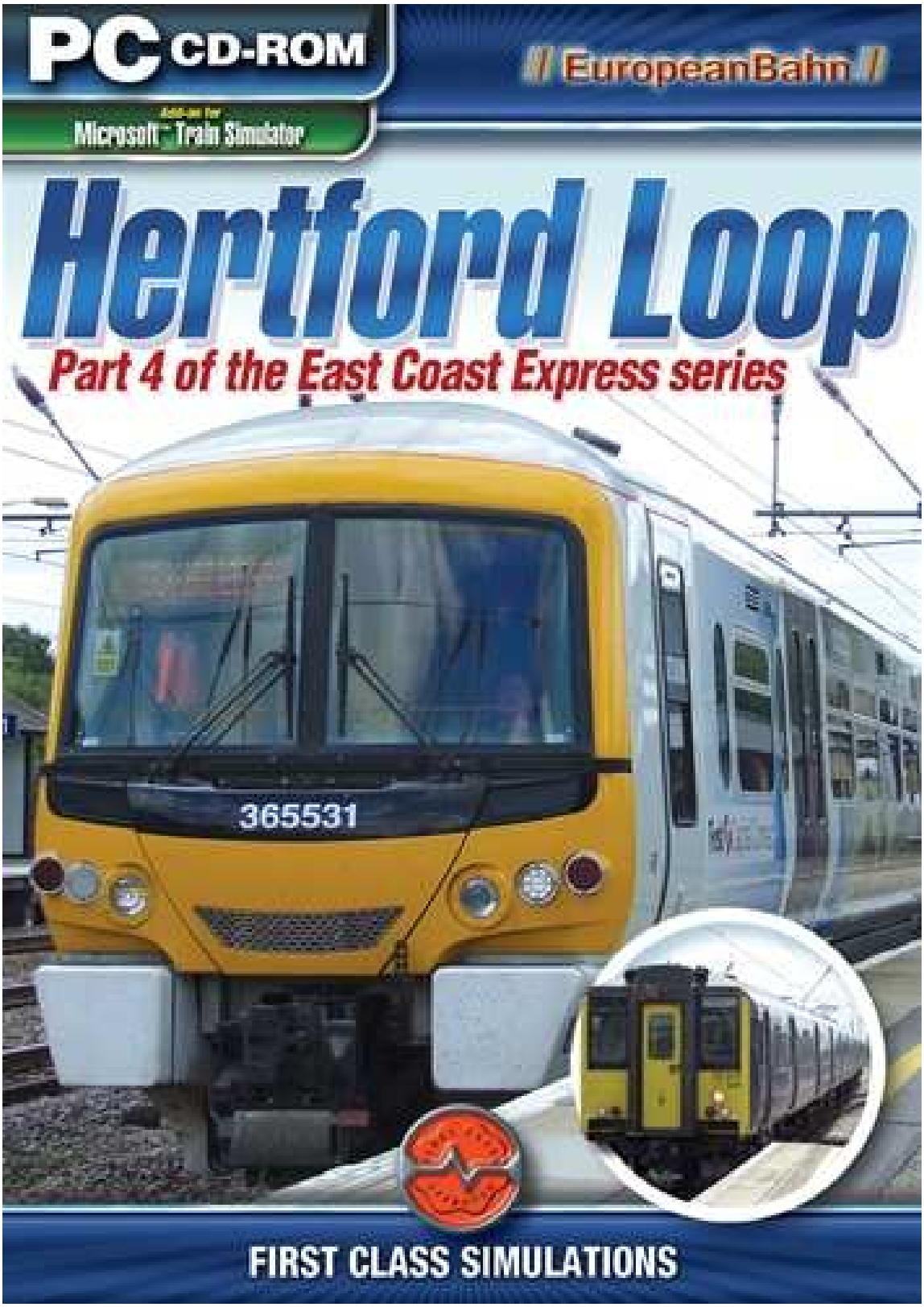
# *Hertford Loop East Coast Part 4*




EuropeanBahn

http//:www.europeanbahn.co.uk

# Hertford Loop East Coast Part 4

The Hertford Loop is a commercial Train Simulator add-on produced by /// EuropeanBahn /// representing Part 4 of the East Coast Express series and includes 11 stations over 24 miles of track.

You can run Hertford Loop independently from East Coast Express part 1 as it includes the stretch of track from Kings Cross to Alexander Palace. If you have part 1 installed it will automatically join the route. New locomotives include the Class 365 and the 313, both running specifically for the Hertford Loop.

This add-on forms Part 3 of the very successful East Coast Express series which brought the line from London Kings Cross to York straight up the East Coast Main Line (ECML). This forth part can join directly to Part , but in conjunction with Parts 1,2 &3 creates one single very big route, or it will run stand-alone.

As well as utilising some of the stock from the previous parts in the series (supplied so that you don't need to have the previous parts) there are those new items of stock (mentioned above) to drive as well!

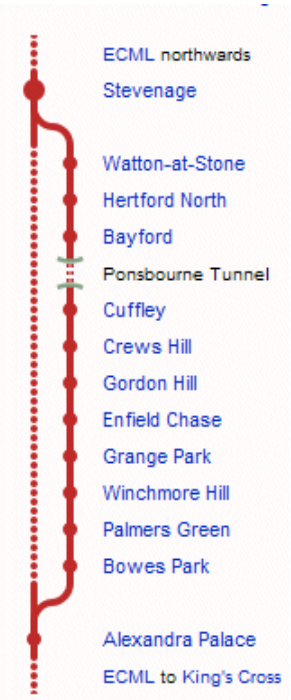


## Introduction

Trains run along the Hertford Loop between Kings Cross or Moorgate, Stevenage via Hertford North. Occasionally, GNER trains operate non-stop along the route when diverted off the main section of the ECML due to engineering work. There is a siding to the north of Bowes park which is occasionally used to turn back trains

There are also terminus platforms at Hertford North and Gordon Hill, the latter acting as a terminus during peak hours only.

The loop is about 24 miles long and was opened in three stages between 1871 and 1924. Flying junctions connect each end of the northbound track with the main line. The route is electrified using the 25 kV, 50 Hz a.c., Overhead Line system.



# Hertford Loop East Coast Part 4

## 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.
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.

## Un-Installation

If you would like to uninstall this add-on from your system simply select "Hertford Loop" 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 Hertford Loop 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.

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## *Class 365 EMU NEW!*

**Networker Express**

**Cab View**

The British Rail **Class 365 "Networker Express"** are dual-voltage (25kV AC and 750V DC) electric multiple units built by ABB at York from 1994-95. These were the last units to be built at York works before it closed. All Class 365 units have now received front end cab modifications to equip them with cab air conditioning.

## Class 313 EMU NEW!

**Network South-East**

**Cab View**

**Class 313** electric multiple units were built by BREL at York Works from 1976-77, these being the first second-generation EMUs to be constructed for British Rail. They were also the first dual-voltage units to be built, capable of drawing power via 25 kV AC overhead, or 750 V DC third-rail, and the first units in Britain to have fully automatic couplers which allowed both physical coupling and also the connection of control electric and air supplies to be carried out without the need to leave the cab. They are the oldest non-heritage multiple units in service on the National Rail network.

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**Class 317 EMU**

**High Speed Electric**

**Cab View**

The British Rail **Class 317** electric multiple units were built by BREL at York Works in two batches, from 1981-82 and 1985-87. They were the first of several classes of British Rail EMU to be based on the all-steel Mark 3 body shell, departing from the "PEP"-aluminum design which had spawned the earlier 313 to Class 315.

**Class 43 'Intercity 125 HST'**

**GNER**

**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 two Class 43 power cars at either end, and a rake of Mark 3 coaches in between. Those who have stood next to one as it powers out of the station will certainly know of their unique "presence", combined by the bulbous nose shape and the deafening roar of the engines as it pulls away.

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**Class 91 'Intercity 225'**

**GNER**

**Cab View**

The Class 91 is capable of a regular operating speed of 140mph principally used on the East Coast Main Line. They form the new Intercity 225 service, aimed at replacing the aging Class 43 Intercity 125 fleet. Where Intercity 125 referred to miles per hour, Intercity 225 refers to kilometers per hour! The opposite end of an Intercity 225 is formed with a DVT or Driving Van Trailer, which is un-powered. The coaching stock is also the newer Mark 4 stock rather than the Mark 3 stock used on the Intercity 125.

## *The Activities*

**01 - HL01- Alexandra Pal - Stevenage**

**Time – 0805 Season Spring Rain**

You're running a few minutes late due to ongoing engineering works, which means some of the fast services to Kings Cross are being diverted via the Hertford Loop. Try to keep to time as much as possible, as the commuters are relying on your to catch their GNER service from Stevenage to the North which leaves at 0849.

**02 - Description HL02 - Hertford Divert**

**Time - 19.42 Seasons - Summer Clear**

You're on the fast service to London Kings Cross approaching Stevenage, control has just radioed through to advise that GNER225 in front of you has developed a fault, and as a result you are to be diverted via the Hertford Loop to London Kings Cross. The issue here is that a stopping service has just departed Stevenage en route to Kings Cross with an all stations local service. Try and minimise the delays as much as possible, respecting the line speeds and the fact that you may get held en route.

**03 - Description HL03 - Semi Fast Stopper**

**Time 14.18 Departure from Stevenage Season – Winter**

A straight forward semi fast run to Kings Cross make sure you arrive on time, you are scheduled to arrive at 1449.Good Luck.

**04 – Description HL04 - Fast Express to Stevenage**

**Time – 1805 Season - Autumn**

A straight forward fast run to Stevenage with the Intercity 225 Swallow set. Upon takeover of the train you are sat at Kings Cross awaiting the road. Watch the

speed limits out of Kings Cross, but once out of the station limits you're free to exploit maximum line speed.

**05 - Description HL05 - Stevenage - Drayton Park Stopping Service**

**Time – 0620 Season - Spring**

You're in charge of the local stopping service to Drayton Park via Hertford Loop. It's a nice spring morning and you a few seconds late arriving into Stevenage, but you will make this up with no problems. Ensure you stick to the speed limits and also maintain passenger comfort levels.

**06 - Description HL06-ECS to Drayton**

**Time 0714 Season - Summer**

You're running down towards Drayton park with an ECS working. Upon arrival at Bowes Park you will need to reverse back into the siding and drop off the rear 3 cars of your train. You will need to buffer right up to the existing stock in order to clear the reverse point. After you have detached the stock, depart at full line speed in order to make the 0730 departure from Drayton Park..

**07 - Description L07- Moorgate to Gordon Hill**

**Time – 0810 Season - Winter**

This is a peak train all stations stopping service to Gordon Hill Platform 1. This is the last peak service of the morning to Gordon Hill, upon arrival you are to terminate and park the stock ready for the afternoon's peak services from Gordon Hill

**08 - Description HL08-Hitchin to Moorgate**

Time – 1500 Season - Summer

You are on your way to Moorgate, from Hitchin, you are approaching Hitchin and you have a clear run all the way to London - or have you??? You will need your eyes peeled, and upon arrival at Finsbury Park, your stock set will split with only your 3 cars proceeding to Moorgate

.

**09 – Description HL09-Kings Cross to York HST service**

**Time-1200 Season Autumn**

This is the 1200 departure from London Kings Cross to York. You are in charge as far as Hitchin where there will be a driver stop. This is not the normal place for driver change over, however the normal relief driver has gone sick, and this is the next available outpost. hats not al, you are to also be diverted via the Hertford Loop due to engineering works between Alexandra Palace and Potters Bar. There is no doubt that you will be held up, however once clear of the local services in front of you, you can travel at maximum permissible line speed to minimise the delays

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## 10 – Description HL10-ECS to Bounds Green

**Time 0650  Season - Winter**

This is a simple ECS run from Kings Cross to Bounds Green. You will run empty on the slow line out of Kings Cross to Bowes Park Siding to turn the train in order to get into Bounds Green Depot. You activity will end when you shunt the train into the shed.

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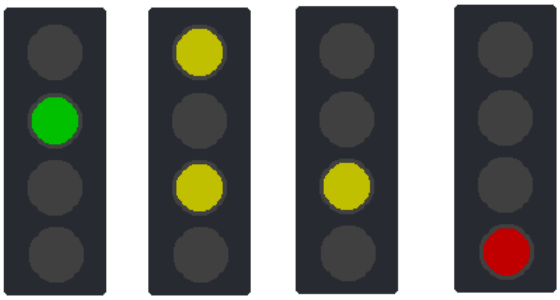
## Signalling

London South Coast 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 it then you will fail the activity with a SPAD "Signal Passed at Danger" failure.

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

Four aspect signals have *two* yellow lights. If you can see two yellow lights, the next signal is a single yellow. If you can see a single yellow 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 yellow – if you see a green then speed up and try to catch up to the service in front until you get double yellow again, if you see a single yellow (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!

### Route Indicators

There are also signals a Route indicator of some kind, 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.

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**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-yellow / yellow approach to slow you down.

**Shunting Signals**
These allow a train to be signalled 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.

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**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!

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## 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 causes 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.

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## 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!

## Credits

The /// EuropeanBahn /// team includes…

| | | |
|---|---|---|
| Ken Austin | Development Controller | General Scenery, Route Construction and Layout Design |
| Alan Salmon | Technical Manager | Scenery Design and Placement, Signal Placement, General Organisation and |
| Pete Harvey | Art Department Guru | Scenery, Locos and Stock |
| Steve Hornsey | Cab Guru | Trees, Cabs, Station and Scenery Design and Beta Testing |
| Martin Taylor | Team Associate | Activity Designer, |
| Carl Westwood | Team Associate | Graphic and Beta Tester |

We are also grateful for the contributions made by: Tony Formoso, Matt Dennison, Mike Simpson, Gary Coupe, Mike Hambly, Frank Thomas, Tim Booth at http://www.trainsimfiles.com and Edward Grabowski, plus all the team at First Class Simulation for their support in more ways than you could imagine.

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## Modern Times

After consultation with a number of the real Train Operating Companies, we have been advised of a strong concern for simulated routes that are too accurate and perhaps of use to less than honorable people.

Leeds Loop 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

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.