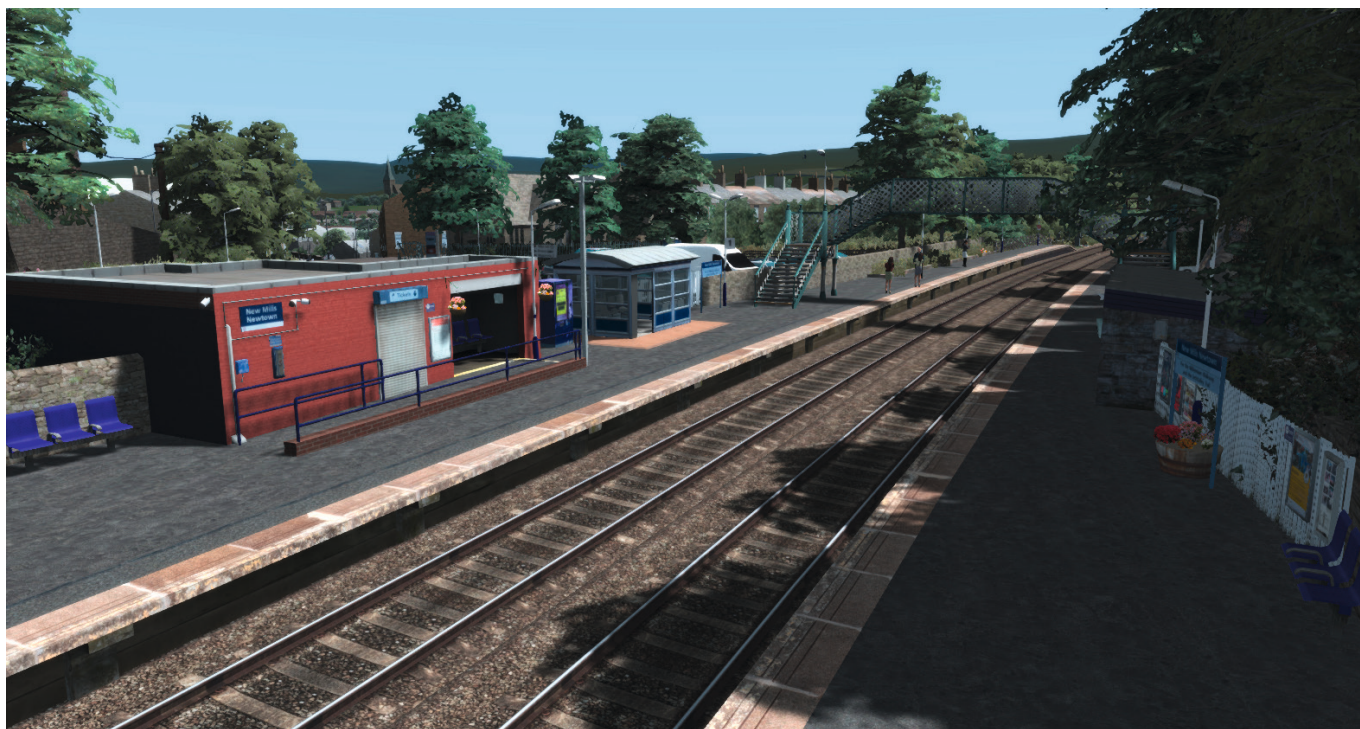


Opened 1857

Passengers 2022-2023: 0.111 million



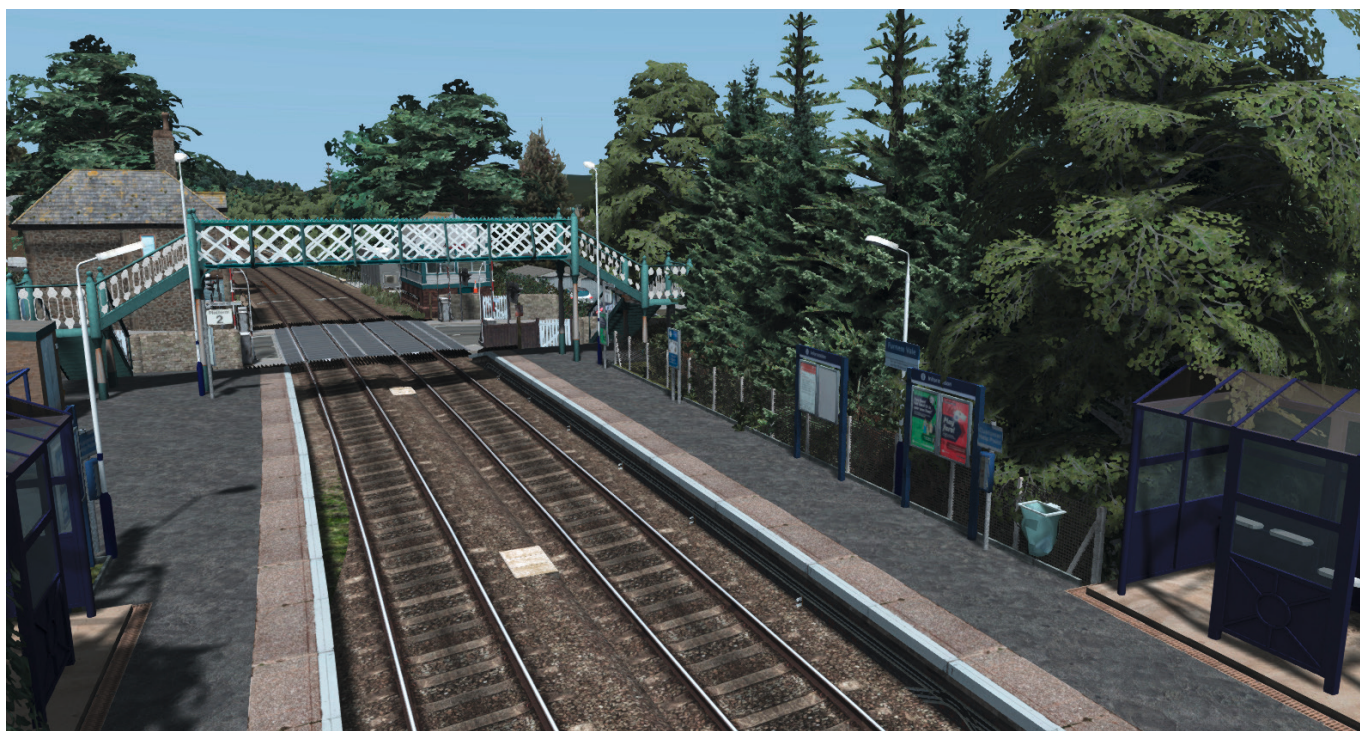
## New Mills Newtown



Opened 1857

Passengers 2022-2023: 0.135 million

## Furness Vale

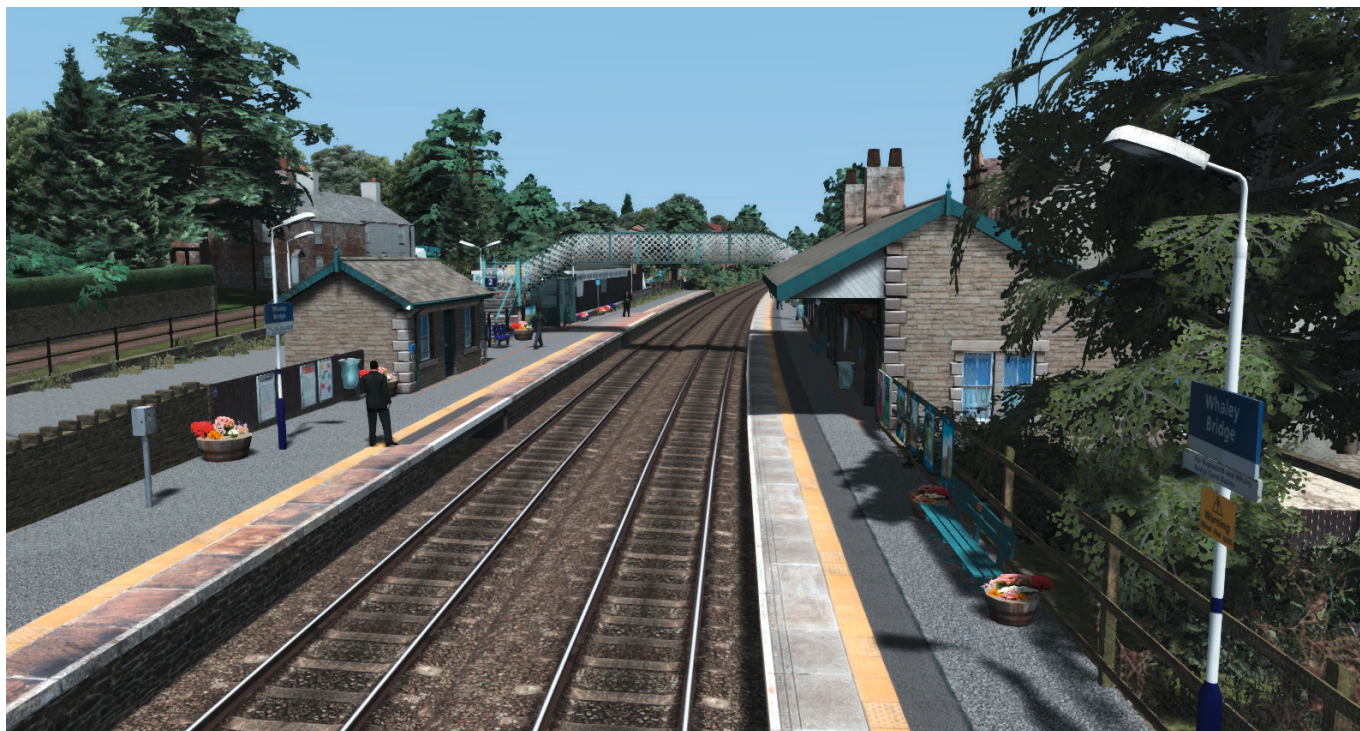


Opened 1857

Passengers 2022-2023: 20,026



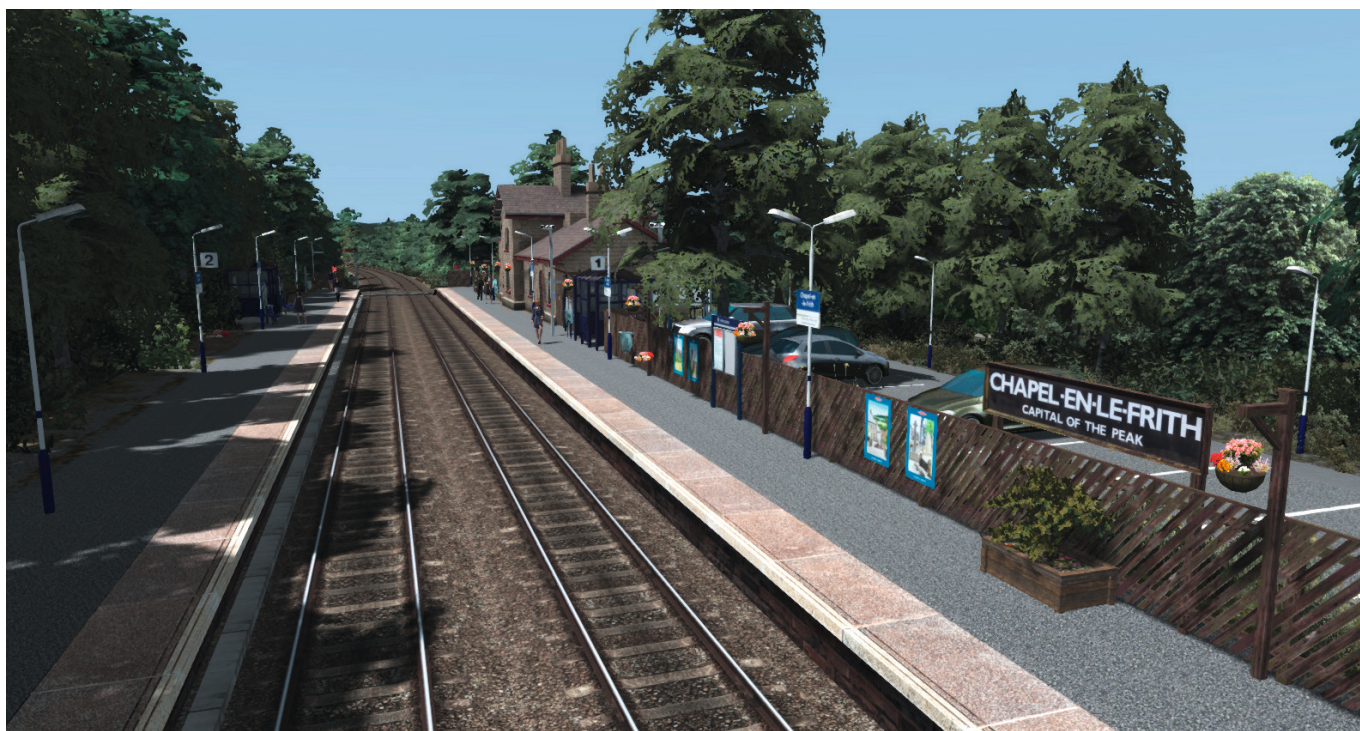
## Whaley Bridge



Opened 1857

Passengers 2022-2023: 0.106 million

## Chapel-en-le-Frith



Opened 1863

Passengers 2022-2023: 64,718



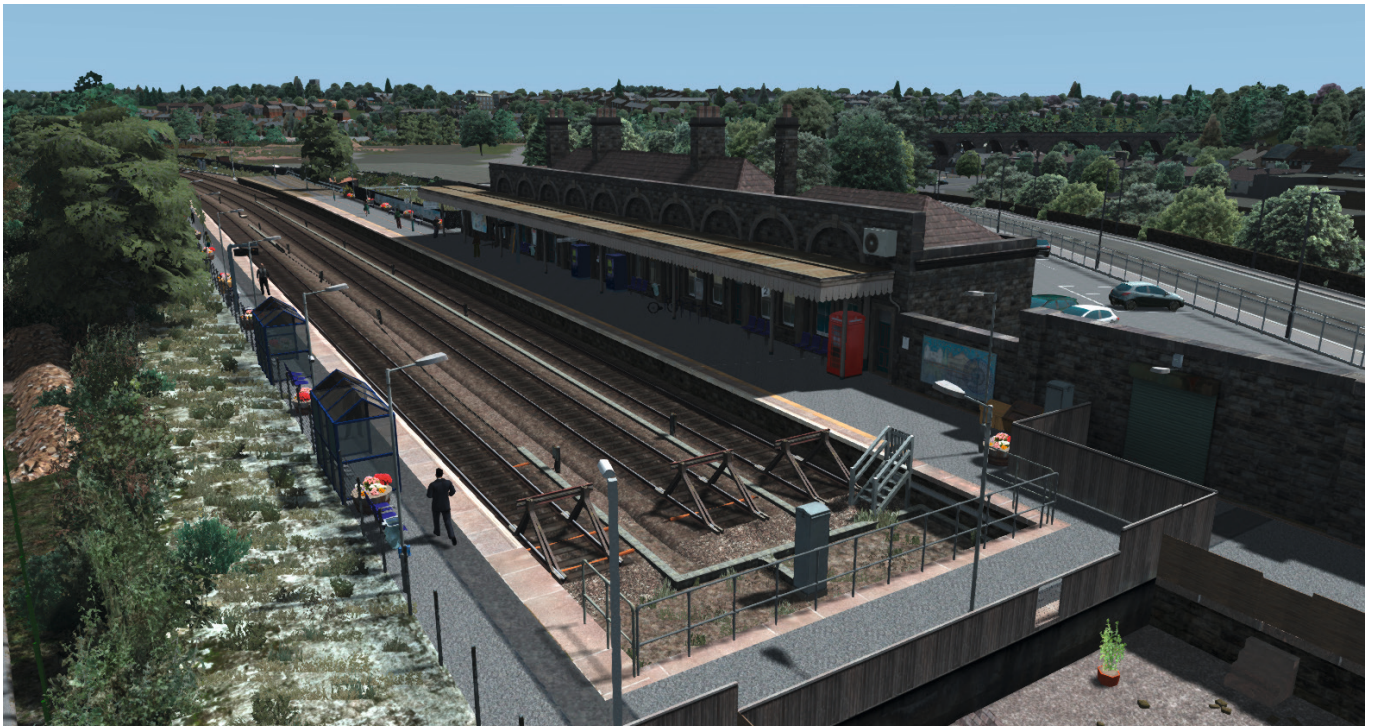
## Dove Holes



Opened 1863

Passengers 2022-2023: 11,646

## Buxton



Opened 1863

Passengers 2022-2023: 0.302 million



# FEATURES TO LOOK OUT FOR ON THE ROUTE

## Driving from Hazel Grove to Buxton

Landmark buildings and other features of interest have been modelled along the length of the route. These are some of them, in the order you would see them when driving the section of the route from Hazel Grove to Buxton:

### Hazel Grove Flyover



This takes the up and down Cheadle line to Northenden Junction.

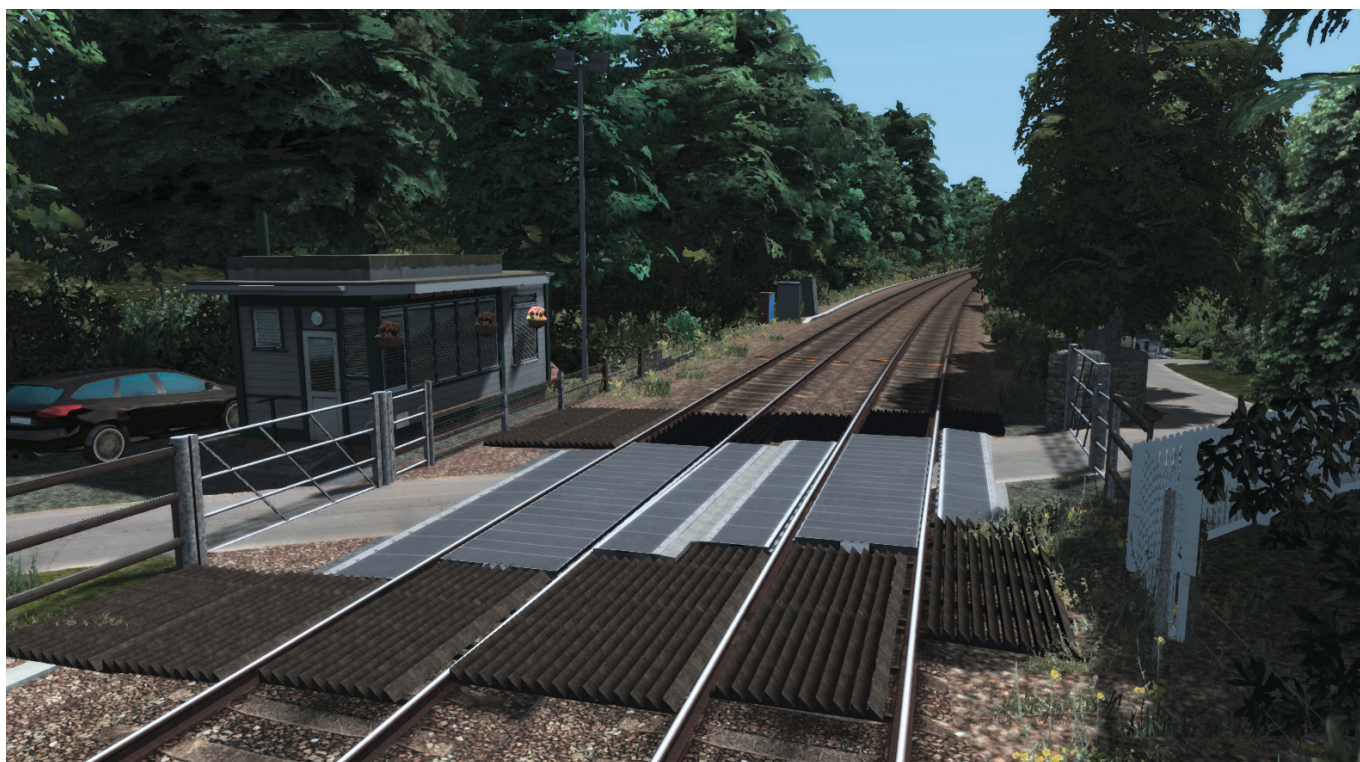


## A555 Bridge



This takes the line over the A555 Eastern Link road to Manchester Airport.

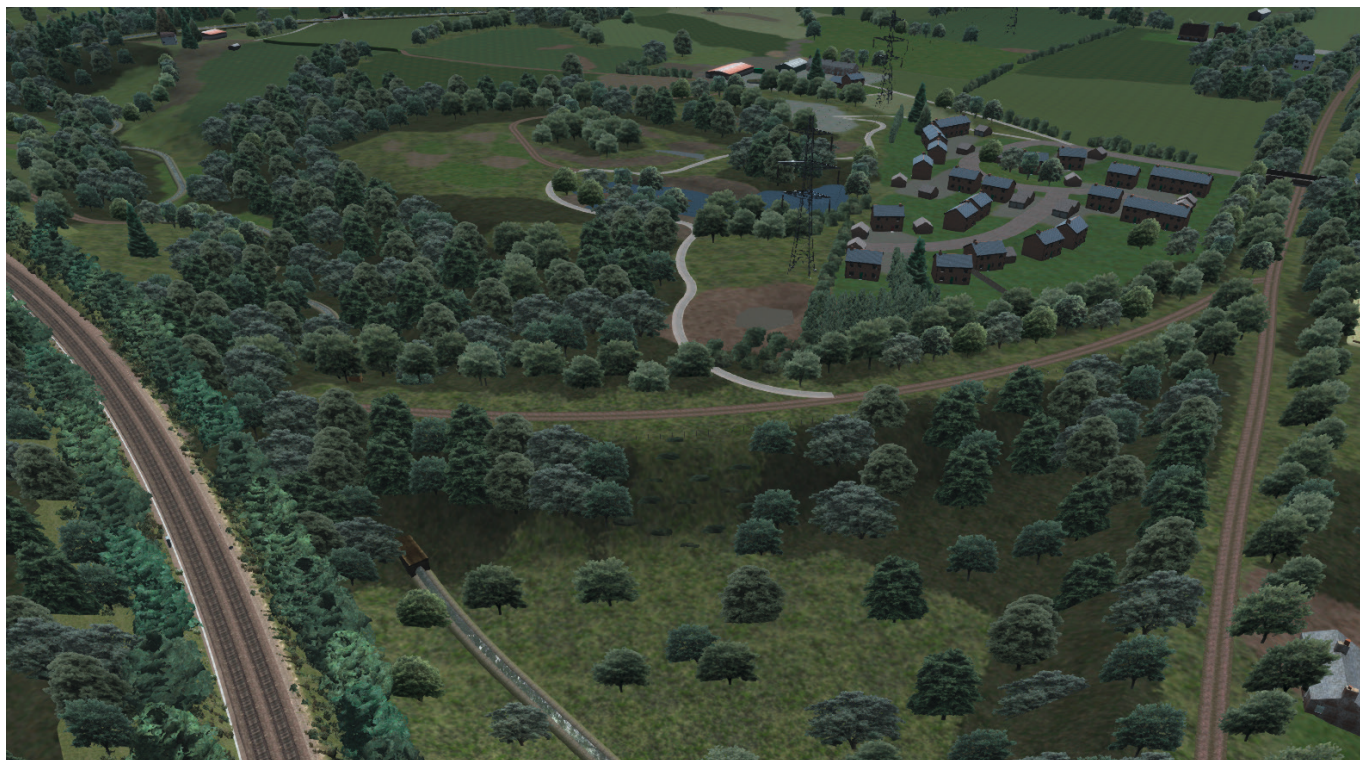
## Norbury Hollow Crossing



The crossing is fairly unique in this area in that it has gates rather than raising barriers.



## Site of Middlewood Low Level Junction



This curve used to lead to the Macclesfield line and was closed in 1970.

## Middlewood Tunnel



This short tunnel takes the line under the Macclesfield Canal.



## Disley LNW Tunnel



The Disley Tunnel is 174 yards (159 metres) long and was originally built for use by the London North West Railway (LNW).

## Furness Vale Marina



The marina is on the Peak Forest Canal (Upper) and is only 100 yards from Furness Vale station.



## Furness Vale Signal Box



Built in 1887 for the LNWR, the signal box houses a 22-lever frame.

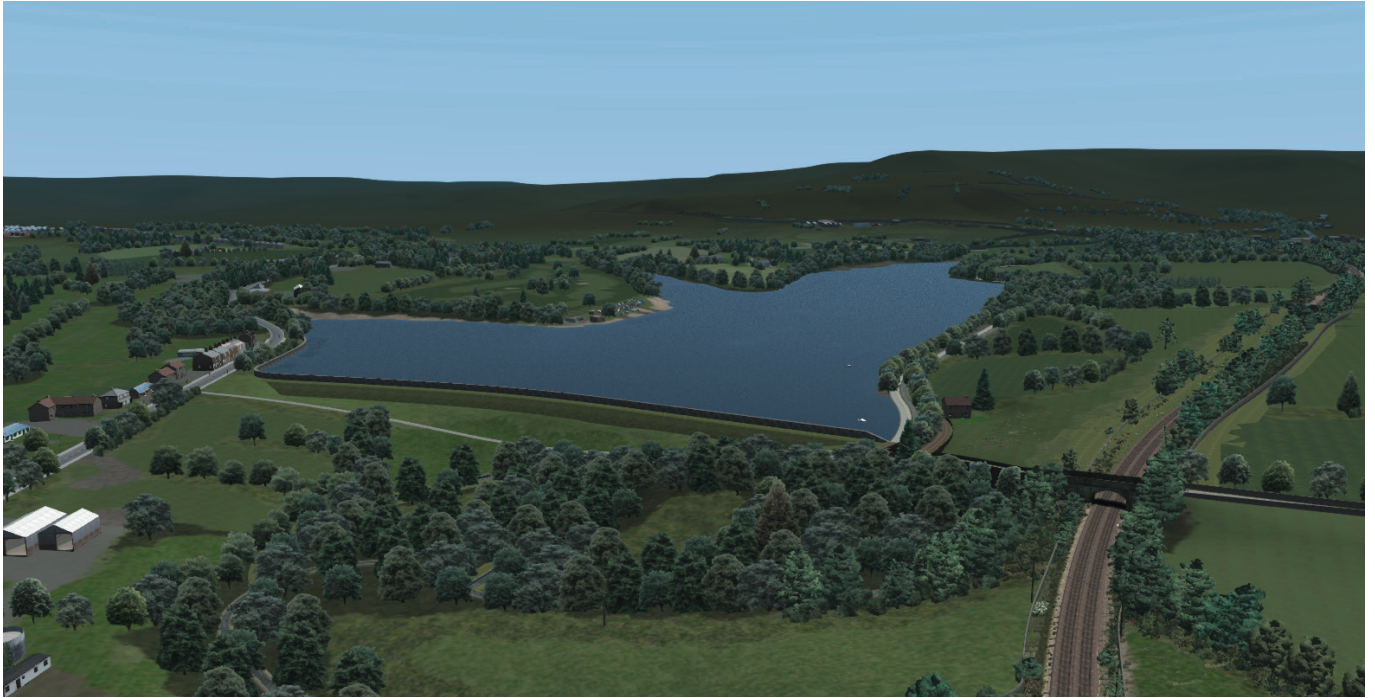
## Jodrell Arms, Whaley Bridge



The Grade II listed Jodrell Arms hotel is situated on Market Street and was originally built in the 16th century.

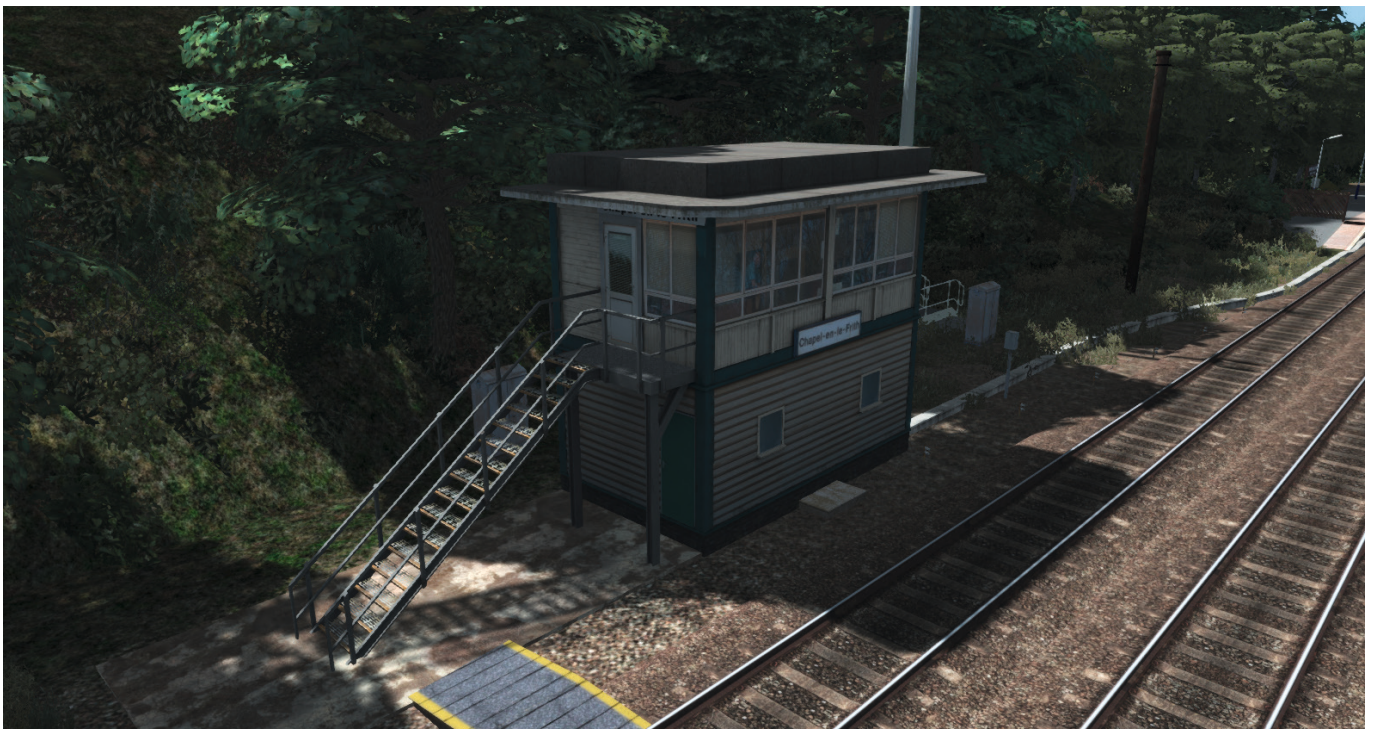


## Combs Reservoir



Combs Reservoir in the Peak District National Park is used to top up and feed canals. It is located close to Combs village in Derbyshire and was built in 1797.

## Chapel-en-le-Frith Signal Box



This is a British Railways London Midland Region Type 15 design that opened in 1957. It is fitted with a 20-lever London Midland Region Standard frame. The original London & North Western Railway signal box here was destroyed in February 1957 when a northbound freight train suffered a brake failure and crashed into the rear of another freight train.



## Eaves Tunnel



The tunnel is 431 yards (394 metres) in length.

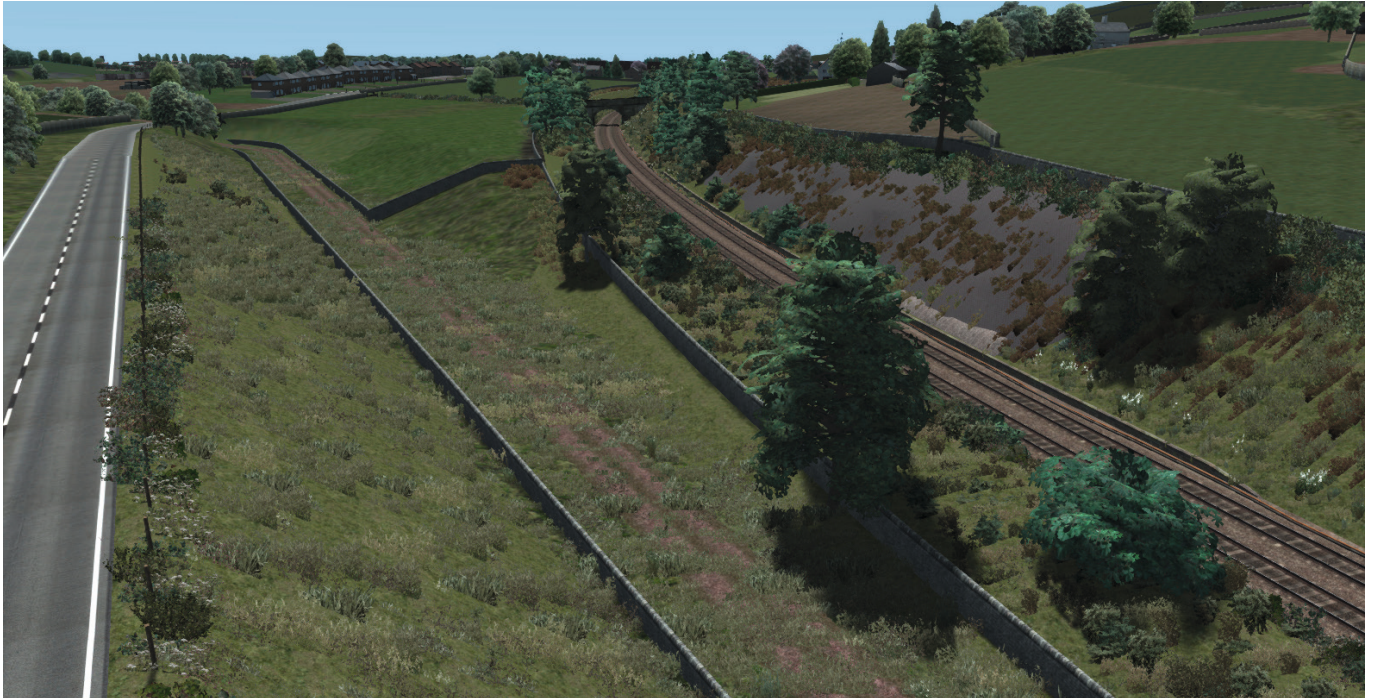
## Barmoor Clough Tunnel



This 111-yard (101-metre) tunnel north of Dove Holes is on the Manchester-Buxton passenger line.



## Site of Peak Forest Tramway



The Peak Forest Tramway was an early horse-and gravity-powered industrial railway (tramway). It opened in August 1796 and remained in operation until the 1920s. Much of the route and the structures used by the line can still be seen.

## Buxton URS



Trains reverse in these Up Relief Sidings (URS) from Buxton station and they are also used by freight trains from Hindlow Quarry.



## Buxton Signal Box



Buxton Junction No.1 signal box was a London & North Western Railway Company Type 4 design that was renamed as simply Buxton in September 1973 when Buxton No.2 signal box closed. It was updated and equipped with uPVC cladding and windows around 2004.

## Site of Buxton (Midland) Station



Buxton (Midland) station served Buxton between 1863 and 1967.

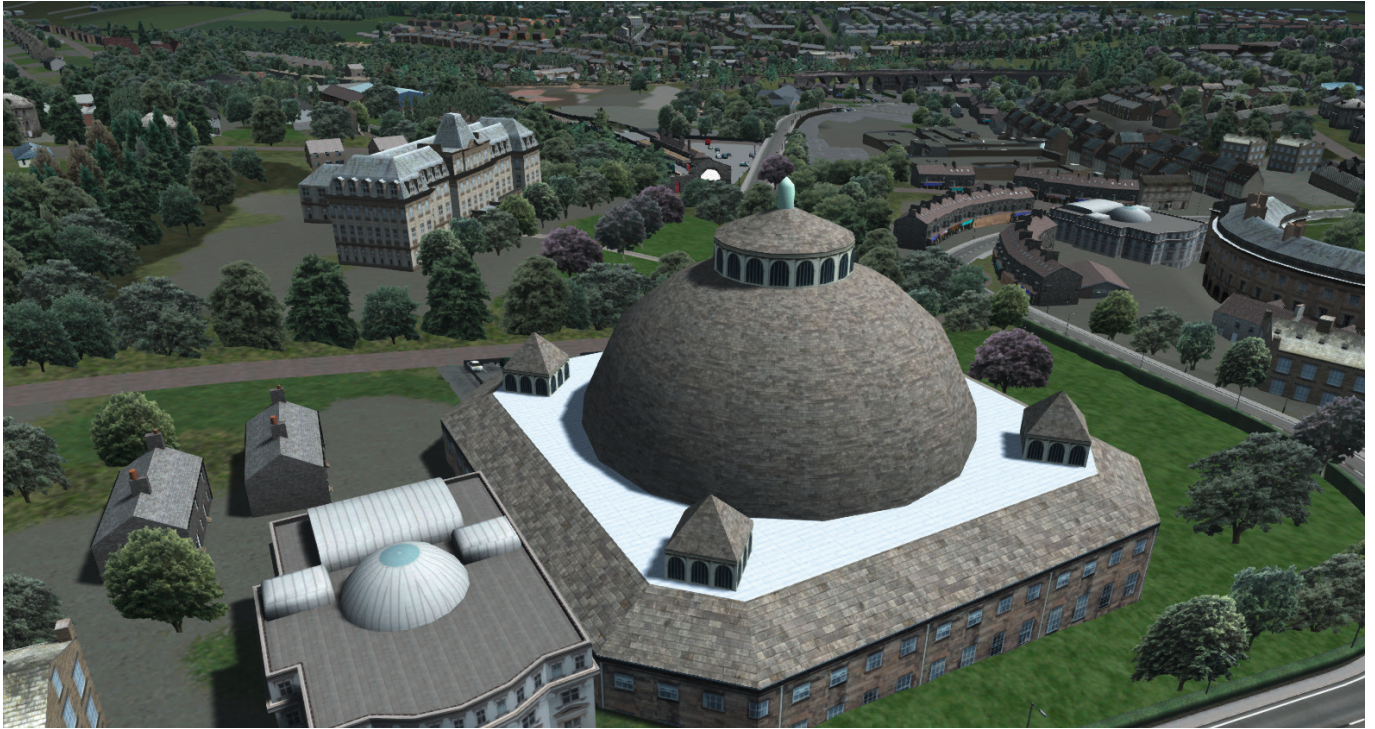
The station was opened by the Midland Railway in June 1863 and was located near to the Buxton railway station of the Stockport, Disley and Whaley Bridge Railway that opened two weeks later. The two stations had similar end walls with a large fan-shaped window.

The station was the terminus of the Midland Railway route from Derby and was closed in March 1967. Much of the station was then demolished and the land used for a ring road.

Part of the site, including the track bed of the tracks outside the station, was occupied by the Buxton Steam Centre of the Peak Rail Heritage Railway in the 1970s, which relaid the track with the aim of reopening the line towards Millers Dale. This plan, however, did not come to fruition.



## Devonshire Dome



Previously known as the Devonshire Royal Hospital, the Devonshire Dome building is a Grade II listed former stable block dating from the 18th century. At that time it was the world's largest unsupported dome, with a diameter of 145 feet (44.2m). It is currently used as the site of the Buxton Campus of the University of Derby.

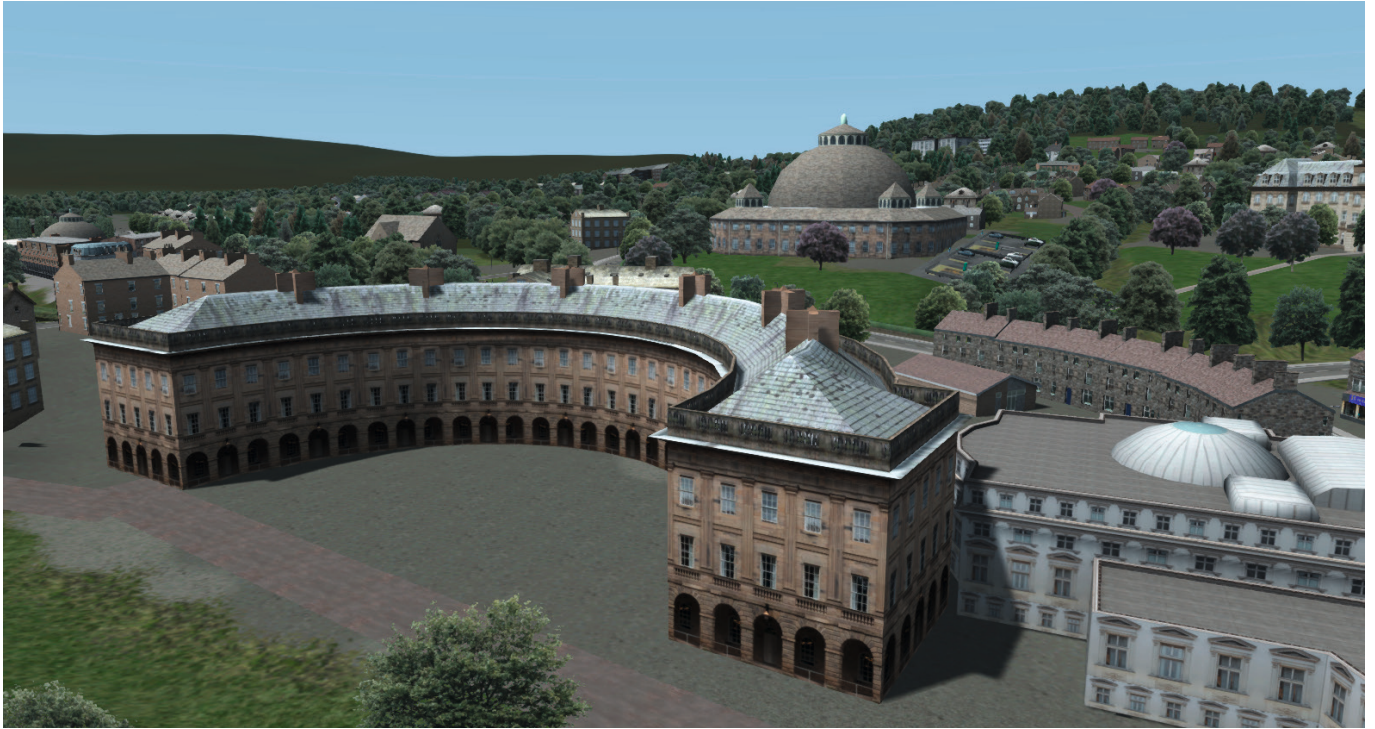
## Palace Hotel



The Palace Hotel has been a dominant feature of the area since 1868 and is now used for conferences, banqueting and leisure events.

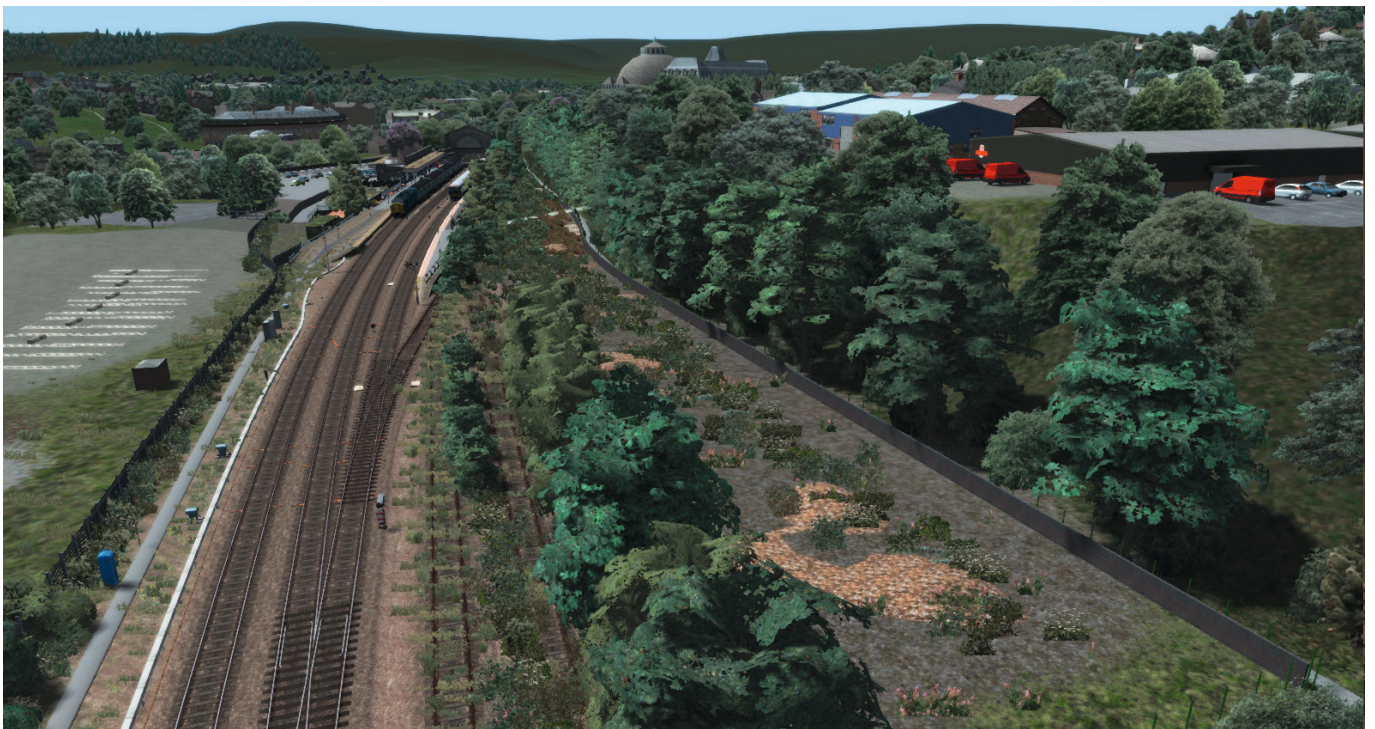


## Buxton Crescent



Buxton Crescent is a Grade 1 listed building similar in design to the famous Royal Crescent in Bath. It was built for the fifth Duke of Devonshire between 1780 and 1789.

## Site of Buxton TMD (closed)



The former Buxton Traction Maintenance Depot was situated on the west side of the Buxton line, to the immediate north of Buxton station. The site was closed in the 1990s and later cleared.



# FEATURES TO LOOK OUT FOR ON THE ROUTE

## Driving on the Dowlow Branch from Buxton to Dowlow

Here are some of the landmark buildings and other features of interest along the route as you drive from Buxton to Dowlow:

### Hogshaw Lane Viaduct



The Hogshaw Lane Viaduct was built around 1890 for the Midland Railway Company. It consists of 16 arches and is around 1,050 feet (320m) in length. The viaduct carries the railway, part of the Chinley to Ashbourne line, across the Wye Valley.

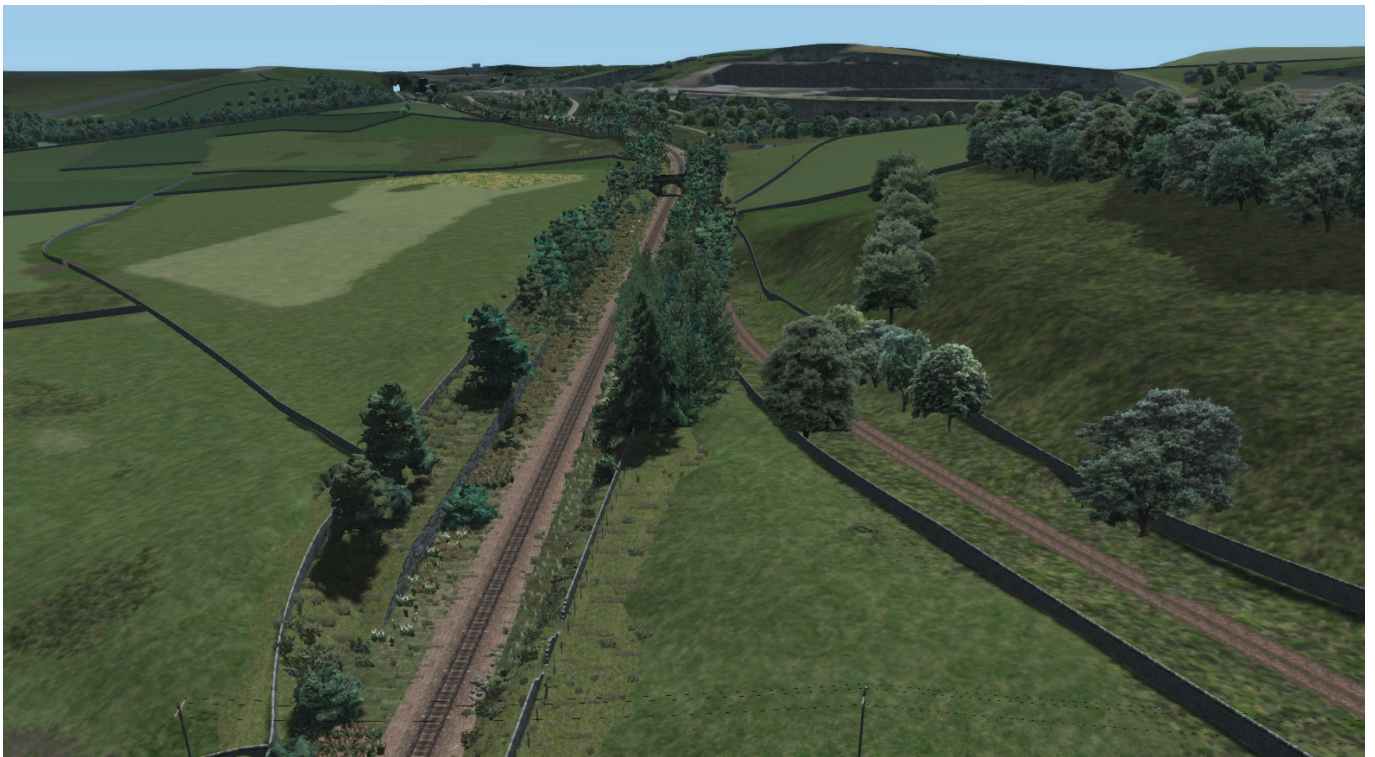


## Dukes Drive Viaduct



This viaduct is around 528 feet (161m) long and consists of 13 arches. It was built in 1892 as part of the Buxton and High Peak Junction Railway.

## Site of Junction with Line to Whaley Bridge



This junction previously carried the Cromford and High Peak Railway to Whaley Bridge.



## Hillhead Quarry



Hillhead Quarry was opened in 1927.

## Site of Hindlow Station



Hindlow railway station initially opened for goods in 1833. It opened for passengers in 1856 but closed in 1877. A new station was opened in 1894 by the LNWR when it built its branch to Ashbourne from a junction at Parsley Hay.

Regular passenger services on the line ended in October 1954, although special passenger trains sometimes used the station until October 1963, when the station was closed completely. It was removed in 1966.



## Hindlow Tunnel



Hindlow Tunnel is approximately 514 yards (470 metres) long. The tunnel is unique, as Hindlow Quarry has been dug either side of it. The quarry bottom extends much lower than the level of the railway tunnel.

## Briggs Sidings



Briggs Sidings act as a junction between the Hindlow lime works (up the tracks to the right) and the Dowlow quarry works and site (ahead/left).



## Dowlow and Hindlow Quarries



Dowlow Quarry has been in operation since 1899 and has permissions for extracting until 2046. It produces agricultural lime, crushed rock, white limestone and various asphalt products.

Hillhead Quarry was opened in 1927, followed by Hindlow Quarry in 1928, and was expanded with seven new kilns in 1930–31.



# FEATURES TO LOOK OUT FOR ON THE ROUTE

## Driving from Buxton to Chinley South Junction

These are some of the landmark buildings and other features of interest along the route as you drive the section of the route from Buxton to Chinley South Junction:

### Site of Buxton East Junction



This junction was closed when Buxton (Midland) station was closed in 1967.



## Ashwood Dale Tunnel



This tunnel is short, at 100 yards (91 metres) in length.

## Ashwood Dale Works



Ashwood Dale Quarry and its lime kilns were opened in 1865. Limestone was quarried at the site until 1980, after which it was used for processing only. Quarrying was resumed in the late 1990s.



## Pictor Viaduct



This viaduct takes the line over the River Wye.

## Pictor Tunnel



The tunnel is 191 yards (174 metres) in length.

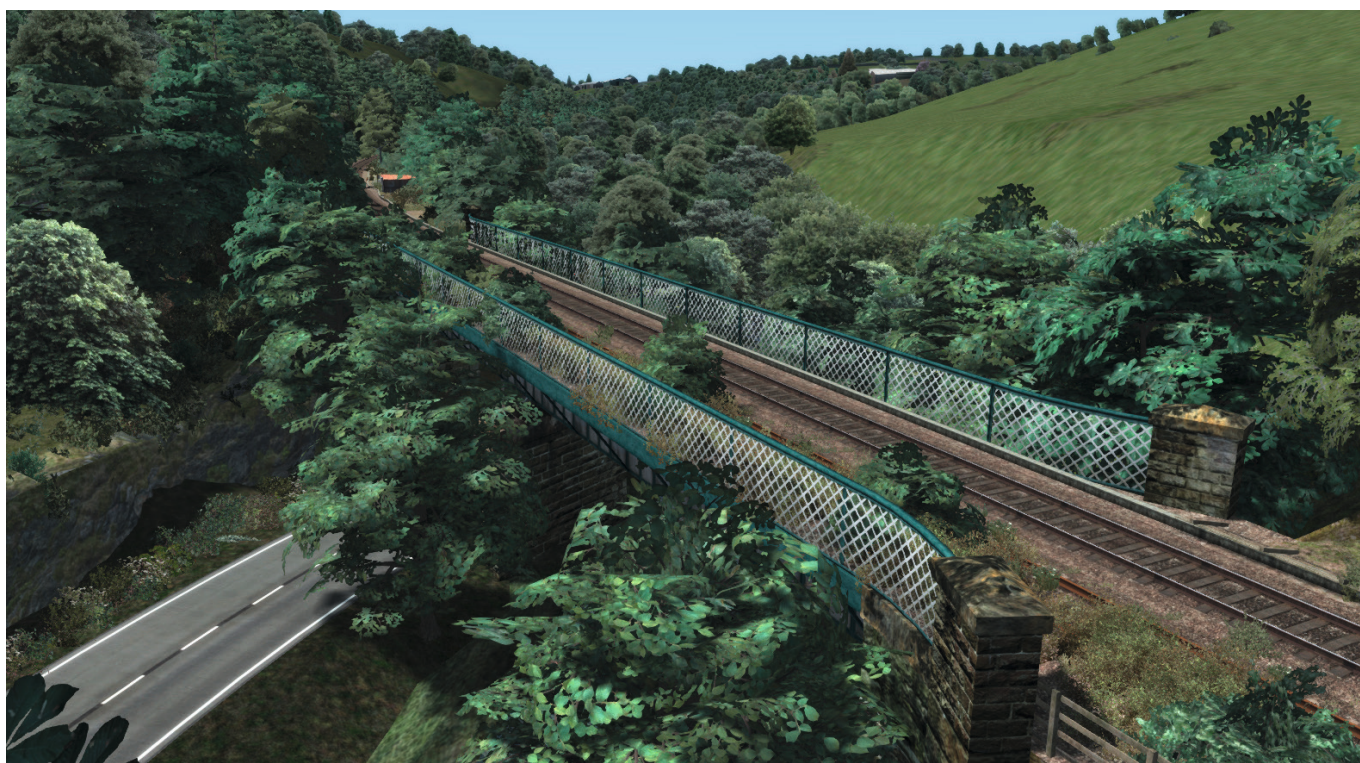


## Topley Pike Quarry



Topley Pike Quarry is a large limestone quarry which was opened in 1907.

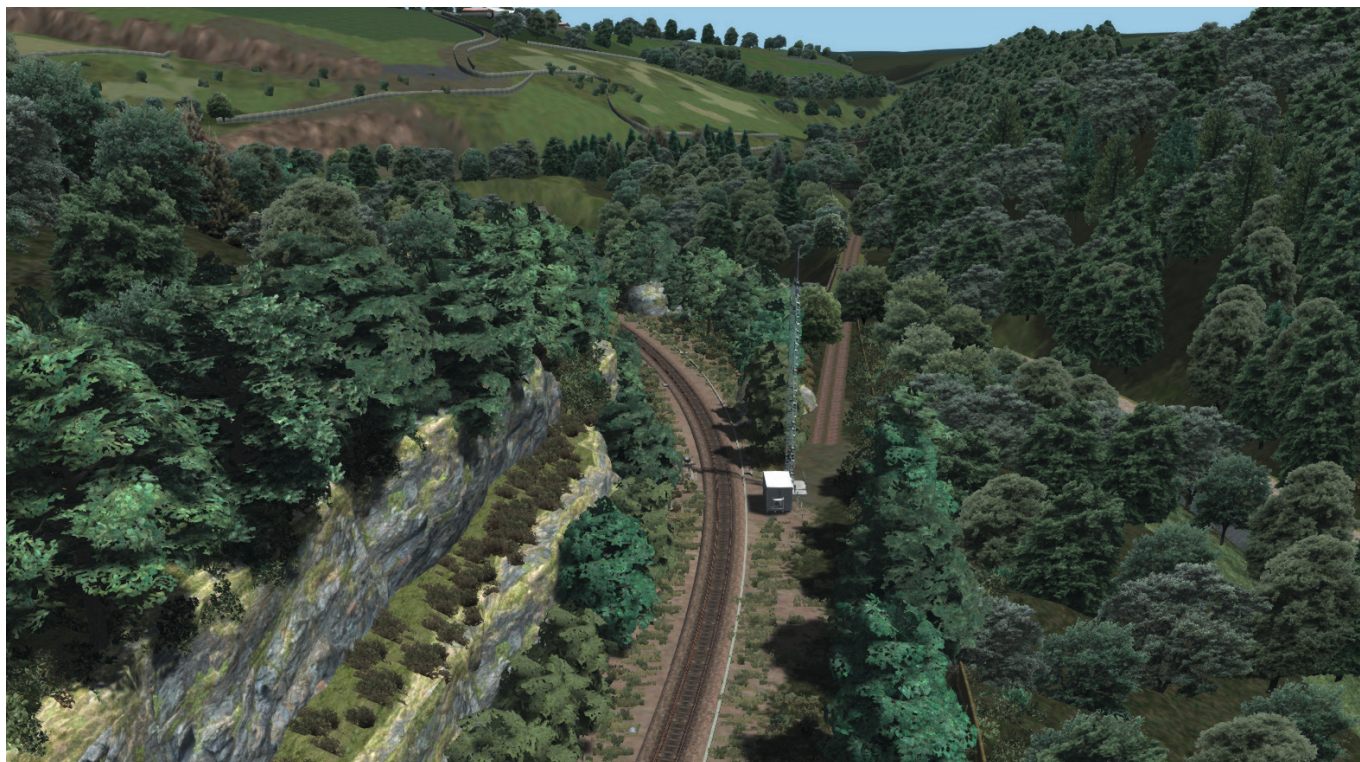
## Topley Pike Viaduct



This former railway viaduct near Topley Pike used to carry the railway around one side of the Buxton Junction triangle.



## Site of Buxton Junction



This is the location where the line to Ambergate diverged; it was closed north of Matlock in 1968.

## Site of Peak Forest Junction



At this junction it was possible to join the Buxton to Ambergate line.



## Peak Forest Junction Tunnel



This tunnel is only 29 yards (26 metres) long.

## Tunstead Quarry



Tunstead Quarry is a large limestone quarry that has been in operation since 1929.

In 1973 Tunstead became the largest quarry in Europe and it remains the largest producer of limestone in the Peak District, with around 5.5 million tonnes extracted each year. It is referred to as 'Tunstead Superquarry'.



## Great Rocks Tunnel



This tunnel is 161 yards (147 metres) in length and there are two single lines here. The line on the right is one of two departure routes from Tunstead Quarry.

## Great Rocks Junction Signal Box



This signal box controls the Great Rocks Junction, where the line enters/exits the cement-producing Tunstead Quarry site.



## Peak Forest Stabling Sidings



These sidings are used to stable locomotives between duties.

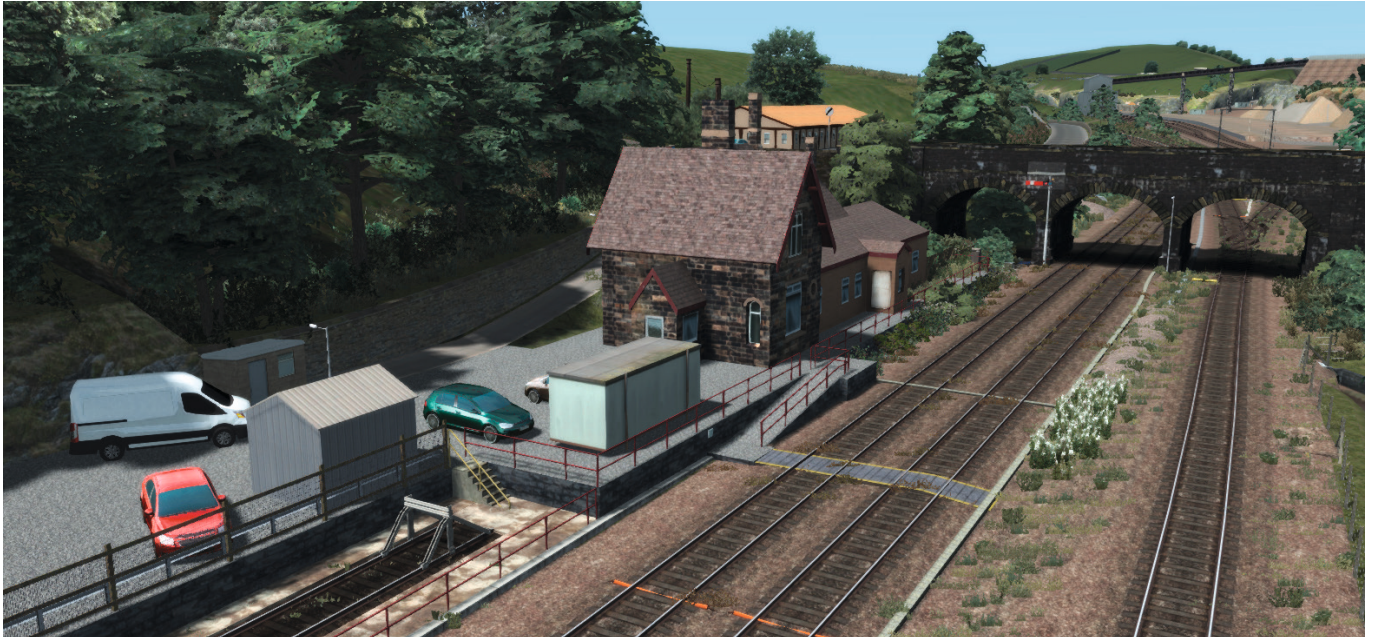
## Peak Forest South Signal Box



Peak Forest South signal box is a Midland Railway Company Type 4D design which was opened by the London Midland & Scottish Railway Company in July 1925, replacing a signal box built in 1891. The signal box was refurbished with uPVC cladding and windows in the early 2000s.



## Site of Peak Forest Station



Peak Forest station was opened in 1867 by the Midland Railway on its extension of the Manchester, Buxton, Matlock and Midlands Junction Railway from Rowsley, which was part of the Midland Line from Manchester to London. It was the northern junction for the line from Buxton. The station was closed in 1967 and the platforms were removed thereafter.

This section of the route is still open as the Great Rocks Line for stone freight trains serving the Buxton lime industry. The station building still survives as offices which support the nearby quarry terminal. A short section of one platform has been reinstated for railway staff use.

The station marked the summit of the line before it dropped down through Dove Holes Tunnel to Chapel-en-le-Frith Central.

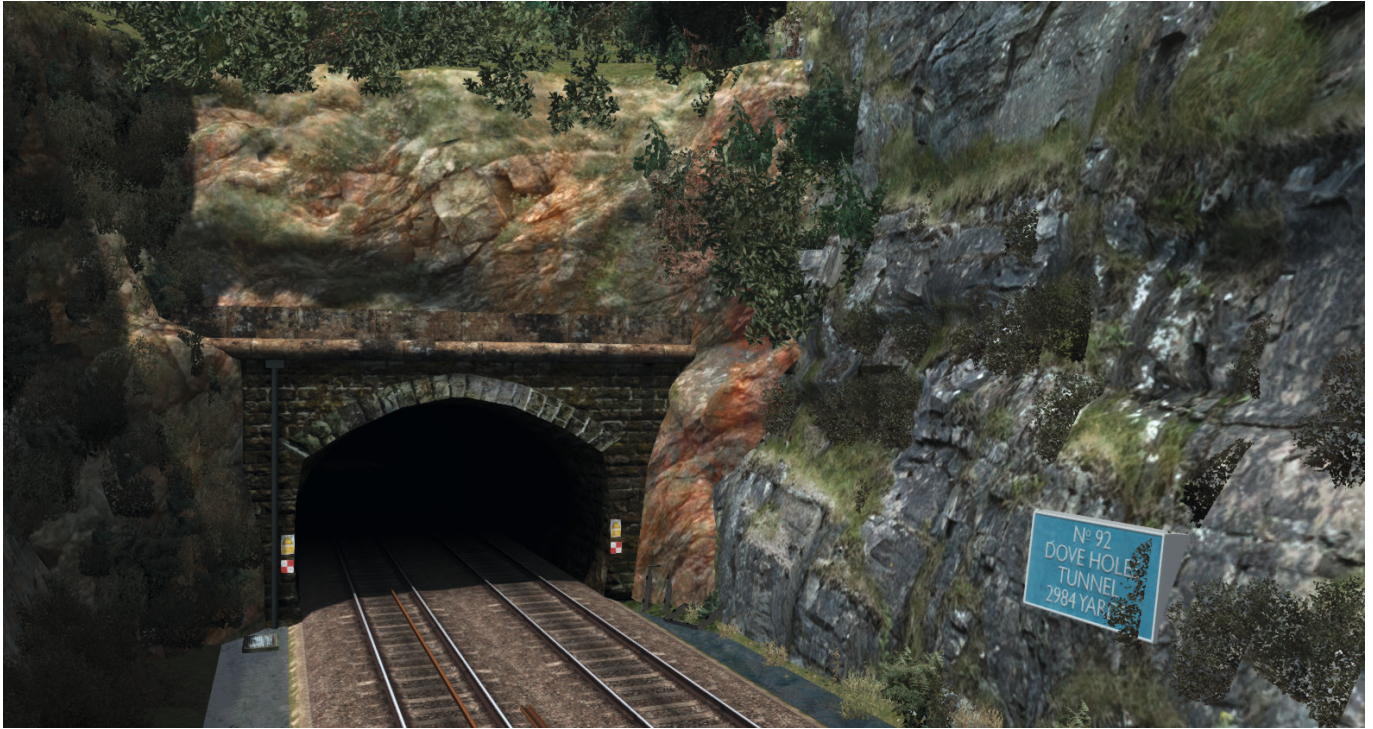
## Dove Holes Quarry



Dove Holes Quarry grew out of the Holderness Quarry, which itself replaced an earlier quarry just to the west.



## Dove Holes Tunnel



The tunnel is 2,984 yards (2.72 kilometres) in length.

## Site of Chapel-en-le-Frith Central Station



Chapel-en-le-Frith Central station was an intermediate stop on the Derby-Manchester line of the Midland Railway. It served the town of Chapel-en-le-Frith between 1867 and 1967.



## Chinley South Junction



It is at this junction that the line divides, going east towards Sheffield or west to New Mills and Manchester.



# SCENARIOS

## Choosing a scenario

When you first start Train Simulator, select the 'Drive' option in the Main Menu, then choose the Standard scenarios.

Use the scroll bar on the right side to scroll down to 'Just Trains – Midland Main Line'.

You can now choose your scenario and click on the 'Go' button.

Eight scenarios are included which require additional payware content as well as eight scenarios which only require default Train Simulator stock.

The add-on requirements for each scenario are listed in the descriptions, but here's a list of all the add-ons required to operate those scenarios which require additional payware stock.

### Just Trains

- [Class 222 Advanced 2019](#)
- [Class 60 Advanced](#)
- [Voyager Advanced 2019](#)
- [3D ZUG Ealnos GBRF](#)

### Armstrong Powerhouse

- [Class 142 Diesel Multiple Unit Pack 2.0](#)
- [Class 150/2 Diesel Multiple Unit Pack](#)
- [Class 156 Diesel Multiple Unit Pack](#)
- [Class 319 Electric Multiple Unit Pack Vol. 1](#)
- [Class 158/159 \(Cummins\) Enhancement Pack](#)
- [Class 158 \(Perkins\) Enhancement Pack](#)
- [Class 66 Enhancement Pack](#)
- [Class 150/1 Enhancement Pack](#)
- [Class 168/170/171 Enhancement Pack](#)
- [Class 175 Enhancement Pack 2.0](#)
- [Class 37 Locomotive Pack Vol. 1](#)
- [Class 37 Locomotive Pack Vol. 2](#)
- [Class 90 \(Freightliner\) Pack](#)
- [FSA/FTA Wagon Pack](#)
- [HIA Wagon Pack](#)
- [HKA/JMA Wagon Pack](#)
- [MEA/PNA-F Wagon Pack](#)
- [JGA-K/PHA Wagon Pack](#)
- [JPA Wagon Pack](#)



- [JHA Wagon Pack](#)
- [Mk1 Coach Pack Vol. 1](#)
- [Mk2A-C Coach Pack](#)
- [Mk2D-F Coach Pack](#)

## Steam

- [BR Class 150/1 DMU Add-On](#)
- [BR Class 170 'Turbostar' DMU Add-On](#)
- [Network SouthEast Class 159 DMU Add-On](#)
- [EWS Class 66 v2.0 Loco Add-On](#)
- [Welsh Marches: Newport - Shrewsbury Route Add-On](#)
- [Settle to Carlisle Route Add-On](#)
- [South Wales Coastal: Bristol - Swansea Route Add-On](#)
- [WCML South: London Euston - Birmingham Route Add-On](#)
- [Freightliner Class 66 v2.0 Loco Add-On](#)

## Alan Thomson Sim

- [Alan Thomson Simulation and Imbue Studios – Class 185 Multiple Unit Pack](#)

## Standard scenarios requiring additional payware add-ons

### [BPF] 2B05 0702 Buxton – Manchester Piccadilly

Drive 2B05 from Buxton to Manchester Piccadilly on a hazy morning in June 2018.

Difficulty: Easy

Duration: 60 minutes

### REQUIREMENTS:

#### Armstrong Powerhouse

- Class 156 Diesel Multiple Unit Pack
- Class 158/159 (Cummins) Enhancement Pack
- Class 150/1 Enhancement Pack
- Class 319 Electric Multiple Unit Pack Vol. 1
- Class 175 Enhancement Pack 2.0
- Class 142 Diesel Multiple Unit Pack 2.0

#### Steam

- BR Class 150/1 DMU Add-On
- South Wales Coastal: Bristol – Swansea Route Add-On
- WCML South: London Euston – Birmingham Route Add-On

#### Alan Thomson Sim

- Alan Thomson Simulation and Imbue Studios – Class 185 Multiple Unit Pack



## [BPF] 2H08 1609 Blackpool North – Buxton

Drive an early prototype-liveried Class 156 on the Blackpool North to Buxton service in August 2005.

Difficulty: Easy

Duration: 55 minutes

### REQUIREMENTS:

#### Just Trains

- Voyager Advanced 2019

#### Armstrong Powerhouse

- Class 158/159 (Cummins) Enhancement Pack
- Class 158 (Perkins) Enhancement Pack
- Class 168/170/171 Enhancement Pack
- Class 156 Diesel Multiple Unit Pack
- Class 142 Diesel Multiple Unit Pack 2.0
- Class 150/2 Diesel Multiple Unit Pack
- Class 175 Enhancement Pack 2.0
- Class 90 (Freightliner) Pack
- FSA/FTA Wagon Pack
- Class 66 Enhancement Pack
- HKA/JMA Wagon Pack

#### Steam

- Network SouthEast Class 159 DMU Add-On
- BR Class 170 'Turbostar' DMU Add-On
- South Wales Coastal: Bristol – Swansea Route Add-On
- EWS Class 66 v2.0 Loco Add-On

## [BPF] 0814 Dowlow Hindlow – Small Heath Lafarge GBRF

Drive a heavy-loaded limestone train from Dowlow Hindlow as far as Chinley North Junction in May 2021.

Difficulty: Easy

Duration: 75 minutes

### REQUIREMENTS:

#### Just Trains

- 3D ZUG Ealnos GBRF

#### Armstrong Powerhouse

- Class 150/1 Enhancement Pack
- Class 66 Enhancement Pack
- Class 37 Locomotive Pack Vol. 1
- JPA Wagon Pack
- HIA Wagon Pack



## Steam

- BR Class 150/1 DMU Add-On
- Welsh Marches: Newport – Shrewsbury Route Add-On
- EWS Class 66 v2.0 Loco Pack
- Freightliner Class 66 v2.0 Loco Add-On

## [BPF] The High Peak Hustler

Drive 37427 from Heaton Norris to Buxton whilst working the outward leg of 'The High Peak Hustler' on 26 February 2005.

Difficulty: Medium/Hard

Duration: 40 minutes

## REQUIREMENTS:

### Just Trains

- Voyager Advanced 2019

### Armstrong Powerhouse

- Class 37 Locomotive Pack Vol. 1
- Mk1 Coach Pack Vol. 1
- Mk2A-C Coach Pack
- Class 158 (Perkins) Enhancement Pack
- Class 150/1 Enhancement Pack
- Class 156 Diesel Multiple Unit Pack
- Class 168/170/171 Enhancement Pack

### Steam

- Network SouthEast Class 159 DMU Add-On
- BR Class 150/1 DMU Add-On
- BR Class 170 'Turbostar' DMU Add-On

## [BPF] 6M22 1141 Hunslet Tilcon – Tunstead Sidings

Haul a rake of JPA tankers between Heaton Norris Junction and Tunstead on a gloomy August afternoon in 2018.

Difficulty: Easy

Duration: 50 minutes

## REQUIREMENTS: [H4]

### Armstrong Powerhouse

- Class 66 Enhancement Pack
- JPA Wagon Pack
- Class 158/159 (Cummins) Enhancement Pack
- Class 319 Electric Multiple Unit Pack Vol. 1
- Class 175 Enhancement Pack 2.0



- Class 142 Diesel Multiple Unit Pack 2.0
- HIA Wagon Pack
- JGA-K/PHA Wagon Pack

#### **Steam**

- EWS Class 66 v2.0 Loco Add-On
- Network SouthEast Class 159 DMU Add-On
- WCML South: London Euston – Birmingham Route Add-On
- South Wales Coastal: Bristol – Swansea Route Add-On

#### **Alan Thomson Sim**

- Alan Thomson Simulation and Imbue Studios – Class 185 Multiple Unit Pack

### **[BPF] 6H52 1715 Dowlow – Ashburys S.S.**

Drive 66035 from Dowlow to Woodley, working 6H52 loaded with stone on 20 September 2005. You will need to run round the train before proceeding via Peak Forest to Chinley. The maximum permitted speed is 60 MPH.

Difficulty: Easy

Duration: 120 minutes

### **REQUIREMENTS:**

#### **Just Trains**

- Class 60 Advanced

#### **Armstrong Powerhouse**

- Class 66 Enhancement Pack
- MEA/PNA-F Wagon Pack
- HIA Wagon Pack
- Class 156 Diesel Multiple Unit Pack
- Class 142 Diesel Multiple Unit Pack 2.0
- Class 168/170/171 Enhancement Pack
- Class 158/159 (Cummins) Enhancement Pack

#### **Steam**

- EWS Class 66 v2.0 Loco Add-On
- BR Class 170 'Turbostar' DMU Add-On
- Network SouthEast Class 159 DMU Add-On

### **[BPF] 1Q41 Derby R.T.C. – Crewe C.S.**

Drive 37175 and 37219 on a lengthy test train working, starting out of Derby Rail Technical Centre and running via Ambergate, Chesterfield, Dore Curve, Edale, Peak Forest and Buxton, before returning through Peak Forest to pass New Mills and eventually Hazel Grove H.L., where this scenario will end. Over three hours of Class 37 action awaits.

Difficulty: Hard

Duration: 200 minutes



## REQUIREMENTS:

### Just Trains

- Class 222 Advanced 2019
- Voyager Advanced 2019

### Armstrong Powerhouse

- Class 37 Locomotive Pack Vol. 2
- Mk2D-F Coach Pack
- Class 168/170/171 Enhancement Pack
- Class 156 Diesel Multiple Unit Pack
- Class 158/159 (Cummins) Enhancement Pack
- Class 150/2 Diesel Multiple Unit Pack
- Class 66 Enhancement Pack
- HIA Wagon Pack
- JHA Wagon Pack

### Steam

- BR Class 170 'Turbostar' DMU Add-On
- Network SouthEast Class 159 DMU Add-On
- Freightliner Class 66 v2.0 Loco Add-On
- EWS Class 66 v2.0 Loco Add-On
- Welsh Marches: Newport – Shrewsbury Route Add-On
- Settle to Carlisle Route Add-On

### Alan Thomson Sim

- Alan Thomson Simulation and Imbue Studios – Class 185 Multiple Unit Pack

## [BPF] 6M03 1200 Barrow Hill Up Sidings No. 2-3 – Tunstead Sidings

Drive a rake of empty limestone hoppers to Tunstead Sidings. This train began at Barrow Hill Up Sidings. You join the service at Sheffield, having waited for a path to continue. You will make your way across the stunning Hope Valley through to the bustling area of Tunstead over the next hour or so. This scenario is set in March 2019.

Difficulty: Easy

Duration: 70 minutes

## REQUIREMENTS:

### Just Trains

- Class 222 Advanced 2019
- Voyager Advanced 2019

### Armstrong Powerhouse

- Class 158/159 (Cummins) Enhancement Pack
- HIA Wagon Pack
- JHA Wagon Pack
- Class 66 Enhancement Pack



## Steam

- Network SouthEast Class 159 DMU Add-On
- Welsh Marches: Newport – Shrewsbury Route Add-On
- EWS Class 66 v2.0 Loco Add-On
- Freightliner Class 66 v2.0 Loco Add-On

## Alan Thomson Sim

- Alan Thomson Simulation and Imbue Studios – Class 185 Multiple Unit Pack

## Standard scenarios using default Train Simulator stock

No additional payware add-ons are needed for these scenarios to operate correctly, other than the route requirement for the European Loco & Asset Pack.

### [Default] [BPF] 2B05 0702 Buxton – Manchester Piccadilly

Drive 2B05 from Buxton to Manchester Piccadilly on a hazy morning in June 2018.

Difficulty: Easy

Duration: 60 minutes

### [Default] [BPF] 2H08 1609 Blackpool North – Buxton

Drive a Class 166 on a Blackpool North to Buxton service in August 2005.

Difficulty: Easy

Duration: 55 minutes

### [Default] [BPF] 0814 Dowlow Hindlow – Small Heath Lafarge GBRF

Drive a heavy-loaded limestone train from Dowlow Hindlow as far as Chinley North Junction in May 2021.

Difficulty: Easy

Duration: 75 minutes

### [Default] [BPF] The High Peak Hustler

Drive top and tailed Class 37s from Heaton Norris to Buxton whilst working the outward leg of 'The High Peak Hustler' on 26 February 2005.

Difficulty: Medium/Hard

Duration: 40 minutes

### [Default] [BPF] 6M22 1141 Hunslet Tilcon – Tunstead Sidings

Haul a rake of tankers between Heaton Norris Junction and Tunstead on a gloomy August afternoon in 2018.

Difficulty: Easy

Duration: 50 minutes



### **[Default] [BPF] 6H52 1715 Dowlow – Ashburys S.S.**

Drive a Class 47 from Dowlow to Woodley, working 6H52 loaded with stone on 20 September 2005. You will need to run round the train at Buxton before proceeding via Peak Forest to Chinley. The maximum permitted speed is 60 MPH.

Difficulty: Easy

Duration: 120 minutes

### **[Default] [BPF] 1Q41 Derby R.T.C. – Crewe C.S.**

Drive top and tailed Class 37s on a lengthy test train working, starting out of Derby Rail Technical Centre and running via Ambergate, Chesterfield, Dore Curve, Edale, Peak Forest and Buxton, before returning through Peak Forest to pass New Mills and eventually Hazel Grove H.L., where this scenario will end. Over three hours of Class 37 action awaits!

Difficulty: Hard

Duration: 200 minutes

### **[Default] [BPF] 6M03 1200 Barrow Hill Up Sidings No. 2-3 – Tunstead Sidings**

Drive a Class 47 between Sheffield and Tunstead, conveying a rake of empty box wagons.

Difficulty: Easy

Duration: 70 minutes

## **Free Roam scenarios**

Pick a train and explore the route!

**Tunstead Free Roam**

**Buxton Free Roam**



# 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 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 be displayed 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 be displayed in the menu.**





# CREDITS

## Route developers

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Mark Walker – track laying

## Custom objects

Gü Studios – track models

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**Special thanks to the late Paul Taylor.**

**Special thanks also to all the testers.**

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