

# West Coast Express

PC CD-ROM

EuropeanBain

Microsoft Train Simulator

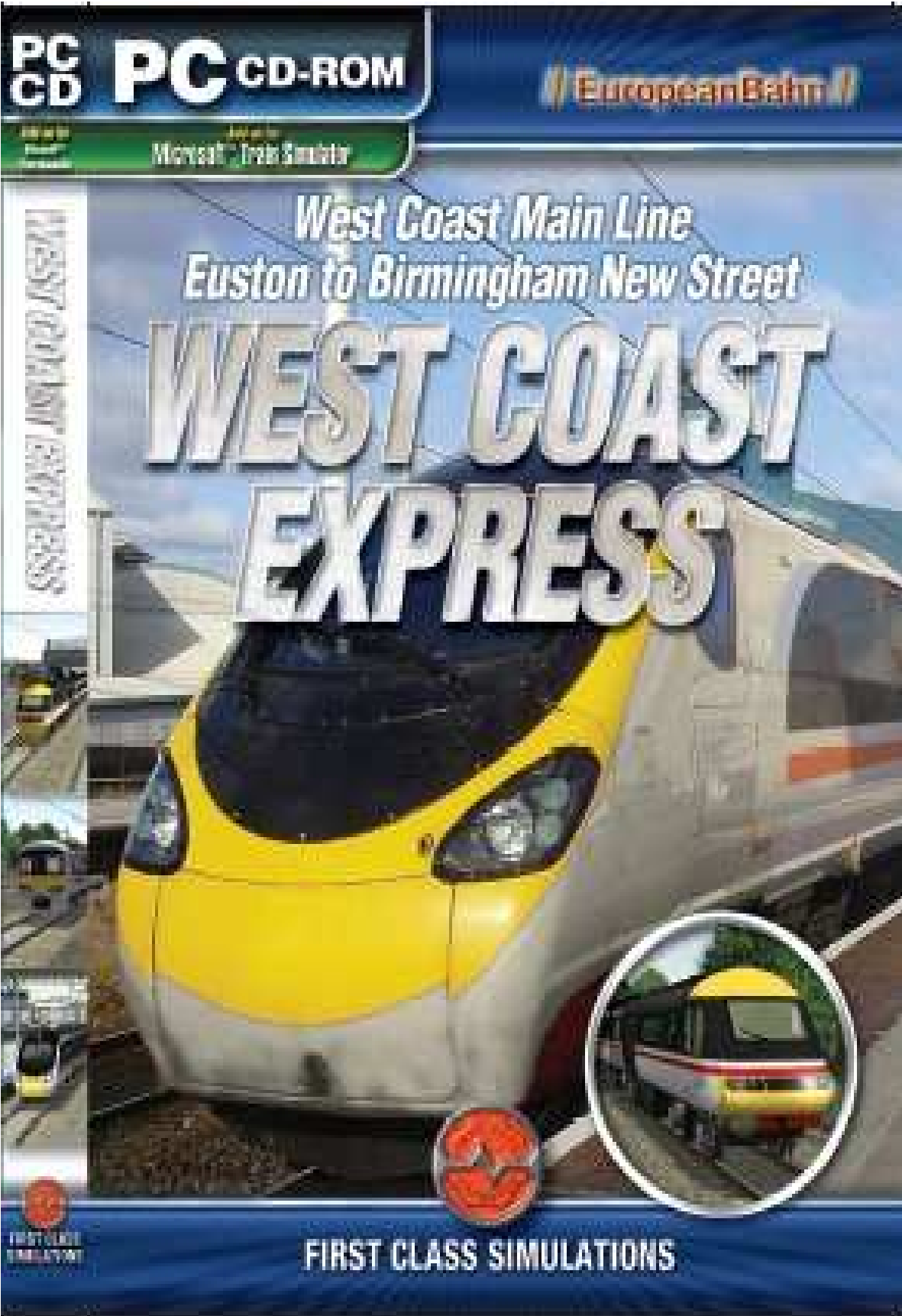
West Coast Main Line  
Euston to Birmingham New Street

# WEST COAST EXPRESS


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FIRST CLASS  
SIMULATIONS

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# West Coast Express

West Coast Express is a commercial Train Simulator add-on produced by  which consists of the lines from London Euston to Birmingham New Street, including the route via Northampton.

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## Introduction

The West Coast Main Line (WCML) is the busiest mixed traffic railway in the United Kingdom. It is key to the provision of fast, long distance Intercity passenger services between London, the West Midlands, the North West, North Wales and southern Scotland.


The WCML also forms suburban railways in London, and Birmingham between New Street and International stations.

The line was built between the 1830s and the 1870s as a number of independent railways, the first being the Grand Junction Railway (Warrington - Birmingham) and the London & Birmingham Railway, both completed in the 1830s.

Partly to alleviate concerns and overcome the opposition of landowners along the route, in places the railway lines were built so that they avoided large estates and rural towns, and to reduce construction costs the railways followed natural contours, resulting in the characteristic curves and bends of the route. The WCML also passes through some of the more hilly areas of England, such as the Chilterns (Tring Cutting), the Watford Gap and the Northampton Uplands.

The line was modernized and electrified in stages between 1959 and 1974, with the Euston to Birmingham section completed in 1967.

West Coast Express depicts the electrified 112 mile route from London Euston to Birmingham New Street, as well as the 27 mile Northampton Loop, allowing for a longest end-to-end journey of approximately 139 miles.

As part of the current modernization, a new type of signaling using LED light clusters is being installed along the line.  are the first developer to include these new LED signals in a product.

# West Coast Express

## **System Requirements**

We suggest that your PC should have the following:

- Minimum 1.5ghz Processor
- 256mb Ram (512mb for Windows XP) or better.
- Minimum ???mb 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 (a dedicated sound card, not on-board is highly 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.

Insert the CD into your CD or DVD drive; the installation program will start automatically. If it does not start automatically (you or one of your installed tools may have disabled the auto-start facility of your computer) you should click Start followed by Run and then type "D:\Setup" where D: is the letter of your CD or DVD drive.

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 this on the front cover of the printed manual. 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 the new route, activities and stock at your disposal within Microsoft Train Simulator.

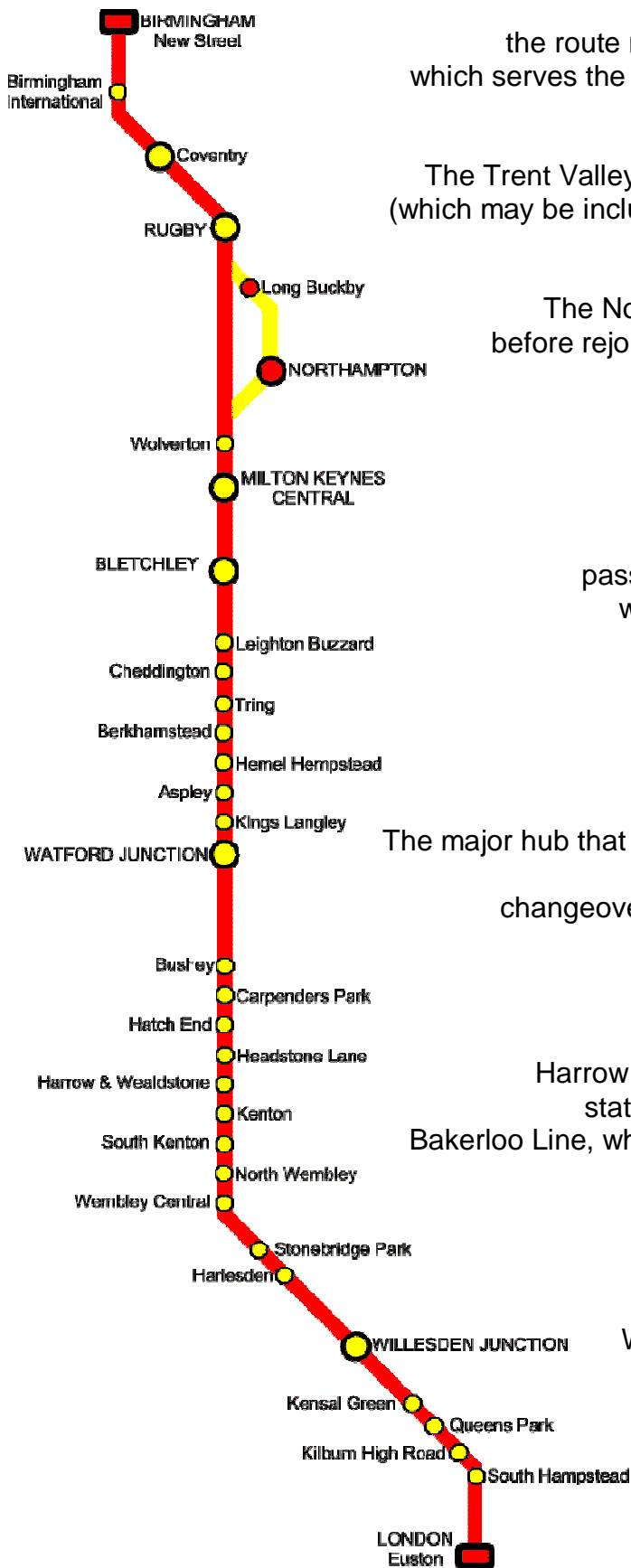
## **Uninstallation**

If you would like to uninstall this add-on from your system simply select "West Coast Express" 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 West Coast Express 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.

# West Coast Express

## The Route



From Birmingham New Street, the route runs south to Birmingham International, which serves the Airport, and National Exhibition Centre.

The Trent Valley line continues to the north from Rugby (which may be included in future EuropeanBahn products)

The Northampton Loop branches near Rugby, before rejoining the mainline at Hanslope Junction to the north of Wolverton.

After Milton Keynes Central, the route passes through Bletchley, which is also the western terminus of the Bedford branch.

The major hub that is Watford Junction marks the terminus of North London Line services, and is a changeover point between suburban and express trains to / from London.

Harrow & Wealdstone is now the northernmost station served by the London Underground Bakerloo Line, which until 1982, ran to Watford Junction.

Willesden Junction sees the WCML and North London Lines converge.

# West Coast Express

## Rolling Stock

### Class 390 Electric Multiple Unit



**InterCity**



**Cab View**

The Class 390 began regular service in 2004. Due to the failure of the WCML upgrade to provide in-cab signaling these units are limited in service to 125 mph (200 km/h) operation rather than their 140 mph (225 km/h) design speed.

### Class 321 Electric Multiple Unit



**Network SouthEast**



**Cab View**

The British Rail Class 321 electric multiple units were built by BREL York in three batches from 1988-1991. The second batch of 48 units, built 1989-1990, were classified as Class 321/4. These units were built for outer-suburban services on the West Coast Main Line, from London Euston to Watford, Milton Keynes, Northampton, Rugby, Coventry and Birmingham New Street. Units were delivered in Network SouthEast blue, red and white livery.

### Class 43 High Speed Train (HST)

Diesel Locomotive



**InterCity**



**Cab View**

Built from 1976 to 1982 the diesel InterCity 125 has an absolute maximum speed of 148mph with 125mph regular service speed. The train is formed of a Class 43 power car at each end, and a rake of Mark 3 coaches in between.

# West Coast Express

## The Activities

<b>01 – London to Birmingham Express</b>			
Easy	Bright Summer Afternoon	1hr 30min	Class 390

You are in charge of an afternoon express service from London Euston to Birmingham New Street, calling at Watford Junction, Coventry and Birmingham International.

<b>02 – Birmingham to London Express</b>			
Easy	Rainy Autumn Morning	1hr 40min	Class 390

Take your HST on a southbound express from Birmingham New Street to London Euston, via Milton Keynes Central. Aside from the slick rails, there should be no problems on the line.

<b>03 – Down Cobbler</b>			
Easy	Cold Winter Evening	1 Hour	Class 321

Semi-Fast services between London & Northampton are sometimes known as 'Cobblers'. This activity depicts a down cobbler service from Euston, worked by a double Class 321.

<b>04 – Southbound Semi-Fast</b>			
Medium	Clear Spring Afternoon	2hr 20min	Class 321

This afternoons New Street to Euston semi-fast is being worked by a Class 321 EMU. Calling at Birmingham International, Long Buckby, Coventry, Rugby, Northampton, Wolverton, Milton Keynes Central, Bletchley, Leighton Buzzard and London Euston. The timetable is tight, so you will need to make the most of your 100mph top speed.

<b>05 – Euston to Tring Local</b>			
Medium	Snowy Winter Morning	45 Minutes	Class 321

It's the middle of the morning rush hour, and you are at the controls of a Class 321 for a commuter train from London to Tring, calling at all stations. The stop-start nature of this turn, combined with a tight timetable and heavy traffic make this a difficult working.

<b>06 – Tring to Euston Semi-Fast</b>			
Medium	Clear Summer Night	30 Minutes	Class 321

Although the rush hour has passed, this commuter service is still a demanding drive. There have also been some signalling problems in the Willesden area, which will likely hinder your progress.

<b>07 – HST Service to Birmingham</b>			
Medium	Wet Autumn Afternoon		Class 43 (HST)

Take a Class 43 High Speed train from Euston to Birmingham New Street, calling at Watford, Milton Keynes, Northampton and Birmingham International.

# West Coast Express

## 08 – Sunday Service

Hard	Autumn Evening	2 Hours	Class 390
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Due to engineering works, your express service is being routed via the slow lines between Watford and Wolverton, which will result in an extended journey time.

## 09 – Class 321 Rescue

Hard	Summer Afternoon		Class 321
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A Class 321 EMU has failed near Long Buckby. You have been dispatched from Bletchley to rescue the unit, dragging it back to the depot for inspection.

## 10 – Rugby ECS

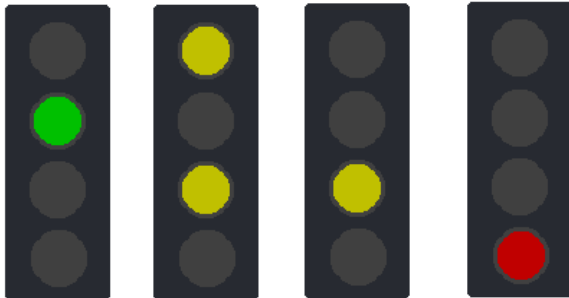
Hard	Spring Rain		Class 43 (HST)
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After completing the days duties, you are rostered to return your HST to Willesden Depot. As you are an ECS (Empty Coaching Stock) other services will have priority, so you will have to watch the signals.

## Signalling

West Coast Express uses a modern UK 2, 3 and 4 aspect colour light signal system with modern UK standard speed limit signs. Tony Formoso and  **EuropeanBahn**  have put together the most accurate possible signalling system and speed limit sign layout.

### Basic Signals



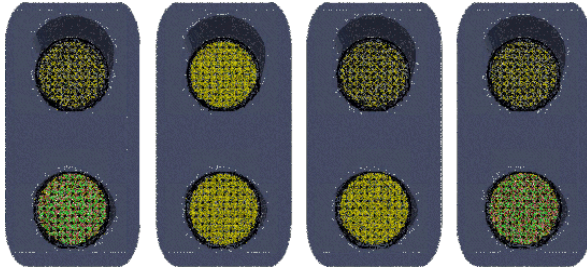
The basics are pretty straight forward – a green signal means the line ahead is clear for maximum line speed running. Red means that you must stop before the signal – if you attempt to pass the activity will end with a SPAD (**S**ignal **P**assed **A**t **D**anger) failure.

Three aspect signals have a single amber light, this indicates that the *next* signal is currently red so you should slow to a stop.

Four aspect signals have *two* amber lights. If you can see two amber lights, the next signal is a single amber. If you can see a single amber then the next one after that will be a red. This allows you more notice to begin you braking on high speed lines and is particularly useful in allowing you to follow behind a service running in front of you. If you think you're stuck behind a service, you should aim to keep it at double ambers – if you see a green then speed up and try to catch up to the service in front until you get double ambers again, if you see a single amber (or worse, a red) then slow down. This technique enables you to run a tight service right behind one in front and is crucial if you are to make time on difficult busy schedules!

# West Coast Express

## LED Signals

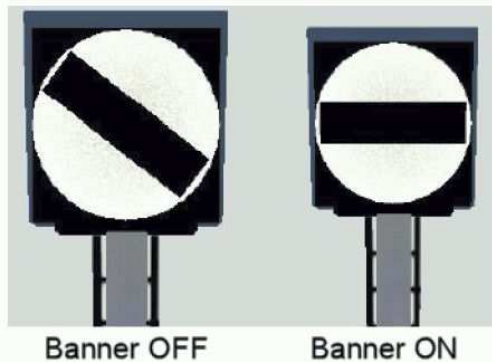


LED signals operate on the same principal as basic signals, although there are only 2 light clusters for each signal, as shown to the left.

## Route Indicators

There are also signals known as route indicators; this shows you that points have been set to follow a particular route. Route Indicators could be 'feathers' shown by a series of white lights, or theatre boxes indicating a direction or platform that you are cleared on to.

## Repeaters



In cases of low visibility there are Repeater signals that show you what the following signal is showing. These are usually placed where the terrain, buildings and other obstructions mean that you could not actually see a signal in time to obey it. In 'Banner OFF' state, the following signal is showing either Clear or Caution states. If the signal is 'Banner ON' then it is showing a Red state and you should be ready to stop.

## Approach Control

Due to limitations within the simulator the implementation of Approach control it's not strictly accurate but it does serve the purpose. We set the signal to a special aspect showing a Red indicator but it will display "Restricting (150)" rather than Stop in the Track Monitor so you can proceed through it safely. Signals leading up to it will show a standard double-amber / amber approach to slow you down.

## Shunting Signals

These allow a train to be signaled to move forwards a short distance as long as the track is not obstructed. A shunting signal is shown as three smaller lights in a triangle and is either found attached to a normal signal or on its own. When it's attached to another signal it will only be illuminated when a shunting movement is required, otherwise, it will show two red or yellow lights. Two white lights are used to indicate that you are clear to proceed with caution at a speed where you can stop quickly for any obstruction. This will show up in the Track Monitor as "Restricting" and you can proceed through it.

# West Coast Express

## *Troubleshooting*

Whilst we have tried to make this add-on function on all PCs, on lower spec machines you may find areas of low frame rates (screen judders). Whilst the ideal solution is to buy an updated PC we can offer the following alternative solutions to try first in 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, if you have sounds playing over and over without stopping. Also see the note below about the 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/graphics card supports it. You can adjust the “overall display quality” here, to the left is better frame rates but less detail, plus you can also fine tune settings on the next page along.

## *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 up in front of you, everything here is a trade-off between speed and quality.

**Terrain Error Threshold** – If you are seeing land over the track then this setting is too low. However, the lower the setting the less MSTs has to worry about landscape and the better the framerate will be.

**World Objects Density** – Reducing this makes whole groups of objects disappear so if you are really stuck, try turning this down. This may cause whole spots of country side to disappear however if turned down too low.

It is also worth experimenting with the bottom four sliders, moving them to the left removes / reduces details but increases frame rate.

**The Checkboxes on the right** – 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 switch it back on later.

## *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 choose “run”, type “dxdiag.exe” and press OK to run the tool.

It may be worth running the tests but normally they all pass anyway unless you have other problems with your system outside the scope of this manual.

On the sound page is a slider – hardware sound acceleration level. This is normally fully right but sliding this to the left can sometimes solve problems. There is no OK or Save button, just changing this and exiting automatically saves it. If this has no effect, you should set it back – the further to the right the more it will rely on sound hardware, the more to the left it will use your main CPU power for sounds, which could impact frame rates.



# West Coast Express

## Further Support

For support queries relating to this or any other  **EuropeanBahn**  product you may wish to contact us via the “Help Desk” on <http://www.trainstrains.co.uk/helpdesk/> detailing your problem, your PC specifications, other add-ons you have installed and so forth. The more information you provide the quicker we’ll be able to help you out!

## Visit our Web Site

You can visit us online at <http://www.europeanbahn.co.uk> and find the following:

**News and 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!

We look forward to seeing you there!

## Credits

The  **EuropeanBahn**  team are...

Ken Austin	Development Controller	Track Layout, DEM Structuring, Scenery Placement & Portfolio management.
Alan Salmon	Technical Manager	Scenery Placement, Signalling, Beta Testing & Mastering.
Gary Coupe	Artwork & Sound	Cover Photography, Loading & Map Graphics, Rolling Stock Sounds, Physics & Textures, Activity Design, Track Textures & Manual.
Steve Hornsey	Route / 3D Designer	Track Layout, Stations, Scenery & Cabs.
Pete Harvey	3D Designer	Rolling Stock Design.

We are also grateful for the contributions made by: Tony Formoso (signalling), Carl Westwood (beta testing, sound recordings and Class 321 textures), Mike Simpson (author of *RouteRiter*, used extensively in producing this product), and Edward Grabowski (installation program).

# West Coast Express

## ***Current Times***

After consultation with a number of Train Operating Companies, we have been advised of a strong concern that simulations which are too accurate, may be of use for less than honorable purposes.

West Coast Express is a representation of the route depicted; it does not guarantee to be accurate and is only suitable for entertainment purposes.

Indeed, some elements have been purposely altered from the real route.

## ***Product Registration***

We recommend that you register your software with us. If you do so we can keep a record of your registration key in case you should lose it and you may benefit from upgrades should they become available in the future. You can register your software easily on-line:

[http://www.contact-simulations.com/acatalog/ONLINE\\_REGISTRATION.html](http://www.contact-simulations.com/acatalog/ONLINE_REGISTRATION.html)

Alternatively, you can use the registration card in this manual and return it to us by post.

We do not disclose your details to any third party whatsoever. However we would like to keep you updated on new products from ourselves. Postal mailings are made 3 times per year and regular e-mails. Please inform us if you do not wish to receive such information by checking the appropriate boxes and if in the future you change your mind please inform us by e-mail or in writing.

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