



METROPOLITAN LINE

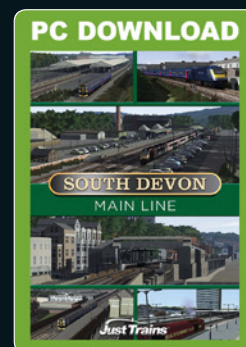
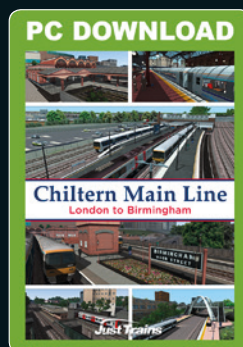
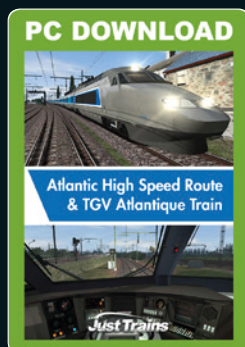
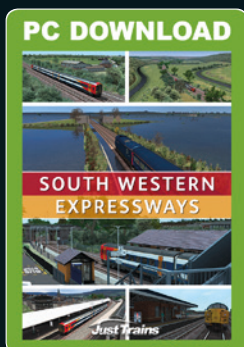
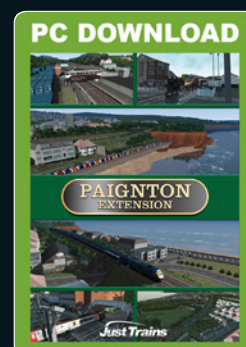
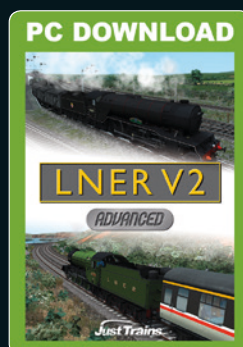
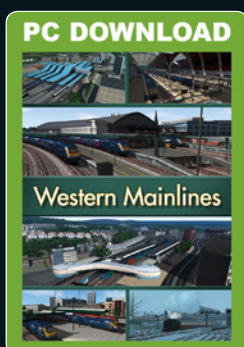
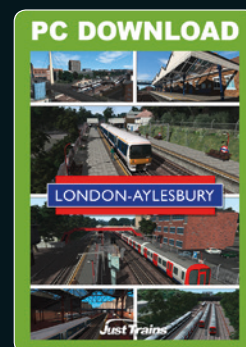
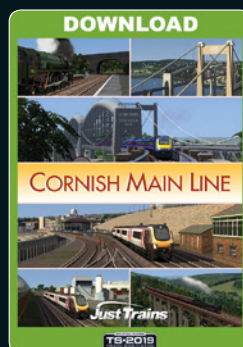
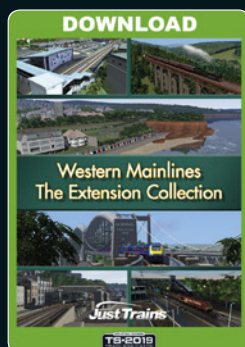
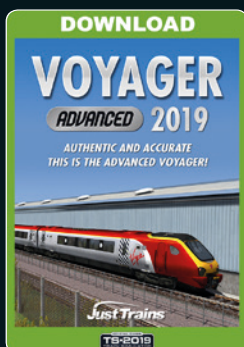
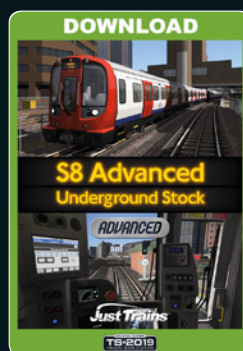
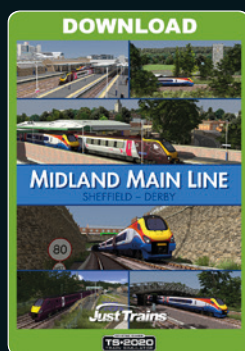


ROUTE GUIDE

Just Trains



The Spirit of Train Simulation



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METROPOLITAN LINE

Route Guide

Route expansion for Train Simulator

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INTRODUCTION

This Metropolitan line route runs between Aldgate in east London and Amersham in Buckinghamshire and has branches to Uxbridge, Watford and Chesham. Its maintenance depot is at Neasden in northwest London. From the bustling sub-surface stations at the London end of the route to the picture-perfect countryside stations at the northern end, the difference is amazing. As you drive on the country sections, there is no way that you would think you were driving on a London Underground route!

The Metropolitan line runs beside the Chiltern Main Line London-Aylesbury route from Finchley Road station up to Amersham station and from Harrow-on-the-Hill to Amersham and back. The two routes share the exact same rails, with main line stock and London Underground stock running on the same tracks.

This route software features 34 stations as well as five Jubilee line stations which are on the same route but which the Metropolitan line does not stop at. The Metropolitan line showcases numerous new custom assets.

No Standard scenarios are included with this route. As there is currently no suitable default Train Simulator stock to drive on the route, we have ensured that it is Quick Drive enabled to allow you to drive any stock that you have as you wish. We have, however, included a special Quick Drive enabled version of the Just Trains S8 Advanced which can be driven via the F4 HUD controls. This special version of the S8 does not feature a cab or passenger view. Just Trains' fully featured [S8 Advanced](#) and [S7+1 Advanced](#) Underground stock both come with a set of scenarios created exclusively for driving on the Metropolitan line.

Train Simulator requirements

If you purchased Train Simulator after 20 September 2012 you will require the European Loco & Asset Pack (available to purchase via [Steam](#)) for the route to display correctly.

Scenery quality and display settings

Various effects and techniques have been used in the modelling of Metropolitan Line to enhance the realism of the route, including TSX technology for realistic night lighting effects.

Due to the high level of detail along the length of the route, it is best to run the route at the highest settings possible, provided your PC is capable; settings can all be accessed via the Settings > Graphics menu in Train Simulator. The route will still run at lower settings, of course, but some of the assets may not be displayed as intended.



METROPOLITAN LINE



INSTALLATION, UPDATES AND SUPPORT

You can install this add-on as often as you like on the same computer system. To re-download the Metropolitan Line software:

1. Click on the '[Account](#)' tab on the Just Trains website.
2. Log in to your account.
3. Click on the 'Your Orders' button.
4. A list of your purchases will appear and you can then re-download the software you require.

Updates and Technical Support

For technical support (in English) please visit the [Support](#) pages on the Just Trains website.

As a Just Trains customer you can obtain free technical support for any Just Trains or Just Flight product.

If an update becomes available for this software, we will post details on the Support page and we will also send a notification email about it to all buyers who are currently subscribed to our monthly Newsletter and emails.

Regular News

To get all the latest news about Just Trains products, special offers and projects in development, sign up for our [Newsletter](#) and regular emails.

We can assure you that none of your details will ever be sold or passed on to any third party and you can, of course, unsubscribe from this service at any time.

You can also keep up to date with Just Trains via [Facebook](#) and [Twitter](#).

Just Trains on Twitch

You can view regular Just Trains Twitch streams with exclusive previews on the JustTrainsTV [Twitch](#) channel.

Uninstalling the software

To uninstall this product from your system, select the appropriate option for your version of Windows from the 'Control Panel':

- 'Add or Remove Programs' (Windows XP)
- 'Programs and Features' (Windows Vista or 7)
- 'Apps & features' (Windows 10 or later)

Select the product you want to uninstall and then select the 'Uninstall' option, following the on-screen instructions to uninstall the product.

Uninstalling or deleting this software in any other way may cause problems when using this product in the future or with your Windows set-up.

STATIONS

Aldgate



Opened 1876

Passengers 2017: 8.85 million

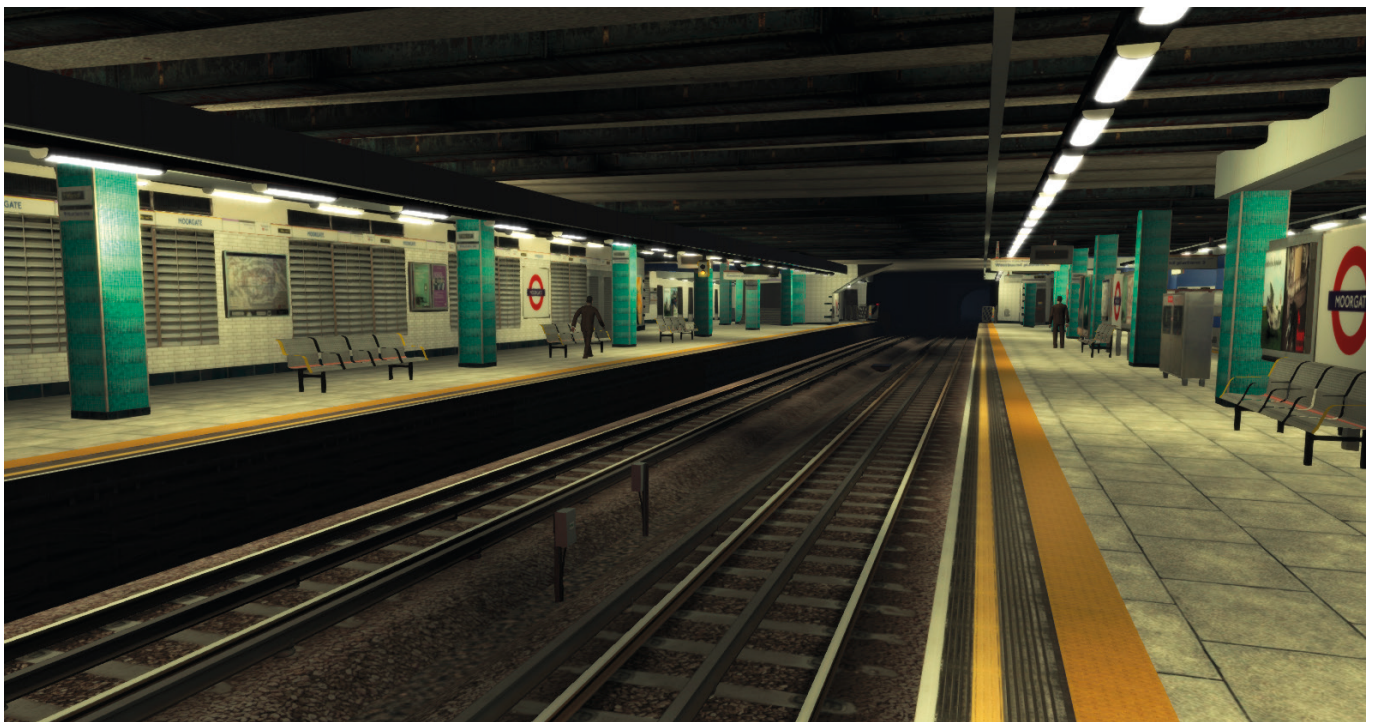
Liverpool Street



Opened 1874

Passengers 2017-18: 66.967 million

Moorgate



Opened 1865

Passengers 2015: 10.434 million

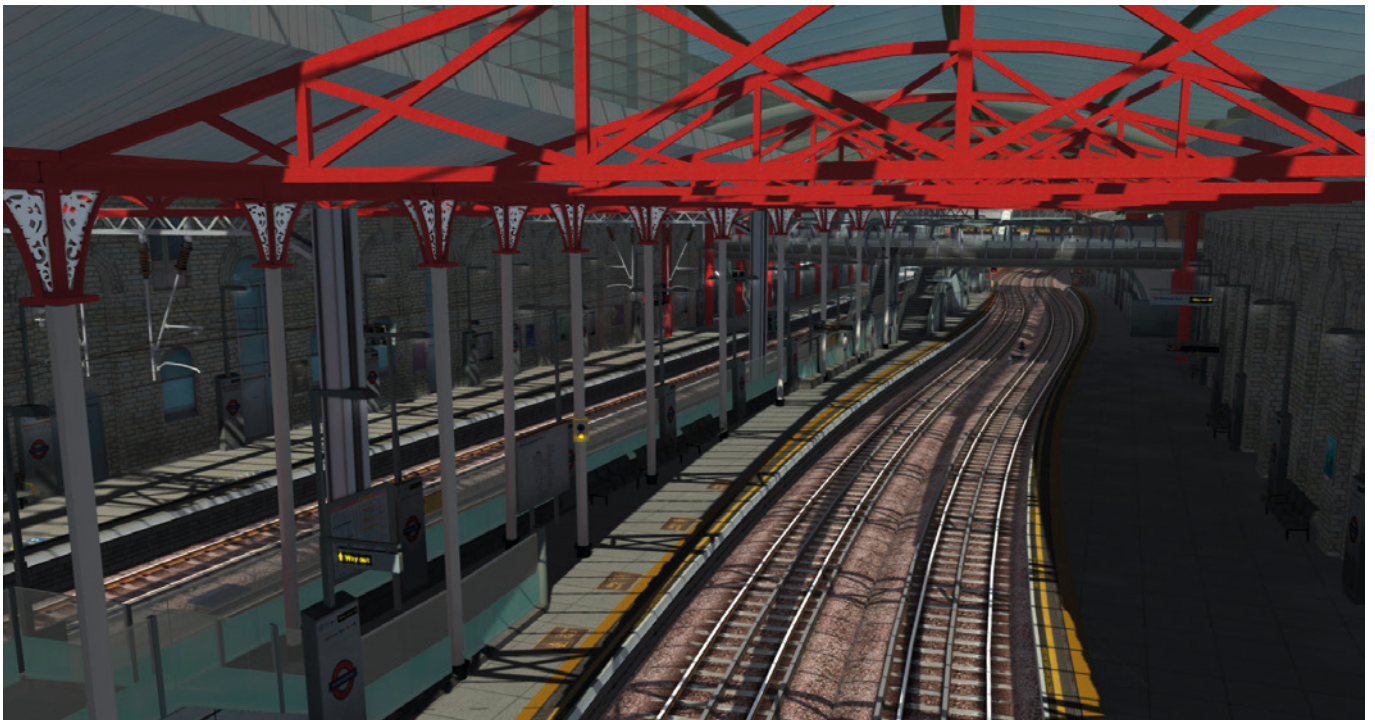
Barbican



Opened 1865

Passengers 2017: 11.83 million

Farringdon



Opened 1863

Passengers 2017: 20.14 million

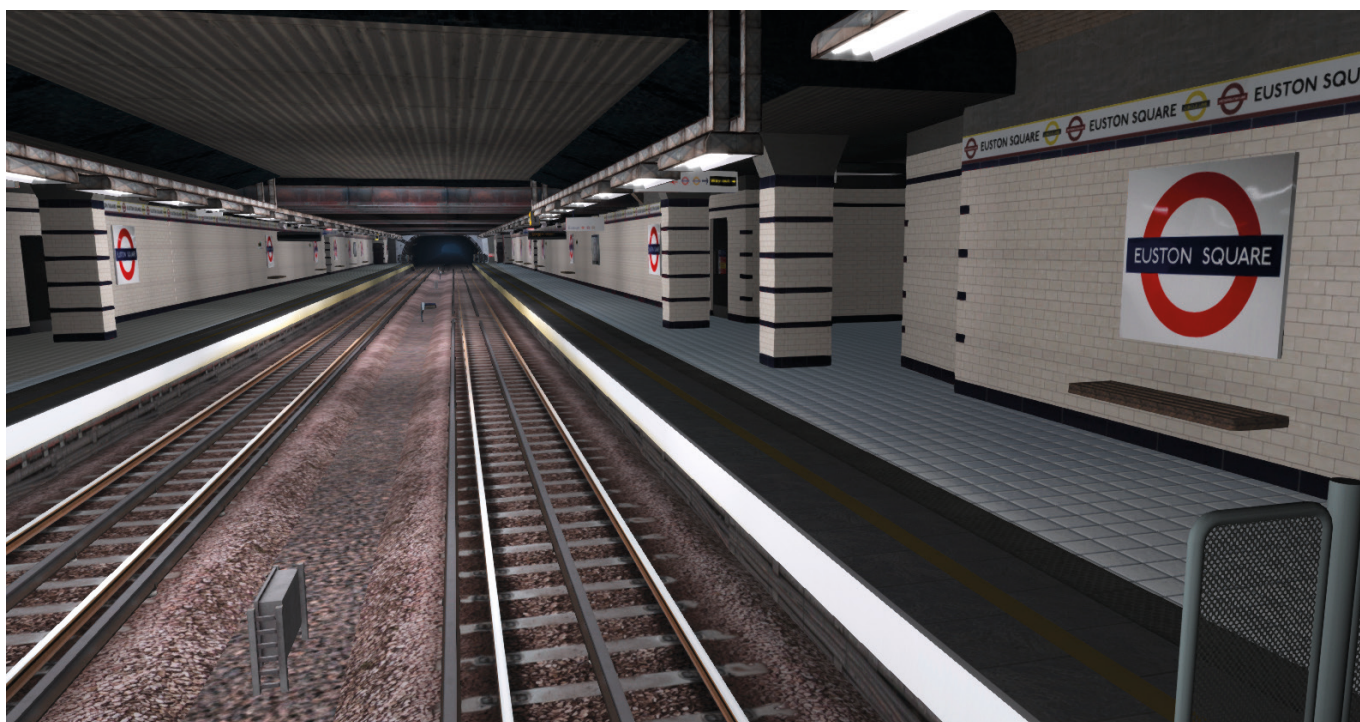
Kings Cross St. Pancras



Opened 1863

Passengers 2017: 97.92 million

Euston Square



Opened 1863

Passengers 2017: 14.13 million

Great Portland Street



Opened 1863

Passengers 2017: 8.08 million

Baker Street



Opened 1863

Passengers 2017: 28.78 million

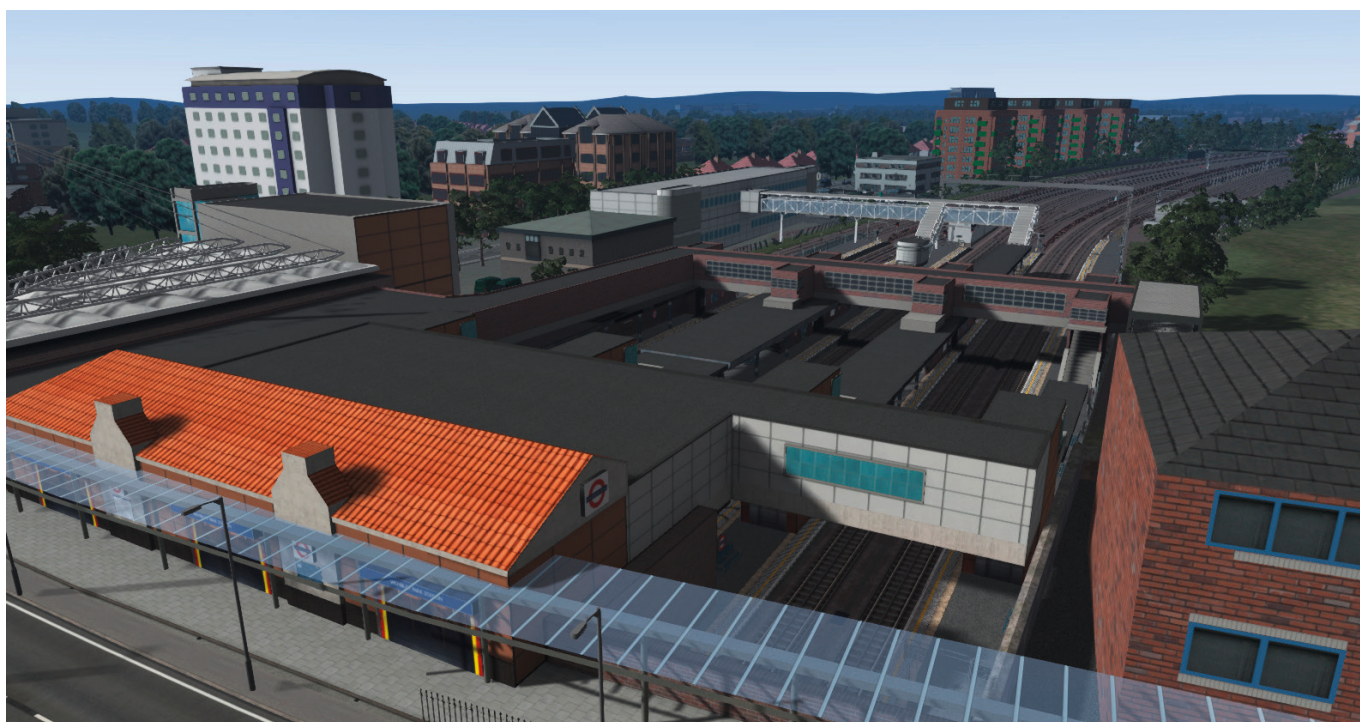
Finchley Road



Opened 1879

Passengers 2017: 9.63 million

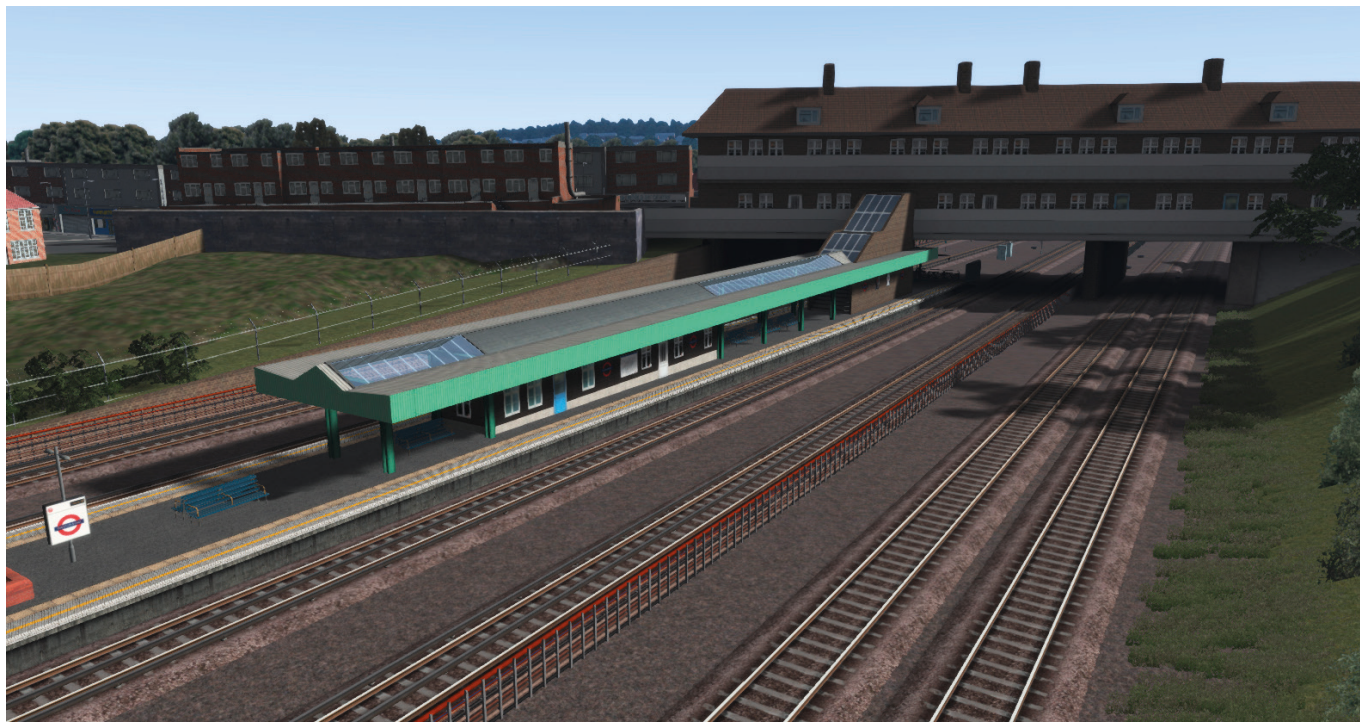
Wembley Park



Opened 1893

Passengers 2016: 16.58 million

Preston Road



Opened 1908

Passengers 2017: 3.63 million

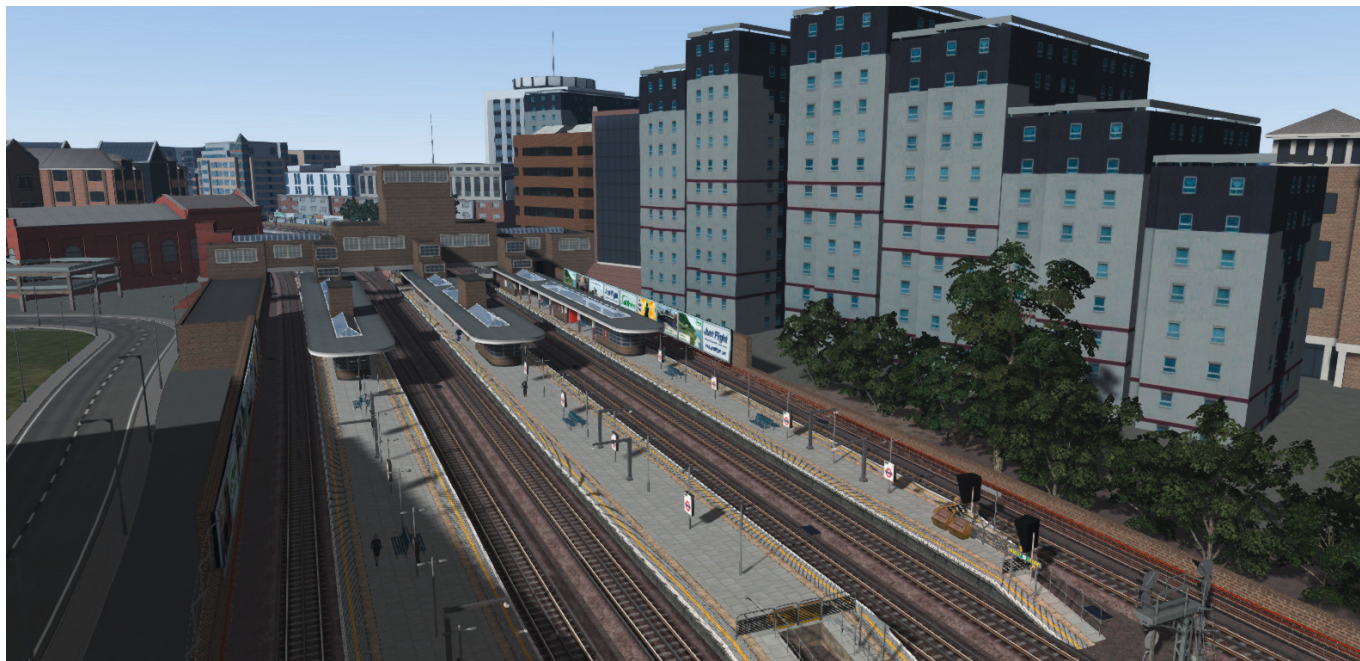
Northwick Park



Opened 1923

Passengers 2017: 4.52 million

Harrow-on-the-Hill



Opened 1880

Passengers 2016: 10.96 million

The branch line to Uxbridge diverges to the south after Harrow-on-the-Hill. See [this section](#) of the manual for the Uxbridge branch stations.

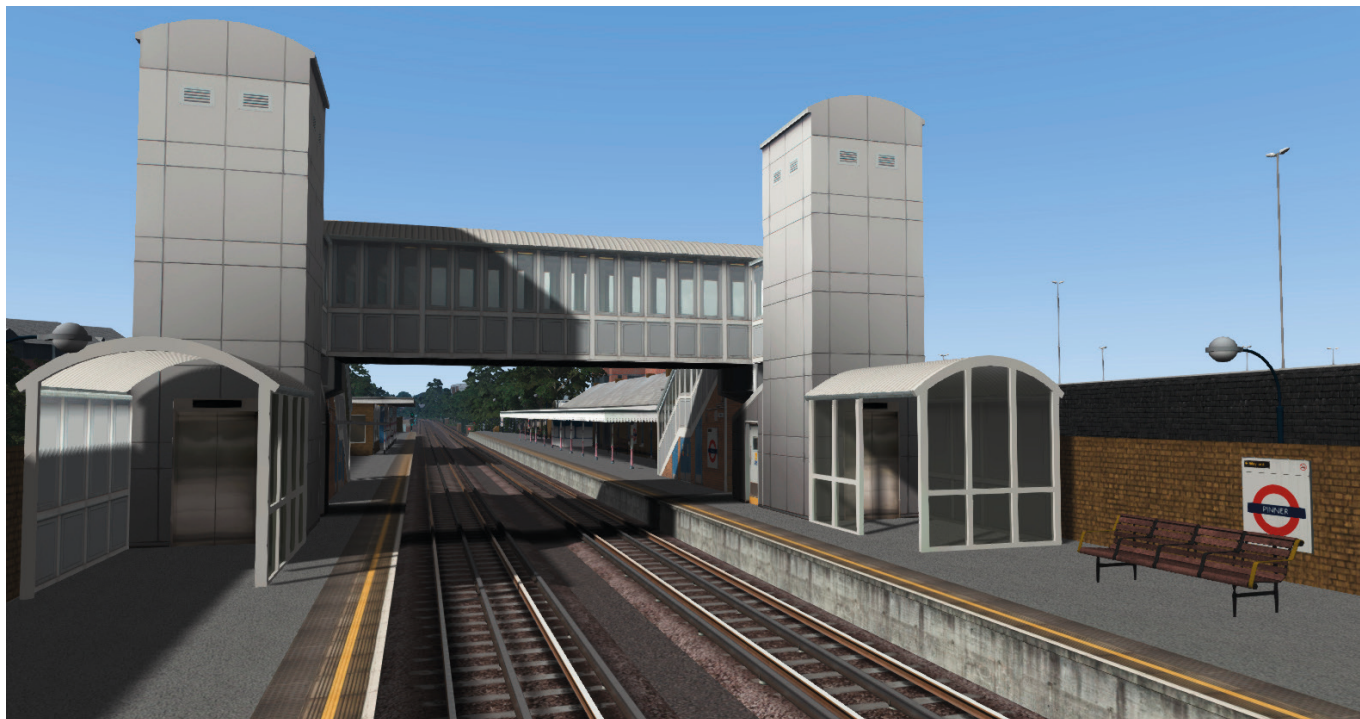
North Harrow



Opened 1915

Passengers 2017: 1.92 million

Pinner



Opened 1885

Passengers 2017: 3.43 million

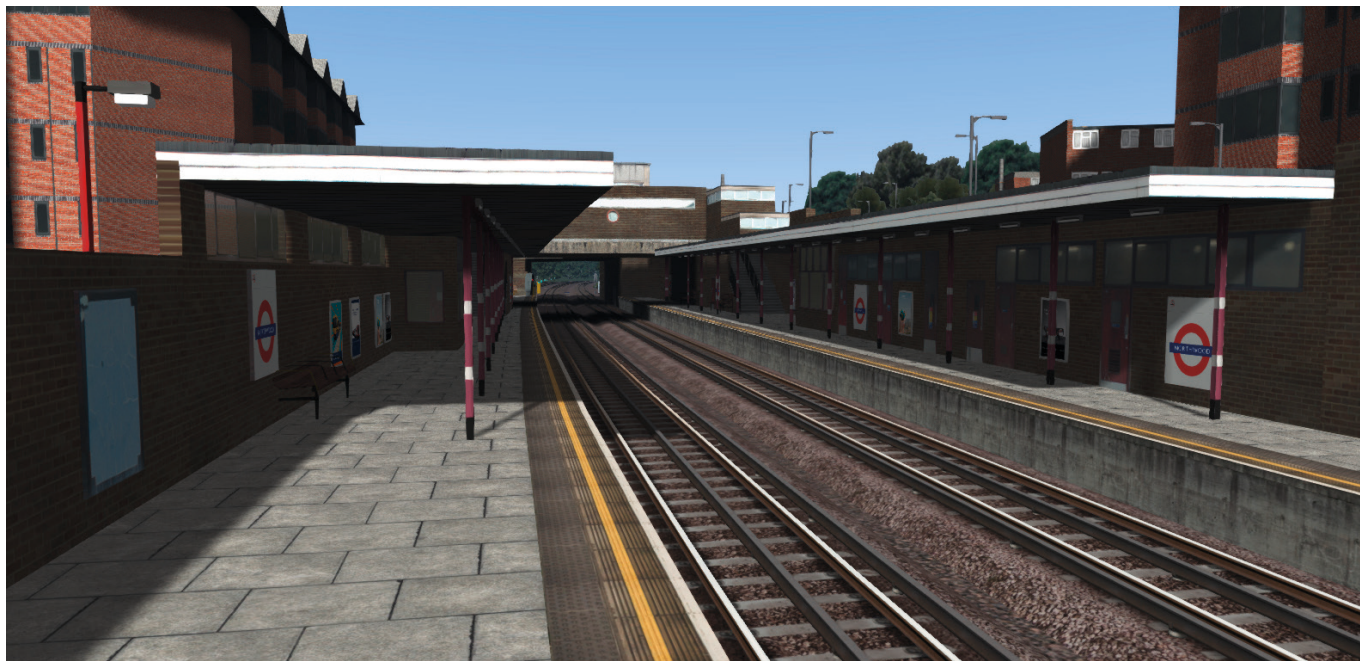
Northwood Hills



Opened 1933

Passengers 2017: 2.01 million

Northwood



Opened 1887

Passengers 2017: 3.04 million

Moor Park

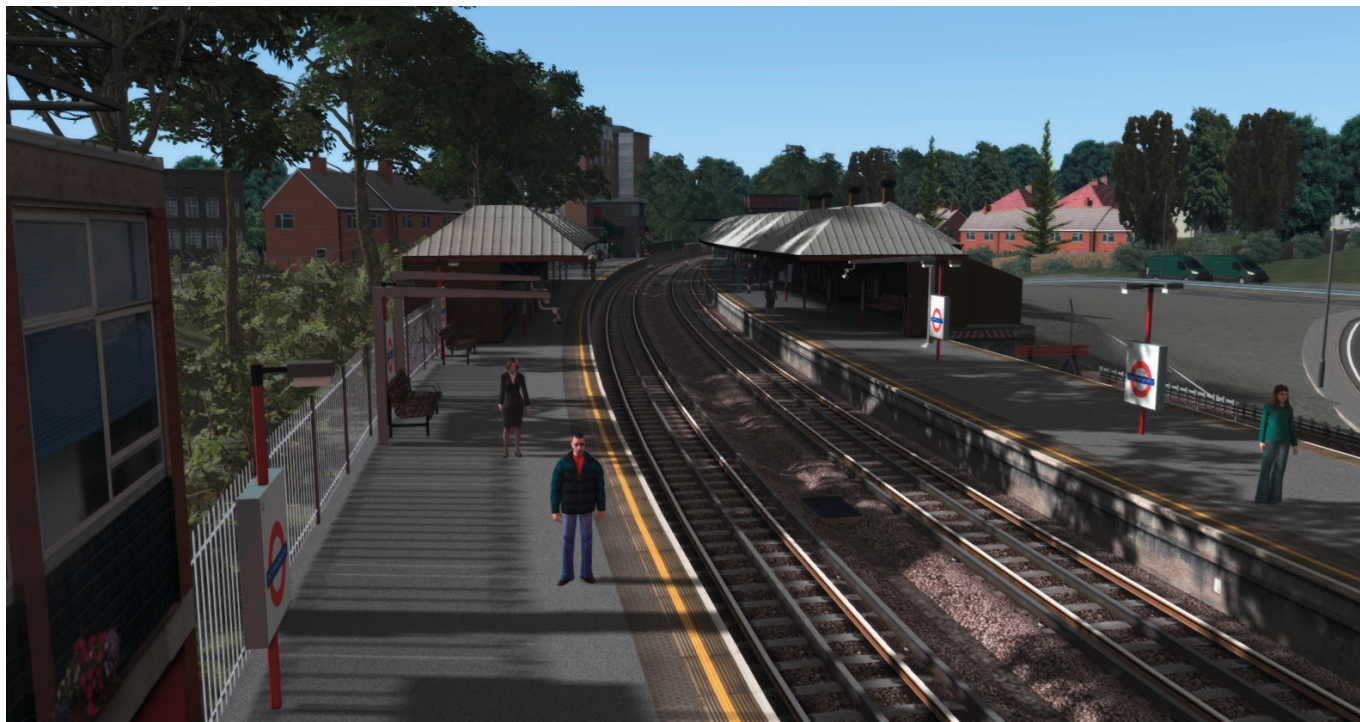


Opened 1910

Passengers 2017: 0.94 million

The branch line to Watford diverges to the north after Moor Park. See [this section](#) of the manual for the Watford branch stations.

Rickmansworth



Opened 1887

Passengers 2017: 2.71 million

Chorleywood



Opened 1889

Passengers 2017: 0.75 million

Chalfont & Latimer

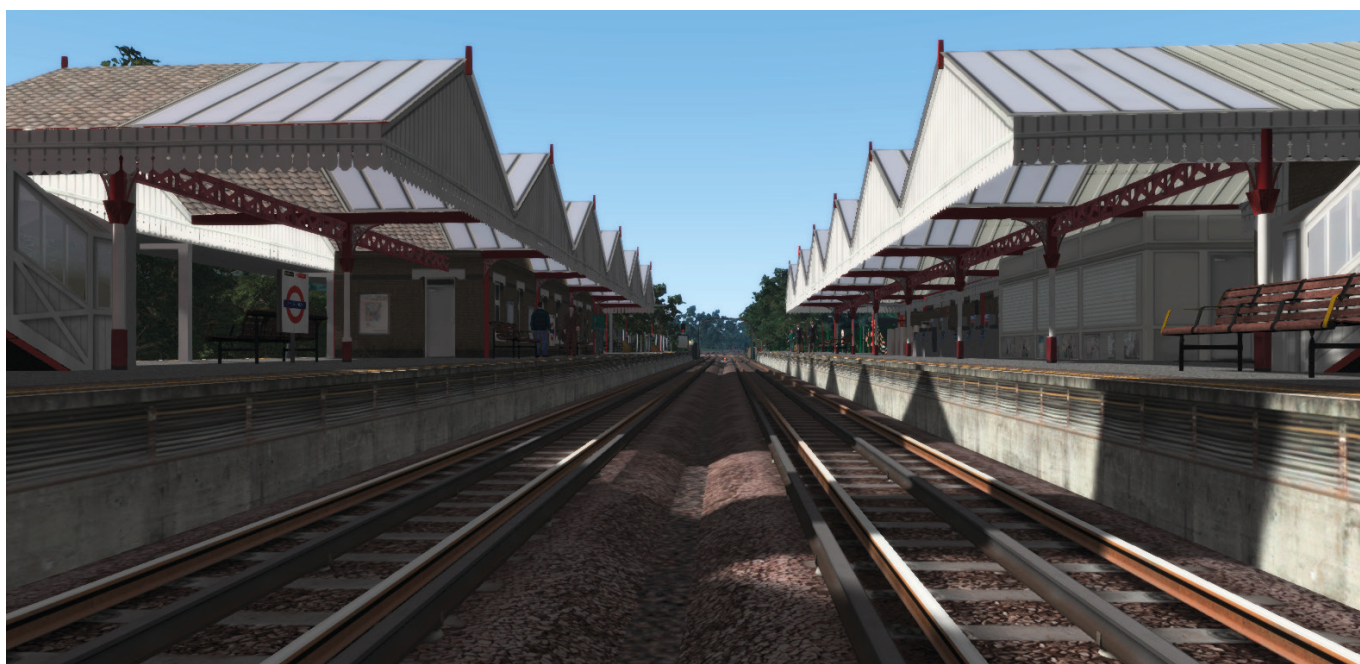


Opened 1889

Passengers 2017: 1.67 million

The branch line to Chesham diverges to the north after Chalfont & Latimer. See [this section](#) of the manual for Chesham station.

Amersham

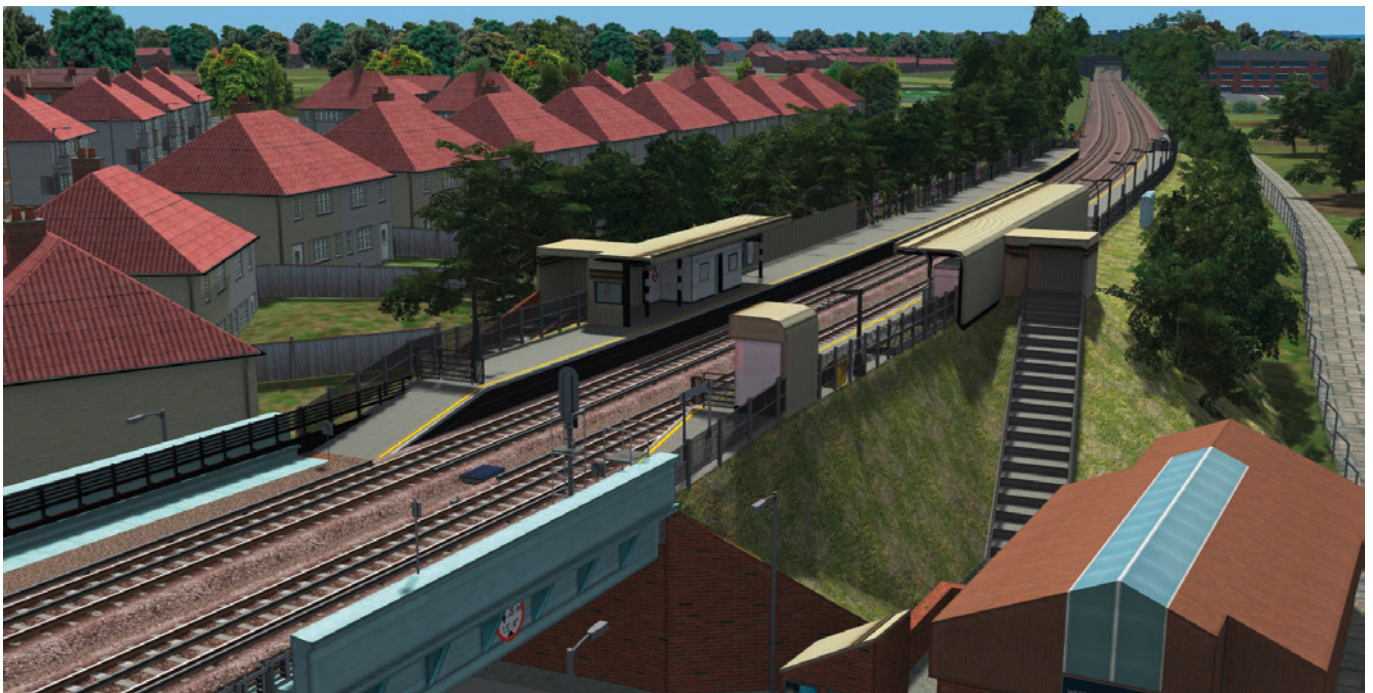
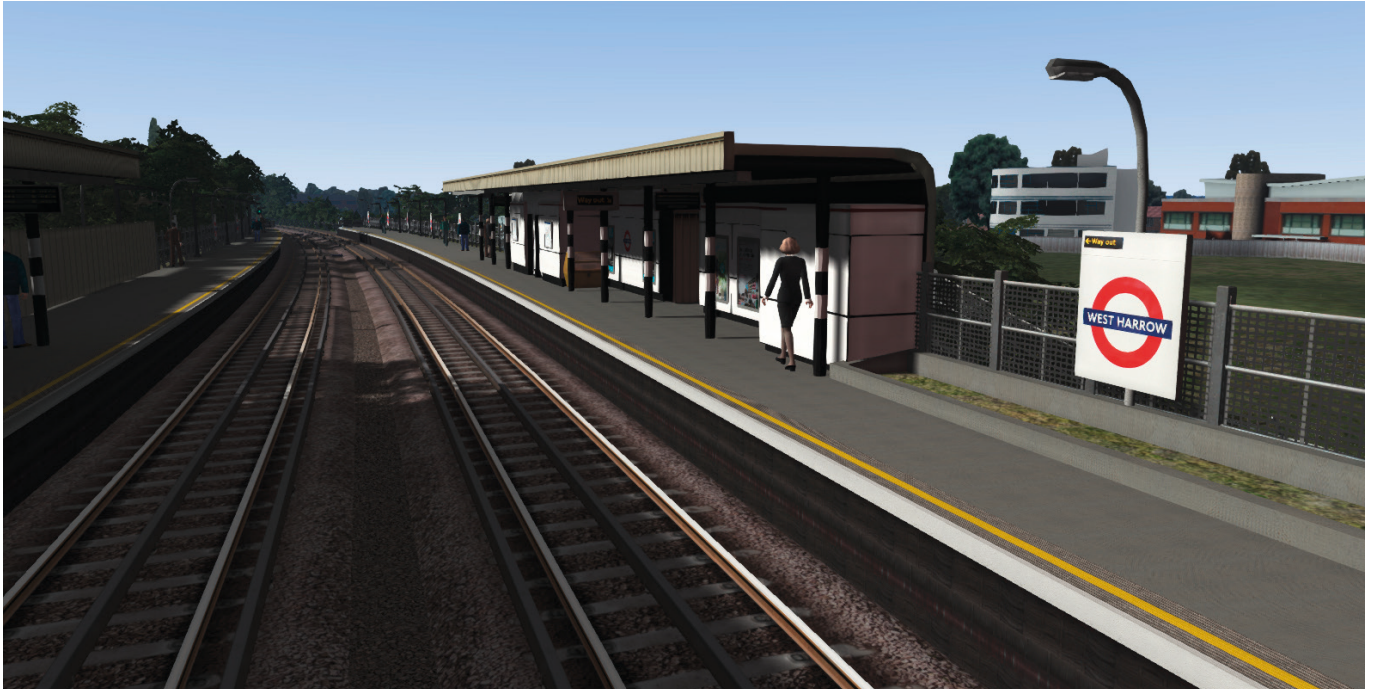


Opened 1892

Passengers 2017: 2.32 million

THE LINE FROM HARROW-ON-THE-HILL TO UXBRIDGE

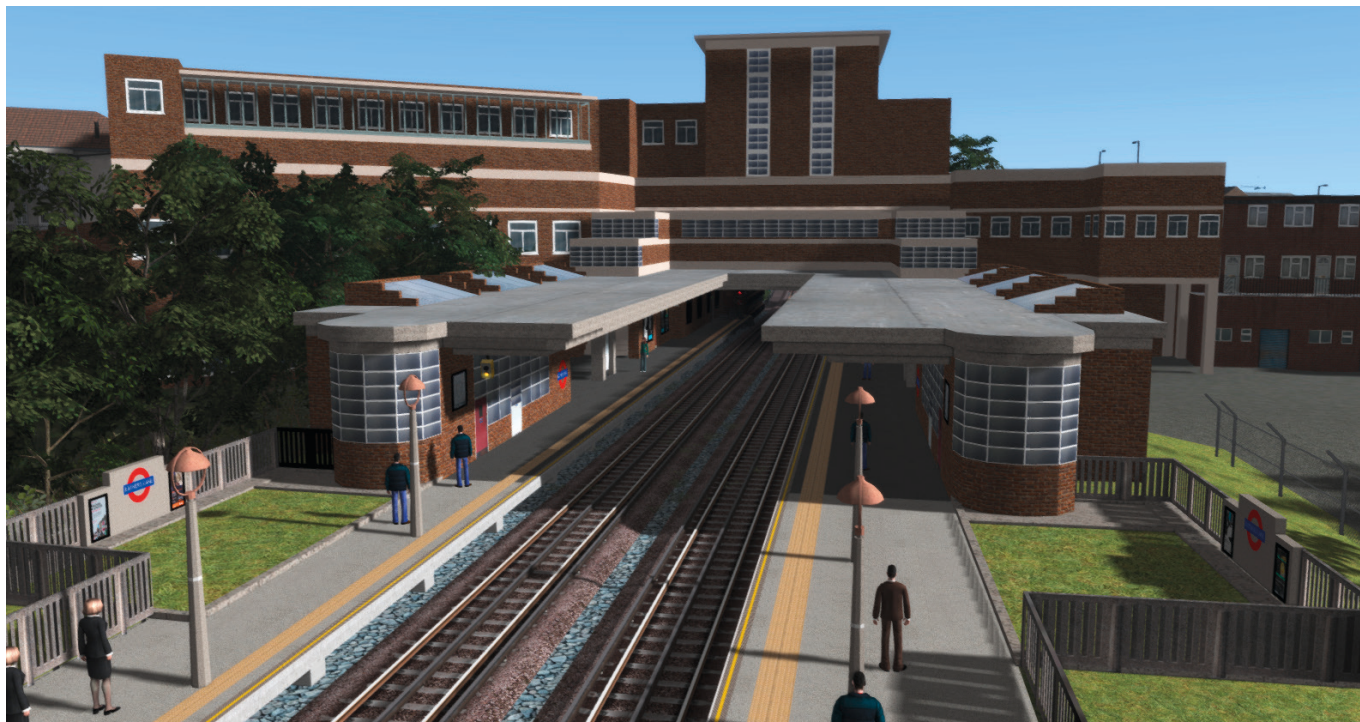
West Harrow



Opened 1913

Passengers 2017: 1.53 million

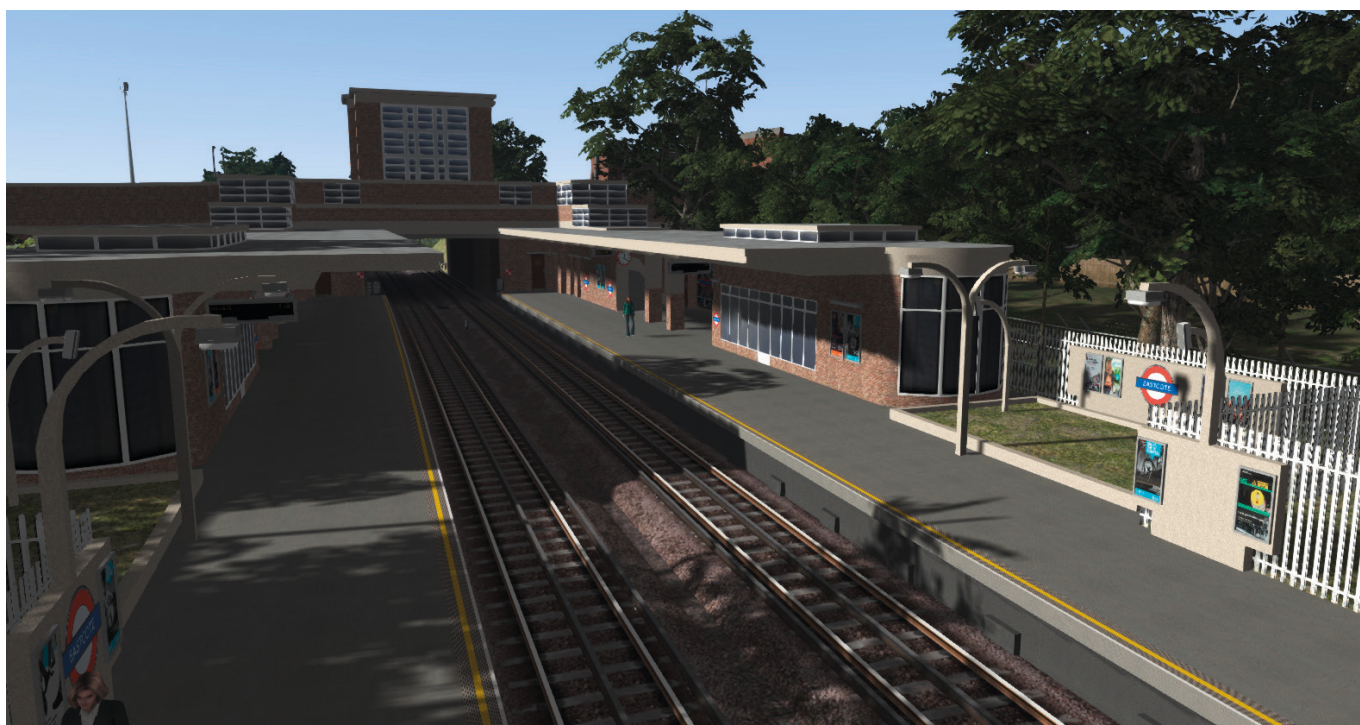
Rayners Lane



Opened 1906

Passengers 2017: 4.32 million

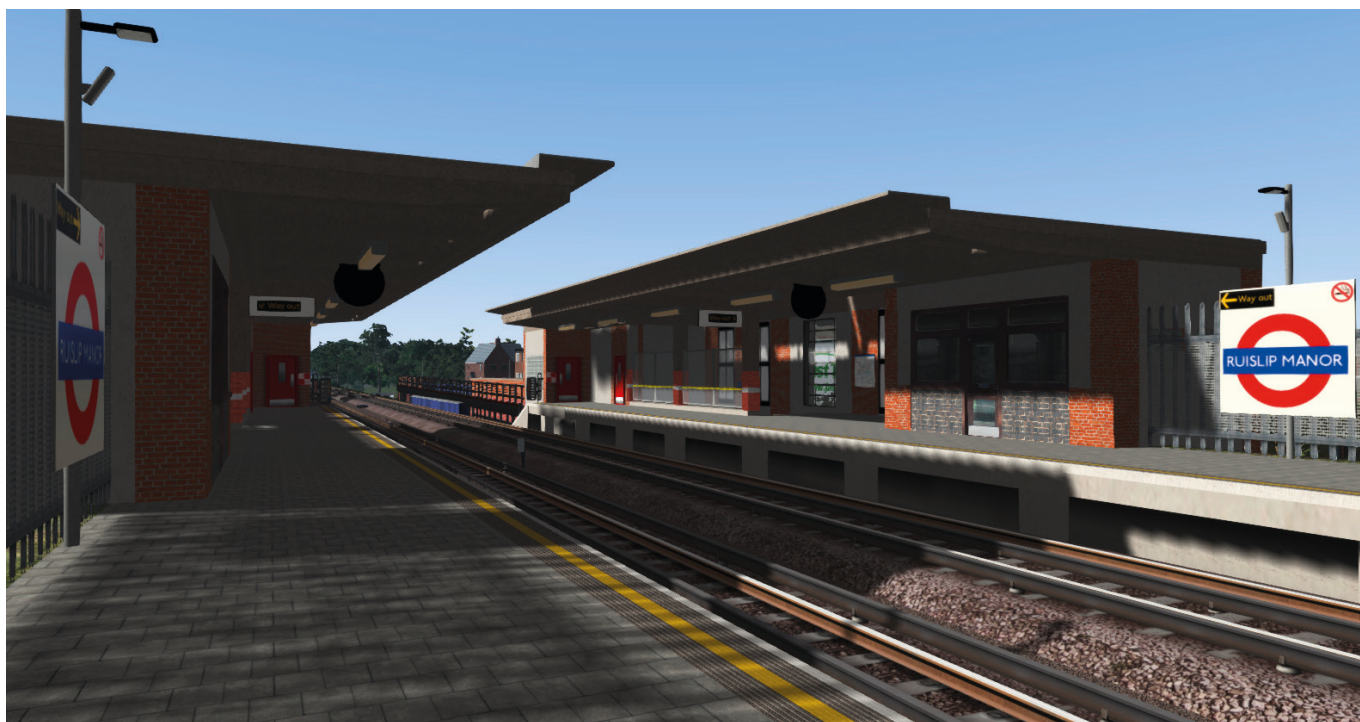
Eastcote



Opened 1906

Passengers 2017: 3.01 million

Ruislip Manor



Opened 1912

Passengers 2017: 2.04 million

Ruislip



Opened 1904

Passengers 2017: 1.99 million

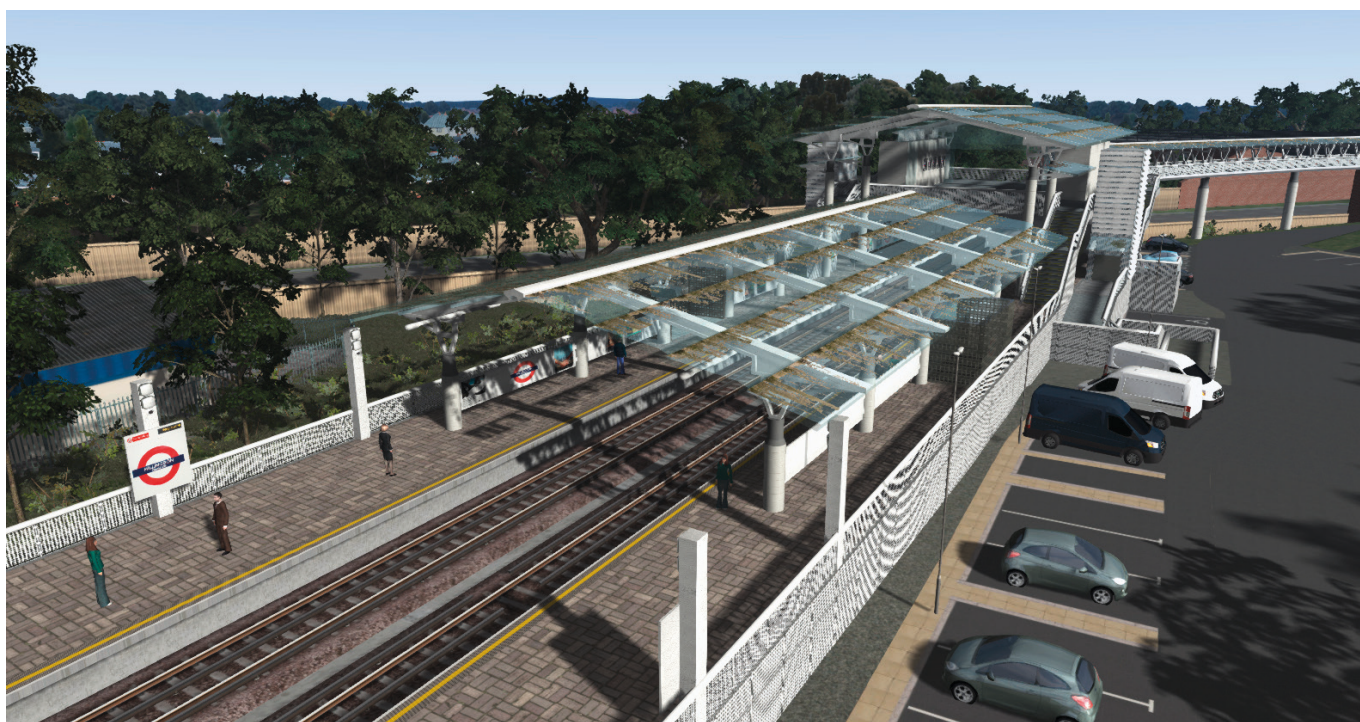
Ickenham



Opened 1905

Passengers 2017: 1.17 million

Hillingdon



Opened 1992 (new location)

Passengers 2017: 1.81 million

Uxbridge



Opened 1938 (at current location)

Passengers 2017: 8.38 million

THE BRANCH LINE TO WATFORD

Croxley



Opened 1925

Passengers 2017: 1.13 million

Watford



Opened 1925

Passengers 2017: 1.86 million

THE BRANCH LINE TO CHESHAM

Chesham



Opened 1889

Passengers 2017: 1.13 million

FEATURES TO LOOK OUT FOR ON THE ROUTE

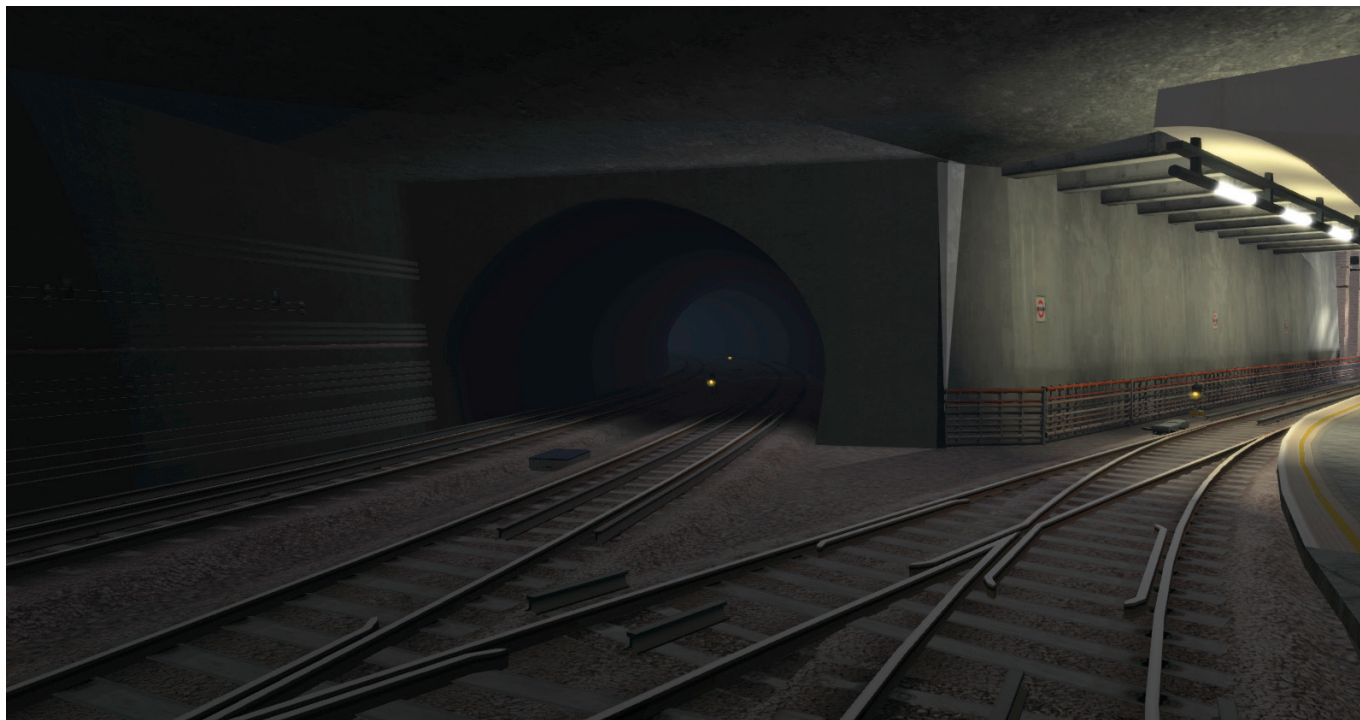
Numerous custom buildings and other features of interest have been modelled along the length of the route – these are just a few of them, in the order you'd see them when driving north from Aldgate.

The Circle line at Aldgate station



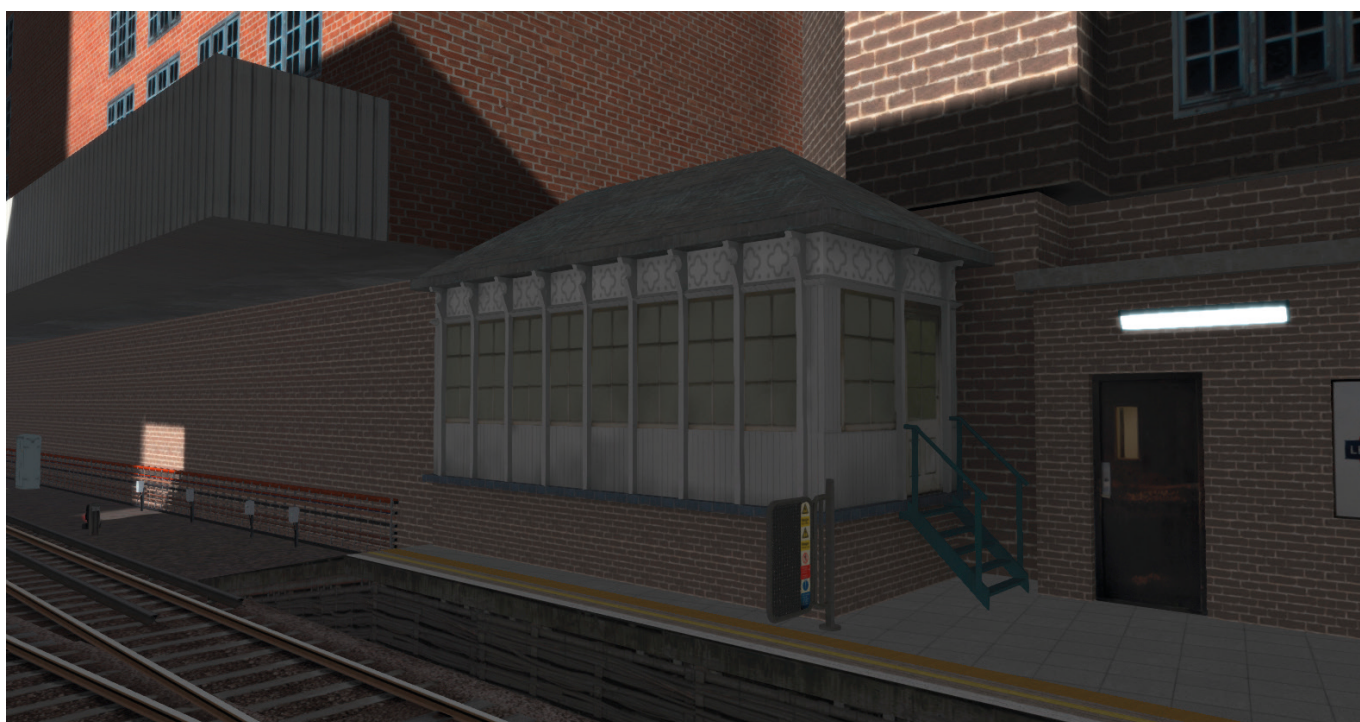
The bay platform at Aldgate is used by the Metropolitan line. When you are at that platform facing west, you have the Circle line inner rail to your left and the Circle line outer rail to your right.

Hammersmith & City line at Aldgate



If you glance to your right as you exit Aldgate station, you will see the Hammersmith & City line that heads towards Barking.

Liverpool Street signal box



As you exit Liverpool Street station, the now-disused signal box is on your right.

Moorgate – blue hoardings



If you look to your left in Moorgate station you can see blue hoardings, behind which work is being carried out to create the City sidings for the Circle and Hammersmith & City lines. Until 2009 the tracks here were used for Thameslink services.

Barbican – disused lines and blue hoardings



To your left you can see a gated tunnel and disused track. Further up the platform there are some blue hoardings, behind which is a continuation of the same line and sidings project in progress at Moorgate.

New sidings at Farringdon



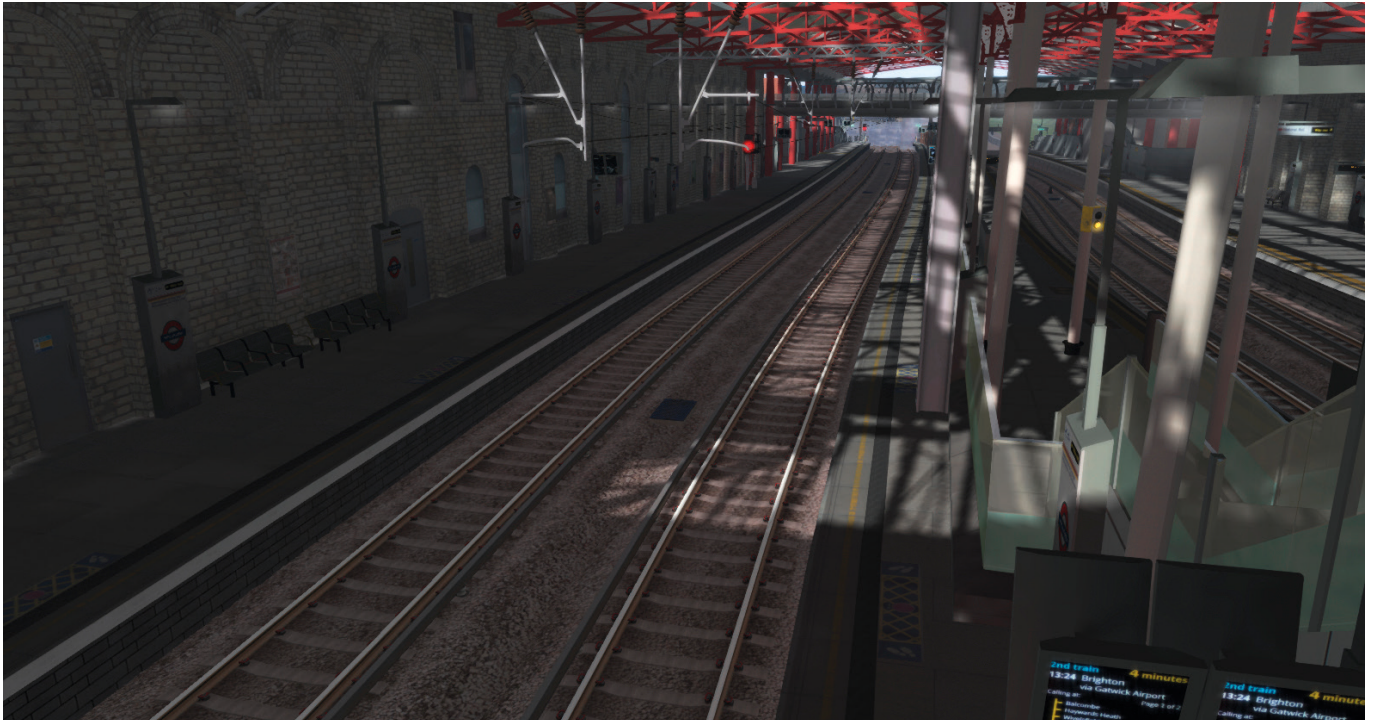
New sidings are being built to the east of Farringdon, just outside the station. When completed, they will join up with the new City sidings being built at Barbican and Moorgate.

Smithfield Market



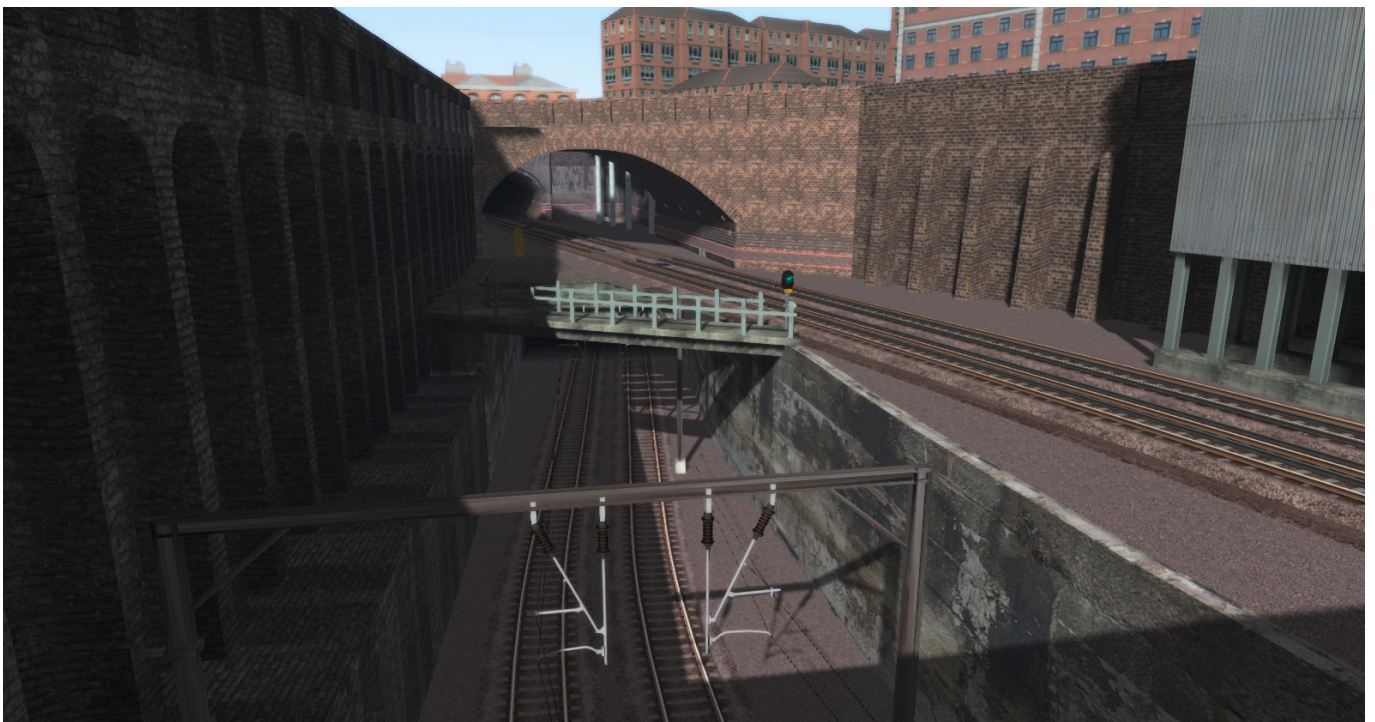
Outside Farringdon station is the world-famous Smithfield wholesale meat market, officially called London Central Markets.

Thameslink at Farringdon



The lines on the left of the station carry the Thameslink services.

Thameslink underpass



When the Thameslink line leaves Farringdon heading west, it goes under the Metropolitan line rails and surfaces again beside the Metropolitan line heading towards Kings Cross.

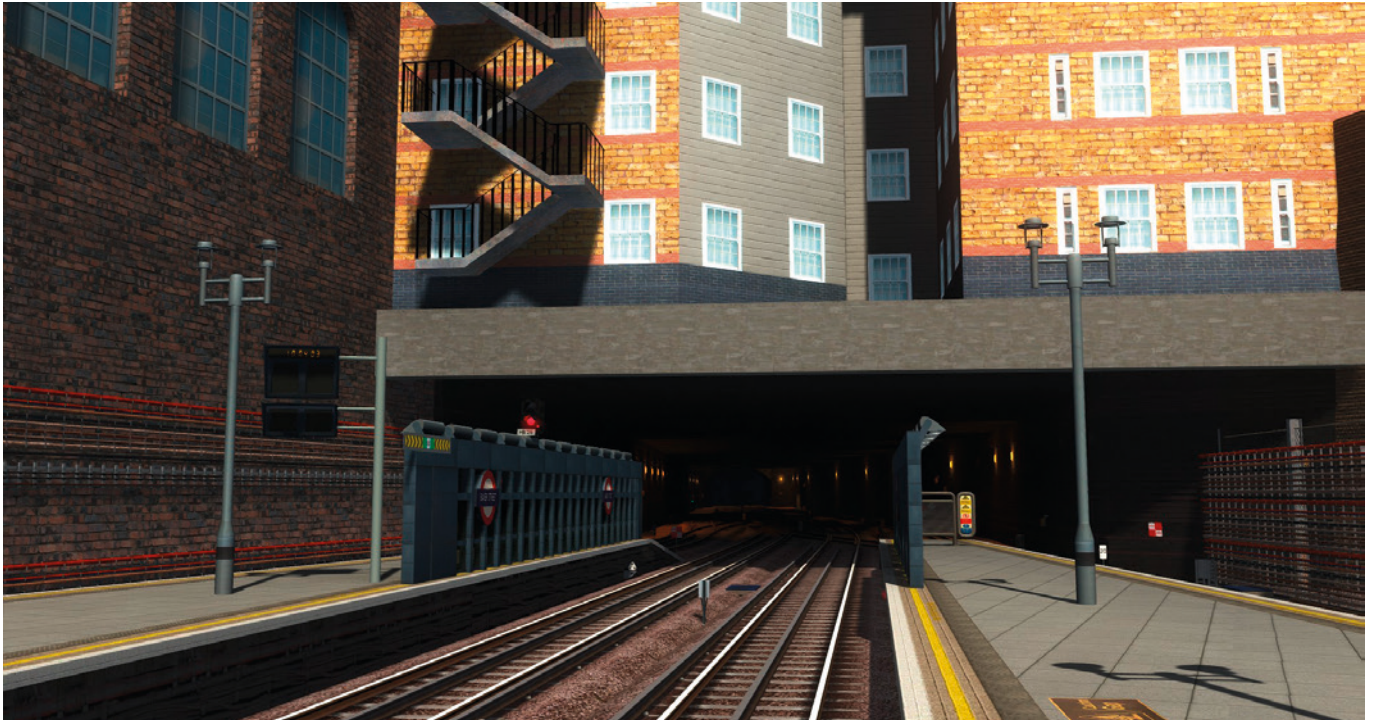
Baker Street platforms 5 and 6



If you did not head northwards when entering Baker Street station on the Metropolitan line, you would carry straight on and end up at platforms 5 and 6 under the distinctive and very large brick arch over them. These platforms cater for the Circle and Hammersmith & City lines.

Tunnel types

As you head north-west you will drive through the different types of tunnels that are used on the Metropolitan line.



'Cut and cover' tunnels are thus called as they were built by 'cutting' a trench, building its walls and supports and then 'covering' it by adding a roof over it.



Single bore tunnels are created by boring them out under ground and then supporting the resulting bore with brickwork. In London Underground terms, a single bore tunnel is a single bore carrying one track or it can have two bores, each carrying a single track, or one larger bore carrying two tracks.

Regent's Canal



You pass over the famous Regent's Canal at this point on the route.

Marlborough Road station



On your right is the disused Marlborough Road station platform and on the surface you can see the old station building.

Chiltern Main Line



As you leave Finchley Road station, running to your left is the Chiltern Main Line which runs between London Marylebone and Birmingham. A branch line goes to Aylesbury and at certain points on that branch both Chiltern Railways and the Metropolitan line use the same tracks up to Amersham, where the Metropolitan line ends. Chiltern Railways then continues north to Aylesbury.

West Hampstead station



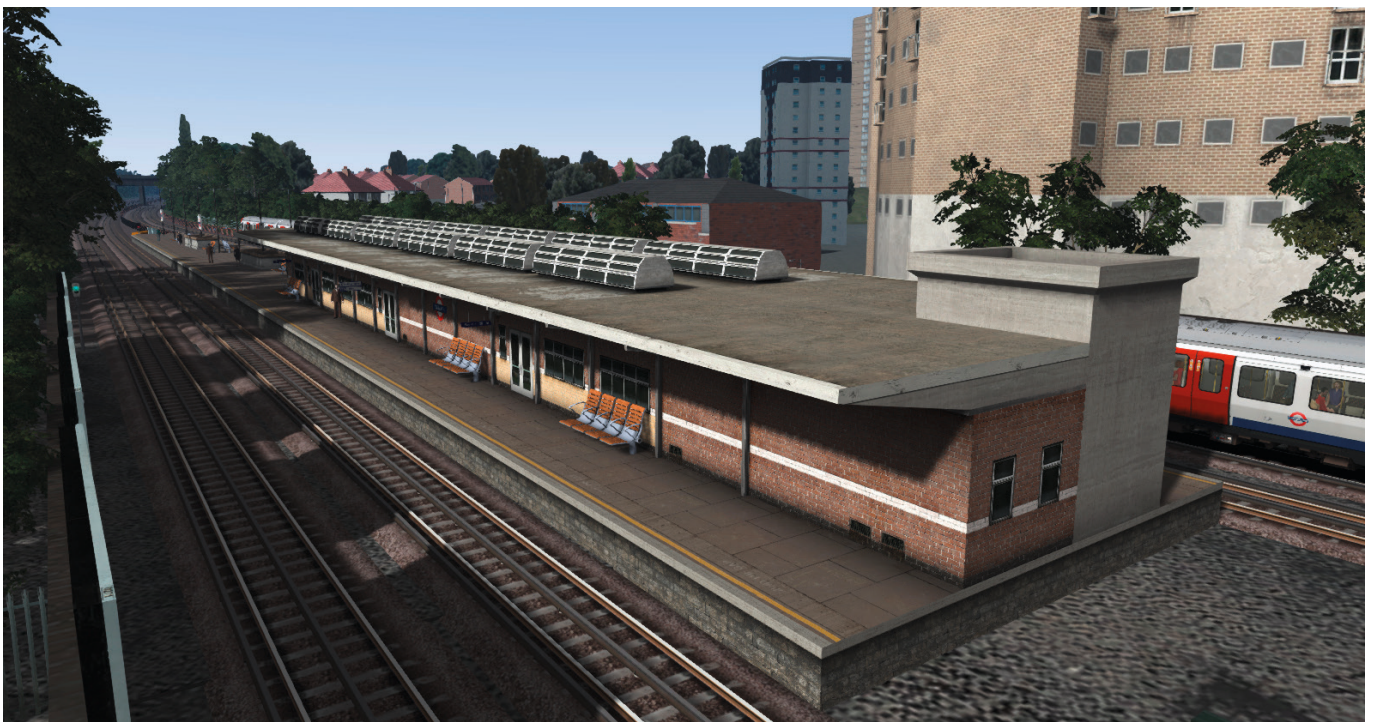
On your right you will pass West Hampstead London Underground station which is served by the Jubilee line. Metropolitan line trains do not use this station.

North London Line



At this point you pass over the North London Line. This line runs between Richmond in the south-west and Stratford in the east, avoiding central London.

Kilburn station



On your right you will pass Kilburn London Underground station which is served by the Jubilee line. Metropolitan line trains do not use this station.

Willesden Green station



You will also pass Willesden Green London Underground station, which is served by the Jubilee line. Metropolitan line trains do not use this station.

Central Mosque of Brent



The Central Mosque of Brent is situated in Willesden, to the north of the route. It was built in 1981.

Dollis Hill station



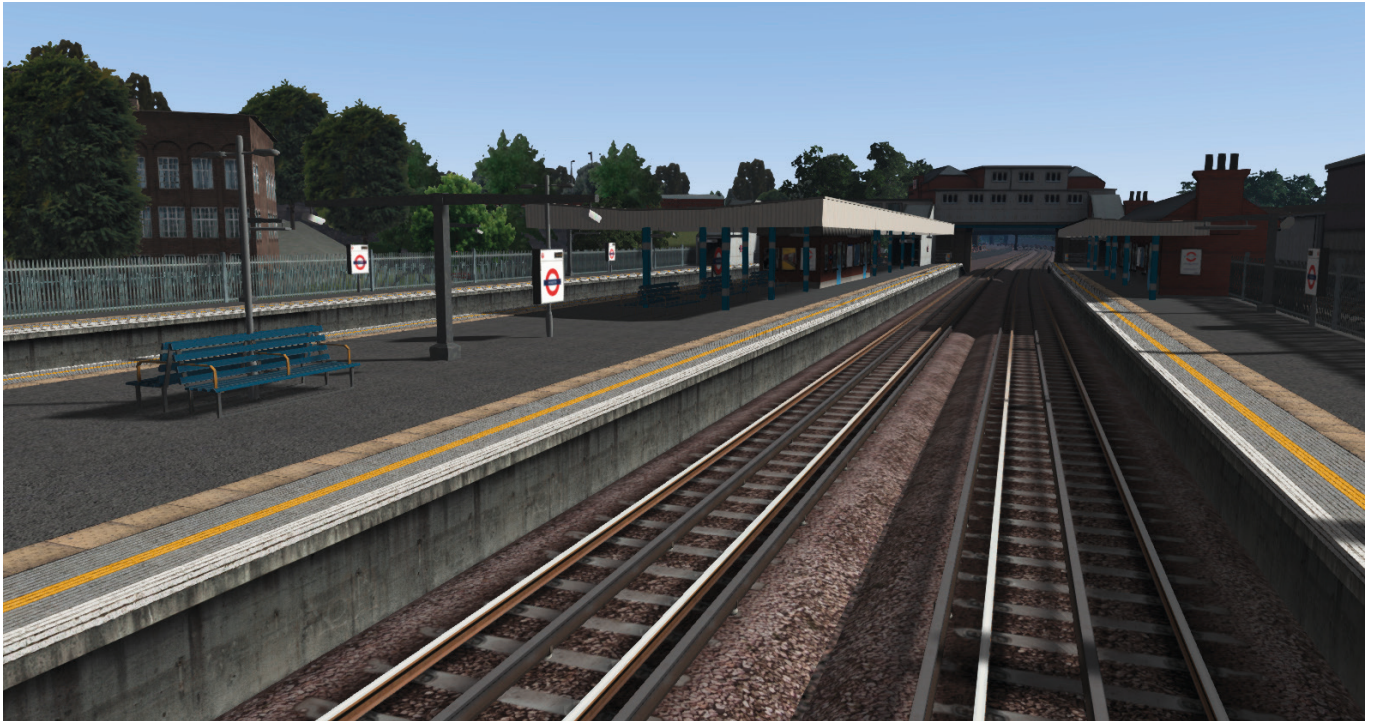
On your right you will pass Dollis Hill London Underground station, which is served by the Jubilee line. Metropolitan line trains do not use this station.

Dudding Hill Line



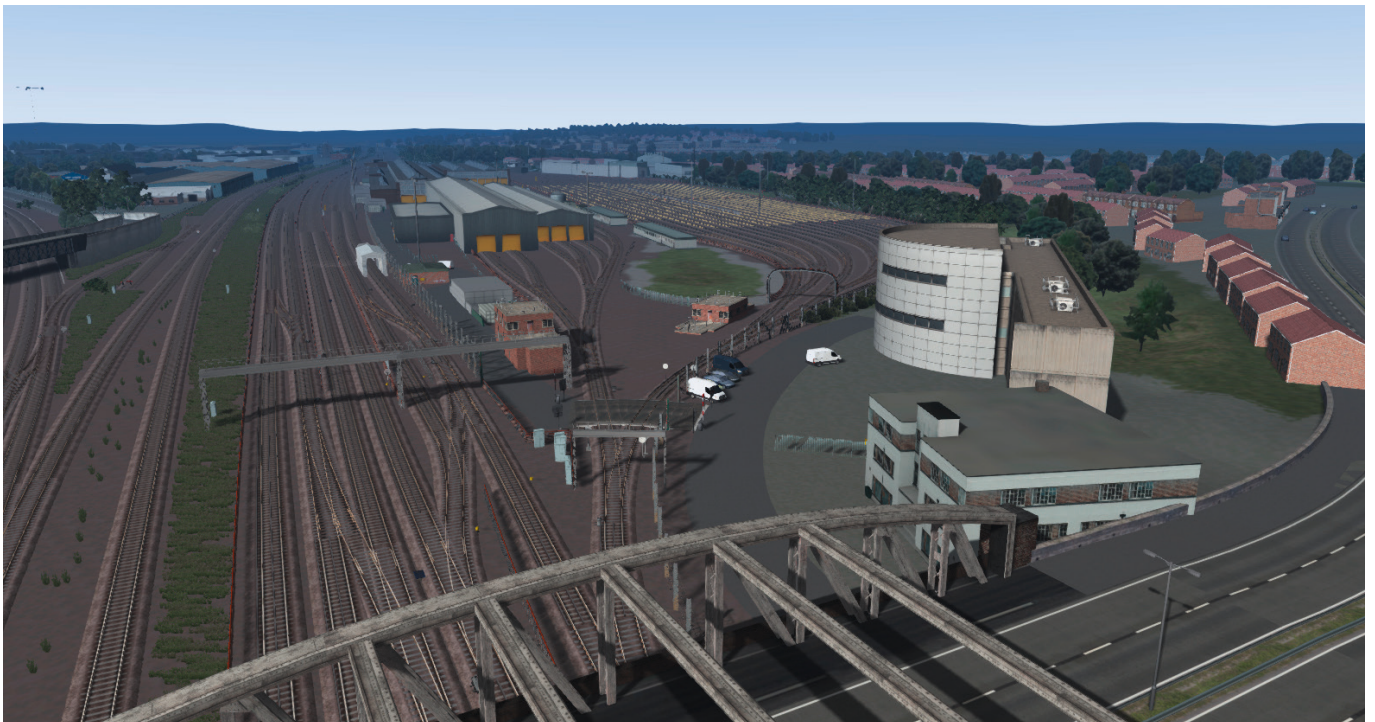
At this point you pass under the Dudding Hill Line (or Dudding Hill Loop), which runs for approximately four miles between Acton and Cricklewood. It has no scheduled passenger service or stations and is lightly used by freight trains.

Neasden station



Neasden London Underground station is served by the Jubilee line and not used by Metropolitan line trains.

Neasden Depot



This London Underground depot on the Metropolitan line, also called Neasden Works, is London Underground's largest depot and maintains its S stock.

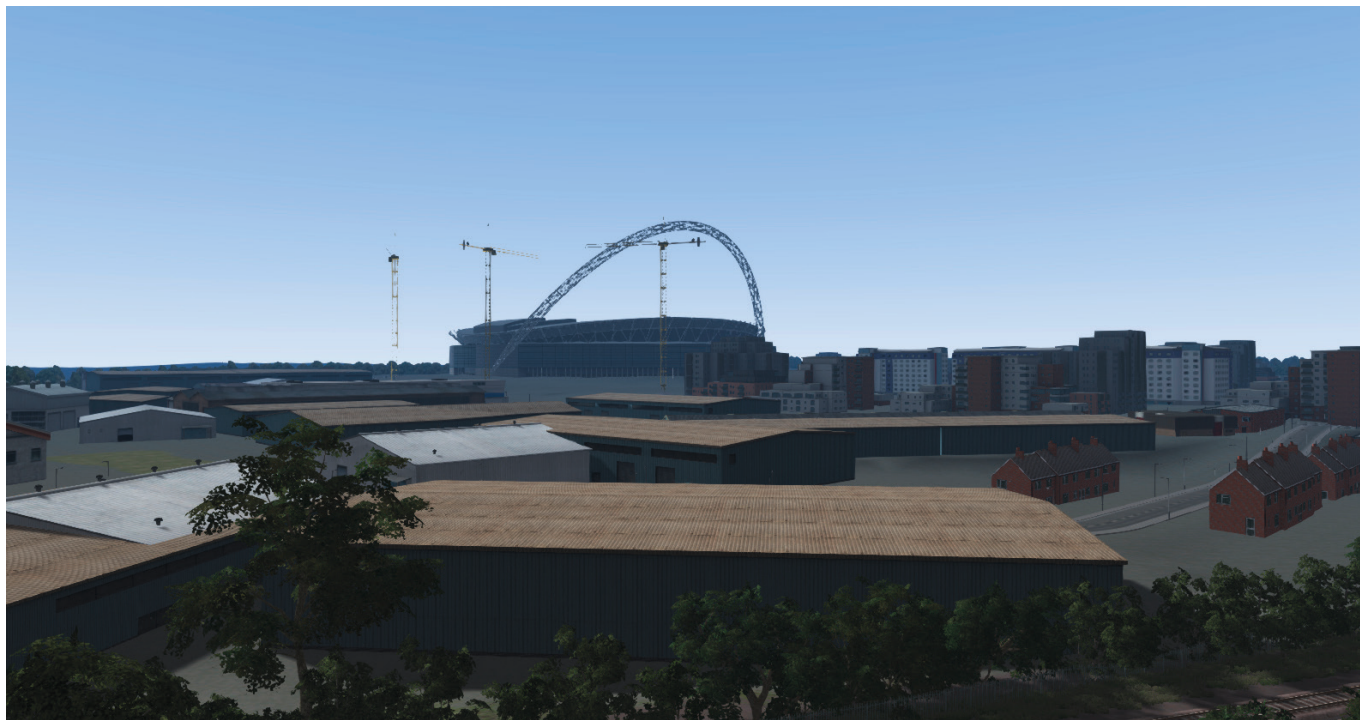


Neasden Depot fly-under



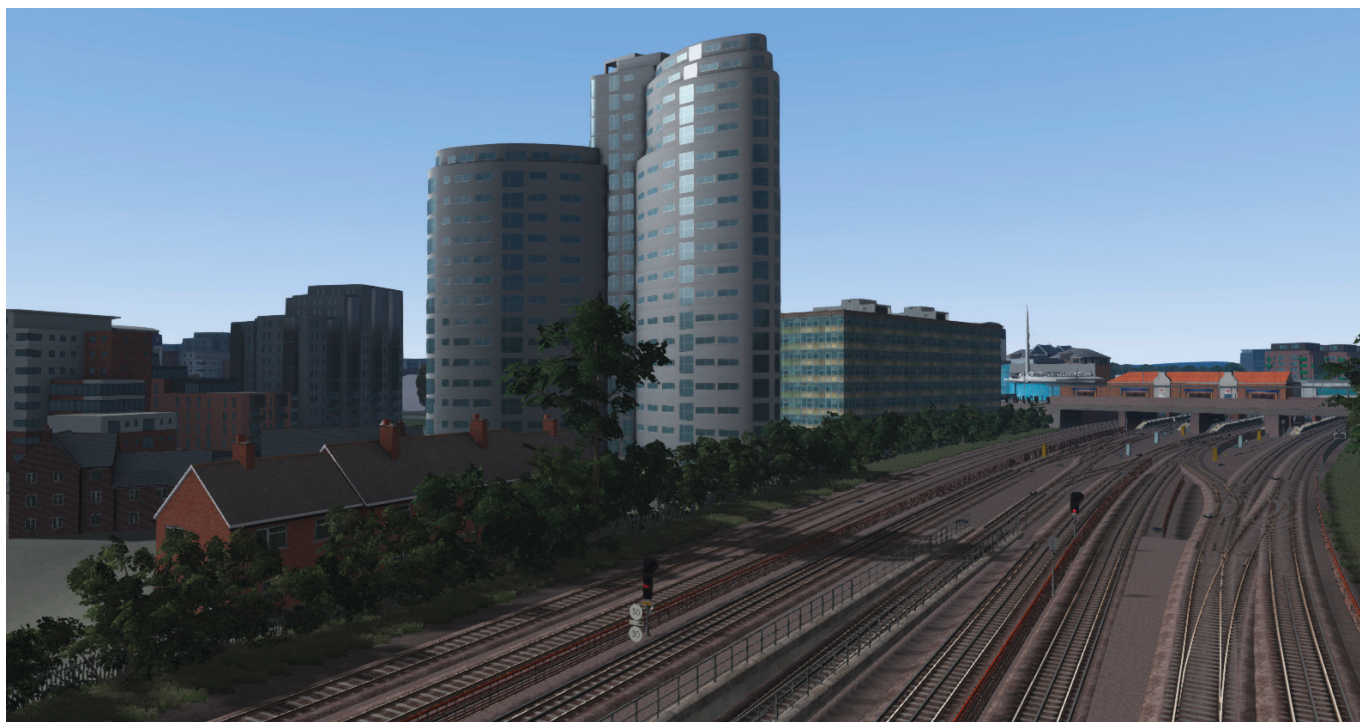
This fly-under allows access from Neasden Depot to the northbound Metropolitan and Jubilee lines.

Wembley Stadium



The current Wembley Stadium stands on the location of the previous building with its famous twin towers. This latest building, with its distinctive 134-metre-high girder arch, was opened in 2007 and is the second-largest stadium in Europe.

Student accommodation



Student accommodation buildings at Wembley Park.

Wembley Park sidings



Just past Wembley Park station, to your right, are the Wembley Park sidings. They are not currently in service.

Jubilee line fly-under



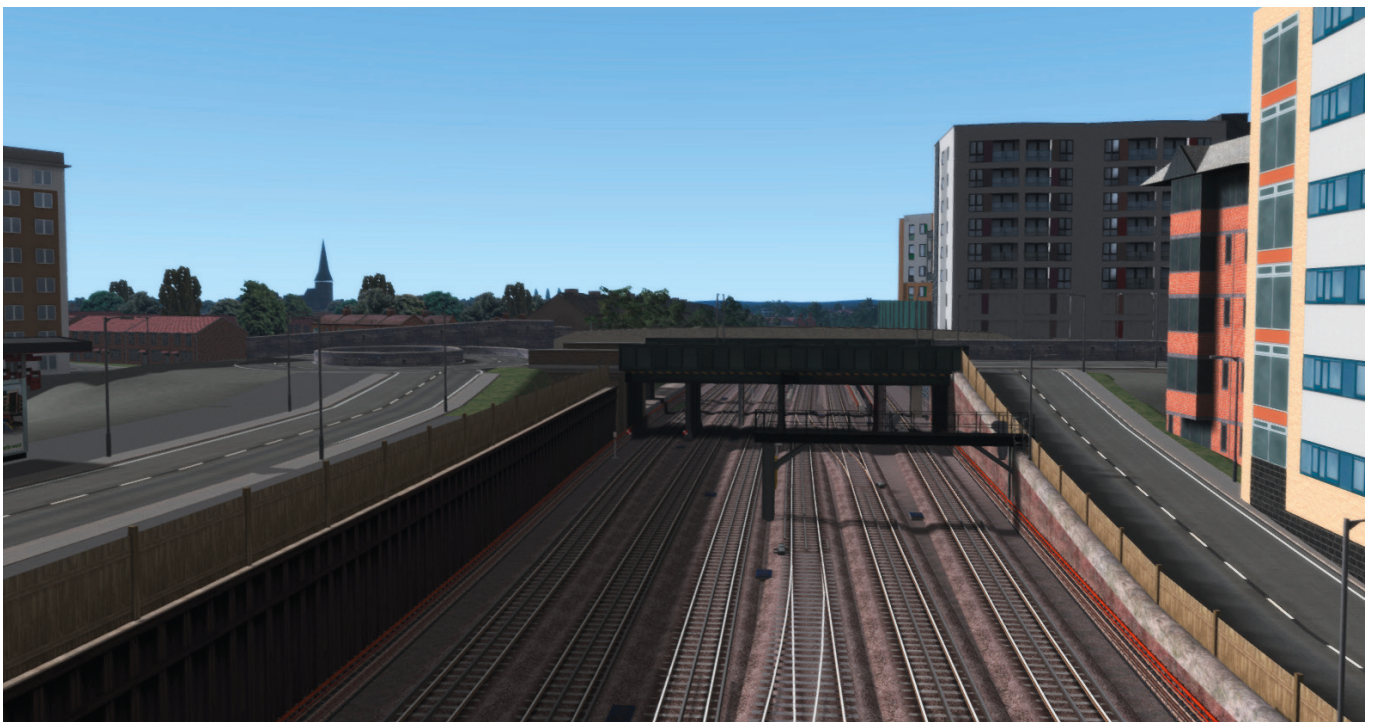
This fly-under between the up and down lines of the Metropolitan line allows the Jubilee line to head north towards Stanmore.

West Coast Main Line, London overground and Bakerloo bridge



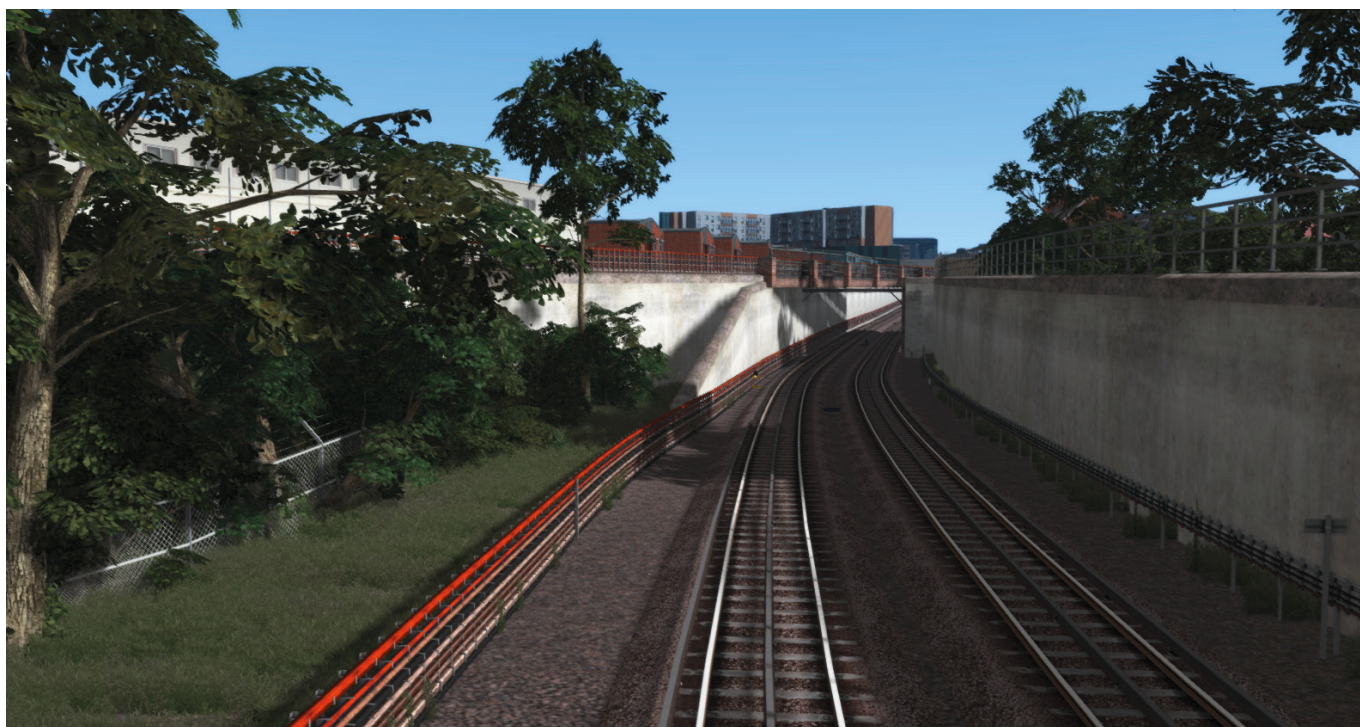
Just before Northwick Park station you cross a bridge that carries the Metropolitan line over the tracks of the West Coast Main Line, London overground and Bakerloo lines.

Harrow-on-the-Hill church spire



Just to the north of Harrow-on-the-Hill station, this church spire can be seen on the top of the hill to your left.

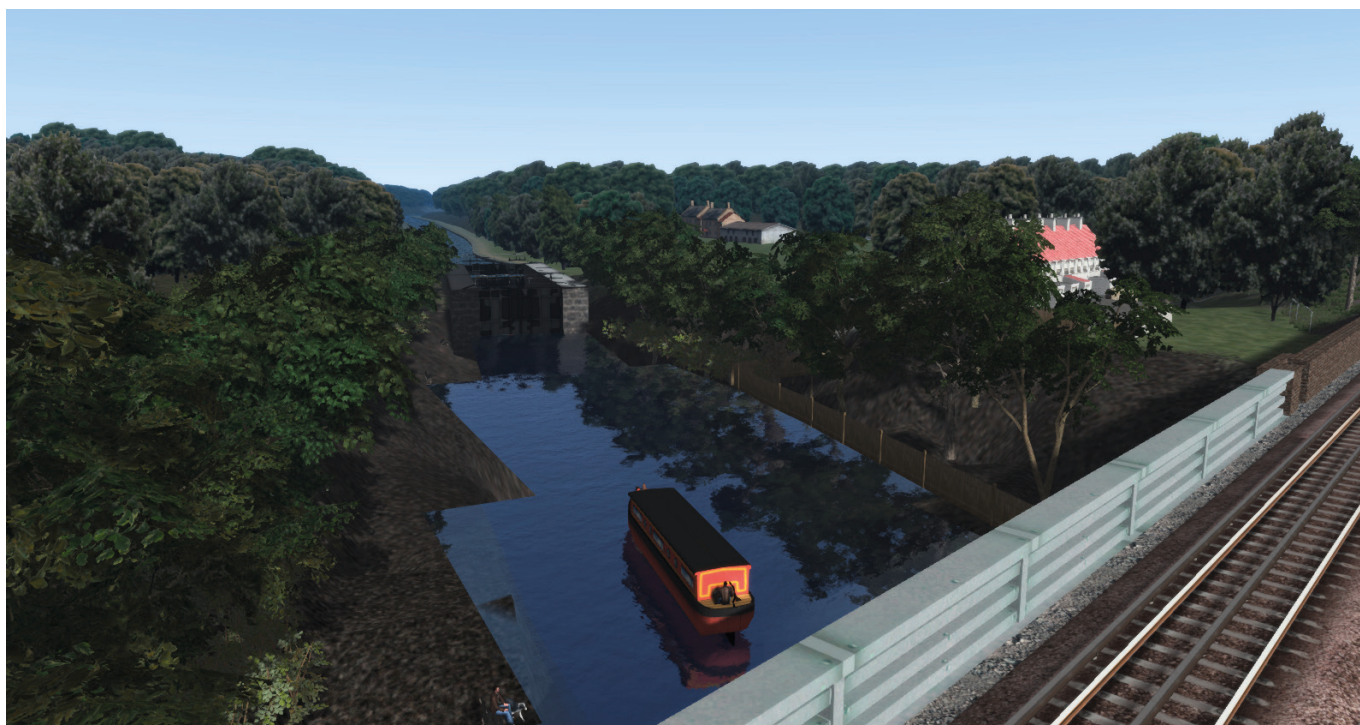
Uxbridge branch line fly-under

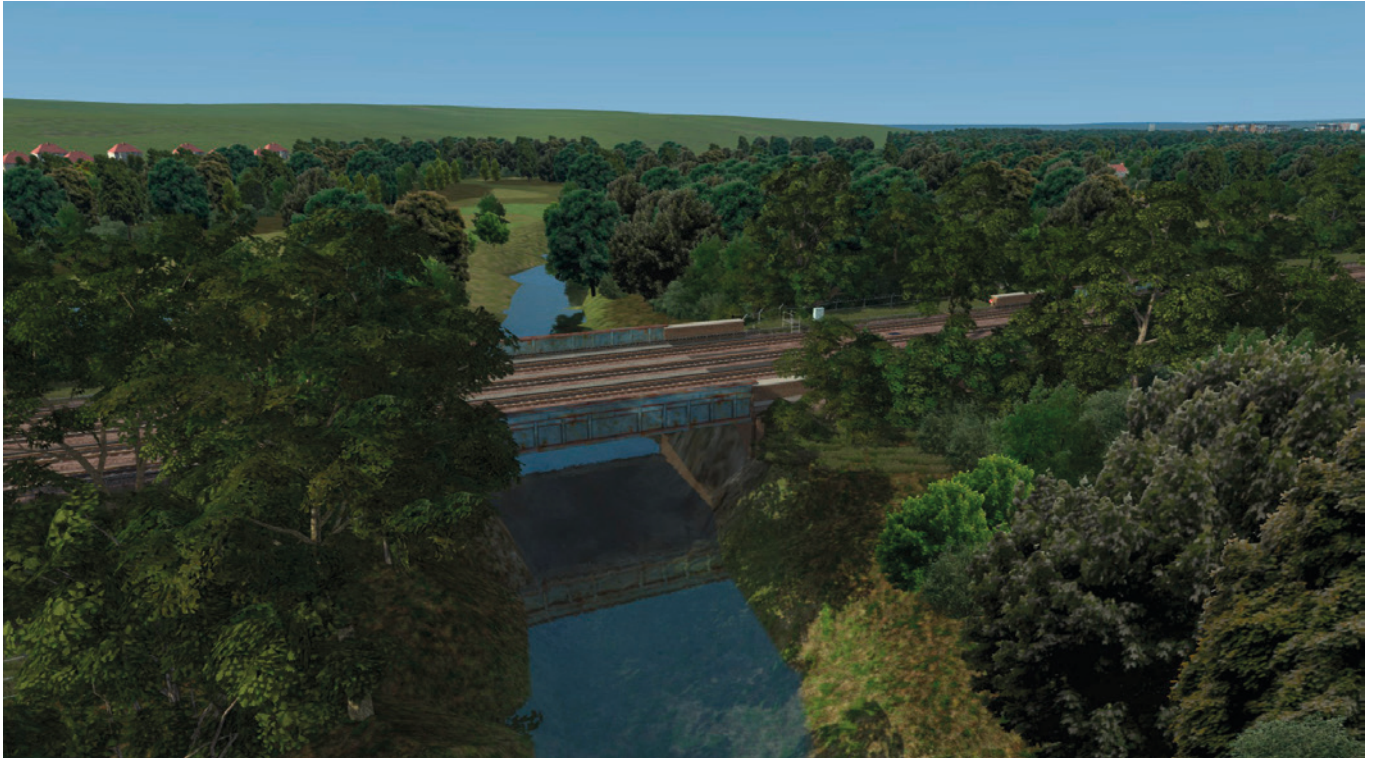


Just to the north of Harrow-on-the-Hill station, the branch line to Uxbridge goes under the London-Aylesbury line and the Metropolitan line to Amersham.

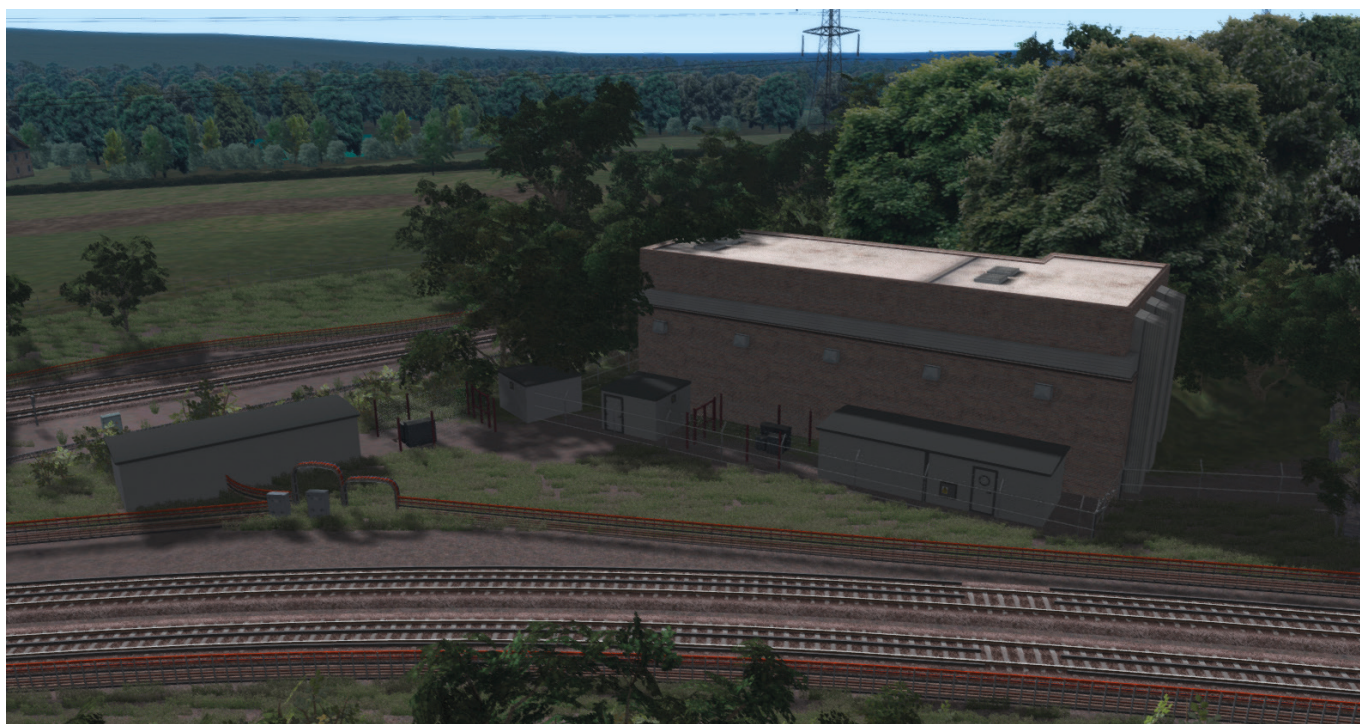
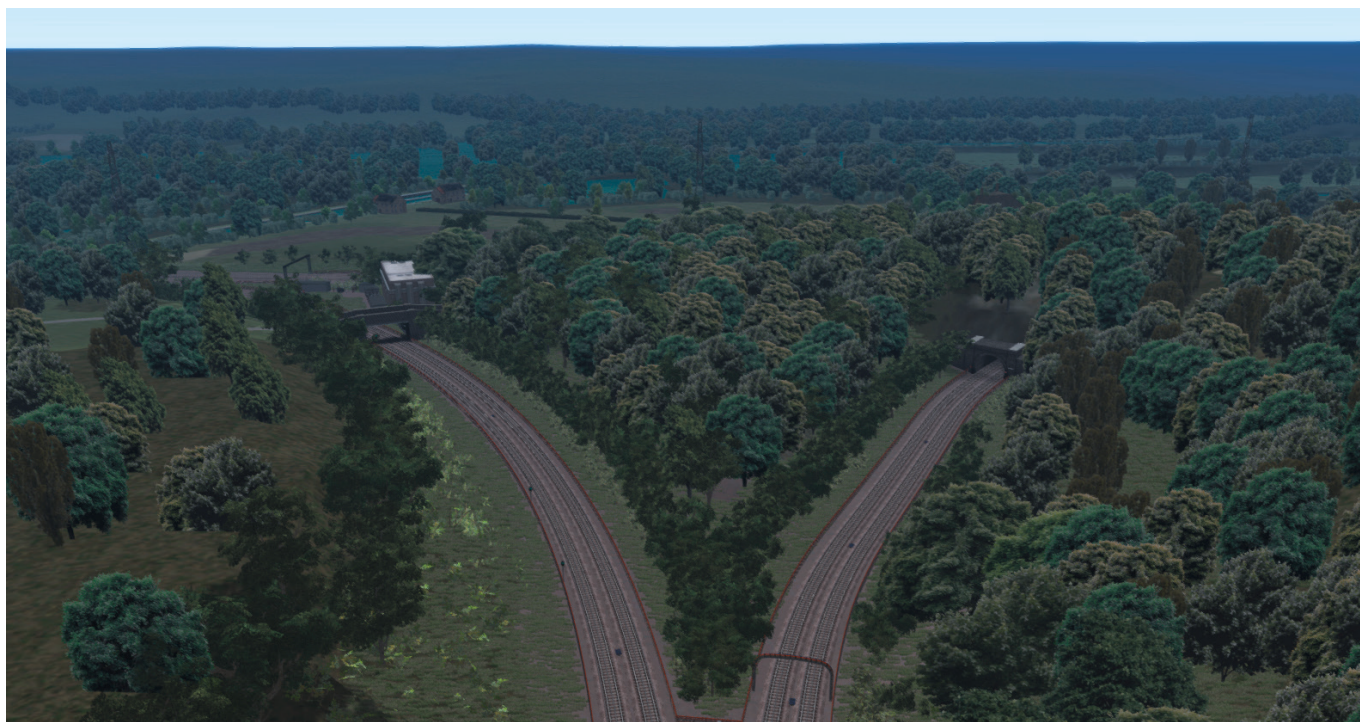
Rivers and canal

As you head north past Moor Park station, you will pass over the River Colne, the River Grade and the Grand Union Canal.



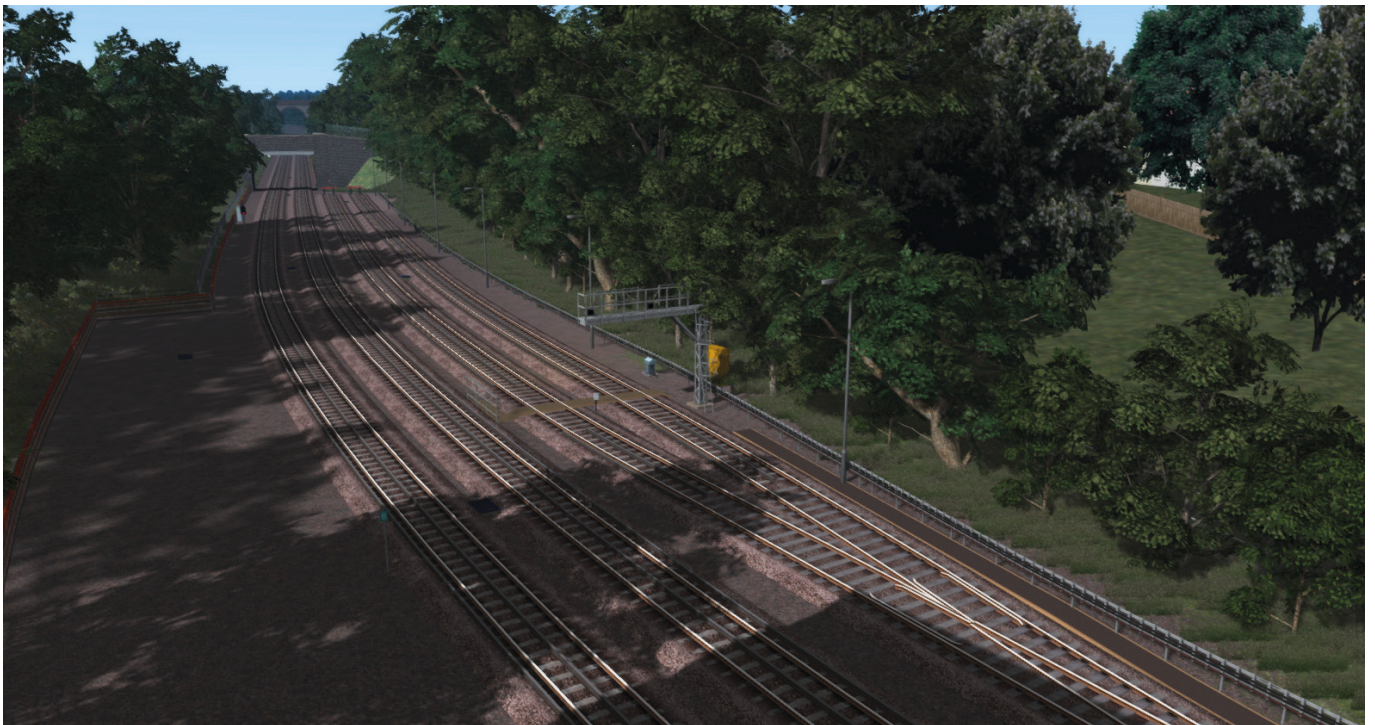
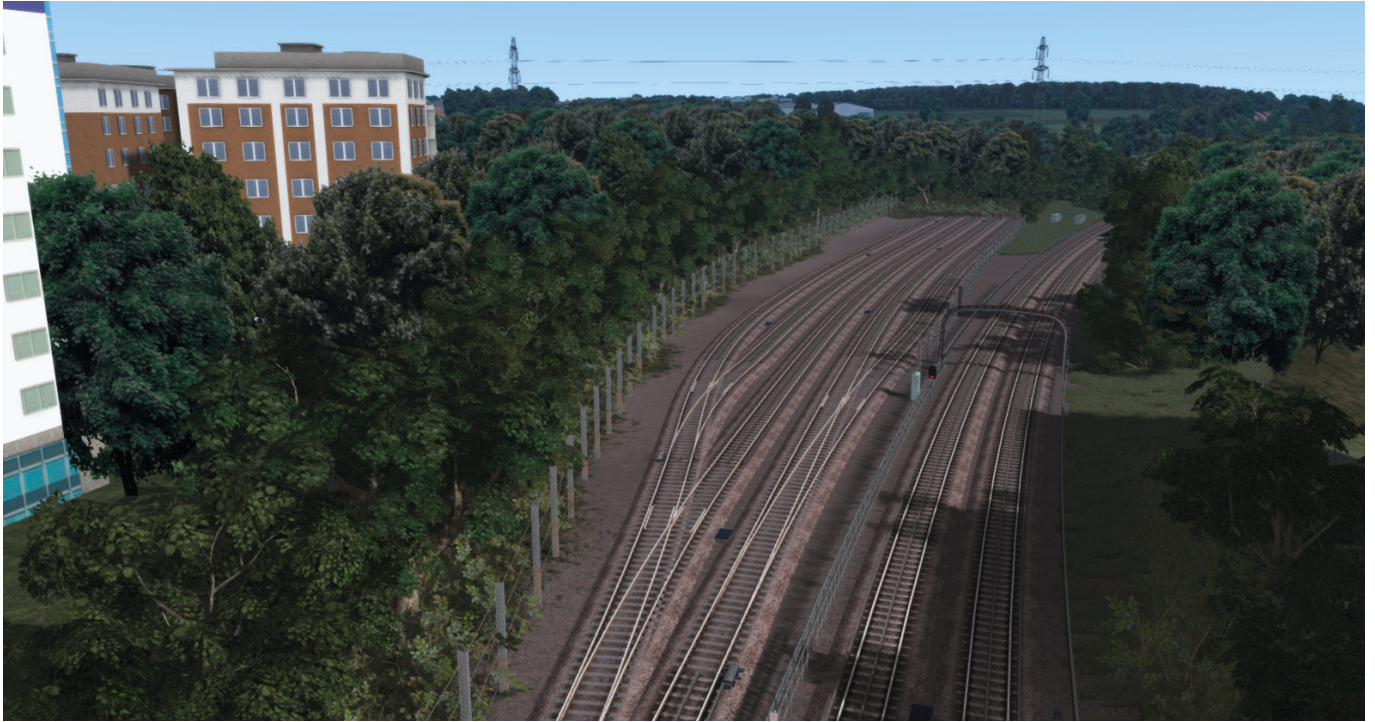


Watford triangle



At this point on the route the southern tip of the Watford triangle is on your right. Here the Metropolitan line goes north on the Watford branch line. It's easy to spot as you can see the large power distribution station that serves the Metropolitan line on its southern tip. The northern part of the triangle allows access to the Watford branch line when heading east.

Rickmansworth sidings



Just to the south and north of Rickmansworth station are sidings which are used for the overnight stabling of Metropolitan line trains and during service disruptions.

Rickmansworth station water tower



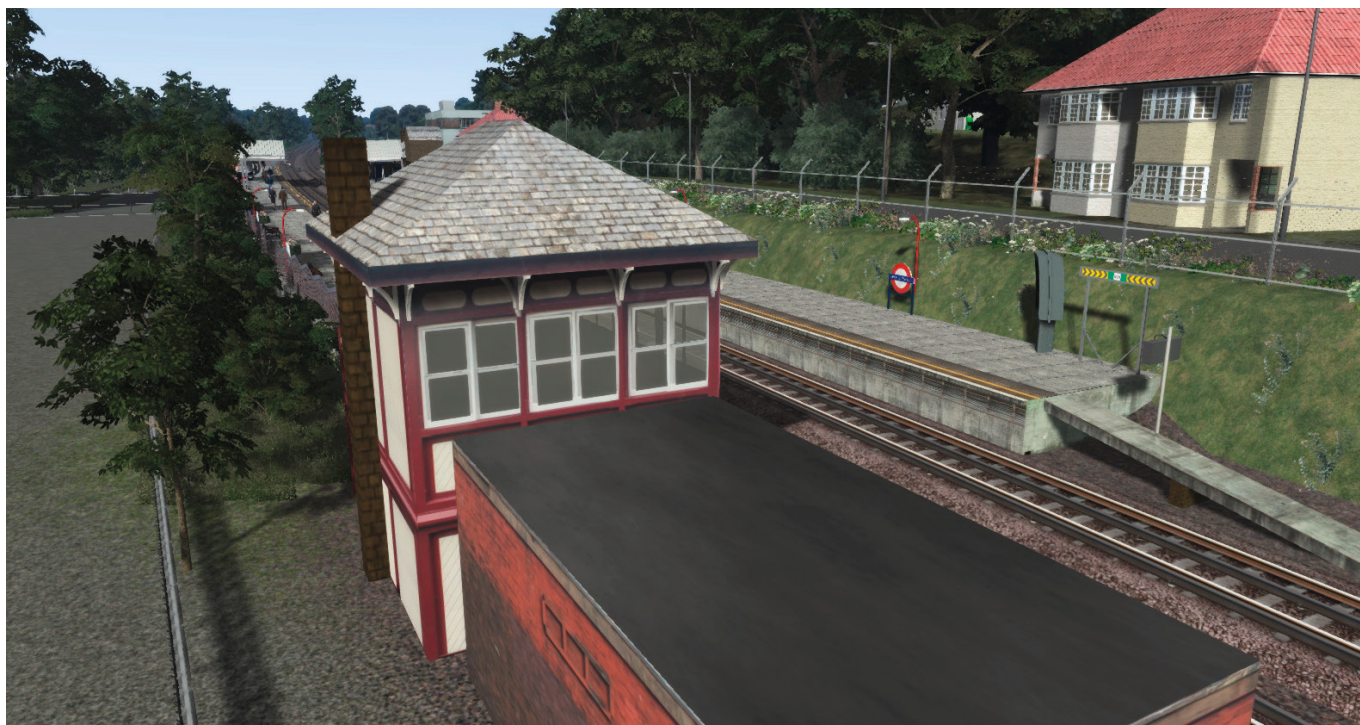
Located on the platform itself, the now disused water tower is a hangover from the days when steam locomotives travelled on the Metropolitan line.

M25 bridge



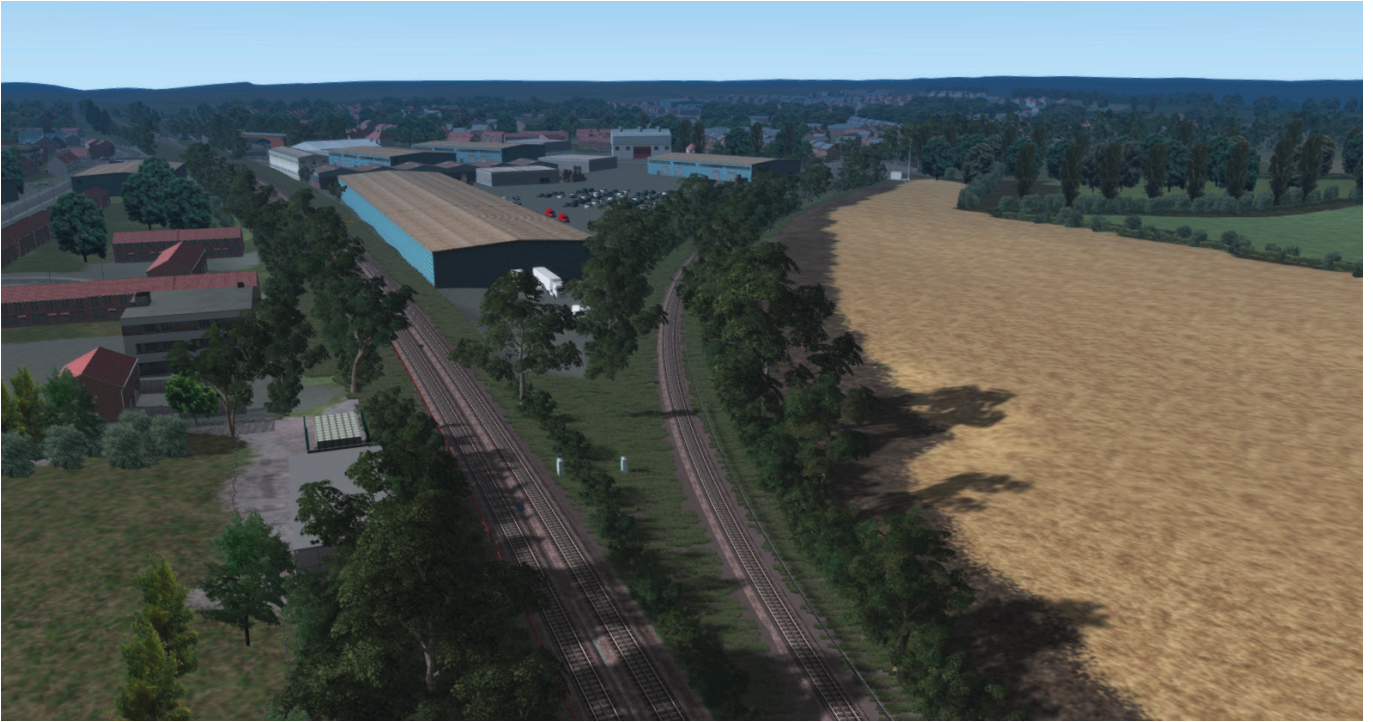
At this point the tracks pass under the M25 motorway.

Chorleywood signal box



This now disused signal box is situated at the start of the northbound platform.

Chesham spur



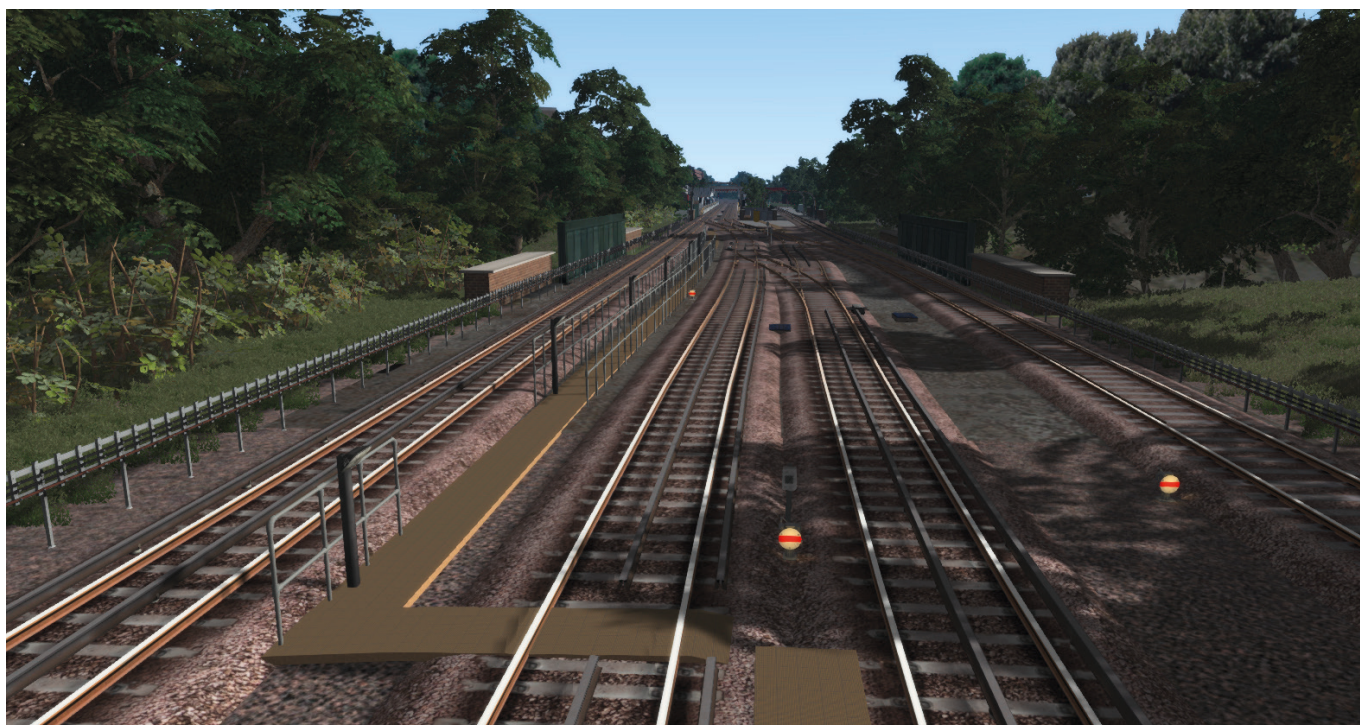
If your destination was Chesham, at this point on your journey you would cross over the tracks just to the north of Chalfont & Latimer station, continue heading west and eventually bear right on the Chesham branch of the Metropolitan line. The Chesham branch can only be entered heading north and exited going south.

Amersham signal box



This rather 'interesting' building is the Amersham signal box.

Metropolitan line terminus at Amersham



This is as far as the Metropolitan line goes northbound, just to the immediate north of Amersham station. In the real world, however, the Chiltern line to Amersham continues the journey.

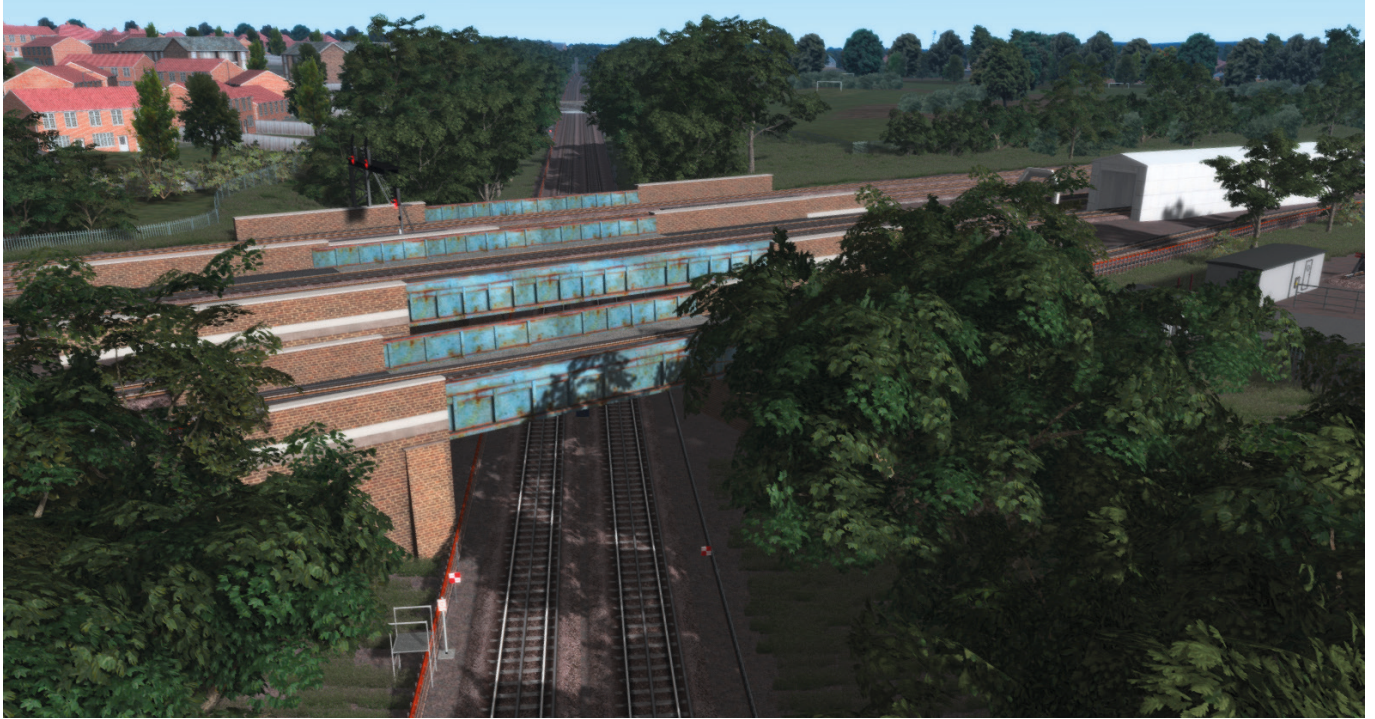
FEATURES TO LOOK OUT FOR ON THE UXBRIDGE BRANCH

Piccadilly line



Just before Rayners Lane station you can see the Piccadilly line spur coming from Acton Town on your left. This can only be entered by trains heading in the opposite direction to you.

Chiltern Main Line and Central line



After Ruislip station the Metropolitan line passes under the Chiltern Main Line and London Underground Central line rails.

Spur to Ruislip LU Depot



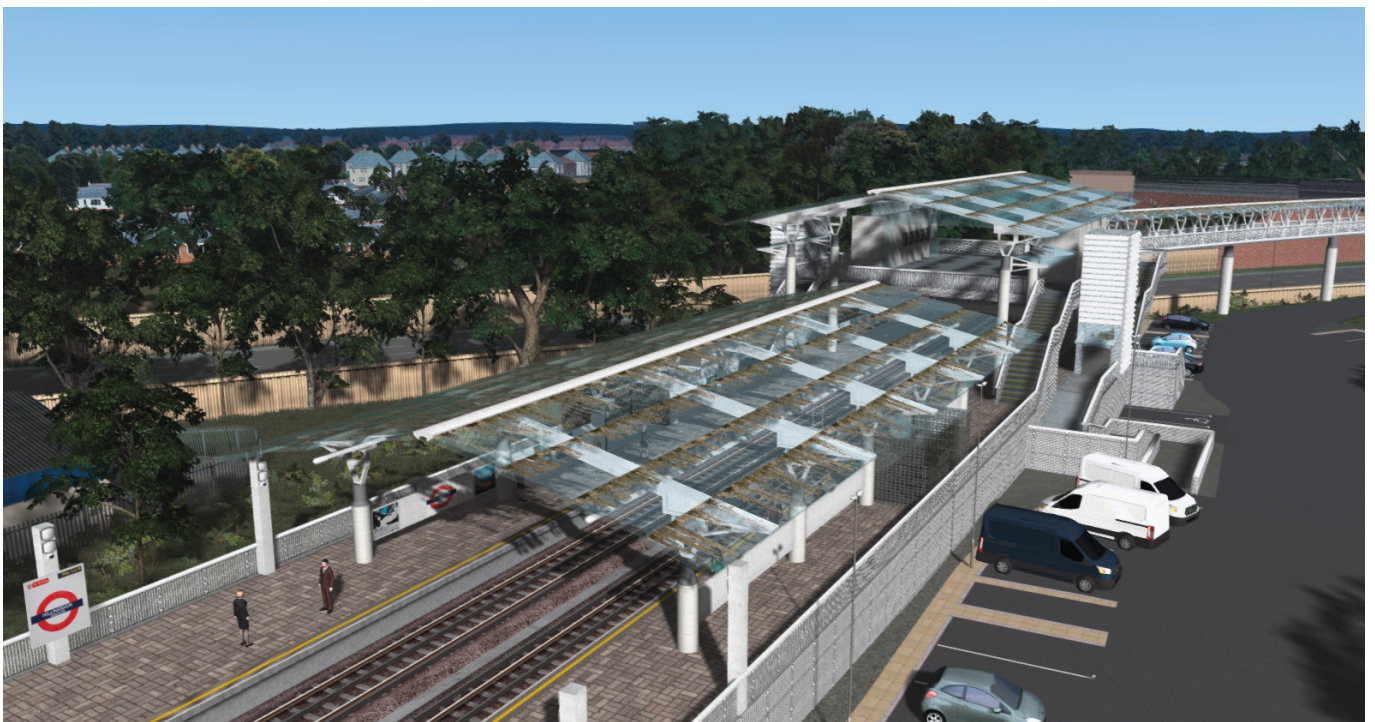
Just past the Chiltern Main Line bridge is the spur that leads to the Ruislip London Underground Depot.

Ruislip London Underground Depot



This traction maintenance depot on the London Underground Central line is situated on the southern side of the Chiltern Line. During WWII anti-aircraft guns were manufactured at Ruislip Depot.

Hillingdon station



This station, with its distinctive glass roof, was opened in December 1992 and received the 1994 Underground Station of The Year award. Hillingdon station was identified in 2011 as one of the London Borough of Hillingdon's locally listed buildings.

Pub and footbridge



Hillingdon station is situated on a raised location surrounded by several roads. To allow access, a footbridge beside a local pub was built.

River Pinn



At this point the Metropolitan line crosses the River Pinn.

Uxbridge sidings



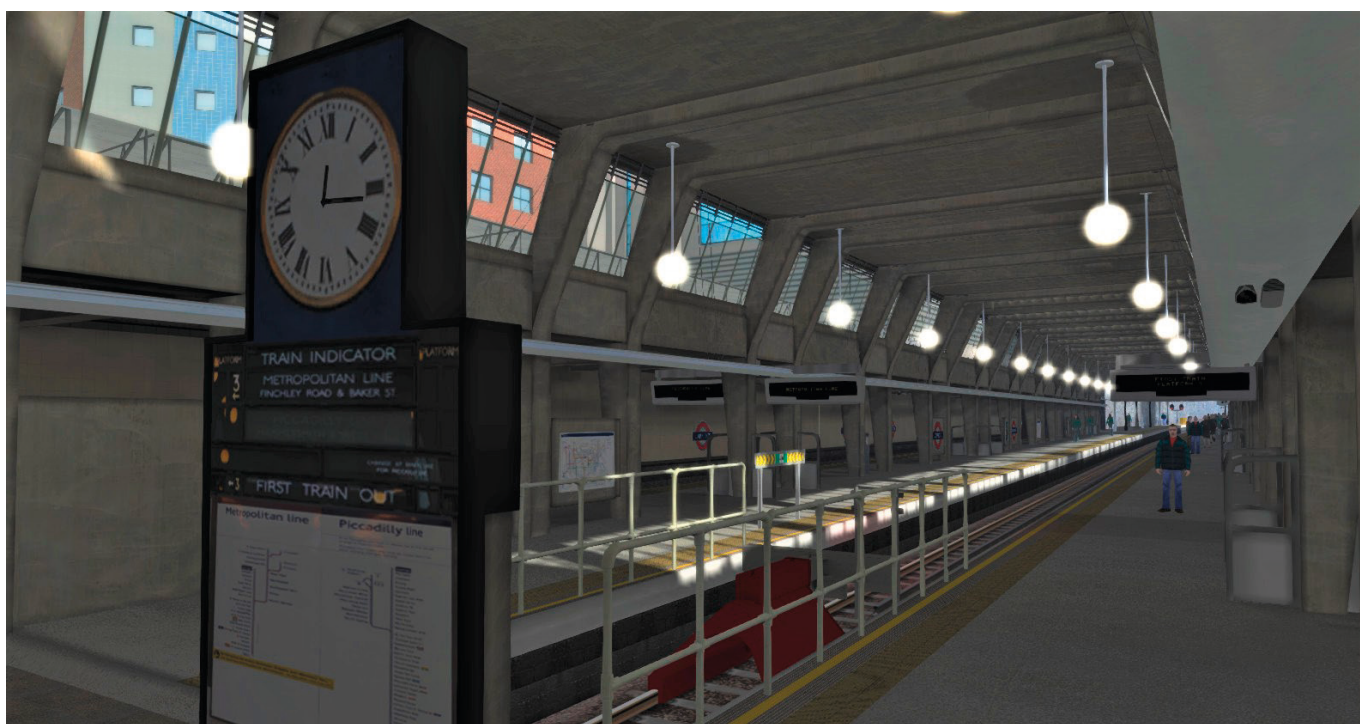
As you approach Uxbridge station you can see the Uxbridge sidings to your right.

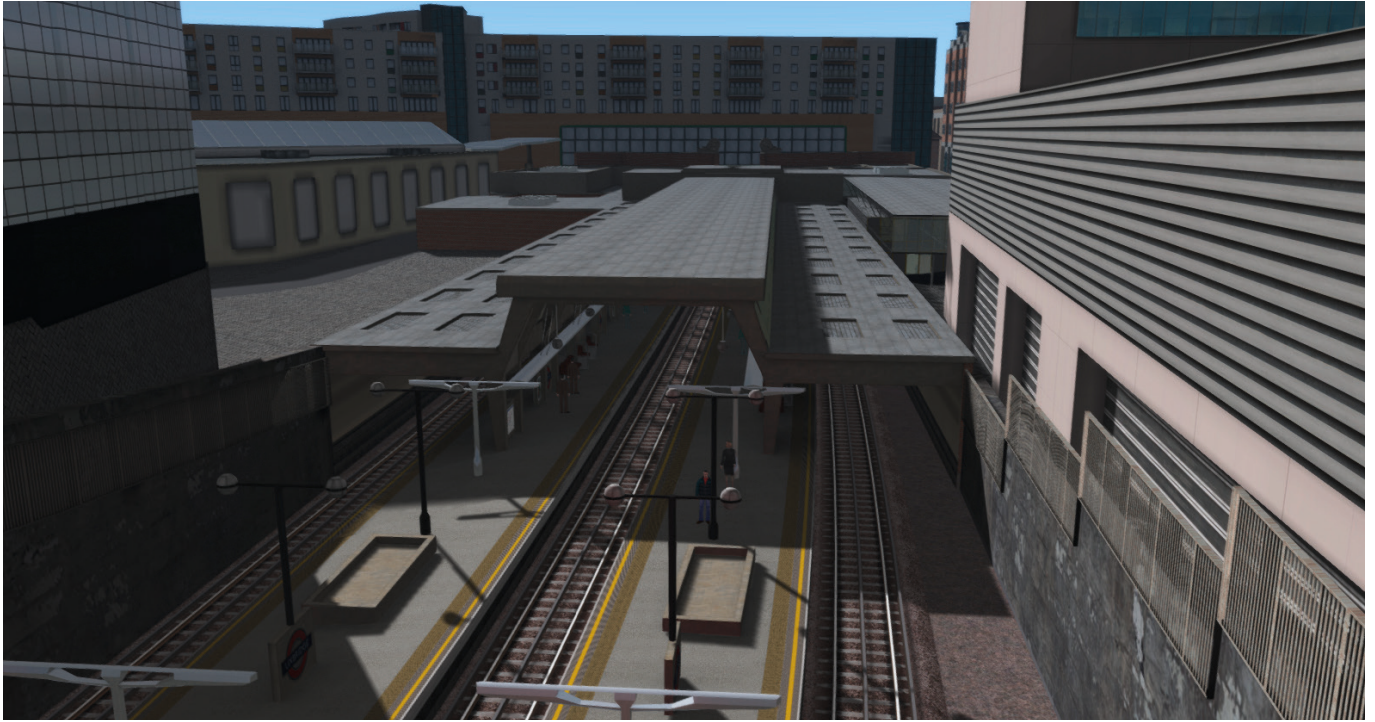
Uxbridge signal box



As you descend towards the station, high up on your left is the now disused Uxbridge signal box.

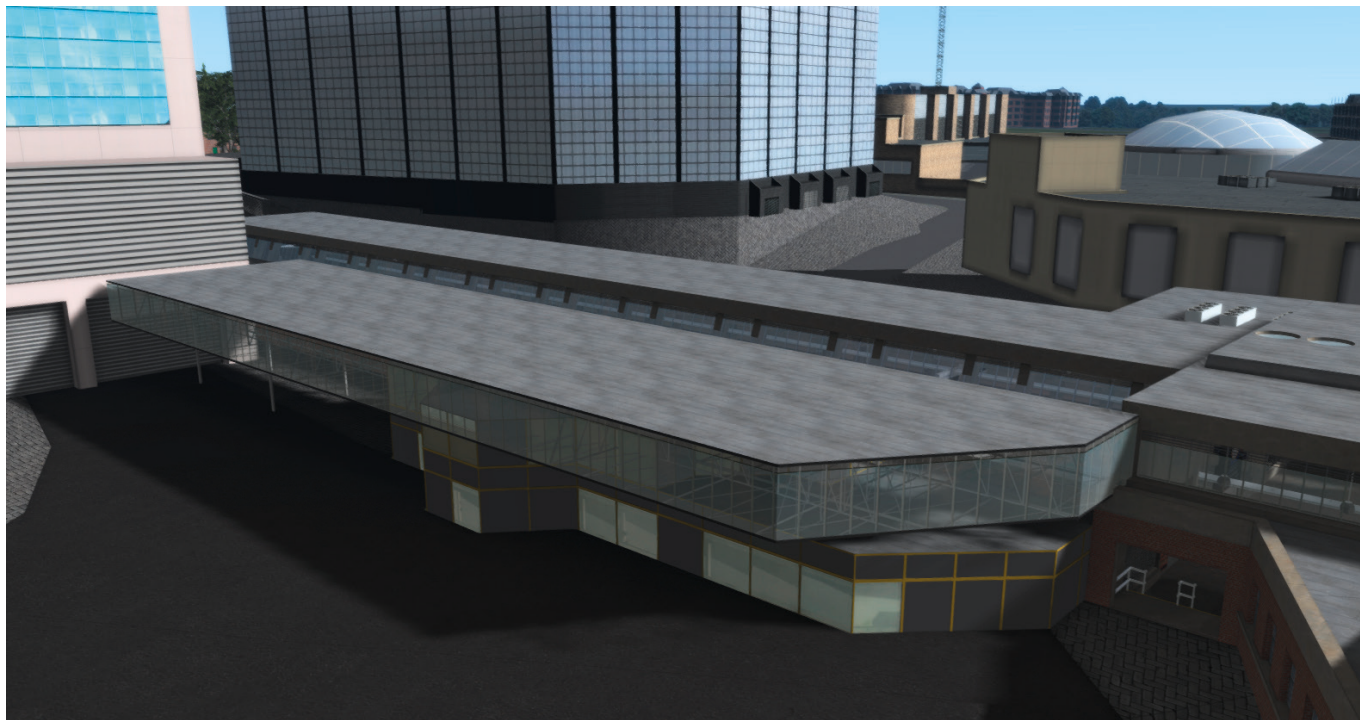
Uxbridge station





Uxbridge station is of a unique design, with a stark angular platform area but a grand curving passenger entrance.

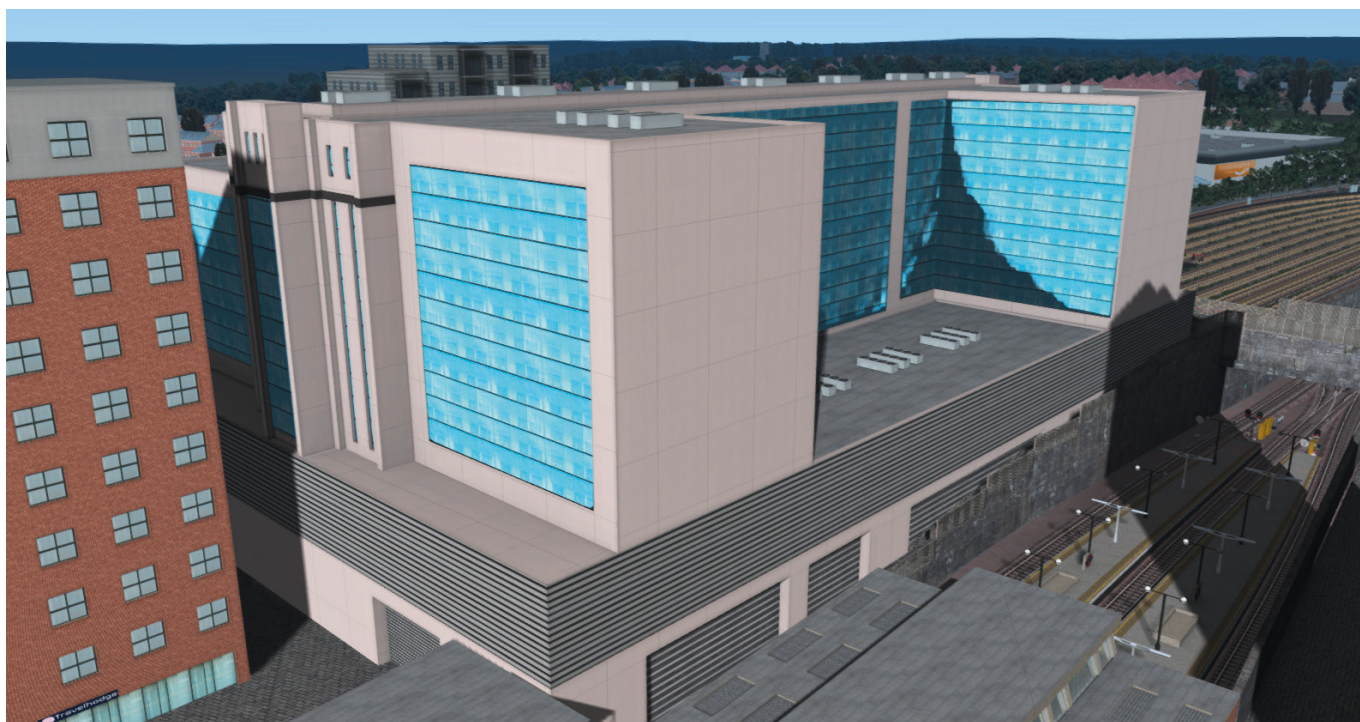
Uxbridge Bus Station

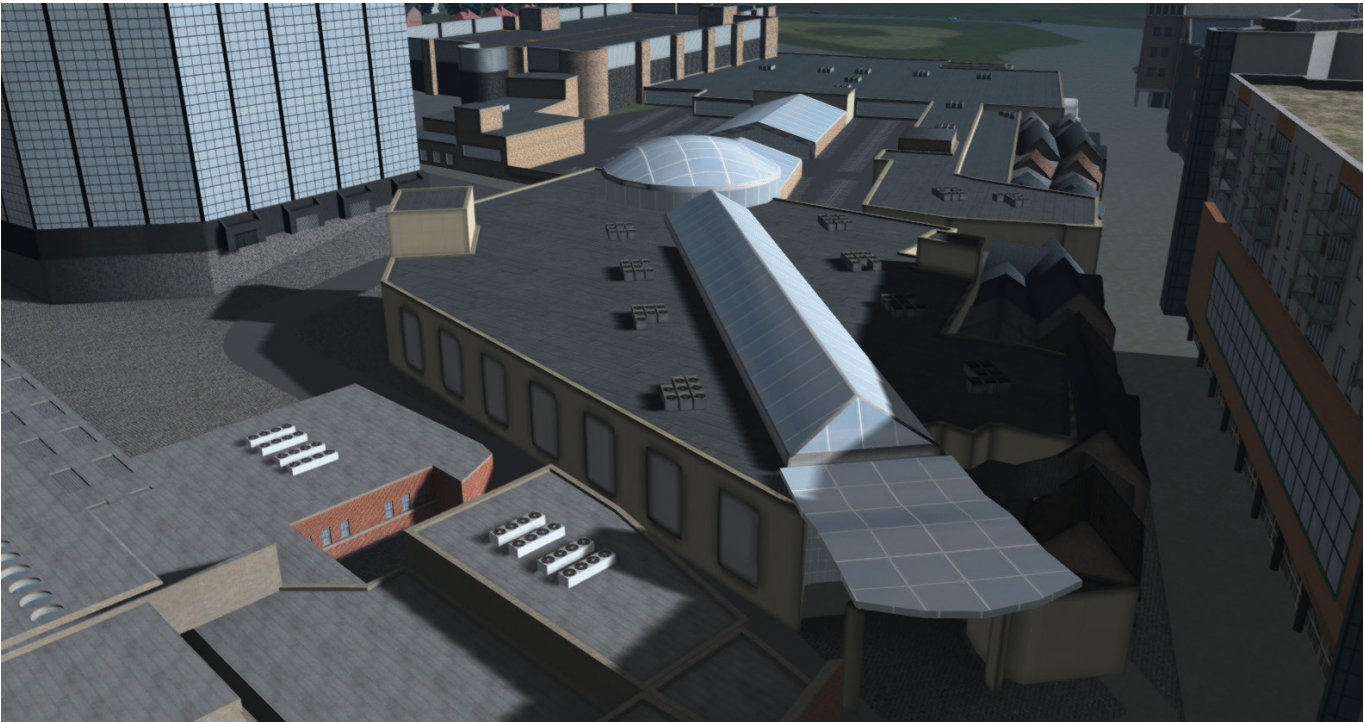
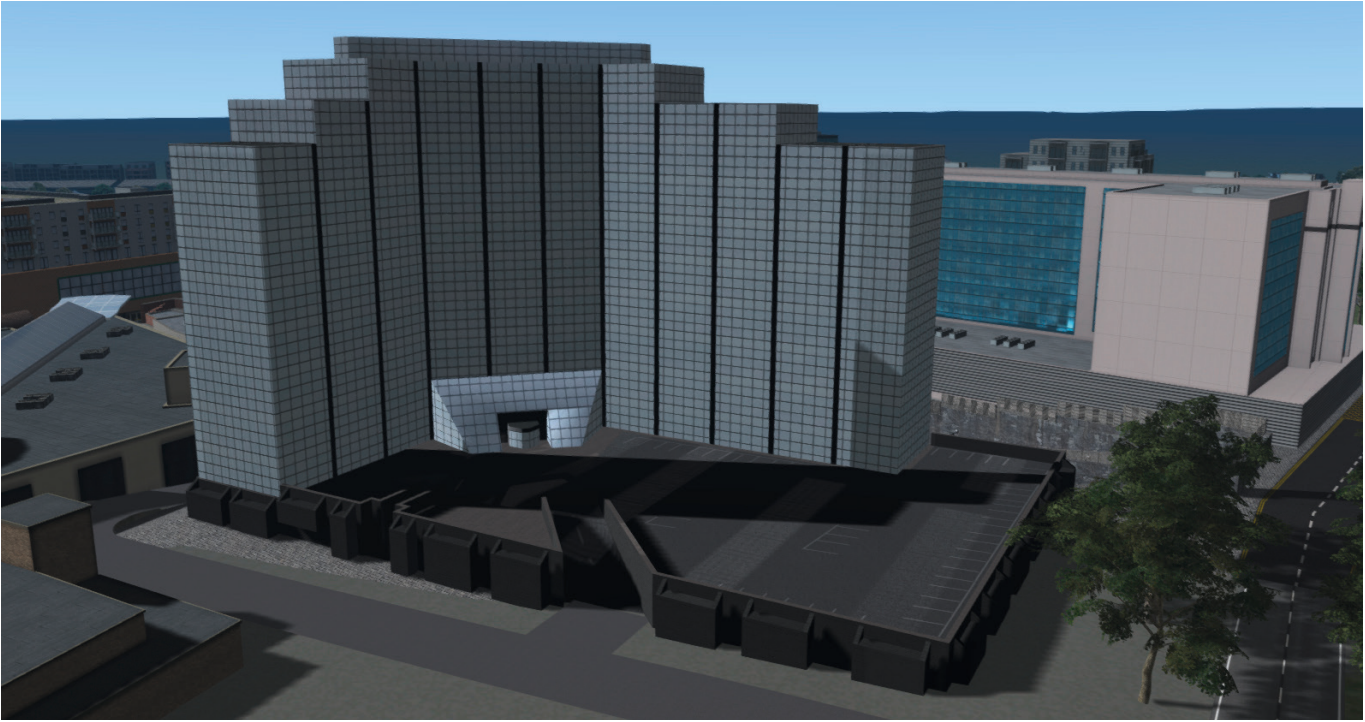


Uxbridge bus station is adjacent to the Underground station.

Distinctive Uxbridge buildings

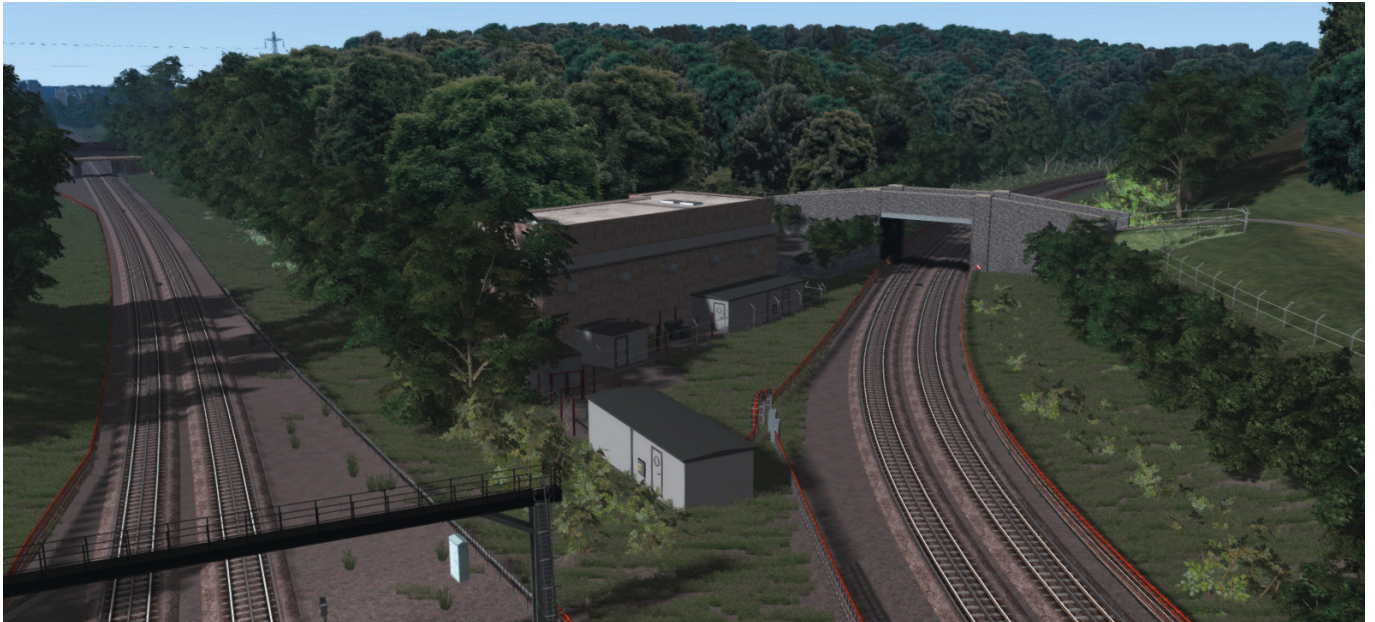
Several global companies have their UK base in Uxbridge, among them Coca-Cola and Mitsubishi. Shoppers in the area are well served by the Chimes shopping centre with its large car park.





FEATURES TO LOOK OUT FOR ON THE WATFORD BRANCH

Power distribution building



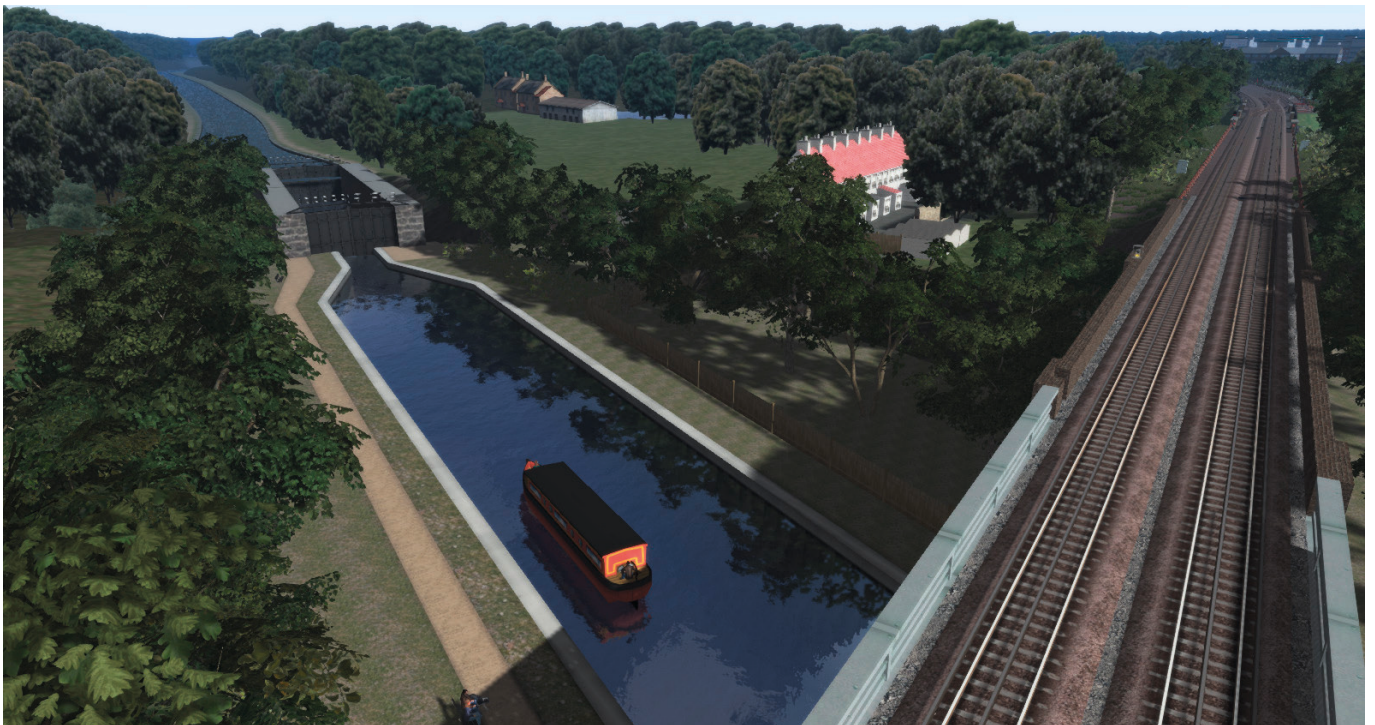
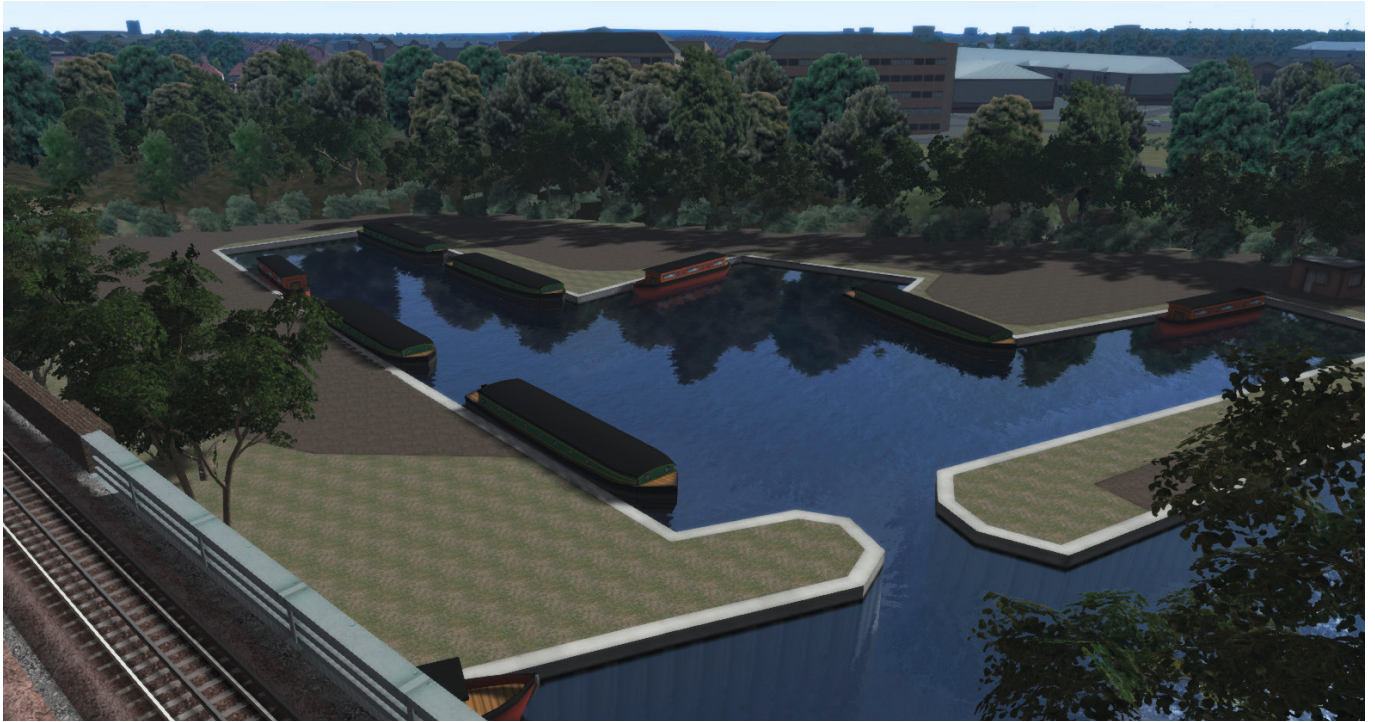
Situated on the south-eastern corner of the Watford triangle, where the line branches off to Watford, is a power distribution building that serves the Metropolitan line.

Watford triangle tunnel



Driving from Amersham, you bear left towards Watford and enter a short tunnel underneath the Watford triangle.

Grand Union Canal and moorings

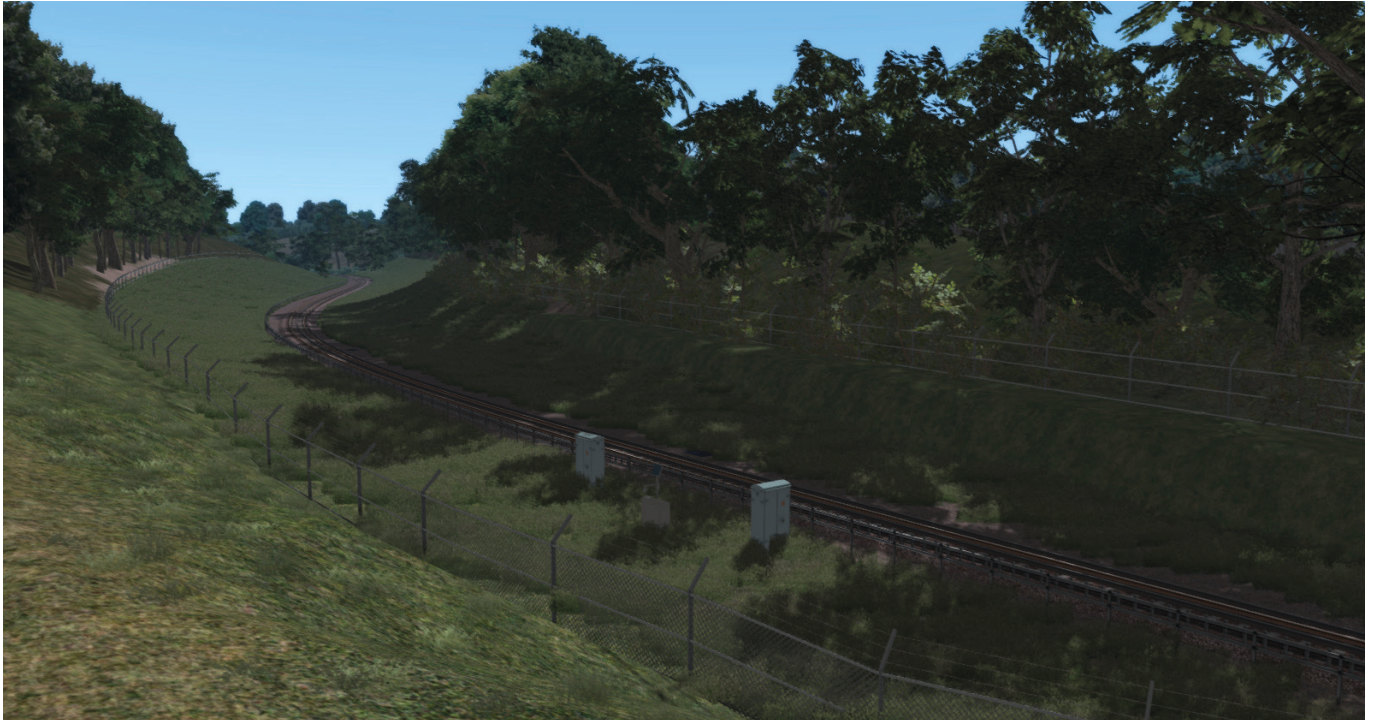


After Croxley station, heading towards Watford, you pass over the Grand Union Canal. If you look to your left, you can see the canal locks. To your right are another set of locks and some moorings.

FEATURES TO LOOK OUT FOR ON THE CHESHAM BRANCH

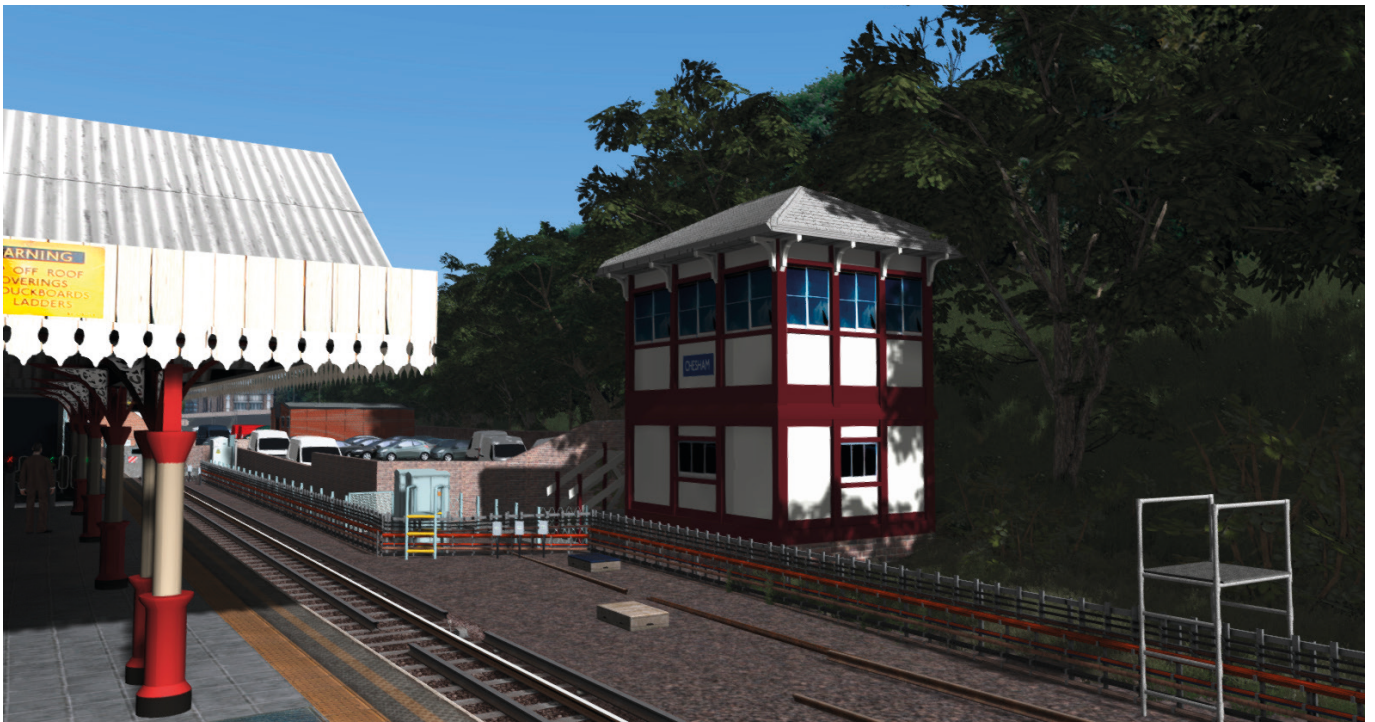
Beautiful countryside





The Chesham branch is very picturesque. There is no way that you would think that this is actually part of the London Underground system!

Chesham station



At Chesham station you can see several unique features, such as the now disused water tower which was previously used to water steam locomotives, the garden situated in the former bay platform and the signal box which is no longer used.

LONDON UNDERGROUND SIGNALLING

London Underground uses its own signalling system, which is different to the Network Rail system in certain respects, so here is an overview.

Basic principles

A basic guiding principle is to always keep a good lookout ahead and to see what the next signal aspect is, with an eye to reacting to it appropriately as soon as you can see it. This is important in areas where the distance between signals is short, where there are signals that must be passed at or below a certain speed, and especially for approach-controlled and draw-up signals. The required speeds for approach-controlled and draw-up signals can vary, so always keep a careful eye on the F4 HUD display for approaching speed limits. Typically, the speeds used are below 10 or 20 MPH.

Signal types

London Underground operates with two types of signals: semi-automatic and automatic.

Semi-automatic signals are controlled by a signaller from signal cabins or Signalling Control Centres. This type of signal protects junctions and other types of controlled areas where there are a variety of different moves that can take place. They can be identified with a letter and number reference. In 'JB1', for example, 'JB' is the identifier for the signal box controlling the signal and '1' identifies the signal lever number.

Automatic signals are found on the running line where there are no alternative moves other than proceeding in the direction of travel. These signals cannot be 'controlled' by the signaller and operate in conjunction with track circuits and the passage of trains. Therefore, once the previous train has fully cleared the section ahead, the signal will clear to a proceed aspect again. An automatic signal could be identified, for example, as 'A123', i.e. 'A' for automatic and '123' for the track circuit that it relates to.

Every signal has an identification plate; these are formed of a white, rectangular enamel plate with the identification number in black typeface.

Signalling principles

The majority of signals on the London Underground are of a two-aspect style. They operate on the basic principle of a red aspect instructing a driver to stop their train at the signal and a green aspect instructing the driver that it is safe to proceed.

If a signal has multiple routes available from it, the diverging route(s) would be denoted by three white lights pointing in the direction of the route at a 45-degree or 90-degree angle to the left or right. In a handful of locations where there is not much space (such as in a tunnel), these white lights are replaced with a small indication of 1, 2 or 3 or so on.

Multi-home signalling

Some locations, including many in this route, have multi-home signalling.

The home signal to a given location, for example, could be A790. Rather than waiting for the train ahead to fully clear the relevant signalling section for A790 to display a clear aspect, more signals are installed between A790 and the nearby station. They would all be labelled as A790, as they are all controlled by the same signalling section, but letters are added to the identification plate to denote the differences between signals. On the ground they would be identified as A790a, A790b and A790c. This would then allow the train behind to proceed forward at a safe distance, arriving into the station quicker than it would otherwise.

Multi-aspect signalling



These signals can be found on parts of the line where the line speed is higher than on other sections of the route.

Running signals between stations generally display three aspects (red, single yellow and green) and around controlled locations such as Amersham or Rickmansworth these change to four aspects (red, single yellow, double yellow and green). This type of signal acts in exactly the same way as those found on the mainline network, such as Chiltern Main Line.

X signals

These signals can be identified when an 'X' is inserted into the identification plate, such as JBX790.

This type of signal operates like any other automatic running signal and clears with the passage of the train ahead. They must be treated as a controlled signal by a driver, however, and under failure conditions permission to pass the signal at danger must be received from the signaller prior to moving forward. They will therefore be the last automatic signal prior to a controlled area.

Approach-controlled signals

Approach-controlled signals can be found where there is a diverging route ahead with a reduced speed compared to the main route ahead.

The diverging route may be set up for the passage of the train, but the signal will not clear to a proceed aspect until the speed has reduced, allowing a safe transition over the diverging route. If the approaching train does not sufficiently reduce its speed in time, the signal will remain at danger and stop the train.

When the same signal is clear for the straight route across the junction, you may find that the signal will not act in the same way and clears to a proceed aspect well before the train has arrived in the area.

Draw-up signals

Draw-up signals are designed to bring the train to a stand before entering an area with a potential fouling point, i.e. a set of points set against your train. Draw-up signals are always approach-controlled.

Repeater and fog repeater signals

Repeater signals are placed before signals where there is not sufficient sighting time between seeing the signal and stopping the train at it in time. Similar signals on the mainline network are referred to as 'distant signals'.



If there is a repeater installed for a signal identified as A790, it would be displayed as R790. If there is more than one repeater for the same signal, they would be identified as R790(1), R790(2) and so on.

These signals display a green aspect if the signal they are protecting is also showing a green aspect. If the signal is at danger, the repeater will display a yellow aspect.

Fog repeaters are signals that repeat the state of the next signal ahead and are NOT a warning of fog. The poles on which they are mounted are shorter than for normal signals so that they can be seen by the driver in foggy conditions if the level of the fog is so low as to hide the signals on poles of the normal height. The fog repeaters also help prevent SPADs (Signals Passed At Danger).



Fog repeaters are installed at a distance of 120 metres before a running signal in all open areas of running lines. They are identified by a white surrounding plate with 'Fog Repeater' marked on it.

They show the same colour aspects as a repeater signal: green if the signal is green, and yellow if the corresponding signal is at danger.

There is a subtle change in the fog repeaters on all lines between Harrow-on-the-Hill and Amersham. If the corresponding signal is at danger, the fog repeater will still display a yellow aspect. The change is noticeable if the signal in question is displaying a proceed aspect; the fog repeater will then display a white aspect. This change is due to some signals being of a multi-aspect type which could show a single or double yellow aspect. If the fog repeater was to still show a green aspect, that would give a contradictory message to the driver.

Note: If a repeater or fog repeater is mounted on the same signal post as the previous signal, then the repeater or fog repeater will not display an aspect until the stop signal is displaying a proceed aspect.



Tripcock/trainstop train protection system

Note: A train that supports this system is required for it to be operational.

All London Underground trains are fitted with a safety device called a tripcock. If a train fails to slow down in time to stop at a signal displaying a red aspect, the tripcock comes into contact with a trainstop, a small movable ramp located on the track in close proximity to the signal.

When the signal is at danger, the trainstop arm is raised. Once the signal clears, the trainstop arm lowers. If the tripcock comes into contact with a trainstop head, this pushes the tripcock back and applies emergency brakes to the train.

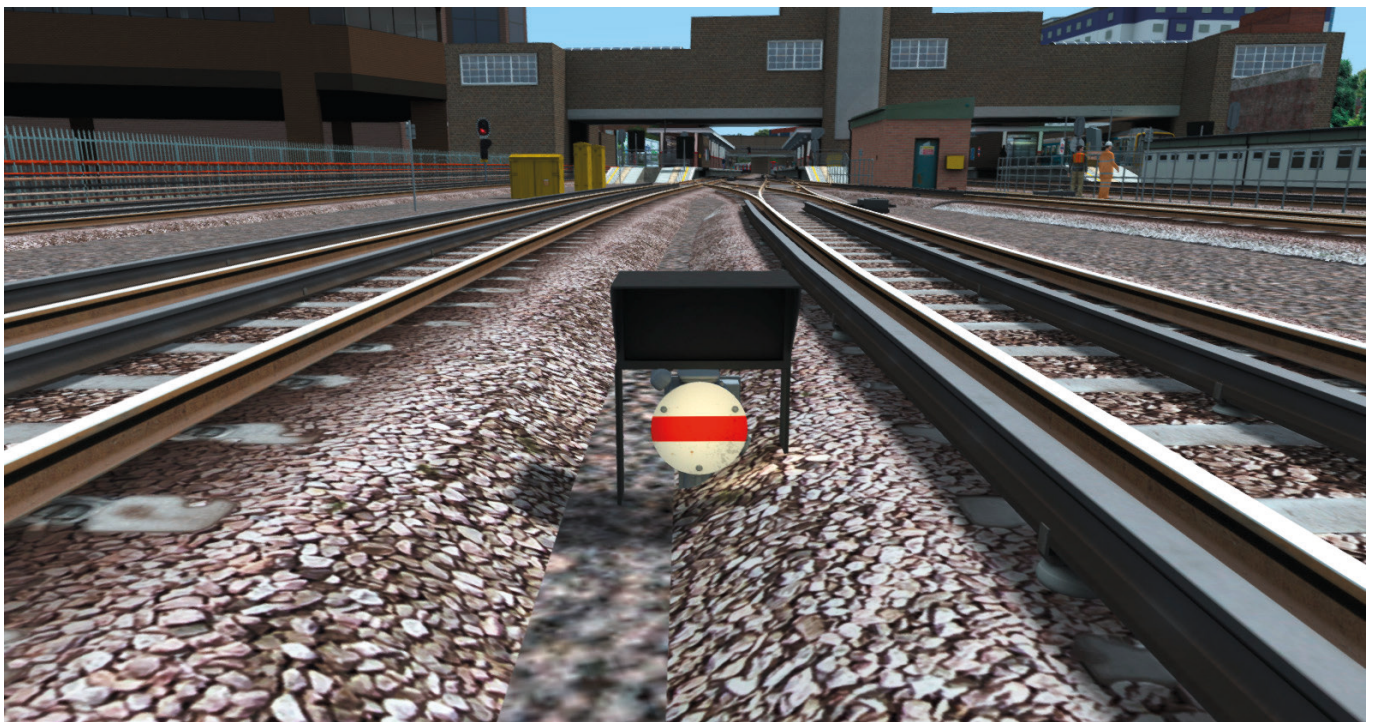
At terminus platforms, where the approach speed needs to be carefully monitored, trainstops are placed to ensure the train is entering the platform at the correct speed. These are referred to as speed-controlled trainstops. Note that trainstops do not have an associated signal.

Shunt signals

Shunt signals are used to move trains from the running line to sidings or depots.

These signals do not allow the movement of trains in passenger service.

When at danger, a shunt signal is a white disc with a horizontal red bar. When the signal clears, the disc rotates 45 degrees anti-clockwise. Where there are multiple routes, these are shown from left to right by a corresponding number, e.g. 1, 2 and so on.



A NOTE ON SCENARIOS

No Standard scenarios are included with this route. As there is currently no suitable default Train Simulator stock to drive on the route, we have ensured that it is Quick Drive enabled to allow you to drive any stock that you have as you wish.

We have, however, included a special Quick Drive enabled version of our S8 Advanced underground stock that can be driven via the F4 HUD controls. This special version of the S8 does not feature a cab or passenger view. Just Trains' fully featured [S8 Advanced](#) and [S7+1 Advanced](#) Underground stock both come with a set of scenarios created exclusively for driving on the Metropolitan line.

Free Roam scenarios

Click on a train and take it for a drive!

Note: As these are Free Roam scenarios you must remember to ensure that the route has been set correctly to avoid being directed into sidings or derailed on junctions set against the train.

QUICK DRIVE

This route is equipped for use with the Quick Drive option in Train Simulator.

To access this option from the Main Menu, press the 'Drive' button and then the 'Quick Drive' tab at the top left.

The Quick Drive menu

The top left area on the menu is where you select the train you wish to drive.

When you click on the menu directly to the right of the train picture, it shows the variations/consists available for the selected train displays in the right-side area of the menu. Click on the consist that you want to drive.

Changing your train

If you want to drive a different train, click back on the top left train picture. The right side of the menu will change and will display all the trains you have installed in Train Simulator.

Use the 'Page' button located at the top middle of the pictures to scroll through them all.

All installed trains which have Quick Drive enabled are displayed. If the train does NOT have Quick Drive enabled, it will NOT be displayed in the Quick Drive menu.

Selecting your route

When you have selected the train and consist you wish to drive, you then need to select the route.

In the middle left area are the route selection menus. Click on the middle far left route picture. This will change the right-side area of the menu to display the routes that you have installed in Train Simulator.

Choosing departure and arrival stations

Click on the route 'map' image directly to the right of the route picture. This will then show the available departure and arrival points for the route. You can select them by clicking on the ones you want.

Changing the time and weather

Controls for changing the time of day and weather conditions are on the lower left area. You can use these to adjust the time and weather settings as you wish.

Driving

When you have made all your selections, press the 'Drive' button on the lower right side of the menu and Train Simulator will load your settings.

IMPORTANT – Filters

In the Standard and Free Roam 'Drive' menus there are various locomotive and route filter options along the top of the right side. We strongly recommend that these are all set to 'None' unless you are experienced in using them.

If you set a filter and forget to remove it, there is a strong possibility that not all the available locomotives and/or routes will be displayed in the menu.

CREDITS

Metropolitan Line

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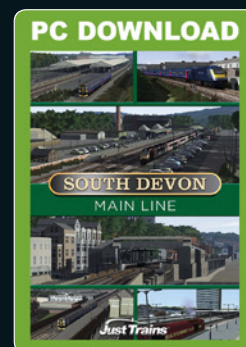
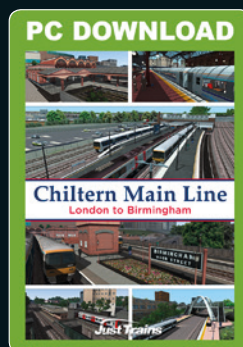
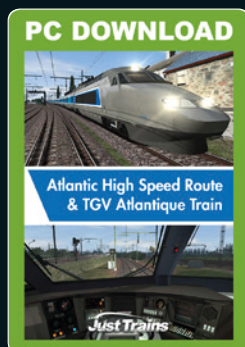
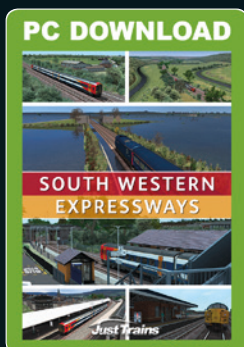
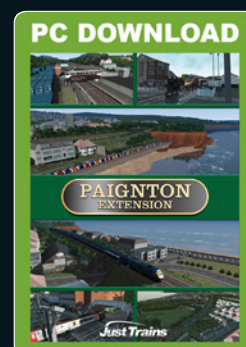
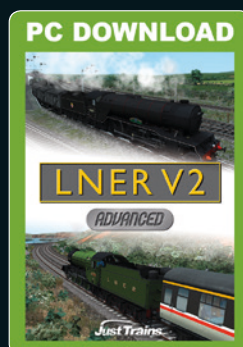
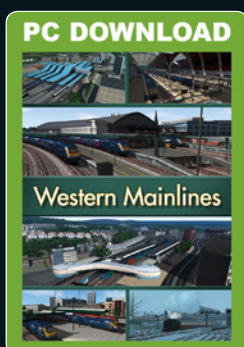
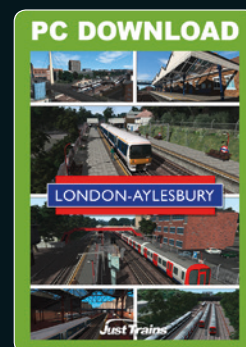
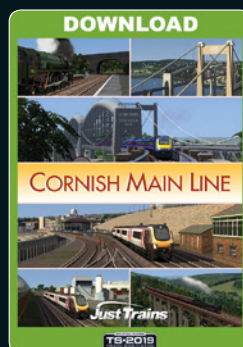
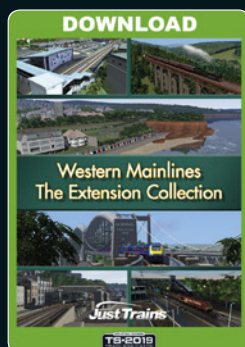
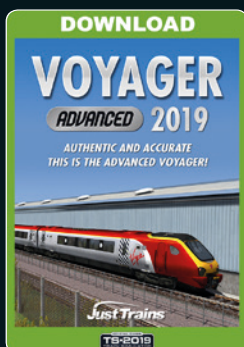
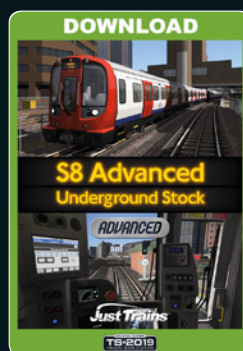
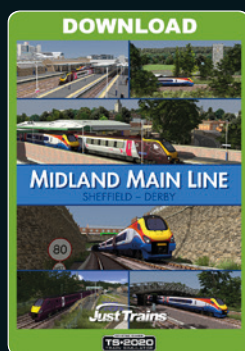
Special thanks to Chris Copley for his knowledge, time and commitment to this project and to all our dedicated testers.

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The Spirit of Train Simulation



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