Just Trains

THREE COUNTRY CORNER ROUTE

ROUTE GUIDE

The Spirit of Train Simulation








Just Trains™

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THREE COUNTRY CORNER ROUTE

Route expansion for Train Simulator

CONTENTS

INTRODUCTION

Welcome to the Three Country Corner Route!

This route runs across Austria, Germany and Switzerland and gives you the chance to drive 130km (80 miles) through some beautiful scenery at the heart of Europe, passing through 40 detailed stations.

It features highly realistic signalling systems for all three countries, custom signs along the length of the route, and a specially designed gantry system. All the major features along the route such as main roads, rivers, bridges and tunnels are accurately placed along with countless custom buildings, station features and other route-specific assets such as noise reduction walls and snow-retaining walls. Detailed night lighting takes full advantage of the Train Simulator TSX technology.

The Three Country Corner Route starts at Lake Constance on the island of Lindau in Germany, crosses over to the mainland on a railway dam and then follows the shores of the lake to the city of Bregenz in Austria.

From there you have a choice – you can either continue along the main line or take a branch line to Switzerland. This branch line crosses the River Rhine, which forms the border between Austria and Switzerland, and continues on to the city of Rorschach where the line terminates.

The main line starts its slow climb through the valleys to the city of Bludenz, surrounded by the often snow-capped mountains of the Alps, then becomes a single-track mountain pass (Arlbergpass) that winds its way through the Alps. When the tracks reach the very top of the pass at St. Anton, the route terminates.

The Arlbergpass is a truly remarkable feat of engineering. The tunnel is one of the most important railway lines connecting the East and the West and many international trains connecting Germany, Switzerland, Italy and Hungary make their journey over the steep windy pass every day. This section of the route is faithfully modelled and includes all the rapid gradient changes drivers must contend with.

Introductory scenarios

The Three Country Corner Route winds through some stunning alpine scenery and passes numerous places of interest.

Two of the ten scenarios included with the route are introductory scenarios designed to give you a comprehensive introduction to driving the route and to some of the features and locations you'll be seeing along the way – we strongly recommend that you drive them both to get the most out of this route.

See the Scenarios section of the manual on page 47 for full details.

A big thank you from Stefan Lorenz (route developer)

Allow me to take up a page of the manual to thank all the people who have made this route possible. Without their knowledge, support and hard work this project would never have got off the ground.

Jakob Skov: A young Nordic (real-world) train driver who is not only a fountain of knowledge but a true artist when it comes to 3D modelling. He made almost all the wonderful train stations and countless other buildings and objects.

The Signal Team: A small team from Germany that has spent the last few years completely reinventing the signalling systems in Train Simulator. What you find here in the Three Country Corner Route is only the tip of the iceberg of what they have put together in terms of signalling. Many thanks also for their help in testing and building scenarios.

The Just Trains team: The team at Just Trains has not only been very patient and extremely supportive but also provided excellent knowledge along with some of the objects and buildings you will find along the route.

Rail-sim.de users nobsi, kiter, dispotaurus and AbsolutesChaoz: For beta testing and all their input into making the route look and feel better. Thanks also to nobsi for building the Quick Drive scenarios.

The Austrian Federal Railways (ÖBB): Many ÖBB staff members provided us with extremely useful information and insights. A big thank you also to the ÖBB for allowing me to ride in the cab of a railjet high-speed train along the real Three Country Corner Route and the friendly train drivers who patiently answered all my questions.

Andreas Miniberger: A young man from Austria with a great deal of knowledge regarding the ÖBB and the modeller who built all the clutter objects in and around the train stations.

Jan Bleiss: For creating the stunning weather textures and helping with the testing.

Maik Goeltz: For his beautiful foliage package.

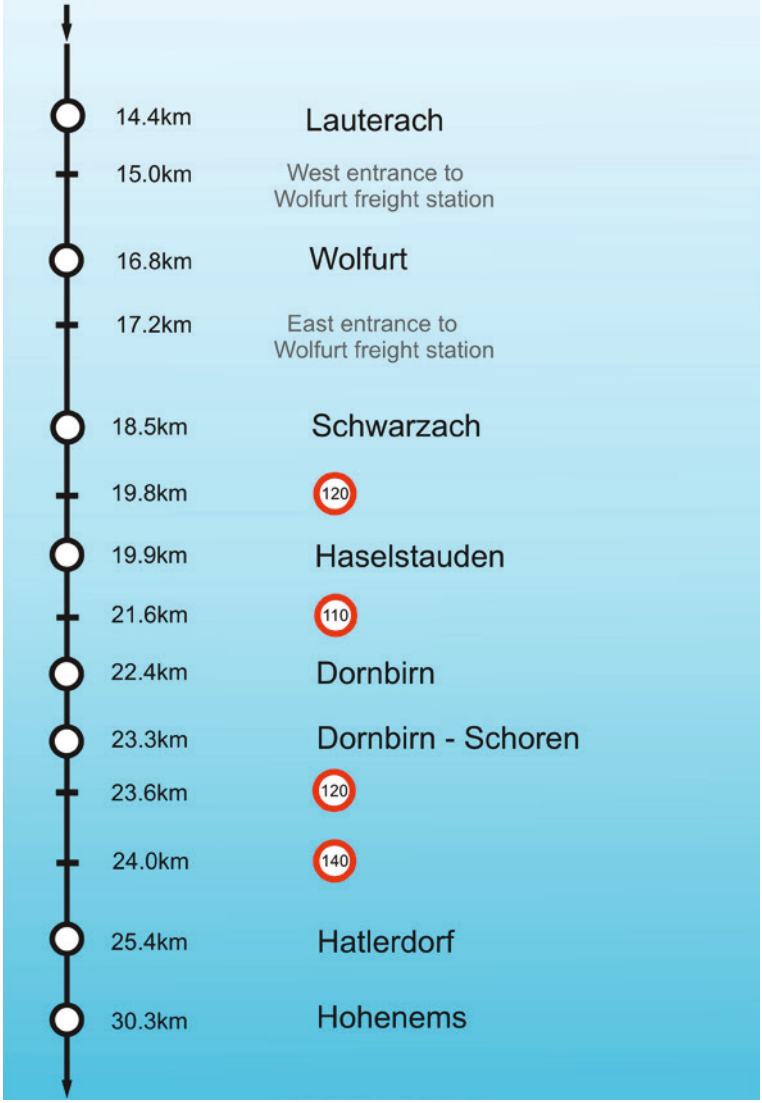
I would like to dedicate this route to my wife Aneesa and my son Finn, who had to put up with lots of weekends and evenings without their husband and dad.

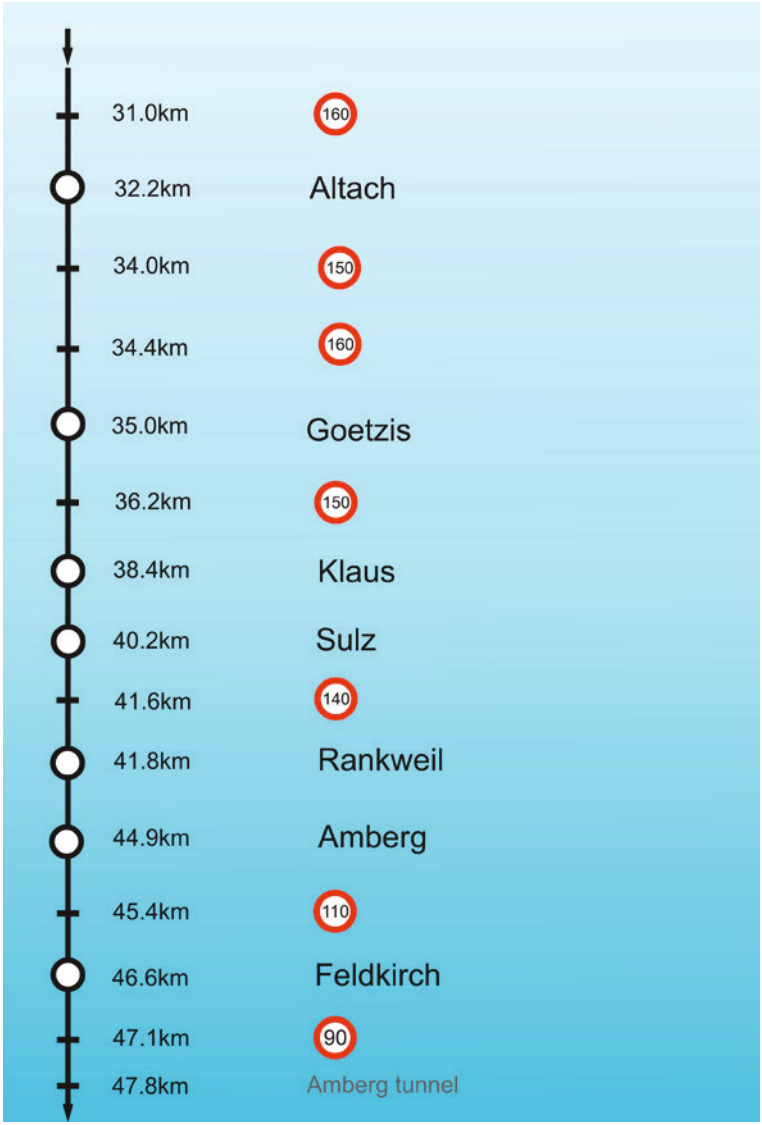
Thank you for all the support.

Stefan Lorenz

ROUTE MAPS

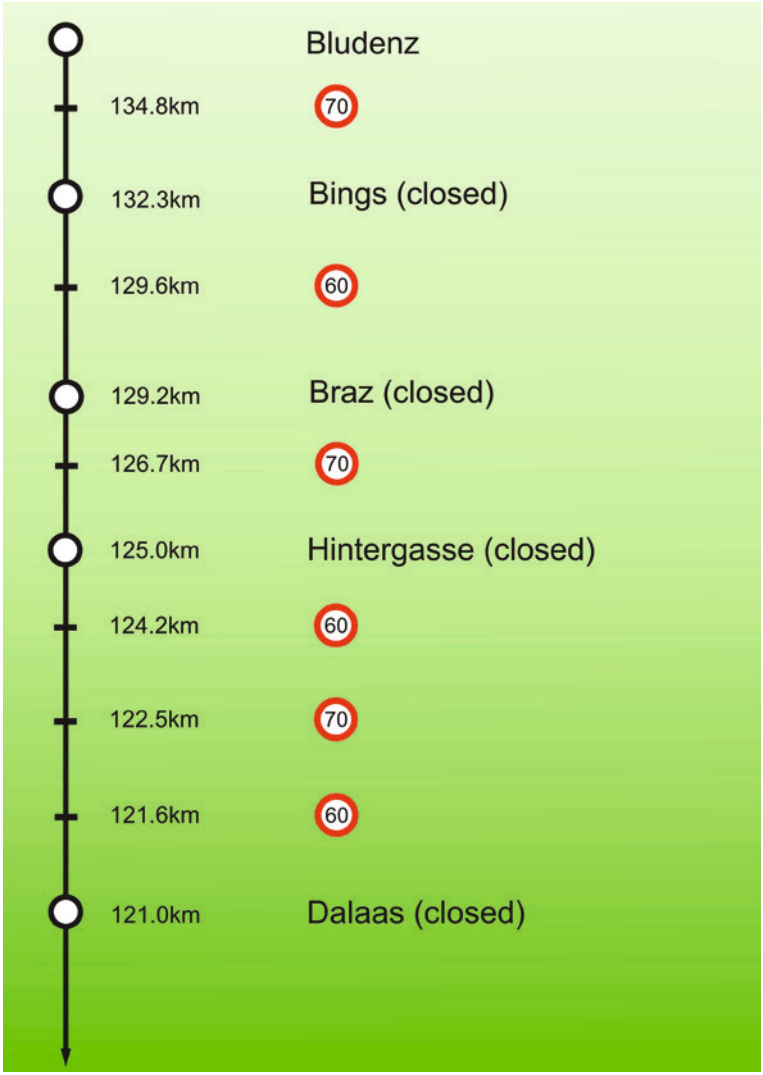
Lindau – Bludenz


14.4km
Lauterach
15.0km
West entrance to
Wolfurt freight station
16.8km
Wolfurt
17.2km
East entrance to
Wolfurt freight station
18.5km
Schwarzach
19.8km
120
19.9km
Haselstauden
21.6km
110
22.4km
Dornbirn
23.3km
Dornbirn - Schoren
23.6km
120
24.0km
140
25.4km
Hatlerdorf
30.3km
Hohenems


31.0km
160
32.2km
Altach
34.0km
150
34.4km
160
35.0km
Goetzis
36.2km
150
38.4km
Klaus
40.2km
Sulz
41.6km
140
41.8km
Rankweil
44.9km
Amberg
45.4km
110
46.6km
Feldkirch
47.1km
90
47.8km
Amberg tunnel


48.2km
110
49.2km
140
51.2km
Frastanz
56.1km
Schlins
57.4km
Nenzing
63.1km
Ludesch
65.2km
Nueziders
67.6km
Bludenz
End of main line

Bludenz – St. Anton




120.6km
70
116.2km
Wald am Arlberg (closed)
115.5km
60
115.3km
Wildentobel Tunnel (1.2km)
114.0km
70
113.4km
Blisadona Tunnel (2.4km)
111.2km
100
110.6km
Langen am Arlberg
110.3km
Arlberg Tunnel (10.6km)
99.2km
St. Anton am Arlberg

Rorschach – Lauterach

UPDATES AND TECHNICAL SUPPORT

Please check the News and Support pages on our website at justtrains.net for news about updates for this add-on and our other products.

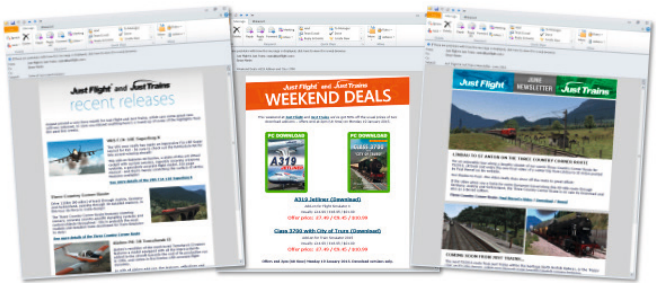
Please contact the Just Trains Support team (www.justtrains.net/support) if you have a query about the Three Country Corner Route.

If you have an issue specific to Train Simulator, please send an email to support@dovetailgames.com.

JUST TRAINS NEWS

To get the latest news about Just Trains products, sign up for our newsletter and regular emails at justtrains.net/newsletter.

You can also keep up to date with Just Trains via Facebook (facebook.com/justtrains) and Twitter (twitter.com/justtrains).



IMPORTANT INFORMATION

As you may have noticed, this route and its signalling systems are highly complex given that our aim was to create an extremely realistic driving experience.

There are limitations to the capabilities of the host simulator and so we have had to make certain compromises. Some of these will affect you as the driver and are listed in the following pages.

Please read this manual in full to get the most enjoyment from the route.

Signal positions

In Austria and Germany all trains drive on the **right**. This means that **signals are normally positioned on the right of the track**. There are some exceptions on open lines where they are positioned on the outside of the tracks.

In Switzerland all trains drive on the **left**. This means that all **signals are positioned on the left of the track**. Again, there are exceptions to this rule.

So, when you cross any of the borders try to remember which side the signals relevant to you are positioned on.

PZB magnets

As you drive along the route you might notice some metal plates along the tracks. These are magnets and are part of the PZB system. The function of this system is to monitor the driver and to check whether he responds correctly to indications given to him by the signals.

If you pass a warning signal indicating that the next main signal will give you a reduced speed limit you will have to acknowledge this by pressing [Q] on the keyboard or by pressing the appropriate button in the cab.

The system will then check whether you are slowing down or not. It will also check whether you stop in front of red signals. Failure to do either of the above will trigger an emergency brake on your train.

Speed signals and the Train Simulator HUD

Most drivers use the HUD (Head-Up Display) provided by Train Simulator which can be accessed by pressing the [F4] or [F3] key on your keyboard. We won't go into too much technical detail here concerning the HUD, but often when you pass a signal indicating a speed limit, this speed limit will not be shown correctly in the HUD. This is a limitation of the host simulator and for the moment something we can do nothing about.

So make sure you understand what each signal is telling you and follow the speed limits given to you by the signal, **ignoring the HUD**. It is worth noting, however, that this only applies when signals are telling you to slow down. When driving between stations, with green signals ahead of you, the line speed shown in the HUD is always displayed correctly.

The signal ahead in the following image shows "Proceed at 60kph":

After passing the signal the HUD still shows the line speed:

Scenery settings

We have incorporated some very complex buildings into this route. Some have their own animations (moving escalators).

If you notice any buildings with missing or distorted textures, simply change the Train Simulator Graphics 'Master Detail' setting to 'Highest' and click on 'Save'.

Platform stopping markers

In the description field of the scenarios included with this route you will see a message at the end: "Use stopping markers 150".

In all the large train stations there are stopping markers positioned either directly above, or right next to, the tracks. Please note that these are **stopping** markers, not distance markers. They have no relevance to the distance along the platform but show the driver where particular trains should stop to make boarding and alighting efficient and convenient for the passengers.

So when the message says, "Stop at the 150 markers", that is where you should bring your locomotive to a halt. Not only will this ensure that all carriages are on the platform but also that they are nearest to the exits.

There are two different systems in place on this route. Please read the signalling guides for the OEBB and the SBB as they will explain how these markers work and how they differ.

Speed signs

In both Austria and Germany the speed signs along the route are very straightforward and you should be familiar with them from your experience with other routes in different countries.

In Switzerland, however, things are different and you will often find square white signs with black lines running across them. These will tell you if and when you need to slow down or speed up. Please make sure you read through the SBB signalling guide to understand what these signs mean and how to drive accordingly.

SIGNALLING GUIDES

We have tried to keep the following signal guides as simple as possible, but to complete the scenarios on this route successfully you will need to read through this information.

IMPORTANT! *Due to the complexity of this signalling system Train Simulator is often unable to show speed limits correctly, as indicated by the signals, in the HUD.*

When approaching a signal that indicates a speed reduction, please ***ignore the speed shown in the HUD.***

This applies to the signalling systems in all three countries on the route.

SIGNALLING GUIDE – DB

This chapter will help you understand the DB (Deutsche Bahn) signalling system along the German section of the Three Country Corner Route.

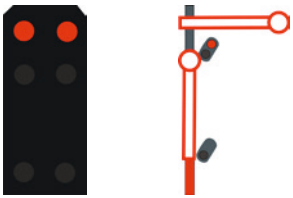
There are a few different signalling systems in the German section of the route. The digital signals differ mainly in the number of available lights. To keep it simple we have chosen a generic signal for this manual. The indications you will come across on the route may have the lights at slightly different positions.

Warning signals

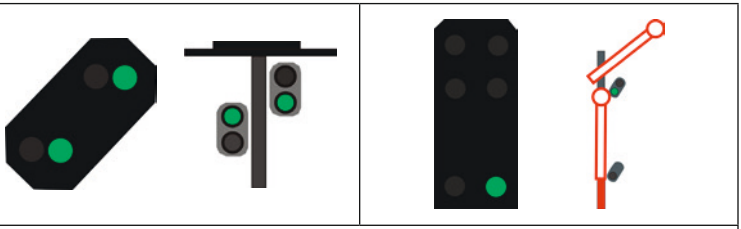
Warning signals are placed before main signals and indicate what the main signal is currently indicating. Their purpose is to give the driver a heads-up and time to prepare to slow down or stop.

Main signals

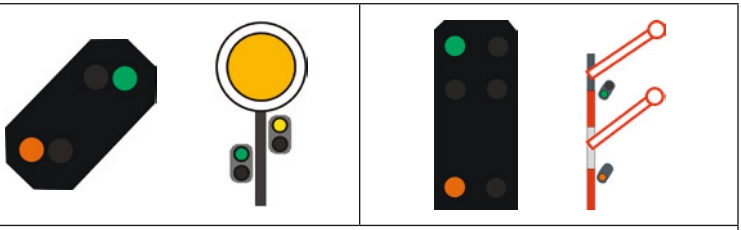
Main signals control blocks or track segments and may slow down or stop trains. They are usually placed at the entrance and exit points of stations (entrance/exit signals).



Possible signal combinations and their meaning



Proceed – Proceed at line speed limit



Proceed at limited speed – A speed limit of 40kph applies after the main signal unless a digital indication or the relevant route map shows otherwise. If used to slow down trains when switching tracks, it will apply until the last carriage has passed the switch.



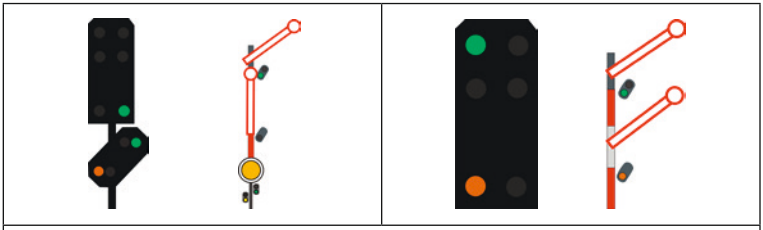

Stop – Come to a halt in front of the main signal. If in doubt, contact Dispatch to see if you may pass the signal at danger ([TAB] key).

If a warning signal has a white light attached to it, this means that the distance to the following main signal is reduced. It can also mean that this warning signal is a repeater before the main signal (often used when the main signal is obscured or placed in turns).

Combination signals

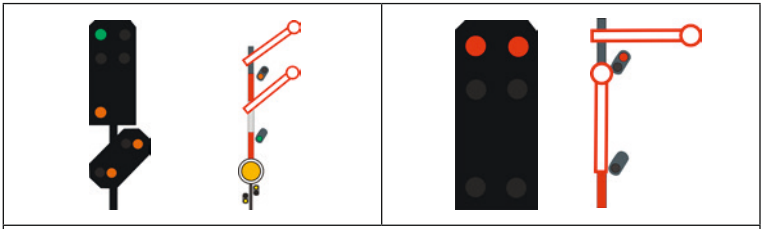
Warning signals and main signals are often combined. The indications will remain the same.

Examples:



Proceed – Next main signal shows 'proceed at limited speed'

You can pass the combination signal but prepare to slow down before the next main signal.



Proceed at limited speed – Next main signal will show STOP

You can pass the combination signal at 40kph unless instructed otherwise, but prepare to stop before the next main signal.

Shunting signals

Shunting signals are used to regulate the traffic flow of shunting locomotives. If you are driving a passenger or freight train you can ignore these signals.

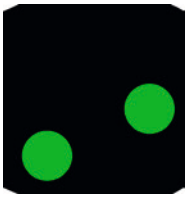
Proceed – Cleared to continue shunting past the signal

Stop – Stop the train before the shunting signal

SIGNALLING GUIDE – ÖBB

This section will help you understand the ÖBB (Österreichische Bundesbahnen) signalling system along the Austrian section of the Three Country Corner Route.

Warning signals

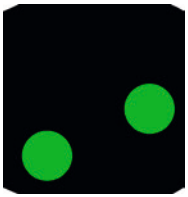


Warning signals are placed before main signals and indicate what the main signal is currently indicating. Their purpose is to give the driver a heads-up and time to prepare to slow down or stop.

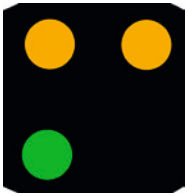
Main signals

Main signals control blocks or track segments and may slow down or stop trains. They are usually placed at the entrance and exit points of train stations (entrance/exit signals).

Possible signal combinations and their meaning

	
Proceed – Proceed at line speed limit	

	
Proceed at 60kph – Speed limit applies after the main signal. If used to slow trains down when switching tracks, it will apply until the last carriage has passed the switch.	



Proceed at 40kph – Speed limit applies after the main signal. If used to slow trains down when switching tracks, it will apply until the last carriage has passed the switch.

Stop – Come to a halt in front of the main signal. If in doubt, contact Dispatch to see if you may pass the signal at danger ([TAB] key).

Combination signals

Warning signals and main signals are often combined. The indications will remain the same.

Examples:

Proceed – Next main signal shows STOP

You can pass the combination signal but prepare to stop in front of the next main signal.

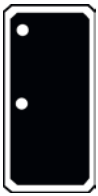
Proceed at 60kph – The next main signal will slow you down to 40kph

You can pass the combination signal at 60kph but prepare to slow down to 40kph before the next main signal.

Protection/Section signals

Protection or section signals control a specific section of track. They are usually found in train stations or freight depots and are often placed halfway along a platform to allow more than one train to use the same track along the platform. These signals are identified by a white border.

Examples:

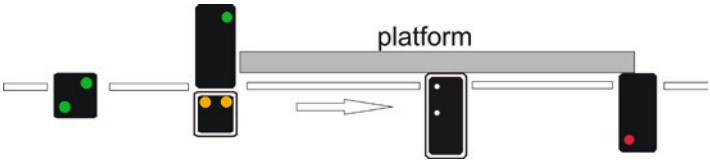


Proceed – You can pass the section signal (see the two examples on the next page)

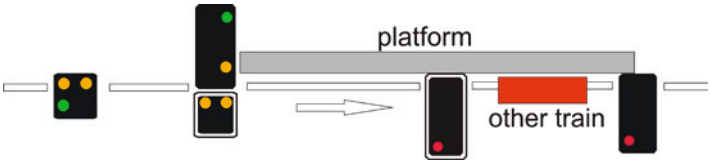
Stop – Stop at the section signal even if you can see that the following main signal is green

Standard placement of protection/section signals

The placement of these signals is very different from the placement of the standard signals. The main protection signal is often placed between two standard main signals. When the protection signal is red, the train is often slowed down to a lower speed beforehand.



Example 1: Proceed to the end of the platform

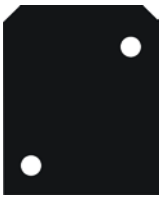


Example 2: Proceed at 40kph and stop at the protection signal as another train occupies part of the platform

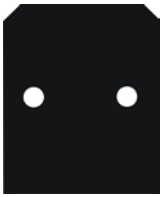
Shunting signals

Shunting signals are used to regulate the traffic flow of shunting locomotives. If you are driving a passenger or freight train you can ignore these signals.

Important! *By default all shunting signals show Stop. If you are shunting you need to request passage for each and every shunting signal as you approach it ([TAB] key).*



Proceed – Cleared to continue shunting past the signal



Stop – Stop the train before the shunting signal

Note: *You will always have to request passage of a shunting signal (pressing the [TAB] key) once you are within 200m of the signal.*

Proceed with shunting – Sometimes main signals will also function as shunting signals. If you request passage of a red signal and see two white lights it means you are cleared to proceed with the shunting.

Digital speed indicators

Signals can only indicate speed limits of either 60kph or 40kph. This is often insufficient which is why they are sometimes complemented with a digital display indicating additional speed limits.

The digital read-out will show you the first digits of the speed limit, omitting the last zero.

For example:

10 represents a speed limit of **100**kph

5 represents a speed limit of **50**kph

Examples:

Proceed at 50kph – Speed limit applies after the main signal. If used to slow trains down when switching tracks, it will apply until the last carriage has passed the switch.

Proceed at 70kph – next speed limit 50kph – Speed limit applies after the main signal. If used to slow trains down when switching tracks, it will apply until the last carriage has passed the switch.

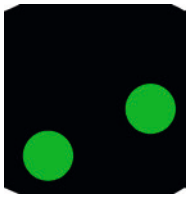
Note: *Digital read-outs overrule both the line speed limit and the speed limit indicated by the signal itself.*

Imitation/Reminder signals

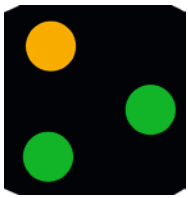
So-called imitation signals are additional signals that function as a reminder. They are placed between a warning signal and a main signal if:

1. The main signal is not visible from further away (in a tight turn, for example, or if it is hidden behind rocks).
2. There is a platform between the warning signal and the main signal. This is especially useful if the indication on the main signal has changed while the train has stopped to let passengers board or if there is a change of driver.

Examples:



Proceed – Proceed at line speed limit.



Proceed at 60kph – Speed limit applies after the main signal

Note: *Imitation signals cannot indicate the reduced speed limit. They only indicate that the next speed limit will be reduced.*



Stop – Come to a halt in front of the main signal. If in doubt, contact Dispatch to see if you may pass signal at danger ([TAB] key) as you approach the main signal.

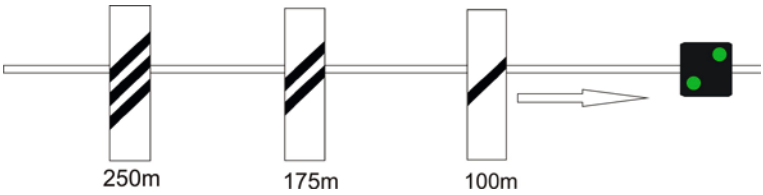
Signs and indicators

Approaching a signal

Certain indicators will warn you that you are approaching a signal. This is especially useful at night or in low visibility conditions.

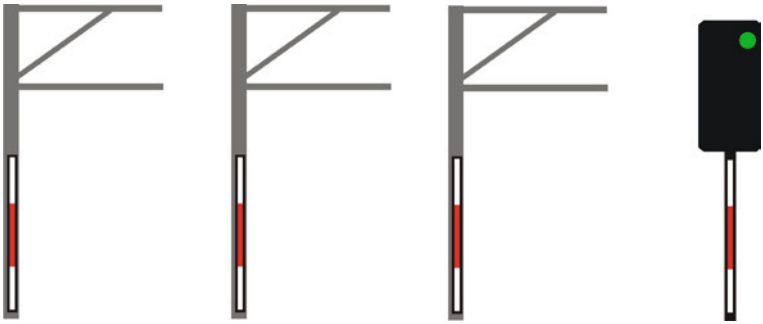
Distance markers

Distance markers are placed before warning signals at distances of 250m, 175m and 100m.



Main signal indicators

High reflective white-red-white indicators are placed on the last three masts when approaching a main signal and also on the main signal itself. If the track is not fitted with overhead wires the reflectors are placed on the side of the tracks.



Speed limits

Speed limits are indicated by red and white signs alongside the track. The sign will show you the first digit of the speed limit, omitting the last zero.

As you approach a new speed limit, an additional sign in the form of a red and white triangle will warn you of the change in speed limits.

	
Speed limit of 40kph – The speed limit begins at the square sign	

	
Speed limit of 100kph – The speed limit begins at the square sign	

Stopping markers

In the description field of the Three Country Corner Route scenarios you will see a message at the end like this: "Use stopping markers 200".

In all large train stations in Austria there are stopping markers positioned directly above the tracks. Please note that these are stopping markers not distance markers. They have no relevance to the distance along the platform but show the driver where particular trains should stop to make boarding and alighting efficient and convenient for the passengers.

So when the message says, "Stop at the 200 markers" then that is where you should come to a halt with your locomotive. Not only will this make sure all carriages are on the platform, but also that they are nearest to the exits.

In Austria these markers are attached to the overhead wires and are either black with white writing or white with black writing. If you do not see any markers along the platform it means that all trains should proceed to the end of the platform.

SIGNALLING GUIDE – SBB

This guide will help you understand the SBB (Schweizerische Bundesbahnen) signalling system along the Swiss section of the Three Country Corner Route.

Unlike most other signalling systems, the Swiss one consists of different signals with a different number of lights. The signal type and the number of available lights have no influence on you as a driver. Simply memorise the indications below and follow them. Whether a main signal you pass has three, four of five available lights is simply a matter of logistics behind the scenes.

To make this section easier to follow we will show each indication as presented on a five-light signalling mast.

Warning signals

Warning signals are placed before main signals and indicate what the main signal is currently indicating. Their purpose is to give the driver a heads-up and time to prepare to slow down or stop.

Main signals

Main signals control blocks or track segments and may slow down or stop trains. They are usually placed at the entrance and exit points of train stations (entrance/exit signals).

Possible signal combinations and their meaning

Proceed – Proceed at line speed limit

Proceed at 60kph – Speed limit applies after the main signal. If used to slow trains down when switching tracks, it will apply until the last carriage has passed the switch.

Proceed at 40kph – Speed limit applies after the main signal. If used to slow trains down when switching tracks, it will apply until the last carriage has passed the switch.

Proceed at 90kph – Speed limit applies after the main signal. If used to slow trains down when switching tracks, it will apply until the last carriage has passed the switch.

Proceed with caution – Proceed with caution after the main signal. This is often used when the main signal following this one indicates Stop. Note that there will be no further warning signal before the following red main signal. See the example on the next page.

Stop – Come to a halt in front of the main signal. If in doubt, contact Dispatch to see if you may pass the signal at danger ([TAB] key).

Combination signals

Warning signals and main signals are often combined. The indications will remain the same.

Examples:

Proceed – Next main signal shows STOP

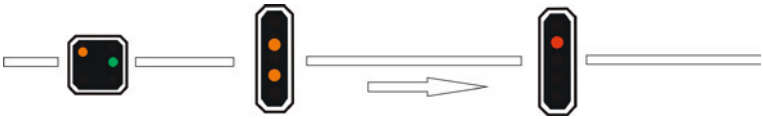
You can pass the combination signal but prepare to stop in front of the next main signal.

Proceed at 60kph – Next main signal will slow you down to 40kph

You can pass the combination signal at 60kph but prepare to slow down to 40kph before the next main signal.

Entry into a main station

Example:



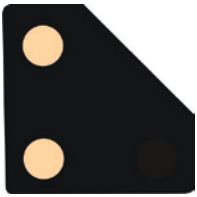
After passing the first main signal proceed with caution. The recommended speed is 40kph. Note that there are no further warning signals before the red signal. In this case the main signal beforehand acts as a warning signal.

Other signals and indicators

You will also encounter other signals and indicators on the Swiss section of the Three Country Corner route. See the following pages for explanations of the shunting signals, signals for train preparation, stopping markers and speed signs.

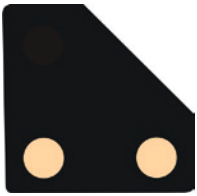
Shunting signals

Shunting signals are used to regulate the traffic flow of shunting locomotives. If you are driving a passenger or freight train you can ignore these signals.



Proceed – Cleared to continue shunting past the signal

Proceed with caution – Proceed with shunting but expect either other carriages ahead or the following shunting signal to indicate Stop



Stop – Stop the train before the shunting signal

Signals for train preparation

These are small signals found along platforms and are used to prepare trains for departure. Most of the time they will indicate when all passengers have boarded, doors are closed and it is safe to depart. They can also have other functions, however, as explained below.

Brake check and departure

Check brakes – Instruction to check your brakes

Release brakes – Instruction to release your brakes

Check electro-magnetic brakes – Instruction to check your electro-magnetic brakes

Brakes OK – Confirmation that brakes are OK

Cleared for departure – Confirmation that it is safe for the train to depart

Stopping markers

In the description field of the route scenarios you will see a message at the end like this: "Use stopping markers 1".

In all train stations in Switzerland there are stopping markers positioned either directly above, or right next to, the tracks. Note that these are stopping markers, not distance markers. They have no relevance to the distance along the platform but show the driver where particular trains should stop to make boarding and alighting efficient and convenient for the passengers.

So when the message says, "Stop at the 1 markers" that is where you should come to a halt with your locomotive. Not only will it make sure all carriages are on the platform, but also that they are nearest to the exits.

The markers in Switzerland are normally placed on the gantries and only show one number. So for 100m the markers will just show the number 1, and for 200m the number 2.

If all trains are to drive right to the end of the platform you will not see any distance markers along the platform but a sign with the letter 'H' at the end of the platform.

Stopping marker for 100m trains

H marker at the end of the platform

Speed signs

Speed signs are slightly different in Switzerland.

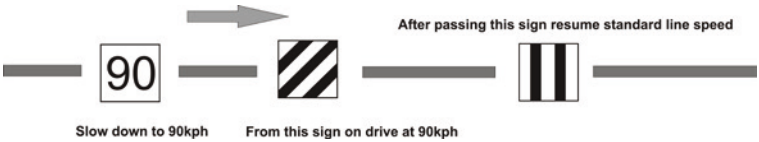
Every train will have a different standard line speed according to its specifications (tilting trains, DMUs etc.). To simplify things for you, **all passenger trains** on the Three Country Corner Route have a **standard line speed of 130kph** while driving in Switzerland.

When you are approaching a slower speed limit you will first pass a sign indicating the new speed limit. A sign with the number 90 means that you are approaching a new speed limit of 90kph. The point where this speed limit actually begins is marked with a white box and some black lines (see below). You will then have to drive at 90kph until the last carriage passes another white box with different black lines.

Proceed at reduced speed – From this point onwards the speed limit announced by a previous numerical signs begins

Proceed at line speed – Once the last carriage has passed this sign you can proceed at the standard line speed again

Example:



SCENARIOS

The route comes with ten scenarios as well as five Free Roam scenarios.

Once you have completed the two Route Introduction scenarios you will have seen about 80% of the route and should be familiar with how things work. The other scenarios will assume that the driver knows at least the basics of driving this route.

Scenario 1: Route Introduction – Part 1

It's your first day on the Three Country Corner Route and you are joined by an experienced driver who will talk about items of interest on the route and point out some useful information regarding the signals. Take a Regional Express train (REX) from Lindau to Bludenz.

This is an easy scenario with lots of information and useful tips about the route.

Length: 50 minutes

Locomotive: BR101

Scenario 2: Route Introduction – Part 2

After a short break in Bludenz, you take over the Eurocity train from Zurich to Vienna and drive it up the mountain pass.

This second introductory scenario is very easy and will provide you with plenty of background information about the mountain pass.

Length: 40 minutes

Locomotive: BR101

Scenario 3: Night Train Through The Valleys

It's a nice warm summer's night and your job is to take an Intercity train from Bludenz to Lindau.

An easy scenario which highlights the night lighting along the route.

Length: 45 minutes

Locomotive: BR101

Scenario 4: From Port to Port

It's 2004 and the Lake Constance Shipping Company is celebrating its 120 year anniversary. Thousands of spectators are flocking to the lake and the railways are running special trains between the ports. Take control of one of these trains from Lindau to Rorschach-Hafen.

This is a medium difficulty scenario with a diesel locomotive. Regular traffic has the right of way so there are some red signals along the route. Hundreds of additional people are placed along the route, including some spotters.

Length: 35 minutes

Locomotive: BRV200

Scenario 5: Down We Go

It's a cold winter's day and a heavy freight train has arrived at the top of the pass. Drive it all the way down to Bludenz and then on to the freight station at Wolfurt.

A medium difficulty scenario with a very long and heavy freight train restricted to 110kph. Keep an eye out for other traffic and slippery tracks.

Length: 70 minutes

Locomotive: BR143

Scenario 6: No Business like Snow Business

Winter has started in the Alps and the snow has arrived. Take a freight train from Wolfurt to Rorschach where a Swiss colleague will take over.

Medium difficulty scenario with some signals slowing down the train. The signalling in Switzerland shows some of the more complex indications.

Length: 25 minutes

Locomotive: BR143

Scenario 7: There and Back

Some wagons need to be picked up from the quarry in Hohenems. Jump into a loco, pick them up and bring them to Wolfurt.

This is a medium difficulty scenario with a diesel shunting loco. First you need to drive to the quarry to pick up some wagons, then bring them to a siding at the freight station in Wolfurt. You'll encounter many red signals on your route as normal traffic has the right of way.

Length: 30 minutes

Locomotive: BR294

Scenario 8: REX Feldkirch-Bregenz

It's a lovely evening and you are to drive a REX from Feldkirch to Bregenz. Everything looks fine – but expect the unexpected!

A hard scenario with some challenges along the way as you try to keep to a strict timetable.

Length: 35 minutes

Locomotive: BR101

Scenario 9: The Three Country Hop

It's a busy Monday morning and you are about to take charge of a stopping passenger train from Switzerland to Germany via Austria.

This is a very hard scenario with challenges coming from a tight timetable and heavy traffic. There are also some signals which will slow your train down as well as EC and IC train traffic which has the right of way. You will have to be familiar with all four signalling systems along the route as you will encounter all of them in this scenario.

Length: 40 minutes

Locomotive: BR101

Scenario 10: Stopping Service to Feldkirch

It's a grey and rainy day in the valleys. Take over a passenger stopping service from Lindau to Feldkirch and try to stick to a very tight timetable.

A very hard scenario with lots of stops along the way. You need to keep to a very tight timetable and will have plenty of traffic to contend with along the route.

Length: 55 minutes

Locomotive: BR101

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