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About This Content

The 98 mile long West Highland Line between Helensburgh and Fort William is arguably one of the most scenic railway lines in the British Isles.

The line was built by the West Highland Railway and opened in 1894, giving Fort William a vital link to Glasgow and the rest of the UK. Unlike other major railway routes, the West Highland Line was built to follow the contours of the terrain rather than having expensive large viaducts, giving the unique feel and stunning scenery that so many enjoy today.

Starting at Helensburgh Upper Station above the River Clyde, the route follows the shore of Gare Loch, passing the closed stations at Rhu and Shandon, and the naval base at Faslane. The first traditional West Highland Railway station is at Garelochhead Station, before the line turns away from Loch Long for Glen Douglas, the first summit on the line; here, there is also a rail-served MOD munitions depot.

From Arrochar and Tarbet Station, the line follows the famous Loch Lomond, crossing Creag an Ardain Viaduct, before starting the climb to Glen Falloch Summit. The following miles see the line ascend and descend the many summits found on the line, including Rannoch Moor and Corroul Summit, and passing through the UK's only snow shed at Cruach.

From Corroul, the line starts its long descent towards Fort William, passing the Treig Dam and through Tulloch, the Monessie Gorge and Spean Bridge, before arriving in Fort William itself.

Throughout the line's history there have only ever been three to four passenger trains per day from Glasgow to Fort William. South of Crianlarich, the number of trains increased when BR closed the Crianlarich to Stirling line in 1965 and rerouted the

Glasgow to Oban trains over the West Highland Line south of Crianlarich.

One of the more interesting passenger trains on the line is the through sleeper service from London. Originally starting from London King's Cross, it was moved to London Euston in the late 1970s. During the period in which the route is set, the sleeping coaches were attached to the morning northbound and evening southbound passenger trains from, and to, Glasgow Queen Street. The through coaches to and from London Euston then went via Stirling and were attached to the London Euston to Inverness sleeper.

The line has always been a popular route for railtours and excursion trains which still run, mainly during the summer, even today. The line has also seen a surprising amount of local freight for a rural line, due to the poor road connections. Freight customers included the MOD base at Glen Douglas, logs from Arrochar and Crianlarich, the aluminium smelter and the oil terminal at Fort William, as well as the paper mill at Corpach.

The West Highland Line (South) route for Train Simulator, developed by Milepost Simulations, is set in the early 1980s when the line still had semaphore signalling before Radio Electric Token Block (RETB) was installed. Rolling stock included with the route includes the English Electric Type 3 Class 37/0, a mainstay of locomotive power designed for both freight and passenger services. Accompanying the Class 37/0 are Mk1 passenger coaches in BR blue/grey livery and freight wagons, including OAA, OCA, VDA and YGH wagons with various loads.

Scenarios

Fourteen scenarios for the route:

- West Highlander Railtour: Parts 1-4
- Autumn Over Rannoch Moor
- Crianlarich Timber Pickup
- Evening Sleeper
- Glasgow Bound
- Glen Douglas Pickup
- Morning Ballast
- Morning Speedlink
- Oban Bound
- Sleeper Over Rannoch Moor
- Winter Over County March

More scenarios are available on Steam Workshop online and in-game. Train Simulator's Steam Workshop scenarios are free and easy to download, adding many more hours of exciting gameplay. With scenarios being added daily, why don't you check it out now!

[Click here for Steam Workshop scenarios.](#)

Key Features

- 98 mile (158km) West Highland Line route between Helensburgh and Fort William

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- Stunning scenery and challenging summits
 - BR Class 37/0
 - BR Mk1 passenger coaches in blue/grey livery
 - Freight wagons, including OAA, OCA, VDA and YGH wagons
 - Scenarios for the route
 - Quick Drive compatible
 - Download size: 1,724mb

Title: Train Simulator: West Highland Line (South) Route Add-On

Genre: Simulation

Developer:

Milepost Simulations

Publisher:

Dovetail Games - Trains

Franchise:

Train Simulator

Release Date: 6 Aug, 2015

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Minimum:

OS:Windows® Vista / 7 / 8

Processor:Processor: 2.8 GHz Core 2 Duo (3.2 GHz Core 2 Duo recommended), AMD Athlon MP (multiprocessor variant or comparable processors)

Memory:2 GB RAM

Graphics:512 MB with Pixel Shader 3.0 (AGP PCIe only)

DirectX®:9.0c

Hard Drive:6 GB HD space

Sound:Direct X 9.0c compatible

Other Requirements:Broadband Internet connection

Additional:Quicktime Player is required for playing the videos

English







I have just come back to this route and was enjoying the first of the Career Scenarios, up there in the Highlands. It is far better looking scenery than I realised.. A very nice scenic long route, and quite a challenge to get uphill in a steam loco! However, I was slightly disappointed with the lack of, and quality of detail along the route as compared to the "West Highland Route Ext.". Not sure if it's the same developer, but Fort William looks decidedly empty, and the quality of assets including locos, rolling stock, houses, trees and other fauna etc. are no where near as good. Other than that, it's a nice route for the price, but no bells and whistles.. What can I say, love the other Scottish routes for TS, so was naturally excited for this.

A little dissatisfied, especially with the lack of detail along the way, loco (Compared to another Scottish route), if you stop at a station, then try and get going again, the train rolls back down the hill and one of the scenarios starts with the train rolling down the hill.

Either way although there is some good scenery from afar and overall a nice route, it could have been better executed. Worth it if you are into Scottish routes.. Right, so review.

Pro - Its a really nice detailed route spread over a decent (98 mile) map.
Really fun to drive, not without a few issues but what ever is?

Con - Personally, i feel its not as detailed as the West Highland Extension map, the map is set before the RETB was installed so features a locomotive is without this function and the loco itself feels abit, well, rubbish. Looks similar to the base model and the controls are bit pants.

Overall, I really like this DLC and i would recommend it to anyone who is interested, BUT i would suggest that maybe the quality of these DLCs shouldn't always have to be miles apart.

Rating out of 10?

I'd say 7

:)

. I was really looking forward to this add on as I already own the West Highland Line Extension (Ft William - Mallaig). I am pleased I bought it while it was on sale as the scenery is indeed sparse. I know Rannoch Moor is a wild and desolate place but I have been able to compare a couple of locations over the two sets of DLC and this is very much inferior IMO. I did take screen shots but do not know how to insert them in a review. Fort William station is a case of around 50% less detail in this pack. In fact while playing it looks as if all the graphic detail has been turned down compared to the other line (It has not, it just looks bare) The smelter area just outside Ft William is another where a direct comparison is possible and again this DLC is found wanting. HOWEVER; this is still a decent add on especially at a sale price, and as I simply love this area I just had to have it and TBH if you purchase this before the West Highland Line Extension you will probably not have the feeling of anti-climax that I had. I am not qualified to comment on the loco and its driving and sounds, to me they seemed OK. Just be aware that though this line does pass through some stunning scenery you will only get a small "taste" of that beauty from this. Overall I feel let down by the external graphics , there are many better out there, but if you want to drive through this location you are stuck with this, a shame really .. So a *qualified* recommendation only. Mixed emotions on this, the line is pretty good, but the engine provided is crude and poorly done.

By comparison the other West Highland route engine is leagues better. The one supplied with this route has no cab lights, no opening windows, no instrument lights and no operating right hand side wiper.

Moving on, the in carriage passenger view presents a very crude rendering, one gets the impression that both engine and rolling stock are way past their best as to what is expected.

There are plenty of scenarios, but after you've run the train supplied a couple of times, these are most unsatisfying due to the poor quality engine and rolling stock.

One other significant failing is the appalling brakes compared to the class 37 in the other route, they are incredibly weak and offer almost no subtlety between on full and off, junk.

So, all in all this DLC is a bit of a let down especially by comparison to the other West Highland line, and if this was intended as a sequel it fails to impress.

Even at the sale price it's not really worth your hard earned cash, best advice give it a miss.

Outstanding route. If you're looking for a route where you can just set the controls then sit back and admire the view, this is not for you. But if you want a route with fearsome gradients, tight curves and inconveniently placed speed restrictions that make you want to curse as you pull back on the throttle, this one will fit the bill admirably. In short, you have to actually drive on this one. On the journey I've just done, I got caught speeding 28 times, so I guess that's me up before the gov'nor on Monday.

The stated route length of 97 miles is misleading; it feels much longer. It took me nigh on 3\00bd hours to take a Peppercorn K1 with six Mk.1s along its whole length. The included Class 37 diesel would probably improve on that but I doubt by much. And with that scenery, you get a lot for your money. You also get a very full range of blue Mk.1 stock including BG and Sleeper coaches. Many of these now look very good behind my AP-enhanced Class 52 Western so it was a win-win for me.

Note to DTG: Please consider backdating this excellent route to the days of steam. Most of what is needed is there: the only changes I can see are a few track formation alterations at stations, some modern buildings removed and the signalling adjusted. Throw in some steam facilities like water cranes plus a little backdated AI road\vrail traffic and I can't help but feel it would be a winner.. The West Highland Line (South) route is one of many that were created by a 3rd party developer and then published by DTG on Steam. This route, created by Milepost Simulations, is their second route on Steam, with the first being Canadian Mountain Passes. WHLS, however, is the better of the two. Here's why:

This route sees you take a journey from Helensborough and Fort William, which is an insane 98 miles of track. This is one of the longest routes available for TS, and you can expect to drive all of it in the 14 scenarios included. It's a good thing Milepst has slipt it fourteen times, as a "Quick" Drive from one end to the other would take 3+ hours, and although the scenarios lack depth seen in more Inter-Urban routes, the scenery is fairly breathtaking and will keep your eyes busy, while also trying to focus on lugging your train up a 1:60 gradient for a 5 miles.

The route is set in 1980, but I feel like the right scenario creator could easily transport you back to the 1960's. Semaphore Signalling is used throughout, and really adds to the feel of the old line. The Peppercorn K1 is pefect for this route, if you've got it. Although I sometimes wish the route was more modern with RETB signalling to match the West Highland Line Extension, this route can hold it's own, and will provide hours of sightseeing in the cab.

Something to watch out for would be the included rolling stock. The included Class 37 has some updated physics from the original RSC model, which I have no love for. I don't find the update comprehensive enough, as the physics still seem wonky and the souds haven't been changed. This old Growler doesn't have that distinctive oomph I've come to expect after owning the Armstrong Powerhouse 37 soundpack. And to make things worse, the AP sound upgrade is completely incompatible with the included 37. Scenery around towns and stations has been reported to be sparse as well, but considering you're on the Scottish Highlands, which is already a desolate place, I don't mind the isolation. Also, signals have been unreliable at times for me, with some distant semophores remaining fixed even though the line ahead is clear. This might be due to a developer choice that is attempting to simulate a token system, but I can't find metion of it in the manual, so I have to assume these are supposed to be showing a Clear aspect.

PROS:

- Marathon 98 miles of track
- Postcard scenery at every milepost
- miles-long 1:75+ gradients galore
- 14 whole scenarios
- A quiet route without the hustle and bustle of others
- Aesthetic of one epically long branch line with charm to spare

CONS:

- IT'S SSSOOOO LOOOOONNNNNNGGGGGG
- Botched Class 37
- Signals can be weird at times
- Patchy scenery?

Overall, this route is a must-have for anyone in love with scottish railroading, epic scerery, and BR-era routes. It may not be on the same level as the shorter West Highland Extension, but this is a superb route and comes highly recommended by your's truly.

86% Overall, with AP Soundpack update 89%.

. This is a vary nice route add on with sme spectacular scenery. I have also noticed that since installing Windows 10 Train Simulator runs more smoothly than with Windows 8.1.

I love the sounds and look of the diesel powered locomotive. My only disappointment is the lack of passenger view.

Other than that this has to be one of the best TS add ons to date.

I wish they'd do a Reading to Londo Waterloo route. :-D. Bland route. a monotonous experience... :(Worthwhile route to get. Stunning scenery and a challenge to ensure you get to your destination on time. Plenty of time for the throttle to be open but the gradients change regularly , mind the brakes.

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