

The Leek & Manifold Valley Light Railway

Introduction

This document is intended to be a guide to setting up my Train Sim Classic route. The document doesn't really do a full history as there are many good resources out there – and an increasing number of pictures especially.

This package contains only the route and the core assets for the route. You will require additional downloads for everything from the track to the trees. This is so that I can limit the size of the download and separate versions of the core route and its scenic assets. There is an asset list at the end of this document. Many of these assets are my own and have been built specially for this route.

The route has been produced primarily for my own amusement as a “living” route. As I develop new assets for my own fun it is likely that I will add them to the route – hence the separation of the route and asset downloads.

Version Control

Release	Description	Date
v1.0	Original release as a BETA test version	February 2014
V1.1	Replaced APStation Assets. Fixed Tracks Fault, New Signal Box	15/02/14
V2.0	Updated Track and Assets	March 2014
V3.0	Added Tunnel Occlusion, Block Signals and HUD speed limit display	October 2014
V4.0	Substantial update with new assets, sounds, quick drives, and a much reduced download requirement. Makes full use of the RMrailworks asset library.	September 2024
v4.1	Small change to the TimeofDay files as the sun texture was out of date. Terms also updated to reflect structure of new version	1 st October 2024

Conditions & Licence – PLEASE READ THIS

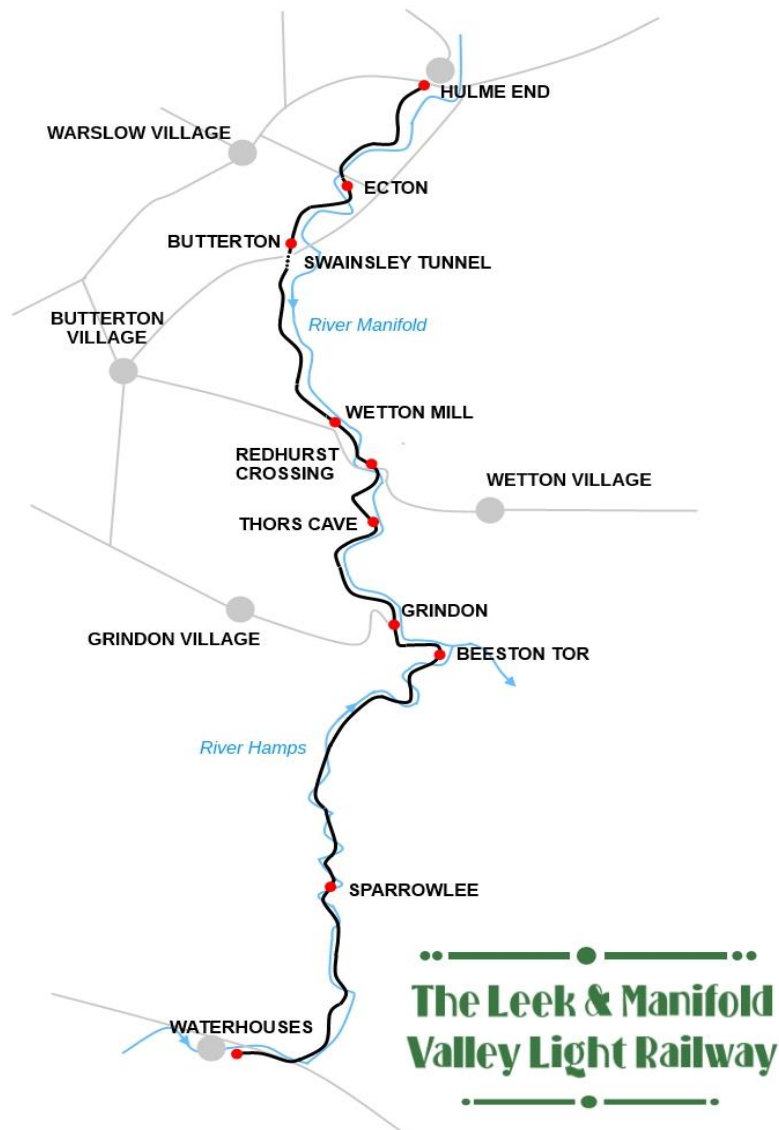
All the contents of this package are freeware. This package contains only assets made by me and those I have been given permission to include. For assets with me as the producer (richardmaxted) you may use, clone, modify, rebadge and rebrand them. You are permitted to release freeware cloned versions, additions, updates and extensions so long as the original author (me) is credited. Those assets that are in the package but inside the BDY26 directory are not included in this permission as they remain the copyright of other authors. None of any of the contents may be used where payment is sought or other commercial activities. I reserve absolutely the right to determine what is commercial. Charityware is commercial but is likely to be granted access.

You are **NOT** permitted to release, in any form, the original route or modified versions of the route using it's current directory. This is to protect others (and me) from unwanted changes to my version of the route.

The “Real” Route History

The route of the L&MVLVLR was described by one wit as “Going from nowhere to nowhere” which is a bit harsh. Nonetheless, the route perhaps lacks an urgent and immediately apparent reason. The route was

promoted to develop the economy of the area by opening markets for agriculture and particular milk, coal, limestone and animal feed. Like most railways of the period it was a result of over promotion and



expectations far exceeded results. However, it almost certainly reduced the costs of various items like coal for the rural area and increased the local market for local produce.

The first sod was cut in 1899 and work started under the guidance of E.R. Calthrop. He already had a record of success in narrow gauge construction in India and this was to be his British showcase. Work on the line was eventually started in 1902 after years of disagreement and expense in obtaining the permissions and money. It was built to a high standard with generous tolerances as the intention was always to turn current narrow gauge practise on its head by transporting standard gauge wagons on narrow gauge stock rather than the usual trans-shipment operations. This was despite Calthrops insistence that Light Railways should be built at the lowest possible effective standards of luxury; no elaborate stone station buildings or Gothic architecture. The line was finally open, with Grand Ceremony, on 23rd May 1904. Troubles with the North Staffordshire Railway meant that there was still no standard gauge branch to Waterhouses so the original terminus at Waterhouses was just after the road crossing. Steam buses were provided to link the line to Leek for just over a year.

For the first few years, especially after the 1907 introduction of a daily milk service delivery from Waterhouse to London, the line turned in a reasonable return. But by 1913 company shares were virtually worthless. A dairy processing plant was set up at Ecton in 1918 - complete with its own siding. After the LMS took over in 1923 the railway staggered on but the closure of the dairy at Ecton in 1932 spelt the end.

The last train ran on March 12th 1934. By 1937 the entire track bed had been lifted and converted to a footpath.

My Version of the L&MVL

This version makes one key assumption based on a whole host of little ones. I have assumed that the line never closed and staggered on; maybe until preservation. The reason for this is that dairy at Ecton never completely closed, but went into a more profitable cheese making business. It also assumes that for some reason Beeching kept the branch line to Waterhouses going. Finally I decided that at some point the original transporters used to convey mainline stock fell into disuse and the special sidings were no longer needed for this. I think this would have happened during or shortly after the war. So the model is set at the point where the railway is still a working line but suffering from a lack of money, maintenance and TLC.

In other words, this is not an absolute model of the L&MVL at any point in its history. There are several reasons for this. Firstly it is actually quite hard to do that given the limitations of TSC and secondly I wanted a route I could run my existing stock on without having to build a whole raft of new items.

However, the route is as close to the spirit of the L&M as I can make it. To do this I have tried to stick as far as possible to the track plan and gradients. I have also got just about all the original buildings and structures at least captured as far as my skills and the photos will allow.

There are a number of important differences.

- The track plan of Waterhouses yard is very different because of TSC limitations and the fact that the model started here and I was using modern maps.
- Ecton Dairy has an additional siding leading to a boiler house as I wanted somewhere to take the skips of coal I made.
- Ecton Dairy is much smaller than it was in real life. I only found this out later and having tried to make a model of the real one found out it was very large and totally dominated the landscape which I didn't like.
- Hulme End station has been shortened as the original was huge and it just looked very odd.

Features & Things To Do

Coal stages and water towers work but only Hulme water tower has animation. The coal stage can both load coal on locos and be loaded with coal using the shovel interactive loader from a Southwold Railway Wagon. The coal merchant can load and unload coal from both Southwold wagons (using the shovel) and EziTip skips by clicking on the coal sacks. All of the other stations have at least some of the interactive loaders / unloaders of milk churns, hay bales and coal loads for my Southwold Railway Wagons and for coal loads for my EziTip Skips. These are included in the route download to make sure they are in place and don't cause errors even if you do not have the relevant stock. These loaders require that an engine is coupled to the loading wagons.

The route has full seasonality. I have winterised, obviously, but the track work and a few other bits change colours in autumn and spring as well. Many of the roads have winter textures with tyre tracks.

There is night lighting for the stations and villages. The daylight hours are about right for the seasons. Summer is set in June so the nights are short, Autumn is in late October, Winter is around New Year and Spring is sort of April. The route has its own soundscape based on the sorts of things you hear out in the Peak District fells, such as Curlews and Sheep and Robins.

The various items such as the track and the stock also have sounds which add to the atmosphere. There is however a problem with the 2024 version 77.6b of train simulator classic. For quick drives and some

scenarios the full suite of track sounds do not appear until you press ESC to pause and then restart the scenario. DTG are aware of this issue.

Rolling Stock

No stock is supplied with the route but it uses my 2' 3" gauge track and so can take easily any of the currently available stock by me at RMrailworks.site, for the Talylyn, for the Phorum Line, and KngTrains stock like Britomart etc. If you already have stock made by me make sure you download the latest versions to get the best of the recent sound changes that make the whole route more immersive.

Quick Drive and other Scenarios

The route comes supplied with quick drive scenarios which have been changed so that only suitable stock are placed in sidings such as the coal yard or the Ecton Dairy siding. They will overwrite the older quick drive scenarios with no ill effects. It also avoids the route being populated with sidings containing static loco hauled trains which are unrealistic for a simple line like this. The consists that I now use are:

Consist Name	Description	Consist Name	Description
PassengerCommuter	loco hauled passenger	Custom1	static light engines
FreightCoal	loco hauled coal trains	Custom2	static coaches
FreightGravel	loco hauled PW trains	Custom3	static general goods wagons
FreightContainers	loco hauled goods	Custom4	static coal wagons
		Custom5	static straw/agricultural wagons
		Custom6	static milk carrying wagons
		Custom7	static sand wagons
		Custom8	static gravel / ballast wagons

To get the best effect you should also download my "Quick Drive Consists" as these match the scenarios.

There are no other scenarios supplied with the route as there is no stock that can be safely assumed to be common to all narrow gauge users.

Driving the Route

Not all speed limits are signed. This is because you drive this route several times a day and have done since you started as a lad so you know the rules.

The route has a 15 mph top speed limit. Yards are limited to 5 mph. Most station platforms have a 10mph limit but watch for road crossings which also have a 5mph limit often extending some distance from the road. There are some speed limit signs - for the roads for instance - and also (at the Board of Trade insistence) on some of the steeper curves. Driving the route using the HUD will show these speed limits. It will also show all the block markers which is an unfortunate side effect of how they have to be used. I would prefer not to show them.

The gradients are all correct. There are some real hidden traps like the steep climb into Hulme End and the Long Drag out of Wetton Mill which can also turn into the over hot braked descent if you are not careful.

All the points are manual. Water is available in Waterhouses yard, at the loco shed at Hulme End, and down by the station building at Hulme End. There is coal only at the loco shed. There was no standard gauge coal or water at Waterhouses as the branch was only short.

This route needs driving to avoid wheel slips, to keep the speed within limits, and to arrive with enough water and especially coal for the return trip. On a small loco with a heavy load the final gradient to Hulme End can really test you.

The Block Signals on this route.

The route is divided into blocks. The “real” L&M was controlled by telephone calls made on portable apparatus which could plug into the station buildings to call the box at Waterhouses as there were no intermediate block instruments. On this version the block system is designed so that you do the equivalent of this by stopping at stations and looking at the map.(pressing key 9).

Each block section has a coloured light at each end showing on the map. Green lights mean the block is empty and red lights mean the block is full. There are no actual lights showing on the route.

On the LMVLR all sidings and Loops are not part of the block section and as far as the signal system is concerned a train in loops or sidings does not exist. Each station is a single block and the lines between stations are separate en-route blocks. This helps the system work easily. At Waterhouses and Hulme End the starter signal clears provided the route across the points is set correctly. It does not indicate the state of the block ahead. It will remain clear after a train passes.

First Time Download

If this is the **first time** you have downloaded the route you will need to install all the asset packs listed below before you install the route itself (this package). This way of doing the route will help you in the future as if there are changes you will only need to download the bits that have changed.

Updating from Version 3 to Version 4

Download all of **my** asset packs dated after October 2014, as there have been so many new assets added. You will also need to download all of my vehicle packs. These are listed below. I recommend you also download my updated Quickdrive consists pack.

What Assets are Required

This package only contains the core route assets, my signal block assets and the **RWF Assets by kind permission of BDY26**. [Golden Age Developments](#) now host (amongst others) the UKTS freeware packs.

You will need to download the additional files listed below.

RMRailworks Asset Packs

NG30IbTrack
Clutter
Houses
Commercial
Railway Assets
BanksnCuts
Bridges

RMRailworks Vehicle Packs

Austin A40 & Morris 1100/1300
Bedford CA Vans
Bristol MW & SUL Buses
Ferguson TE20
Landrover Series2A
Mini & Minors

UKTS Freeware Packs from Golden Age Developments (or others)

UKTS_FP Blocks and Lofts
UKTS_FP Clutter
UKTS_FP Foliage
UKTS_FP Terrain Textures

Other Freeware

RSDL Free Foliage Pack (often included in other RSC/DTG routes)

Payware

RSDL - Island Line (IOW)
Kuju/RSC – York, Bath, and Oxford defaults
Kuju/RSC – European Asset Pack

Recommended for Quick Drive Scenarios

RMrailworks (Richard Maxted) Quick Drive Consists