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SCOTRAIL EXPRESS: EDINBURGH - GLASGOW

RIVET GAMES

STEAM®

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CONTENTS

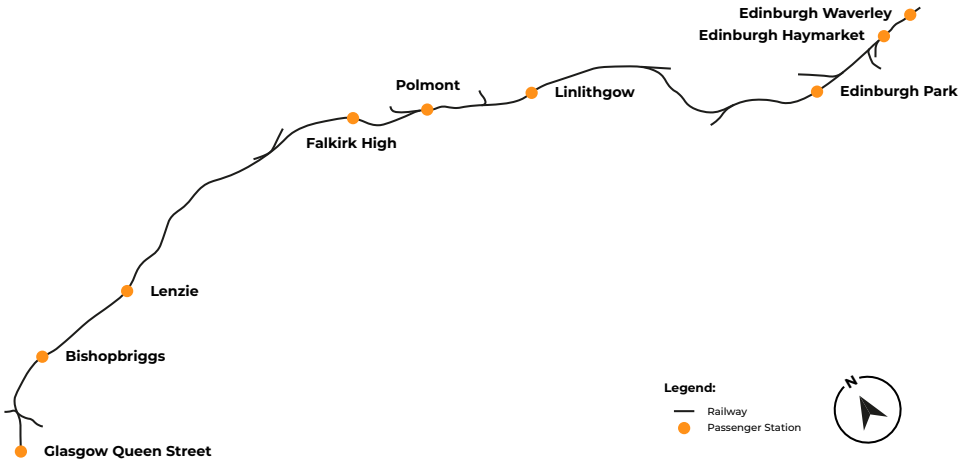
1 SCOTRAIL EXPRESS: EDINBURGH - GLASGOW OVERVIEW

INTRODUCING SCOTRAIL EXPRESS

Rapid inter-city action in state-of-the-art traction awaits! Discover Scotland's two biggest cities and take charge of dense commuter services on ScotRail's principal rail line. The modern Class 385 is ready for service in Train Sim World 3: ScotRail Express: Edinburgh - Glasgow.

Discover Scotland's first inter-city railway! Out of the 5 railway lines between Edinburgh and Glasgow, the most important for inter-city travel has always been the line via Falkirk High. Being the most direct and with 8 intermediate stations en route, trains have been offering a shuttle-like service between the two cities for the past 180 years.

5 ROUTE MAP & POINTS OF INTEREST



GAME MODES

JOURNEYS

Blends together more than 24 hours of sequential gameplay. Start a Journey and enjoy hundreds of scenarios, timetabled services, and jobs to complete around the railway.

TRAINING

Training modules give you the knowledge you need to get the most from your locomotives and trains via interactive lessons that teach you key concepts. If you're new to Train Sim World, we recommend you start here to learn the fundamentals.

SCENARIOS

Scenarios are objective-based activities which provide unique experiences. Move coaches around, drive passenger services and experience some of the operations that occur on the route.

TIMETABLES

These provide a host of activities throughout an entire 24-hour time period; Timetable Mode is a new way to play. There's always something to do with a large variety of services to take control of or ride along with. Sit back and enjoy the action and capture amazing screenshots, hop on or off and ride along with the various services as they go about their duties or take control and carry out the duties yourself. Featuring many individual services, you'll always find something going on.

2 BR CLASS 385 ELECTRIC MULTIPLE UNIT

INTRODUCING THE BR CLASS 385

Brand new in every right, enter the ScotRail BR Class 385! Built between 2015 and 2019, this fleet of “eXpress” multiple units were designed to overhaul and expand ScotRail’s electric fleet. Innovative modernisation of Scotland’s Central belt saw electrification come to many key lines. Since 2018, the mainline service has been fully electric with the introduction of the Class 385, which also brought new traction to existing lines.

Adorned in “eXpress” branding, these 100mph capable units make light work of the Edinburgh - Glasgow via Falkirk High route. Platform extensions allow for 8-car trains to carry up to 456 passengers, 45% more than the previous 6-car diesel fleet. There are both 3 and 4-car variants of the Class 385 for different uses across the network, with a total of 70 now in daily service.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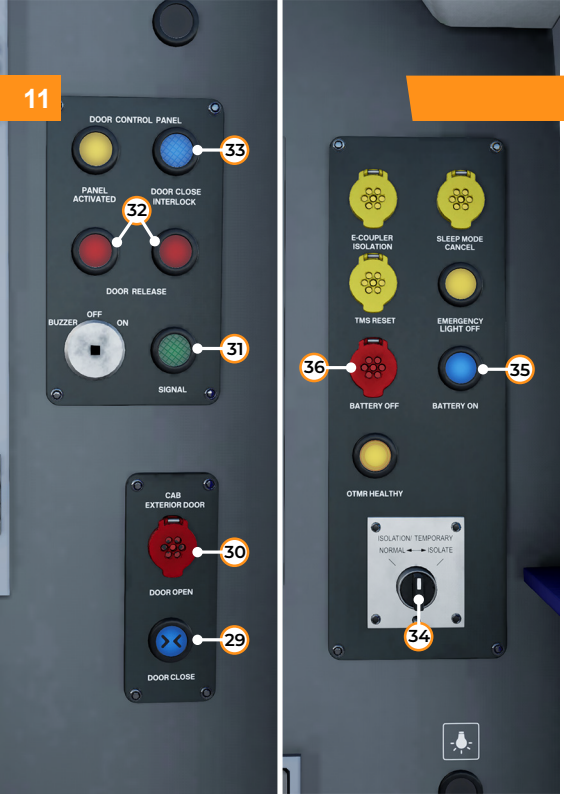
THE DRIVERS CAB: CENTER VIEW

1. The Master Switch unlocks the Reverser. The key can only be locked or unlocked with the reverser in the off position and the throttle in the neutral position.
2. The DDS (Driver Direction Switch or Reverser) sets the direction of travel.
3. The Traction & E-Brake combined lever controls the power applied when pulled towards the driver and the braking power when pushed away from the driver. Power and braking levers are zero when the lever is centered.
4. The Train Fault Acknowledge can be pressed to ensure that the indicator is working.
5. The Hazard Warning button turns the hazard light signal, which is two red lights blinking at the front of the train. This button lights up if active.
6. Wiper Control is used to select the speed interval of the wipers.
7. The TMS (Train Monitoring System) is a digital display, which allows you to log in with any 4-digit combination and then control the doors, passenger lighting, announcements and couple operations. Find more about it below (page 17).
8. Press the Trainstop Override to pass a signal at danger or override a brake demand arising from the TSS loop for around 20 seconds. Once pressed, the indicator will be lit until passing over the TSS.
9. Driver Reminder Appliance (DRA) Switch disables throttle input which acts as a reminder for the driver in situations such as being stopped at a red signal or a station with the doors open.
10. The AWS Reset button acknowledges an active AWS alert.
11. The Horn lever has two tones: High when pushed forward, low when pulled backwards.
12. The Cab Central Light button controls the light in the main isle between the cab doors.
13. The Downlighter button controls the light above the driver & conductor seat.
14. The Pantograph up button raises the pantograph.
15. The Pantograph down button loweres the pantograph.
16. The passenger door buttons for the left hand side.
17. The Guard Buzzer is used to communicate with the Guard using a pulse code system.
18. The Door Handover button enables the guard panels on the left hand side.
19. The Doors Close / Interlock buttons closes the doors on the left hand side.
20. This switch controls the Wiper mode - possible states are “normal” and “force”.
21. The Doors Close / Interlock buttons closes the doors on the right hand side.
22. The Guard Buzzer is used to communicate with the Guard using a pulse code system.
23. The Door Handover button enables the guard panels on the right hand side.
24. The passenger door buttons for the right hand side.
25. Applies Sand to the wheels to increase traction. This would only be used in low adheasion weather conditions.
26. The Emergency Brake is used to stop the train as quickly as possible in an emergency situation only.
27. The Headlight Selector switch is used to select the current headlight layout required.
28. The Telephone will contact the signaller, when clicked. This can be necessary in certain special operation manoeuvres.

CAB: DRIVER SIDE BACK



29 The Door Close button will close the cab door on the drivers side of the train.

30 The Door Open button will open the cab door on the drivers side of the train.

31 The Guard Buzzer is used to communicate with the Guard using a pulse code system.

32 The passenger doors buttons for the left hand side.

33 The Doors Close / Interlock buttons closes the doors on the left hand side.

34 The Train Protection & Warning System (TPWS) Switch isolates / un-isolates the TPWS safety system.

35 The Battery On button supplies the train with power from the battery. This button lights up if active.

36 The Battery Off button cuts the battery power supply for the train.

CAB: CONDUCTOR SIDE BACK

37 The Door Close button will close the cab door on the conductors side of the train.

38 The Door Open button will open the cab door on the drivers side of the train.

39 The Guard Buzzer is used to communicate with the Guard using a pulse code system.

40 The passenger door buttons the left hand side.

41 The Doors Close / Interlock buttons closes the doors on the left hand side.

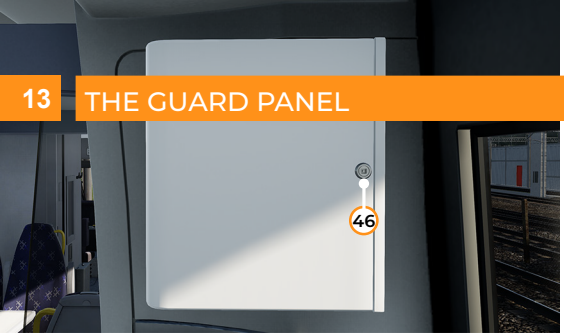
42 The Drivers Safety Device Isolation Switch (DSDIS) isolates / un-isolates the DSD system.

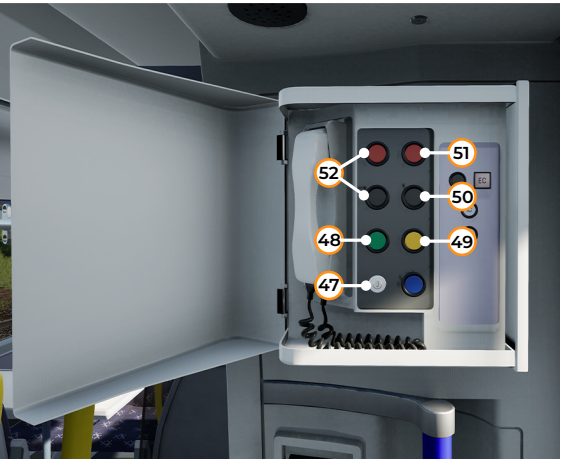
43 The Train Protection Full Isolation Switch (TPWS / AWS FULL) isolates / un-isolates both the TPWS & AWS systems.

44 The Automatic Warning System Isolation Switch (AWS) isolates / un-isolates the AWS system.

45 The Driver Reminder Appliance Isolation Switch (DRA) isolates / un-isolates the DRA.

13 THE GUARD PANEL





46 The Key Switch to unlock the Guards Panel. This key needs to be turned in order to be able to open the guard panel.

47 Turn the key to enable the current Guard panel for operation.

48 The Guards Close Button will close the current door without a warning sound, so the Guard can close the door after making sure all passenger doors are closed.

49 The Guards Open Button will open the current door without a warning sound, so the Guard can get out and check if it is safe to open the remaining passenger doors.

50 The Guard Buzzer is used to communicate with the Driver using a pulse code system.

51 The Passenger Doors Close button will close all passenger on the current side of the train.

52 The Passenger Doors Open button will open the passenger doors on the matching side of the train.

3 OPERATING THE BR CLASS 385

GETTING STARTED

Enter the cab you will be driving in, sit in the driver's seat and check the following:

1. Master Key (Nr 1) is On.
2. Driver Direction Switch (Reverser, Nr 2) is set to Forward.
Optional:
3. Set headlights (Nr 27) to the matching setting.

If you wish to run with AWS mode enabled:

1. Turn AWS Isolation Key (Nr 44) to cut in.
2. Turn TPWS/AWS Full Isolation Key (Nr 43) to cut in.
3. Turn Reverser (Nr 2) from off to anything else.
4. Acknowledge self test with "Q" or by pressing AWS Reset (Nr 10) button.
5. AWS is now ready.

If you wish to run with TPWS enabled:

1. Turn TPWS/AWS Full Isolation Key (Nr 43) to cut in.
2. Turn TPWS Temporary Isolation Switch (Nr 34) towards "NORMAL".
4. TPWS is now ready.

To couple two units, press CTRL+C. To uncouple, press and hold CTRL+SHIFT+C for 5 seconds.

ON-BOARD SYSTEMS: BRAKES

The BR Class 385 comes with one braking system: A Dynamic Brake which is controlled using the same combined lever that controls the traction and brakes (NR 3).

Dynamic Brake

As it suggests, this position releases the brakes throughout the unit. When released, the Brake Cylinder will read 0 Bar with no changed to the Brake Pipe and Main Reservoir which will remain between 8 and 9.5 Bar.

Braking Min

Applies 33% braking force.

Braking 1% - 99%

Applies the given percentage of braking force.

Braking Max

Applies 100% braking force using the dynamic brake.

Emergency

Applies the full amount of air braking.

ON-BOARD SYSTEMS: TRAIN MONITORING SYSTEM

The BR Class 385 is equipped with the TMS (Train Monitoring System). This is the main screen right in front of the driver. From the TMS, you can control announcements, passenger lighting, uncoupling and more.

To start the system, click in the top half of the black screen. The system will boot up. You then need to confirm the consist and enter any 4 digit pin. Click on “Login” in the lower left corner then.

A click on the button “Home” in the lower part will always bring you back to the home screen.

Train Announcement System

Press on the lower left button and then select “Announcements”. From there, you can choose a category, the announcement and if it’s a one-time announcement or how often it’s going to repeat.

Door Control

Using the “Door Selection” in the lower right corner of the home screen, you can control what doors you want to open on which side.

There’s more to explore, most features are self explanatory!

4 SAFETY SYSTEMS

AUTOMATIC WARNING SYSTEM (AWS)

The original concept of AWS was to provide the driver with an audible and visual indication of whether a distant signal was at clear or caution. Should the driver fail to respond to a warning indication, an emergency brake application would be initiated.

Since the introduction of multi-aspect signalling, the majority of signals are fitted with AWS and provide a failsafe method to alert the driver to potentially dangerous conditions ahead such as a signal at caution or danger, some types of level crossing or a dramatic change in permissable speed.

ENABLING OR DISABLING AWS

The default state of the AWS system is disabled. To enable the system you must be seated in the driving seat and the train must be stationary. Use the **Signalling Systems Enabled** control (See Settings > Controls menu). Repeat to disable the system again.

OTHER CONTROLS

AWS can also be enabled/disabled via in-cab switches. See Pages 10 - 17 and 19 - 28 for the location of the in-cab switches.

COMPONENTS OF AWS

AWS has its own indicator known as a sunflower (shown opposite) which displays either an on or off indication. The on indication simply advises that the driver has acknowledged an alert.

GENERAL NOTES

Unlike some European systems, AWS cannot differentiate between different types of cautionary or dangerous signal aspects nor can it monitor speed. The responsibility remains in the driver's hands how to respond to such alerts and obey appropriate signalling and signage at the line side.

AWS typically consists of a magnet placed in the four-foot and preceeds a signal by a distance of typically 200 yards (180 metres), which is then energised when the signal is at clear. A train-mounted device then reads the state of the magnet and reports the state accordingly in the cab.

AWS is a fail-safe system in that the system remains operational and provides a warning even when the system fails or is unpowered.

In modern trains, AWS is typically interconnected with the Train Protection & Warning System (TPWS) as it provides additional protection in the form of overspeed (going too fast) and overrun (passing a signal at danger) protection alongside the basic operation of AWS.

20 TRAIN PROTECTION & WARNING SYSTEM (TPWS)

The Train Protection & Warning System is used to stop the train by automatically initiating an emergency brake application if the train has:

- Passed a signal at danger without permission to do so.
- Approached a signal at danger too fast.
- Approached a reduction in permissable speed too fast.
- Approached buffer stops too fast.

ENABLING OR DISABLING TPWS

TPWS is tied to the basic operation of AWS and when AWS is disabled, so is TPWS. See Enabling or Disabling AWS on the previous page for further instructions.

GENERAL NOTES

TPWS typically consists of one or more types of loop placed in the four-foot at the following locations:

- on passenger lines, at all main running signals capable of showing a stop aspect, including some stop boards which protect crossing or converging train movements.
- at any signal capable of showing a stop aspect on a non-passenger line, where that signal that protects a crossing of, or convergence with, a passenger line.
- at stop signals where conflicting movements could take place in the overlap of the next stop signal ahead.
- on the approach to a buffer stop at the end of passenger platforms.
- on the approach to permissable speed restrictions, where the permissible speed on the approach is 60 mph or more and the reduction in permissible speed is at least one third.

The loops are typically of two types, TSS (Train Stop System) and OSS (Overspeed Sensor System). They generally are placed to factor a number of variables such as the braking performance of trains and gradient of the line, among others.

Alongside the track equipment, on-train equipment reads the status of the track equipment and takes action to stop the train if it deems appropriate to do so such as in the case of overspeed (going too fast) or if it is about to overrun (go past) a signal at danger.

The TSS is a single loop placed ahead of the signal it is protecting and is energised when a signal is at danger. Should a train pass the loop, the emergency brakes are triggered.

The OSS consists of two loops, an arming loop and a trigger loop. The arming loop starts a timer and if a train passes a trigger loop within a designated time period (which indicates a train is overspeeding) the emergency brakes are triggered.

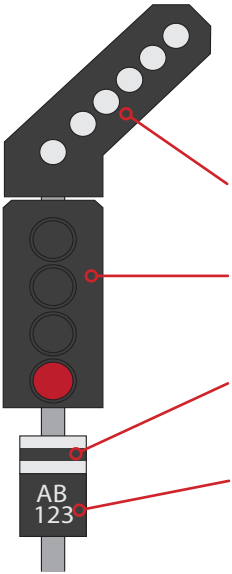
EMERGENCY BRAKE RECOVERY

At some point in your Train Sim World driving career, you will encounter an emergency brake application. Whatever the reason, here are some simple steps to get you back on your way quickly:

1. You should always begin by understanding why you received an emergency brake application. Was it an intervention by an on-board safety system? Was it because you tripped a trackside mechanism? Or something else? Understanding the exact cause can significantly help you avoid similar situations in the future.
2. If you can hear an alarm, and you are still moving, you must wait for the train to come to a complete stop before you can acknowledge or cancel the alarm.
3. Acknowledge/Cancel the alarm by pressing the **Alerter Reset Control** (See Settings > Controls menu). All audible alarms should have been silenced. If you can still hear alarms, please refer to the appropriate section about on-board safety or signalling systems.
4. Once at a complete stop, and all alarms have been acknowledged or cancelled, you should always 'reset' your driving controls. Resetting simply means to restore all the driving controls to their default position, neither applying power or braking (except where brake needs to be applied to prevent you from free-rolling) and the direction control or Reverser is set to its neutral or off state. In some instances, you may be required to move the brake handle to the Emergency position before the brakes can be released.
5. Once all the driving controls have been reset, move the Reverser to Forward.
6. Move the brake handle to the release position.
7. Move the throttle lever to a low throttle position to begin applying power.
8. Once the brakes have fully released, the train should begin to move.

5 BRITISH RAILWAY SIGNALLING GUIDE

BRITISH SIGNALLING: COLOUR LIGHT



British colour light railway signals consist of one or more physical components or modules that form the basis of advising the driver on the state of the route ahead. The components are, from top to bottom:

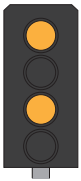
Junction Indicator or Route Indicator typically mounted above the main aspect head.

Main Aspect Head (the example shown is a four-aspect type) which provides a visual representation of the state of the route ahead.

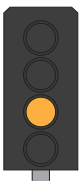
Signal Type Identifying plate advises what type of signal this is (the example shown is an automatic signal).

Signal Identification Plate advises the area this signal is situated in and its corresponding identification number.

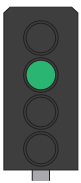
Stop
You must not proceed beyond this signal; the next block is occupied.



Advanced Caution
Proceed into the next block. Expect the next signal to be at Caution.



Caution
Proceed into the next block. Expect the next signal to be at Stop.

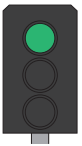


Clear
Proceed into the next block.

The examples above show the appropriate aspects for four-aspect block signalling. The Advanced Caution aspect is used to enable greater braking distance for trains travelling at high speeds or that have heavy loads, and even in situations such as on steep downhill grades that is likely to require greater distances to stop.

COLOUR LIGHT OVERVIEW

Stop
You must not proceed beyond this signal; the next block is occupied.



Clear
Proceed into the next block.

Caution
Proceed into the next block. Expect the next signal to be at Stop.

For three-aspect signalling, these signals cannot display the Advanced Caution aspect. The meaning of each aspect is identical to those of four aspect signals.

Stop
You must not proceed beyond this signal; the next block is occupied.

Clear
Proceed into the next block.

DISTANT SIGNALS

Caution
Proceed into the next block. Expect the next signal to be at Stop.

Clear
Proceed into the next block.

LIMITED ASPECT

Stop
You must not proceed beyond this signal; the next block is occupied.

Caution
Proceed into the next block. Expect the next signal to be at Stop.

For two-aspect signalling, these can only display the Clear and Stop aspect. However, care should be taken with two aspect signals as there can also be limited aspect and distant variants as shown above.

COLOUR LIGHT OVERVIEW

Distant signals are explained further along in this guide. However, Limited Aspect signals are those that are incapable of displaying a Clear aspect and are therefore limited to ‘degraded’ aspects. Degraded essentially means - if Clear is the best possible aspect you can receive, then the aspect below that is Caution, which is worse than Clear and Stop is worse than Caution. These are called degraded aspects because each one degrades or slows the movements of trains.

COLOUR LIGHT OPERATING SEQUENCE

The sequence of displayed aspects runs from left to right as shown in the examples below:

FOUR ASPECT SIGNALLING

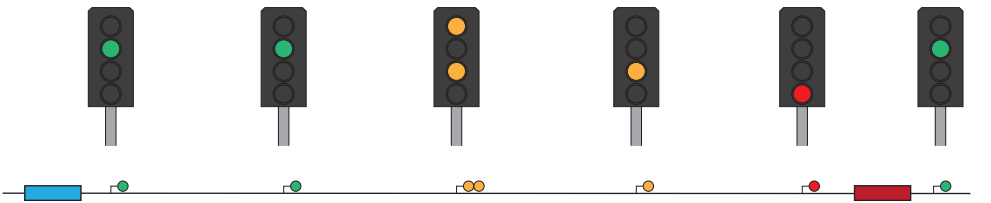


fig. 1

THREE ASPECT SIGNALLING

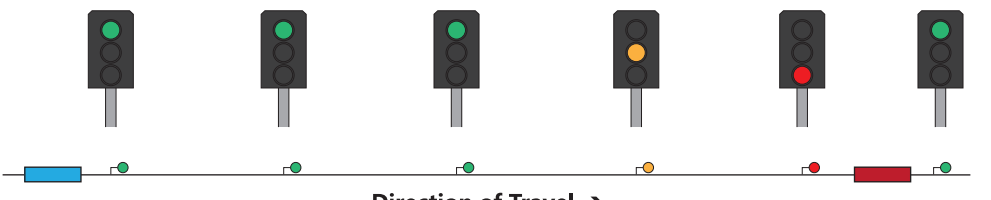


fig. 2

TWO ASPECT SIGNALLING

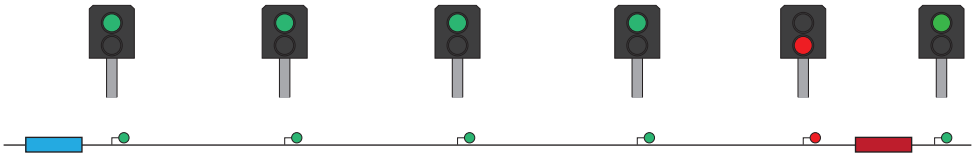


fig. 3

In these diagrams, if you are the blue train, the five signals spaced between you and the red train would follow the sequence as shown in these examples. They also form a protection barrier between you and the red train. The empty space between each signal is called a block. Essentially, there are four empty blocks between you and the train in front. The distance between you and the train you are following is important as it should provide you with enough distance to bring your train to a complete stop when travelling at the maximum permitted speed of the line.

For a three-aspect signalling system, the number of blocks for braking would be reduced to three blocks. This means there is less braking distance between you and the train in front since three-aspect signals are incapable of displaying the Advanced Caution aspect. So, you can form the conclusion that the greater the number of main aspects a signal can display, the greater the distance between you and the train ahead and the greater the overall braking distance and the safer it is.

For two aspect signalling, you can see that there is very little braking distance. In fact, you would be unaware you were following another train until you were in the block immediately behind it. Two aspect signalling is not commonly used on main lines and is usually used on slower branch lines with less traffic.

Typically, four-aspect signals are used where line speeds would be in excess of 100 mph. However, there may be instances where the line speed is lower but additional protection is required. For example, due to a junction with a preceding steep downhill section and therefore greater distance required for braking of heavier trains. It is also used to increase overall capacity as the more protection that is provided, the more trains can run on the same line.

Additionally, each buffer stop (the end of the track as found at the end of sidings or at a terminus station) is regarded itself as a Stop signal and therefore signals further back up the line would display the appropriate aspects.

Finally, for limited aspect signals, you would normally find these when on approach to terminus stations where the aspect is limited to Caution or Stop to add additional protection for trains within the platforms.

Co-Acting Signals

Co-acting signals are smaller versions of the main aspect signals and give both short and long-distance sighting of a signal. A co-acting signal repeats the exact same aspect of the main aspect and are always the same type (colour light or semaphore) as the main signal. You will typically find them at stations where visibility of the main signal is obstructed or impossible to read when stopped in a platform.

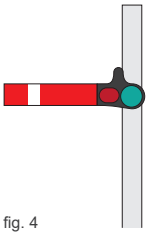


fig. 4

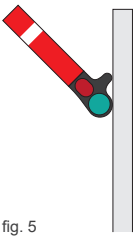


fig. 5

The examples above show the appropriate aspects for Upper-Quadrant signals (UQ), i.e. the signal arm raises into the upper quadrant of an arc in order to display its Clear aspect. Lower Quadrant signals are those that drop downwards but the meaning between each type is identical. For a Clear aspect (fig. 5), you should regard any indication that is at a 45-degree position and, for a Stop aspect (fig. 4), those indications that are at a horizontal position. Note that these signals are essentially only capable of displaying two aspects and you should regard them as such when considering speed and braking effort.

REACTING TO MAIN ASPECT SIGNALS

Clear

Continue at the maximum permitted speed for your train or for the route that has been set. If the train is fitted with AWS, a clear bell or tone will sound as you pass over the magnet that is situated on approach to the signal.

Advanced Caution

For lighter trains that have good braking, you should continue at the maximum permitted speed and look out for the next signal which is likely to be at Caution. If you are in a heavy train, are travelling at or just below 125 mph or are descending a steep grade, you should begin braking as soon as you see the aspect with a 14.5 PSI (1 Bar) reduction with the Driver's or Train Brake. If the train is fitted with AWS, a warning horn or tone will sound, as you pass over the magnet, that you must acknowledge.

Caution

All trains should be braking once this signal is in sight. If your speed is such that you are unlikely to stop before the next signal, increase your braking effort to 29 PSI (2 Bar) to further reduce your speed. The aim is to reduce your speed to around 25 mph well in advance of the Stop signal ahead. If the train is fitted with AWS, a warning horn or tone will sound, as you pass over the magnet, that you must acknowledge.

Stop

All trains must stop in advance of the signal. If the train is fitted with AWS, a warning horn or tone will sound, as you pass over the magnet, that you must acknowledge.

It is important that you bring your train to a stop as close to the signal as possible but ensure that you can safely read the displayed aspect from your seated position. Do not stop so close to the signal that you need to adjust your driving position in order to read the signal aspect. Do not stop so far away from the signal that there is an extended distance to cover before passing the signal. Doing so may result in the rear of the train occupying the rear-most signal block; impacting the safe movement of trains behind you.

Once you have come to a complete stop, it is considered good practice to move the Driver's or Train Brake into the full-service position to secure the train.

DISTANT OR RELATED ASPECTS

Distant signals, sometimes referred to as Related Signals, essentially provide advanced warning of the aspect being displayed on the next block signal (the signal it is related to). You are not required to take any action at distant signals, but they can be useful for providing extra braking distance when you have a heavy or fast train.

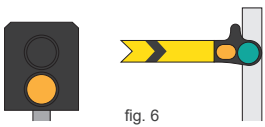


fig. 6

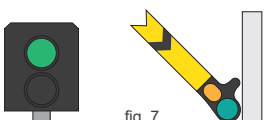


fig. 7

In the examples above, the top row of signals are displaying a Caution aspect. The bottom row are displaying a Clear aspect. These type of signals will show either a triangle or 'R' suffix on the identification plate as explained in the Identifying Signal Types section.

COMBINED MAIN ASPECT & DISTANT SIGNALS

When main aspect and distant signals are combined, they are effectively capable of displaying three aspects, as shown in the examples below. Combined semaphore signals are read from the top-most arm first and then the next lower arm, as explained below:

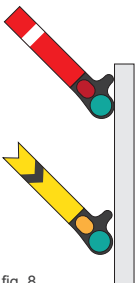


fig. 8

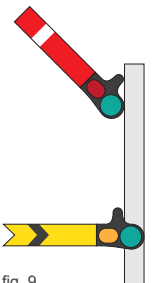


fig. 9

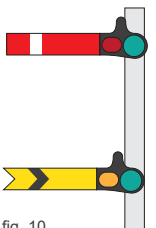


fig. 10

The signal on the left (fig. 8) both arms display a Clear aspect, so it is safe to proceed past this signal into the next block. This signal also advises that the next main signal is also displaying a Clear aspect, so it is also safe to proceed into that block too.

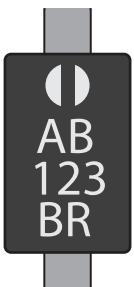
The centre signal's (fig. 9) top-most arm displays a Clear aspect but the lower arm advises that the following main aspect signal is displaying a stop aspect. You therefore need to regard this signal as Caution, you may pass this signal but be prepared to stop at the next signal.

The right signal's (fig. 10) top-most arm displays a Stop aspect. In this situation, the distant arm drops to caution because that is the lowest degraded aspect it can display. You should therefore not pass this signal.

IDENTIFYING SIGNAL TYPES

Most colour light signals carry identification plates that aid the driver in understanding how they should regard the indication the signal is displaying. Understanding how to read the identification plate can be useful in determining what type of signal is providing you with instructions or guidance.

The identification plate is typically mounted to the post that carries the main signal aspect head. However, due to placement or clearance issues such as when signals need to be placed on the ground in stations, the identification plate may be mounted on top of the signal head. The identification plate can be broken up into three dedicated sections:



The upper part of the identification plate employs a form of code that advises the driver on what type of signal is deployed. In this instance, a three aspect banner repeater.

The alphanumeric characters **AB 123** are the signal's area code and signal identification number in that area.

The suffix characters further advises what type of signal is deployed. In this instance, the letters BR mean Banner Repeater.

Here are some other types of identification plates that are commonly used:

Signals that carry no type identification are called Controlled Signals (fig. 11). This means the signal is directly controlled by a signaller or controller.

The horizontal black band on a white background signifies that this is an automatic signal that sets its aspect based on the passage of trains and not by a signaller.

With the word "SEMI" added, this advises that this signal is semi-automatic and can be controlled by a signaller or set to automatic operation if required.

Slightly different to the three-aspect Banner Repeater shown in the previous example, the solid circle and “BR” suffix signifies this is a two-aspect Banner Repeater.

The white triangle signifies that this is a distant signal and can sometimes be displayed with or without the triangle or the “R” (Repeater) suffix, but never both.

The “CA” suffix indicates that this signal is a co-acting signal.

BANNER REPEATERS & POSITION LIGHTS

Banner Repeater signals should be treated in exactly the same way as Distant/Repeater Signals. These signals are often used where visibility of the main signal is reduced or obstructed.

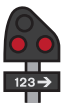
The horizontal band denotes the next main signal is displaying a stop aspect. You should be prepared to stop at the next signal.

The diagonal band denotes the next main signal is displaying a proceed aspect. Note that a proceed aspect can either be Clear, Advanced Caution or Caution. Most banner repeater signals can only display two aspects.

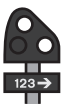
The diagonal band on a green background denotes the next main signal is displaying a Clear aspect. Note the distinction between Proceed and Clear. You will only find this on three aspect banner repeaters.

Position lights are subsidiary signals that grant on-sight movement authority to trains when a main aspect can't be provided, such as in sidings or a yard.

This signal means stop. There may be an obstruction ahead and you should not proceed beyond this signal without permission to do so.



This signal also means stop. If you are shunting, you should not proceed beyond this signal as this is the outermost shunt limit.



Proceed on sight at caution toward the next train, signal or buffer stop, and be prepared to stop short of any obstruction.

This signal also means proceed on sight at caution.

This signal means stop.

CALLING ON / PROCEED ON SIGHT

If the position-light is affixed below a main aspect signal, there may not be any indication provided as these indicators are incapable of displaying a red Stop aspect in the same way that Position-Lights do (previous page). If this indicator is unlit, you should always obey the main aspect. Typically, the position light below the main signal would be lit if movement authority is granted where the main aspect cannot provide an indication other than Stop (for example if the line ahead is occupied when coupling to vehicles in a station or siding). For these signals, you need to regard the signal as one indication even though there may be multiple aspects displayed:

Proceed at Caution toward the next train, signal or buffer stop, and be prepared to stop short of any obstruction.

Stop. You must not proceed beyond this signal; the next block is occupied.

Alongside signals, there are some important signs to be aware of. Here are some of the examples you will find in the route:

Maximum Permitted Speed

The modern style of maximum permitted speed sign which, in this instance, requires you to not exceed 25 mph.

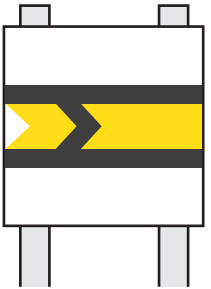
The “Morpeth Board” advises the driver that the maximum permitted speed will decrease ahead. You should begin to slow to match this new speed before you reach the speed restriction ahead.

Whistle & Coasting Boards

The modern variant of the whistle board at which the driver must make a clear single loud tone on the horn if between the hours of 7:30 am and 11:30 pm. At some sites, particularly at crossings it will be necessary to use a loud two-tone horn. Between the hours of 11:30 pm and 7:30 am, drivers must use discretion in use of the horn and should use a low tone except when required to warn other users of the railway of your approach, loud tones can therefore be used for this purpose.

The coasting board advises that the driver may coast (travelling along without power applied) to a stopping point or significant speed reduction beyond the board.

Fixed Distant Board



The Fixed Distant Board replaces the role of a controllable distant signal and essentially is regarded as a Caution aspect. This is therefore advising you that you may pass this board but the next signal will be at Danger. These boards are typically used on lightly-used routes and reduces the overall cost of signalling.

Fixed Stop Board

The Fixed Stop Board replaces the role of a controllable stop signal and essentially is regarded as a Stop aspect. You should stop at the board and then carry out the instructions indicated on the board before proceeding. In Train Sim World, the instructions are typically not simulated so, you may proceed beyond the board without carrying out the instructions advised.

6 GENERAL INFORMATION

RIVET GAMES FORUMS

The Rivet Games Forums are your one-stop destination for everything Train Simulator and Train Sim World related. We have an ever growing and vibrant community of train enthusiasts from all over the world, ranging from experienced railroad veterans to new players getting into the world of train simulation. So, if you haven't already, why not sign up for an account today and join our community – we'd love to have you on board!

We're looking forward seeing your creations, screenshots or custom projects for Train Simulator Classic or Train Sim World. Sign up now!

See more at: **https://forums.rivet-games.com**

I have a problem downloading the Steam client, how do I contact them?

You can contact Steam Support by opening a customer service ticket at **https://support.steampowered.com**. You will need to create a unique support account to submit a ticket (your Steam account will not work on this page) and this will enable you to track and respond to any tickets you open with Steam.

How do I change the language of Train Sim World 3?

This is an easy process and will allow you to play Train Sim World in English, French, German, Spanish, Russian and Simplified Chinese. To change the language of Train Sim World, double-click on the Steam icon on your PC desktop, left click on 'Library', right click on 'Train Sim World', left click on 'Properties', and finally left click on the Language tab and select your preferred language.

How do I reset my display screen size settings?

It is possible to change the display screen size settings for Train Sim World from within the game. Changing display screen size settings is done from the Settings menu in the Display tab.

For any questions not covered here, visit our knowledgebase at **https://dovetailgames.freshdesk.com**

ABOUT RIVET GAMES

Rivet Games is a team of passionate and talented artists and developers based in Stirling, Scotland. Building on years of prior experience of developing the highest quality environments and vehicles for simulation games, the team have a passion for ensuring everything they do is accurate, built to the highest possible standards, and above all, is fun and enjoyable.

For more information about Rivet Games and to find out more about how they work, please follow them on social media:

www.rivet-games.com
youtube.com/rivetgames
instagram.com/rivetgames
twitter.com/rivetgames
facebook.com/rivetgame
forums.rivet-games.com

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