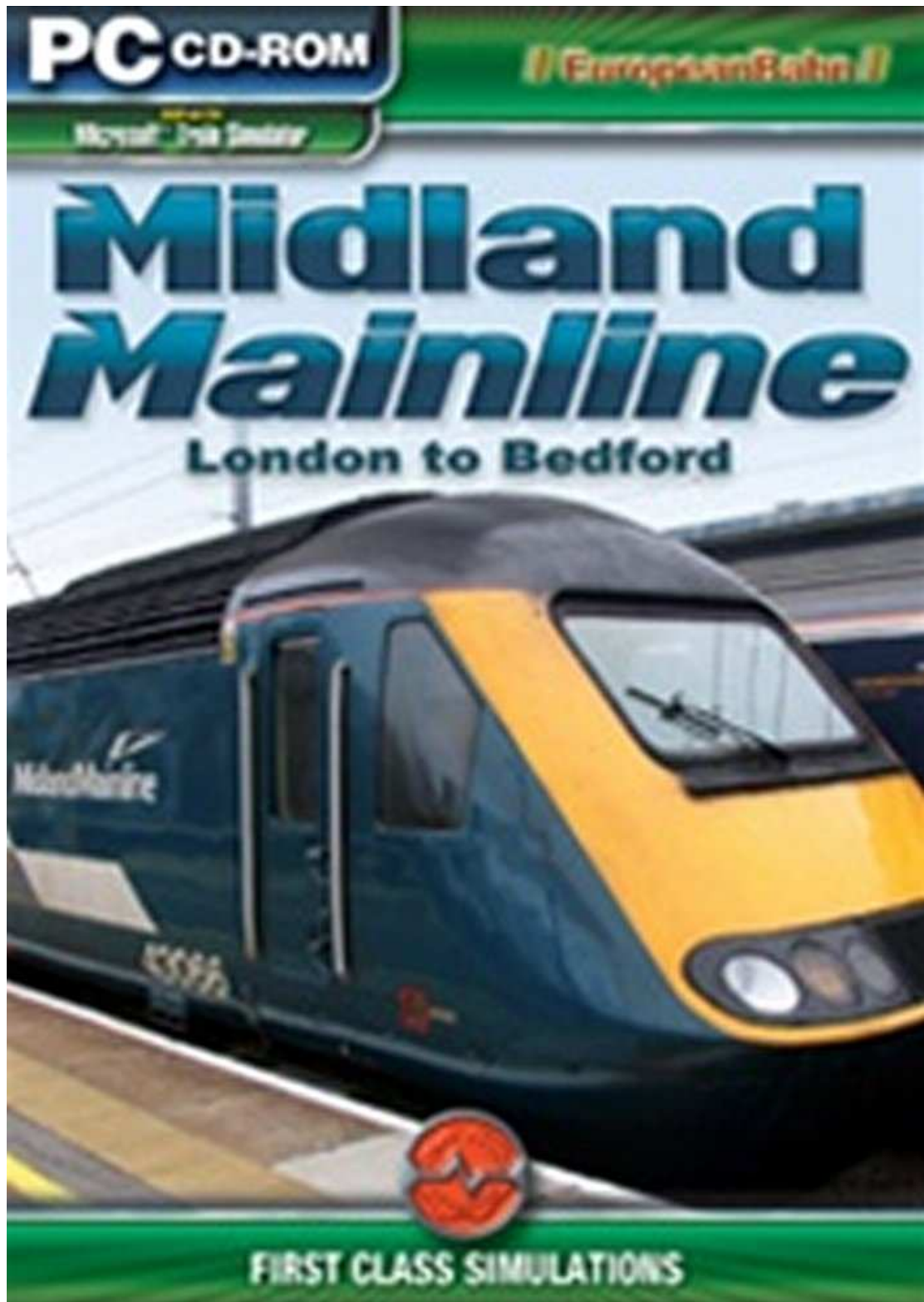


Midland Mainline



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Midland Mainline

Introducing Midland Mainline

This Midland Mainline add-on for Microsoft™ Train Simulator is representative of the line in the late 1990's up to 2008 and consists of the 50 mile stretch of track between London St. Pancras and Bedford.

Intercity Midland Mainline was probably the forgotten operator of the 1990s. Infrequent and slow, the main rolling stock comprised Class 43 HST that was authorised to travel at no more than 110mph with many stops in between. As a result you could reach most destinations on the MML much quicker using either West or East Coast Main Lines with one simple change.

In 1999 all this changed with the introduction of a new timetable and trains.

Taken over by the National Express group a new batch of 3-car Class 170 Turbostar were ordered to operate local stopping services. The frequency of services was doubled overnight and this was the catalyst for the enormous growth in passenger numbers.

This eventually had its downside in that the Turbostar trains were simply not fast enough, and didn't have enough capacity to deal with sudden passenger growth. However in 2004 a solution was found and a new batch of trains was ordered. These were the Class 222 Meridian and were based on the controversial Virgin Cross Country Class 220 Voyager trains.

Impressive Gothic architecture and one of London's greatest Victorian buildings, St. Pancras is a unique London landmark first opened in 1868 and a spectacular feat of Victorian engineering. The recent restoration and extension cost an incredible £800 million. St. Pancras is the new home of the Eurostar and where your journey on the Midland Mainline begins.

The southern end of the line is shared with "Thameslink" services, Brighton to Bedford, run by class 319 dual voltage "EMU" (Electric Multiple Unit). This line runs underground just before St. Pancras, emerging again at Blackfriars (This section is not included in the addon)

There are a total of 10 activities to enjoy, testing your skills and judgement as a train driver as you attempt to run your services to time. Pass through the following stations en route to your destination:

St Pancras (Southern end, Terminus)

Kentish Town

West Hampstead

Cricklewood

Hendon

Mill Hill

Elstree & Borehamwood

Radlett

St Albans

Harpenden

Luton

Leagrave

Harlington

Flitwick

Bedford

Midland Mainline

Midland Mainline is an “add-on” for Microsoft™ Train Simulator, and therefore you will need to have already installed the parent software, which is not supplied in this product.

System Requirements

We suggest that your PC should have the following:

- Minimum 1.5ghz Processor
- 256mb Ram (512mb for Windows XP) or better.
- Minimum 700mb Disk Space
- A good quality video card with 64mb (128mb preferred) of Video Ram or better.
- A CD or DVD ROM Drive
- Windows Operating System
- Microsoft™ Train Simulator
- A good quality sound card (not on-board is preferred) is recommended

Installation

When using Windows XP or Windows 2000 as your operating system you must be logged in as the Administrator user to begin installation. Once you have downloaded the zip file, un-pack the file where you will find the following:

EB_MML_MAST.zip inside you will find the following files MML_RegKey.doc which contain the serial key, and setup.exe

Firstly you need to read the key-code file to obtain the key-codes, relating to the main Installation and key-code for the installation of the alternative textures.

Run SETUPO.Exe to install the main product.

The install window will appear and you should follow the prompts to complete the installation. When asked to enter a serial key you will find in the MML_RegKey.doc provided in the main zip file. The install path of your Microsoft Train Simulator will be checked – however, if you are running multiple copies of Train Simulator you may need to manually configure it. The files for this add-on will then be copied to your hard drive.

After a successful installation you will find, activities and stock at your disposal within Microsoft Train Simulator.

Un-Installation

If you would like to uninstall this add-on from your system simply select “” in the add/remove programs menu, which can be found in your Control Panel. Click "delete" and the add-on will be uninstalled.

Note: If you have used “**Midland Mainline**” rolling stock in activities for other add-ons on your system, uninstalling this add-on and its rolling stock could cause MSTs to show errors indicating this missing stock. Either replace the stock or remove the activities that use it to resolve these errors.

Midland Mainline

Rolling Stock
Class 319 Dual Voltage Electric Multiple Unit(EMU)



Class 43 HST in Midland Mainline Livery



Class 222 Meridian in Midland Mainline Livery (4car and 8car sets)



Class 37 in Export Blue Livery



In addition there are various freight wagons and consists to add to the pleasure of this pack.

Midland Mainline

List of Activities

Midland Mainline - Activities Brief

MML01 London-Bedford

Time 0915

Season – Summer Clear

Easy – 45mins

Drive a Midland Mainline Class 43 HST to Bedford. You will stop at Luton on the way up to coincide with an overseas flight coming into Luton airport. Make good use of the speed limits and ensure a prompt arrival at Bedford.

MML02 St Pancras - Luton slow stopping service

Time - 1620

Season – Autumn Clear

Easy – 40mins

You start on the move having just left Moorgate bound for Luton. The speed limit is 50mph until you get to Kentish Town where you can follow the track monitor (F4). You are driving a Thames link 319 and will stop at all stations en route to Luton.

MML03 Freight to Radlett

Time - 0610

Season – Spring Clear

Easy – 60mins

You have been squeezed into the daily commuter timetable as the freight was due south earlier this morning. However you overslept and so you now need to take as far as Radlett and park up in the loop. You need to uncouple the wagons and then report to your supervisor's office at Radlett - where I hope you have a suitable excuse!!!

MML04 Bedford - St Pancras

Time - 1605

Season - Winter Rain

Medium – 45mins

You're in charge of a Fast Class 222 8 Car Meridian Set. It's an awful day and the wind and rain are causing all sorts of problems on the Midland Mainline. You have had a call from central control stating that you will now be stopping at Bedford, Luton and St Albans en route to St Pancras. For Bedford you will proceed on to the Up Slow and then resume the normal Up Fast soon after departure.

MML05 Engineers Preparation

Time - 0745

Season – Summer Clear

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Medium – 45mins

There are some engineering works planned for the Luton area tonight and its your job to get the train down there this morning so it's all ready. You're driving the Export Class37, and are currently en route towards Bedford on the branch line. You will need to run round the train and then push back into Bedford Platform 1 before proceeding to Luton where you are to stable the train in the siding and the loco in the opposite side shed.

MML06 Sheffield to London St Pancras

Time - 1105

Season - Summer Clear

Medium – 50mins

You are taking control of a high speed service approach Bedford en route from Sheffield to St Pancras. There is however a service in front of you that is running late - do your best! You are due into Platform 4 at 1137

MML07 Show Time Special

Time - 2330

Season - Autumn Clear

Easy – 30mins

It's been premier night in London and tonight there is a special service being laid on for those wanting to get home. Due to overnight engineering works on the St Pancras underground lines your service will start from platform 1 at St Pancras before proceeding across the mainlines to pick up the normal slow stopping service all the way to St Albans. Once unloaded at St Albans your train will terminate ready for the morning commuter rush.

MML08 Luton - St Pancras P2

Time - 1430

Season - Autumn

Easy 45mins

Continued Engineering Works of the underground platforms at St Pancras has resulted in all Thameslink services using Platforms 1 & 2 for their services this week. You're running a mid afternoon service that has been berthed at Luton, so you need to start in the platform and be ready for a prompt departure 1430 departure to St Pancras Platform 2

MML09_Semi Fast to Luton

Time – 1800

Season – Winter

Easy 50mins

Your tasked with the 319 class today and have to run a semi fast service to Luton, stopping only at Kentish Town, West Hampstead, Mill Hill, St Albans, Luton Airport and Luton.

MML10 All Stops to St Pancras

Time – 1110

Season - Summer



<http://www.europeanbahn.co.uk>

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Medium 50mins

It's a lovely summer's day and you have the 4 car Class 222 Meridian. Its an ease to drive and you have the all stopping service from Bedford to St Pancras Platform 1.

Basic Signals



Clear (Green) - The track ahead is clear.

You are permitted to travel at any speed up to the current line limit, or 125 mph, whichever is the lower.

If the signal is a 4-aspect signal, then the following signal will be showing clear (green or flashing green) or **advanced caution** (double yellow).

If the signal is a 3-aspect signal, then the following signal will be showing **clear** (green), or **caution** (yellow).

If the signal is a 2-aspect signal, then the following signal will be showing **clear** (green), or **stop** (red). You must be prepared to stop at the next signal in case it is showing stop.

Clear (flashing green) - The track ahead is clear and available for 140mph running (4-aspect signals only).

You are permitted to travel at any speed up to the current line limit of 140mph. The following signal will be showing **clear** (green or flashing green).



Advanced caution (double yellow). (4-aspect signals only)

You are permitted to travel at any speed up to the current line limit, or 125 mph, whichever is lower.

Be prepared, the following signal will be showing **caution** (yellow).

If the signal is on the approach to a diverging junction with "flashing approach control", this aspect may be flashing. (For details see the later notes on Junction Approach Control)

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Caution (yellow). (3-aspect and 4-aspect signals only)

The following signal will be showing Stop (red), and you must be prepared to stop at the following signal if it does not change to a less restrictive aspect before you reach it.

If the signal is on the approach to a diverging junction with "flashing approach control", this aspect may be flashing. (For details see the later notes on [Junction Approach Control](#))



Stop (red)

You must stop at the signal. You can only proceed when the signal changes to a less restricting aspect.

Junction Signals

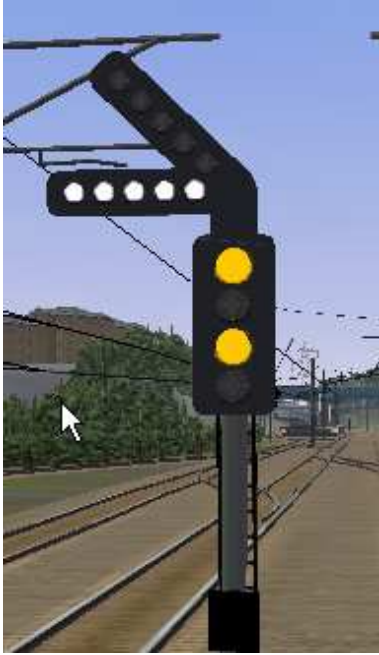


Signals which display whether the route is diverging from the route ahead will have a **Route Indicator "Feather"** of white lights attached to the main signal.

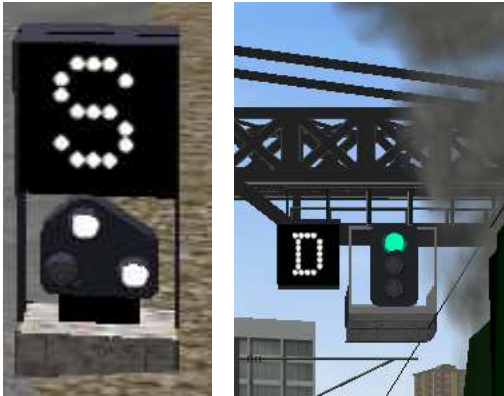
If the indicator feather is lit, then the train will be diverging from the main route at the next junction. The feathers can point to the left or to the right.

See also the following notes on junction approach control.

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Where a signal has more than one feather the junction ahead diverges into more than one subsidiary line. The lit feather indicates which subsidiary line the train is directed to. In this case, there are two directions that the train can diverge off the main line, and the train will diverge into the 2nd or more severe of the two subsidiaries.



In areas where speeds are lower, and there are a number of routes which can be taken "Theatre Boxes" are used to display a number or a letter to denote the route the train is to take (e.g. a platform number or direction). They may be located on signals, gantries or at the line side. When a route is selected, the relevant letter or number is shown.



In areas where speeds are much lower e.g. in sidings, or at platform ends, a smaller version of the theatre box is sometimes used, with a wider range of indications.

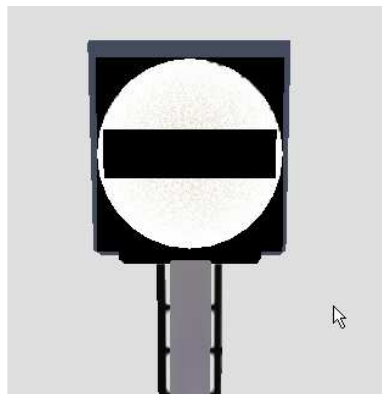
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Repeater Signals

Repeater signals are used to repeat the indication of the following signal, where the drivers view of the actual signal may be restricted e.g. by a bridge.



Banner Off – The signal being repeated is showing a caution or clear aspect, and so can be passed.



Banner On – The signal being repeated is showing a Stop aspect, and so the train must be prepared to stop at that signal.



OFF* - Like the banner repeaters above, this means the following signal is set to caution or clear. It is only used in stations.

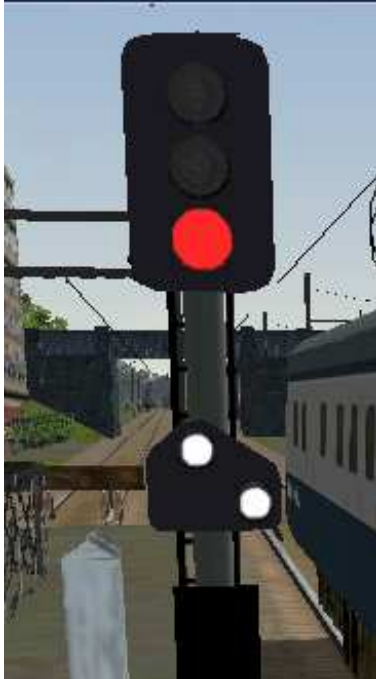


ON* - When the display is blank, it means that the following signal is set to Stop.

* In reality these could also display CD (Close Doors) or RA (Right Away), but the limitations of MSTs do not allow for this.

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Shunting Signals



Shunting signals allow a train to be signalled to move forward a short distance, as long as the track is not obstructed.

The signals may be attached to a main signal in which case they only illuminated when the shunting movement is required, and they display two white lights in a diagonal arrangement.

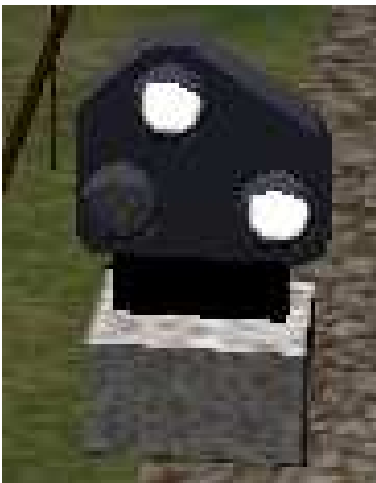
In the track monitor this will show as RESTRICTING. This means you may pass the signal with caution at a speed which allows you to stop at any obstruction.



The signals may also be placed on the ground, or on a gantry with no corresponding main signal. In this case, the signals will show either two **red** or **yellow** lights in a horizontal arrangement, when no movement is signalled.

If two red lights are shown, the signal will show as STOP in the track monitor, and the signal should not be passed.

If two yellow lights are shown, the signal will show as STOP & PROCEED in the track monitor (although only "STOP&" may be visible). The signal can be passed with caution at a speed which allows you to stop at any obstruction.



For either version, when a shunting movement is signalled, the signal will show two white lights in a diagonal arrangement. In the track monitor this will show as RESTRICTING. This means you may pass the signal with caution at a speed which allows you to stop at any obstruction.

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Junction Approach Control

There are various methods for approach control on British signalling systems, in this route we use "approach control from red" and "flashing approach control". Note that this isn't genuine approach control, where the signal is held at a particular aspect until the train approaches the signal and then changes, but it is the nearest we can get to simulating it in MSTs.

If there is a junction where the turnout speed is less than half the mainline speed we use "approach control from red" unless the junction uses "flashing approach control". In reality the junction signal is held at red until the train gets to it – it is then cleared, showing the route. In Midland Mainline this is simulated by having the junction signal show a special aspect. At these junctions when the points are set for the diverging route, you will see a red indication in the track monitor, but the aspect shows "restricting (150)" and not "stop". However it is safe to pass this signal. This is needed so that the signals approaching show the correct caution aspects, slowing you down for the junction. In the game itself, the signal will show a caution or clear aspect depending upon the track ahead. True to reality, the preceding signal will be displaying caution (yellow) if 3 or 4 aspect, and the one before that will display advanced caution (double yellow) if it is a 4-aspect signal.

If the junction uses "flashing approach control", then at these junctions when the points are set for the diverging route, you will see a red indication in the track monitor, but the aspect shows "restricting (150)" and not "stop". However it is safe to pass this signal. This is needed so that the signals approaching show the correct caution aspects, slowing you down for the junction. In the game itself, the signal will show a caution aspect. True to reality, the preceding signal will be displaying flashing caution (flashing yellow) if 3 or 4 aspect, and the one before that will display flashing advanced caution (flashing double yellow) if it is a 4-aspect signal.

Important information about product registration

Once you have installed Midland Mainline we strongly recommend that you register this title with First Class Simulations. The key benefit of registering is that we can keep a record of your purchase, this means that we will have your serial number kept safely should you mislay it in the future. For protection of copyright we will not disclose new serial key numbers without proof of purchase and ownership. This could mean you will be required to return your software to us with your receipt before you will be issued with a new serial number. Registration can be done on-line at http://www.contact-simulations.com/acatalog/ON-LINE_REGISTRATION.html or by e-mail to customers@firstclass-simulations.com. We no longer include cards for postal registration, if you do not have access to the Internet then please call us on 01869 338428.

Visit the Europeanbahn website!

Visit online at www.europeanbahn.co.uk and find the following:

Future Projects – Find out what the Europeanbahn team is working on next

Online Store – Obtain all the Europeanbahn products from our online store as well as other MSTs related items

Helpdesk – please use our web-based "ticket" system so that all enquiries can be logged and responded to by one of our team.

We look forward to seeing you there!

Midland Mainline

Train Store

If you have a lot of routes and/or stock in MSTS, it takes a long time to load, and you sometimes get odd problems with empty dialogue boxes and unexplained crashes. Tony Formoso, our "signalman", has come up with a great solution - **Train Store**.

This allows you to "store", or hide, routes and stock from MSTS, speeding up the load time and increasing the stability. Un-storing another route can take a few seconds. You will find a link to download this software from our "third-party" downloads section of the website.

Troubleshooting

Whilst we have tried to make this add-on function on all PCs, on lower-spec machines you will find areas of low frame rates (screen judders). Whilst the ideal solution is to buy a new PC, we can offer the alternative cheaper solutions.

A lot can be adjusted from the *Train Simulator Options menu*.

General - we do not recommend "simple controls" - people have had problems with this in the past. The locos in this add-on are pretty simple to drive anyway!

Sound - Turn the "quantity of sounds" down a notch or two if you are having problems with the game crashing when there is a lot happening, or you have sounds playing over and over without stopping. Also see the note below about DirectX diagnostic utility.

Display - Our cabs are designed to run at a screen resolution of 1024x768, so I would suggest using this mode if your monitor/graphic card supports it. You can adjust the "overall display quality" here, to the left is better frame-rates, less detail, but it's normally better to tweak the controls on the next page

Advanced Display

Visibility - turn this down to give a general boost in frame rates - MSTS won't draw objects so far in front of you- meaning there is less on the screen to worry about. Of course, this means that distant buildings suddenly spring into life - everything here is a trade-off between speed and quality.

Terrain Error Threshold - if you are seeing land over the track, this is too low. However, the lower the setting, the less MSTS has to worry about landscape and the better the frame rate.

World Objects Density - reducing this makes whole groups of objects disappear - so if you're really stuck turn this down - however you will experience patches of empty countryside with it too low.

Also experiment with the bottom 4 sliders.

Check-boxes. We recommend turning off overhead wires, high detail shadows, specular lighting and dynamic shadows in that order. This will improve the speed. Every little helps when it comes to frame rates, so don't be afraid to turn something else off - you can always turn it back on later if you wish.

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DirectX Diagnostic Utility

Sometimes you can get improvements in the sound system, or less crashing in the game, by altering the "hardware acceleration" setting in the DirectX configuration.

To do this, press the start button and then choose RUN - and type dxdiag.exe. Press OK.

It may be worth running the tests, but normally they all pass anyway.

On the sound page is a slider - hardware sound acceleration level. This is normally fully right, but sliding this to the left can solve sometimes problems. There is no "OK" or "Save" button, just changing this and exiting automatically saves it.

If this has no effect, you may as well change it back.

Further Support

For support queries relating to this any other Europeanbahn product you may also wish to contact us using the "HelpDesk" at www.europeanbahn.co.uk detailing your problem, your PC specifications and any MSTs add-on installations you may have.

Credits:

Ken Austin ("Development Controller") – route construction and layout design, general scenery modelling, keeping everyone under control!

Alan Salmon ("Mr Technic") – Technical things like signal placement, speed limits, track tweaks, route research, final production. Generally making sure it all works!

Steve Hornsey – Trees, cabs and general modelling.

Martin Taylor – Loco physics Activity creation.

Frank Thomas ("Chief Architect") – construction of most stations and other major landmarks on the route.

Peter Harvey & Matt Denison – Rolling stock construction

We are also grateful for the contributions made by:

Adam Lucas, Carl Westwood, Tony Formoso, Gary Coupe, Jeff Ashton, John Hedges, Mike Simpson and Edward Grabowski