

Railway-based Games for your PC

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Experience the challenge of railway operation in the comfort of your own home. If you have a PC you can enjoy these absorbing games.

Signal Box and Driver simulations require EGA or VGA graphics capability.

Based on extensive research, these games give the genuine flavour of the problems and challenges of running a railway. Authentic track plans, motive power and schedules for the location and period are used, in some cases with additional workings to add interest. To avoid any possible disappointment, please note that these are not "arcade" games, but realistic simulations. Graphic screen modes are not used in most cases, and the emphasis is on providing you with sufficient information to make the right decisions.

Games are constantly being added to our range: watch our web site www.siam.co.uk for details!

Traffic Control

The Traffic Control simulations come in a number of styles, each designed to give the maximum of interest while setting you a task which is achievable. In each case arriving trains may be late for a variety of reasons, and the motive power varies; no two games are alike. Take charge of a shift or two at one of the following stations:

UK Steam Era

- **Gold Series: Ashford 1958** - The simulation starts at 6 am and runs to 10 pm, set in the year between introduction of the Hastings diesels and the start of the Kent Coast electrification. Almost all main line services are steam-hauled, and they include many boat trains at higher difficulty levels. Freights serve the three yards and several other sidings, as well as the locomotive and wagon works. For the first time in a steam era British simulation, more detailed freight shunting is included, as in our St Moritz simulation. Bonus points are available for allocation of locos of the rostered type or from the correct depot, and for correct placement of incoming freight. (Difficulty #####) Price £36
- **Silver Series: Barnstaple 1955** - Covering the 5 am to 10.30 pm period to cover almost all traffic, this is set in the summer of 1955. Everything is steam, and your control area includes the ex-GWR Victoria Road terminus as well as Barnstaple Junction and the single line section through Barnstaple Town to Pottington. Both weekday and Saturday schedules are provided; effectively this gives you two rather different simulations. Passenger services include several on which Ilfracombe and Torrington portions join or separate; freights serve both yards and several private sidings. There are also services on the ex-GWR Taunton branch, all of which have to reverse at Victoria Road.. Bonus points are available for allocation of locos of the correct type, and for correct placement of incoming freight. (Difficulty ###) **Price £27**
- **Silver Series: Bath Green Park 1961** - Steam again, and how! Try to sort out the confusion as expresses between Bournemouth and the Midlands reverse and change engines in only two platforms. Many southbound workings need a pilot over the hills, and your job includes control of the five miles of single track south of Bath to Midford. Definitely not easy! (Difficulty #####) Price £27
- **Silver Series: Brighton 1956** - After many requests, our first Southern Electric simulation. Not just electrics, though; at this time there were still steam services on all lines, including holiday trains from the Midlands and North via Redhill, continuing to Hastings after a change of engine, as well as the western coast route to Bournemouth, Plymouth and Cardiff. Local steam services operate to Horsham via Steyning, and to Tonbridge or Victoria via Lewes. (Difficulty #####) Price £27
- **Gold Series: Cambridge 1952** - This station is famous for its single long through platform, with bays at either end. Cambridge used to be much busier than you would dream from seeing it today, with through expresses from London to Kings Lynn and Norwich as well as the Kings Cross route and several branch lines. At times you may wish for several more platforms! Freight traffic includes through services between Whitmoor and Temple Mills, as well as arrivals and departures at the three yards. (Difficulty #####) Price £36

- **Platinum Series: Carlisle 1957** - Covering the full 24 hour day, this is set in the summer of 1957. Diesels have begun to make their mark on local services and in the yards, but most traffic is still powered by steam. Both weekday and Saturday schedules are provided. Passenger services often require an engine change at Citadel station, and some will need a pilot over Shap or Beattock bank. Freights serve several local yards, with a lot of trip working, as this was before the development of the Kingmoor yards. You have three sheds to manage: Upperby (12A), Kingmoor (68A), and Canal (68E); in addition, motive power off the Settle & Carlisle and Tyne Valley lines often has to be serviced in what is left of the former depots at Petheril Bridge and London Road. Bonus points are available for allocation of locos of the correct type and depot, and for correct placement of incoming freight. (Difficulty #####) **Price £45**
- **Cromer Beach 1952** - Cromer Beach was a secondary terminus of the M&GN system, served also by trains on the former Great Eastern Railway, whose principal Cromer station was Cromer High. The single track screen includes a small goods yard and two platforms, as well as a number of carriage sidings and a small engine shed. The station is not very busy, but does have an interesting mix of traffic. Though this is not Silver Series, due to the simple layout and small volume of traffic, it does include several Silver Series features, including a choice of day and of difficulty level. (Difficulty ##) **Price £18.**
- **Silver Series: Euston 1958** - Much requested, and one of the most difficult in this series. Apart from the Watford DC line and occasional appearances by the early main-line diesels, all services are steam-hauled, with locos provided on request by Camden shed or arriving with empty stock from Willesden. You have to manage the station and up and down carriage sheds, striving to return visiting engines to their homes and to keep the traffic moving. Your period of duty includes morning and evening peaks. (Difficulty #####) **Price £27**
- **Gold Series Line Control - Great North of Scotland Railway** - Running from 6.45 am to 11 pm, this simulation is set on a summer weekday in 1922. You have to control all traffic over the GNoSR system, covering no less than nine route screens, with particular attention to giving appropriate priority on the many single line sections. Bonus points are available for running scheduled services on time. (Difficulty ###) **Price £36**
- **Halwill Junction 1955** - Covering the 5 am to 9 pm period to cover almost all traffic, this is set in the summer of 1955. Everything is steam. **Both** weekday and Saturday schedules are provided; effectively this gives you two very different simulations. Passenger services include several on which Bude and Wadebridge portions join or separate; freights serve the small yard, and some exchange portions to provide both local and through service. There are a few services on the Torrington branch, including an occasional cattle extra at higher difficulty levels. Bonus points are available for allocation of locos of the correct type, and for correct placement of incoming freight. (Difficulty ##) **Price £18**
- **Gold Series Line Control - Highland Railway** - Running from 6 am to 11.30 pm, this simulation is set on a summer weekday in your choice of date: 1930 or 1951. You have to control all traffic over your chosen part, or the whole, of the Highland Railway system, covering no less than eleven route screens, with particular attention to giving appropriate priority on the many single line sections. Bonus points are available for running scheduled services on time. (Difficulty ###) **Price £36**
- **Hunstanton 1952** - At last, another fairly simple steam era simulation to get you started - just one track screen. Those with more experience may also find it a challenge, though: four schedules are provided, ranging from a quiet autumn Sunday to a busy summer Saturday. The local shed is included, used mainly for servicing engines off visiting excursions. (Difficulty ##) **Price £18.**
- **Silver Series: Ilfracombe 1955** - Covering the 6 am to 9.30 pm period to cover almost all traffic, this is set in the summer of 1955. Everything is steam, and your control area covers the first nine miles of the line from Ilfracombe towards Barnstaple, including Mortehoe bank in both directions.. Both weekday and Saturday schedules are provided; effectively this gives you two rather different simulations. A major feature on Saturdays is the need to provide bankers or pilots for the heavier trains. Bonus points are available for allocation of locos of the correct type, and for correct placement of incoming freight. (Difficulty #####) **Price £27**
- **Silver Series: Inverness 1954** - Strictly speaking this is a "Silver-Gilt" program. It has most of the features of the Gold Series, but only enough traffic to justify the Silver label. Apart from a seasonal through train in each direction between Glasgow and Wick, all trains terminate at Inverness, which is operated as two stations side by side, one for the north and one for the south and east. Freight traffic included is substantial, particularly on the Perth main line. You have a full 24 hour shift to operate, though it gets quiet at times. New features include double-heading when necessary on all lines, the need to keep a serviceable shunter in each yard, and occasional locos for repair at Lochgorm Works. Not our hardest, but plenty to think about. (Difficulty #####) **Price £27**

- **Kings Cross 1954** - back to steam days, with the old track layout, and through workings over the Metropolitan line. You choose motive power from that available at Top Shed: A4s, A3s, A2s, A1s, V2s, B1s, and plenty of N2s and L1s for suburban and empty stock workings. (Difficulty ###) Price £18
- **Platinum Series - Lincoln 1952** - This has eight track screens, and includes both Central and St Marks stations, and both the ER and LMR locomotive depots. There are several freight yards and industrial sidings, and no less than seven routes into the Lincoln area. Many of the through freights on the GN/GE Joint Line require an engine change at Lincoln. (Difficulty #####) Price £45
- **Platinum Series: Llandudno 1958** - The simulation starts at 6 am and runs to 10 pm, and is set in 1958 before the arrival of any main line diesels in the area. Both weekday and Saturday schedules are provided; effectively this gives you two very different simulations. All main line services are steam-hauled, and they include many excursions and reliefs at higher difficulty levels. Freights serve the yards and other sidings. As in our Ashford 1958 simulation, more detailed freight shunting is included. Bonus points are available for allocation of locos from the correct depot, and for correct placement of incoming freight. (Difficulty #####) **Price £45**
- **March 1952** - Covering the usual 6 am to 10 pm period, this is set in 1952 before the arrival of any BR standard locos or diesels in the area. Both weekday and Saturday schedules are provided; effectively this gives you two very different simulations. All services are steam-hauled, and they include a number of excursions and reliefs at higher difficulty levels. Freights serve the yards, including the large Whitemoor Up and Down hump yards, where many trains terminate or originate. As in other recent simulation, more detailed freight shunting is included where appropriate, and your area includes the wayside stations of Wimblington, Manea and Stonea on the St Ives and Ely lines. Bonus points are available for allocation of locos from the correct depot and of the correct type, and for correct placement of incoming freight. (Difficulty #####) **Price £45**
- **Melton Constable 1952** - Though there is only one track screen, it includes two routes in each direction, as well as 32G engine shed. Melton Constable was the hub of the M&GN system, and most freight traffic has to be remarshalled here. You have to shunt terminating and originating passenger and freight services, as well as some through trains of which portions split or join. Each platform can handle two local trains at busy times. This is harder than it looks! (Difficulty ###) **Price £27.**
- **Line Control - Midland & Great Northern line 1939** - Running from 6.45 am to midnight, this simulation is set in the summer of 1939. Both weekday and Saturday schedules are provided; effectively this gives you two very different simulations. You have to control all traffic over the entire M&GN system, covering no less than six route screens, with particular attention to giving appropriate priority on the many single line sections. Bonus points are available for running scheduled services on time. (Difficulty ###) **Price £36**
- **Silver Series: Newton Abbot 1955** - Another in our "Summer Saturdays in the West" series, at this busy junction of the Plymouth main line and the "main-line branch" to Torquay, Paignton and Kingswear. Most services on the Paddington - Plymouth main line need pilots adding or removing for the South Devon banks. Due to the lack of a turntable or refuelling facilities in the Paignton area, you also have to change engines on many Torbay services, and plan ahead to provide locos for up services from Paignton. You select appropriate motive power from that available in Newton Abbot depot (83A), which you manage in detail. (Difficulty #####) **Price £27**
- **Gold Series - Nuneaton 1958** - Covering the usual 6 am to 10 pm period, this is set in the summer of 1958. Diesel units have taken over most of the Birmingham - Leicester services, but apart from the LMS and SR main line units diesels are otherwise yet to appear. Both weekday and Saturday schedules are provided; effectively this gives you two very different simulations. Passenger services include a busy main line service and locals on all routes except the freight-only line to Ashby and Burton; there are a number of excursions and reliefs at higher difficulty levels. Freights serve the yards, including the Up and Down Trent Valley yards, where many trains terminate or originate, as well as the Abbey Street yard. There are many trip freights serving local collieries, with power supplied by the Nuneaton depot 2B. As in other recent simulation, more detailed freight shunting is included where appropriate. Bonus points are available for allocation of locos from the correct depot and of the correct type, and for correct placement of incoming freight. (Difficulty #####) **Price £36**
- **Silver Series: Okehampton 1955** - Covering the full 24 hour day, this is set in the summer of 1955. Everything is steam. Both **weekday** and Saturday schedules are provided; effectively this gives you two very different simulations. Passenger services include one or two on which Plymouth and North Cornwall portions join or separate; some other passenger services originate or terminate at Okehampton. Freights serve the yard, some terminating or originating there. Meldon Quarry is served by both scheduled and extra services, some being staged at Okehampton in one direction or the other. Bonus points are available for allocation of locos of the correct type, and for correct placement of incoming freight. (Difficulty ###) **Price £27**

- **Gold Series: Oxford 1954 (weekday)** - For many years the GWR wanted to rebuild this station, turning the two main platforms into islands. Try to operate it and you will see why! The station was often busy, with several services arriving or departing in quick succession. Apart from the main through platform in each direction, you have only one southbound arrival bay (also available for northbound departures) and one northbound departure bay. Freight traffic includes through services between Woodford and Banbury to the north and Didcot and Reading to the south, as well as locals and long distance services on the other routes and arrivals and departures at the five yards. Locomotives of all four pre-nationalisation companies can be seen: LNER from Woodford and Cambridge, LMS from Bletchley and Southern from Bournemouth via Reading, as well of course as the host Great Western. (Difficulty #####) **Price £36**
- **Gold Series - Oxford 1959 (summer Saturday)** - If you thought Oxford station was busy on a weekday, try it on this summer Saturday, with many through holiday services from the Midlands and North to the South Coast! We were surprised to see how much freight traffic still ran on a Saturday, mostly early and late. The contrast with our weekday 1954 version is interesting. (Difficulty #####) **Price £36**.
- **Paddington 1959** - back to steam days, before the 1967 remodelling. The arrival and departure sides still had separate signal boxes, and most services had balancing empty stock workings. Most express locos were serviced at Old Oak Common, but some were dealt with at Ranelagh Bridge yard, which is included in the area under your control. (Difficulty ###) **Price £18**
- **Penzance 1932** - more steam interest! Similar to Penzance 1955, but set in 1932 before the 1939 remodelling of Penzance station. Attempt to handle summer Saturday traffic in only two platforms, with locomotives of the period. (Difficulty ##) **Price £18**
- **Penzance 1955** - experience again the fascination of steam. Includes managing the shed (83G) and preparing and selecting the right locomotive for each train, as well as planning the use of platforms. (Difficulty ##) **Price £18**
- **Silver Series: Plymouth North Road 1955** - First of a planned set featuring "Summer Saturdays in the West". Back to the glorious days of steam, on one of those notorious summer Saturdays. Handle through services on the Paddington to Penzance and Waterloo to Plymouth Friary routes, as well as local services to Saltash and Tavistock. Most services need their engines changing, and many need pilots adding or removing to provide assistance over the South Devon banks; you select appropriate motive power from that available in Laira depot (83D). (Difficulty #####) **Price £27**
- **Platinum Series - Reading 1954** - Promised for some time, this has ten track screens, and includes West, General and South stations, and both the WR (81D) and SR (70E) locomotive depots. There are seven freight yards, and as well as the former GWR main line from London to Didcot for Swindon and Reading there are the Berks and Hants line towards Newbury and Westbury, the line to the Southern at Basingstoke, and the Southern Region lines from South Station to Waterloo and to Guildford and Redhill. Transfer freights between WR and SR require an engine change at Reading, as do some main line services. At level 5 it is occasionally Race Day at Newbury. (Difficulty #####) **Price £45**
- **Silver Series: Salisbury 1950** - A different viewpoint on "Summer Saturdays in the West", at this busy junction of the South-Western main line and the busy cross-country route from Bristol and Cardiff to Portsmouth. Nothing but steam! Handle through services on the Waterloo to Exeter and Bristol to Portsmouth routes, as well as local services to Bournemouth and on the main lines. All services to or from the WR need their engines changing; you select appropriate motive power from that available in Salisbury depot (72B). (Difficulty #####) **Price £27**
- **Silver Series: Scarborough 1960** - By popular request, something far removed from the Great Western! At this time much holiday travel was still by train, and in addition there were frequent day excursions to the seaside from many parts of Yorkshire and Lancashire, and sometimes further afield. Scarborough had an interesting station layout, with a separate excursion station as well as the main terminus, and carriage sidings "offstage" at Gallows Close. You have to manage the station and shed, striving to return visiting engines to their homes and to keep the holiday traffic moving. By 1960 most local services were dieselised, but all main line trains are still steam-powered. (Difficulty #####) **Price £27**
- **Traffic Control - Sheringham 1952** - Sheringham was a principal passing station on the secondary line to Cromer Beach on the M&GN system; it was served also by trains via Cromer Junction on the former Great Eastern Railway. The single track screen includes a small goods yard and two platforms. The station has an interesting mix of traffic, including terminating passenger and freight workings. Though this is not Silver Series, due to the simple layout and low volume of traffic, it does include several Silver Series features, including a choice of day and of difficulty level. (Difficulty ##) **Price £18**.

- **Silver Series: Shrewsbury 1962** - Back to steam again, in this busy crossroads on a summer Saturday. Handle through services on the Paddington to Birkenhead and Aberystwyth routes and the Crewe to Bristol and Cardiff route, as well as local services to Crewe, Stafford and Chester. There are also occasional trains on the Central Wales line to Swansea, the Severn Valley line and to Aberystwyth and Wolverhampton. Many services need their engines changing; you select appropriate motive power from that available in Shrewsbury depot (89A). (Difficulty #####) **Price £27**
- **Line Control - Somerset & Dorset Joint Line, 1957** - A line control simulation covering this busy line between Bath and Poole, with a mixture of passenger and freight services; both weekday and Saturday schedules are provided. The Highbridge branch is included, and this and parts of the main line are single track. This simulation gives you a chance to see how hard this line was to operate to schedule, particularly on a summer Saturday. Some trains shunt off the main line, or terminate, at various points along the line. No details of motive power are given, as this is control at a broader level. There are two track screens. Harder than it sounds! (Difficulty ###) **Price £18.**
- **South Lynn 1952** - There are two track screens, covering separate up and down shunting yards as well as a local goods yard, three platforms, and 31D engine shed. Most freight traffic has to be shunted here, with trip workings to Kings Lynn yard and harbour. As well as through passenger services on the main and Kings Lynn lines, there is a frequent push-pull shuttle service between South Lynn and Kings Lynn. (Difficulty ###) **Price £27.**
- **Gold Series Line Control - Southern Railway** - Running from 6.45 am to 11 pm, this simulation is set on a summer weekday in 1936. You have to control all traffic over the western end of the Southern system, covering eight route screens, with particular attention to giving appropriate priority on the many single line sections. You'll see how a single train from Waterloo would split into portions or connect with other services for each branch. Bonus points are available for running scheduled services on time. (Difficulty ###) **Price £36**
- **Sutton Bridge 1952** - Sutton Bridge was a principal junction and passing station on the M&GN system, at the convergence of the Spalding and Peterborough lines. The single track screen includes a small goods yard and three platforms. The station has an interesting mix of traffic, including terminating passenger, parcels and freight workings. Though this is not Silver Series, due to the simple layout and low volume of traffic, it does include several Silver Series features, including a choice of day and of difficulty level. (Difficulty ##) **Price £18.**
- **Gold Series: Torbay 1955** - Covering the period from 3.30 am to midnight to cover almost all traffic, this is set in the summer of 1955. Everything is steam, and your control area covers the whole of the line from the terminus at Kingswear to just short of Aller Junction, including the Brixham branch - seven screens in all. Both weekday and Saturday schedules are provided; effectively this gives you two rather different simulations. A major feature on Saturdays is the congestion at Paignton, where the heavy holiday traffic has to be handled in just two platforms and with limited siding space; to add further interest, some heavier trains need banking from Torquay up to Torre. At this period the gas works at Torquay was supplied with coal by sea, delivered to the docks at Kingswear, so you may need to handle extra weekday coal trains at higher difficulty levels. As usual bonus points are available for allocation of locos of the correct type, and for correct placement of incoming freight. (Difficulty #####) **Price £36**
- **Gold Series - Weymouth 1955** - The simulation starts at 6 am and runs to 10 pm, and is set in 1955 before the arrival of any BR diesels in the area. Both weekday and Saturday schedules are provided; effectively this gives you two very different simulations. All main line services are steam-hauled, and they include a number of excursions and reliefs at higher difficulty levels. Freights serve the yard and branches. As in other recent simulation, more detailed freight shunting is included. Bonus points are available for allocation of locos from the correct depot and of the correct type, and for correct placement of incoming freight. (Difficulty #####) **Price £36**
- **Yarmouth Beach 1952** - Yarmouth Beach was the principal terminus of the M&GN system, though as well as the main line there is a branch to Lowestoft. The single track screen includes a small goods yard and three platforms, as well as a number of carriage sidings and the small 32F engine shed. The station is fairly quiet on weekdays, but comes to life on a summer Saturday, when holiday trains and extras run. Though this is not Silver Series, due to the simple layout and small volume of traffic, it does include several Silver Series features, including a choice of day and of difficulty level. (Difficulty ##) **Price £18.**

UK Middle period (1966 - 1985)

- **Birmingham 1971** - Based on 1982 version, but before HSTs and the introduction of the Cross-City service, with several largely independent local services, and plenty of loco-changing on the cross-country services. (Difficulty ###) **Price £18**

- **Birmingham 1982** - A real challenge! Five routes to be handled in 12 platforms, some of which can hold two trains. Your task is to fit a 15-minute interval local Cross-City service, and other local services, in between main-line services on the former Midland and North-Western routes, with the added complication of loco-changing on the cross-country routes to the south and west. (Difficulty ###) Price £18
- **Bristol 1981** - Temple Meads on a summer Saturday when most services were still loco-hauled. Frequent Regional Railways services between Cardiff and Portsmouth have to reverse and change engines, and have to compete for platform space with Inter-City HST services from Paddington, also loco-hauled services between the South-West and North-East. There are also local services and occasional other Regional Railways services. Some parcels traffic uses the parcels platform, while engines visit Bath Road depot for servicing or refuelling. (Difficulty ###) Price £18
- **Silver Series: Cambridge 1981** - An interesting comparison with our Cambridge 1952, on which it is based, this is set before major remodelling at Cambridge, and shows most of the old layout in use by diesel-hauled passenger and freight traffic and diesel multiple units. (Difficulty ####) Price £27
- **Platinum Series - Carlisle 1973** - A worthy successor to Reading 1954 and Lincoln 1952, with again several yards and private sidings to provide trip freight traffic, as well as the major Kingmoor Yard. It covers the West Coast main line from Upperby Junction in the south to Gretna Junction and Quintinshill in the north. There are ten track screens, each with a details screen where necessary. (Difficulty #####) Price £45.
- **Silver Series: Crewe 1971** - An interesting comparison with our Crewe 1985 and 1992, as well as the steam era one we hope to produce one day, this is set in the middle diesel/electric period, with the station layout much as in steam days, and much engine changing between diesel and electric. At this time the lines to London, Liverpool and Manchester were electrified, but not that to Preston and Glasgow, or of course the North Wales line. (Difficulty ####) Price £27
- **Silver Series - Crewe 1983** - An interesting comparison with our Crewe 1985, this is set just before the 1985 remodelling, with the station layout much as in steam days or in our 1971 version, but most main line traffic powered by electrics. Loco changing was of course still required on the North Wales line. (Difficulty ####) Price £27.
- **Crewe 1985** - Perhaps the best known station in the country, seen in late summer 1985 just after the remodelling. Your shift is a full twelve hours, from midnight to midday, so it includes the overnight sleeper and parcels trains as well as the usual daytime traffic. Your task includes rather more engine changing than in 1992. (Difficulty ###) Price £18
- **Doncaster 1985** - A similar volume of traffic to 1992, but very different motive power: "Heritage" DMUs, HSTs, loco-hauled cross-country services. (Difficulty ###) Price £18
- **Edinburgh 1985** - This is perhaps the most interesting station on ScotRail, with a mixture of local services and through and terminating long-distance services on several routes. Several of these services are loco-hauled, including the regular Haymarket depot is just outside the area you control, and you have to request locos from there as required to handle the traffic. . (Difficulty ###) Price £18
- **Euston 1971** - probably the busiest terminus in the country for loco-hauled trains, set on a weekday to give a taste of rush-hour operations at the beginning and end of a 9-5 shift. Class AM10 on suburban services and all the early AC electric classes in evidence. Warning - this one is complex and difficult; please try one of our easier games first! Not recommended for beginners!! (Difficulty #####) Price £18
- **Highland Line 1984** - Control the busy single line between Perth and Inverness, assigning priorities and planning crossings to minimise delays. (Difficulty #) Price £18
- **Silver Series: Inverness 1970** - One less screen than the 1954 version, but still plenty to do. There are a few through freights, but all passenger trains except one occasional charter special terminate at Inverness, which is operated as two stations side by side, one for the north and one for the south and east. Freight traffic included is substantial, particularly on the Perth main line. You have a full 24 hour shift to operate, though it gets quiet at times. The new diesel depot is on the site of the former Lochgorm Works. Some track simplification had taken place, including singling of the Forres line, with the passenger service to Aberdeen now operated by diesel multiple units. This is our first non-steam Silver Series simulation; let us know if you'd like more. (Difficulty ###) Price £27

- **Silver Series: Inverness 1981** - One more screen than the 1970 version, as the growth of North Sea oil traffic increased the demands on Inverness TMD. There are a few through freights, but all scheduled passenger trains terminate at Inverness, which is mainly operated as two stations side by side, one for the north and one for the south and east. Freight traffic included is substantial, particularly on the Perth main line. You have a full 24 hour shift to operate, though it gets quiet at times. The diesel depot is on the site of the former Lochgorm Works, and has a lot to do. Some track simplification had taken place, including singling of the Forres line. The passenger service to Aberdeen had reverted to loco haulage, and the increased traffic had brought an increase in the number of sleeper and Motorail services, as well as extra freights. (Difficulty #####) Price £27
- **Kings Cross 1970** - early diesel days, with the old track layout, and through passenger workings over the Metropolitan line. When necessary you can call on motive power from that available at Finsbury Park: classes 31, 45,46,47 and 55 are plentiful, with occasional visitors of classes 37 and 40 and the occasional "Baby Deltic". (Difficulty ###) Price £18
- **Kings Cross 1978** - in the early days of the HST, when most services were still loco-hauled, often by Deltics. The challenge here is to keep enough platforms clear for incoming trains, while refuelling locos when necessary, all in a layout with very limited shunting space. (Difficulty ##) Price £18
- **Liverpool Lime Street 1972** - just as busy as in 1986, but with several differences in traffic patterns. Class 40s still power Newcastle trains, and Trans-Pennine diesels still run to Hull.; local services are plentiful, mostly first generation diesel multiple units. (Difficulty ###) Price £18
- **Silver Series - Newton Abbot 1970** - Another in our "Summer Saturdays in the West" series, but this time set in the seventies. Note the contrast with steam in our 1955 version. The layout was largely unchanged from steam days, except in the shed area, and at the north end of the station where a Motorail terminal now existed. This was at the height of Motorail services, with no less than five calling at Newton Abbot and needing shunting. Due to the lack of refuelling facilities in the Paignton area, you also have to change engines on some Torbay services. (Difficulty #####) Price £27
- **Norwich 1982** - Before electrification, manage this busy terminus on a summer Saturday. Through trains to and from Yarmouth all need a change of engine, and these and the terminating London trains compete for limited platform space with local services on the coast lines and from the Ely direction, as well as through holiday trains from the Midlands to Yarmouth. (Difficulty ###) Price £18
- **Paddington 1972** - before the HST made life easy! In the days of classes 52 (Western) and 35 (Hymek), all trains are loco-hauled, and incoming locos must be refuelled when necessary. (Difficulty ###) Price £18
- **Penzance 1984** - diesel era operation, with Inter-City 125 and class 50 prominent. The singling of the main line in 1974 created a bottleneck which can be quite a problem at times. (Difficulty #) Price £18
- **Preston 1983** - Seen on a summer Saturday in 1983, this always busy centre has even more happening than usual. As well as the usual weekday local and through services, you have to deal with extras to and from Blackpool, some of which reverse at Preston. Your task includes engine changing on main line services from Blackpool North.(Difficulty ###) Price £18
- **Gold Series - Reading 1972** - This has eight track screens, and includes West and General stations, the DMU sidings that host most of the London area units, and the diesel depot and engineers' sidings on the site of the old steam shed. All trace of the Southern station, shed and yard have gone, and Southern trains mostly use platform 4A at the east end of platform 4. There is still substantial freight traffic at West Junction Yard, and as well as the former GWR main line from London to Didcot for Swindon and Reading there are the Berks and Hants line towards Newbury and Westbury, the line to the Southern at Basingstoke, and the Southern Region lines to Waterloo and to Guildford and Redhill. Some passenger and freight services still require an engine change at Reading. (Difficulty #####) Price £36
- **West Highland Line 1984** - Control the single line from Glasgow to Fort William, including the branch to Oban. You have to plan crossings to minimise delays, deciding where to hold freights and how to handle conflicting movements at the junction at Crianlarich. (Difficulty #) Price £18

UK Recent (1986 and later)

- **Silver Series: Aire Valley 1995** - Our first from Brian Hornsey, this covers the largely freight line from Knottingley to Drax power station, including Knottingley triangle, station and depot, Kellingley colliery, Sudforth Lane sidings, and the power stations at Eggborough and Drax. There are five track screens. You have to route all the merry-go-round services to and from the power stations, as well as handling a variety of other traffic. You have to provide power for services originating at Sudforth Lane, and for some light engine workings, as well as sometimes replacing locos needing fuel or other attention at the depot. (Difficulty #####) Price £27
- **Silver Series: Ashford 1996** - Much requested, and giving you a chance to control Channel Tunnel traffic, both passenger and freight. You can even go one up on the real thing and choose to introduce the long-awaited North-Of-London Eurostar service! On several services electric units join or divide. Another 6 am to 10 pm simulation, thus including both morning and evening commuter services, many of which originate or terminate at Ashford. (Difficulty ###) Price £27
- **Birmingham 1993** - Similar to the 1982 version (see above), but with the interim Cross-City service operating - electric only north to Lichfield, with diesel units maintaining the service south to Longbridge and Redditch. More HSTs on the cross-country routes, but still plenty of loco-changing. (Difficulty ###) Price £18
- **Bristol 1990** - Frequent Regional Railways services between Cardiff and Portsmouth compete for platform space with Inter-City services from Paddington, also between the South-West and North-East. There are also local services to Weston, Taunton and Gloucester, and occasional Regional Railways services to Southampton, Weymouth and Exeter. Substantial parcels traffic and occasional freight workings use the through lines and parcels platform, while engines and units visit Bath Road depot for servicing or refuelling. (Difficulty ###) Price £18
- **Cardiff 1992** - Deal with frequent local services on the Valley lines, also Regional Railways services to Portsmouth and beyond, Manchester and Liverpool, and Nottingham, most of which originate or terminate at Cardiff. There are also Inter-City services to and from Paddington, some of which terminate and form return workings. You also have to cope with extensive freight traffic, while units visit Canton depot for servicing or refuelling. (Difficulty ###) Price £18
- **Crewe 1992** - Perhaps the best known station in the country, and still busy, with cross-country services to Stoke, Shrewsbury and Chester and local services to Manchester and Liverpool, as well as through passenger and some freight services on the West Coast main line. Your task includes engine changing on some parcels workings, and sometimes on local and Holyhead services due to shortage of HSTs or multiple units. (Difficulty #####) Price £18
- **Doncaster 1992** - Deal with frequent electric services on the East Coast main line and Inter-City cross-country services on the North-East / South-West route, also cross-country Sprinter services between Humberside and Sheffield/Manchester that must cross the main lines. Add to this terminating local services, mainly on the Lincoln and Leeds lines, and a fair amount of freight traffic, and your task is not easy. (Difficulty ###) Price £18
- **Edinburgh 1994** - A modernised version of the 1985 version introduced last year, with mostly second generation multiple units on local services, and Inter-City 125 and 225 on long distance services, though some loco-hauled cross-country services do remain. Double use of some platforms is necessary to maintain the schedule. (Difficulty ##) Price £18.
- **Euston 1987** - still the busiest terminus in the country for loco-hauled trains, seen here before the introduction of DVTs reduced the number of loco movements. Warning - this one is complex and difficult; please try one of our easier games first! Not recommended for beginners!! (Difficulty #####) Price £18
- **Silver Series: Exeter 1990** - At last, a replacement for Exeter 1987, but covering a much larger area. This has four track screens, and extends from St Thomas in the south to Cowley Bridge Junction in the north, and to Exmouth Junction in the east. It includes both St Davids and Central stations, and Riverside Yard, as well as the diesel stabling and fuelling point. There is extensive freight traffic based on Riverside Yard, with ballast workings to and from Meldon Quarry as well as Speedlink traffic and some company trains. There are trip workings to several private sidings in the Exeter area. (Difficulty #####) Price £27
- **Glasgow Queen Street 1987** - a busy morning in this Scottish terminus, with West Highland and Inverness services as well as Edinburgh and local traffic and holiday extras. Your task includes resolving problems caused by occasional non-availability of class 47/7 for push-pull services. (Difficulty #) Price £18

- **Kings Cross 1990** - quite a contrast with 1978: almost nothing loco-hauled remains, the electric suburban service is now much more frequent, and Class 91 "Electra" are appearing on Leeds services. Kings Cross is busier than ever - can you handle it? (Difficulty ###) Price £18
- **Leeds 1993** - This is one of the busiest stations in the north, and is the hub of a particularly intensive local service, with routes to Harrogate, Ilkley, Bradford, Sheffield, Wakefield, Doncaster and Selby, as well as several longer-distance regional services. Most of these are handled by diesel multiple units, and you are permitted to have two of these in one bay platform when necessary. The main difference from our previous Leeds 1989 version is the inclusion of holding points to allow a route to be set in two stages, easing the handling of conflicts between the various routes to and from the west. (Difficulty ###) Price £18
- **Liverpool Lime Street 1986** - lots of action at this busy terminus on two main routes, with frequent local services and most main-line services loco-hauled. Make sure that each service gets the right engine - electric to Euston and the south, or the appropriate diesel for Trans-Pennine, North Wales or the north. (Difficulty ##) Price £18
- **Liverpool Lime Street 1998** - even busier now at this busy terminus on two main routes, with frequent local services and many longer-distance routes. Apart from local services, you can gain bonus points by using the platforms the passengers expect for each Train Operating Company - and to help you, units and engines are displayed in the appropriate TOC colours. (Difficulty ##) Price £18
- **Manchester Piccadilly 1990**. This is now one of the busiest stations in the country, with an intensive local service as well as through trains to most parts of the country. The through platforms 13 and 14 are particularly busy, with trains every few minutes including the Trans-Pennine services now diverted through Piccadilly. Most types of present-day passenger motive power appear, including units of classes 101, 108, 142, 150, 155, 156 and 304, as well as diesel and electric locomotives. Includes 1991 version, with class 158 on Trans-Pennine services! (Difficulty ###) Price £18
- **Newcastle 1994** - Following the 1993 remodelling, with a frequent local service between Sunderland and the Metro Centre crossing through and terminating services on the East Coast Main Line, and through freight on some routes. Through and terminating InterCity services include electrics, HSTs and loco-hauled cross-country trains; there are also Trans-Pennine class 158 services. (Difficulty ###) Price £18
- **Norwich 2002** - After electrification and track rationalisation, manage this busy terminus on a summer weekday. There are three main traffic flows: through trains to/from London, local services on the coast lines, and through trains to the Midlands and North-West. You also have to handle empty stock working to/from Crown Point depot, and a few freight and postal working. (Difficulty ###) Price £18
- **Paddington 1986** - more recent operation, with Inter-City 125 and class 50, also the regular local service. Extra loco-hauled services have to be fitted in between groups of the High-Speed Trains. (Difficulty ##) Price £18
- **Penzance 1988** - similar to 1984, but with fewer loco-hauled services and increased local workings. (Difficulty #) Price £18
- **Peterborough 1988** - On the busy East Coast main line, on a weekday in late summer, with lots of HST traffic to Leeds, Newcastle and Scotland. With the wires energised to Leeds, class 91 Electras are on test, and the solitary class 89 is also to be seen. Substantial freight traffic and regular cross-country services, some using the main line to Grantham, complicate your task. (Difficulty ###) Price £18
- **Preston 1989** - Busier than you might expect, with frequent local services to Blackpool (North and South), Manchester, York and the Liverpool area, as well as through passenger and freight services on the West Coast main line. Your task includes engine changing on main line services from Blackpool North, and between Scotland and Manchester. Style is similar to Manchester Piccadilly 1990. (Difficulty ###) Price £18
- **Reading 1989** - still busy with through and local services, with Devon and Cornwall services diverging from the Great Western main line, as well as the reversal of Bournemouth line services to and from the north. (Difficulty ###) Price £18
- **Westbury 1989** - the junction of the GWR West of England main line and the cross-country route from Bristol to Salisbury and Southampton, as well as the hub of the Mendips stone traffic. More freight than in most of our simulations, with plenty of engine changes. (Difficulty ###) Price £18

Overseas

- **Burlington Northern** - For a change, a simulation based on North American practice! Manage the bottleneck line between Spokane (Washington) and Sandpoint (Idaho) in the American North-West, using your discretion to side-track manifests to let Amtrak and priority trains pass unhindered. Glossary of American terminology provided! Now revised with corrected track plans and revised grain workings, also occasional major disruption due to prototypical freight train derailments. (Difficulty ##) Price £18
- **Silver Series Signal Box: Illinois Central 51st Street** - You are in charge of this interlocking on the Illinois Central electric system in South Chicago for your chosen shift. The box controls the narrowing from six to four tracks, with a "tail track" in which some local trains reverse. As well as a choice of morning or evening rush hour or a quieter midday shift, you can choose the season, and hence the difficulty. For a real challenge, try a morning rush hour in winter, with points freezing! Definitely not easy! (Difficulty #####) Price £27
- **MoPac I: St Louis to Dexter** - Another North American simulation, based on 150 miles of Union Pacific / Southern Pacific joint line south of St. Louis. Similar in style to Burlington Northern, but with much more complications - junctions, sidings, trains changing direction, track closed for maintenance and so on. No passenger trains on this route, but Southern Pacific's Sprint services take priority, and you can earn bonus points for expediting them. Glossary of American terminology provided! (Difficulty ###) Price £18
- **Silver Series Line Control - MoPac 2: Kansas City to St Louis** - Similar to our existing US simulations, this covers the former MoPac routes between Kansas City and St Louis, a distance of over 280 miles, with alternative routes between Kansas City and Jefferson City. The line is used by both Union Pacific and Southern Pacific, as well as Amtrak passenger trains and occasional MKT services (now absorbed into UP). (Difficulty #####) Price £27
- **Silver Series: Stockholm Central 1998** - Stockholm has one principal station of 18 platforms which is really best thought of as two terminal stations side by side, one facing each way. There are through tracks used by a frequent local service and by some freights, but the majority of long distance trains terminate here. Some are operated by the X2000 high-speed sets, which are treated as multiple units, and some are locomotive-worked in push-pull mode, but a fair number are loco-hauled and need a change of engine. Some trains also need servicing at separate servicing platforms before their next trip. At the time represented, the new Arlanda Airport Express service was running a full trial service without passengers. The simulation has four track screens, and was almost graded Gold. (Difficulty ###) Price £27
- **Silver Series Line Control - Swedish Ore Line** - A dispatcher type of simulation covering a busy line in the north of Sweden carrying both heavy iron ore traffic and a mixture of other passenger and freight services. You control the main line from Kiruna to beyond Vassijaure, close to the border with Norway. There are two track screens, plus an overview screen. Harder than it sounds! (Difficulty #####) Price £27.
- **Gold Series Traffic Control - Switzerland: St Moritz** - A new style similar to previous Silver and Gold programs, but with more complex schedules, passenger trains splitting and joining, and greater control of freight shunting. It covers the Bernina line from St Moritz to beyond Pontresina, the Chur line from St Moritz to beyond Bever, and the line linking Samedan and Pontresina. There are five track screens; each has its own departures screen, and a details screen where necessary. Our testers say this is harder than it looks! (Difficulty #####) Price £36.
- **Tehachapi 1991** - Based on the Southern Pacific / Santa Fe joint line over the mountains from Bakersfield to Mojave, including the celebrated Tehachapi Loop. This must be one of the most intensively worked stretches of single track anywhere, with helper operation on many trains, and requires a lot of concentration. Work trains and an inspection car add to the complications. Bonus points can be gained for time-keeping on both railroads' priority services. Glossary of American terminology provided! (Difficulty ###) Price £18
- **Tehachapi 1927** - Steam operation on the Southern Pacific / Santa Fe joint line over the mountains from Bakersfield to Mojave, including the celebrated Tehachapi Loop. At this time there was even less double track, and almost all trains required helpers, often two and sometimes more. Passenger operations complicate your task, as their time-keeping is critical and they travel much faster than most of the freights. Bonus points can be gained for time-keeping on passenger services. Glossary of American terminology provided! (Difficulty ###) Price £18
- **Australia (Melbourne - Albury)** - Similar to our North American simulations, but based on part of the standard gauge main line between Sydney and Melbourne. Passenger trains and super freight services take priority, and you can earn bonus points for expediting them. More interest is provided by the weekly excursion headed by "Flying Scotsman", which was then on a visit to Australia. (Difficulty ###) Price £18

Driver Simulations

Price £18

(requires VGA graphics)

The top of your screen shows a plan view of a portion of the route, indicating the position of your train and showing stations and other significant landmarks; this is NOT a "driver's eye view". Below this are details of your position and other control information. In addition there is a graph of your speed against distance whenever you need to slow down for a signal, speed restriction or station stop, and a gradient profile at other times. As well as scheduled stops, you may be delayed by signals and temporary speed restrictions.

- **Driver : Aberdeen to Inverness** - You are in charge of your selected train (from a choice of nine) on this hilly Scottish line. You have a choice of schedules for loco-hauled, or the more recent class 156 or the older "Heritage" multiple units. For loco-hauled services, a variety of classes are available, with schedules to match: classes 25, 26, 27, 37, 40 and 47. (Difficulty ##)
- **Driver : Lickey Route (Bristol to Birmingham)** - You are in charge of your selected train on this Inter-City cross-country route, driving an HST or Class 45, 47, or 50 locomotive on an appropriate train and schedule. Accurate simulation of the performance of your chosen motive power. Schedules are taken from 1981 and 1987, with speed restrictions appropriate to each date. (Difficulty ##)
- **Driver : Bristol to Plymouth** - You are in charge of your selected train on this Inter-City cross-country route, driving an HST or Class 45, 47, or 50 locomotive on an appropriate train and schedule. Schedules are taken from 1987, 1989 and 1992, with appropriate speed restrictions. This route is quite a challenge, with Wellington, Dainton and Rattery banks to climb. (Difficulty ##)
- **Driver : Bristol to Weymouth** - You are in charge of your selected train ,again from a wide choice, on this secondary cross-country route. Again you have a choice of schedules for loco-hauled or multiple units trains. For loco-hauled services, a variety of classes are available. (Difficulty ##)
- **Driver : Cardiff Valleys (Cardiff Central to Rhymney)** - Drive this steeply-graded route with frequent stops. This is a marked contrast to our usual long distance routes, and keeping time with many stops and speed restrictions is a real challenge. You have a choice of schedules for loco-hauled and multiple unit services, with a variety of locos available, including a couple of preserved classes that have been hired in for commuter traffic. (Difficulty ##)
- **Driver : Crewe to Holyhead** - You are in charge of your selected train (from a choice of nine) on this seaside run. Again you have a choice of schedules for InterCity 125, or loco-hauled, or the class 158 multiple units. For loco-hauled services, a variety of classes are available. (Difficulty ##)
- **Driver : Euston to Crewe** - You are in charge of your selected train on the Inter-City West Coast Main Line, driving an HST or Class 86, 87 or 90 locomotive on an appropriate train and schedule. Schedules are taken from 1989 and 1991, with appropriate speed restrictions. Time-keeping requires careful attention to the many speed restrictions. (Difficulty ##)
- **Driver : Kings Cross to Doncaster** - You are in charge of your selected train on the East Coast Main Line, driving an HST or Class 47, 55 or 91 locomotive on an appropriate train and schedule. Accurate simulation of the performance of your chosen motive power. Schedules are taken from 1978, 1985 and 1990, with speed restrictions appropriate to each date. (Difficulty ##)
- **Driver : Paddington to Exeter 1 (70s)** - You are in charge of your selected train (from a choice of 9) on this varied line: fast to Reading, then twisting and turning through Westbury to Taunton, then over Wellington bank to Exeter. You have a choice of schedules for loco-hauled services, with a variety of locos available: classes 35, 42 (single or pair), 47/0, 47/4, 50 and 52. (Difficulty ##)
- **Driver : Paddington to Exeter 2 (80s)** - You are in charge of your selected train (from a choice of 9) on this varied line: fast to Reading, then twisting and turning through Westbury to Taunton, then over Wellington bank to Exeter. You have a choice of schedules for loco-hauled services, with a variety of locos available: classes 47/0, 47/4, 50 and HST (2 x class 43). (Difficulty ##)
- **Driver : Severn Valley Railway** - Drive the length of this well-known preserved line in the West Midlands, from Kidderminster to Bridgnorth. You have a choice of schedules for diesel-powered services during a Diesel Gala, with a variety of preserved locos available, as well as a "Heritage" multiple-unit. (Difficulty ##)

- **Driver : Thames Local (Paddington to Oxford)** - You are in charge of your selected train on this Network South-East route, driving an HST or Class 47 or 50 locomotive on an appropriate train and schedule. Schedules are taken from 1987, 1989 and 1990, with appropriate speed restrictions. They include non-stop and stopping services. (Difficulty ##)
- **Driver : Penzance to Plymouth** - You are in charge of your selected train (from a choice of nine) on this hilly Cornish section of the Great Western line. You have a choice of schedules for InterCity 125, or loco-hauled, or the more recent class 158 or the older "Heritage" multiple units. For loco-hauled services, a variety of classes are available. (Difficulty ##)
- **Driver : Highland Line (Perth to Inverness)** - You are in charge of your selected train (from a choice of nine) on this mountainous section of the former Highland Railway. You have a choice of schedules for InterCity 125, or loco-hauled, or the more recent class 158 multiple units. For loco-hauled services, a variety of classes are available. (Difficulty ##)
- **Driver : Portsmouth - Bristol** - You are in charge of your selected train on the cross-country route from Portsmouth through Southampton, Salisbury and Westbury to Bristol, driving a class 158 Express Sprinter or Class 31, 33 or 47 locomotive on an appropriate train and schedule. Schedules are taken from various dates between 1982 and 1993, with appropriate speed restrictions. Time-keeping requires careful attention to the many speed restrictions. (Difficulty ##)
- **Driver: Midland Main Line 1 (St Pancras to Derby, 1971)** - Signalling mostly by semaphores, with areas of colour-lights at the beginning and end of the run. Choice of schedules for loco-hauled services over the entire route, with a choice of classes 45/1 or 47/4; to add variety, you can also drive the diesel-electric Midland Pullman set on a 1961 schedule to Leicester, or a Bedford DMU on a choice of suburban schedules to Luton or Bedford. (Difficulty ##)
- **Driver : Midland Main Line 2 (St Pancras to Derby, 1986)** - Still semaphore signalling around Leicester. Choice of 9 trains, schedules for IC125 and Peak loco-hauled services, with a choice of classes 45/1 or 47/4; to add variety, you can also drive a "BedPan" EMU on a suburban run to Bedford. (Difficulty ##)
- **Driver : Waterloo to Exeter via Salisbury** - Choice of loco-hauled and multiple-unit schedules from 1987 and later years; some services run through to Exeter, others terminate at intermediate points. Locos and units available: locomotive classes 33, 47/0, 47/4, and 50, and unit classes 159 and 205. (Difficulty ##)
- **Driver : West Somerset Railway** - Drive the length of this, the longest preserved line in the country. You have a choice of schedules for diesel-powered services, with a variety of preserved locos available, including most of the diesel-hydraulic types. (Difficulty ##)
- **Driver : York - Edinburgh** - You are in charge of your selected train on the northern section of the East Coast Main Line. You have a choice of schedules for InterCity 125, or loco-hauled by classes 47 or 55, or the more recent electric class 91 with Mark 4 stock. In addition to these, classes 40 and 90 are available. Schedules are taken from 1981 or 1995, with appropriate speed restrictions. Time-keeping requires careful attention to the many speed restrictions. (Difficulty ##)
- **Freight Driver : Avonmouth to Aberthaw** - You are in charge of your selected train of imported coal on this heavily-trafficked route; your journey is likely to be interrupted by waits for other trains to clear. You have a choice of classes 37, 56, 59 and 60, with schedules to match. (Difficulty ##)
- **Freight Driver : Iron Ore (Margam - Llanwern)** - You are in charge of your selected iron ore train from Margam Yard to Llanwern steelworks, driving two or even three locos of class 37, two 56's or a single class 60 on an appropriate train and schedule. Schedules are taken from various dates between 1978 and 1993, with appropriate speed restrictions. (Difficulty ##)
- **Freight Driver : Mendips Stone (Westbury - Acton)** - You are in charge of your selected stone train from Westbury Yard to Acton, or on a short working to Theale, driving two locos of class 37, or a single class 56, 59 or 60 on an appropriate train and schedule. Schedules are taken from 1989 or 1994, with appropriate speed restrictions. (Difficulty ##)
- **Freight Driver: Welsh Oil** - For a different challenge, drive a heavy oil train over the steeply graded route from one of the Milford Haven refineries to Margam Yard. You have a choice of schedules for the wide variety of diesel locos that have worked this traffic in recent years, including class 66. (Difficulty ##)

Signal Box (price £18 unless otherwise shown)

Send and respond to authentic bell signals, pull the right levers in the right sequence and you can keep the traffic moving. Track diagram, block instruments and lever frame visible on screen. Track plans include moving signals and indication of point positions (requires PC with VGA graphics).

- **Signal Box - Aller Junction 1955** - You are in charge of this busy signal box just west of Newton Abbot for a shift on a summer Saturday. Definitely not easy! (Difficulty ###)
- **Signal Box - Chesterton Junction 1952** - You are in charge of this busy signal box just north of Cambridge for a shift on a summer weekday. The mixture of passenger and freight traffic includes some terminating at or originating from sidings under your control. Depending on time-keeping, you may need to recess freights in the three loops to allow passenger trains to pass. You also have to keep traffic moving over two level crossings. Definitely not easy! (Difficulty #####)
- **Signal Box: Yarnton 1954** - You are in charge of this busy signal box just north of Oxford for your chosen shift on a summer weekday. Passenger traffic includes some to or from the Fairford branch (single track); freight traffic includes some terminating at or originating from the Exchange Sidings under your control, some of which come round the LMS loop from the Bletchley direction. Access to the Exchange Sidings from the north requires reversal on the main line or loop, with a need to shunt into the forward section on arrival or to block back on departure. Definitely not easy! (Difficulty #####)
- **Signal Box: Saltney Junction 1958** - You are in charge of this busy signal box just west of Chester for your chosen shift on a summer weekday. The box controls the junction between the four-track ex-LMS North Wales main line and the ex-GWR line from Paddington via Shrewsbury. There is extensive passenger and freight traffic on both routes, with many freights terminating or originating at Saltney Dee Junction yard, a mile or so down the Shrewsbury line. There are light engine workings between the yard and both Chester sheds, as well as to/from Mold Junction shed; the latter require reversal at Saltney Junction. Occasional trip freights between Saltney Dee Junction and Mold Junction yards can also be reversed in the exchange siding under your control, saving the journey to and from Chester for reversal. Definitely not easy! (Difficulty #####) **Price £27**

Shed Master (price £12)

Manage a maintenance depot, planning work through the depot so that all goes smoothly and motive power is available on schedule for booked workings. A different challenge for the Traffic Control experts.

- **Bounds Green** - Purpose-built for HST maintenance, the depot has to handle overnight routine servicing and running repairs, and produce usable sets on time to take up their morning workings. Your tour of duty covers four weeknight shifts. (Difficulty ##)
- **Finsbury Park** - Before the advent of the HST, and when loco-hauled local passenger and transfer freight workings were still common, the depot is responsible for refuelling, minor servicing and scheduled maintenance of an extensive diesel fleet. (Difficulty #)
- **Old Oak Common** - Still busy even in HST times, with major and minor servicing of a large fleet of passenger and freight motive power, as well as refuelling its own and visiting locomotives. (Difficulty #)
- **Stratford** - Once the largest steam shed in the country, and still busy in diesel times. Limited storage space complicates your task of servicing and refuelling a large fleet of passenger and freight locomotives. (Difficulty ##)
- **Cardiff Canton** - Canton is responsible for much of the South Wales Railfreight traffic, as well as InterCity, Provincial and Departmental duties. An even bigger challenge now sectors insist on the use of their own locos! (Difficulty ##)

Rail Freight (price £12)

Manage freight workings in a major traffic centre, providing suitable motive power for scheduled and extra services and avoiding pathing conflicts. Another variant on the Traffic Control theme, but with some different features.

- **Buxton Stone** - Control the heavy traffic in this busy quarrying centre, during the transition period when class 25 and class 40 could be seen alongside their expected replacements. (Difficulty #)

- **Cornish China Clay** - Manage a fleet of four dedicated class 37s plus visiting Speedlink locos on a mixture of local clay hood workings and Speedlink feeder services. Not nearly as easy as it sounds! (Difficulty ##)

Fleet Manager (price £12 unless otherwise shown)

Manage a fleet of locomotives for a week, achieving the greatest possible mileage while ensuring that priority trains are covered and that scheduled maintenance is performed correctly. Quite different from Traffic Control, but equally challenging.

- **Class 50** - Based at Laira (Plymouth) and Old Oak Common (London) before the total takeover by Inter-City 125, your fifteen locomotives have to cover services between London, Birmingham, Plymouth, Penzance and Oxford. (Difficulty #)
- **Class 45 (Peak)** - Your eighteen Peaks cover passenger services on the Midland main line between St Pancras, Derby, Nottingham and Sheffield. (Difficulty #)
- **ScotRail Class 47** - Your sixteen class 47/4 and 47/7 locomotives cover many of the principal ScotRail passenger services between Glasgow, Edinburgh, Aberdeen and Inverness. (Difficulty ##)
- **Class 55 (Deltic)** - Your eighteen Deltics cover principal services on the East Coast main line from King's Cross to Leeds, Newcastle and Edinburgh. (Difficulty ##)
- **Network Solent/Sarum** - Your sixteen class 33, 47/4 and 50 locomotives cover most of the loco-hauled passenger services between Waterloo, Salisbury and Exeter. (Difficulty ##)
- **ScotRail 1984** - Your nine class 27 and nine class 47 locomotives cover most of the services between Edinburgh and Dundee, as well as many other ScotRail passenger services between Glasgow, Edinburgh, Aberdeen and Inverness, and trips to Oban, Perth, Carstairs and Mossend. (Difficulty ##)
- **Virgin Cross-Country Manager 1998** - Manage a fleet of 33 class 47 and 17 class 86/2 locomotives for a week, achieving the greatest possible productive mileage while ensuring that all trains are covered and that scheduled maintenance is performed correctly. Virgin have taken a lot of stick, often unfairly, for poor performance; see if you can do better with this fleet of ageing motive power. As well as Virgin's own electrics and 24 locos of class 47/8, you have to manage Great Western 'Trains' five used on the overnight sleeper services, and four 47/7s hired in from Fragonset Railways. Biggest yet in this series, with 50 locos and 14 main locations, as well as out-and-back workings to other places. (Difficulty ##) **Price £12**
- **Fleet Manager: RES** - Manage a fleet of over a hundred locomotives for a week, achieving the greatest possible productive mileage while ensuring that all trains are covered and that scheduled maintenance is performed correctly. The duties to be covered include parcels and sleeper services and some freights, and your fleet includes 31 electrics of classes 86/2, 86/4 and 90, as well as 43 diesels of class 47/7 and smaller numbers of 37/4, 47/4 and 73. Biggest yet in this series, with 106 locos and 17 main locations, as well as out-and-back workings to other places. (Difficulty ###) **Price £18**

Freight Manager (price £12)

Manage a fleet of locomotives for a week, achieving the greatest possible productive mileage while ensuring that priority trains are covered and that scheduled maintenance is performed correctly. On top of that, you have freight load targets to achieve within the scheduled workings, or in the case of Freightliner a much larger fleet to manage.

- **Toton Class 60** - Based at Toton in the East Midlands, your fourteen locomotives of Class 60 and four of Class 56 have to cover coal traffic to power stations at Didcot and Ironbridge, including feeder services from local collieries and from Ravenstruther in Scotland. You are set a target tonnage for each power station, and also have to cover priority duties on the long haul from Scotland. (Difficulty ##)
- **South Wales Coal** - Based at Cardiff Canton, your sixteen locomotives of Class 37 have to cover coal traffic to the power station at Aberthaw, as well as some priority services to British Steel at Llanwern. You are set a target tonnage for the power station, and also have to contend with a limited supply at each colliery or other coal source. (Difficulty ##)

- **Freightliner Manager 1996** - Manage Freightliner's fleet of 35 class 47 and 10 class 56 locomotives for a week, achieving the greatest possible productive mileage while ensuring that priority trains are covered and that scheduled maintenance is performed correctly. Biggest yet in this series, with 45 locos and nine main locations, as well as trip and out-and-back workings to other places. (Difficulty ##)

Notes

All Traffic Control, Railfreight, Signal Box, Driver and Freight Manager simulations, and most in the Shedmaster and Fleet Manager series, have mouse support.

Difficulty levels - An indication of the difficulty of each game is provided, as follows:

#	Easiest
##	Reasonably easy
###	Fairly difficult
####	Definitely difficult
#####	Extremely difficult
#####	Master class

These ratings are of course subjective, but we hope they will be helpful. In general, we do not recommend games marked ### or higher until you have tried something simpler first, but of course the choice is yours.

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