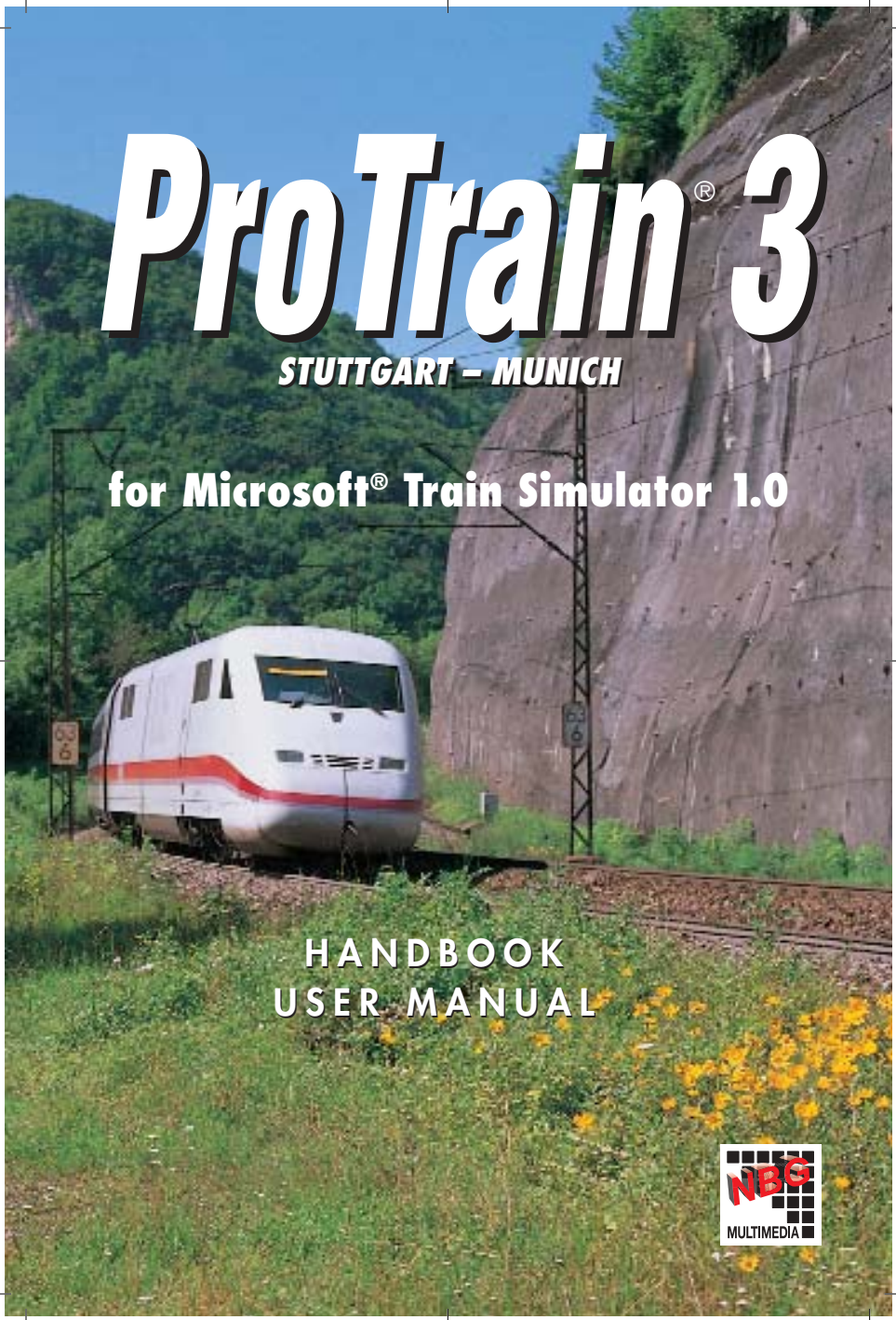

RailDriver's Cab Controller

now available

The first **hardware** for the Microsoft Train Simulator!

Put Complete Realism into your Train Simulator!
This hardware has a USB connection and provides the most important cab control functions for the Microsoft Train Simulator and Trainz combined as a single desk top unit.

Levers and buttons combined with 28 function keys create the ultimate train-sim experience with your PC! The operator sees the current state of the cab at a glance, just like a real train.

PREFACE

Thank you very much for buying Pro Train® 3. We tried to do our best to create extremely realistic sceneries as well as locomotive and wagon materials. Unfortunately, some features, e.g. for the original locomotives, could not be implemented because the original version of the Microsoft Train Simulator does not imply or support these. For this reason, we cannot supply a working INDUSI/PZB/LZB. Also, the presentation of the built-in SIFA is intensely simplified. Furthermore, it is not possible to carry out a speed preselection for the locomotive 101/ICE. Here, the Microsoft® Train Simulator clearly sets limits. Nevertheless, we are absolutely sure that this Add-On will bring you as much fun using it as we had when we created it.

One remark to our activities: *The containing activities have been created with great care. In order to make sure things run smoothly, please pay attention to the default settings for duration times and driving instructions. Let's say you just want to explore a certain route briefly. For this, it would be best, to apply the command "Strecken erkunden" / "Explore Route". If you do not use this command, your activity could presume you are at a different level of the game and/or intended events will not be performed or will be performed at a different time.*

ENGLISH

Important Information

This software has been carefully developed, tested and produced. Because of the variety of different systems on the market, a proper running on every possible system can not be guaranteed. Therefore, we cannot assume liability for particular, incidental or indirect problems and damages caused by running this software on your computer. Consequently, there is no assertive or implicit guarantee for the applicability of certain features. The materials are only provided in the momentary form. Should you have any doubts, please do not install this software.

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Technical Hotline: nbg@maxupport.de or 01805-NBGHILFE or
01805-62444533 (0,12 €/minute)
Game Support: 0190-0016665 (0,95 €/minute)

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Matthias Gose
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Caps: Matthias Gose

Roll-Material, Route Design: Matthias Gose
Kamran Kiafar

Signal Technique: Hagen Knop

Track Construction: Gerd Pinter

Special thanks to Mr. Martin of the BWS-Gruppe Engelsdorfer Eisenbahnfreunde for footage of the E94!

System Requirements

To properly run ProTrain® 3, the following system components are recommended:

Pentium III 500 MHz or faster
600 MB free hard disk space
128 MB RAM
3D graphic card with at least 32 bit colour satisfaction recommended
Operating system Microsoft® Windows 98, ME, 2000 or XP
Executable and installed original version of Microsoft® Train Simulator 1.0

INSTALLING

To install, put the ProTrain® 3 disc in your CD-ROM drive.
The setup program of ProTrain® 3 will be started automatically if the Autostart function in your operating system has been activated.

If your Autostart function has been de-activated, please proceed as follows:
From the Start menu, select "Run". Then, in the Run dialog box, type your appellation for your CD-ROM drive (e.g.: g:\disk1\setup\). The CD will be started. When you double-click on the field "install", the necessary files will be installed on your computer. After having started your Microsoft Train Simulator, the software automatically recognizes the ProTrain® 3 scenery. Please note that due to the high data volume longer loading times may occur.

UNINSTALLING

If you ever want to remove ProTrain® 3 from your computer, use the <Start>Programme>ProTrain3>Uninstall> option in the program folder. Please note that this option only works if you did not change the folder names during the initial installation.

THE CONTINUOUS AUTOMATIC TRAIN-RUNNING CONTROL OF THE DB

The Continuous Automatic Train-running Control of the DB (LZB) was developed around 1960. The reason for this development had been to run the fast trains of the Bundesbahn with a speed of 200 km/h instead of the then maximum speed of 160 km/h. Because of the long braking distance of several kilometers, the existing signal was no langer adequate. The newly introduced LZB enabled a continuous data exchange via the supervisor and an information transfer into the cab. The railcar driver (Tfz) then was able to recognize the signal setting and further information along several block sections. He practically drove on electronic sight. During LZB-drives the Automatic Driving- and Braking Control (AFB) which is integrated in the locomotive control takes over the control over the locomotive. The Tfz can intervene at any time.

THE CONTINUOUS AUTOMATIC TRAIN-RUNNING CONTROL IN PRO TRAIN® 3

Unfortunately, the Microsoft® Train Simulator does not support the original Continuous Automatic Train-running Control of the DB. On the route Stuttgart – Munich there are some sections where higher speeds than 160 km/h are possible. Here we taught an old dog new tricks. In order to being able to stop the train in front of a stop signal in time, in the cabs of the ICE and the BR 101 you will receive a block section. This means you must reduce your speed to 160 km/h before you reach the next main signal. Should you fail to reduce your speed, a forced breaking will be initiated. The display of 160 km/h only appears in the cab but not on the signal. When you proceed the next pre-signal and this signal ist indicating "Please expect stop" or a speed advance notice = <100, you will have enough time to bring your train to a standstill or reduce the speed appropriately. Unfortunately, we cannot offer a different more elegant solution. We nevertheless think that this is an acceptable compromise. This special feature is only available for railcars which can drive faster than 160 km/h.

INSTRUCTION MANUAL FOR THE LOCOMOTIVES

The following keys are valied for all locomotives and control trailers:

Extend/Running-in of current collector	Key P
Direction indicator forth	Key W
Direction indicator back	Key S
Regulator higher	Key D
Regulator lower	Key A
Increase train brakes	Key ‘
Decrease train brakes	Key ;
Increase locomotive brakes	Key]
Decrease locomotive brakes	Key [
Operate emergency brake	Backspace
Operate signal horns	Space bar
Windscreen wiper on/off	Key V
Sand caster on/off	Key X
Turn-up headlights	Key H
Dim-down headlights	Shift + Key H

ENGLISH

Available Consists

BR101 015-6 DB

Lokzug nach Stuttgartengine	engine train
PT3 Nahverkehr re Ploch	regional train
PT3BR101	single engine
PT3_BR 101 IC Ersatzzug 6	inter city train
Pt3_152_regio_14	regional train
Pt3_152_regio_15	regional train
PT3_BR101_DB_SOLO	single engine
Pt3_br101_ic mit	inter city train with control car
Pt3_br 101 10 IC Wagen +	inter city train with control car
Pt3_br101 mit 9 ic wagen	inter city train with 9 cars
Testlok	single engine
Pt3_ic	inter city train
Pt3_testzug11	train with few passenger cars

BR 101 079-2 BaWue

IC Gegenzug EC 1065	inter city train with control car
Lokzug Ulm	combination of different engines
Pt3_br101_bawue_ic	inter city train
Pt3_br101_bawue_solo	single engine
Pt3_br101_ic811	inter city train 811
Pt3_br101 bawue mit 9 wagen	inter city train with 9 cars
Pt3_containerzug1	freight train

BR 101 095-6 Italia

Ersatz EC 1065	
euro city train	
PT3_BR101 Italia mit 8 IC	inter city train with 8 cars
Pt3_br101_ic81	inter city train 81
Pt3_br101 italia ic	single engine
Pt3_br101 italy ohne	single engine

BR 145 079-0 DB

Bereitstellung Nahverkehr	regional train
Nahverkehr bei Ulm	regional train
Nahverkehr Stuttgart	regional train
Pt3 nahverkehr 4 Wg E145	regional train with 4 cars
Pt3br145	single engine
Pt3_br 145 regionalzug mit	regional train with control car
Pt3_152_regio_12	regional train
Pt3_152_regio_13	regional train
Pt3_br145_fzgtransport_32x	freight train with 32 car transport cars
Pt3_br145_fzgtransport_7x	freight train with 7 car transport cars
Pt3_br145 re 6 wagen	regional train with 6 cars
Pt3_br145_solo	single engine

BR 150 030-5

PT3_gueterzug fuer ec1065	freight train
Pt3_br150_alt güter	freight train
Pt3_BR150_solo	single engine
Pt3_DB150 alt 4	freight train with 4 cars

BR 150 139-4 DB

Pt3 gueterzug ulm ploch	freight train
Pt3_150 db	single engine
Pt3_br 150 db gueter	freight train
Pt3_br150 2 fach	2 engines
Pt3_br150_gmfracht2	freight train
Pt3_containerzug2	freight train
Pt3_containerzug3	freight train
Pt3_fracht_150	freight train
Pt3_kfz	freight train

BR 152 133-5 DB

Gueterzug von Ebersbach	freight train

Pt3_Br 152 regionalzug 5	regional train with 5 cars
PT3_BR152_Solo	single engine
Pt3_frachtmischung	all freight cars availible in ProTrain 3

BR 152 084-0 Siemens

Pt3 Gueterz f EC 1065	freight train
Pt3_Br 152 Regionalzug 4	regional train with 4 cars
PT3_BR 152 Siemens	single engine
Pt3_Br152 Selbstentlader	freight train
Pt3_testzug 1	a few cars

Et 425 – Vorn

Pt3_et425 2 fach	two et 425 trains
Pt3 _et425 doppel1	two et 425 trains
Pt3_et 425 einfach	et 425 train

E94

E94 Solo	single engine

BR 194 131-9

Pt3 194 131-9 solo	single engine

BR 194 -158-6

Pt3 194 156-6 gueter	freight train
Pt3 194-158-6 solo	single engine

Pt3 IC Steuerwagen (control car)

Pt3_ic14x_101	14 inter city cars with BR 101 at the end
Pt3 ic steuerwagen 10 wagen	10 inter city cars
Pt3_ic steuerwagen + 13	13 inter city cars
Pt3_ic steuerwagen + 6	6 inter city cars

PT3 ICE 1 Triebkopf vorn (ICE 1 Train)

Pt3_ice 1 10 Wagen	ICE with 10 cars
Pt3_ice 1 13 Wagen	ICE with 13 cars
Pt3_ice 1 14 Wagen	ICE with 14 cars
Pt3 ICE1_komplett	ICE with 14 cars

PT3 ICE 2 Triebkopf vorn (ICE 2 Engine)

Pt3_ICE2_einfach engine	ICE 2 with 6 cars and control car
Pt3_ice2_volleinheit	ICE 2 complete

PT3 ICE 2 Steuerwagen (control car)

Pt3_ice2 einfach Steuerwagen	ICE 2 with 6 cars and engine
Pt3_ice2 versuchsfahrt	short ICE 2 train

Pt3 Regio Steuerwagen

Pt3_rb 6 wagen	control car and 6 regional cars
Pt3_re6x_br145	control car with 6 regional cars

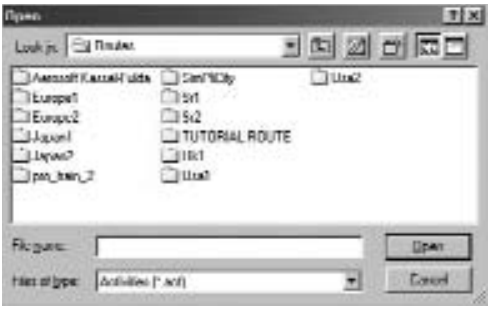
UNDERSTANDING ACTIVITIES

You may find that the wording of the Activity description in a Train Simulator package, either in the manual or on-screen as the Activity Briefing, is not as clear as you would wish. To get a better idea of the set-up of an activity you can make use of the 'Train Simulator – Editors & Tools' facility that comes with Microsoft Train Simulator.

Open 'Train Simulator Editors and Tools' by clicking on the Icon on your Windows screen.

Click on the 'Activity Editor' tab to bring up the Editor window

Click on 'File' at the top left hand corner of the window, and then on 'Open'. A further window will open, allowing selection of the route required.



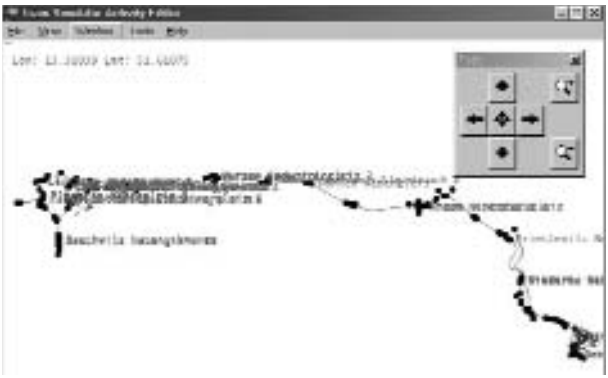
Double click on the appropriate folder, in this case 'pro_train_2'. A further window will open.

Double click on 'Activities'. Yet another window will open, allowing the selection of the activity of interest.

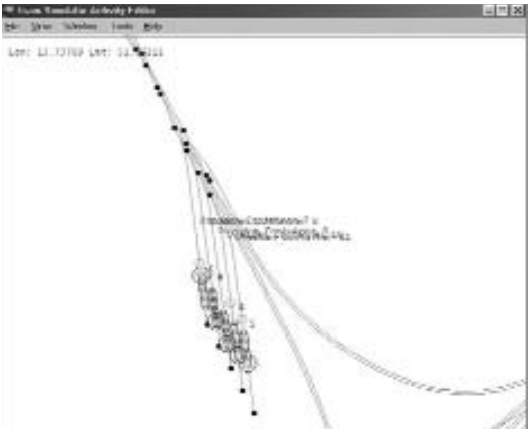
In this case, we will select 'computer', since this is one of the more complex in the Pro Train activities. Double click on this, which will bring up a map of the route. This may take a few moments, during which you will see a black rectangle. Be patient !

We now need to expand the map to allow us to see the area of interest. You will see on the map at about 2/3 the way down the right hand side a red circle. This indicates the start point for the activity, which is what we want to see.

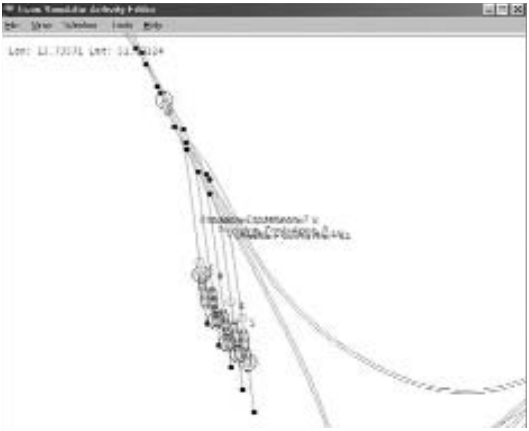
The next stage is to activate the tool needed to expand and move the map. Click on 'Window' on the tool bar at the top of the screen, and then on 'Tools Window' to bring up the sub-window providing the means by which you can expand or contract the map, and move it up, down, to the left or to the right to keep the area of interest in the centre of the screen.



Use the arrow keys to move the map, and the + and – keys to enlarge or compress the map, until the area of interest has been sufficiently enlarged to allow you to see how things are placed at the start of the activity.

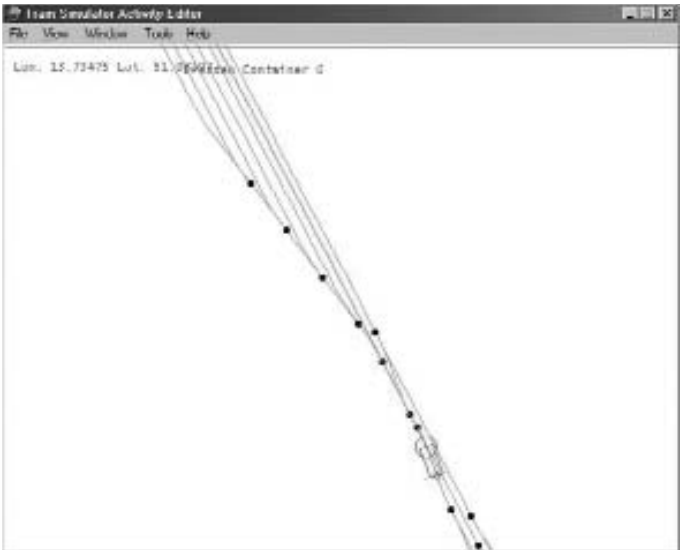


You will see the cars you have to pick up in this activity shown, together with the names of the sidings on which they are placed. The next step is to show the start position of the locomotive you are going to use.



To do this, select 'Tools' at the top of the screen, and then 'Verify Starting State'. The position of the locomotive is then shown as a green outline at the appropriate position.

To add the icing on the cake, all that is necessary is to highlght the route your train is going to follow. To do this, click on 'View' at the top of the screen, and then on 'Selected Timetable Path'. This will now highlight the route in green, and you will be able to follow this to your final destination by use of the arrow keys as before.



All that is left to do is to make a note of the positions of the various cars, of the locomotive and of the sidings in which they are placed, and to return to Train Simulator to carry out the activity with a somewhat better understanding of the situation. Have fun!

CREATING A NEW CONSIST

If you're interested in creating your own string of cars, called a consist, you can do so using the options in the Microsoft Train Simulator Editors & Tools. Select the Activity Editor from the Train Simulator Editors & Tools screen (see image below).

Don't panic about creating a new consist because they are easy to create. The following are basic instructions to help you create your consists.

First, open the **Start | Programs | Microsoft Games | Train Simulator | Train Simulator Editors & Tools**. You'll soon see the following window:

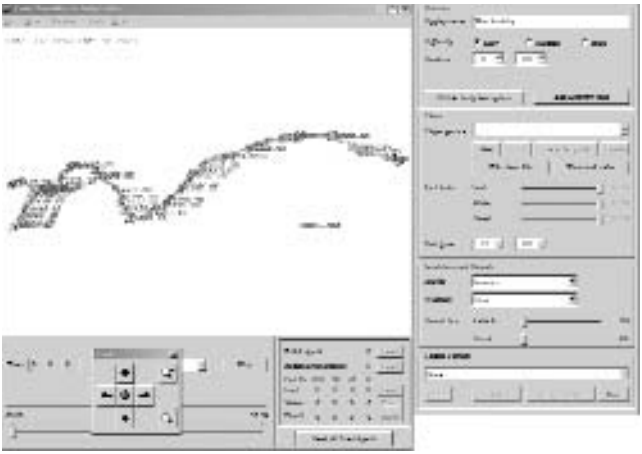
Click the [Activity Editor] button to open the Train Simulator Activity Editor dialog box. Don't panic — you're not actually creating or editing an Activity. You're only using the Activity Editor to create a consist.

When the Train Simulator Activity Editor dialog box opens, select the **File | New**... command.

This opens the Select a route dialog box where you're prompted to select a Route from the drop-down list. It doesn't matter which Route you select for this example. We've selected Marias Pass here.

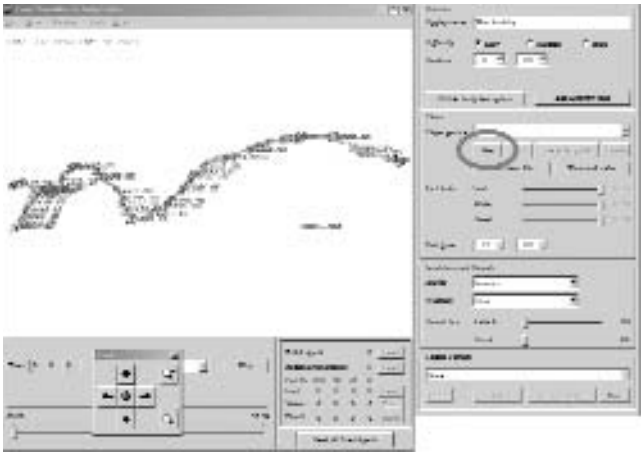
Click the [OK] button to continue. Next you will be asked to supply an Activity display name. (You can accept the "New Activity" default if you wish.) Again, since we're not editing or creating a new Activity, it won't matter what you type here for the name.

Click the [OK] button to continue. This opens the Train Simulator Activity Editor dialog box. The large area to the left displays the route you selected earlier.

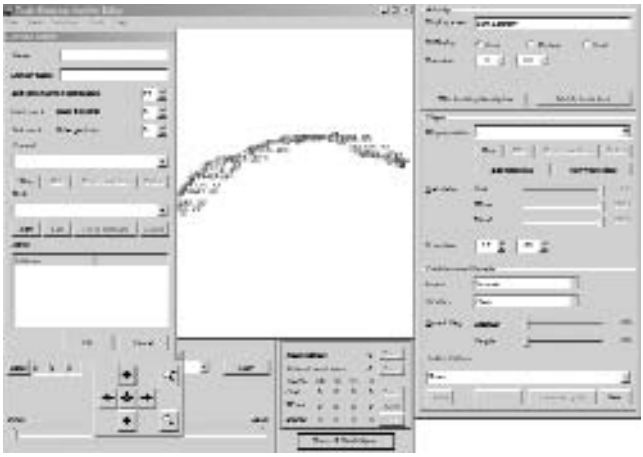


The Train Simulator Activity Editor dialog box.

We're interested in the four boxes on the right side of the dialog box (Activity, Player, Conditions and Hazards and Traffic Pattern). Locate the Player box in the Activity Editor dialog box Click the [New] button located under the Player Service drop-down menu . (It's circled in the following image if you're having a problem finding it.)

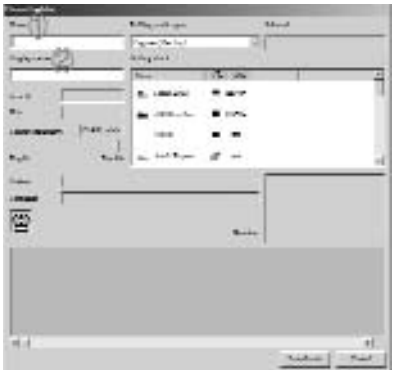


This opens the Service editor dialog box.



Locate the Consist drop-down list near the center of the Service editor dialog box. Click the [New] button below this box (highlighed in the following image).

This opens the Consist editor dialog box. The "Name:" box in the upper left (1) represents the file name you're using when saving the consist. The "Display name:" box (2) is the name of the consist that will appear in Train Simulator.



For this example, I typed "Example Consist 1" in both boxes. I also selected the "Engines (Diesel)" option in the "Rolling Stock Types" drop-down list.

Important Note:
The Rolling Stock was changed to Diesel to avoid a warning message. The route we selected doesn't have electricity. If you select an electric engine for a route that doesn't have electricity, you'll receive a message so indicating.

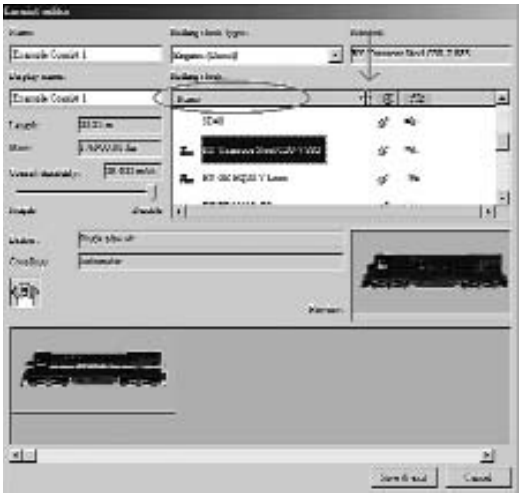
Adding engines

You can now add the cars to your consist. Click once on the desired engine in the Name column of the Rolling Stock window for a preview of the engine. Double-click the name of the train to add it to the consist. Alternatively, you can select an engine and drag the preview into the box at the bottom.

You've probably noticed that some real-life trains use engines that are backward or back-to-back. You can also do this in your consist. To reverse the direction of the train, right-click it once it has been placed in the box at the bottom.

Important Note:

- **You will want to click the "Name" box (circled in the image). This will sort the train names alphabetically**
- **You will also want to stretch the Name box so you can read the longer train names. To stretch the box, place you mouse on the line to the right side of the box (shown with the arrow). When the mouse pointer changes, click and drag the line to the right and release.**
- **All the trains, passenger cars, freight cars and so on in The Engine Shed will start with "RY" so you can select them easily.**
- **Remember what engine you selected to lead the train. You will need to know this when selecting it in Train Simulator.**



Adding cars

To add passenger and freight cars, use the Rolling Stock Types drop-down menu to choose Cars (Passenger) or Cars (Freight). Add these cars the same way you added the engines.

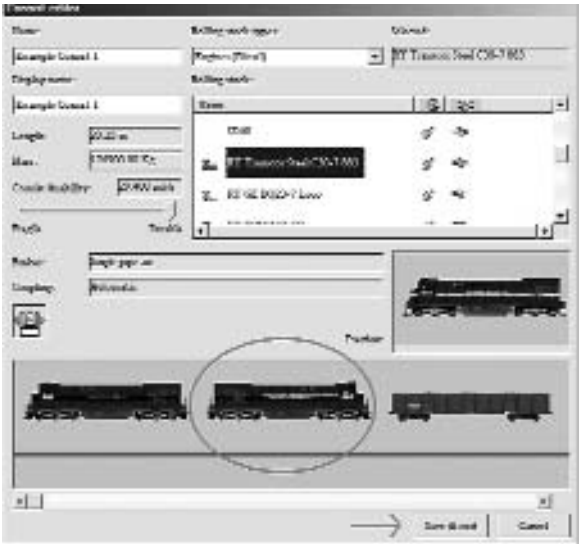
Rearranging cars

If you get cars out of order in your consist, move them to a new location in the consist by dragging them in the bottom box. Place your mouse pointer on one, hold the left mouse button down and drag the train to the location you want it.

Deleting cars

To delete an engine or car, select it and drag it to the white icon above the box at the bottom as shown by the arrow in the image.

When you've setup your train, click the [Save and Exit] button in the bottom right corner. All the cars used in this example are new cars from the The Engine Shed but you can use use any cars you like — both default cars and the new ones from the The Engine Shed in your consists.



Important Note:
Remember to change the direction of an engine as shown, add it to he consist and right-click one time.

When you're done, click the [Cancel] button in the Service editor dialog box to close the Train Simulator Activity Editor. If you want to make another consist, click the [New] button again. Otherwise, select the File | Exit Editor command. Close the Editor Tools and exit.

Now you're ready to drive your new train in Train Simulator. Open the Train Simulator as usual and select Drive A Train from the menu.

Now you will need to select your Route from the top left window (number 1). Select any Route you wish but remember that electric engines need an electrified route to work.

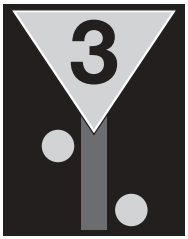
After you select the Route, make certain the Activities menu (number 2) is set to Explore Route. All Activities are created using a specific train and consist so you can only drive the new trains with Explore Route selected.

Next, select the Locomotive and Consist. Click the down-arrow at the end of the Locomotive menu and select the train you used in your consist (this is why it is important to remember which one you selected). A new train probably won't have other consists for it. In any event, click the down-arrow at the end of the Consist menu and select the consist you saved (our example used Example Consists 1).

Now click the [Start] button in the lower left corner and you are on your way!

SIGNALS

In this manual you will only find the descriptions for the non-place bound additional signals such as beginning or end of slow-running sections, reduction of maximum speed etc. These are subject to changes and/or additions. All speed limits indicated with signals (valid for all signal types) are valid in the following station area and/or switch area. The switch area ends at the last switch. After the last switch, the normal speed limit is valid. The speed limits for the routes are indicated with the signals LF4 and LF5 in the TS. Let's start with the first signal:



LF1 Signal for the Beginning of a Slow-running Section

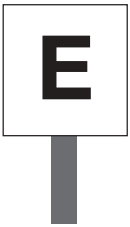
These signals indicate the beginning, respectively the end of a slow-running track section. In this section, the maximum speed may not be exceeded.

Daytime Signal: A topsy-turvy yellow triangular signal with a white border shows a black number. In case of limited space, the top of the triangle may show upward.

Nighttime Signal: Two illuminated or reflective yellow lights in askew upward showing direction. In case of limited space, the lights are positioned approximately 15 m in front of the daytime signal. The shown number indicates that the tenfold speed value in km/h is permitted. This speed limit is in effect until the last vehicle has left the section.

LF2 Beginning of the Slow-running Section

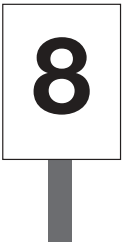
A rectangular edgewise yellow signal with a white border and a black "A" in the centre. This signal is positioned at the beginning of a slow-running section either immediately on the right hand side or, for double-tracked trains driving against the usual direction of motion, immediately on the left hand side of the according track.



LF3 End of the Slow-running Section

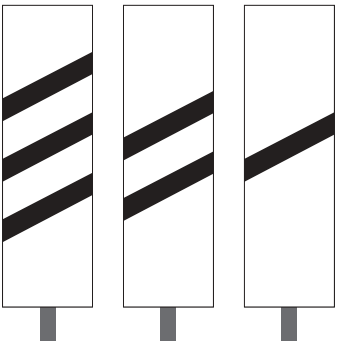
A rectangular edgewise white signal with a black "E" in the centre. This signal is positioned at the end of a slow-running section either immediately on the right hand side, or for double-tracked trains driving against the usual direction of motion, immediately on the left hand side of the according track.

LF6 Please expect a permanent slow-running section
A yellow triangle with a white and black border and a black number. This signal only exists on former DDR-routes and announces a slow-running section and indicates that the tenfold speed value in km/h is permitted. You can only find this signal on main routes immediately in front of the signal LF7 (brake distance).

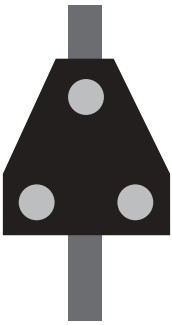


LF7 Beginning of a permanent slow-running section
a white rectangular with a black border and a black number. This signal also only exists on former DDR-routes and indicates a permanent slow-running section where only the tenfold speed of the indicated speed is permitted. This signal, too, can only be found on main routes and is valid when the setting is HP1.

NE2
A white rectangular on the narrow side with a black border and two black triangles facing each other Marker for a pre-signal, respectively a signal with pre-signal function. This pre-signal indicates that the signal has pre-signal function, which means it announces a following main signal. Pre-signal repeaters are not having a pre-signal sign. The pre-signal sign can also be found without a pre-signal (mainly on ancillary routes or on the opposite track on SFB-routes). Then proceed as if there would be a pre-signal indicating a warning. This could also mean that an Indusi is activated permanently.



NE3
A white rectangular sign with one, two or three angular strips. Please expect a pre-signal. Due to the high importance of pre-signals (sometimes they are even more important than main signals), they will be indicated separately. The sign with one stripe appears 100 m before a pre-signal. Two stripes indicate a pre-signal in 175 m and three stripes stand for a pre-signal in 250 m.

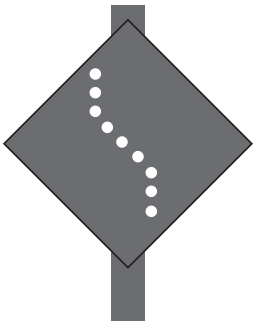


ZS1

Three white lights in form of an "A" or a white blinking light. At the signal HP0 or the disturbed light main signal proceed without written order. This signal can be found on the masts of main signals. The signal ZS1 is given when a main signal ist not able to indicate normal traffic. The signal tower prevents traffic. In order to ensure further operation, the operator at the signal tower guides the traffic manually and enables the cab driver to proceed at the disturbed main signal. This could happen, when

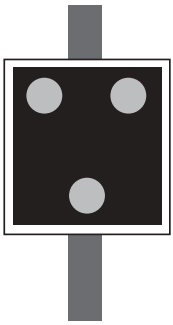
- a lamp on this signal is out of order
- a switch is secured but not responding
- a malfunction on the route block equipments (damage cable e.g.)
- an actually available track is indicated as occupied
- there is no regular indicated route

For the train driver this means, the supervisor will check whether the route is free or the switches are in the correct position (which is not necessarily the straight position). For entry- and inter signals, the speed is limited to 40 km/h until reaching the next stop or signal. Concerning exit signals, this speed limit is only valid in the coming switch area. The Signal ZS1 is working via a counting and explanation operation device which lasts for 90 seconds. The driver can activate this signal when approaching it. In case, the signal extinguishes before the driver has passed, he has to operate the train by sight.



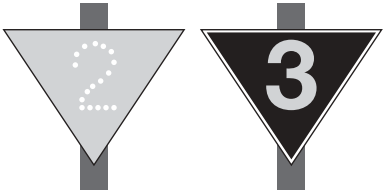
ZS6

An angular white light strip with vertically bent ends. The route is leading in the opposite track. This signal only appears on routes where track switching operations are possible. On these routes the operation in both driving directions is possible. Due to the fact that there could be different regulations for both tracks (e.g. speed limits), the transition or proceeding on the opposite track will be indicated with this signal.



ZS7 / ZS11

Three yellow lights in form of a "V". Proceed at the signal HP0 or the disturbed light main signal without written instruction. Proceed by sight. At the signal ZS1, the supervisor requires a check whether the route is free. When a disturbed message is indicated, this has to be done by sight and could cause problems at large signal towers. Therefore, the signal ZS7 is used. It enables the train driver to proceed at the appropriate main signal. Until the next main signal, the driver has to operate the train by sight. Driving by sight means, the driver must be able to stop in time in front of occurring obstacles. A maximum speed of 40 km/h is permitted when driving by sight. In extreme cases that means the cab driver has to drive as slowly as walking speed. Sometimes the cab driver can refuse to proceed due to weather conditions or when he would not be able to stop in time. In case the timetable, the speed booklet or either a LF-Signal or a ZS3-signal are indicating a lower speed, this speed is valid. This signal can already be seen when the train is approaching the signal and is even valid when it will extinguish before the train has passed.



ZS3V Expect Speed Indication

Form Signals: A yellow number on a triangular black signal with a yellow border

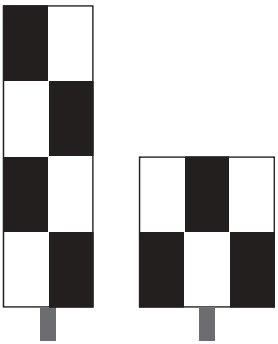
Light Signals: The indicated number means that the tenfold value in km/h. can be expected as driving speed. At the following main signal, a higher speed can be permitted than indicated on the ZS3V signal.

ZS3

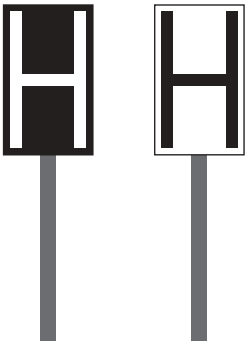
Beginning with this signal, the speed indicated in the signal may not be exceeded in the following switch section.

Form Signals: A white number in a triangular black signal with a black border. Normally, this triangle is topsy-turvy. In case of limited space, the top of the triangle may direct upward.

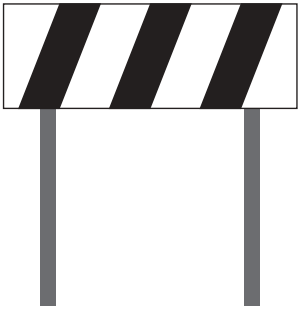
Light Signals: a white luminescent number. For both signals, the indicated number means that the tenfold value in km/h is permitted as driving speed.



NE4
The main signal is not positioned immediately on the right hand side or above the track. A rectangular, a chessboard resembling sign. The chessboard-like sign is positioned immediately on the right hand side, or for trains driving against the usual direction of motion, immediately on the left hand side of the track on a level with the main signal.



NE5
Marker for the stopping position of the train for regularly scheduled trains. This signals looks either like a vertical white rectangle with a black border and a black "H" in the middle or like a vertical black rectangle with a white "H" in the middle. This signal also may contain additions such as "Short train" of "Train length specifications in meter".



NE6
Please expect a stopping point. A horizontal white signal with three black askew vertical strips, positioned askew to the tracks. This signal indicates a stopping point, which can not be detected easily due to local conditions. The signal is positioned immediately on the right hand side, or for trains driving against the usual direction of motion, immediately on the left hand side of the track. The distance is the usual braking distance on main lines and 150 m on smaller lines.

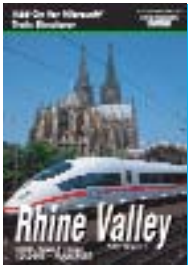
Munich/Stuttgart · Stuttgart/Munich

Distance	Velocity long distance track	Velocity short distance track	City
0	90		Stuttgart
3,5	90		
4,8	130		
7,8	140		
12,1	150		
13,5	150		Esslingen
20	120		
20,8	90		
22,1	100		
22,5	100		Plochingen
23,9	110		
26,8	140		
22,7	150		
32,9	160		
36,2	140		
41,1	120		
42,2	100		Göppingen
42,4	90		
43,2	110		
43,9	150		
49,4	120		
50	120		Süssen
51,2	150		
55,9	140		
58,1	110		
59,1	80		
60	70		
61	70		Geislingen
66,4	110		
66,7	110		Amstetten
75	110		Westerstetten
80,9	140		
87,5	110		
93,5	70		
85,7/94,5	70		Ulm
84	110		
83,2	110		Neu-Ulm
82,7	160		
62	130		
60,3	160		
59,8	160		Günzburg
53,8	130		
52,8	150		
49,2	120		
48,8	120		Mindelaltheim
48,5	160		
43,9	140		
42,8	140		Jettingen
40,7	130		
39	150		
35,7	130		
34,4	120		
30,7	130		
29,1	160		
27,7	160		Dinkelscherben
26,9	LZB max. 200		
6,8	160		
4,7	130		
1,5	130		Augsburg-Oberhausen
0,9	100		
62/0	90		Augsburg
61,3	90		
57,3	80		
56,7	80		Augsburg-Hochzoll
56	160		
55	LZB max. 200		
24,4	LZB max. 200 (main track left)	140 (main track right [S-Bahn])	Malching
18,7	LZB max. 200 (main track left)	140 (main track right [S-Bahn])	Olching
9,2	150 (main track left)	140 (main track right [S-Bahn])	
8,5	140 (main track left)	140 (main track right [S-Bahn])	
8	130		
7,8	130		Pasing
0			Munich

Digest of velocity for ProTrain® 3

Distance	Velocity long distance track	Velocity short distance track	City
0	130		Munich
7,8	130		Pasing
8	130 (main track right)	140 (main track left [S-Bahn])	
8,5	150 (main track right)	140 (main track left [S-Bahn])	
9,2	LZB max. 800 (main track right)	(main track left [S-Bahn])	
18,7	LZB max. 200 (main track right)	(main track left [S-Bahn])	Olching
24,4	LZB max. 200		Malching
55	160		
56	80		
56,7	80		Augsburg Hochzoll
57,3	90		
61,3	100		
62/0	100		Augsburg
0,9	130 (right 4 tracks [main tracks])	70	
1,5	130 (right 4 tracks [main tracks])	70	Augsburg-Oberhausen
4,7	160		
6,8	LZB max. 200		
26,9	160		
27,7	160		Dinkelscherben
29,1	130		
30,7	120		
34,4	130		
35,7	150		
39	130		
40,7	140		
42,8	140		Jettingen
43,9	160		
48,5	120		
48,8	120		Mindelaltheim
49,2	150		
52,8	130		
53,8	160		
59,8	160		Günzburg
60,3	130		
62	160		
82,7	110		
83,2	110		Neu-Ulm
84	70		
85,7/94,5	70		Ulm
93,5	110		
87,5	140		
80,9	110		
75	110		Westerstetten
66,7	110		Amstetten
66,4	70		
61	70		Geislingen
60	80		
59,1	110		
58,1	140		
55,9	150		
51,2	120		
50	120		Süssen
49,4	150		
43,9	110		
53,2	90		
42,4	100		
42,2	120		Göppingen
41,1	140		
36,2	160		
32,9	150		
28,7	140		
26,8	110		
23,9	100		
22,5	100		Plochingen
22,1	90		
20,8	120		
20	150		
13,5	150		Esslingen
12,1	140		
7,3	130		
4,8	100		
3,5	90		
0			Stuttgart

THE PRO TRAIN LEGEND



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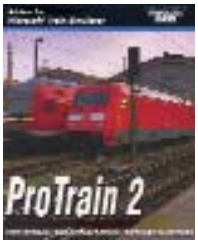
- ICE-3
- Typical oncoming traffic
- Original terrain
- Signals and contact wires
- Realistic driver's cab and interior view
- Animated objects
- Interesting activities



The Pro Train 2 route takes you from Dresden to Leipzig and to many places in between as well. Superb trackwork that must be seen to be believed. Despite the unrivalled quality of Pro Train 2 its overriding "must-have" is that you can journey through Pro Train 2 with its vastly populated scenery without changing the ever-precious framerates.

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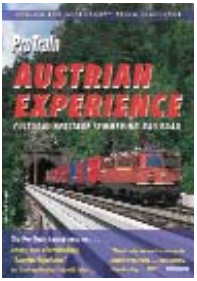
- All stations along the track
- S-Bahn system of Leipzig
- All important signals

Awarded 99% by Matt Peddlesden from UK TrainSim.



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