

Piccadilly line for BVE

Version 5.2.5, August 2005; Compatible only with BVE4; © Tom Beevers 2001 – 2005

Readme

1. Introduction

Thank you for downloading the Piccadilly line for BVE, version 5.2. If you just want to get driving, see section 3 "Driver Briefing" for hints and tips to get you started, including a list of all speed limits. This file is optimised for easy printing should you wish to do so.

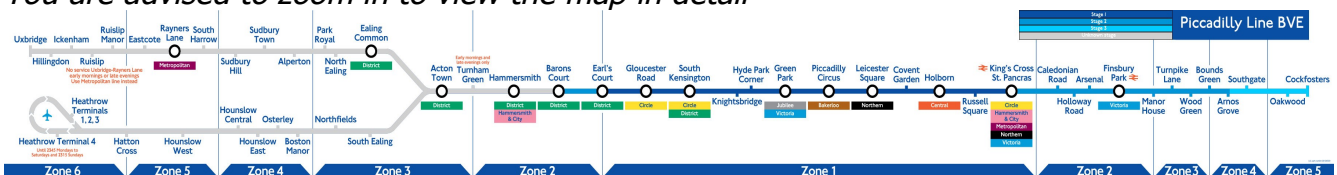
New in this version

This is version 5.2.5, which updates 5.2 as follows:

- Inserts driver's portakabin at Arnos Grove platform end
- Corrects a track layout error at Wood Green
- Inserts PSR warning lights
- Alterations to the crossover and station entry lights – they are now in .x format with ambient glow
- Addition of the extra routes – see further down
- Adds door close lights
- Adds a cab light – press 0 (zero) to toggle it on or off
- Fixes lack of "loop" sound

2. Route Map

You are advised to zoom in to view the map in detail



Map thanks to Tom Cairns

3. Driver Breifing

There are currently five routes, each depicting a different working:

2004 off-peak

The "standard" route, a run between Barons Court and Arnos Grove with no delays and only slight rain towards the end.

2004 peak

Barons Court to Arnos Grove in the peak hour, with some delays, heavy rain and more passengers.

2004 Wood Green

Due to an earlier failure, your train is running late and so will be turned back at Wood Green. Drive as far as there and after passengers have been detrained shunt into the siding.

2004 Weedkiller

London Underground has a "weedkiller" train formed of old 1938 tube stock. It's due to spray Cockfosters Depot, so you need to drive it up to Arnos Grove. You don't need to stop at any stations.

1975 off-peak

The year is 1975 and you are on one of the last remaining 1938 tube stock trains on the line. Drive it between Barons Court and Arnos Grove. NB: this route is as accurate as I have been able to make out – reference material is somewhat sketchy.

The standard route depicts the eastbound run of the Piccadilly line of the London Underground . Taking charge of the train at the surface station of Baron's Court, you immediately plunge underground for the trip through the centre of London, passing through the West End – packed with tourists as well as the usual commuters, it being a Saturday – and then via Holborn and King's Cross (after which traffic drops considerably). We move onto the new line constructed in the 1930's after Finsbury Park, with station similarities noticable, before bursting out into the open air just before Arnos Grove, where we come to a halt in Platform 1. The stations of Southgate, Oakwood and Cockfosters lie tantalisingly close ahead, but for this version we terminate at Arnos Grove. The whole run is just under an hour and takes place in the new 1973 tube stock.

The route is located in BVE Root\Railway\Route\Piccadilly line v5.2\

a. Speed Restrictions

These must be adhered to at all times. A full synopsis is printed below for reference.

Line speed: 45mph, except sections below:

- West Kensington Tunnel Mouth to signal A657 : 25mph
- South Kensington to Brompton Road (disused station) : 20mph

- Signal A699b (just before Knightsbridge) to Knightsbridge platform: 25mph
- Knightsbridge platform: 20mph
- Knightsbridge to R709 (second signal after Knightsbridge): 30mph
- Down Street (disused station) to Green Park: 30mph
- Signal A739b (third after Green Park) to Piccadilly Circus: 30mph
- Covent Garden crossover tunnel to Holborn: 20mph
- Holborn crossover to 100m after signal FPX777 (third after Holborn): 30mph
- Signal FPX779a (fourth after Holborn) to Russell Square: 25mph
- King's Cross crossover to King's Cross: 10mph
- Signal VK1 (third after Arsenal) to Finsbury Park: 30mph
- Signal RX855 (fifth after Manor House) to 200m after signal X555: 35mph
- North Circular Bridge to Arnos Grove: 20mph

b. Driving the 1973 stock

If this is your first time driving the 1973 stock train, don't be put off by your perceived poor performance. Don't bother about adhering to the timetable on your first runs, concentrate on driving slowly but surely obeying signals and speed restrictions and stopping reasonably accurately. The stock is fitted with working windscreen wipers – when driving through rain, you should switch these on (Page Up to turn on, Page Down to turn off). When driving over current rail gaps, you won't be able to pick up traction current – you should, therefore, make sure you are travelling fast enough when approaching these sections, in order to avoid coming to a halt with no way of accelerating. In general, the gaps are located at pointwork and the ends of traction current sections. The latter are always preceded by a Rail Gap Indicator (see signalling section). Take care to drive sensibly, as if you "thrash" the train you may find it overheating and eventually failing. If you have trouble reading the speedometer or other controls, press 0 (zero) to switch the cab light on or off.

Note the four lights on the control panel. In reality, these have functions that cannot be simulated by BVE. I've therefore decided to, in the BVE version, give them different uses. The top light signals that power is on, and the bottom will illuminate if the train passes a signal at danger. Some people may think that this is unrealistic – if so they are welcome to disable them on their own copy and then wonder why the train isn't moving all of a sudden.

If you look down you'll see the door lights – these are extinguished when the doors are open.

The cab is photorealistic (thanks to Chris Copley) but unfortunately it's been impossible to gain sufficient photos to animate the controllers. It is hoped this will come in a future version.

Special 1973 stock keys

| | |
|----------|-------------------|
| PAGE UP | Wipers On |
| PAGE DN | Wipers Off |
| SPACE | Tripcock reset |
| HOME | Tripcock Override |
| 0 (zero) | Cab light on/off |

c. Hints and Tips

- Remember there are other trains on the line – you may be able to gain some time by running early, but you will catch up with the train in front sooner or later. This will happen more often in the peak hour route!
- Be careful to keep an eye out for signals, and take heed of the warnings from repeaters – you'll need them!
- Don't think you can ignore the speed limits – they are tied in with the signalling and signals may be very close on sections with lower limits.
- If you're stopped at a red signal which turns green, don't accelerate to full speed immediately – this often means you're catching up with the previous train and as such more signals may be at danger.
- If you do get tripped by passing a signal at danger, press SPACE to reset the system.

d. Limitations

As mentioned above, the controllers are not animated. There are a couple of places where the route could be improved on, but I could go on forever fixing things and never be truly finished. If you have a useful suggestion – particularly if you know the route well – feel free to email me. Those who say "the 4th sleeper after signal x looks wrong" should refrain from emailing as they will be ignored.

4. Copyright

Unless otherwise noted, all content is © Tom Beevers 2000 – 2005. All rights reserved. If you wish to use components of the route in your own work (such as objects or sounds) please contact me first (tombeevers2000@gmail.com) and ask permission. Where an object is not mine, I will forward you to the original authour.

Thanks are due to :-

Anthony Bowden

Bridge13a.csv
BridgeWall1L.csv
BridgeWall1R.csv
back_city.bmp
Backdrop_Suburbs_1_Sunny.bmp

Tony Haylor

tall_housebacks.bmp
small_hut.csv

Video 125

Sound files

Steve Green

overcable1.csv
relay_cab1.csv
relay_cab2.csv
sectionswitch_cab.csv
rgi.csv
signal_tunnel_l.csv
signal_tunnel_r.csv
signal.csv
signal_tunnel_l_repeat.csv
signal_tunnel_r_repeat.csv
exit_l.csv
exit_r.csv
NLPeoplex.csv
staff.csv
bluex.csv
bluexs.csv
boxes.csv
sktx.csv
Tunnels
Generic Tube Station
Tube Station Bridges

Stephen Cross

LU rails (in conjunction with Steve Green)

Dan Lewis

1973 tube stock motor sounds

Richard Scott

smalltree.csv
smalltree2.csv

Phillip So

help_point.csv
camera_back.csv
camera_front.csv
1973/1967/1959 stock objects

Robert Glass

Arnos Grove station objects

Richard Gellman

Buffer.csv

Joao CG

rails_old.csv

Seth Anderson-Crook

1973 tube stock LHS switches image

John Owen

1973 tube stock door and air sounds

Beary

Photographs forming part of the Gloucester Road textures

Paul Jobber

D78 stock

If anyone has been erroneously missed off the list, please contact me and I will correct it.

Many thanks are also due to **Video 125** for their excellent "Piccadilly" driver's eye view which helped enormously during development, **Chris Cobley** for 1973 stock cab photos, **Simon Mott** (mind that tree!) for posting me a home-made cabride video, **Tom Cairns** for the route map, **Steve Crawshaw** for the train radio sounds, **Jeremy Wilcox** for calculating the curve radii over the whole route, **Roger Viggers** for many megabytes of photos and diagrams, **Sandford Mace** for his array of BVE object utilities and everyone at BBC Radio 4 for preserving my sanity whilst coding.

The route was handcoded in gVim 6.3, with images manipulated with IrfanView (<http://www.irfanview.com>), PaintShopPro (<http://www.jasc.com>) and MS Paintbrush.

This readme was produced with OpenOffice (<http://www.openoffice.org>) which I thoroughly recommend as a replacement for Microsoft Office. Similarly, Mozilla Firefox (<http://www.getfirefox.com>) is an excellent replacement for Internet Explorer and has served as my web browser for most of this project.

Also the beta testers: Damon Cox, Chris Cobley, Simon Mott, Steve Green, Sandford Mace and Phillip So.

Again, if I've missed anyone off then please contact me.

5. Technical Support

If you experience any problems with the route, delete it and try reinstalling (or redownloading) – this solves many problems. Otherwise, try posting the problem on one of the many BVE discussion boards that exist – you may find your issue has been experienced by others, who will be able to help you – URLs below are some of the popular ones.

<http://www.railuk.org/hst>
<http://billz1064.proboards1.com>

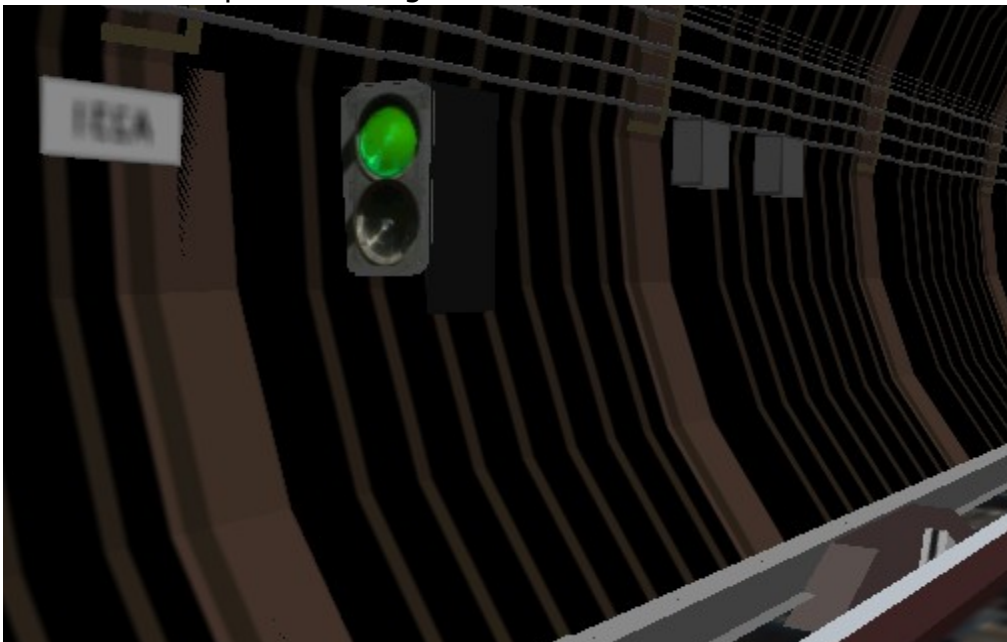
<http://forums.uktrainsim.com>
<http://www.train-sim.com>

If you find your problem remains unsolved, email me (tombeevers2000@gmail.com) and I will try to help you out. However, with many other demands on my time I may not be able to reply promptly – but in time I will respond.

6. Signalling

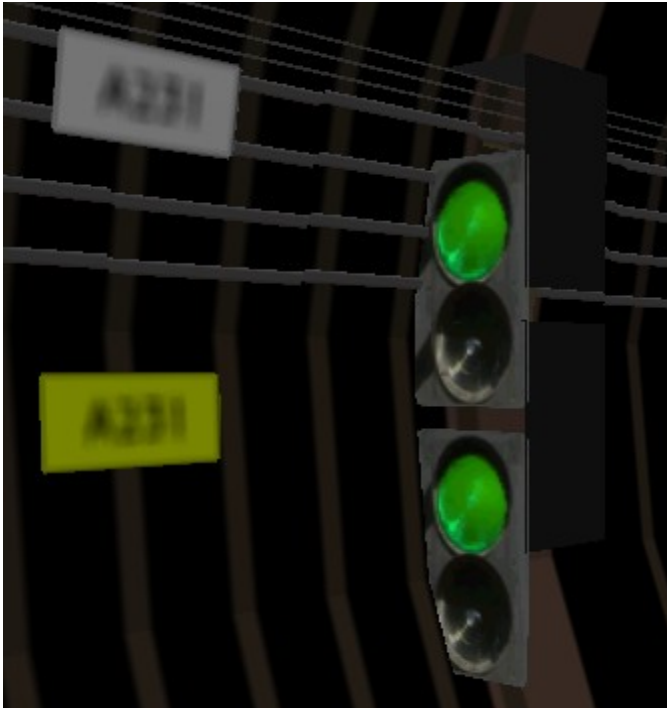
LU signalling is a little different from UK Mainline practice, so even if you are acquainted with the latter it would be wise to take a look at the guide below.

The basic two-aspect home signal in a tunnel is shown below :-



The ramp in the bottom-right of the picture is the tripcock, which will automatically stop the train if it passes the signal at danger.

With only two aspects, there is a danger that the train could have insufficient time to stop at a red signal from when the driver sees it – therefore, repeaters are employed. They look the same as the basic signal above, but display yellow / green aspects, yellow meaning the next signal is at danger and the driver should begin braking and green meaning the next signal is clear. To save on duplicated equipment, these two basic types of signal are sometimes combined, viz.:-



This signal is actually two, a top home signal and a separate bottom repeater signal – they are just in one casing.

The tripcock system operates like on all LUL lines, and this is replicated in BVE4. If your train passes a **green** signal, there will be no action required. However, if you pass a signal at danger (**red**) then the train's emergency brakes will be applied. To reset them, you will need to press the SPACE key.



This is a rail gap indicator – it denotes a gap in the traction current rails. This means that should an incident occur on one section of line, the power can be shut off without the rest of the line being affected. These indicators mark the boundary points. They are illuminated if the traction current on the ensuing section of line has been discharged.



Fog Repeaters are provided on external sections of line to provide a repeat indication of an approaching signal. Initially designed to only be switched on at times of foggy weather, they are now permanerntly switched on to reduce the risks of signals passed at danger. There is currently only one on the route due to the short length of outside running.

And Finally...

Please enjoy the route!

I welcome comments and constructive criticisms to tombeevers2000@gmail.com.

What next? Well, I plan to go north to Cockfosters initially, and then code backwards. The form and coverage of future releases is uncertain – it depends on a multitude of factors (what's new, is it finished and is there a good chunk of new route are the main ones, plus how much time I can dedicate to BVE and what new features are in the latest version!).