INSTRUCTIONS FOR USE OF A
ROLLING STOCK PACK FOR TRAIN SIMULATOR 2016

This book is for the use of customers, and supersedes as from 21st February 2016, all previous instructions on the use of the above rolling stock expansion pack.
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INTRODUCTION

This expansion is one of our series developed specifically for distribution via Steam Marketplace and builds on our range of independently distributed rolling stock packs. The expansion features some of the most striking goods wagons built by British Railways and tells the second part of their story.

This pack features part of the later development of the final design of bogie rail wagon (telegraphic code BORAIL) to be built by British Railways. One hundred and sixty five vacuum braked wagons with a capacity of 50T were originally built to two different diagrams either for the transportation of lengths of rail and fitted with bolsters (dia. 1/483) or prestressed concrete beams with a flat deck and sockets for stanchions (dia. 1/482).

In 1981/2, 150 wagons out of the 165 built passed through BR Shildon to be converted to air brakes. Fairly rapidly the entire fleet were transferred to the engineers department who subsequently converted some of the wagons to become track panel carriers for a short while before a more concerted program saw around 69 wagons further converted to carry sleepers. These conversions are the wagons featured in this expansion pack.

THE ROLLING STOCK

The BORAIL wagons were an interesting group that found themselves built in the revenue series of wagons although they would find themselves often used as special wagons and for the Civil Engineer. The primary use for the wagons was the transportation of lengths of new rail from the rolling mills to either track prefabrication plants or to docks for export. Given that the standard length of rail was 60ft the BORAIL wagons measured 62ft over headstocks and were fitted with bolsters to support the load.

There were two variations of BORAIL constructed with different types of traffic in mind. By far the largest group were those 135 built to dia. 1/483 with 5 bolsters for the carrying of finished rail for fabrication or export. A further 30 wagons were constructed using the same under-frame but without the bolsters. These wagons were designed for carrying prestressed concrete beams and had flush sockets on the deck to locate stanchions as required.

Although designed with two specific traffic uses in mind photographs show that they were looked on as ‘handy’ for a number of other uses including carrying vehicles. Naturally they were pressed into service to carry items longer than other bolster wagons could handle without the need for runner wagons. However, they also seem to have found a lot of use in carrying exceptional loads either as spacers or for carrying the load itself. In some pictures the bolster fitted wagons can be seen with their bolsters removed to carry alternative loads including deck sections for the Humber Bridge.

The 1970’s and 1980’s saw a large program to convert existing wagons to the air braking system as British Rail attempted to modernise and increase the speed and profitability of it’s freight services. The vast majority of the BORAILS (150 out of 165 constructed) passed through the BR works in Shildon for air brake conversion that was to radically change the appearance of the wagons.

The bogies were replaced with 1.8m wheelbase Y25C bogies fitted with hand brake wheels. Alongside this the body was totally rebuilt with new 8-inch high sides with six (later 8) pockets for ratchet tensioners to allow the use of nylon straps for securing loads, a new deck was fitted along with six new bolsters. The mounts for the original securing rings were retained and used to support the new body and the wagons were finished in Railfreight flame red and grey livery.

However, the membership of the revenue fleet was to be short lived as in early 1983 the entire fleet was transferred to the Civil Engineers department where they gained the TOPS code YLA and FISHKIND of ‘Mullet’, generally stencilled on a central yellow panel along with a DC prefix to the number. Eventually the wagons gained the engineers yellow and grey livery. Many of the wagons gained additional ratchet tensioners both to increase those originally fitted with 6 tensioners per side to 8 or in some quite random locations possibly related to a specific load at some point.

In about 1985 around 10 wagons were converted by the Southern Region for the carrying of track panels by removing the bolsters and fitting heavy longitudinal timbers to raise the load above the deck rails. Initially the wagons gained the TOPS codes of YMA but retained their fishkind of Mullet. However, (possibly due to confusion) they gradually started gaining the fishkind of Parr. At this point the story becomes a little uncertain as these initial conversions then appear carrying concrete sleepers complete with the TOPS code of YQA but still retaining their original bodywork often with an additional tensioner at the mid-point if this had not been fitted at the point of the earlier conversion to air brakes.

At around the same a time a larger number of YLA Mullets were converted specifically for carrying concrete sleepers. These also lost their bolsters in favour of the longitudinal timbers but topped off with thinner timber strips. At the same time the bodywork was modified to include a step at the outer ends on both sides. Other conversions involved the fitting of more tensioners to number 13 per side along with the steps at the end to a slightly different style.

Ultimately there were some 69 conversions for sleeper carrying and they all ended up carrying the TOPS code of YQA and fishkind of Parr. This pack attempts to give the general feel of the confused history of these wagons and makes a distinction in the naming that YMA Mullets are track panel carriers and YQA Parrs are sleepers carriers. However, there is a bit of randomisation once the wagons are in the simulator to reflect the confused coding and naming of the earlier conversions.
An example of one of the early YLA Mullet conversions for carrying track panels complete with the YMA TOPS code but retaining the Mullet Fishkind painted in 'Dutch' livery but with a grey under frame. YMA Mullet: Du C.E

This track panel conversion has been in traffic for a while and has slightly weathered paint work. More noticeable is the change of Fishkind from Mullet to Parr. YMA Mullet: Du W.L3
An example of a YQA Parr with 13 tensioners per side and ‘modernised’ weathered textures. YQA Parr 13T: Du W1.E

Rust is starting to take over the body work of this sleeper carrier with a full load of concrete sleepers and 9 ratchet tensioners per side. YQA Parr 9T: Du W2.L3
ROLLING STOCK FEATURES

We have developed some new features which are being introduced as appropriate with our range of Marketplace expansions. Although they will happily work away and help to enhance your Train Simulator experience with no specific input some are still controllable via the scenario editor if you so wish.

RANDOM TOPS CODES AND FISHKINDS

Given the fluid nature of the coding and naming of the YMA variant these wagons will display a selection of YMA and YQA TOPS codes along with both Mullet and Parr fishkinds in a similar manner to that observed on the prototype.

RANDOMISED RATCHET POSITIONS

The YMA variant is created such that it will randomly display either a body with 8 or 9 tensioning reels per side reflecting the original conversion of the wagons and the later modifications to the wagons,

INTELLIGENT TAIL LAMP

We have developed our own script to control the display of tail lamps on vehicles in an ‘intelligent’ manner which we think allows the most realistic use of tail lamps while allowing scenario authors the opportunity to finely control the lamps if they wish.

The key features of our ‘intelligent’ tail lamp are:

• Player services will display a lamp at the rear end and this will move up and down the train as vehicles are coupled/uncoupled.
• AI services will display a lamp at rear and this should move up and down as vehicles are added or removed in scenarios
• Loose consists should not display any lamps - including portions detached from Player and AI services
• Lamps can be prevented from showing by adding a N prefix to the vehicle number in the scenario editor either before or after the decal override if this is used
• Lamps can be forced to appear in a similar manner by using a Y prefix.
• AI services with a Service Class of ‘Special’ will not display a lamp and this needs to be forced to appear with a prefix
• Loose consists are treated by Train Simulator as ‘Special’, if you wish a tail lamp to appear on one end (or indeed both ends) of such a consist you will need to force it to appear by adding a Y prefix to the relevant wagon(s).
• In a free roam scenario, selecting a consist with a Special type to become the player service will enable the lamps as per a normal service.

In circumstances where the automatic display of a tail lamp is not desired, for example during shunting manoeuvres in a yard, adding a prefix of N to the vehicle number will prevent a tail lamp from being displayed on that vehicle.

Conversely, if a tail lamp is required to be displayed and this does not happen automatically, for example a loose consist left in a siding, adding a prefix of Y will force a tail lamp to be displayed on the outer end of that wagon.

Notes:
The order that prefixes are applied to the numbers in does not matter.
Due to the way that the script executes when you add prefixes the results will not be shown until you save and reload the scenario.

FILE NAMING OVERVIEW

We have developed a standardised naming structure for our rolling stock using the following mask:

TOPS Fishkind (Body Variation): LIVERY FLAGS

For example one wagon may be named YMA Mullet: Du WE

In effect this means it’s a YMA Mullet track panel carrier in engineers yellow and grey livery with no load and suitable physics.

FILE NAME OPTIONS

The following is a list of the variable flags used in this pack:

TOPS:

YMA 80t Bogie track panel carrier
YQA 80t bogie sleeper carrier

Fishkind:

Mullet 80t bogie wagon ex revenue BRA
Parr 80t bogie sleeper wagon converted from Mullet

Body Variation:

9T 9 tensioners per side
13T 13 tensioners per side

LIVERY:

Du Engineers yellow and grey ‘Dutch’ livery.
FLAGS:
C   Clean textured
E   ‘Empty’ physics
Lx  Loaded with x layers of track panels (YMA) or sleepers (YQA) and suitable physics to match the load state
W   Lightly weathered version of the ‘clean’ textures
W1  ‘Modernised’ (later style of warning flashes and tail lamp) weathered textures
W2  Heavily weathered textures with modern warning flashes and tail lamps.

COMPROMISES
With any project you always have to make some compromises and this one has been no exception. We’re not ashamed of the ones we’ve made and we are more than happy to tell you about them.

The actual numbers of exactly which wagons gained particular body styles and coding variations has not been possible to specifically track down. As a consequence we have enabled all number for all variations which can naturally be changed in the scenario editor if you so wish.

HELP AND SUPPORT
GENERAL ISSUES WITH THE EXPANSION
In the unfortunate event that you find a problem or things won’t work we really do want to hear from you.
Getting support is simple - all you need to do is send an e-mail to fitters@fastline-simulation.co.uk and raise a support ticket about your issue and we’ll get back to you as soon as we can.
Please don’t use Facebook, Twitter or the chat client etc as things are much more likely to be overlooked and more difficult to keep track of.

CORE TRAIN SIMULATOR PROBLEMS
Although we are more than happy to investigate issues you may be experiencing with our expansions more general Train Simulator issues or observations should be directed to http://dovetailgames.kayako.com/ which is the location of the Dovetail Games Support Library and help desk.

STEAM ISSUES
If the problem you are experiencing is related to a Steam purchase or download we will be unable to help you. The best course of action will be to take a look at the Steam Support pages which can be found here: https://support.steampowered.com/

MORE INFORMATION & STAY IN TOUCH
If you want to know more about what’s going on at fastline simulation there are a few things you can do.

WEBSITE
Our website can be found at www.fastline-simulation.co.uk and contains updates and information about all our present and future expansions. On the website you can also say hello via the chat client if it’s online if you’ve got a quick question to ask or drop us a line by emailing hello@fastline-simulation.co.uk.

THE BLOG
Our blog can be found at http://fastline-simulation.blogspot.com/ and is usually the place where in progress renders and screen shots appear along with little articles about other things that are going on.

TWITTER
If you really want to know the tasks of the day or what’s really getting on our nerves you can follow our tweets at http://www.twitter.com/fastlinesim

FACEBOOK
‘Liking’ us on Facebook is probably the best way to go if you want to really keep your finger on the pulse, updates to the blog and website are fed in, all the Tweets appear as status messages and we even post extra pictures now and then with the added bonus that you get to comment too. Our page can be found at www.facebook.com/FastlineSimulation

MAILING LIST
Possibly one of the best ways of ensuring that you don’t miss out on any important announcements is to sign up for our mailing list. We only use the list for important expansion information, really special messages and occasionally to ask your opinion about things. We’ll never share your details with anyone else and you can easily unsubscribe at any time.
To join the list please fill in the little box on this page: http://www.fastline-simulation.co.uk/index.php/manage-mailing-list

THANKS
The production of any product wouldn’t be possible without hard work, support and down right nagging.
This pack is no exception and as such it’s only fair to say a big thank you to the families that allow us the time to do this/enjoy the fact we’re distracted and out of their hair for a bit!
The other key element are the testers. It’s safe to say this is probably the best team of testers that’s been encountered for train simulation projects. They test thoroughly and speedily, communicate well, continually offer opinions and guidance and share the common aim to strive for quality.
We should also thank the guys at Dovetail Games for putting up with us, humouring our wild ‘is this possible?’ ideas and allowing the opportunity to create ‘official’ expansions!

This is yet another expansion we’ve managed to get to the point of no return, (ok, release as we’re sick of the sight of it and releasing is the only way to stop the constant tinkering) so a big thank you should go to our family and friends for their patience and support with our playing trains!

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Civil Engineers Wagons Volume 3, D Larkin, Kestrel Railway Books, Southampton, 2013, p58


Franklin M. YQA Parr DC967573 in mark franklin, viewed on 10 November 2015 https://wagons.smugmug.com/Trains/UK/YQA-Parr-DC967573/

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