



P North

# LONDON-AYLESBURY

# ROUTE GUIDE

**Just Trains** 

# **Route Guide**



Route expansion for Train Simulator

# CONTENTS

INTRODUCTION	. 2
Train Simulator requirements	. 3
Scenery quality and display settings	. 3
2D/3D Track Switcher	. 4
STATIONS	. 4
FEATURES TO LOOK OUT FOR ON THE ROUTE	26
LONDON UNDERGROUND SIGNALLING	41
SCENARIOS	45
QUICK DRIVE	47
CREDITS	48
COPYRIGHT	49

# INTRODUCTION

This London-Aylesbury route runs between London Marylebone and Aylesbury Vale Parkway station in Buckinghamshire. The line is approximately 45 miles in length with a total route mileage of around 85 miles. You can drive it via Amersham or via High Wycombe and Princes Risborough.

This route software features 26 stations (41 stations in the stand-alone version of the route), including two on the Princes Risborough-Aylesbury branch line, and numerous new custom assets. The route is Quick Drive enabled and comes with 15 Standard scenarios that allow you to drive Chiltern services on the same rails as the Metropolitan Line, to drive the now-retired Class 121 'Bubble Cars' on the Aylesbury-Princes Risborough branch line and also to drive 5MT and V2 steam loco's on the Metropolitan Line.

2



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

Some of the scenarios supplied with London-Aylesbury require rolling stock that is not supplied with this software. Full details of the rolling stock required for each scenario are provided in the <u>SCENARIOS</u> section of this manual.

ScotRail Class 68 Loco Network SouthEast Class 121 DMU Add-On European Loco & Asset Pack EWS Class 66

### Scenery quality and display settings

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

Due to the high level of detail provided 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.

# 2D/3D Track Switcher

We have included a utility with this software which lets you switch between 2D and 3D modelled track. The 3D track is more detailed due to the nature of its construction but may not be suitable for all PC systems.

In the stand-alone version of the London-Aylesbury route you will find the Track Switcher under Just Trains > London-Aylesbury Track Switcher.

The track is set to 2D by default, but if you wish to switch to 3D track, follow these instructions:

- 1. Ensure that Train Simulator is NOT running.
- Navigate from the Windows Start menu > Just Trains > Chiltern Main Line OR London-Aylesbury (as appropriate) > Track Switcher and launch the Switcher. If you see a Windows User Account Control warning, click on 'Yes'.
- 3. Select either 2D or 3D Track Mode from the drop-down menu and click on 'Close'.

The changes will appear the next time you run Train Simulator.

# STATIONS



Opened 1899 Passengers 2014-15: 15.9 million

# West Hampstead (London Underground)



Opened 1888 Passengers 2015-16: 4.8 million



Opened 1879 Passengers 2015: 8.2 million

# Willesden Green (London Underground)



Opened 1879 Passengers 2015: 8.9 million



Opened 1909 Passengers 2015: 3.1 million

# Neasden (London Underground)



#### Opened 1880

#### Passengers 2015: 3.7 million

The route splits here, with the southern line following the Chiltern Main Line up to Princes Risborough, where you take the branch line to the north, and the line to the north following the London-Aylesbury route. Both terminate at Aylesbury Vale Parkway.

# The line north to Aylesbury

# Wembley Park (London Underground)



Opened 1893

Passengers 2016: 15.10 million



Opened 1908

#### Passengers 2016: 3.31 million

# Northwick Park (London Underground)



Opened 1923 Passengers 2016: 4.65 million





Opened 1880 Passengers 2016: 10.67 million

# North Harrow (London Underground)



Opened 1885 Passengers 2016: 1.97 million

# Pinner (London Underground)



Opened 1885 Passengers 2016: 3.2 million

# Northwood Hills (London Underground)



Opened 1933 Passengers 2016: 1.91 million

# Northwood (London Underground)



Opened 1887 Passengers 2016: 2.49 million

# Moor Park (London Underground)



Opened 1910 Passengers 2016: 0.91 million

# Rickmansworth



Opened 1887 Passengers 2016: 2.46 million

# Chorleywood



Opened 1889 Passengers 2016: 0.552 million

# **Chalfont & Latimer**



Opened 1889 Passengers 2016: 1.49 million

# Amersham



Opened 1892 Passengers 2016: 2.36 million

# **Great Missenden**



Opened 1892 Passengers 2016: 0.62 million

# Wendover



Opened 1992 Passengers 2016: 0.502 million





Opened 1892 Passengers 2016: 0.318 million

# Aylesbury



Opened 1863 Passengers 2016: 1.177 million

# <section-header>

Opened 2008 Passengers 2016: 0.169 million

# The line south from Neasden to Princes Risborough

# Wembley Stadium



Opened 1905 Passengers 2015-16: 0.73 million

Sudbury & Harrow Road



Opened 1905 Passengers 2015-16: 30,600

# Sudbury Hill Harrow



Opened 1905 Passengers 2015-16: 70,500

# **Northolt Park**



Opened 1926 Passengers 2015-16: 0.26 million

# South Ruislip (London Underground)



Opened 1908 Passengers 2015-16: 0.234 million

# Ruislip Gardens (London Underground)



Opened 1934 Passengers 2015: 1.1 million

# West Ruislip



Opened 1906 Passengers 2015-16: 0.191 million

Denham



# Denham Golf Club



Opened 1912 Passengers 2015-16: 21,000

# **Gerrards Cross**



#### 16: 1.46 million



# Opened 1914 Passengers 2015-16: 0.148 million

# Beaconsfield



16: 1.57 million

# High Wycombe



Opened 1854 Passengers 2015-16: 2.81 million

# Saunderton



Opened 1901 Passengers 2015-16: 62,700





Opened 1862 Passengers 2015-16: 0.582 million

# The Aylesbury-Princes Risborough branch line

Little Kimble



Opened 1872 Passengers 2016: 5,286

## Monks Risborough



Opened 1929 Passengers 2016: 19,952

# FEATURES TO LOOK OUT FOR ON THE ROUTE

Numerous landmark 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 from London.

# **BNP** Paribas building



Situated on the western side of Marylebone station, this is the London office of the BNP Paribas international banking group.

# <image>

This is located just to the north of Marylebone station. The tunnel itself curves around to the west and exits in a north-westerly direction just before West Hampstead Underground station.



This is the northern entrance/exit of the tunnel.

# London Underground



Part of the London-Aylesbury route runs beside the Jubilee and Metropolitan London Underground (LU) lines between Finchley Road and Neasden LU stations, with the Metropolitan running all the way up to Amersham. You can see the typical LU cabling that runs along the side of the third rail tracks. Also included is LU S8 stock that is designed to be used as AI (Artificial Intelligence) stock; the S8 can be driven via the default [F4] HUD controls but it has no cab, passenger views or visible interior from the external view.

# **Central Mosque of Brent**



The Central Mosque of Brent is situated to the north of the route.

The route diverges here, with the northern section following the London-Aylesbury route, terminating at Aylesbury Vale Parkway.

The southern line follows the Chiltern Main Line to Princes Risborough, where you take the branch line to the north to drive to Aylesbury Vale Parkway.

# The line to the north

Neasden Depot



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

# Student accommodation



Student accommodation buildings at Wembley Park.

# Neasden Depot fly-under



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

# Jubilee line fly-under



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



# West Coast Main Line, London overground and Bakerloo bridge

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

# Uxbridge line fly-under



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

## Watford triangle



This triangular junction allows access to and from the Watford spur for the Metropolitan line when running north or southbound. The large building situated on the southern corner is part of the power system feeding the London Underground.

# **Rickmansworth sidings**



Local sidings for Rickmansworth.

# Chesham spur



This spur allows access to and from the line to Chesham for the Metropolitan line. It can only be entered heading north and exited going south.

# Amersham signal box



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



Metropolitan terminus at Amersham

This is as far as the Metropolitan line goes northbound, just to the immediate north of Amersham station.

# Aylesbury sidings



Large set of sidings just to the south of Aylesbury station.



# **Buckinghamshire County Council offices**

This distinctive building dominates the skyline of Aylesbury.

# Bourg Walk bridge



This unique curving footbridge runs above the supermarket car park, the roads to the station and the rail lines, connecting the town centre of Aylesbury to the Southcourt estate. Bourg Walk won the Engineering Excellence Award 2009 from the Institution of Civil Engineers – South East England branch.



Aylesbury Maintenance Depot

This deport is used by Chiltern Railways to help maintain their fleet.

# End of the line



This is currently the end of the London-Aylesbury line. In the real world the line continues northwards but is only used by freight trains, mainly going to and from the Calvert landfill site.

# The line to the south

# Wembley Light Maintenance Depot



This is situated opposite Wembley Stadium and is used by Chiltern Railways for storing trains as well as cleaning, refuelling and light maintenance.

# Wembley Stadium



The current Wembley Stadium stands on the location of the previous building with its famous twin towers. This latest version was opened in 2007 and has the distinctive girder arch.

# Victoria Road Waste Transfer Station



Situated on an 'island' between the Chiltern Line tracks to its north and London Underground to the south, the Victoria Road Waste Transfer Station handles over 150,000 tonnes of waste each year. Waste collected from homes is delivered to the site and leaves on trains heading to a landfill site in Lincolnshire.

The transfer station was opened in 1980 and Victoria Road is one of only three transfer stations in London with a rail siding to allow waste to be taken away.

After the vehicle carrying the waste is weighed, the contents are tipped into bunkers and then craned into compacting equipment. The waste is compacted in the containers and the container is then placed on the train.

Trains transporting waste leave the site up to four times a week. Each train is one third of a mile long and carries nearly 1,000 tonnes of waste.

# **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.

# Denham Country Park



Denham Country Park is comprised of 69 acres of parkland to the east of Denham station. This popular recreation area for families includes a local nature reserve.



Interestingly, the purpose of this tunnel was not to carry a road, waterway, footpath or another railway over the

Chiltern Line. It was built purely to allow a superstore to be built above the railway in that location! This plan was initially met with anger by local residents and the council refused planning permission, but the decision was overturned by the national government.

The tunnel partially collapsed in June 2005, during its construction. Fortunately no one was injured in the incident, although a train heading towards the tunnel when it collapsed had to perform an emergency stop. The Chiltern Line was completely blocked and considerable disruption ensued, but Chiltern continued to serve London and the Midlands by using the line that runs between Princes Risborough and Aylesbury as a diversion around the blocked section of track.

Despite this incident, construction continued and the store opened in November 2010, fourteen years after the project was commissioned.

# LONDON UNDERGROUND SIGNALLING

The London Underground Metropolitan line runs beside the London-Aylesbury route from Finchley Road up to Amersham and in some sections the two routes share the exact same rails.

We have included that section of the Metropolitan line in the London-Aylesbury route along with a driveable Artificial Intelligence (AI) version of the London Underground S8 tube train that is used on the Metropolitan line, if you'd like to drive something a little different! Please note that the AI S8 can be driven, but it has no cab or passenger views and the controls are via the default [F4] HUD.

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

#### 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 them 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 space does not allow (such as in a tunnel), these white lights are replaced with a small indication of 1, 2 or 3 and 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 & A790c. This would then allow the train behind to proceed forward at a safe distance, arriving into the station quicker than they otherwise would.

#### 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.

For the purposes of this route, multi-aspect signals can be found between Harrow-on-the-Hill and Rickmansworth on the main line only and then between Rickmansworth and Amersham in both directions.

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.

#### 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.



# **SCENARIOS**

### Choosing a scenario

When you first start Train Simulator select the 'Drive' option in the Main Menu, then choose either the 'Standard' or the 'Free Roam' scenarios. Use the scroll bar on the right side to scroll down to the correct route, as detailed above. You can now select your preferred scenario and click on the 'Go' button.

Please note that although some of the scenarios use the default locomotives and rolling stock, some require extra items to allow them to run correctly.

#### The Network SouthEast Class 121 DMU Add-On can be purchased from the Steam website

The EWS Class 66 can be purchased from the Steam website

If you purchased Train Simulator after 20 September 2012, you will require the European Loco & Asset Pack (available to purchase via <u>Steam</u>) to obtain the **Class 166** locomotive.

#### Standard scenarios

#### 1Z20 09:46 Aylesbury to Marylebone SA

Required stock: Class 121 DMU (Steam)

#### Duration: 75 minutes

A special charter has been arranged as part of the Bubble Car's farewell events. 55034 will travel from Aylesbury to Marylebone and then out to Oxford, up to Calvert and back to Aylesbury.

#### 2A12 08:23 Princes Risborough to Aylesbury SA

Required stock: Class 121 DMU (Steam)

#### Duration: 25 minutes

The day is upon us. Chiltern has announced a final farewell for the 121s today.

#### 2A59 20:33 Princes Risborough to Aylesbury SA

Required stock: Class 121 DMU (Steam)

#### Duration: 30 minutes

The last run of the last day is departing. You are in charge as we turn the last page in the history of the Chiltern Bubble Cars.

#### 2P16 07:47 Aylesbury to Princes Risborough SA

Required stock: Class 121 DMU (Steam)

#### Duration: 20 minutes

The Chiltern Railways morning Bubble Car services from Aylesbury to Princes Risborough are under way behind a BR Green liveried 55034.

#### 1Z34 11:03 Aylesbury to Aylesbury Vale SA

Required stock: Class 121 DMU (Steam) EWS Class 66 (Steam)

Duration: 30 minutes

Chiltern's Bubble Car 121020 has been hired in conjunction with the Buckinghamshire Steam Centre to shuttle back and forth.

#### 2P23 06:53 Aylesbury to Princes Risborough SA

Required stock: Class 121 DMU (Steam)

#### Duration: 20 minutes

Chiltern Railways is retiring its two Class 121s. Today is the final day and you are heading back to Princes Risborough mid-morning with 121020 leading.

#### 1C08 06:53 Aylesbury Vale – Marylebone

Required stock: Class 165 Networker Turbo (Steam)

#### Duration: 60 minutes

Drive 1C08 06:53 Aylesbury Vale Parkway – London Marylebone throughout.

#### 2B51 17:41 Marylebone – Aylesbury

Required stock: Class 166 FGW (Steam)

#### Duration: 65 minutes

Drive an evening rush hour service from Marylebone to Aylesbury in August 2017. You can expect plenty of traffic in this scenario.

#### 2H53 15:53 Aylesbury – Marylebone

Required stock: Class 166 FGW (Steam)

#### Duration: 50 minutes

Drive 2H53 Aylesbury - Marylebone via High Wycombe throughout.

#### 2V20 Marylebone – Aylesbury Vale

Required stock: Class 166 FGW (Steam)

Duration: 65 minutes

Drive Chiltern's 2V20 09:57 Marylebone – Aylesbury Vale Parkway throughout in July 2017.

#### **Return to Princes Risborough**

Required stock: Class 166 FGW (Steam)

#### Duration: 45 minutes

Drive 165 005 on the final round trip of the evening from Aylesbury to Princes Risborough before stabling the train in the depot after returning from Princes Risborough.

#### Wycombe Wanderings

Required stock: Class 166 FGW (Steam)

#### Duration: 65 minutes

Drive 2M29 Paddington-High Wycombe from South Ruislip to its destination before continuing to work 5A29 to Aylesbury.

#### 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

#### Route developer

Mark Walker

# **Custom objects**

Tom Williams, Karl Lambert, Alexander Penfold

### Class 121 reskins and scenarios

Western Works for Train Simulator

### Class 121 enhancements

TrainSimDesigns

Just Trains		
Project Management	Alex Ford	
Installer	Martin Wright	
Artwork	Fink Creative	
Manual	Alex Ford	
Technical Support	Craig Haskell	
Customer Service	Simon King	
Special thanks to Chris Cobley and Dan Hull.		
Special thanks also to all the testers.		

# COPYRIGHT

©2018 Just Trains. All rights reserved. Just Trains and the Just Trains logo are trademarks of JustFlight London Limited, St. George's House, George Street, Huntingdon, PE29 3GH, UK. All trademarks and brand names are trademarks or registered trademarks of the respective owners and their use herein does not imply any association or endorsement by any third party.

**Note:** One or more textures on some of the 3D models in this product have been created with images from Textures.com. These images may not be redistributed. Please visit <u>Textures.com</u> for more information.

