

# Camino hierro Soria

## Route for Open Rails



Route based on real railway lines of the Spanish  
railway until the mid-1980s

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Route Version: 5.0

## **Route Description:**

Route based on real railway lines that aims to recreate the atmosphere of the Spanish railway until the mid-1980s, when many of them were closed. It incorporates the buildings, factory works and security installations of the lines it contains.

These lines represent some 2,575.0 km finished and 1,120 km under construction and are:

1. Santander-Mediterranean Railway, line from Calatayud-Ribota to Ciudad Dosante, branch to Ciudad of the La Robla Railway and fictitious extension to Yera, taking advantage of the explanation that it was built and abandoned and to Boo de Guarnizo. Branch to Villalonguejar.
2. Route from Palencia to Monforte de Lemos, from the line from Palencia to La Coruña, and branches from Toral de los Vados to Villafranca del Bierzo and to the Virgen del Camino Aerodrome.
3. Line from Monforte to Lemos to Orense-Empalme.
4. Line from Valladolid to Ariza. We have included the Ariza Quarry and the Iberit project, which was not carried out; We have not been able to shape the Azucarera de la Esperanza due to the shortcomings of the MSTs.
5. Route from Gómez-Narro to Hendaye on the Madrid-Irun line. And even the Tunnel des Réoutes in France.
6. Route from Baides to Ricla-La Almunia de Doña Godina, from the line from Madrid to Barcelona via Zaragoza and Caspe, along the new route of the Torralba tunnel that opened in 1970. We have not found evidence or documentation on the Torralba Quarry that we have artificially created. Under construction to Escatrón-RENFE and line from Puebla de Híjar to Alcañiz and Tortosa (Val de Zafán).
7. Line from León to Gijón, line from Soto de Rey to El Entrego, line from Oviedo to Trubia, line from Villabona de Asturias to San Juan de Nieva and Ramal de Trasona and to the port of Avilés, line from Veriña to La Camocha and branch to the Puerto del Musel and Aboño. Steel line from Poago to Trasona through the Valley.
8. Line from Soria-Cañuelo to Castejón de Ebro.
9. Line from Torralba to Soria-San Francisco. We have left the two possibilities of crossing the Golmayo River, through the old and new bridges, and the connection tunnel between the Soria stations.
10. Line from Castejón de Ebro to Ólvega and branch to Mina Petra, metric gauge.

11. Section from Calatayud-Giloca to Caminreal-Fuentes Claras, of the Aragón Central Railway, under construction to Valencia-Alameda and El Grao de Valencia; from Caminreal to Calamocha-Nueva and, under construction, to Zaragoza-Delicias. And branch from Santa Eulalia to Montiel.
12. Route from La Bañeza to Astorga-San Andrés and link with Astorga-Puerta de Rey, from the line from Plasencia to Astorga.
13. Route from Venta de Baños to Palencia and Magaz By-pass; The rest of the line is under construction to Santander, from Quintanilla de las Torres to Barruelo de Santullán and a branch to Solvay.
14. Route from Zaragoza-Arrabal to Alsasua, completed from Tudela de Navarra to Castejón de Ebro and from Cizurmayer to Alsasua, rest under construction.
15. Line from Tudela to Tarazona.
16. Routes in the vicinity of the final stations of the lines: Valladolid-Campo Grande, Burgos-Avenida and Burgos-Huelgas, Castejón de Ebro, Ricla-La Almunia de doña Godina, Aranda de Duero-Montecillo, Soria-San Francisco, Cidade, La Robla, Villada, Palanquinos and Ponferrada.
17. Industrial railways in the Torralba Quarry and creosoted factories of Calatayud-Jalón and Castejón de Ebro Forest Exploitations, and mining of La Silva, with widths less than metric.

We have disposed the existing documentation (books, magazines, web pages, consulting expert forums, local railway associations, railway workers, etc.) and direct knowledge through numerous trips to the area reflected.

We have tried to reproduce the strictly railway elements as faithfully as possible. Especially when it comes to stations, tunnels, bridges, signage, etc. Not only in its own lines but also in the time we represent.

The itinerary speeds have been taken from different itinerary books and maximum speed tables.

For more details see itinerary sheets of the route, evolution documents of the different versions and the trk.

# ESQUEMAS DE LÍNEAS

## ruta VALLARIZASORIA v5,0



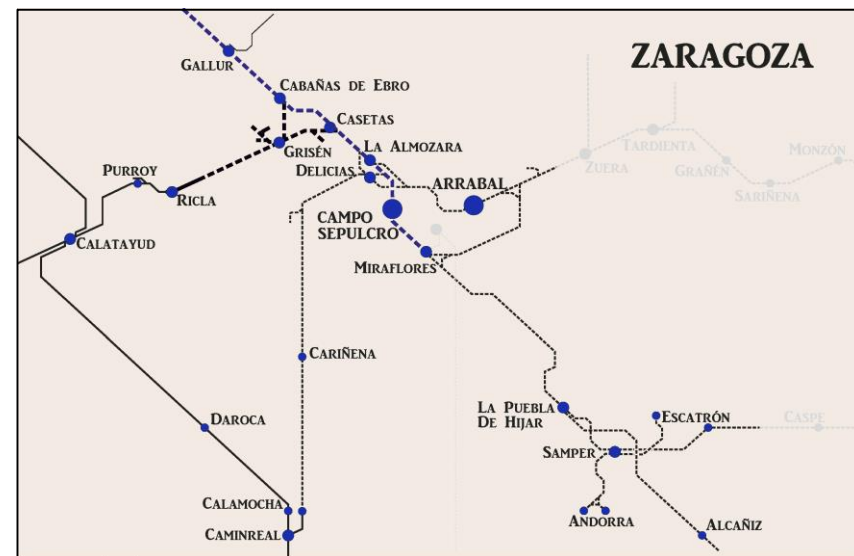
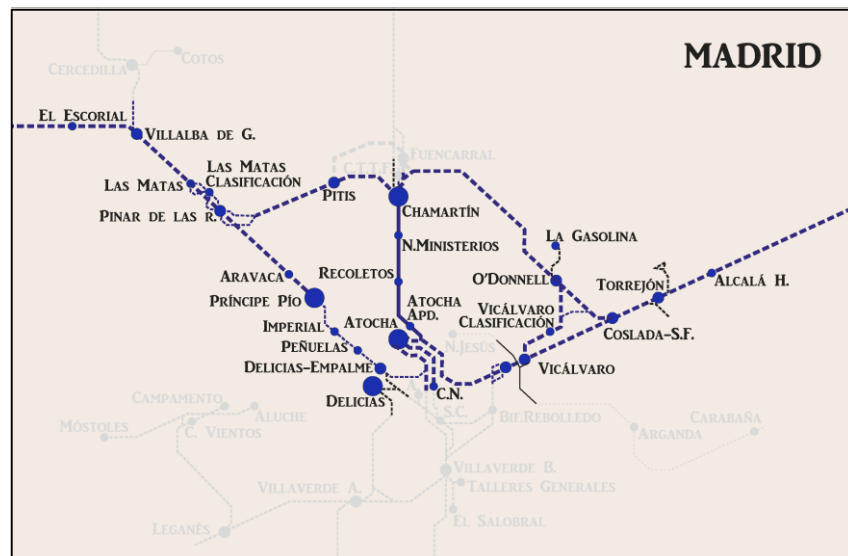
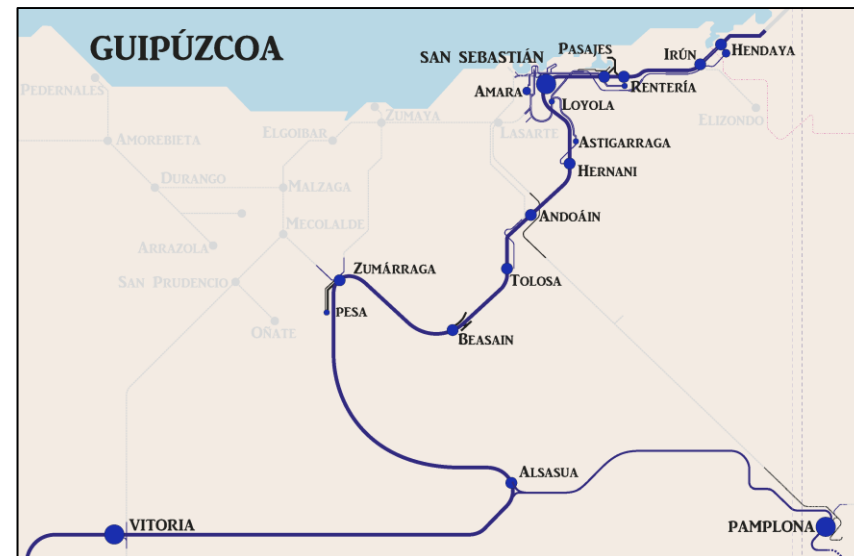
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# ESQUEMAS ZONALES VALLARIZASORIA v 5,0

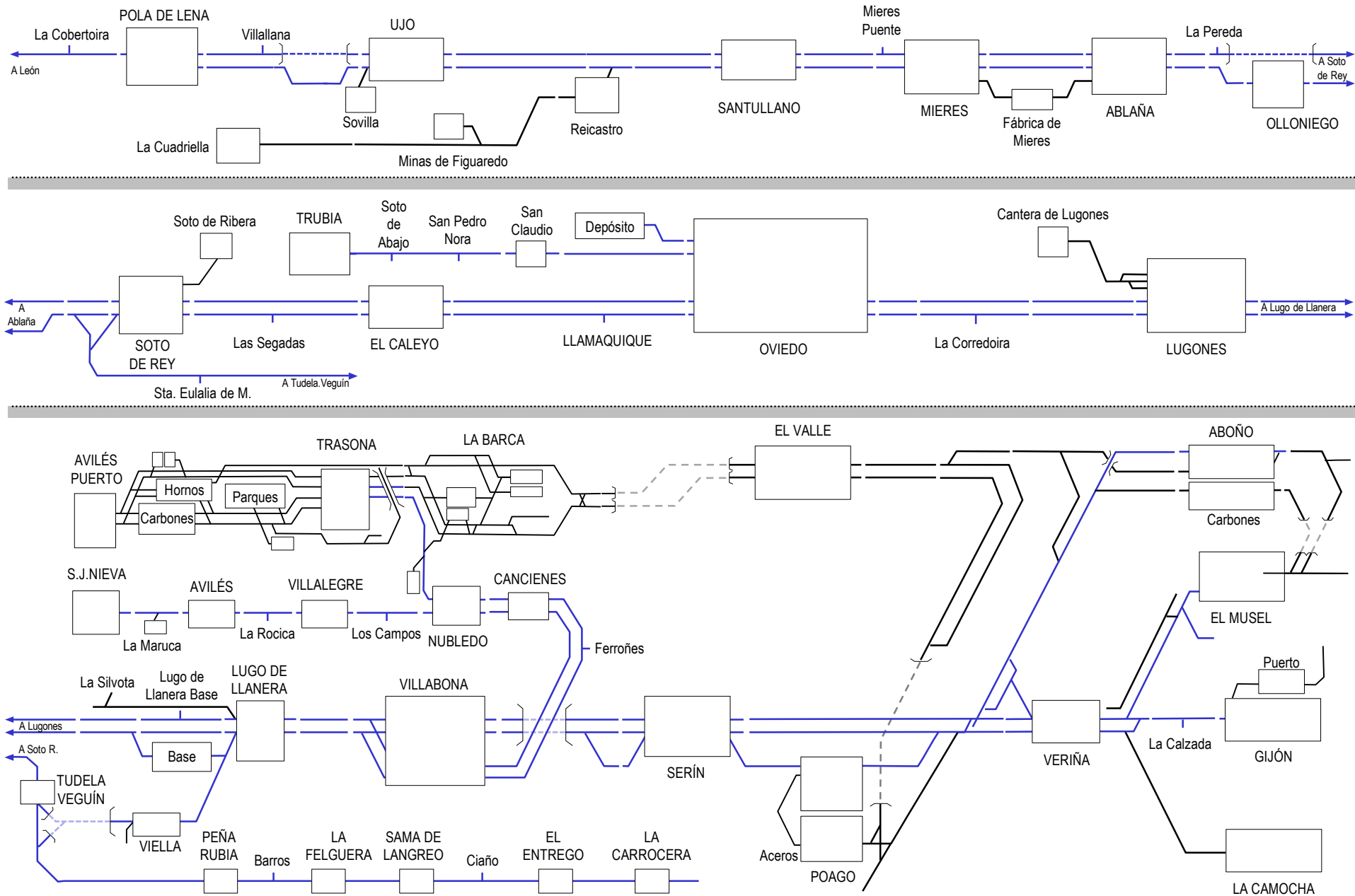
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# ESQUEMAS DE LÍNEAS

## ruta VALLARIZASORIA v5,0

### TRAYECTO ANCHO IBÉRICO POLA DE LENA – OVIEDO – GIJÓN / AVILÉS





## Thanks to:

The main collaborators in the realization of objects have been considered as collaborators in the loading screen of the route. Our thanks go to the generosity of Emilio Orobón and Pere Comas for helping us extend the initial route from Valladolid to Aranda, and the contributions made by Alex Reyes, Campero, Carthago, Eugenio, Feliuet, Ferrolitic, Fuen446, Génesis, LBA, Marc, Pizias, Roilla, Sierra, Suso, Xavi, Alex, Lupo Negro, Vicente Ramón, Sierra.

Ferrobús, Guardatren, Mestral, Music224 (RIP), Vagoneta and numerous forum members have also made contributions to us with objects or techniques that we now forget, but that will surely remind us that we have not been generous enough as they were with us. To all the Trensím Forum and RailClub, thank you.

We cannot forget to mention our thanks to José Manuel Genzor and Jose Luis Vieira for their magnificent contribution with their extraordinary manuals for creating routes and adapting the terrain using the appropriate techniques.

We also want to thank Pascual, retired train driver from Soria, Fernando from the Soriana Association of Friends of the Railway, Pablo de la Burgalesa, Javier Calcedo de la Arandina, and Julio Cubero, Circulation factor from Ariza, Marco Antonio from Cariñena and Circulation factor from Villarreal de Huerva, Buenaventura Durruti from la Leonesa, Pedro Luis Villate from la Venteña, Alberto García Álvarez and Joaquín García from the Spanish Railways Foundation, Paco (RIP) driver from Andorra, etc. To Fidel for explaining the Asturian railway network. To the members of RailClub Emilio, Julio, Jesús Alfredo. To Alberto García Álvarez for his Caminreal photo. To the Spanish "railway workers at heart" for all the help provided.

In addition, we have used other objects from the following authors (sorry if we forgot someone):

- |  |  |
|--|--|
| * BobItaly   | Train platforms (marc*.s)                |
| * James L. Jendro  | Silo 2 (dv_brgrain.s)                    |
| * Terry Thorton  | Sheeps (Sheep*.s)                        |
| * Bruce Giroux   | Tractor (Agtract1.s)                     |
| * Dickey Tarkington  | Vegetable patch                          |
| * Michael Sinclair   | Forest                                   |
| * Michelle Sacco   | Defender                                 |
| * Max de trenomania  |  |
| * <a href="http://www.virtuallandscaping.net">www.virtuallandscaping.net</a> | (disappeared)                            |
| * Nick Fitzsimmons   | Holcim cement plant at Portland Colorado |



- \* Judd Spittler                      Pine textures.
- \* Phil Voxland                      Terraplens (Berm based).
- \* Jean-Michel Docus              Floodgates
- \* Don Quichotte                    Old factory 1
- \* Sven Sprenger                    Old factory 2
- \* Didi2004                          Dilapidated factory
- \* Daniel Pérez Lanuza
- \* Dieter Penzel
- \* [http://mr\\_train\\_sim.pagesperso-orange.fr/statique.htm](http://mr_train_sim.pagesperso-orange.fr/statique.htm)
- \* dpwdi@t-online.de              Refrigerator car
- \* <http://trainsim.ru>                  Riparian vegetation
- \*Carlo Santucci                    Automatic railway track sounds

Our thanks to all the current and past development team of Open Rails for this magnificent Railway Simulator and to Goku for the creation of the TSRE5 Route Editor, without which the creation of this version of the route would not have been possible.

Thanks to my wife, Mari Carmen, for having done the entire route as a co-pilot or auxiliary pilot to look for me/us at the extreme points of the routes to visit (Estanislao).  
 Special thanks to Antonio Asensio Yzquierdo who, even before finishing V.4, decided to follow other paths (musical) and with the hope that his return to the simulation will be fruitful and that the private tutorials that I gave him, made from my experience, will serve him well to soon take over the new paths that the simulation has taken (TSRE5 and OR), which with its wisdom it will know how to overcome.

## **Route Installation:**

For this route you need to have installed the latest version of x-tracks, new-roads and the Sierra meter track.

It is recommended to remove any previous version of the route before installation.

Put all the parts of the download in a temporary folder and run the decompression of the first file, with which we will obtain:

A folder ROUTES/VALLARIZASORIA that contains the complete route with a series of basic activities, with original MSTs material for the route of the new lines created in this version, as well as activities with Spanish material that can be found in the usual pages.

A GLOBAL folder that contains a modified version of the tsection.dat file building 0038 necessary for the proper functioning of the route. This version of the tsection.dat file is fully compatible with routes made with the standard version of tsection.dat building 0038. If you use a higher version of the tsection.dat file, it is recommended to do a mini-install from Open Rails folders for this route.

We will also find a SHAPES folder with pieces of tracks that you do not have, created for this version of the route and are necessary for its correct operation.

A SOUND folder that contains the sounds needed for swing bridges, as well as sounds for track curves, turnouts, and junctions.

A TRAINS folder that contains a CONSISTS folder with all the .con files of the compositions used in the activities that are delivered with this route.

These folders must be moved to the root folder of your ORTS installation.

## **Additional:**

A pdf file is provided with all the itineraries of the route, with the maximum speeds for passengers and goods, and the name of the stations and their mileage on the line. Also available in pdf are the activity roadmaps that accompany this version of the route.

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