WEST COAST MAIN LINE

CREWE – PRESTON

ROUTE EXPANSION FOR TRAIN SIM WORLD 6

Just Trains™

More Just Trains routes for Train Sim World 6

WEST COAST MAIN LINE
PRESTON – CARLISLE

BLACKPOOL BRANCHES:
PRESTON – BLACKPOOL & ORMSKIRK

Just Trains™

www.justtrains.net

WEST COAST MAIN LINE
CREWE – PRESTON

Route Guide

Route expansion for Train Sim World 6

CONTENTS

INTRODUCTION

West Coast Main Line: Crewe - Preston follows on from Just Trains' highly acclaimed West Coast Main Line: Preston - Carlisle and Blackpool Branches: Preston - Blackpool & Ormskirk route add-ons and further expands our network in this area of the UK. It's full speed north as this route departs from the historic railway town of Crewe and runs through detailed and highly immersive scenery to the hub of Preston. Along with the option to drive the non-electrified lines to Fiddler's Ferry power station, the Haydock branch and the line to Bickershaw Colliery, you have over 60 miles to drive!

Set in the late 1980s, the route features the electrified core of the West Coast Main Line from Crewe to Preston, but you can also operate coal trains from the colliery at Bickershaw through to Fiddler's Ferry power station, where you will become part of the merry-go-round coal delivery operation. You can also take the branch line to the Haydock fuel terminal.

Developed with period route maps and accurate elevation data, the route boasts a wide variety of iconic signal box designs and an interesting mix of conventional UK colour light and upper-quadrant semaphore signalling in conjunction with electrified and non-electrified dual-line operations that include neutral sections for you to handle.

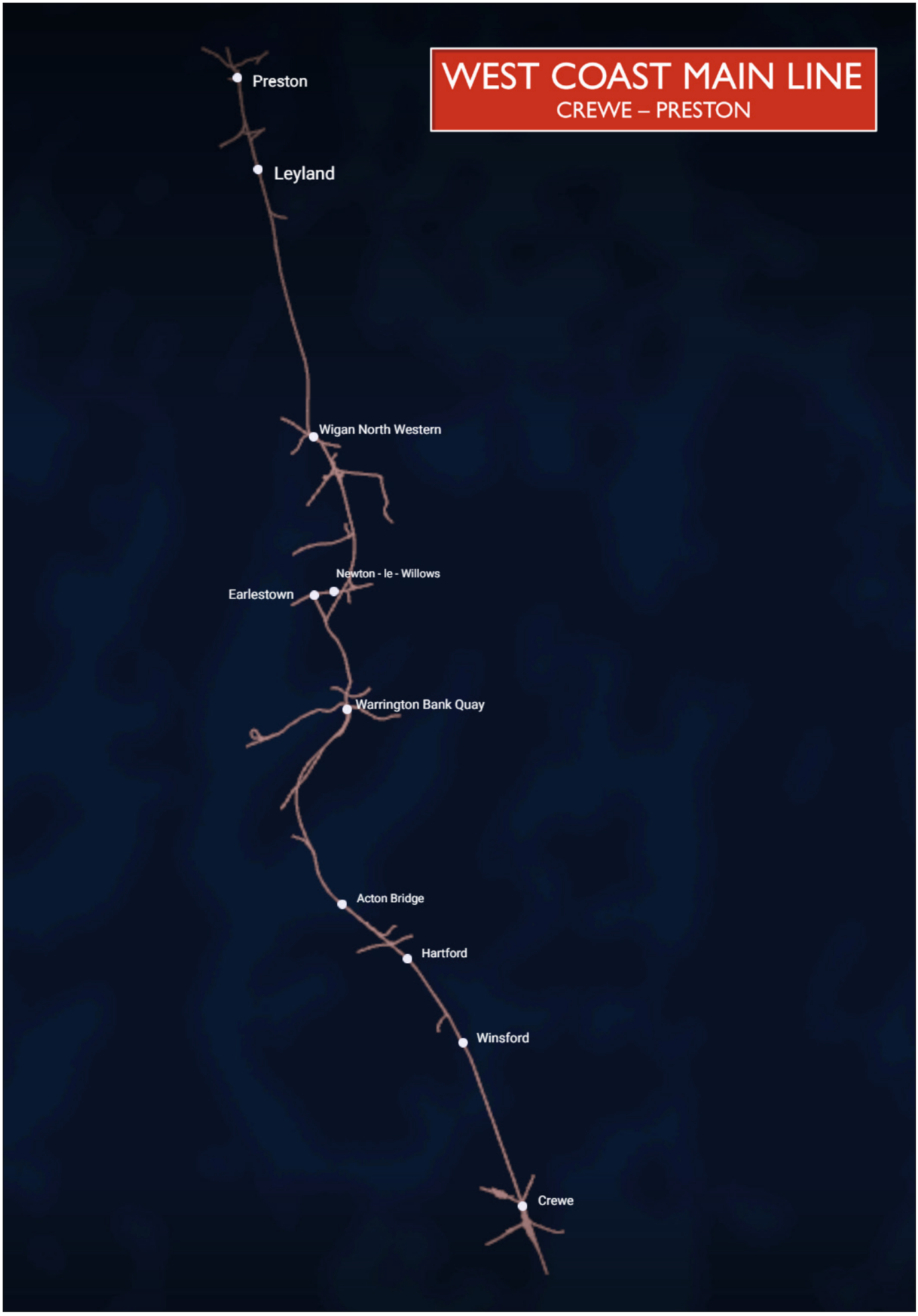
The route includes ten detailed stations, all with a plethora of period-correct clutter and signage to provide the correct late-1980s atmosphere.

A great variety of route-specific custom assets such as bridges, buildings and track-side features provides an immersive environment and ensures that the route is fully recognisable to those who are familiar with it.

The signal boxes at Arpley Junction and Fiddler's Ferry have accurately modelled interiors from which you can watch the various services drive past.

There is a wealth of content for you to enjoy, such as the impressive and complex Class 86/4, BR Mk.1 and BR Mk.2 coaches, and the HAA and HEA coal wagons. The Class 86/4 loco is 100 MPH-rated and provided power for mixed services on the West Coast Main Line. It will look right at home as it storms along the line.

Also included with this route are tutorials which cover the basic operations of the Class 86/4, Class 08, Class 20 and Class 47/3, five scenarios, a set of Collectables for you to find, two Mastery challenges, three Achievements to gain and 24-hour Journeys mode. You can also layer-in other compatible Train Sim World add-ons that you own (see the Layering section), making West Coast Main Line: Crewe - Preston a unique driving experience and a true visual treat.


WEST COAST MAIN LINE
CREWE – PRESTON
Preston
Leyland
Wigan North Western
Newton - le - Willows
Earlestown
Warrington Bank Quay
Acton Bridge
Hartford
Winsford
Crewe

TECHNICAL SUPPORT

For technical support (in English) please visit the Support section on the Just Trains website.

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

JUST TRAINS 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).

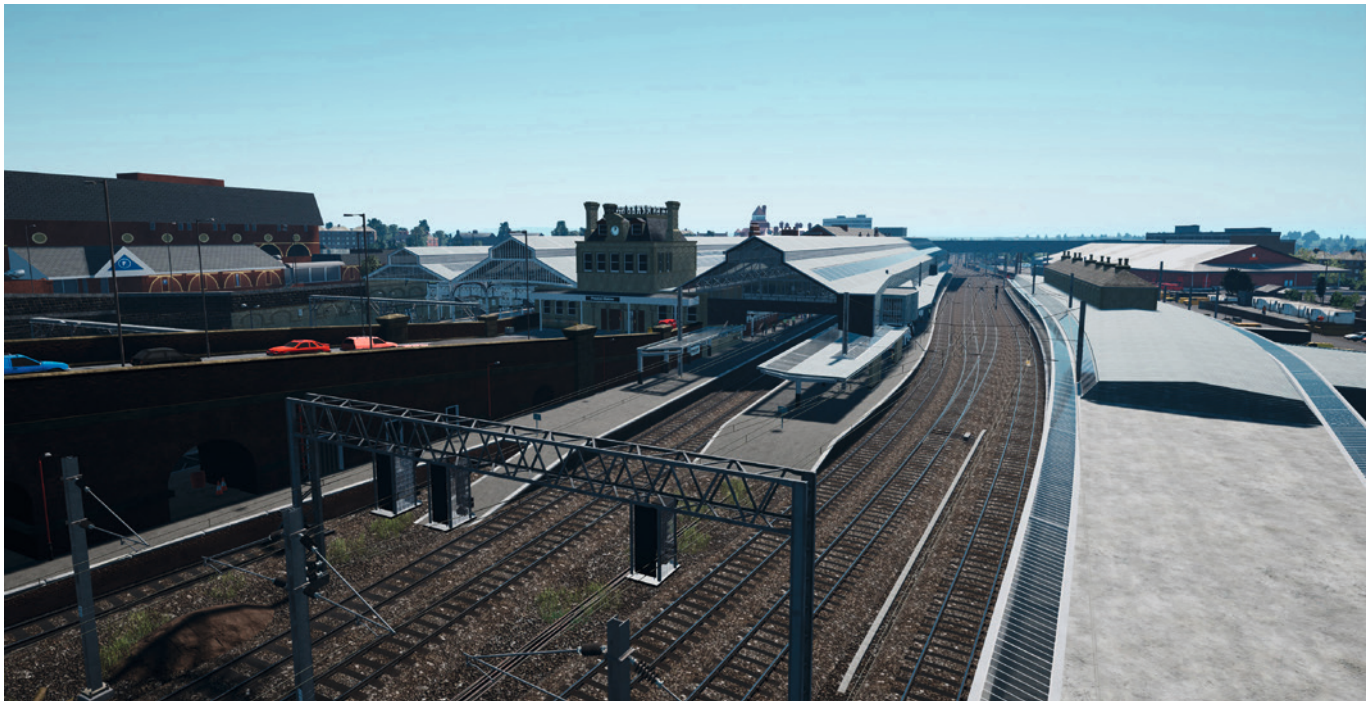
STATIONS

Preston

Preston station is approximately halfway between London Euston and Glasgow Central. The current station in the centre of the city was built in 1880 and extended in 1903 and 1913, at which time it had fifteen platforms.

Opened: 1838

Passengers 2023/24: 4.835 million



Leyland

Leyland station is a small but busy station with regular train services to Preston, Manchester, Liverpool and the surrounding areas.

Opened: 1838

Passengers 2023/24: 394,084

Wigan North Western

Wigan North Western is one of two railway stations serving the town. Wigan's other station is Wigan Wallgate, which is located around 110 yards (100m) away, on the opposite side of the street named Wallgate.

Wigan North Western is named not for its location but because it was formerly owned by London and North Western Railway; it opened in 1838.

In August 1873 a major accident occurred at the station when an overnight express from London to Scotland derailed while passing through the station at high speed. Sadly 13 people died and 30 were badly injured. The inquiry into the accident resulted in the introduction of facing point locks to passenger-carrying lines throughout the UK.

The station was renamed from simply Wigan to Wigan North Western in June 1924.

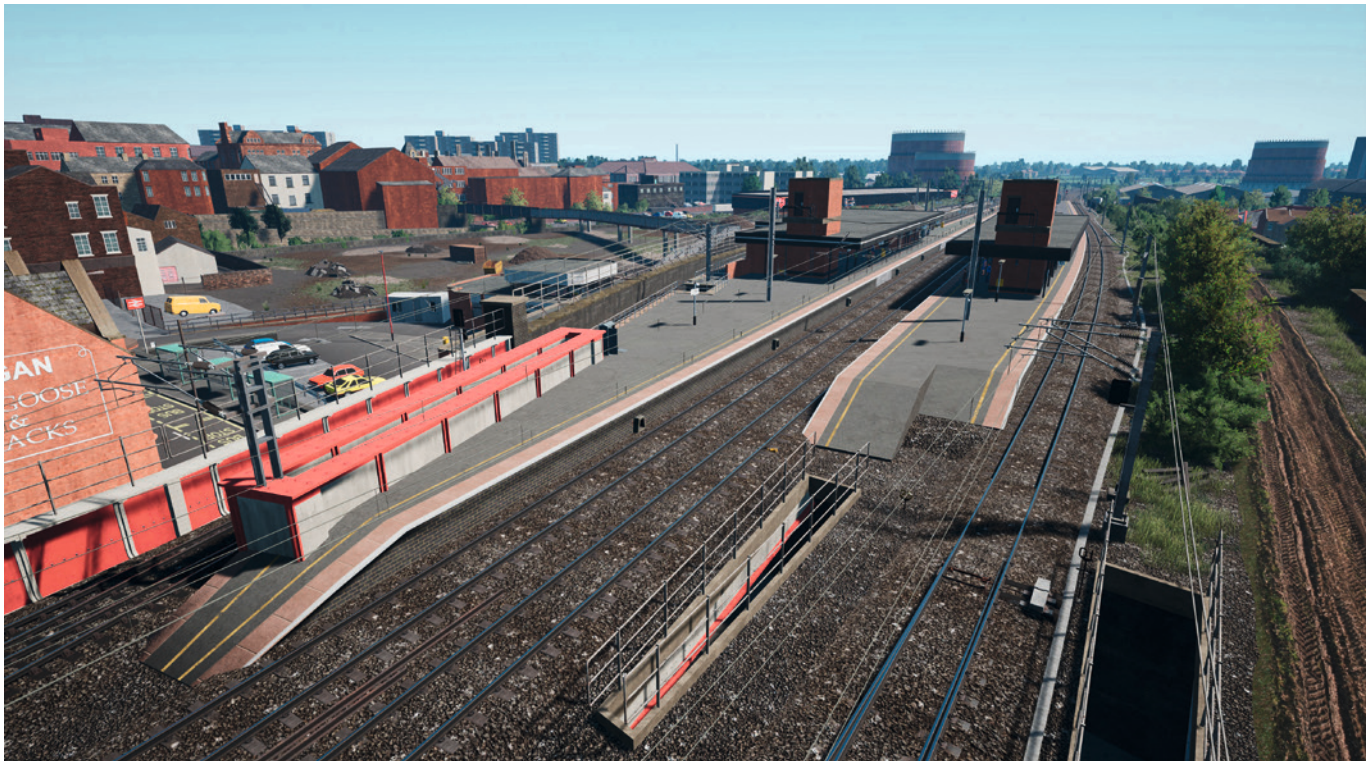
From 1971 to 1972 the run-down Victorian-era station buildings were demolished and the track layout remodelled in advance of the forthcoming electrification. The re-updated station was officially opened in July 1972.

In July 1973 electric train services began between London Euston and Preston, via Wigan North Western; the express services that were formerly hauled by one or two Class 50 diesels were now powered by Class 86 or new Class 87 electric locomotives.

In May 1974 the West Coast electrification project was completed and British Rail operated electric trains all the way to Glasgow.

Opened: 1838

Passengers 2023/24: 1.260 million



Newton-le-Willows

Newton-le-Willows station opened in 1830 and was originally named Newton Bridge. It was renamed as Newton-le-Willows in 1888.

British Rail set up a Motorail terminal at the station in the 1960s, which offered through trains to Stirling and Inverness and to St Austell. The Motorail terminal closed in the early 1980s as British Rail cut back the number of routes available across the network, although the sidings that it used were not finally removed until 2013.

Opened: 1830

Passengers 2023/24: 0.910 million

Earlestown

Earlestown is one of the few ‘triangular’ stations in the UK. It was not called Earlestown at first but appeared as Viaduct, Newton Junction and Warrington Junction in timetables during the early years of its operation. By 1861 it was known as Earlestown Junction until 1950, when the ‘Junction’ part of the title was removed.

With the completion of the Grand Junction Railways trunk line from Birmingham in 1837, it was used to access the Liverpool and Manchester line. A new ‘curve’ was built at Newton Junction so that trains could run towards Manchester, thus giving the station a triangular formation with six platforms.

Opened: 1830

Passengers 2023/24: 0.302 million

Warrington Bank Quay

Warrington Bank Quay station was opened in 1868 and consists of two island platforms.

Until 1965 there was a lower level of the station, unofficially called Bank Quay Low Level, which served services running East-West. When it was built, the North-South-running West Coast Main Line was elevated to pass over the East-West line.

The station's best-known landmark is the huge Unilever detergent manufacturing plant which overlooks the station and dominates the area.

The 'Bank Quay' in the station name refers to the loading wharf on the bank of the nearby River Mersey.

Opened: 1868

Passengers 2023/24: 1.241 million

Acton Bridge

Acton Bridge was opened as simply Acton by the Grand Junction Railway in 1837 but was subsequently renamed Acton Bridge in 1870. After merging into the London and North Western Railway, the company became part of the London, Midland and Scottish Railway during 1923 and then passed on to the London Midland region of British Railways during nationalisation in 1948.

When sectorisation was introduced, the station was served by Regional Railways until British Rail was privatised. InterCity trains passed through on express services along the West Coast Main Line.

Opened: 1837

Passengers 2023/24: 44,682

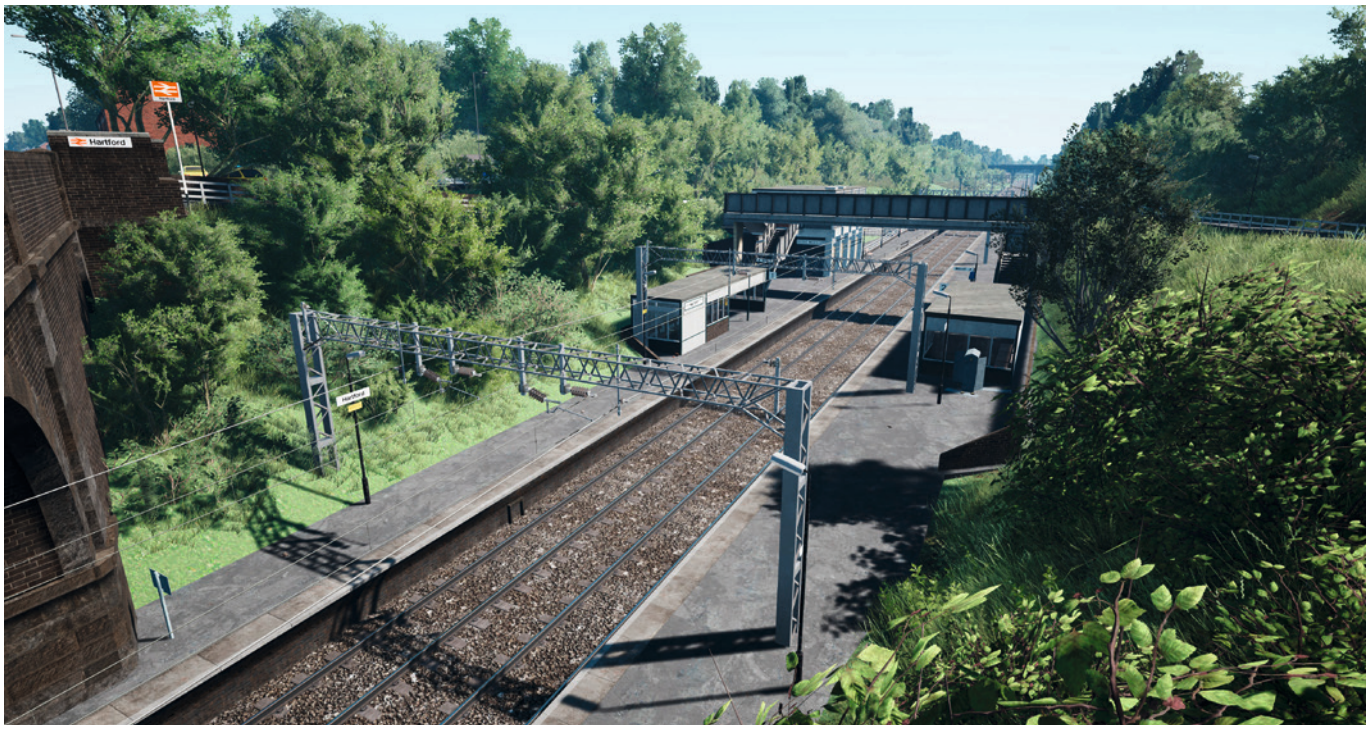
Hartford

Hartford station opened in 1837 and was operated by the Grand Junction Railway until it was included in the newly formed London and North Western Railway in 1846; this was itself absorbed into the London, Midland and Scottish Railway (LMSR) in 1923. The LMSR was nationalised within British Railways in 1948, with the station and its train services operated by the London Midland Region BR.

The Hartford station buildings were greatly reduced during the time of the West Coast Main Line electrification in the 1960s.

Opened: 1837

Passengers 2023/24: 0.199 million



Winsford

Winsford station opened in 1837 on the Grand Junction Railway.

Unfortunately the station is known for two serious rail collisions, the first occurring in 1948, in which 24 people lost their lives, and the second in 1962 in which 18 were killed.

Opened: 1837

Passengers 2023/2024: 0.201 million

Crewe

Crewe is a major junction on the West Coast Main Line and one of the most historically significant railway stations in the world. When it opened in 1837 it was designed to link the four largest English cities by joining the existing Liverpool and Manchester Railway with the planned London and Birmingham Railway; this was the first long-distance railway in the world. In 2016 The 1867 station buildings were added to the National Heritage List for England as Grade II listed.

Opened: 1837

Passengers 2023/24: 3.143 million

ROUTE INTRODUCTION

You can view a brief introduction to what you can do and see in WCML: Crewe - Preston in Train Sim World 6.

From the main TSW 6 menu:

1. Select: To the Trains.
2. Select: Choose a Route.
3. Select: WCML: Crewe - Preston.
4. Select: Training Modules.
5. Select: West Coast Main Line: Crewe - Preston Route Introduction.
6. Press: Get Started.

This will place you at Crewe station, where you will board a Class 86/4 pulling a set of coaches. An accompanying audio and text description will give you some background information about the area covered.

THE ROUTE

West Coast Main Line: Crewe - Preston delivers one of the busiest sections of British main line to Train Sim World 6. Set in 1986/7, our route features the railway centre of Crewe, including its many yards, depots and the famous Works.

Beyond Crewe the high-speed West Coast Main Line is included to Preston, with busy hubs encountered en route at Warrington and Wigan; these both feature sizeable yards and depots, meaning that activity will never be far away. Away from the core main line we have included detailed freight lines to Haydock Park, Fiddler's Ferry power station, Bickershaw Colliery and Deepdale, each having its own feel and areas of interest to provide truly unique gameplay which goes beyond anything we have captured before.

We begin at Crewe, formerly the heart of the London, Midland and Scottish Railway. The town still has a busy station and yards today, but it's a far cry from the 1980s. Set in 1986/7, our version of Crewe begins with Basford Hall Yard, just south-west of the station and a large yard which is a key point for freight trains heading through the town. Much of the freight will head out of this yard in our timetable and will then bypass Crewe station itself by using the very interesting set of freight lines known as the Crewe Independent Lines to reach the north side of town via a tunnel beneath Crewe North Junction.

To the west, at Basford Hall, you will find the Gresty Bridge sidings and junction, and from here the line to Shrewsbury diverges. Our route ends just beyond Gresty Bridge Civil Engineers Sidings. Heading back into Crewe itself, we can find the carriage sidings on the east side of the main line, approximately half a mile south of the station. These provide numerous workings in our timetable and will be a hive of activity, particularly in the early hours and at night. On the far side of these carriage sidings the line to Stoke-on-Trent passes by, and trains bound for Derby also use this line.

Crewe South Junction is the confluence of all these lines, with the huge Traction Maintenance Depot on the west side of the main line and above the Crewe Independent Lines. This area will also be busy throughout the day, with locomotives regularly coming off and returning to shed between duties.

Crewe station is now reached, featuring five through platforms and seven bay platforms, and is capable of accepting even the longest passenger and parcels trains. Whilst you may not see most of the freight here, you will get the opportunity to experience high-speed expresses as they storm through on the centre roads, along with stopping trains terminating in the bay platforms. A freight loop is also provided, with a further through line at the rear to allow locomotives to access the TMD (Traction Maintenance Depot) without entering the main station itself.

Crewe North Junction is now reached. Here lines head west towards Chester and the North Wales coast, where you will also find the Electric Maintenance Depot and Crewe Works (east towards Manchester) and our route, the principal WCML north towards Preston and Carlisle.

Unlike Preston and Carlisle, Crewe station sees trains up to speed immediately, especially following the significant remodelling of the area that took place during 1985. This included the introduction of a number of high-speed cross-overs, thus allowing trains to exit and enter the station at speeds of up to 60 MPH, with trains heading north soon getting up to the line speed of 110 MPH even from a dead stand in the station.

Departing from Crewe, the imposing Crewe North Junction signal box is passed. It was closed during the aforementioned 1985 works and replaced by the striking (though much less impressive!) signalling centre located in the curve of the junction with the Chester line.

Shortly after passing Crewe North Junction the Independent Lines rejoin the main line, rising steeply to meet the main line just before passing the small Crewe Coal Yard signal box which is still open to this day. A couple of sidings are located here but see little use.

The line now continues straight for around five miles, with ample time for Class 87s to reach 110 MPH on the busy four-track section towards Winsford. The line soon enters open countryside after leaving the outskirts of Crewe and is surrounded by farmland on both sides.

The line formation here, looking north, is Down Slow, Down Fast, Up Fast, Up Slow; this differs from the other notable four-track section of this route between Balshaw Lane Junction and Preston, where the lines are staggered Down Slow, Up Slow, Down Fast, Up Fast.

As the line meets the first curve since Crewe North Junction it crosses over the Middlewich Branch of the Shropshire Union Canal on a wide bridge, a peaceful spot to watch trains just before the approach to Winsford is made. Almost immediately after crossing the canal the lines converge to two tracks. This junction is a useful holding point for northbound freight trains on the Down Slow and you may find them held here in our timetable. Winsford station is soon passed at 110 MPH. Served only by stopping trains to Liverpool, you won't find yourself scheduled to stop here.

North of the station we pass through the village of Winsford itself, residential on the west side whilst the east side of the line is dominated by industrial estates. On clearing the village we pass Winsford signal box and loop; this loop also provides access to the Over & Wharton branch, where trains filled with road salt were loaded before venturing as far north as Inverness during the 1980s.

Forging north, this busy section of double track soon crosses the River Weaver on an impressive viaduct before plunging through Hartford station, tightly crammed into a steep cutting. This station sees a couple of WCML express services to/from Liverpool each day and is featured in our timetable.

Around half a mile beyond Hartford station the junction of the same name is passed, and the line from Stockport to Chester via Altrincham passes overhead; this line connects to the WCML via a north-facing curve. Hartford Junction signal box is located on the west side of the line, and on the east side is the large expanse of the disused Gorstage Sidings.

The line here very briefly returns to four-track running, helping to break up this bottleneck section of double-track running where Liverpool and Northern WCML traffic all shares the same section of line. Four tracks are provided between Hartford Junction and Acton Bridge, and these glorified goods loops are regularly used to hold freight traffic to time when expresses need to overtake.

Soon after passing the end of the Down loop, Acton Bridge station is reached. Once again served only by Liverpool services, this station is a fantastic place to spot trains, with extra freight from the Northwich line helping to add even more traffic – you'll rarely go more than a few minutes without seeing a train here.

Soon after passing through Acton Bridge the line crosses Dutton Viaduct, an imposing 20-arch structure sitting 60 feet above the valley and crossing the River Weaver once again. Immediately after clearing the viaduct the line curves to the right and enters a cutting where we pass Weaver Junction, complete with its unusual signal box. This important junction marks the point at which the line to Liverpool heads off to the west. Much passenger traffic and freight, including container trains to/from Garston, use this junction to leave the WCML behind.

With Weaver Junction behind us our journey continues north at speed, quickly flashing through Preston Brook tunnel and beneath the M56, before passing below the Bridgewater Canal aqueduct. To the right the imposing Daresbury Lab can be seen shortly before we pass beneath the line to Helsby, which joins the WCML a further mile up the line at Acton Grange Junction. This steep junction carries the WCML and the line from Helsby over the Manchester Ship Canal on an impressive girder bridge.

Acton Grange Junction sees the Helsby line join the WCML but the two tracks from Helsby also continue, split from the WCML and travelling at a lower level, passing Walton Old Junction and allowing freight traffic into the impressive Arpley Sidings. These sidings mark the southern approach to Warrington and were used mainly for the stabling/marshalling of Speedlink freight, whilst MGR trains ran round or reversed in MSC sidings before heading up to Arpley Junction and Latchford to make a second change of direction to pass beneath Warrington Bank Quay station and westwards to Fiddler's Ferry power station.

On passing over the Manchester Ship Canal a descent signals our approach to Warrington Bank Quay, on a steep embankment which provides good views of the surrounding area. A large array of industry is visible, including the chemical works to the right and the huge Unilever factory directly alongside Bank Quay station. Warrington Bank Quay is a calling point for most services, though some of the crack expresses do pass through at speed – always an impressive sight as they clatter over the junction with the Helsby line.

Inter-regional traffic also calls at Warrington, with trains from North Wales to locations such as Scarborough calling here and using the WCML for a short distance to Winwick Junction, where they utilise the connection to the Chat Moss line to serve Manchester and cross the Pennines.

Departure from Warrington leads us through an S bend which carries the Manchester-Liverpool via Widnes line overhead. As we turn sharply left we can see Dallam sidings on the right; this small array of sidings is served by a trip freight from Warrington Arpley.

This busy section of four-track running, often an area in which you need to be wary of signal checks, only lasts as far as Winwick Junction, where the line to Earlestown diverges to the right. At Earlestown this line joins the Chat Moss route with access to both Manchester and Liverpool, and coal trains can also use this line to access Parkside Colliery. This route was also used occasionally for diversions and, interestingly, does allow access for trains to rejoin the WCML at Golborne Junction by travelling through Newton-le-Willows.

Racing away from Winwick Junction we can see the huge expanse of the Vulcan Foundry to our left. This impressive railway works was the birthplace of many famous classes of diesel locomotive, including Class 37 and Class 55, the legendary Deltics.

The line soon enters a deep cutting on the approach to Golborne Junction. The Chat Moss line passes above in this cutting whilst Parkside Colliery is on the left. Almost immediately upon leaving this cutting the line dives sharply to the left to pass Golborne Junction. This junction allows a connection for northbound trains from Manchester via Chat Moss and is also the point at which diverted traffic can feasibly rejoin the WCML.

At Golborne Junction the WCML returns to four-track formation, with this remaining until Wigan North Western, although – as mentioned previously – the layout of the lines is now staggered, with slow lines on the left and fasts on the right.

Before approaching Wigan we pass Haydock Branch Junction. This northward-facing junction is the point at which the short freight-only branch from Haydock converges. In the 1980s this branch served as a scrapyard at Haydock and the Kelbits oil terminal – an interesting location to operate, as you'll no doubt see when looking at the map!

Forging northwards, we soon emerge into the southern flanks of Wigan, with Ince Moss curve leading off to the left, whilst an extra pair of lines dive underneath at Bamfurlong flyover. These goods lines allow freight trains and light locomotives to access Springs Branch TMD without having to cross over the fast lines on the level. They are also particularly useful for MGR coal trains which need to reverse at Springs Branch Junction to access the line to Bickershaw Colliery. By 1986 this operation required two pairs of Class 20s to top and tail trains along the short branch line, with this shunting taking place directly opposite the impressive motive power depot.

Wigan Springs Branch TMD played a crucial role operationally during this era, as you'll no doubt see from the vast array of light engine moves that can be found taking locomotives to and from the depot. We've taken the effort to recreate a full interior for this working shed to provide a greater deal of immersion when working light engines around the shed yard. A wide variety of traction can be found here and it's always worth taking a look to see what might be due to come off shed later in the day!

At Springs Branch Junction the line from Liverpool via St Helens joins from the left, and Ince Moss Tip sidings can also be found. These provide some interesting operations in our timetable with their complicated shunt manoeuvres.

Speed now reduces for stopping trains preparing to stop at Wigan North Western station. This station is found at the foot of a relatively steep climb to Coppull, a challenging departure for trains starting from a stand. Wigan North Western is called at by a wide selection of express services, while stopping trains from Liverpool arrive hourly and return to Merseyside by way of the line via St Helens. To the right of North Western station can be found Wigan Wallgate station, which carries trains on the line between Manchester, Southport and Liverpool via Pemberton. We cross this line immediately north of North Western station.

After leaving Wigan the line returns to double track, which continues until Balshaw Lane Junction where the slow lines once again diverge to the left. From here it's four-track running all the way to Preston, with the line from Manchester via Chorley joining from the right at Euxton Junction, shortly before passing through Leyland station, which is called at only by Manchester trains.

A short distance north of Leyland station is the legendary car factory of the same name; this can be seen on the left of the track and is served by a couple of sidings.

Immediately north of the Leyland car factory is Farington Junction. This allows access to the line to Blackburn, whilst this line itself goes over the top of the WCML a short distance to the north before joining the main line at Farington Curve Junction, the point at which the railway from Ormskirk also converges. The brakes will now be in for the arrival at Preston, which marks the end of our journey from Crewe.

FEATURES ON THE ROUTE

Crewe carriage shed

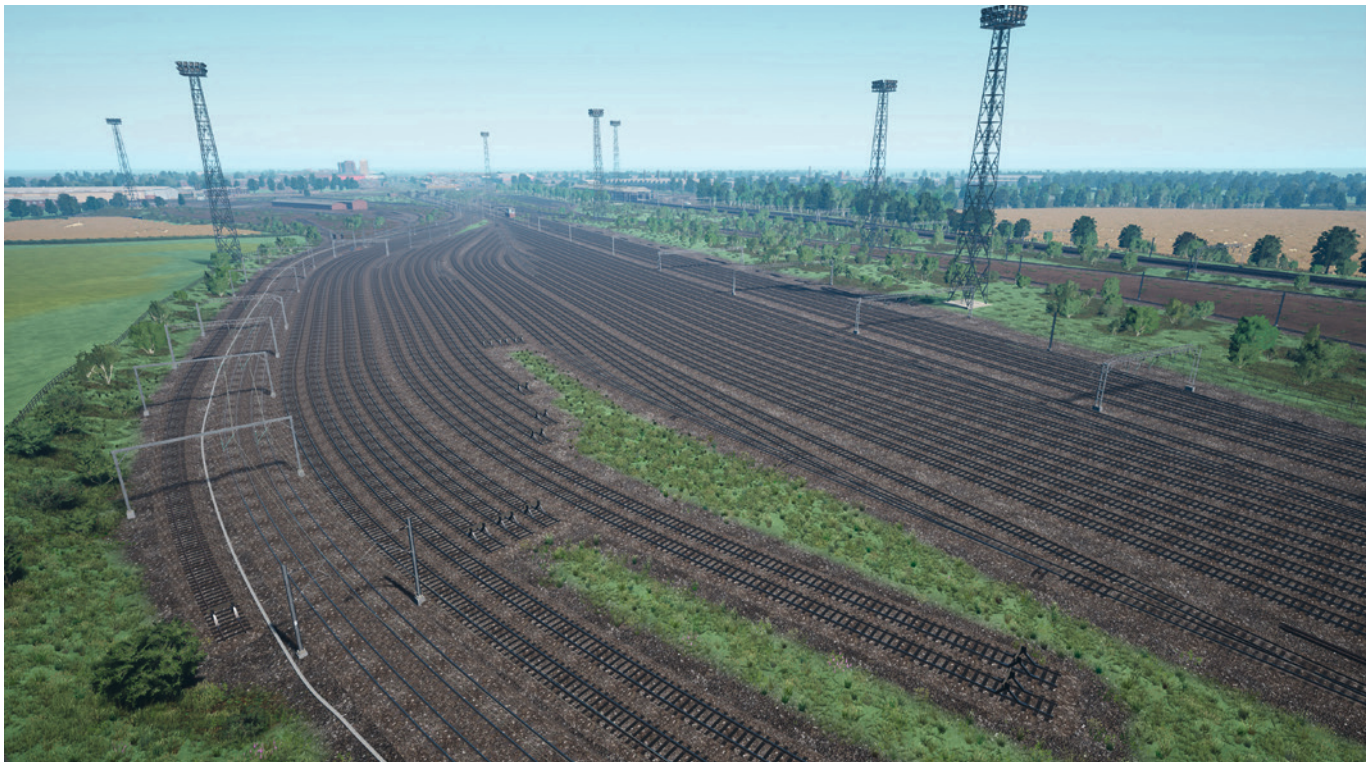
Crewe carriage shed is used for the stabling, cleaning and maintenance of passenger carriages.

Crewe Sorting Sidings South signal box

Crewe Sorting Sidings Middle signal box

Crewe Sorting Sidings North signal box

Crewe Basford Hall



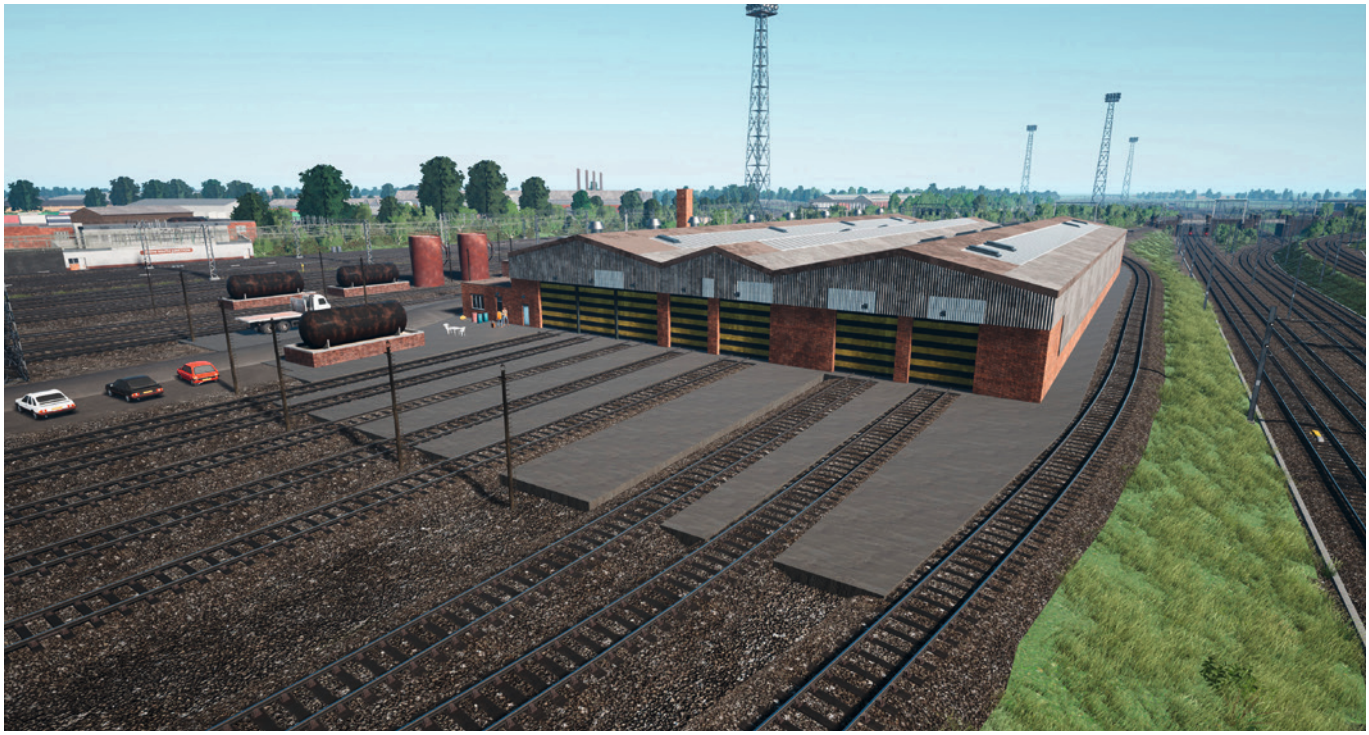
Crewe Gresty Lane No.1 signal box

Crewe Gresty Lane No.2 signal box

Crewe South Junction signal box

Crewe Diesel Depot

Crewe Diesel Depot (officially Crewe Diesel Traction Maintenance Depot) is a major railway maintenance facility at Crewe. It was opened in the 1950s to service diesel locomotives, playing a key role in the transition from steam and remaining important for diesel traction on the West Coast Main Line and surrounding routes for many decades.



Crewe Coal Yard signal box

Salop Goods Junction signal box

Crewe Independent Lines ('The Tunnels')

Crewe Independent Lines (known as 'The Tunnels') are a grade-separated set of railway tunnels and tracks at Crewe that allow freight and certain non-stop services to bypass the main station platforms, easing congestion on the West Coast Main Line through the busy Crewe junction.

Crewe Works

Crewe Works is a historic railway engineering complex which was opened in 1843 by the Grand Junction Railway and is long renowned for building, maintaining and overhauling steam, and later diesel and electric, locomotives. Crewe Works played a central role in Britain's railway industry for over a century.

Crewe Steel Works signal box

Crewe IEMD

Crewe IEMD (International Electric Maintenance Depot) is a diesel and electric traction maintenance facility for trains operating on the West Coast Main Line.

Crewe Signalling Centre

Crewe North Junction signal box

Winsford Junction

Winsford Junction in Cheshire is where the mid-Cheshire line to Northwich and Chester connects with the West Coast Main Line, and is historically an important routing point for both passenger and freight trains.

Winsford signal box

Winsford signal box controlled train movements around Winsford and nearby junctions on the West Coast Main Line before becoming the controlling box for surrounding areas after the closure of smaller local boxes during signalling modernisation.

Vale Royal Viaduct (River Weaver)

This large 19th-century railway viaduct carries the West Coast Main Line over the River Weaver valley.

Hartford Junction signal box

Wallerscote Sidings

Dutton Viaduct

This large 19th-century railway viaduct in Cheshire carries the West Coast Main Line over the River Weaver valley near Dutton.

Weaver Junction signal box

This signal box controls Weaver junction.

Weaver Junction

This major railway junction in Cheshire, just east of Runcorn where the Liverpool-Manchester line diverges from the West Coast Main Line, is made distinctive by its grade-separated flyover that allows high-speed, conflict-free movements between routes.

Warrington-Chester line overbridge

The Warrington-Chester line overbridge near Warrington Bank Quay carried the former Cheshire Lines Committee route towards Chester over local roads and industrial land, forming part of the complex web of lines serving Arpley Yard, Crosfields and Merseyside industries.

Acton Grange Viaduct

The viaduct carries the West Coast Main Line over the River Weaver near Acton Grange.

Thames Board Mills Limited

This industrial company manufactures millboard and fibreboard products for insulation and construction applications.

Warrington Arpley Yard

Arpley Junction signal box

Warrington Arpley stabling point

Latchford Sidings

Warrington Power Signal Box (PSB)

Unilever factory

The Unilever factory in Warrington was an early soap-making works established in the 1880s by William Hesketh Lever. Sunlight Soap was developed here before production moved to Port Sunlight.

Warrington Transporter Bridge

This is a rare early-20th-century steel transporter bridge over the River Mersey, built to carry industrial traffic between works at Bank Quay and now preserved as a historic landmark.

Crosfields Crossing signal box

Littons Mill Crossing signal box

Monks Siding signal box

Fiddler's Ferry power station signal box

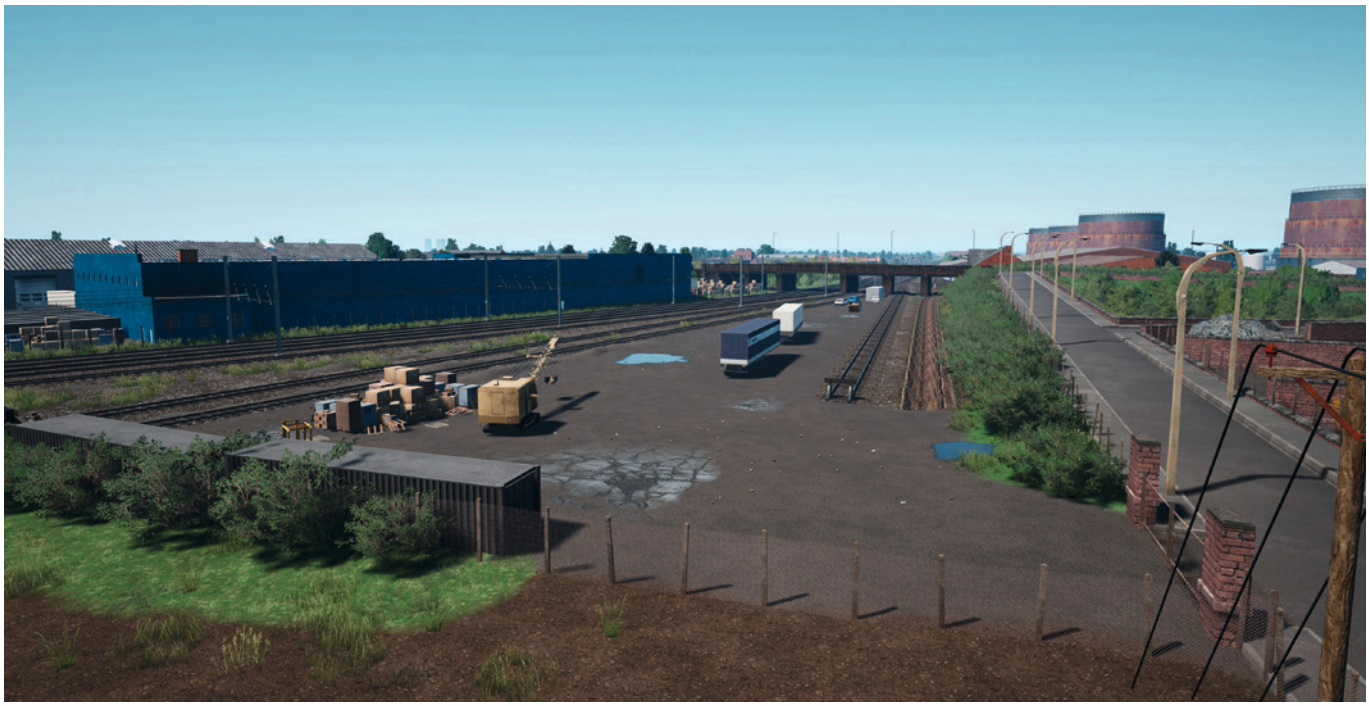
The spelling on the signal box sign is a classic case of historic railway abbreviation. When the LNWR replaced the signal box in 1904 they adopted the single-'d' spelling 'Fidlers', The sign at the actual main entrance of the power station, however, was 'Fiddler's Ferry', with an extra 'd' and an apostrophe, while the nearby, and long closed, passenger station had both spellings!

Fiddler's Ferry power station

Fiddler's Ferry power station was a large coal-fired power station near Warrington on the River Mersey; it operated from 1971 until its closure in 2020 and was a major local landmark.

Dallam Lane Yard

Dallam Lane Yard was the early railway goods yard and terminating yard at Warrington Dallam Lane, opened in 1831 on the Warrington & Newton Railway, serving freight (notably coal) and the adjacent sidings behind the station before closing in the 1960s and later being redeveloped.



Winwick Junction

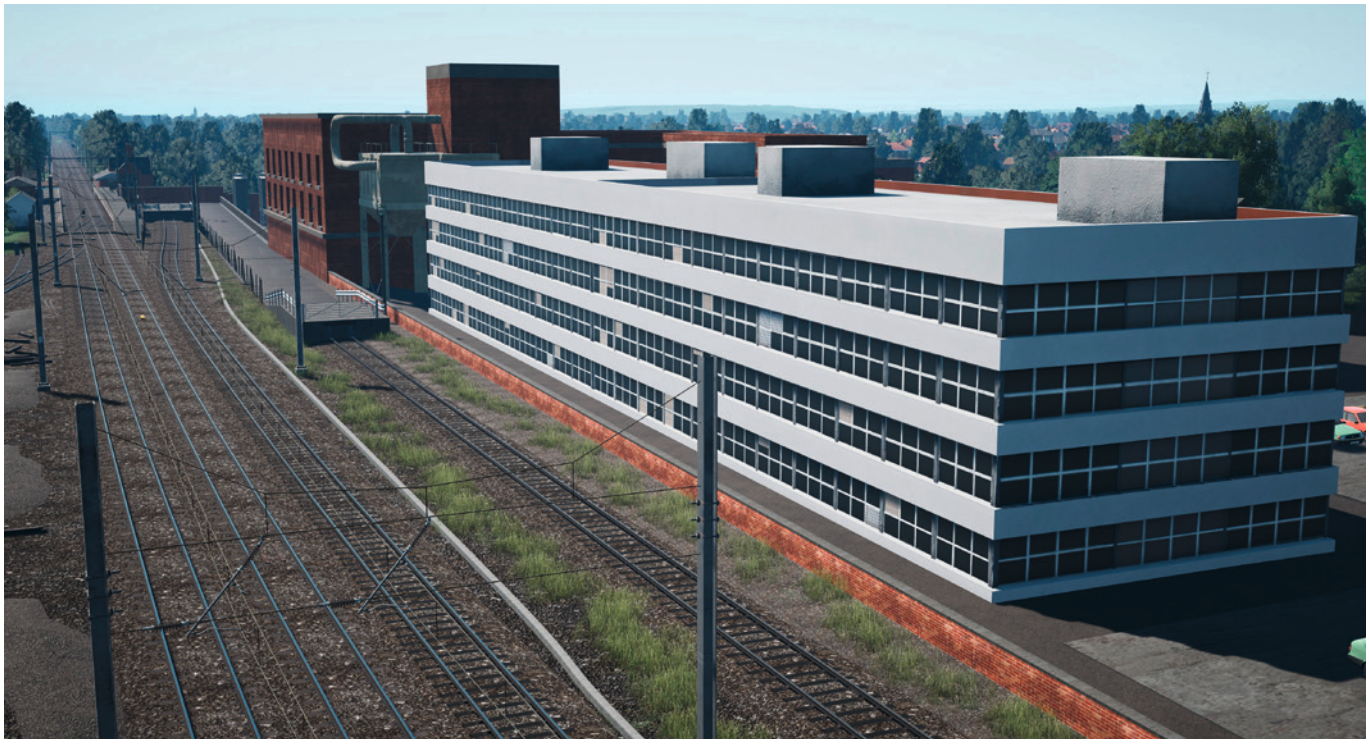
This key junction on the West Coast Main Line near Newton-le-Willows is where the LNWR's 1864 Winwick cut-off enabled fast north-south trains to bypass the congested Liverpool-Manchester route.

Vulcan Foundry works

The Vulcan Foundry works was a historic locomotive manufacturing plant at Newton-le-Willows. Founded in 1832, it built steam and, later, diesel and electric locomotives for railways around the world but closed in 2002.

Newton-le-Willows Motorail Sidings

These are used for the loading and unloading of vehicles for transport on the railways.



Parkside Colliery

Parkside Colliery was a major coal mine near Newton-le-Willows. It opened in 1959 as Britain's most modern colliery and was the last deep coal mine in Lancashire before it closed in 1993.

Lowton Junction

Lowton Junction was an important rail junction near Lowton in Greater Manchester where the Liverpool-Manchester line met routes to Wigan and Bolton. It played a key role in early railway operations and coal traffic before its junction facilities were removed in the mid-20th century.

Golborne Junction

Haydock Junction

Kelbits

Kelbits is an oil terminal.

Haydock Park station (disused)

The station in Haydock, Lancashire, opened in the late 19th century to serve Haydock Park Racecourse and local passengers on the St Helens-Wigan line, before closing to regular traffic in 1963 as rail use declined.

Ashton-in-Makerfield station (disused)

This former station in Greater Manchester served the town of Ashton-in-Makerfield on the Lancashire Union Railway before closing to passengers in 1952 and later to goods traffic.

Lowton Metals

Lowton Metals was an industrial works near Lowton involved in metal processing and recycling. It supported local manufacturing and engineering industries but closed in 1987.

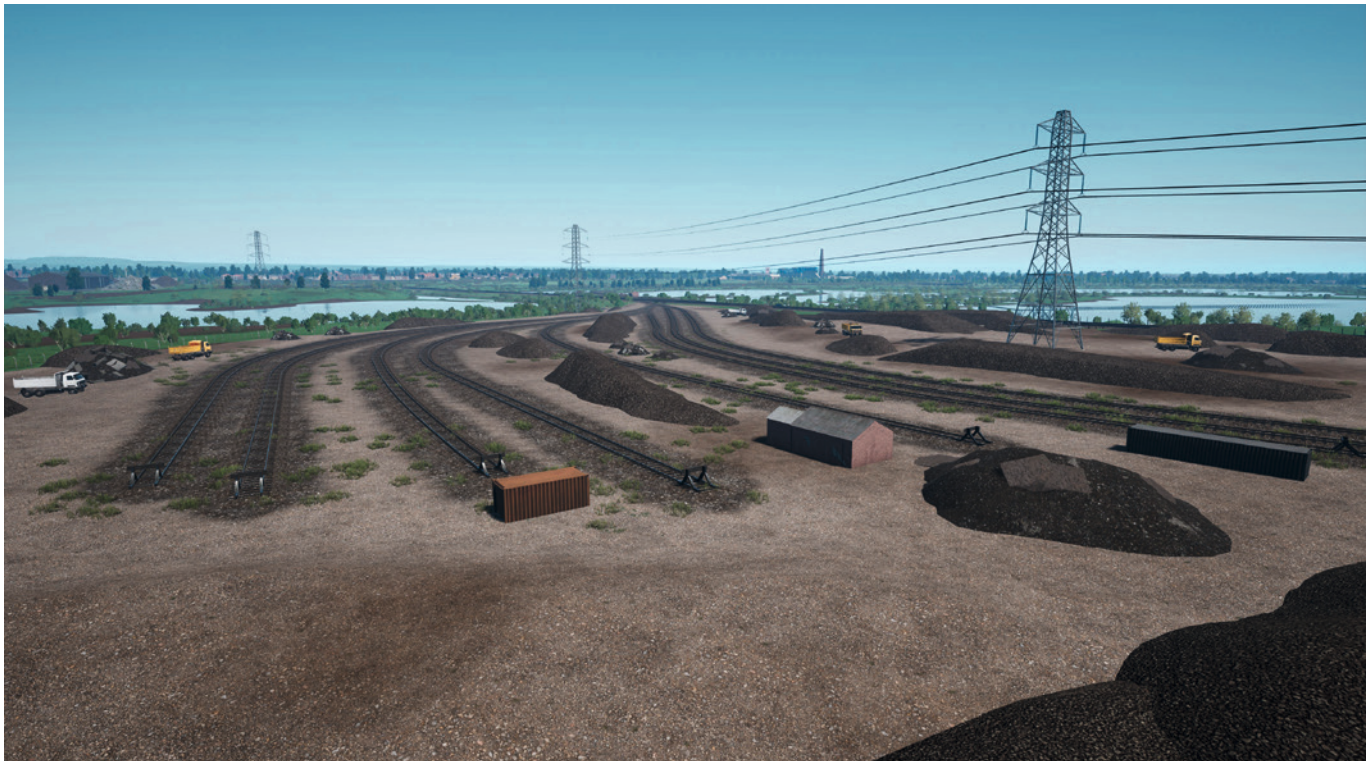
Bamfurlong Junction

CWS Glass Works

The CWS Glass Works was a large industrial glass-making factory operated by the Co-operative Wholesale Society (CWS), supplying bottles and glassware for the Co-op's food and retail products and forming an important part of the local industrial economy in the North West.

Ince Moss tip sidings

These industrial railway sidings served the Ince Moss landfill and waste disposal site, and were used to handle and transport refuse and materials by rail.



Liverpool Junction

Bickershaw Colliery

Bickershaw Colliery was a large coal mine near Leigh, Greater Manchester. It operated from the 19th century until its closure in 1992 and was one of the last deep coal mines in the Lancashire coalfield, employing thousands of workers at its peak.

Wigan Springs Branch TMD

This traction maintenance depot near Wigan services and stables diesel trains on the Springs Branch line.

Westwood power station

This coal-fired power station near Wigan opened in the 1970s to supply electricity to the National Grid, but it operated for only a short period before closing in the 1980s and being demolished.

Wigan Wallgate station

A town-centre station in Wigan serving local and regional rail services, particularly routes to Manchester, Southport and Kirkby, and connected by a footbridge to Wigan North Western station.

Uncle Joe's Mint Balls factory

The historic home of William Santus & Co in Wigan, founded in 1898, where the famous Uncle Joe's Mint Balls have been manufactured for over a century. The factory remains one of the town's most well-known traditional industries.

Wigan All Saints Church

The historic parish church of Wigan, dating mainly from the 13th century and noted for its tall tower, medieval origins and long association with the town's civic and religious life.

Wigan Wallgate signal box

Wigan Wallgate signal box was built by the London, Midland and Scottish Railway in 1941 to wartime Air Raid Precautions standards. It consolidated several earlier boxes and controlled the complex junctions and approaches to Wigan Wallgate station.

Gidlow Cotton Works mill

This large cotton-spinning mill in the Gidlow area of Wigan was built in the 19th century and formed part of the town's important textile and industrial heritage.

Site of Standish Junction fly-under bridge

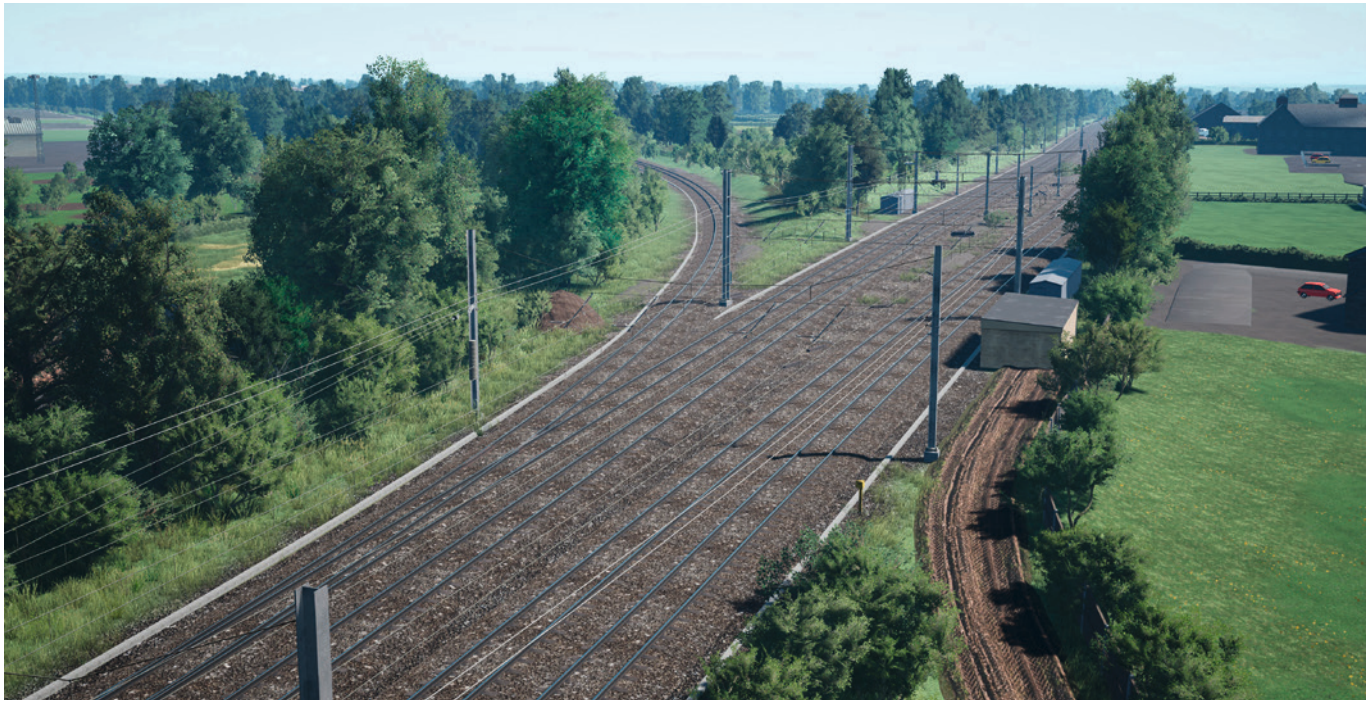
This site marks the location where a grade-separated railway structure once allowed one line to pass beneath another near Standish Junction, improving traffic flow on the busy West Coast Main Line.

River Yarrow Viaduct

The River Yarrow Viaduct near Chorley carries the West Coast Main Line over the River Yarrow.

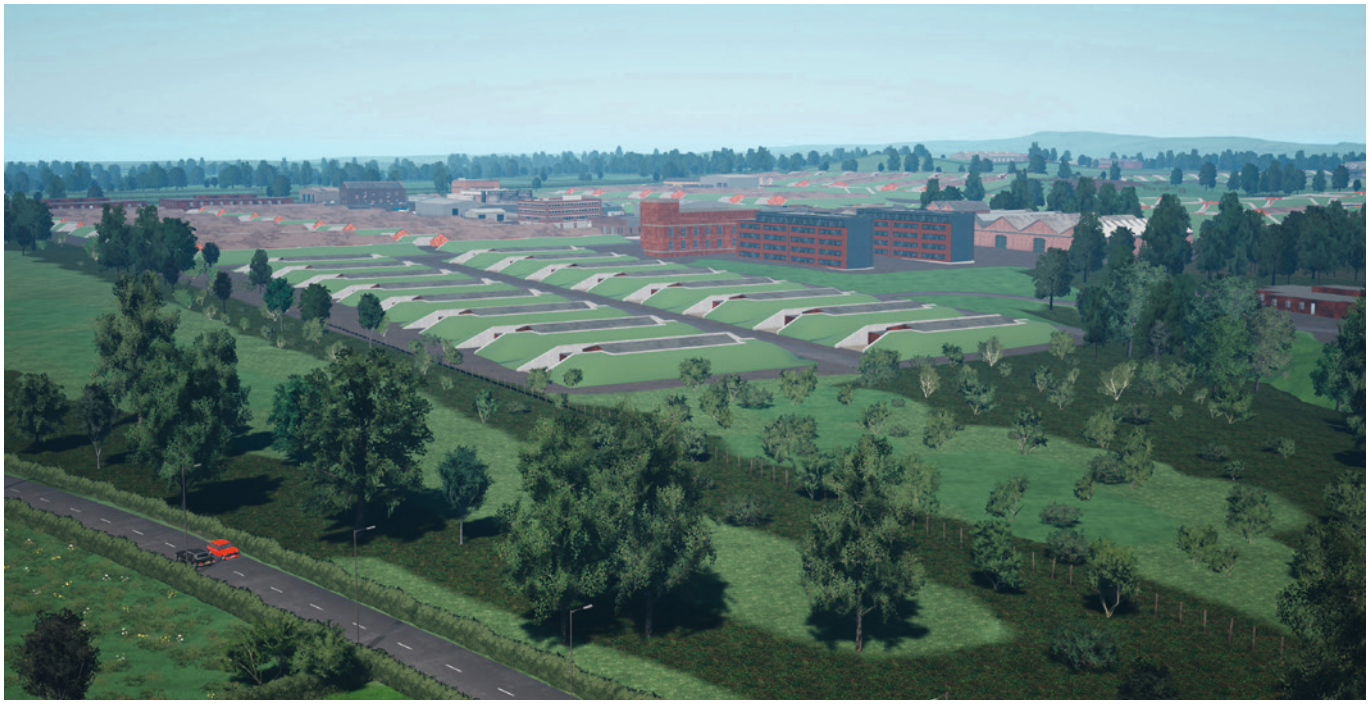
Euxton Junction

This is a historically significant junction just south of Leyland, where the Bolton-Preston line branches away from the West Coast Main Line.



ROF Chorley

ROF (Royal Ordnance Factory) Chorley was a large World War II munitions factory near Chorley that produced explosives and employed thousands before closing in 2007.

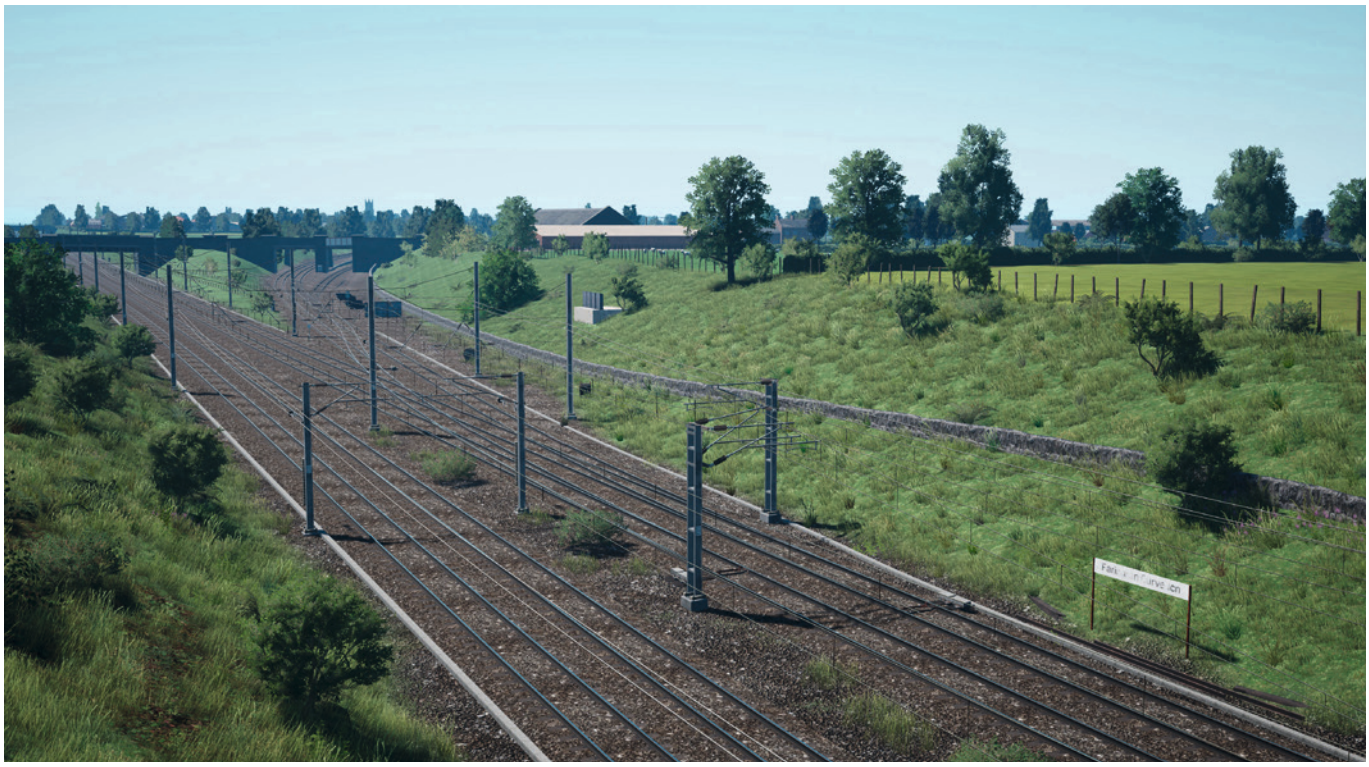


Leyland Motor Works

This was a major vehicle manufacturing plant in Leyland, Lancashire. Founded in the late 19th century, it was famous for producing buses, trucks and commercial vehicles that became known worldwide under the Leyland name.

Farington Junction

Farington Curve Junction



Ribble Viaduct

This major railway viaduct near Preston carries the West Coast Main Line over the River Ribble, forming a key part of the main rail route between London and Scotland.

Preston North Union Sidings

This large set of railway sidings near Preston was used for marshalling and handling freight traffic serving the town's railways, docks and nearby industries.

Preston Ladywell Sidings

These were a set of former railway sidings near the Ladywell area of Preston, used for goods and freight traffic serving local industry and the surrounding rail network.

Preston and Longridge Junction

Preston and Longridge Junction near Preston was where the Preston and Longridge Railway connected with the main railway network, enabling passenger and stone traffic from Longridge to join the West Coast Main Line area.

Preston Power Signal Box (PSB)

Fylde Junction

This is the junction of the disused Longridge branch where it connected with the West Coast Main Line, just to the north of Preston station.

St Walburge's Church

The spire of this Roman Catholic church in Preston dominates the area.

Preston Miley Tunnel

This railway tunnel just north of Preston carries the West Coast Main Line beneath higher ground as part of the main route between London and Scotland.

Site of Deepdale station

The site of Deepdale station marks the former location of a railway station in Preston which served the Deepdale area before closing when local rail services were withdrawn.

Deepdale Junction

Deepdale Coal Concentration Depot

This former railway coal handling and marshalling facility in Preston was used to collect, sort and dispatch coal from local collieries to industry and power stations.

SPECIALIST POWER STATION SIGNALS

Creep control signals

Our custom-created creep control signals feature at Fiddler's Ferry power station and are used to control the movement of 'merry-go-round' coal trains during the unloading process.

When used in conjunction with locomotives fitted with Slow Speed Control, such as our Class 20 and Class 47/3 included with this route, these signals allow for continued movement whilst unloading coal from the HAA hopper wagons behind. Also known as Toton signals, they are placed around the power station unloader at regular intervals so that drivers know when to stop and start their trains during unloading. One or more of these signals should always be visible to a driver unloading a train and they all show the same 'aspect'.

A row of horizontal illuminated white lights displayed on one of these signals indicates that the driver should stop, whilst a row of white lights illuminated vertically means that the train can continue at 1.5 MPH using Slow Speed Control to unload the train.

The term 'merry-go-round' coal train was derived from this method of operating, whereby trains could pass through the power station without stopping, albeit moving very slowly and in a controlled manner once entering the unloading area.

The image below displays both signal indications. The left signal displays a 'Clear' aspect, allowing movement at 1.5 MPH, and the signal on the right displays a 'Stop' indication.

LOCOMOTIVES

Class 86/4

The British Rail Class 86 electric locomotive was designed and built by British Rail Engineering Limited (BREL) between 1965 and 1966. One hundred locomotives were manufactured in total and were used on passenger and freight services on the West Coast Main Line.

The Class 86s were the first mass-produced electric locomotives for British Rail.

Class 86/4 BR Blue

Class 86/4 Electric Blue

Class 86/4 InterCity Executive

Exterior variations that can display, depending on the locomotive number selected:

- Locomotive with AMBR pantograph or with Brecknell-Willis high-speed pantograph
- No headlight, plated-over headlight, high-intensity headlight or Class 87-style headlight
- RCH cable variant
- Various lamp iron locations
- Nameplates

Driving the Class 86/4

To learn the basic procedures to operate the Class 86/4, please drive the Introduction scenario found in: Home Menu > Training Center > Train Modules.

Select the ‘Class 86/4 BR Blue’ > ‘Class 86/4 Introduction’ and then ‘Get Started’.

Driving the Class 86/4 through neutral sections

In this route we have simulated neutral section functionality.

Neutral sections are repeatedly set along the line and are a small section of the overhead wire that is insulated at each end and links two different electrified sections together. These are employed to keep the frequency and voltage of each of the sections isolated and consistent.

How do you know you are approaching a neutral section and what do you need to do at that point?

This sign shows that a neutral section is one mile away. On passing this sign in the Class 86 you will need to put the power controller lever (AKA tap changer) into the ‘Run Down’ position as it takes some time for the Class 86 tap system to run down and then, before entering the neutral section, move the lever to OFF.

This sign shows the start of the neutral section:

Before you pass this sign you should have ensured that you have no power applied, otherwise the locomotive will dump all the power immediately and cause a large jolt which may result in an MCB (main circuit breaker) tripping.

How do you know you are in a neutral section and when it ends?

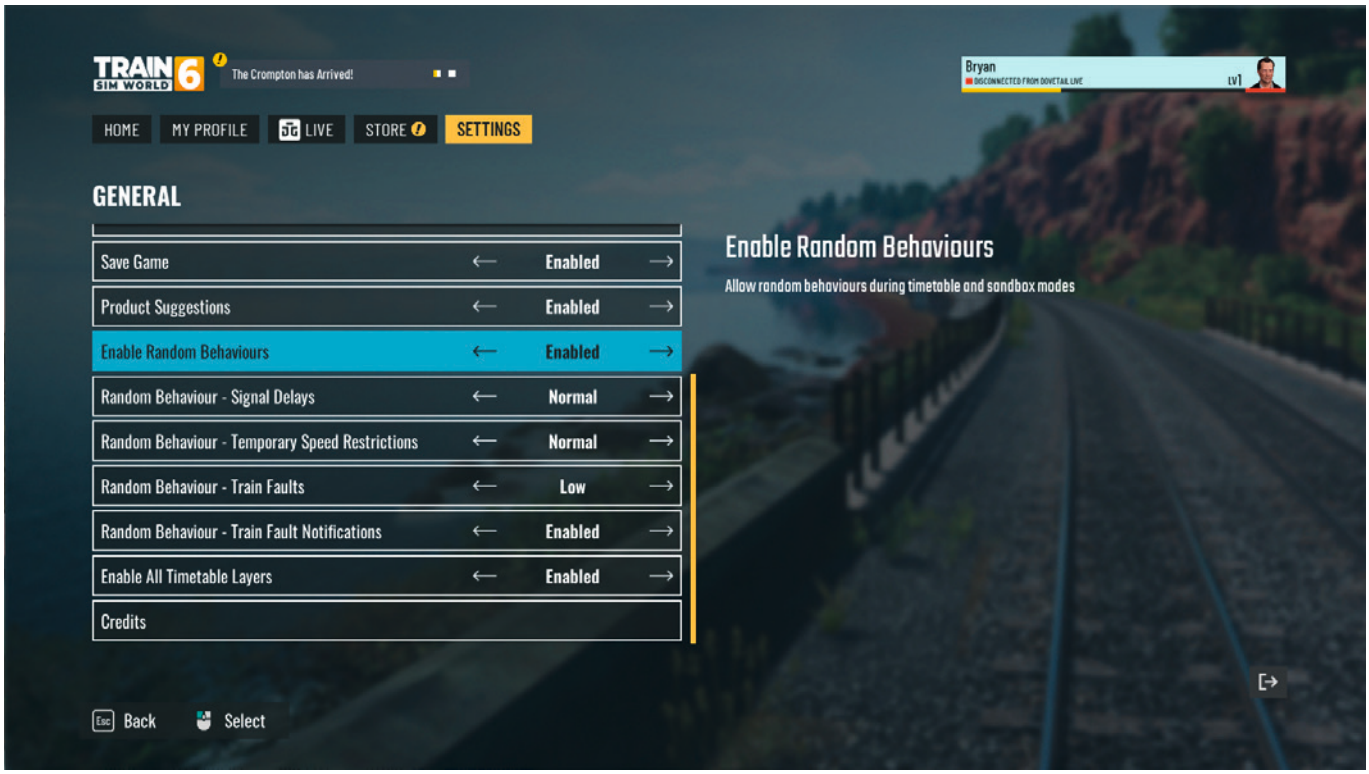
Whilst you are travelling in the neutral section you will see the LINE indicator light in the cab extinguished until you have cleared the neutral section.

Once you have exited the neutral section, the LINE indicator light should automatically illuminate and you are then safe to reapply power. As a note, when entering the neutral section, the APC magnets on the track bed should automatically open and close the MCB as required, but should they fail to re-close the MCB and you do not regain the power supply, as indicated by the LINE light staying extinguished, depress the pantograph UP button until the LINE light illuminates again.

Train faults

TSW has a feature called Train Faults and these are implemented in the Class 86/4. To allow these to occur you must enable them in the following manner:

From the main menu select Settings > General and ensure that ‘Enable Random Behaviours’ is set to Enabled. Choose Low/Normal/High as you wish and then move to and enable ‘Random Behaviour – Train Faults’. Lastly, move to ‘Random Behaviour – Train Fault Notifications’ and enable that. Press [E] to apply the changes.

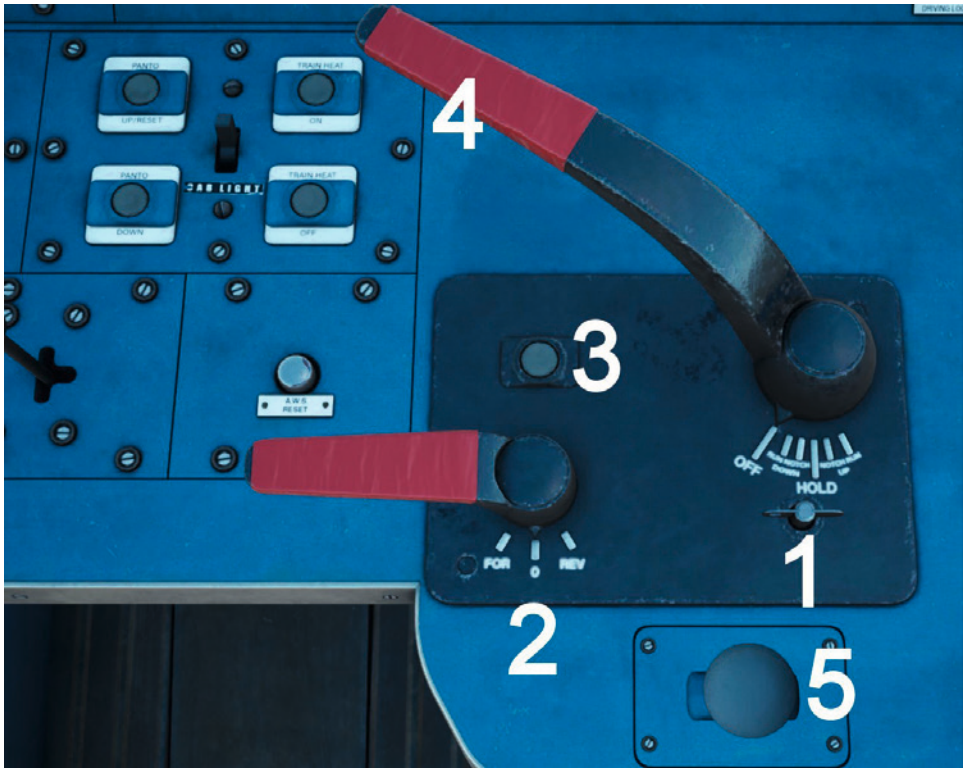


When a fault occurs, you will need to enter the machine room and reset the appropriate circuit breaker.

Potential faults

- Aux Comp
- Aux Control
- Battery Charger
- Boiling Ring
- Cab Corridor Lights
- Cab Lights
- Defrosters
- Fire Detection
- Headlights
- Indicator Lights
- Inspection Sockets
- Main Control
- Markers
- No Volts Relay
- Oil Pump
- Pantograph
- Parking Brake
- Tail Light
- Tap Changer
- Traction Motor
- Train Heat Control
- Train Heat
- Windshield Wipers

Master controls and power controller



1. Master key – ON/OFF
2. Master switch – FORWARD-OFF-REVERSE
3. Reverser lock – must be pressed to allow the master controller to be placed into the reverse position and pressed again to re-engage its locking action.
4. Power controller – OFF / DOWN – Run – notch / HOLD / UP – notch – Run
5. DSD hold-over button – hold down in place of DSD foot pedal.

Left console area

1. Brake pin – stops the train brake lever being set to shutdown accidently.
2. Train brake:

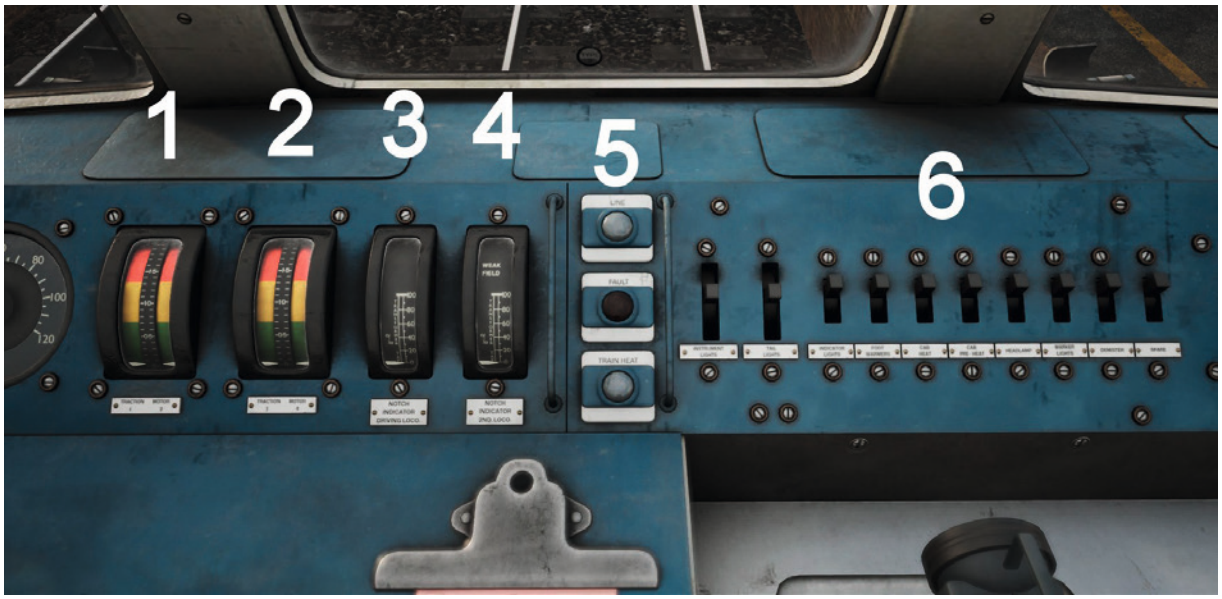
   Fully anti-clockwise: Shutdown.

   Moving clockwise: Emergency – Full Service – Service 98% to 22% – First Application – Running – Release/ Overcharge. The train brake is used when hauling stock.
3. Locomotive brake lever – use when running Light Engine.

Main console

1. Brake anti-slip control
2. Left wiper control (park/stop/run)
3. Horn lever – move the lever backwards and forwards to sound the two-tone horn.
4. AWS reset button
5. Cab light – on/off
6. Top left – pantograph up/reset
   Lower left – pantograph down
   Top right – train heat on
   Lower right – train heat off
7. Main reservoir pressure indicator (Lb/in)
8. Bogie 1 and bogie 2 pressure indicators (Lb/in)
9. Vacuum brake pipe and vacuum chamber pressure indicator (inHg)
10. Brake pipe pressure indicator (Lb/in)
11. Speedometer (MPH)

Upper main console



1. Traction motors 1 and 2 load indicators
2. Traction motors 3 and 4 load indicators
3. Notch indicator – driving loco
4. Notch indicator – second loco
5. Indicator lights:
   Top – line
   Middle – fault
   Lower – train heat
6. Switches (left to right):
   Instrument lights (dim/off/bright)
   Tail lights (on/off)
   Indicator lights (left/off/right)
   Foot warmers
   Cab heat (on/off)
   Cab pre-heat (on/off)
   Headlamp (on/off)
   Marker lights (on/off)
   Demister (on/off)
   Spare (on/off)

AWS warning ‘sunflower’

This will alert you when an AWS ramp is passed over.

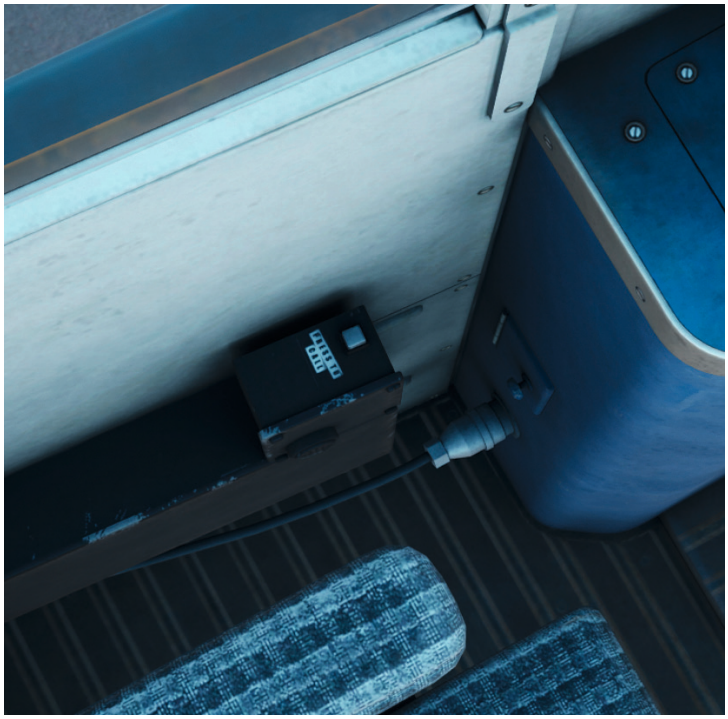
Secondman’s side

1. Bardic lamp – click to switch on/off.
2. Right windscreen wiper control (park/stop/run)
3. Vacuum chamber release control
4. Horn lever – move the lever backwards and forwards to sound the two-tone horn.
5. Secondman DSD hold-over control

DSD pedal and guard buzzer

The DSD pedal is located on the floor in front of the driver.

The guard buzzer is located to the left of the driver's seat.



Cab sun blinds

These are located on both sides of the cab and can be tilted and slid up/down to reduce the glare from the sun.

Windows and seat height

Both the left and right cab windows can be lowered and raised.

The seats of both the driver and the secondman can be adjusted in height with the rotary handle under each seat.

Door to locomotive machine room

Open this door to enter the locomotive machine room.

IMPORTANT! To be able to enter the machine room you need to crouch down (use the [C] key).

Cab rear bulkhead

Bulkhead right

This area houses the AWS isolator and AWS cab end change levers as well as a switch for the rear cab light.

1. AWS isolation lever
2. AWS cab end change lever
3. Rear cab light switch (on/off)
4. Parking brake – revolve to use

Bulkhead left

This area houses the fire alarm test button and its associated equipment, the hotplate and its control switch, the left-placed side rear cab light switch and the centre and end machine room light switches.

1. Left rear cab light switch (on/off)
2. Centre and end machine room light switches
3. Hot plate control (off/low/medium/high)
4. Fire alarm test button

Machine room

Opening the door at the back of the cab reveals the machine room; this runs the whole length of the locomotive and through to the other cab. Located in the machine room are various controls that can be operated.

Circuit breaker panel

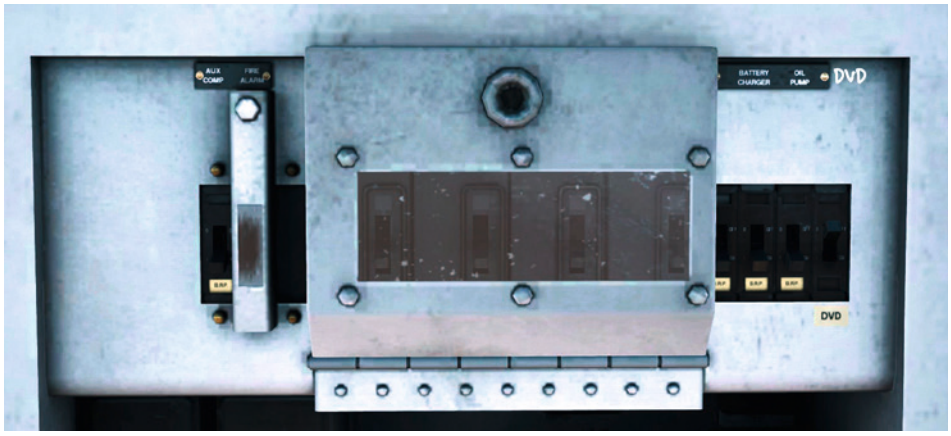
This houses the following main circuit breakers (MCB):

From left to right:

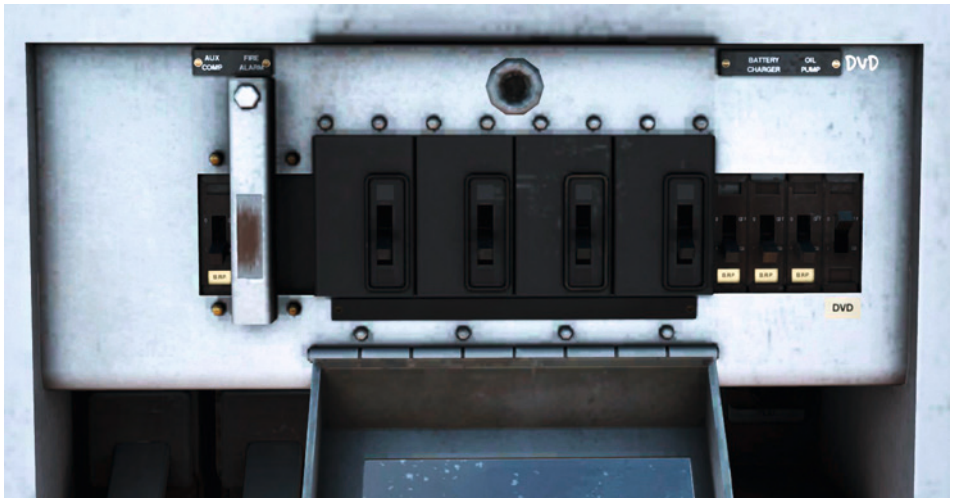
- No volt relay
- No.1 cab heat
- No.2 cab heat
- Parking brake
- Main control
- Aux control
- Train heat
- Indicator lights
- Cab corridor lights
- Tail lights (Driver's)
- Tail lights (Assistant's)
- Headlights x 2
- Marker lights No.1 end
- Marker lights No.2 end
- Boiling ring
- Defrost
- Inspection sockets
- Cab and corridor lights
- Tap changer

Traction motor isolator panel

Click on this panel to open it.



Behind the cover are the following main circuit breakers (MCB):

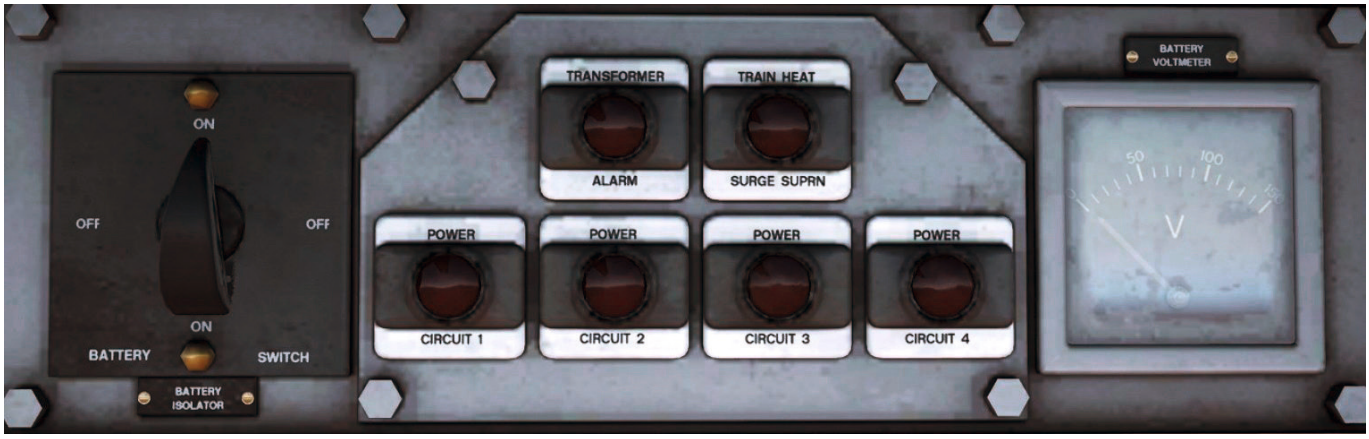


From left to right:

- Auxiliary compressor
- Fire alarm
- Traction motor 1
- Traction motor 2
- Traction motor 3
- Traction motor 4
- Battery charger x 2
- Transformer oil pump
- DVD (DSD) isolator

Battery isolator switch, indicator lights and voltmeter

This area houses the battery isolator switch, various indicator lights and the battery voltmeter.



Effects of main circuit breaker (MCB) operation

Operation of the MCBs will have the following effects on the locomotive operations.

Note: *Not all the MCBs will have these effects in this simulation.*

Auxiliary compressor

The auxiliary compressor will not run when the battery switch is put on in preparation.

Fire alarm

The fire bell rings continuously. Loss of automatic fire detection and bottle operation. If it cannot be reset, the locomotive must be taken out of service.

4 x power pack MCBs

Used to isolate a faulty power pack / traction motor.

Battery charger

Batteries will not be charged (effect not simulated).

Oil pump

Transformer oil pump does not run. Loss of power. Fault light bright.

No volt relay

Loss of power. Line light out. Fault light dim.

No.1 cab heat

Loss of heat in No.1 cab (effect not simulated).

No.2 cab heat

Loss of heat in No.2 cab (effect not simulated).

Parking brake

Parking brake motor will not run.

Main control

Loss of power. ABB/VCB trips (line light and ETS out). Fault light dim. AWS sounds and brake is applied.

Auxiliary control

Loss of power. Fault light bright. All auxiliaries stop. Loss of rheo.

Note: *ABB/VCB continually trips/resets if you attempt to take power.*

Train heat

Loss of train heat supply.

Indicator lights

Loss of line light, train heat, fault light and all FIP lights.

Cab corridor lights

Loss of these lights.

Tail lights – driver's side

Loss of driver's side tail lights at both ends.

Tail lights – assistant's side

Loss of assistant's side tail lights at both ends.

Headlight secondary

Headlight will not work.

Headlight primary

Headlight will not work.

Route indicator No.1 end

Loss of No.1 end marker lights.

Route indicator No.2 end

Loss of No.2 end marker lights.

Boiling ring

Cooker will not work.

Defrost

Demisters in both cabs will not work (effect not simulated).

Inspection socket

Voltmeter to zero, although batteries are still charged.

Cab & corridor lights

Loss of both cab gangway lights and all internal lights.

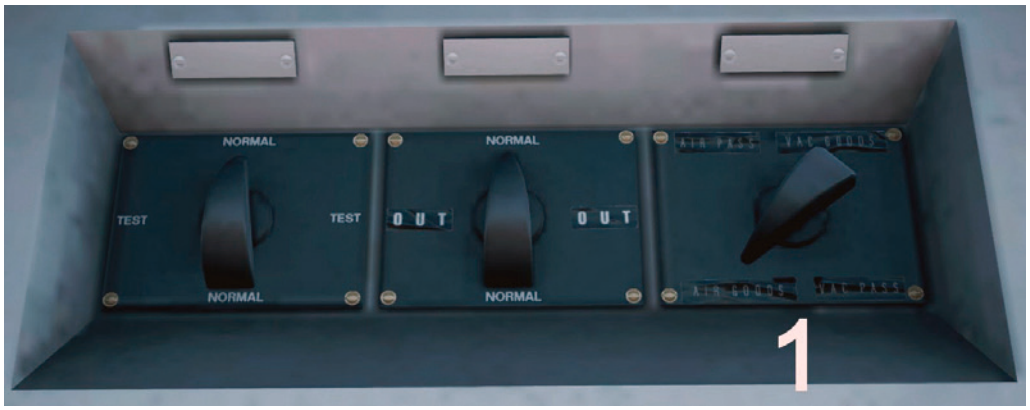
Tap changer

Loss of power. ABB/VCB trips (line light out and ETS out). Fault light dim.

Brake mode selector

Rotate the selector to choose the Vacuum Passenger, Air Passenger, Vacuum Freight or Air Freight braking system.

It is imperative that you choose the correct setting depending on what stock you are hauling, otherwise the brake system will be inoperative.



1. Brake mode selector

Class 47/3

The British Rail Class 47, or Brush Type 4, is a diesel-electric locomotive developed in the 1960s by Brush Traction. 512 units were built at Brush's Falcon Works in Loughborough and British Railways Crewe Works between 1962 and 1968, making the Class 47 the most numerous class of British main line diesel locomotive.

The Class 47 has been used on both passenger and freight trains on the UK railways for many years and, despite the introduction of more modern types of traction, a significant number are still in use on both main and heritage lines. Some Class 47s were later converted to Class 57s from 1998.

Class 47/3 BR Blue

Class 47/3 Railfreight Grey

Exterior variations that can display, depending on the locomotive number selected:

- Locomotive with a different headcode box at either end
- Locomotive with number one cab headcode box missing after crash repair
- Locomotive with number two cab headcode box missing after crash repair
- High-intensity light fitted or not fitted
- Model with/without underslung water tanks
- Various livery variations such as Cant Stripe, Stratford White Roof, Thornaby modifications with red buffer beams along with depot-specific stickers such as Thornaby Kingfisher and Stratford Cockney Sparrow and nameplates.

Driving the Class 47/3

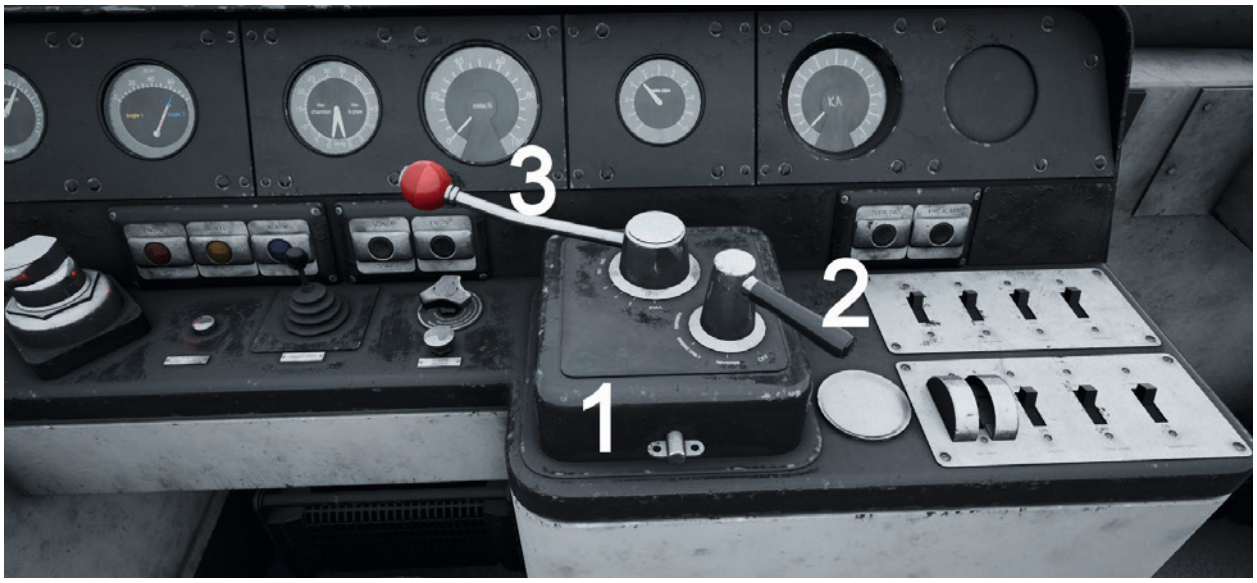
Learning basic procedures

To learn the basic procedures to operate the Class 47, drive the Introduction scenario found here: Home Menu > Training Center > Train Modules. Select the Class 47/3 BR Blue, then ‘British Rail Class 47/3 Introduction’ and then ‘Get Started’.

Learning Slow Speed Control and coal loading operations

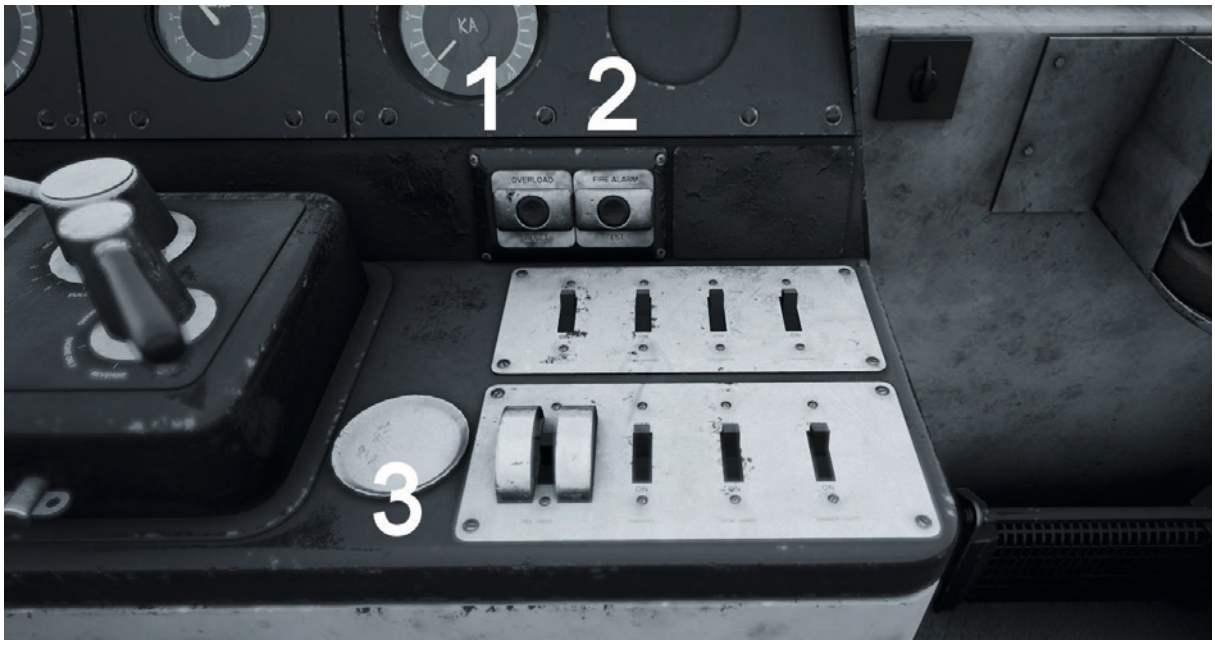
To learn how to operate the Slow Speed Control and perform coal loading operations, drive the Introduction scenario found here: Home Menu > Training Center > Train Modules. Select the Class 47/3 BR Blue, then ‘Slow Speed Controller and Coal Loading Introduction’ and then ‘Get Started’.

Console – right side



1. Master key – ON/OFF
2. Reverser – OFF / REVERSE / ENGINE ONLY / FORWARD
3. Throttle – 0% to FULL

Console – cab centre



1. Overload reset button
2. Fire alarm test
3. Switches left to right:

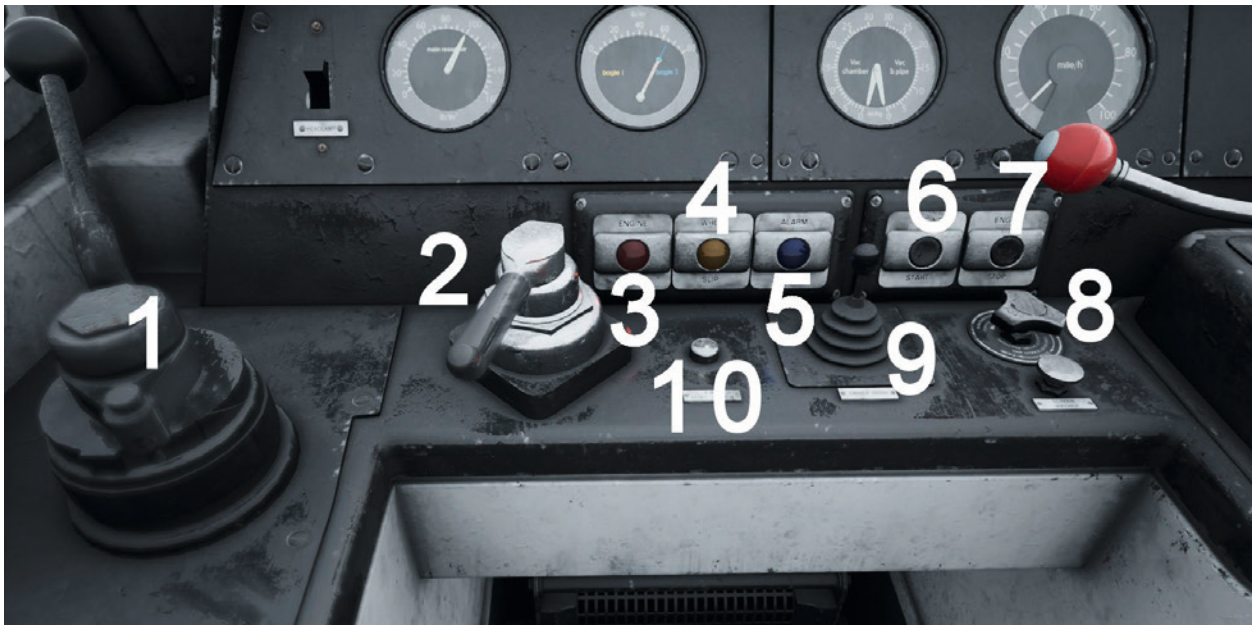
   Taillight – on/off

   Desk light – on/off

   INOP.

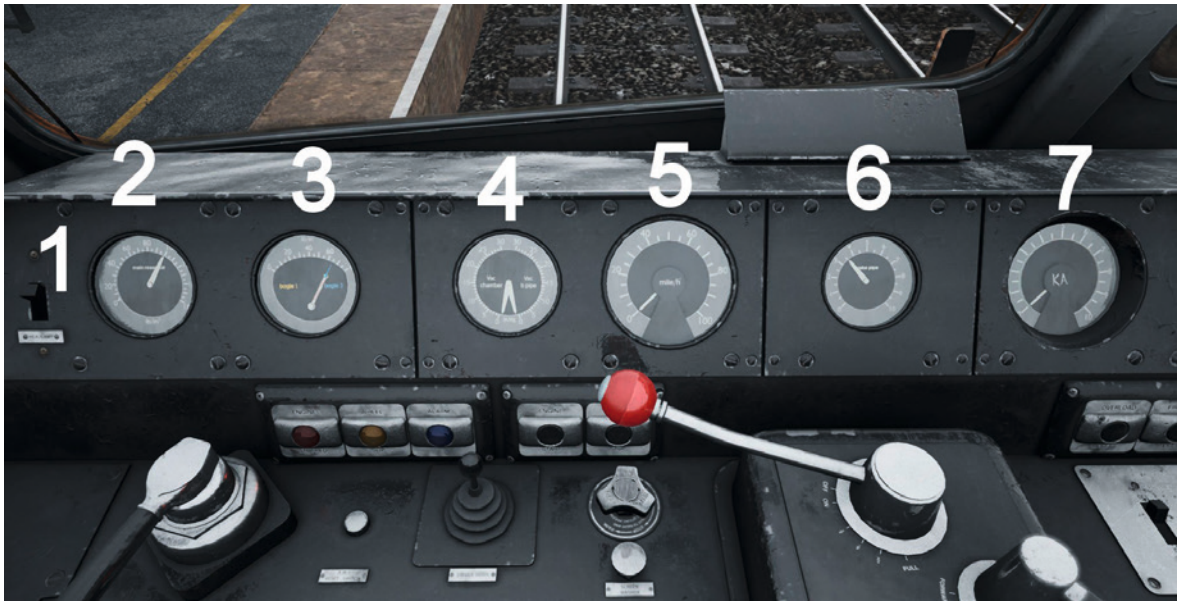
   Train classification (marker) lights indicator – on/off

Console – left side



1. Driver's brake control – NEUTRAL/SHUTDOWN / EMERGENCY / FULL SERVICE / SERVICE (%) / INITIAL APPLICATION / RUNNING / OVERCHARGE
2. Straight brake (locomotive brake) – 0-100%
3. Engine off warning light – illuminates when the engine is off.
4. Wheel slip light – illuminates when wheels are slipping.
5. Alarm light – illuminates when the locomotive is overloaded.
6. Engine START button – use to start a stopped engine.
7. Engine STOP button – use to stop a running engine.
8. Driver's side wiper control – OFF/PARK/RUN
9. Two-tone horn control – move forward and backward to operate.
10. AWS acknowledgement button – press to acknowledge the AWS alarm.

Upper console area



1. High-intensity lamp switch – ON/OFF
2. Main reservoir pressure gauge
3. Bogie pressure gauge
4. Vacuum pressure gauge for brake chamber and brake pipe
5. Speedometer
6. Brake pipe pressure gauge
7. Ammeter

Emergency brake control and dead man's pedal

1. Emergency brake valve
2. Dead man's pedal

Cab – right side

1. Right side window wiper control (OFF/PARK/RUN)
2. Two-tone horn control – move forward and backward to operate.
3. DSD button
4. Bardic lamp – click to illuminate.
5. Vacuum chamber release valve

AWS ‘sunflower’ and Slow Speed Control

1. AWS ‘sunflower’ indicator
2. Slow Speed Control unit

Cab light switches

Use these switches located above each door to operate the cab lights.

Upper rear bulkhead area

1. AWS isolation lever
2. AWS cab change-over lever
3. DSD isolation switch

Lower rear bulkhead area

1. Handbrake
2. Brake selector
3. Battery isolation switch (BIS)
4. Slow Speed Control on/off switch

Class 08

The British Rail Class 08 is a diesel-electric locomotive used for shunting. They were built for British Railways as their standard general-purpose shunter and the 08s became a common sight all over the UK rail network. They were introduced in 1952 but their use has declined sharply as the type of passenger trains in use now do not require shunting services. Many are still in service for industrial use and on many heritage lines, however, as well as on the main UK network.

Class 08 BR Blue Type A

Class 08 BR Blue Type B

Class 08 BR Blue Type C

Class 08 BR Blue Type C (weathered)

Class 08 BR Blue Type D

Class 08 08744 – Wigan TMD

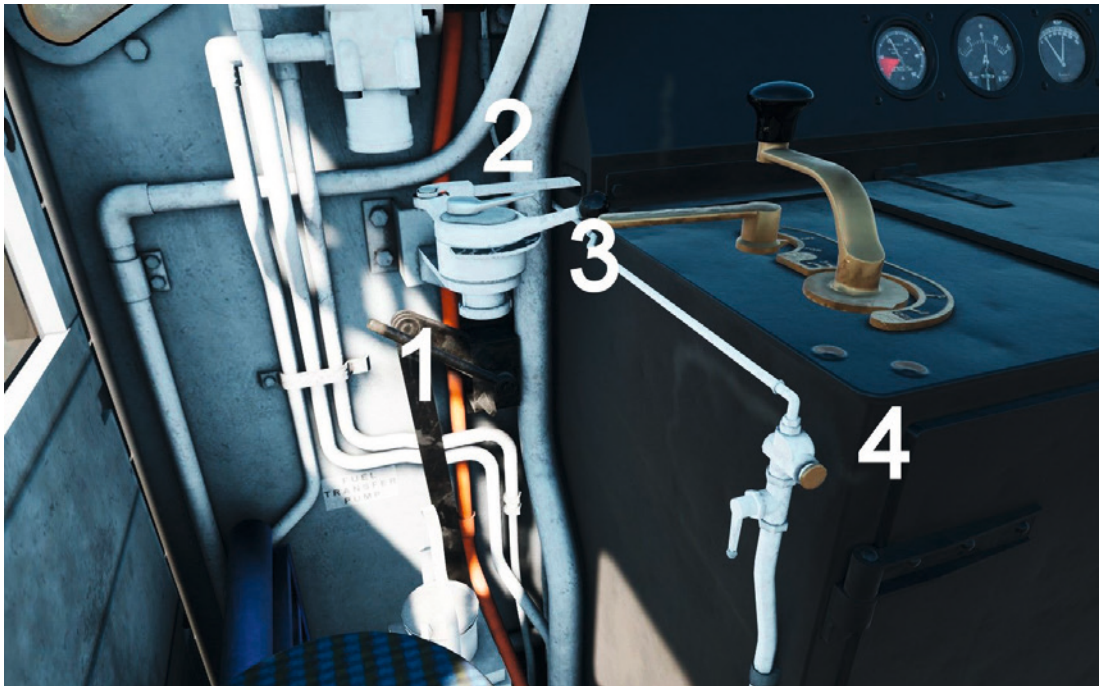
Driving the Class 08

To learn the basic procedures to operate the Class 08, drive the Introduction scenario at: Home Menu > Training Center > Training modules. Select the ‘Class 08 BLU’, then ‘British Rail Class 08 Introduction’ and then ‘Get Started’.

Console area

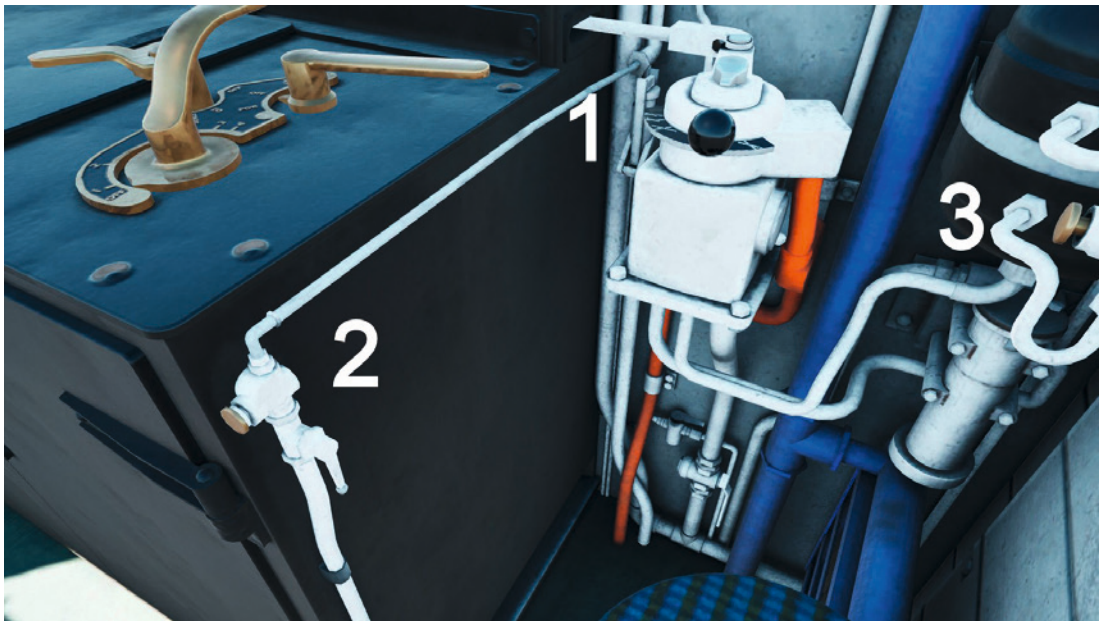
1. Left-side reverser lever
2. Left-side throttle lever
3. Master key switch
4. Right-side reverser lever
5. Right-side throttle lever
6. Engine oil pressure gauge
7. Ammeter
8. Pressure gauge for the brake cylinder and main reservoir
9. Brake pipe pressure gauge
10. Water temperature gauge

Driver's side – left area



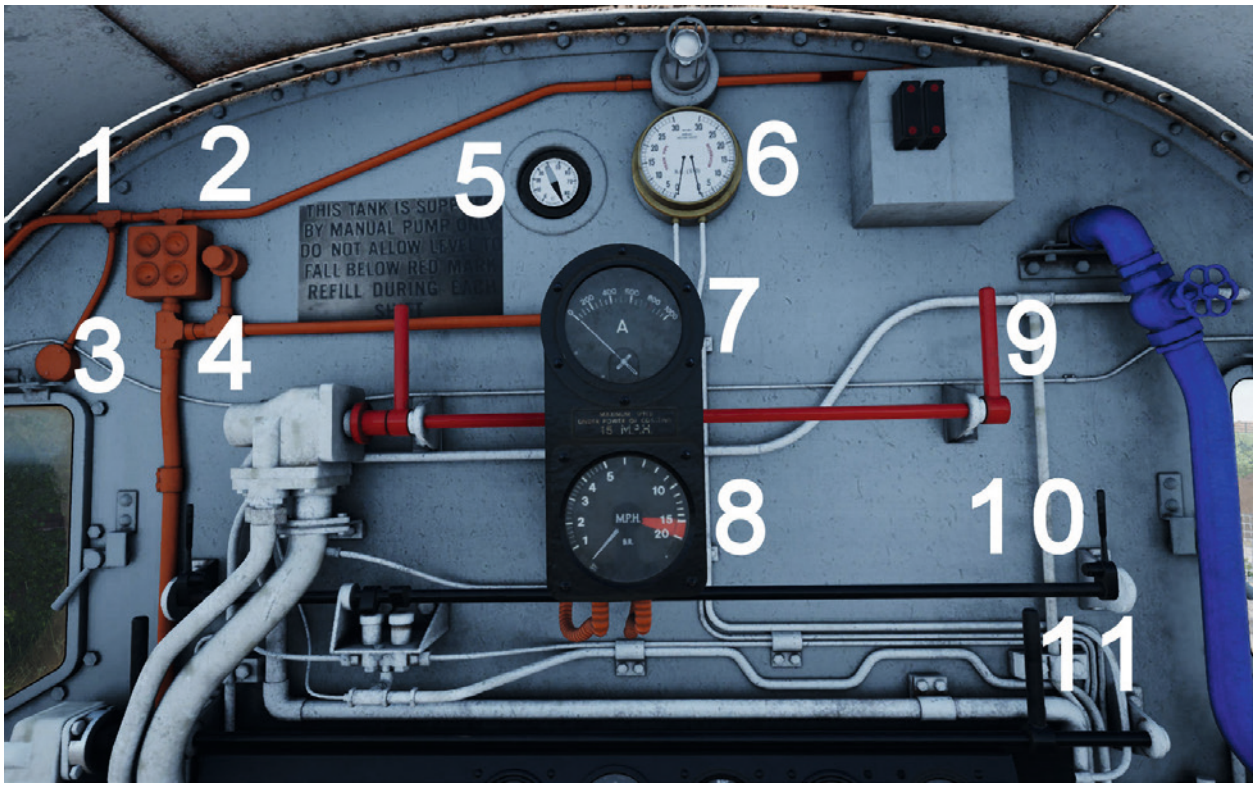
1. Fuel transfer pump
2. Exhauster speed-up lever
3. Train brake
4. Whistle isolation valve

Driver's side – right area



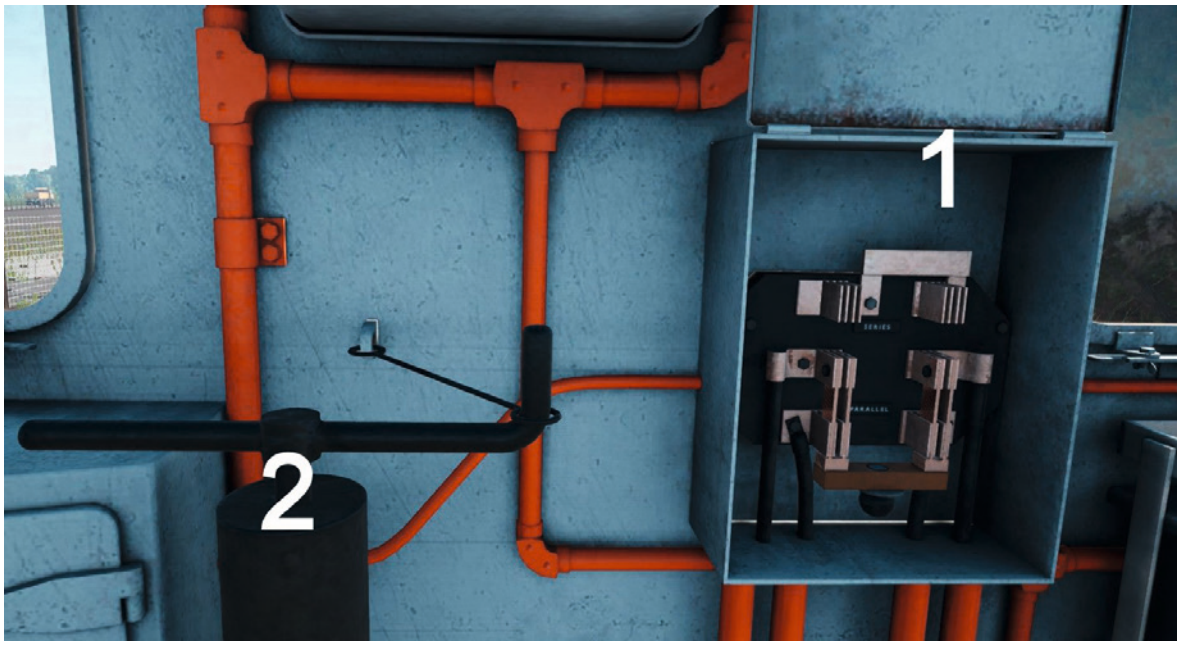
1. Train brake
2. Whistle isolation valve
3. Brake overcharge button

Engine bulkhead area



1. Engine compartment light switch
2. Cab light switch
3. Instrument lights switch
4. Marker lights switch
5. Fuel gauge
6. Air pressure gauge for train brake pipe and reservoir
7. Ammeter
8. Speedometer
9. Emergency brake valve
10. Sander lever
11. Loco brake release

Front bulkhead area



1. Series and parallel switch – lift cover to access.
2. Handbrake

Class 20

The British Rail Class 20 is one of the most distinctive and long-lived diesel locomotives ever to run in Britain. Compact, rugged and instantly recognisable by its cab-at-one-end, nose-heavy profile, it played a major role in the early dieselisation of British Rail and went on to enjoy an unexpectedly long and varied career. It is still in use on the main line and with many heritage railways.

Model variations:

- Headcode box at both ends
- Headcode discs at both ends
- Headcode discs removed
- Large and small cab side windows

Class 20 Blue

Class 20 Railfreight Grey

Driving the Class 20

To learn the basic procedures to operate the Class 20, drive the Introduction scenario found here: Home Menu > Training Center > Training Modules. Select the ‘Class 20 RF’, then the ‘British Rail Class 20/0 Introduction’ and then ‘Get Started’.

Slow Speed Control

We have fitted Slow Speed Control to the Class 20. To learn how to use it, take the tutorial found here: Home Menu > Training Center > Training Modules. Select the ‘Class 20 RF’, then the ‘Slow Speed Controller and Coal Unloading Introduction’ and then ‘Get Started’.

Bonnet end console

1. Locomotive brake
2. Train brake
3. Horn
4. Slow Speed Control main switch OFF/SS2/SS1

   SS2 = two locos combined and SS1 = single loco.
5. Slow Speed selector:

   1 – 0.5 MPH

   2 – 1.0 MPH

   3 – 2.75 MPH
6. Fire alarm test
7. Brake selector switch
8. AWS sunflower
9. Warning lamps:

   Top – engine stopped

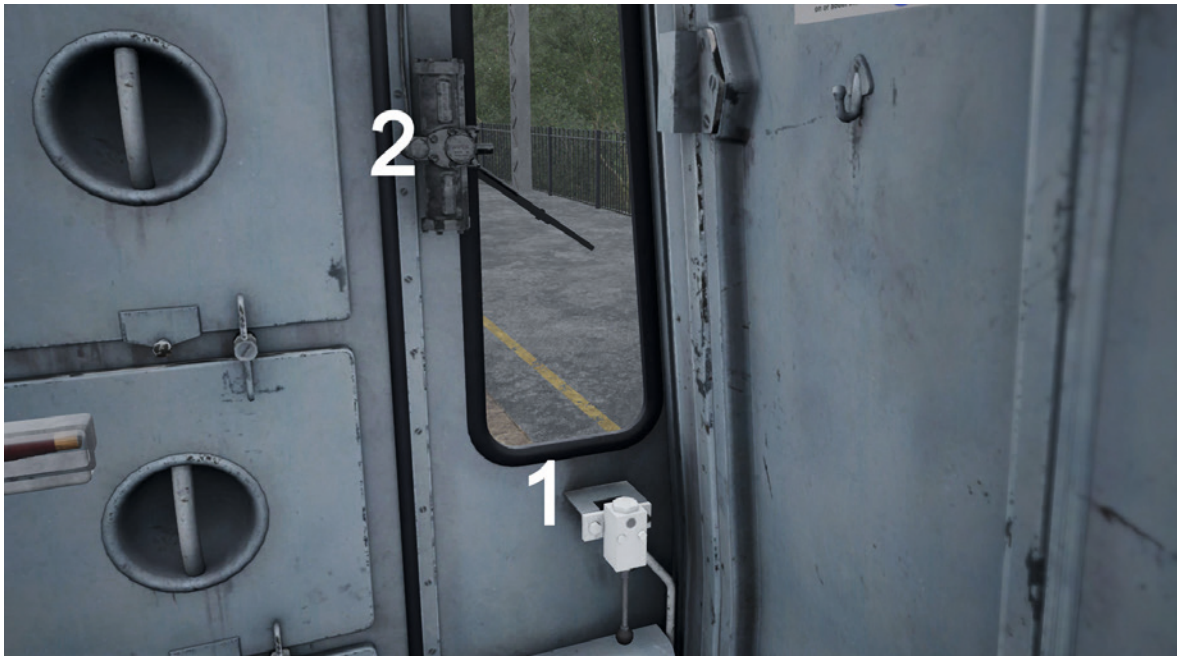
   Middle – wheel slip

   Bottom – fault
10. Left to right: Engine stop button; engine start button; anti-slip brake button; AWS acknowledgement button
11. Reverser
12. Throttle
13. Master key
14. Top left to right: Vacuum brake pipe and chamber pressures; brake cylinder pressures; main reservoir pipe and main reservoir pressures

    Middle: Brake pipe pressure

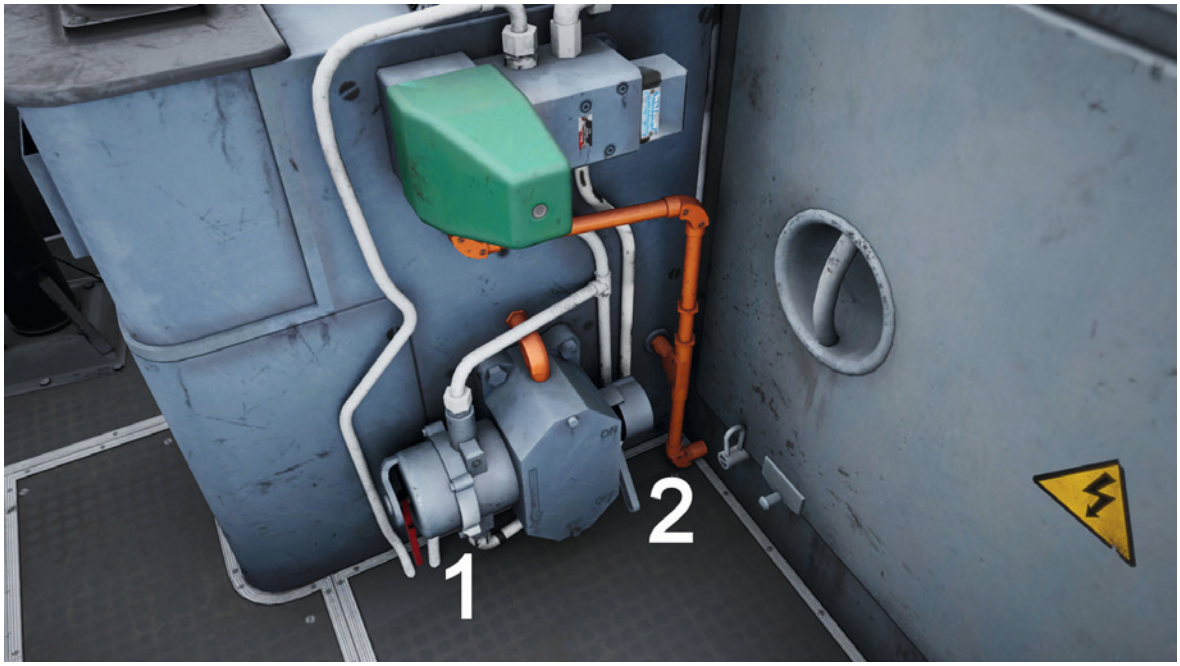
    Bottom left to right: Speedometer; ammeter; Slow Speed indicator (MPH)

Nose end right area



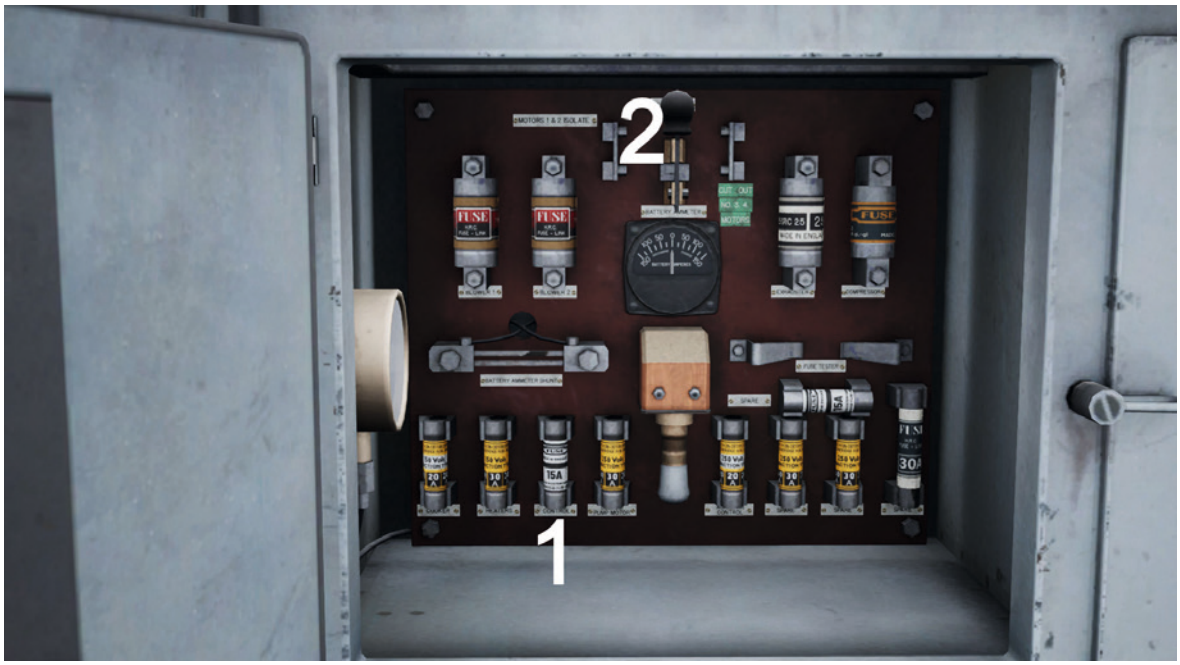
1. Vacuum chamber release valve
2. Windscreen wiper control

AWS cab change end switch



1. AWS isolator
2. Change end lever

Fuse cupboard



1. White 15A control circuit fuse
2. Exhauster isolation switch

Specific blunt end controls

1. Slow Speed Control main switch – OFF/SS2/SS1
   SS2 = two locos combined and SS1 = single loco.
2. Wiper on/off control

Blunt end right side

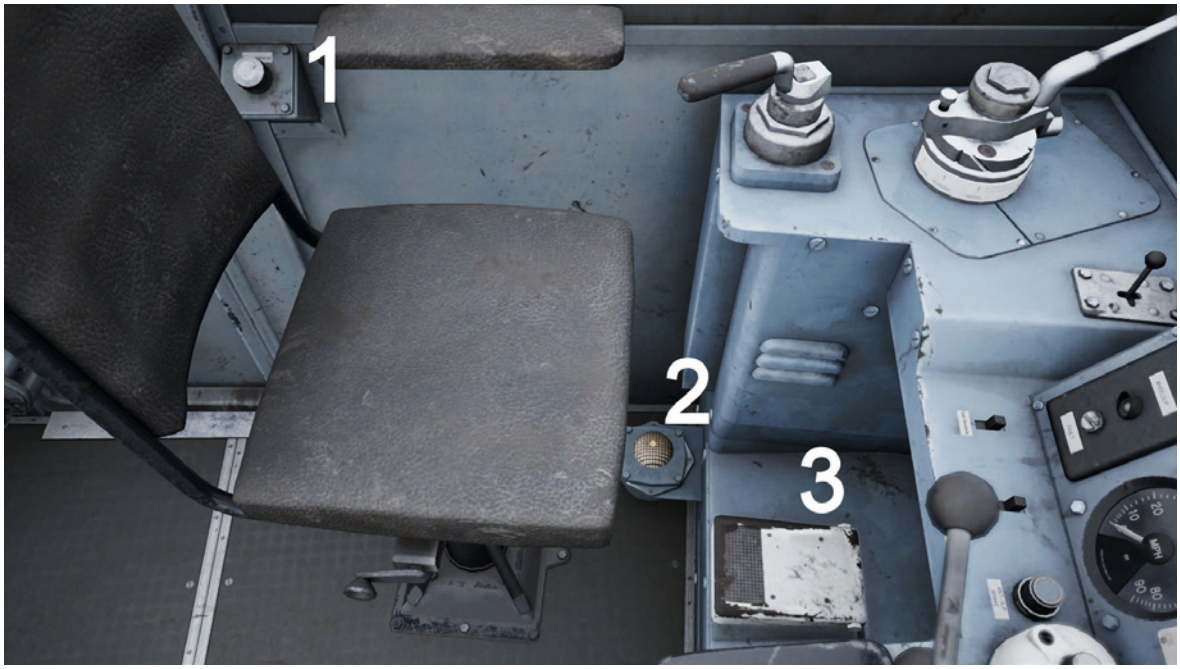
1. Hotplate control
2. Control cut-out switch
3. Handbrake
4. Emergency brake valve

Lights panel

Top left to right: L/H top marker; centre top marker; R/H top marker; cab.

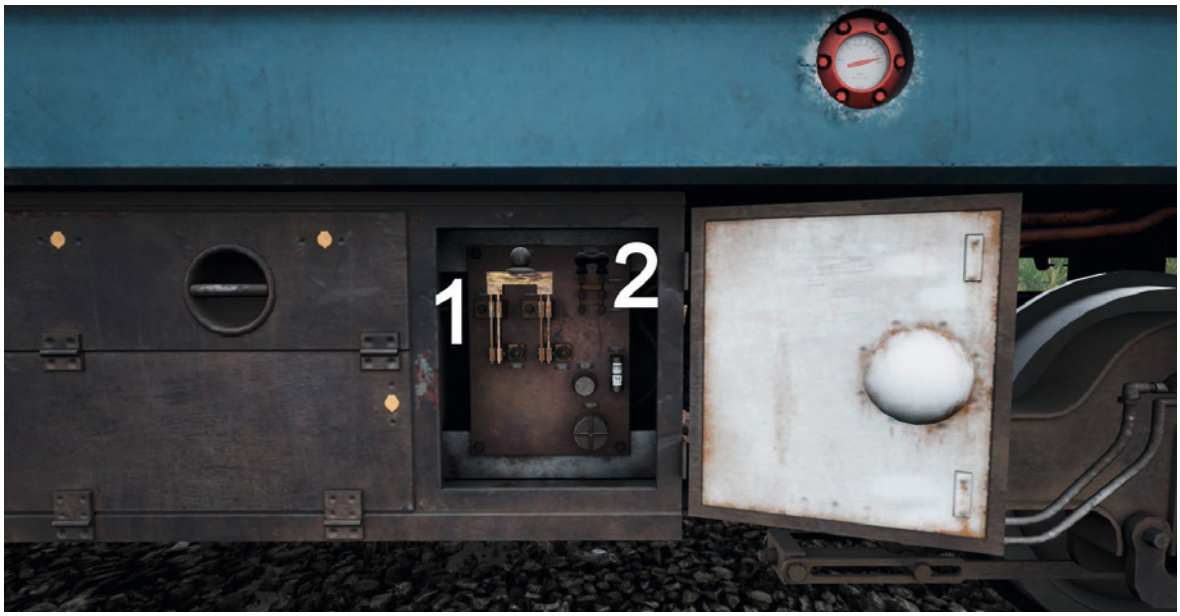
Bottom left to right: L/H bottom marker; centre bottom marker; R/H bottom marker; instrument panel.

DSD hold-over and sander controls



1. DSD hold-over button
2. Sander control
3. DSD pedal

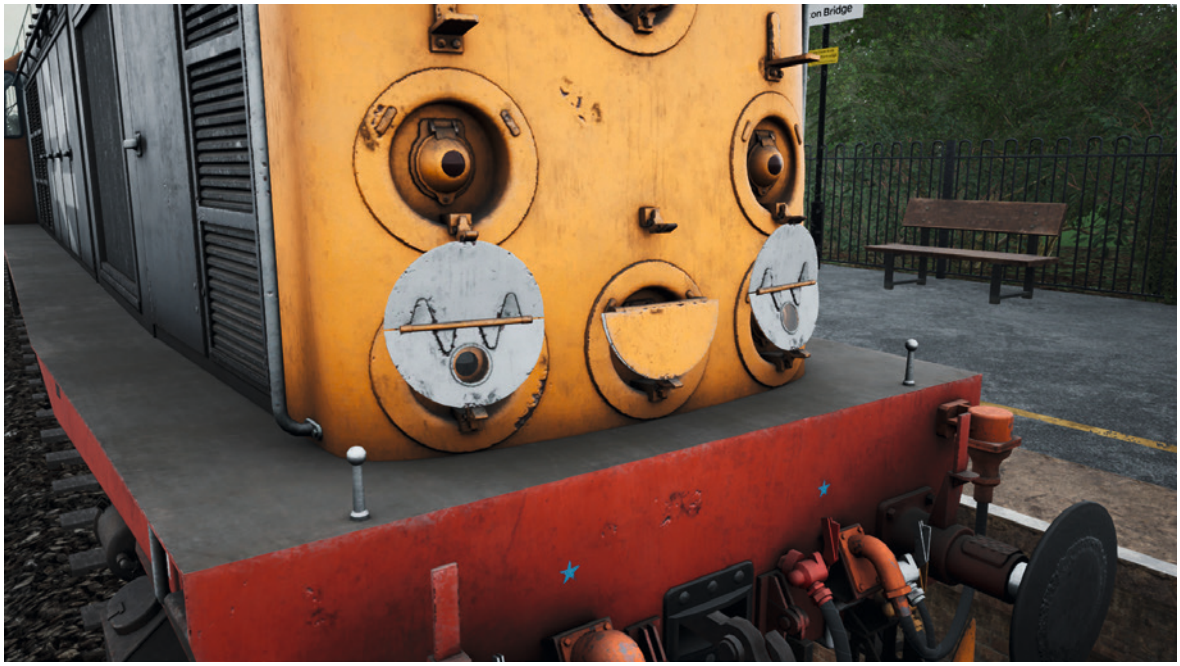
External controls



1. Battery isolator switch
2. Lighting isolation switch

Headcode discs

Click on these to set the code you wish to use.



ROLLING STOCK

Mk.1 NEA coach

The British Railways Mark 1 NEA coaches were part of the wider Mark 1 family. They are less well known than corridor Mark 1s, but played a vital role in everyday passenger work. The NEA is a Braked Guard coach with a 100 MPH speed rating.

BR Blue/Grey

BR InterCity

Mk.1 RBR coach

The RBR (Restaurant Buffet Refurbished) is a specially designed catering coach which is equipped with a full kitchen and a restaurant area.

When you enter the RBR, make your way to the buffet area where you will see a fully stocked area with a great variety of top-quality (curly) sandwiches, fresh (yesterday) pork pies (in two sizes), bags of crisps and bottles of soft drinks with flavours such as Apple, Orange and Berry. If you have a sweet tooth you can choose between various chocolate bars and even mint cake or a tin of Uncle Joe's Mint Balls. If you fancy a biscuit, we have those too. If you want to be exotic, even Turkish Delight is available! All of these are ready for your delectation, served to you by the friendly and helpful steward.

The RBR comes in the BR Blue/Grey livery.

Mk.2D coach

The British Rail Mark 2D (Mk.2D) coaches were a particularly important sub-class in the Mark 2 family because they introduced air conditioning and sealed windows for the first time on British locomotive-hauled coaching stock. In many ways, Mk.2D coaches mark the transition from traditional, draughty coaches to the modern railway passenger environment.

Mk.2D FK

FK = First Class Compartment passenger coach.


InterCity
1

Mk.2D BFK

BFK = Brake First Class Corridor passenger coach.

Mk.2E coach

The British Rail Mark 2E (Mk.2E) coaches were an important refinement of the Mark 2 design and are generally regarded as the point at which air-conditioned Mk.2 stock became genuinely successful and reliable. Building on the lessons learned from the earlier Mk.2D, the Mk.2E combined improved environmental systems with better ride quality and durability, making them a mainstay of BR's InterCity and cross-country services during the 1970s and 1980s.

Mk.2E TSO

TSO = Tourist Second Open passenger coach.


InterCity

HAA coal wagon

The British Rail HAA coal wagon was one of the most important freight vehicles ever to run on the UK railway network. For around 40 years they were the standard vehicle for moving coal to power stations and they became a defining feature of heavy freight operations from the 1960s onwards.

The HAA can be loaded and unloaded at various points around this route.

Two liveries are included:

HEA wagon

The British Rail HEA wagon was a very common type of freight vehicle on the UK network from the late 1970s onwards and were most closely associated with coal traffic between collieries, power stations and ports.

You can select loaded or unloaded configurations in this Just Trains DLC, and these wagons feature variable weathering so no two consists will look identical.

Two liveries are included:

TRAINING MODULES

To help you master the included trains and locomotives, a set of training modules is available to take you through the basics. We have included training tutorials for the Class 86, Class 20, Class 08 and Class 47.

To access the training modules:

1. From the Home screen, select TRAINING CENTER.
2. On the TRAINING CENTER screen select TRAIN MODULES.
3. Select the train or locomotive that you wish to learn about. (You may wish to use the Search feature to help your find your train.)
4. Click on your desired train and on the next screen select the appropriate module.
5. Click GET STARTED.

BR Class 86 Introduction

Learn the basics of driving a Class 86 electric locomotive.

Difficulty: 1

Traction: Class 86 BR Blue

Duration: 10 minutes

BR Class 20 Introduction

Learn the basics of operating a BR Class 20/0 diesel locomotive.

Difficulty: 1

Traction: Class 20 Railfreight Headcode Box

Duration: 15 minutes

BR Class 47 Introduction

Learn the basics of driving a BR Class 47/3 diesel locomotive.

Difficulty: 1

Traction: Class 47/3 BR Blue

Duration: 10 minutes

BR Class 08 Introduction

Learn the basics of driving a BR Class 08 diesel-electric shunting locomotive.

Difficulty: 1

Traction: Class 08 BRB Type C

Duration: 10 minutes

Slow Speed Controller and Coal Loading Introduction

Learn the basics of operating the Slow Speed Control system and wagon loading with the Class 47/3 diesel locomotive.

Difficulty: 1

Traction: Class 47/3 Railfreight Grey

Duration: 10 minutes

Slow Speed Controller and Coal Unloading Introduction

Learn the basics of operating the Slow Speed Control system and wagon unloading with the Class 20/0 diesel locomotive.

Difficulty: 1

Traction: Class 20 BR Blue Headcode Box

Duration: 20 minutes

WAYS TO EXPERIENCE THE ROUTE

There are lots of ways to experience West Coast Main Line: Crewe - Preston:

- Scenarios
- Timetable
- Journeys
- Conductor Mode
- Free Roam
- Tasks
- Mastery Challenges
- Fast Travel
- Inner Hopping (Route Hopping)

Scenarios

Five exciting and varied scenarios are included.

To choose a scenario, select TO THE TRAINS from the Home screen and then CHOOSE A ROUTE. When you are on that screen, select ‘West Coast Main Line: Crewe - Preston’, then select SCENARIOS and click on the one you wish to drive.

Merry Go Round

Difficulty: 3

Duration: 1 hour 55 minutes

Train: Class 20 Railfreight Disc

Load a rake of MGR HAA wagons and deliver them to Fiddler's Ferry power station to keep the country energised.

Out With a Bang

Difficulty: 3

Duration: 1 hour 35 minutes

Train: Class 86/4 Intercity 1

The 86/4s have been experiencing issues with their traction performance. Will you make it to Crewe without any problems?

Thunderbirds Are Go!

Difficulty: 3

Duration: 1 hour 10 minutes

Train: Class 47/3 BR Blue and Class 20 BR Blue Headcode Box

Overhead line issues have resulted in diesel loco's being deployed. Perform Thunderbird duties by dragging electric trains through the affected section.

Locomotive on Test

Difficulty: 4

Duration: 2 hours 5 minutes

Train: Class 86/4 Electric Blue RCH

86426 has returned from maintenance. You've been asked to take it on a test run to ensure that everything works as expected.

Deep Cool

Difficulty: 2

Duration: 1 hour

Train: Class 47/3 BR Blue

The cold weather means that households are using more coal than normal. Deliver coal to Deepdale Coal Concentration Yard to allow residents to heat up their homes.

Timetable

Drive and experience an intense 24-hour timetable!

To access the timetable:

1. Select TO THE TRAINS from the Home screen and then CHOOSE A ROUTE.
2. When you are on that screen, select ‘West Coast Main Line: Crewe - Preston’.
3. Select TIMETABLE.
4. Click on the train that you wish to drive and then click on your preferred version on the right side of the screen.

Once you have done this you will see all its available services on the left side of the screen. Click on the one you want to drive, adjust the weather you wish to see and then click GET STARTED to begin.

Rail Journeys

Rail Journeys brings together more than 24 hours of ongoing exploration and driving. Start a Journey and enjoy timetabled services, scenarios and tasks to complete around the route.

To access Rail Journeys:

1. Select TO THE TRAINS from the Home screen.
2. Select RAIL JOURNEYS.
3. Select ‘West Coast Main Line: Crewe - Preston’ and click on CHOOSE JOURNEY on the right side of your screen.

Now click on the train you wish to drive, click on one of the available drives on the next screen and then click GET STARTED to begin.

Conductor Mode

Conductor Mode allows you to select whether you want to drive the train or be the guard.

Conductor Mode is only available on some passenger services. When using the Timetable, its availability is indicated by a ‘Ticket’ icon next to the ‘Medal’ icon on the right side of the service in the Timetable menu:

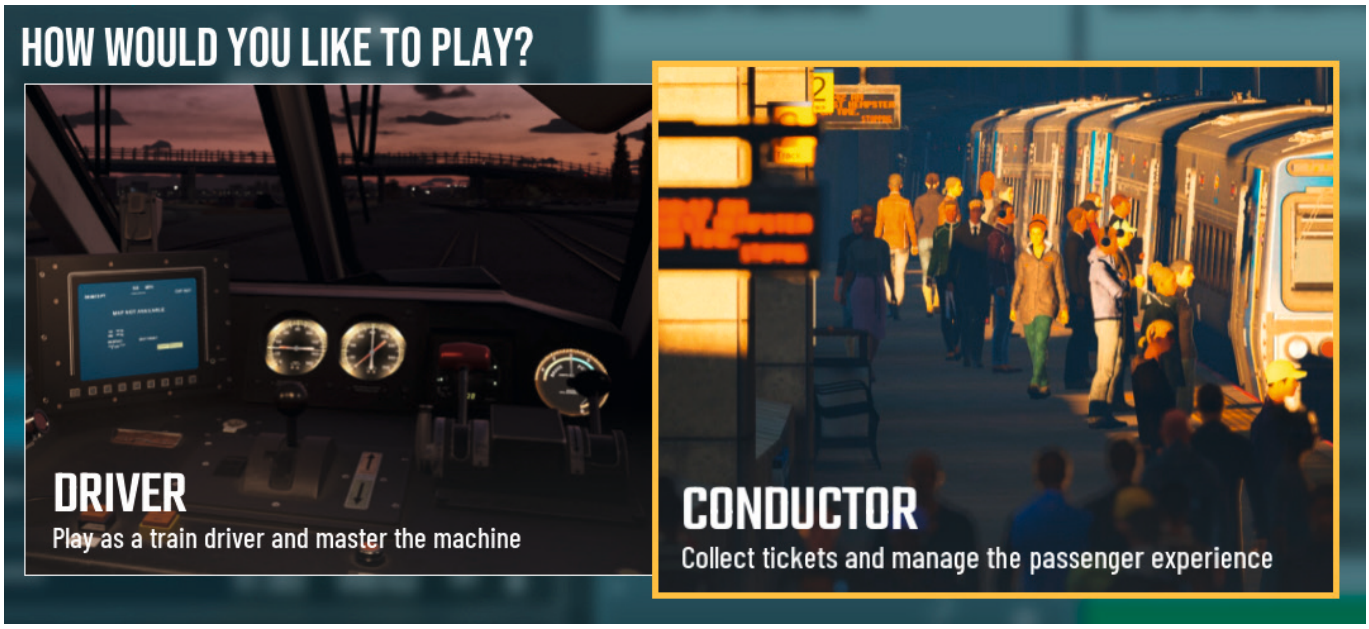
How to be a Conductor

From the main menu:

1. Select: To the Trains.
2. Select: Choose a route.
3. Select: Timetable.
4. Select: A loco or train.
5. Select the loco or train variant.

The available Timetable service will then be displayed. Ensure you select one with the ‘Ticket’ icon otherwise Conductor Mode will not be available.

Select the service, set the weather you wish to experience and then press ‘Get Started’. On the next screen press CONDUCTOR.



The service will then load. Walk to the train and enter the Guard’s compartment. You can either double-click the Guard’s button, which will signal to the Driver to depart, or press your keyboard [Space Bar] key to sound your whistle to produce the same effect. The Driver will then take the train out of the station.

You can also use Conductor Mode via Free Roam:

1. Go into Free Roam.
2. Spawn the train you wish to drive.
3. Go to either the Guard’s compartment or the Guard’s panel on the bulkhead in one of the coaches.
4. Press the Guard’s buzzer twice to signal to the Driver that it is safe to depart.

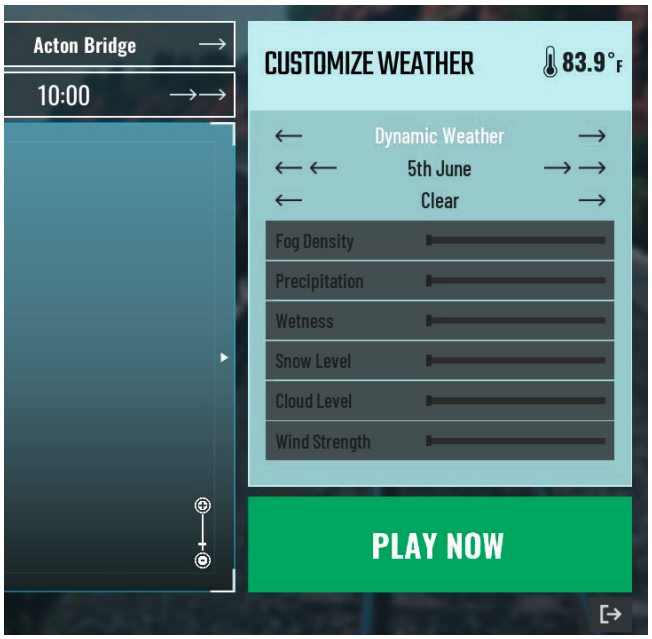
Free Roam

The Free Roam feature allows you to choose a station on the route and drive a train from it, driving as you wish.

To access Free Roam:

1. Select TO THE TRAINS from the Home screen.
2. Click CHOOSE A ROUTE.
3. Select ‘West Coast Main Line: Crewe - Preston’.
4. Click FREE ROAM.

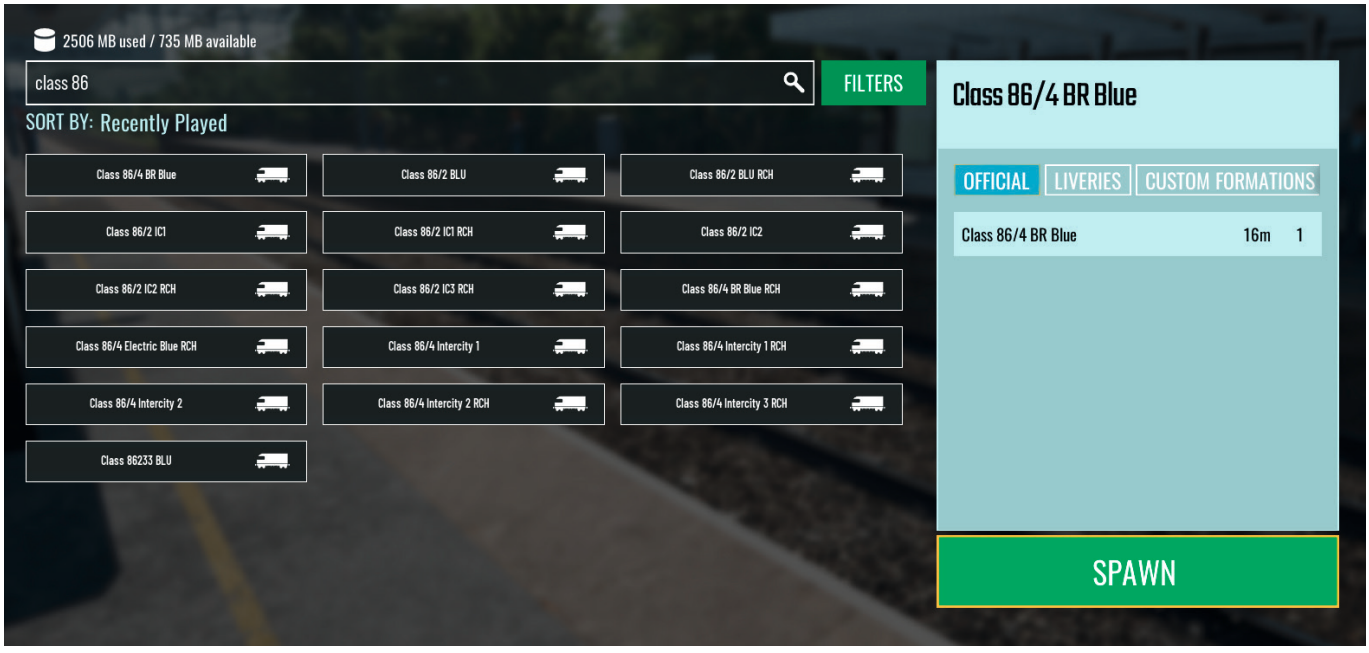
On the next screen choose the station you wish to drive from, select the time you want to start and set the weather that you wish to experience.



When this is done, click PLAY NOW.

When the station loads, walk to the platform from which you wish to depart and press the [TAB] key on your PC keyboard. This will bring up the TAB / SPAWN NEW TRAIN icon on your screen.

Click on the SPAWN NEW TRAIN icon. This takes you to a screen where you can select your train (you may wish to use the Search box to find it quicker). Select the train, choose the variant on the right side of the screen and then click SPAWN.



This will take you back to the platform, where you will see a SPAWN TRAIN [X] icon. You should see a bright green area on the track, meaning that there is space for the train to fit. If you see a red area on the track, move along the platform until it turns green. When it is green, press the [X] key on your PC keyboard and your train will appear. You are now ready to board it and drive.

Tasks

There are five different Tasks for you to complete as you drive around, so look out for missing route maps, Uncle Joe's Mint Balls, pie barms. rugby balls and lineside relay cabinets.

Have a good look in and around the stations on the route to try and find them all!

Mastery Challenges

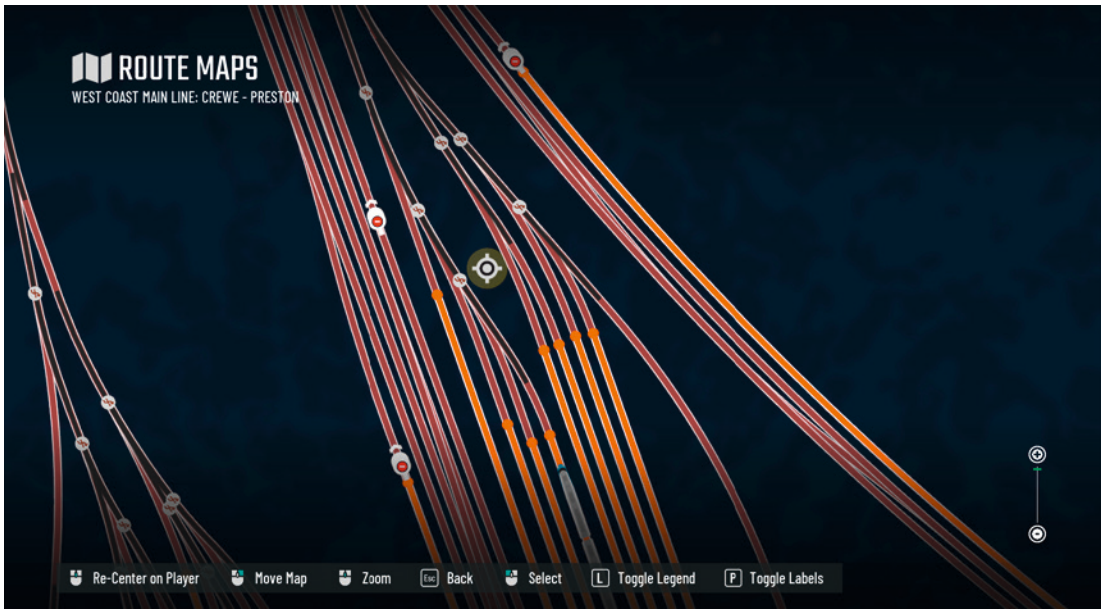
As you drive around and experience more of the route you will be automatically awarded Mastery tiers. There are three of these and they will unlock surprises for you!

You can track how you are doing by going to the DTG LIVE > MASTERY REWARDS menu via the Home screen.

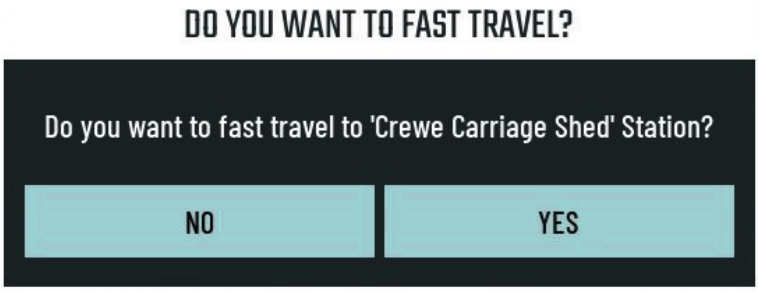
Fast Travel

Fast Travel gives you the ability to travel along different points on the route.

When you have the route loaded, press the [9] key to view the route map. Using your keyboard arrow keys, move around the route to the location you want to Fast Travel to. These locations are only available at certain points on the route and are marked by the brown circled crosshairs:



Once you place your mouse over the crosshairs, the location name will be displayed. Left-click on the crosshairs and you will be asked whether you want to Fast Travel or cancel.



Click YES or NO as you wish. If you press YES it will then load you at that location.

Inner Hopping (Route Hopping)

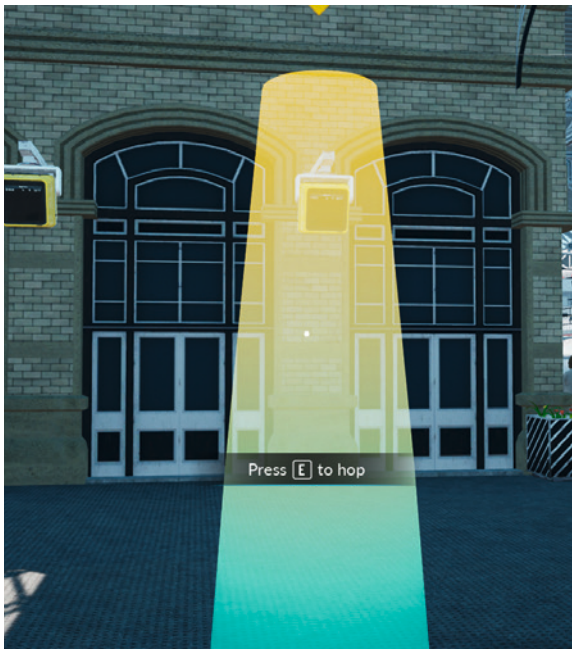
In West Coast Main Line: Crewe - Preston, Inner Hopping (often known as Route Hopping) lets you cross to a different route at the same location in the following routes, provided that you have those routes installed:

- Blackpool Branches: Preston - Blackpool & Ormskirk (Just Trains)
- West Coast Main Line: Preston - Carlisle (Just Trains)
- West Coast Main Line: Birmingham - Crewe (Steam)
- West Coast Main Line Trent Valley: Milton Keynes - Crewe Route (Steam)

This feature is available at Preston and Crewe Stations only.

To hop between routes, load either station. When you are there, look around until you see the yellow and blue cone in front of you.

Walk towards the cone until you see the ‘Press E to hop’ message appear, and at that point press the [E] key on your keyboard.



On the next screen use the drop-down menu to select the station that you want to hop to, then click the GET STARTED button.

This will then load the selected station on that route, which means you can now drive that route. To return to your previous route, carry out the same procedure.

ENHANCING YOUR EXPERIENCE

There are several ways to enhance your experience with West Coast Main Line: Crewe - Preston:

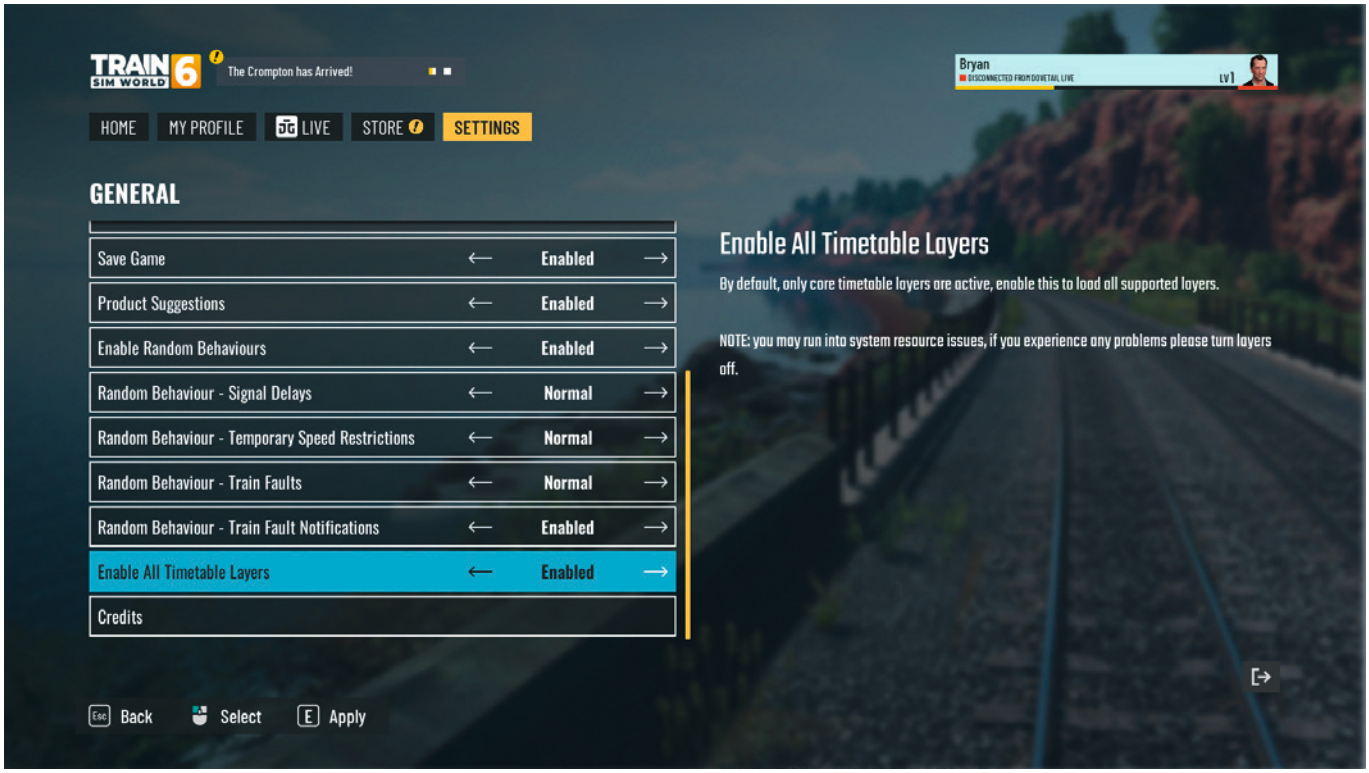
Layering

'Layering' is using other add-ons that you own to enhance your West Coast Main Line: Crewe - Preston experience.

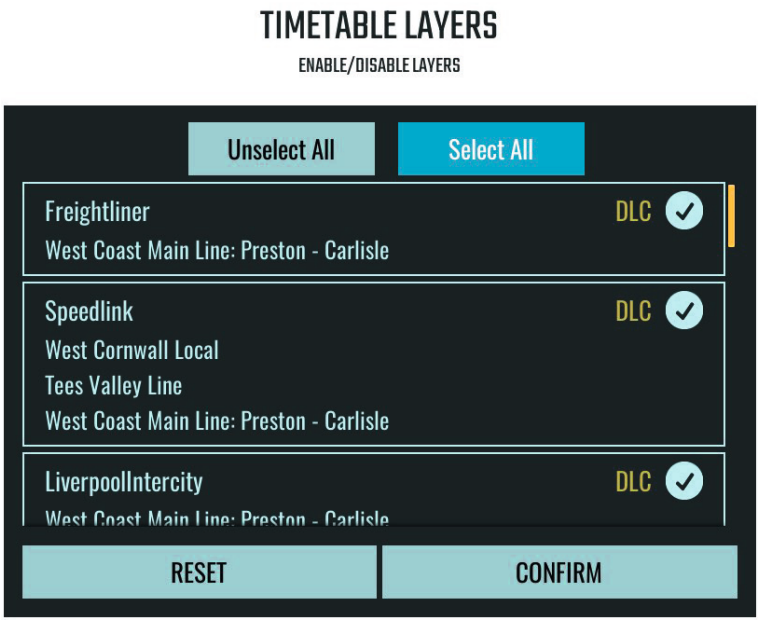
If you have any of the add-ons listed on the following page in your Steam library, the West Coast Main Line: Crewe - Preston route timetable will call on the appropriate locomotives and rolling stock from it to allow you to enjoy a fuller timetable experience.

IMPORTANT! To allow the Layering to happen you will need to ensure that 'Enable All Timetable Layers' is set to 'Enabled' and then press 'Apply'.

To access this setting from the main menu go to Settings > General, scroll down and you will see it there.



After this is enabled you need to go to 'To the Trains' > 'Choose a Route'. Select WCML: Crewe - Preston, then 'Timetable'. To the right of the Search box at the top, press the 'Layers' button. Press 'Select All' and then 'Confirm'.



Note: *These additional add-ons are not required for the West Coast Main Line: Crewe - Preston route to operate; they are optional add-ons which, if you own them, will give you a more authentic experience.*

Compatible add-ons as of May 2026

- Tees Valley Line: Darlington – Saltburn-by-the-Sea Route Add-On
  (for the Class 37 'Tractor' diesel locomotive)
- West Cornwall Local: Penzance - St Austell & St Ives Route Add-On
  (for the Seacow and Turbot wagons)
- Spirit of Steam: Liverpool Lime Street - Crewe Route Add-On
  (for the 16t mineral wagon and 20t brake van)
- BR Heavy Freight Pack Loco Add-On
  (for the Class 40 diesel locomotive and 12t van)
- BR Class 20 'Chopper' Loco Add-On
  (for the PGA wagon)
- BR Class 31 Loco Add-On
  (for the Class 31 diesel locomotive and PCA-V cement tank wagon)
- Blackpool Branches: Preston - Blackpool & Ormskirk
  (for the Class 142 'Pacer' Diesel Multiple Unit and TEA wagon)
- Northern Trans-Pennine: Manchester - Leeds Route Add-On
  (for the Class 45 'Peak' diesel locomotive)
- West Coast Main Line: Preston – Carlisle
  (for the Class 87 electric locomotive, Class 47/4 diesel locomotive, BBA wagon, Mk3a coaches, Mk2a coaches and Mk1 BG coaches)
- BR Class 86/2 & Mk2F Coaches
  (for the Class 86/2 electric locomotive, Mk2F coaches and Mk1 RMB coach)
- Peak Forest Railway: Ambergate - Chinley & Buxton Route Add-On
  (for the ICI hopper wagon)
- Cargo Line Vol. 5 - Nuclear
  (for the FNA wagon)

Livery Designer, Scenario Planner and Formation Designer

Livery Designer

The following locomotives and coaches are compatible with Livery Designer so that you can create your own liveries for them:

- Class 86/4
- Class 47/3
- Class 08
- Class 20
- Mk.1 NEA
- Mk.1 RBR
- Mk.2D FK
- Mk.2D BFK
- Mk.2E TSO

To access Livery Designer from the Home screen, click CREATORS CLUB and then LIVERY DESIGNER.

Scenario Planner

In the Scenario Planner you can create your own scenarios for use on the Crewe - Preston route. To access the Scenario Planner from the Home screen, click CREATORS CLUB and then SCENARIO PLANNER.

Formation Designer

This Train Sim World 6 feature allows you to create your own train formations (consists) which, when created, are available for you to use in Scenario Designer or Free Roam.

To access Formation Designer, select CREATORS CLUB from the main menu and then select FORMATION DESIGNER.

Follow the on-screen prompts to design your formation.

CREDITS

Just Trains

Creative Team	Benedict Cooper, Alex Ford, Callum Green, Thomas Harrison, Marcin Madro, Alex Riley, Mark Walker
Technical Support	Dan Cushing, Ian Pearson
Customer Service	Simon King
Artwork	Fink Creative

Special thanks

All the testers

Chris Gallagher – Locomotive Services Group

Dovetail Games

Edward Fisk

James Mather

Alex Parry

Armstrong Powerhouse

SimTrack Studios

Nitin Singh

Matthew Wilson

David Grieff

COPYRIGHT

Note: *One or more textures on some of the 3D models in this product have been created with images from Textures.com. These images may not be redistributed. Please visit Textures.com for more information.*

More Just Trains routes for Train Sim World 6

WEST COAST MAIN LINE
PRESTON – CARLISLE

BLACKPOOL BRANCHES:
PRESTON – BLACKPOOL & ORMSKIRK

Just Trains™

www.justtrains.net

Just Trains™

www.justtrains.net