



West Coast Main Line North

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1 Introduction

The UK's West Coast Main Line (WCML), often referred to as the Premier Line, links London with Birmingham, the principal cities of Northwest England and Scotland's largest city, Glasgow. The termini of London Euston and Glasgow Central are connected by 401 miles of electrified railway; with the 102 miles between Glasgow and Carlisle being faithfully recreated in the West Coast Main Line route for Railworks.

2 A History

The route north of Carlisle via Carstairs was originally built by the Caledonian Railway in the 1840's. Opening in 1849, this provided the first direct rail link between the first and the second cities of the Empire; allowing passage between London and Glasgow, without changing trains, in a modest 12 and a half hours.

The decision of the 'Caley' to route the line through the relatively sparsely populated Annandale and Upper Clydesdale rather than via the thriving burghs in Nithsdale and Ayrshire was unpopular locally. However, this more easterly alignment afforded them the opportunity to construct their own connection to Edinburgh, allowing the Caledonian to compete with their east coast rivals between England and the Scottish capital.

Work actually began on the line at the triangular junction near the Lanarkshire village of Carstairs, with simultaneous constructions radiating out toward Edinburgh, Glasgow and Carlisle.

For the first 70 years of operation Anglo Scottish trains were operated jointly between the Caledonian and London and North Western Railway companies. In 1923, following amalgamation of the various independent railway companies into the 'big four', the route came under the control of the London Midland and Scottish Railway. Only after nationalisation in the 1940's did the phrase 'West Coast Main Line' come into use.

Under British Railways, the early phases of WCML electrification in the 1960's did not extend beyond the branch to Liverpool. It would be 1974 before the line from Weaver Junction via Preston and Carlisle to Glasgow would be wired and energised.

The line has seen some improvements in the post-privatisation era; mainly in refurbishment of the overhead line equipment and provision of more capacity in the power supply to cater for increased traffic.

Today this is the home of the tilting train, with Virgin West Coast operating 125mph Pendolino EMUs and Voyager DMUs over the challenging gradients and curves.

3 The Route



Carlisle is today what it has been for over 150 years, a major rail hub. Citadel Station is the busy interchange for services coming off the Settle and Carlisle line, The Cumbrian Coast, The Tyne Valley and the former Glasgow and South Western Railway route to Glasgow via Dumfries.

Upon leaving Carlisle, on the journey north, the rivers Caldew and Eden are crossed in quick succession before the landscape opens up and one of British Railways' 1960's white elephant marshalling yards presents itself at Kingmoor. The extensive yards were never fully utilised and came under threat of complete closure during BR days. Today, a healthy flow of coal and timber from Scotland to the south means there is always some activity on the site. Direct Rail Services occupy the former Kingmoor TMD to the south of the yards.

Within 10 miles of Carlisle we cross the River Esk, where the Solway Firth reaches furthest inland, and then the Anglo Scottish border at Gretna. The mainline station at Gretna has long been closed, however the twin village of Gretna Green benefits from the 1990's reopened station on the GSWR line which branches off the WCML at Gretna Junction.

Just to the north of Gretna the line widens to four tracks briefly at Quintinshill. The passing loops here were the scene of Britain's worst railway disaster; when, in 1915, an incident involving five trains resulted in the loss of 226 lives. The tracks undulate through the rolling farmland of Annandale before reaching Lockerbie; a name also familiar for all the wrong reasons, the site of the 1988 Pan Am air disaster.

Lockerbie Station is a fine example of Caledonian Railway architecture. Once providing a branchline service to Dumfries, today Lockerbie is served only by mainline Trans Pennine Express services linking the Northwest of England with Edinburgh and Glasgow.

Continuing through Annandale towards Beattock, trains now fly through the sites of the former stations at Nethercleuch, Dinwoodie and Wamphray. During testing of BR's ill-fated Advanced Passenger Train in the 1980's a UK rail speed record of 155mph was achieved over this well engineered stretch of track.

At Beattock, the station has also gone, the site now occupied by engineer's sidings and passing loops. Beattock was an important intermediate station prior to the introduction of diesel traction in the late 1960's. This was not only the junction station for the popular spa town of Moffat but more significantly we are now at the bottom of the infamous Beattock Bank. Beattock was home to a fleet of banking locomotives, necessary to assist the heavier goods and express trains up the notorious 10 miles of 1 in 74 gradient.

The climb up the bank to Beattock Summit, through the Southern Uplands and then the gentle descent through Upper Clydesdale is arguably the most scenic section of the entire WCML. A succession of small villages pass in the blink of an eye as the line winds alongside the river Clyde towards Carstairs. Elvanfoot, Crawford, Abington, Lamington, Symington, Thankerton - all former stations closed during the Beeching era. Today, the 50 mile section of the line between Lockerbie and Carstairs is the longest stretch of railway in the UK without an intermediate station.

Carstairs Junction, like Beattock, is a shadow of its former self. From the line's inauguration until the 1990's this was the dividing and joining point for trains from England with portions destined for both Glasgow and Edinburgh. Prior to electrification of the Edinburgh line in the late 1980's this isolated location would be host to sporadic bursts of activity as trains arrive from one direction and depart in two and vice versa. Today's Carstairs station is on the periphery of the Strathclyde commuter network, seeing only one or two stopping EMU services per day.

Beyond Carstairs and the coal loading facility at Ravenstruther is Lanark Junction. The 2 mile single track branch to the market town of Lanark is well served by EMU's forming Argyle Line services originating west of Glasgow.

After the undulating agricultural landscape of South Lanarkshire the character becomes more urban as the line skirts the town of Carlisle and traverses the junction at Law. Here the WCML proper curves sharply west before finding a straight alignment that cuts through South Wishaw and Shieldmuir eventually reaching Motherwell, the only major intermediate station on the line north of Carlisle.

Motherwell was at the heart of Scotland's heavy industry until the early 1990's a time that would see the closure of many steel works and related industries in the area. On departure from Motherwell, the former diesel depot can be seen along the diverging route to Mossend. The WCML briefly heads back into open countryside south of Bellshill prior to passing beneath the M74 flyover at Uddingston and then by the sandstone Caledonian Railway station of the same name.

Across the river Clyde and onward to the four-way junction at Newton, the line is joined from the south by the tracks of the Hamilton Circle, these soon diverge again and head towards Glasgow's southern suburban network. Cambuslang follows in a deep cutting and soon gives way to neighbouring Rutherglen. Here, Argyle Line trains diverge to the north and head onward to the city centre via a series of tunnels;

meanwhile the WCML passes the disused platforms of the mainline station at Rutherglen.

All large rail termini require large facilities to service, maintain and stable trains. Glasgow's WCML facility is located at Polmadie. The line threads between the lengthy maintenance shed and carriage sidings as it makes its final approach to Glasgow.

At Larkfield the six track formation splits and heads southwest towards the Cathcart Circle, southern suburban lines and GSWR route back to Carlisle; west towards Shields depot and the lines to Paisley and Ayr; and north through Eglinton Street Tunnels towards Glasgow Central.

The unmistakable approaches to the terminus take trains past the original station at Bridge Street before crossing the river on the grand Victorian ironwork of the Clyde Bridge.

Glasgow Central; the end of the line. The station is the busiest in the UK outside the London termini. The Victorian all-over glass roof is a suitably impressive, light and airy structure to greet alighting passengers; benefiting from the limited numbers of diesel trains that visit the platforms, with the station and Glasgow commuter lines' electrification dating back to the 1960's.

The West Coast Main Line in Railworks

The route depicted in Railworks is based on the layout as it exists today and has existed since electrification in the mid 1970's. The surrounding landscape and urban areas are also modelled on the present day with some stations represented as they existed during the 1990's in an effort to allow greater flexibility in recreating operations of that period.

The 103 route miles from Carlisle South Junction to Glasgow Central are included. All diversionary routes in the Motherwell area are also accurately depicted; including Law Junction to Holytown and Bellshill, Motherwell to Mossend Yard and the Hamilton Circle.

The route also features all new UK Mk1/Mk2 and Mk3 catenary assets individually placed to provide as accurate a representation as possible and new UK Pro LED signalling is also included across the route.

4 Rolling Stock

The following items of rolling stock are provided with the WCML North route.

4.1 Electric Class 86

The British Rail Class 86 electric locomotive was built in the mid-1960s to haul trains on the then newly electrified West Coast Main Line from London Euston to Glasgow. One hundred of the class were built at either the BR Doncaster Works or at the Vulcan Foundry, Newton-le-Willows. The Class 86 provided in this add-on is wearing the InterCity Executive livery.



4.2 Intercity Mk3a Coaches

Also provide in this add-on are suitable InterCity liveried MK3a coaches in keeping with the time period of the scenarios (Late 1980s to Mid 1990s).



5 Scenarios

5.1 Free Roam: Carlisle Station

- **Date** August 1989
- **Season** Summer
- **Start Location** Carlisle

Pick a train by clicking on it, then explore the route.

5.2 Free Roam: Carstairs Station

- **Date** Jan 1998
- **Season** Winter
- **Start Location** Carstairs

Pick a train by clicking on it, then explore the route.

5.3 Free Roam: Glasgow Central Station

- **Date** April 1992
- **Season** Spring
- **Start Location** Glasgow Central

Pick a train by clicking on it, then explore the route.

5.4 Free Roam: Mossend Yard

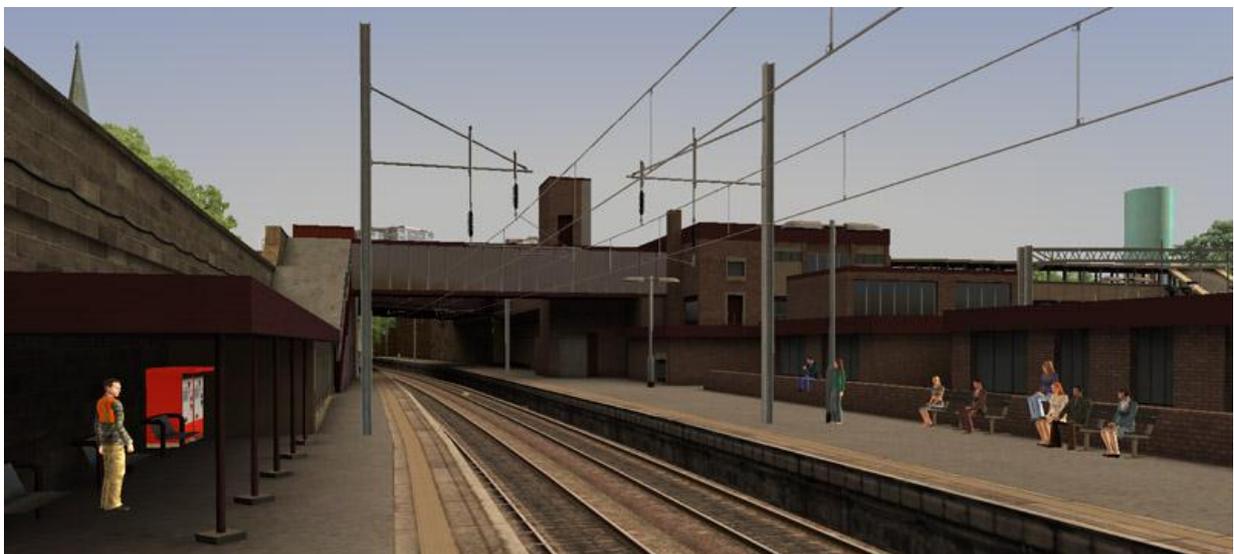
- **Date** Nov 1987
- **Season** Autumn
- **Start Location** Mossend Yard

Pick a train by clicking on it, then explore the route.

5.5 Free Roam Motherwell Station

- **Date** Oct 1995
- **Season** Autumn
- **Start Location** Motherwell

Pick a train by clicking on it, then explore the route.



5.6 Free Roam: Polmadie Depot

- **Date** June 1993
- **Season** Summer
- **Start Location** Polmadie Depot

Pick a train by clicking on it, then explore the route.

5.7 Carstairs Split (Career System Scenario)

- **Date** May 1992
- **Rating** Medium
- **Duration** 90mins
- **Season** Summer
- **Start Location** Carlisle

Drive a Class 86 on a semi-fast service to Glasgow Central from Carlisle. The train needs splitting at Carstairs, where the rear four coaches are bound for Edinburgh. Your stops are timetabled.

Calling points	Arrives	Departs
Carlisle [CAR]		15:07
Lockerbie [LOC]	15:26	15:27
Carstairs [CRS]	16:02	16:03
Motherwell [MTH]	16:16	16:17
Glasgow Central [GLC]	16:30	

5.8 The Argyle Line (Career System Scenario)

- **Date** Dec 1994
- **Rating** Hard
- **Duration** 50mins
- **Season** Winter
- **Start Location** Lanark

The multiple units usually running on the Argyle line have been suspended this weekend for maintenance so Class 86 hauled stock is being used instead. Try and maintain the usual timetable as you stop at the suburban stations on the line until Rutherglen.

Calling points	Arrives	Departs
Lanark [LNK]		15:53
Carluke [CLU]	16:02	16:02
Wishaw [WSH]	16:07	16:07
Holytown [HLY]	16:12	16:12
Motherwell [MTH]	16:20	16:21
Airbles [AIR]	16:23	16:23
Hamilton Central [HNC]	16:28	16:28
Hamilton West [HNW]	16:30	16:30
Blantyre [BLT]	16:34	16:34
Newton (Lanark) [NTN]	16:38	16:38
Cambuslang [CBL]	16:41	16:41
Rutherglen [RUT]	16:46	

5.9 Scots Pine (Career System Scenario)

- **Date** Oct 1990
- **Rating** Hard
- **Duration** 100mins
- **Season** Autumn
- **Start Location** Mossend Yard

Drive a shipment of timber using a Class 47 from Mossend to Kingmoor. You will need to stop at a couple of passing loops to allow priority trains to pass.

Work Order	Arrive
Via Law Up Loop	14:36
Via Carstairs Up Loop	14:45
Stop at Beattock Summit	15:04
Stop at Beattock	15:18
Via Kingmoor Up Arrival	15:50

5.10 Polmadie Hop

- **Date** July 1990
- **Rating** Medium
- **Duration** 30mins
- **Season** Summer
- **Start Location** Polmadie Depot

Using celebrity 47569 'Gloucestershire Regiment' form a southbound express at Polmadie depot before hauling it into Glasgow Central.

5.11 Hand Over

- **Date** July 1990
- **Rating** Easy
- **Duration** 30mins
- **Season** Summer
- **Start Location** Glasgow

Drive the Class 86 passenger train assembled in the "Polmadie Hop" scenario from Glasgow Central down to Carstairs, stopping at Motherwell.



5.12 Kingmoor Sunset

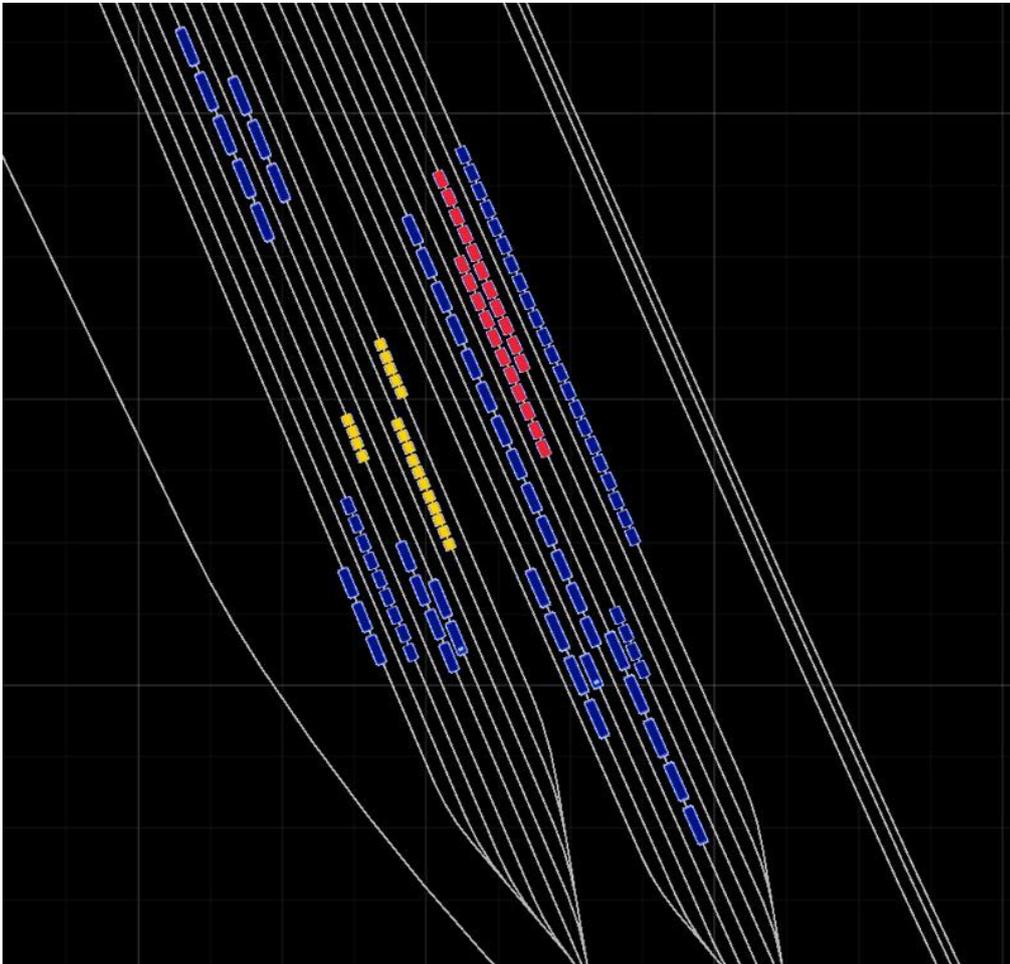
- **Date** March 1989
- **Rating** Medium
- **Duration** 40mins
- **Season** Spring
- **Start Location** Kingmoor Yard

Using a Class 37, perform freight shunting duties at Kingmoor, assembling two rakes in preparation for departure all over the WCML.

Your first rake consists of the empty HAAs in Sorting Sidings 3 and 4 which need coupling together in any order and dropping off Kingmoor Down Siding 4.

Secondly, there are PCA hoppers split up over three Sorting Sidings 10, 11 and 14. Couple these together in any order and drop them at Kingmoor Up Departure Siding 2. Finish your evening shift by returning to Kingmoor Shed 2.

The diagram below shows you the locations of the wagons on the 2D map for each rake:

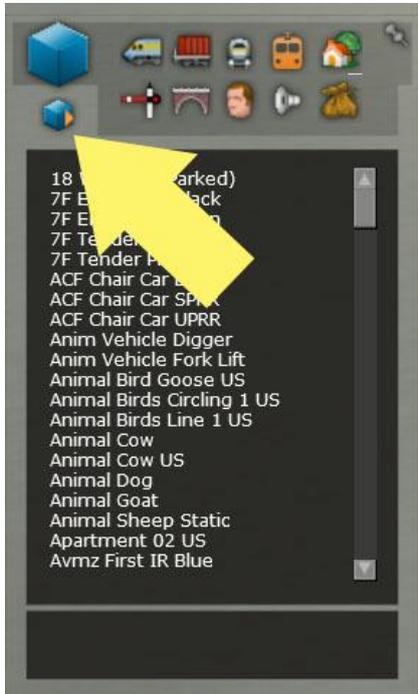


The wagons coloured yellow need to be coupled together in any order and dropped off at Kingmoor Up Departure Siding 2.

The wagons coloured red need to be coupled together in any order and dropped off at Kingmoor Up departure Siding 2.

6 Using the WCML Assets in Custom Scenarios

Before you are able to use the Class 86 or any other assets supplied in this addon in your own scenarios you must enable it in the object set filters.



When you make your own scenarios, only the default object sets are enabled for that route (for example the Kuju/Railsimulator assets for European routes and Kuju/RailsimulatorUS for North American routes). To enable additional object sets (which could be for any downloaded or freeware content) ready for use they must be checked in the object set filter list in the editors.

When editing the scenario you wish to add the WCML assets to, click the small blue square on the middle left panel.

This opens a new panel on the right hand side of the screen (you may need to move your mouse over to the right hand side for the panel to fly out. You can pin it open if you wish).

This new panel has a drop down list of providers (usually the company name which produced the add-on) and a list of all products by that provider.

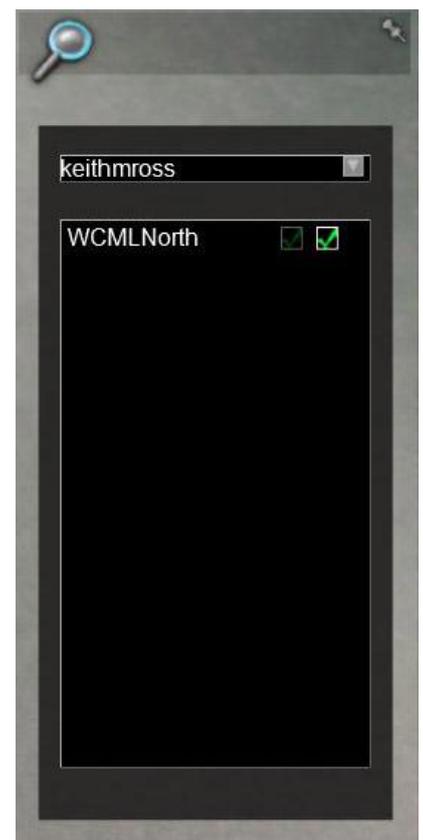
The WCML assets are produced by Keith Ross so “keithmross” needs to be selected as the provider. The rest of the panel is then populated by all other products made by Keith Ross (such as The Port Road route).

To enable the content of the pack for use in this scenario, check the box next to “WCMLNorth”.

Now the WCML assets will be available in the asset browser list for placement in the scenario.

If you want the WCML assets to appear in the browser list for EVERY scenario on a route you must follow the same procedure but be in the **World Editor** and you can now check the first box.

The slight disadvantage of having content enabled for all scenarios on a route, even when that content may not be used, is increased loading times.



7 Credits

The team at Railsimulator.com would like to thank the following:

- * Keith M Ross
- * Oovee Entertainment
- * David Grief
- * All our dedicated Beta Testers