VR Late-Fall Reading

15 Dec 05

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In this issue

Publisher

It's a Wrap

By Alfred Barten

Our friend Henk told me a few years ago that he had been urging a well known modeling magazine to include regular coverage of virtual railroading in each issue. "What would we write about?" he was asked. After 2 full years of publication in which we've presented around 200 articles, I think we at *Virtual Railroader* have answered the question. Moreover, I can confidently say "You ain't seen 'nuthin' yet!"

There's more to write about each month than we have space to put it or people to produce it. And the number of sims out there continues to grow, not shrink as one might have expected after Microsoft withdrew from active involvement. Their withdrawal has been answered by the development of two new, full-featured sims: *TrainMaster Train Simulator* by P.I. Engineering and *Rail Simulator* by the Kuju/Electronic Arts joint venture. Both are still in development.

Looking back for a moment, this has been a great year for us at *Virtual Railroader*. We're now getting 2.7 times the daily visitors of a year ago. We've added two new board members, Brian Eckard and Ken Taylor, and expanded our coverage to include all railroad-based sims. At last count there were about 70 such sims out there, though some are earlier versions of current ones and some have been discontinued altogether.

This past year saw virtual railroading hit the big time with two feature articles and an editorial in *Railroad Model Craftsman*, the release of *Trainz TRS2006* with a special limited edition package that sold out twice, and the above-mentioned announcements by P.I. Engineering and Kuju/EA. Also, in case you haven't noticed, *Microsoft Train Simulator* can still be purchased new. It now carries the Atari label on its box, indicating there is still strong interest in this groundbreaking sim from 2001. Finally, comes word from Auran of a soon-to-be-released entry-level drive-it version of Trainz (*Trainz Driver*) and the development of a tycoon-type game called *Tranzport*.

The Trainzer movement continues to grow, and I have been personally involved this past year in giving live demos of train sims at rail museums. The time is coming when train sims will be BIG!

Meanwhile, we have a new issue of *Virtual Railroader* to present. This one completes the Fall series and our second full year of publication. If I were to look for a theme this month I'd have to say it's *variety*. We have a full slate of articles, but each has a unique theme.

The highlight of this issue is the Christmas Card contest in which we had over 70 entries representing 6 different simulators. This is

a showcase of the imagination and creativity of the sim community, an example of some of what can be done with sims, and chance to involve the community more actively with *Virtual Railroader*. In regard to the latter, we've included letters from our readers for the first time.

Also in this issue are articles by John D'Angelo describing the great Lionel retro in *Trainz* and the use of *BASIC* programming language to enhance operations.

Rich Blake provides an in-depth review of Rob Shaw's Hiawatha steam locos for *Trainz*, I describe my adventure modeling the New York regional transport systems in *Locomotion*, and Ken Taylor takes a tour of his *TTDPatch* rail network.

Rounding out the mix is an editorial from Eezypeazy describing his involvement with train simulation, and our regular Train Sim Webfinder.

Enjoy the issue and enjoy the holiday season.

Al

Editorial

One Year On

By EezyPeazy

Metal Overbridge: I've found that I get a lot of pleasure from building scenery objects for BVE. This overbridge is typical of many railway bridges in the UK. The bridge parapet uses a bitmap derived from a photograph by Craig Allan, used with his kind permission.

Well, well, well.... One year gone, eh? Who would have believed it?

My wife said something very interesting the other day. She said, "Men have hobbies – women don't." And do you know, I couldn't pick fault with that?

"Just look at your brothers, our friends, and people at work. Every man has at least one hobby – but how many of the women have?"

Well, other than one or two ladies who are into doll's houses, very few of our female friends have hobbies – but almost all of the men have, ranging from motorcycles to woodwork, soccer to... er, well, yes, *BVE*.

Which was why we were discussing hobbies... or men and their hobbies. Or, more specifically, the amount of time that one hobby of mine, ie., *BVE*, had been consuming of late.

Because, according to my wife, men don't just have hobbies, they obsess over them. Now, when you can see that you're going to be

on the losing side of a lively discussion, it's best to graciously withdraw.... So I kept quiet!

You see, it's not playing *BVE* that consumes the time – you can easily close a route, jump ahead to another start station, or drive something short. Neither is it route developing and object building – in fact, objects can probably be done incrementally, one at a time. No, for me, the real activity that eats up the days is... wait for it... the web!

That great boon of the twentieth century, which was supposed to open up the world to mass interaction, has, without doubt, had a huge impact on anyone able to connect. And instead of simplifying life, the availability of so much stuff has lead to information overload, and *increased* our workload.

In the good old days (and here I mean as long ago as 1999), when you wanted a model railway, you built it on a baseboard. After hours, months or years of work, you either invited friends round to see it, or you made it portable and took it to shows and events.

Class 156 DMU: I've started to include passing trains in my routes. Made using photographs, I like this object because it actually looks like a train in service – grimy and used, not pristine. Yes, it's not perfect (the second car is just a "flip" of the first), but for me it captures the essence of the railway.

Virtual railways have changed all that. Yes, there will always be model engineers, and I'm not knocking them or that. But the virtual world has brought us the ability to "model" railways so huge and complex that no one could possibly afford to build them as physical models.

But the one thing it hasn't done is reduce the amount of painstaking effort and time it takes to build a truly satisfying model. Take, for instance, a small culvert-type bridge over a stream. It must have taken me the best part of a day to build (if not longer) for my *BVE* routes. Then it has to be placed in the route. And what happens? On my *Tyne Valley* route, you drive past it at 65 mph – it's gone in the blink of an eye!

Now, I can accept all that – the model has simply been relocated from the real world into a virtual one. But then comes that time when you're ready to share it with your friends. So, do you ring them up, invite them over and crack open a few beers? Sadly, no – you've another technical hurdle to overcome.

Because after having sweated blood over your modelmaking, next comes the bone-grinding problem of presenting it on the web. Even if you are an experienced webmaster, presenting your work properly can be almost as time consuming as building the routes themselves.

http://members.lycos.co.uk/eezypeazy

There's lots of different software out there, much of it free or relatively inexpensive, that enables you to build websites. I use Serif's *PagePlus*, now up to version 11. Yes, it's primarily paper publishing software, but I think its web building side is quite good. I've been using it for publishing for about 15 years, so I'm comfortable with how it works. All I had to do was learn some web publishing principles.

I laid out the pages so they would work well in most browsers, with as little scrolling around pages as possible. I also tried to take into account where pop-up ads might interfere with my content. Most of the content can easily be viewed on one screen. I took care to keep fonts at an acceptable size – after all, I'm not getting any younger and I want it to be easy to read for as many people as possible. For the same reason, I kept the colors as simple as possible to improve readability. The site at the moment consists of just ten pages – an index (home) page, with links to the two route pages, pages containing links to other downloads and a page of information for *BVE* "newbies".

I avoided the temptation to publish a page of links to other *BVE* sites – plenty of other people do that, and it's easy enough to use a search engine, so I've got a link to a search facility.

Free hosting is easy enough to find. However, there are some downsides. They are usually financed through pop-up advertising, so if they are, you need to take this into account when designing your pages. Some have limitations on the types of files they allow you to place on their servers – some won't accept .exe files, for instance. Most have a limited amount of space for you to use – my *BVE* site is limited to 50 megabytes, of which I'm currently using about 20. Some restrict the amount of bandwidth (ie., on-line time that visitors can use to download stuff from your site). Many of these shortcomings can be overcome by renting space for a few pounds a month, but, for something that's just a hobby, I haven't found this to be necessary yet.

Next, you've got to get your route files onto the web in a format that most people can use. Most *BVE* developers originally used .zip files, but increasingly routes are being distributed as self-extracting installers. That's because these ensure that all the files end up in the right places, which is much more user-friendly. I found a couple of installer creators on a magazine cover disk, both freeware. The better one was *Install Creator* from Clickteam (website: http://www.clickteam.com), because it allows such options the ability to include an uninstaller to remove the files, and shortcuts. It also allows photographs, bitmaps and icons to be included. I also found a freeware icon maker called *Icon Edit* (contact: mike@bouffler.freeserve.co.uk), where I can create icons for the packages and for shortcuts.

Downloads take time, so many developers provide files as "full downloads" and "updates" – newbies take the full download and don't need the update, previous users simply download the smaller update files, saving much time.

The next problem I faced was upload. I'm on a dial-up connection, which means that uploads and downloads take a long time. I've also found that the file transfer programs provided by my hosts simply aren't good enough – they are either unreliable, or only allow a small number of files to be published at a time. (I've not had much luck with the "publish to the web" option in *PagePlus*, either). However, I've found some superb free tools, mainly on computing magazine cover disks, which have been a great help. *DeluxeFTP* uses a *Windows* browser interface, enabling you to drag and drop individual files from your hard dive to your web space – and it works (almost) every time! It also enables you to treat your web space like any other drive, so you can copy and delete files, for instance. Being free, it's limited to one web site use only, so I use it exclusively for uploading larger files to my web space.

The other tool I found was *Site Publisher*. This is truly good! Having published my site to a folder on my hard drive, *Site Publisher* can

be set up to carry out an update – it connects to your site, and only uploads files, links and images that have changed. You can also set it up to delete unnecessary files. This also works every time!

Sadly, the work doesn't stop there. Having uploaded the files and web pages, I then log on – and download the files, just as if I were a visitor to my own site! Then I check that the self-extracting installers work correctly, and that no problems are reported. Now, that sounds relatively simple, but take for instance my October update to my *Tyne Valley* route. This added an extra timetable for a High Speed Train, and three new objects. It's been built for *BVE 2* and *BVE 4*. So, to make it as user friendly as possible, I had to build four self-extracting installers: one full install for *BVE 2*, another for *BVE 4*, and an Update installer for each for those who've downloaded the July version. And then they all have to be tested! To do this, I remove the routes and objects completely from my hard drive; I reinstall the July versions and confirm they work; I install the update files, and confirm again the routes work; I remove them all again, and this time install the full downloads and test both again. That's TEN TIMES that I have to check it works!

Bus: This 1960s Leyland Atlantean bus has been preserved by vehicle enthusiasts in its original Newcastle Transport livery. I photographed it at the annual Historic Commercial Vehicle Society Tyne Tees Run this year, in North East England. I want to improve it before adding it to the object downloads on my site – colors drifted a little, upper deck front windows could line up better.

So, suddenly, a hobby that started out as routebuilding has become web publishing as well!

And what about my friends? Instead of sharing my model with just a few, my virtual railway is in use around the world! Thanks to the forums, it's easy to share routes, then get feedback – and it's happening around the clock! So far, I've only met two *BVE* users face to face (and very enjoyable that was). There are others here in the UK that I'll probably bump into sooner or later. But there are many others who, though we'll never meet, are part of the *BVE* developer and user communities, and we are all important to each other.

So, the website's been up there for a year on 28 December. According to the counter, the front page has been hit nearly 55,000 times (honestly, I haven't inflated that number, though I do wonder what it actually means!). In October, I put click counters on the download buttons on my files, and was pleasantly surprised to find that people seem to be taking about 50 downloads a week.

I've been working on two routes. *Aln Valley* was a short project. At three miles long, I did it in order to produce something that I could call "complete". It models a railway in North East England that should reopen in a few years' time, and the simulation could be used to help promote it. I reckon it's been downloaded nearly 3,000 times.

The other route is *Tyne Valley*. I started this one because it is my local line, so collecting reference material is simpler. However, it's taken rather longer to complete than I imagined, partly because my free time has been rather impinged upon by Real Life of late. Anyway, it's presently about 30 miles long, with another 6 or so to Sunderland anticipated as being completed in time for Christmas. There's another 30 or so miles, largely through the scenic Tyne Valley to Carlisle, yet to be added, and hopefully I'll complete it shortly after Easter 2006. Then, I'm going to revisit my Newcastle Central Station on the route – it's far too basic compared to the real thing!

For light relief, I'm going to start another scenic route early in 2006... but I'm not going to name it here! For that, you'll just have to wait for now.... roll on year two!

Eezy

We've Got Mail

Some of your responses to our November issue:

I really enjoy reading your magazine each month. It's great to have some coverage focused on our hobby. And what a pleasant surprise to see my L&PS route featured, and on the cover yet! Your photo essay was really well done and a pleasure to read.

I wish you all the best for the future of your magazine.

Wayne Campbell

London, Canada

(E-mail)

Downloaded it this morning after receiving the email notification. I enjoyed reading the article on Vulcan, very interesting. I'll get to read the rest later.

Craig

(Trainz Forum)

Thanks for a wonderful read, I laughed so much I almost ..... my self reading about the "pigs are pigs" story.

Not often I laugh so hard that my whole body is shaking, but boy oh boy, I could so see pictures in my head of this poor man.

Thanks for digging up that old story!

And, for the rest of the journal.

All the best

Linda

(Trainz Forum)

Thanks Al for another great read, very interesting article about the copyright issues for all software as well, and in opinion, makes perfect sense.

Cheersey,

Sacha

(Train-Sim.com/BVE Forum)

We appreciate hearing from you. Thanks.

Al

Christmas Cards

By Our Readers

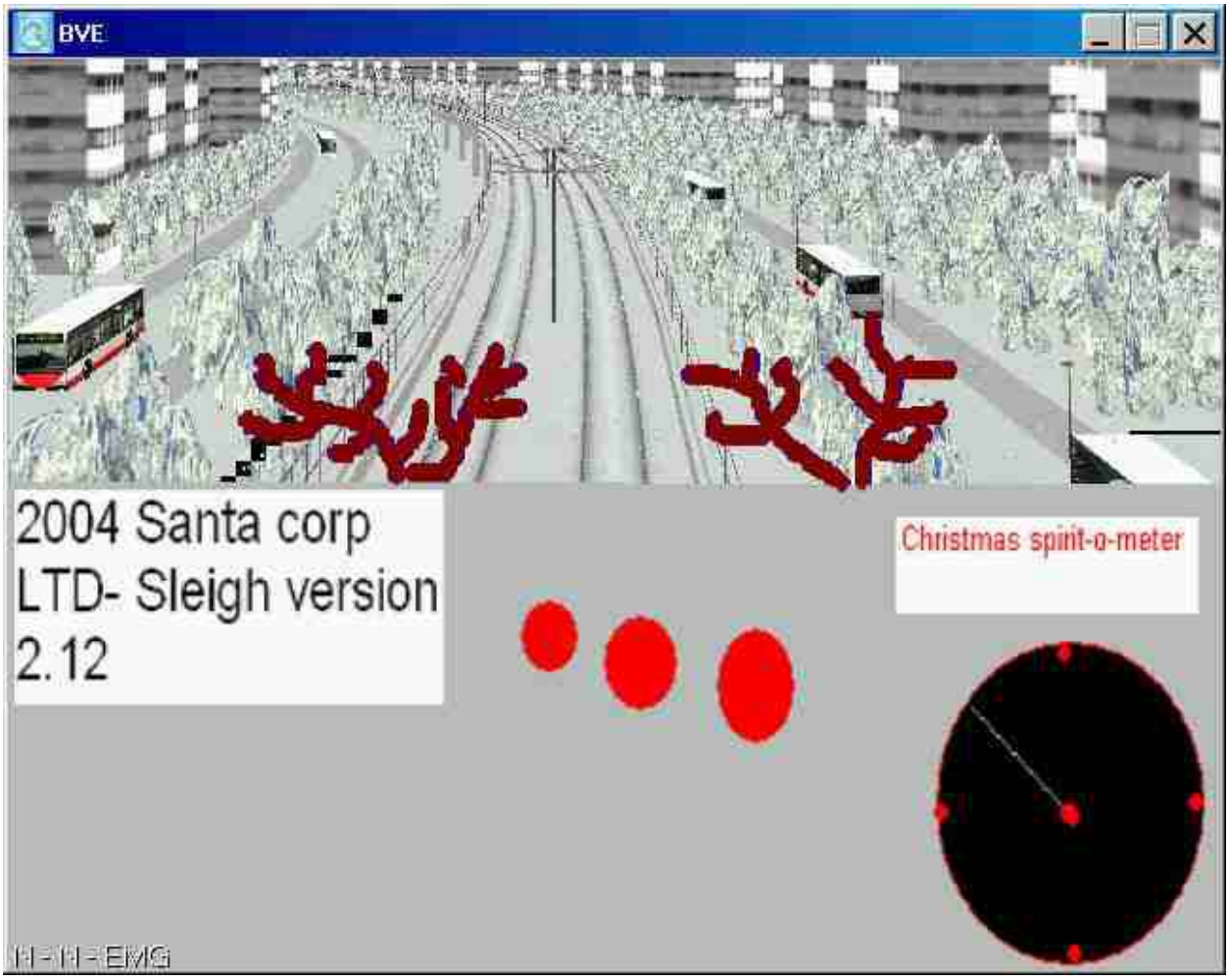
Scroll down to see who submitted this winning card.

We asked for your Christmas cards and promised to publish the best. There were plenty to choose from and some very creative efforts. We weren't sure what we would receive or how many. The good news is we had plenty to choose from and had representation from six different simulators. Since our goal was to show off what can be done with train simulators, we decided to publish as many as would reasonably fit in an article without adversely impacting file size. With that in mind, we decided to present to two "best" from each group. "Best" is a subjective quality and we recognize that there could be a different outcome given a different set of "judges." We thank you one and all for taking the time to submit your cards – most of which can be seen on the forums, which we identify at the end of this article. Here then are our choices.

BVE

We had eight entries, all from Sanford Mace, submitted via e-mail. The difficulty here was deciding which was first and which was second. Sanford is well known for his unusual, imaginative creations. Both are no exception. We chose the Christmas tree because it's a little clearer at first glance what the idea is. *BVE* users of course will readily catch the idea of the second one, being a view from the "cab" of Santa's sleigh.

Winner, BVE: by Sanford Mace.



Runner-up, BVE: by Sanford Mace.

Locomotion

There was only one entry for *Locomotion*, that being by DJC. Happily, it was good card with good, strong use of Christmas colors.

Winner, Locomotion: by DJC.

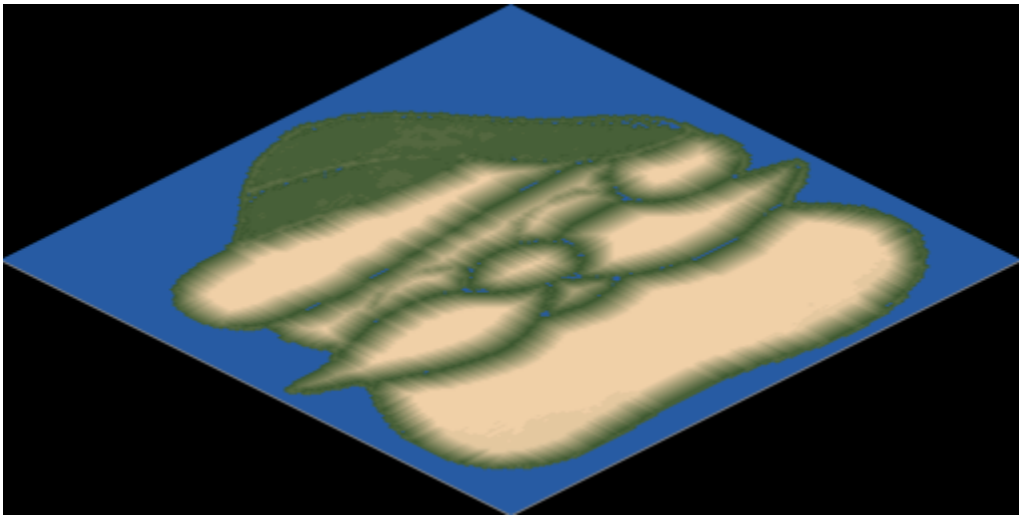
TTDPatch

There were some interesting, creative submissions here. Most unusual was our first choice, the entry by Prebal, accompanied by his description. Our second choice, by Bastiaan showed a creative design for a map. Bastiaan won out over a similar entry by jonty-comp, largely by being first.

Winner, TTDPatch: by Prebal.

I decided to use some local folk traditions - here in Czech Republic, it is a folk custom to build small, precisely created, "Bethlehem scenes" before Christmas, that represent the birth of Baby Jesus and various people, who have come to greet [Him]. Usually, these are shepherds, musicians, three "kings" from the East and so on. CSDSet, and especially nicknames given to Czech loco, have proven to be a worthy substitution. The design of this scene itself is based on this folk tradition, [except] the people [have been] replaced by locos. Hope it is not religiously offensive to someone or so...people are strange nowadays.
1) The scene itself is centered around the Baby Jesus. Well, I used a really small DMU called "Hurvínek" (a popular marionette, a boy)
2) As for Joseph and Mary, Mary stays on the right - the steam loco nickname is "Šlechtièna" - "Noble Lady". Joseph, on the other hand, is represented by "Kocour" ("Tomcat") engine. Sorry, finding anything suitable was a hard job.
3) Notice, that these three are the only ones with electrified tracks...this is as close to a

halo as I can get.
4) The depot is a barn, where Jesus was born after the family was not accepted by people in the city.
5) There were two animals in the barn, which [take] care of Baby Jesus giving it warmth - a cow and a donkey. The donkey is close to Joseph on the left - it is a steamer called "Ušatá" ("Eared-one"), the small steamer on the right is called "Velkej bejèek" ("Big little-bull")
6) These three engines in the front are the Three Kings (Wise men, Mages...Caspar, Melichar and Balthazar). The black one is in the back (as is sung in one popular Christmas Carol), the other two are as eastern as possible - the left red one is called "Sergej" and was a soviet diesel loco, the one on the right is called "Stadler", but it is frequently used by Slovakian railways. And, at least for me, Slovakia is a bit on the east.
7) The other folks, from left: some musicians (Two-part "Orchestrion" DMU), a rich German man with some fruit gifts ("Pielstick" + "Pomeranè"/"Orange") and then "Zamraèená" ("A blackbrowed one") with a wagon of beer. This could be some rich farmer, brewer or so.
In the other group, the order is following: Some generic worker ("Singrovka" - "A Singer one" where Singer is name of a company...well, maybe this one could also be a musician), "Hargita" DMU with some cars as a shepherd (Hargita is also a part of Rumanian Carpathians...well, there are some shepherds there for sure). And, last but not least, some poor man - "Hektor". This engine is quite weak.
The heliport has to be there, but it has no other function, than to keep the concord...eh, angels circling.
9) And, yes, we cannot forget the Comet.



Runner-up, TTDPatch: by Bastiaan.

The entry by Bastiaan is a distant view of a TTDPatch map, with green being forests of evergreen and white being snow.

Rail3D

We had just two entries here. We decided to go with Mark Goodpseed's as our first choice because it is a good wintry scene. We appreciate Daniel Evans's sense of humor, and are pleased to include his entry here.

Winner, Rail3D: by Mark Goodspeed.

Runner-up, Rail3D: by Daniel Evans.

MSTS

We had a good selection of entries, but the panel was unanimous in its selections. First place goes to Charlie Hill and runner-up goes to Edward Sketcher. Both entries have a nice, wintry feel; but the winner feels a little more like Christmas.

Winner, MSTS: by Charlie Hill (aka chazlee1).

Runnner-up, MSTS: by Edward Sketcher (aka ske2751).

Trainz

We had a great many entries for *Trainz*, and thus some difficulty selecting the two winners.

Winner, Trainz: by George Fisher (aka gfisher).

Runner-up, Trainz: by David Smith (aka pommie).

Other Entries

You can see other entries at the following forums:

TTDPatch: http://www.tt-forums.net/viewtopic.php?t=22077

MSTS: http://forums.flightsim.com/ts/dcboard.php?az=show_topic&forum=2&topic_id=79697&mesg_id=79697&page=4

Trainz: http://forums.auran.com/TRS2004/forum/default.htm

If the link doesn't open the specific posting, search for
"Submit Your TTD Christmas Scene!" (TTDPatch)
"Submit Your Christmas Scenes" (MSTS)
"Submit Your Trainz Christmas Scenes" (Trainz)

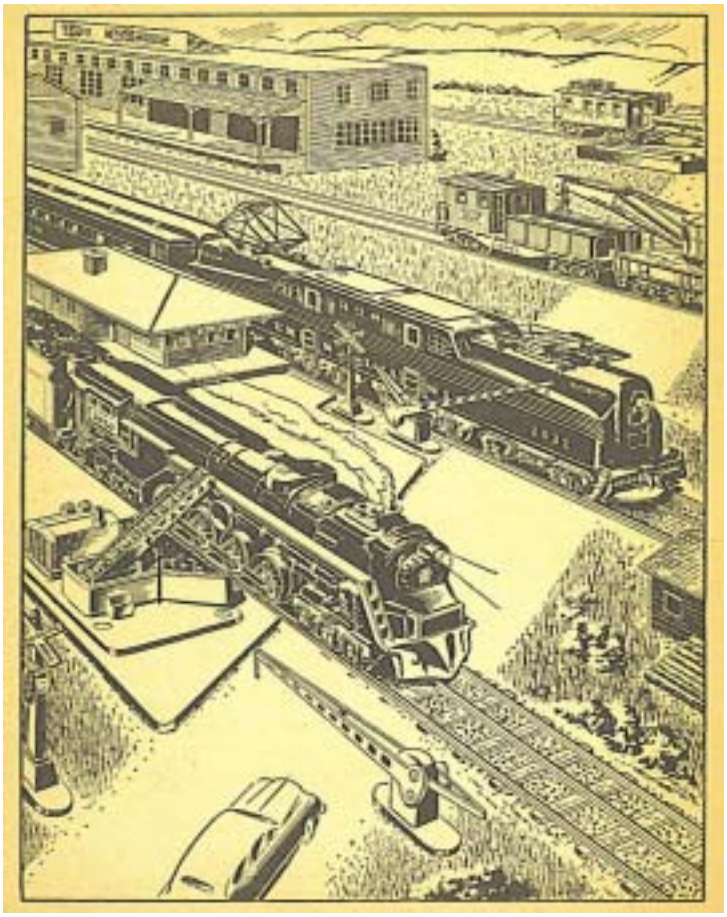
Thanks, everyone!!!

Al

Trainz Feature

Celebrate the Holidays With a Blast From the Past!

By John D'Angelo



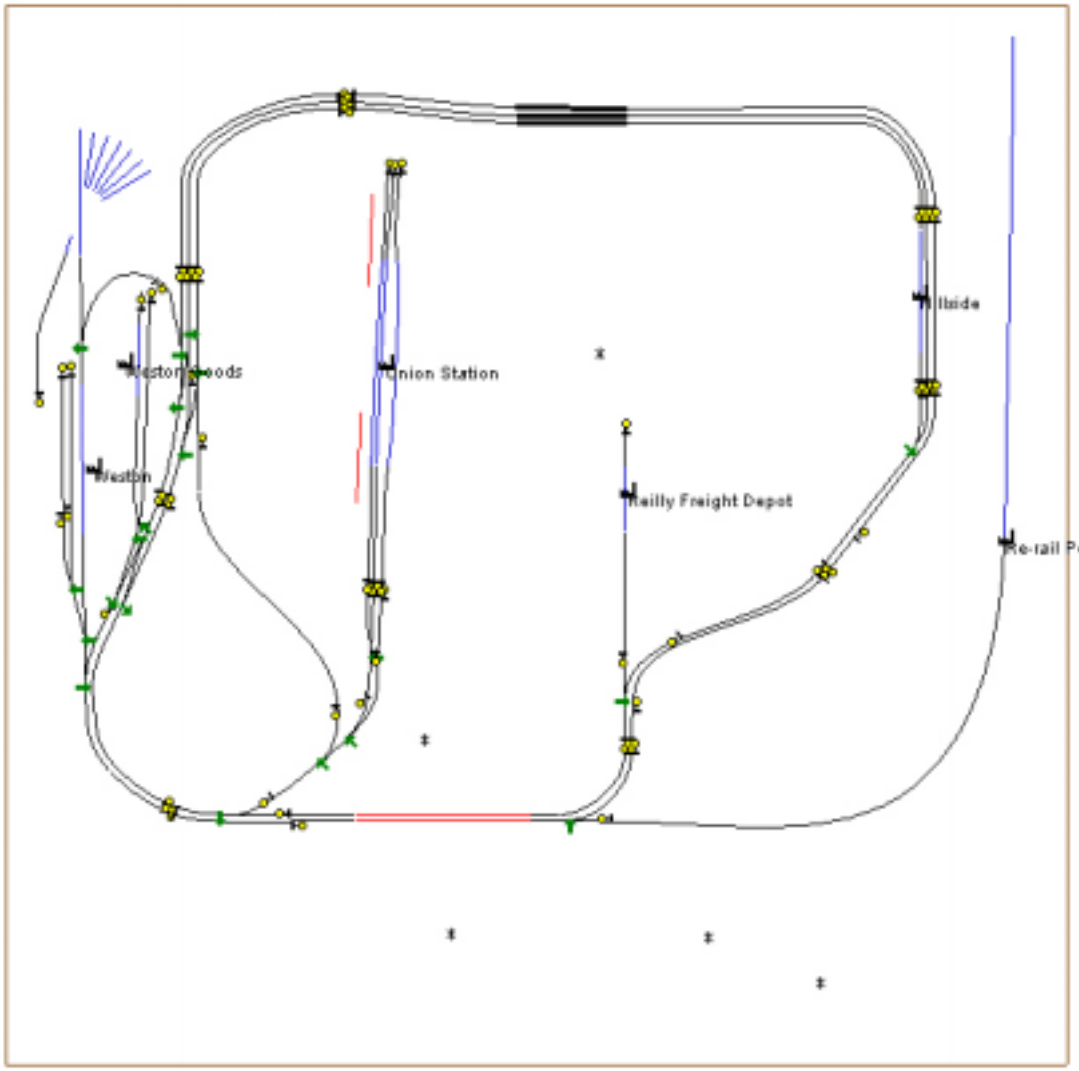
1950 Illustration of Lionel Trains.

When I was a young boy I had a single set of Lionel Trains. Unfortunately, that little train gave up the ghost, and I was a boy without a toy train. In the 40s, being without an electric train was almost a social stigma in my neighborhood. The following Christmas I found a pair of American Flyer trains under the tree that my sister had picked out for me because my dad was too busy to go to the store himself. From that point on until my teenage years I was a devoted American Flyer fan, but I still missed those massive Lionel trains. I collected some Lionel equipment, but never really had the room to build a proper layout for them … until now!

Trainz to the rescue! This month there was a new and very unique item added to the Trainz Download Station (DLS): Lionel style three-rail track. The track was created by Jack Straessle and is at the DLS as KUID:46819:38196.

Jack Straessle's Lionel Track in action.

I immediately downloaded Jack's track and then decided to create a route in the classic Lionel style of the fifties. I used my trusty copy of *Operating O and O-27 Trains* distributed by MDK, Inc. This book also contains reproduced pages from *The Handbook For Model Engineers,* which was published in 1940. I had an original copy of that book as a child, but it was lost. The book was chock full of layout ideas, track plans, and suggestions on how to create scenery. On page 25 of the MDK book is a layout idea that I thought would make a great *Trainz*-based Lionel Layout.



TrainzMap image of the route.

Lionel trains are excellent for running, and this track plan is a good example. Although there are some yard tracks, main line running is the central theme. The route has a dual-track main line with two reverse loops and is designed to have the center cutout for access. Since we don't have to be concerned with access in *Trainz*, I built a town in the center with a river running through it. Crossing the river, in the front of the layout, is Ian Manion's beautiful operating Bascule Bridge (KUID: 60238:27201). The Operating Bascule Bridge was a favorite accessory for Lionel buyers, and Ian's bridge really fits in. Ian is also known as *Vulcan*.

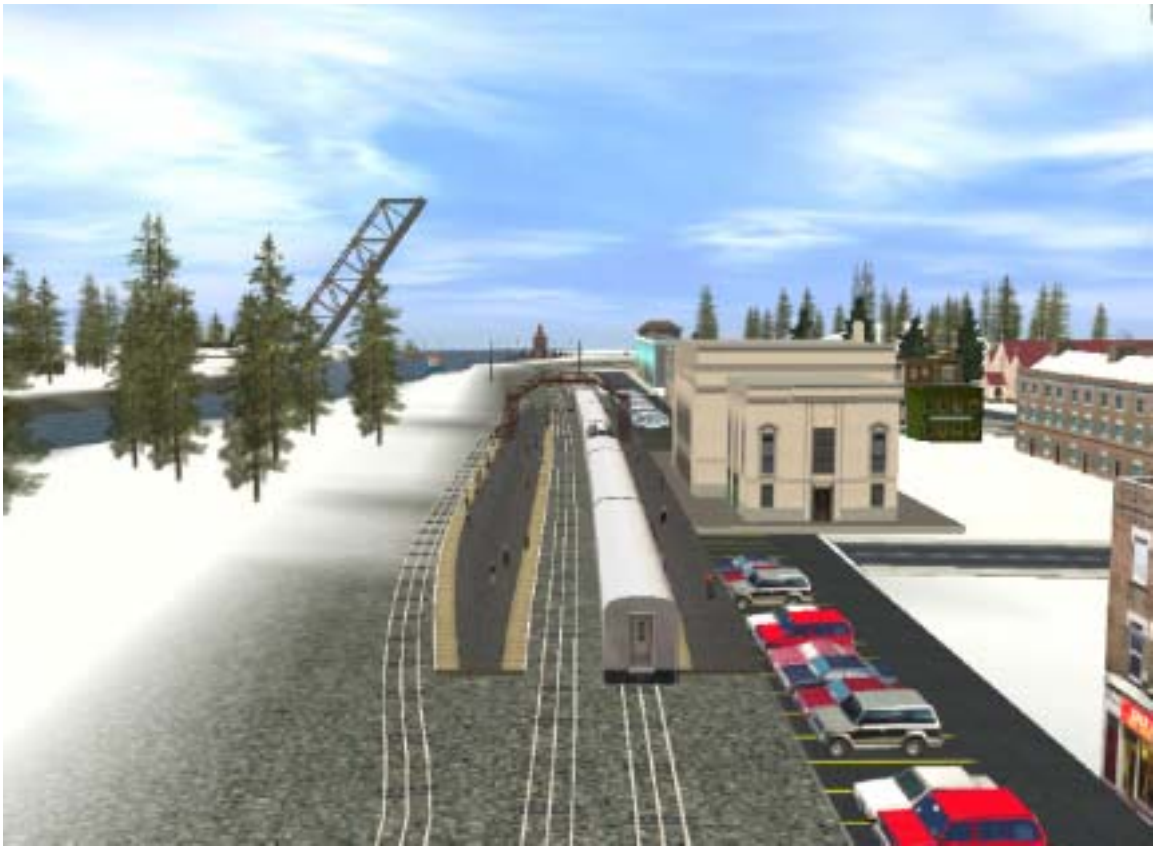
I made the route as a winter scene for the holiday season. Finally, I made some cars in *Paint Shed* with Lionel Lines lettering. I will be redoing the lettering to be more in keeping with the original look, but these will have to do for this article.

As you can see from the above map, the entire route was designed to fit in a single baseboard. In O Scale a single baseboard is 50 feet by 50 feet, so there is plenty of room.

OK, Pictures please!

Skaters at the pond.

Above: At the Yard; below: Crossing the Bascule Bridge.



Union Station at Lionelville.

I added a Re-Rail portal to the route and use the "Emit Train Now" rule to add trains to the operation while it is in action. I'll be adding Christmas trees and lights and be putting shoppers in the streets to get more of a holiday look. The tight curves of Lionel track may not be very prototypical, but hey, isn't it FUN?

Happy Holidays!

John

Milwaukee Road Class F7 4-6-4 Hiawatha Locomotives

By Rich Blake (aka Slugsmasher)

In this review we will take a look at one of the superb payware *Trainz* locomotives available by Rob Shaw – the Class F7 Hiawatha high-speed Hudsons.

Hiawatha History

During the 1930s, many railroads began to develop streamlined locomotives for passenger service. The Milwaukee Road originally developed four oil-fired Class A Atlantics for high-speed service in 1935. The MR soon wanted a larger high-speed locomotive to pull the Hiawatha passenger series and took delivery of six Otto Kuhler styled F7 Hudsons in 1938. These locos were among the fastest in the world, routinely achieving 100 MPH in regular service between Chicago and Minneapolis. The Hiawatha series was a great success and made the MR internationally famous with their handsome streamlined design, colors and high-speed ability.

There were six of the F7 Hudsons, numbered 100-105. They were all scrapped between 1949 and 1951.

What's Included

The download package comes with two locomotives:

100, the clean version

101, the weathered version

Each locomotive is representative of the actual prototype and is a complete self-supporting package with interiors, sounds and auxiliary files. No outside content or additional downloads are needed to support the models.

Installation

This package is in Trainz Content Dispatcher Pack format and requires the use of *Trainz* version *UTC* or higher. I installed it on my own *TRS2004* version with SP4 and had no problems.

Model Inspection

Rob Shaw is one of the original creators of *Trainz* models, and a great deal of his work is included in the various *Trainz* retail versions. His experience and attention to detail are among the best available for the *Trainz* series. These models, although originally

designed for *Trainz UTC* in 2003, are still great to look at and fun to operate.

The first thing I observed was the clean lines and effective use of textures to highlight details. The models are very low in poly count but are not over simplified. The textures are what really make these models high quality, and to the casual observer they look like there are a lot more polygons and details. Smart texturing like this really helps computer performance, and these will run with high frame-rates easily on most any machine.

The wheels and valve gear are accurately represented, although I think the rods are slightly smaller in size than the prototype dimensions. It all looks fine in operation, however. The driver wheels are unflanged, but the texture makes up for the absence of the extra detail. This helps reduce poly count, and the driver bogey is acceptable at about 4600 polys. This is not bad considering that all the holes in the driver wheels are represented in 3D.

The 100 has red painted rods, and the 101's are black. On the tender, the bogey side plates are well done with a large texture to highlight the various details.

Close inspection of all the methods used to create this model is a great study in what can be achieved in low polygon model creation. Rob is the master at making even the simplest objects look high in detail and realistic with expertly applied texturing and forced highlights/shadows.

Interior Details

An equally impressive part of these models is the interior cabin. Rob's familiar forced lighting techniques really bring the details of this cabin to life. Users will instantly recognize the "feel" of the cabin, as many of the excellent default *Trainz* cabins were also built by Rob. Since this was originally made as a *UTC* version model, the steam effects implemented in *TRS2004* are not represented. However, this does not take anything away from the detail and enjoyment of operating the loco from within the cab. The controls are simplified in that they are operated the same as for a diesel loco.

The gauges have needles that operate, and there are many miscellaneous controls that can be manipulated. It is actually quite exciting to ride in the cab at high speeds.

Performance Testing I placed the locos on the default *Tidewater Point Rail* route for testing. I like to use this route for testing because it looks good and has a slight up grade of 1% to give the locos a good workout. I placed five of the MRR Hiawatha passenger cars behind the loco and made some timed runs just to see what she could do.

I simply shoved the throttle wide open and started the watch. Performance table follows:

Speed	Time
0-10mph	0:14
20mph	0:25
50mph	1:02
75mph	1:39
100mph	2:10
100-0mph braking test	0:52

As shown, the loco type is quite fast in acceleration and braking. There isn't anything within the *Trainz* community to test these speed demons against, so the results above are simply for reference purposes.

Final Comments

This package is ready to install and is a great addition to any steam enthusiast's stable. They are available from Rob's site for $8.95 and include a free download of six different Hiawatha passenger cars. Although somewhat outdated, the locos are still enjoyable to run and look great. It would be nice if Rob updated these locos for *TRS2004* with steam effects, servicing ability and updated cabins. That is a lot of work though and I am happy to run them as is. I'm sure you will be also.

Highly recommended.

For more information and downloading options follow this link:

http://railsimpro.com/rob/index.html

Rich

Trainz Feature

Let's Get Down To BASIC!

By John D'Angelo

I remember in the days when we played board games, I owned a few military tactics games created by Avalon Hill. One of the games was *Bismark.* It depicted the North Atlantic battle between the British navy and the German battleship Bismark. My wife was acting as the commander of the Bismark and I was in charge of the British fleet.

It was a foggy morning and she suddenly came sailing out of the morning fog, catching me flat footed! She blew up and sank my battleship Rodney before I knew what was happening and then went back into the fog. What made the game very interesting were the weather conditions that could change suddenly, and heavy fog was a major factor. You dictated the weather conditions by rolling a die and then consulting the weather chart.

Modern computer simulators such as *Microsoft Flight Simulator* and *Trainz* also have the ability to vary the weather conditions, although the programs leave it up to the user to set the conditions. Sometimes it is more interesting when a computer can tell you what the conditions will be. "Uh oh, heavy snow this morning, speed restrictions are in effect!" This option is not in *Trainz*, but your PC can do that task before you start up the program.

To achieve random conditions we need to simulate the roll of a die. In order to create a random condition generator I use *BASIC* as my programming tool, specifically *BBC Basic for Windows*. Before I get into how to I create a program for a weather condition generating tool, I would like to get into the history of home computing just a bit.

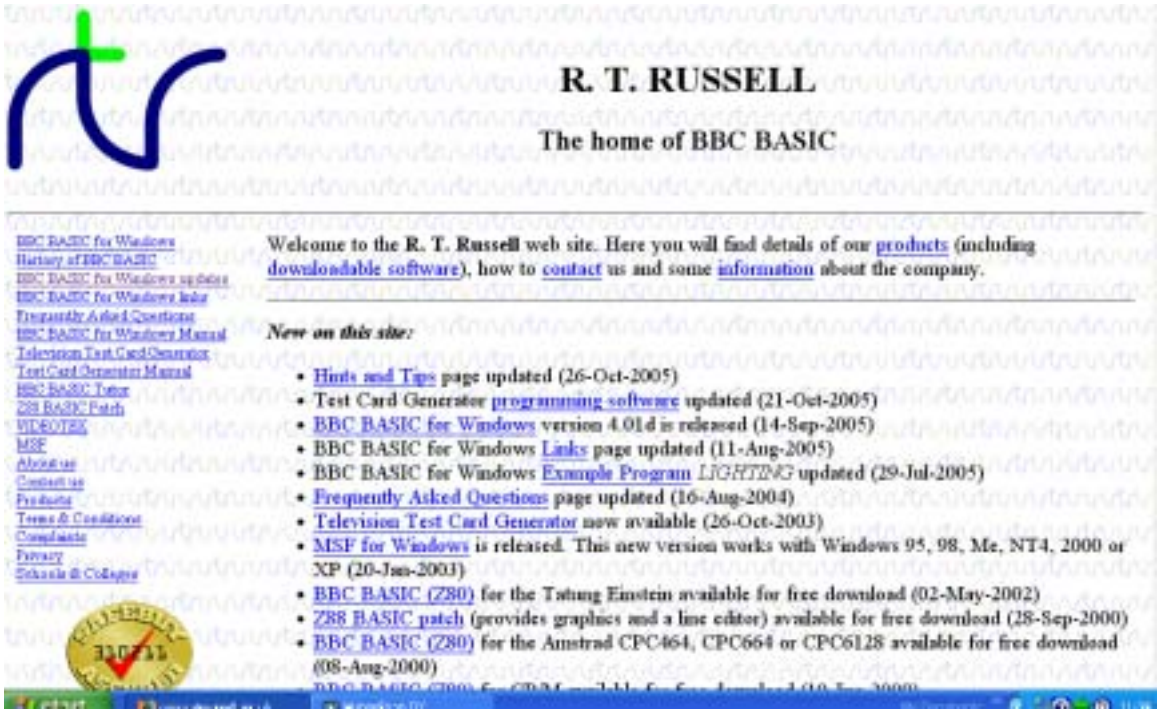
Way back in the early days of home computing, Apple was just starting out and Radio Shack had the TRS80 computer. I saw an ad for a home computer that sold for $100 called the Sinclair ZX81. I was intrigued. At that time I had no experience in computing, but felt that perhaps this would be a way to learn what it was all about, so I plunked down my $100 and sent for it.

This little gem was my introduction to using *BASIC* to create computer programs. The membrane keyboard had *BASIC* keywords such as IF, THEN, GOTO and other BASIC commands. The other command I found to be very useful was RAND. This was the same as rolling a die. You set the limits of the RAND(Random Number); for example any number from 1 and 10, and each time the program ran you would get a new number from 1 to 10. The idea behind the random number was "IF the number is X THEN Y would happen." In other words, "Get a one, get a rain storm."

My original Sinclair ZX81 computer as it is today.

My friends and I created tons of programs in *BASIC* for the ZX81 and we all had a ball with it. Over the years I moved up in computers to Atari 800, IBM PC, 286, 386, 486, Pentium II, Pentium III, and finally a Pentium IV computer; but I couldn't part with my little ZX81 and still have it. My Pentium III *Windows 98* computer was the last Windows computer to have *BASIC* on it. The latest BASIC program included in Windows by Microsoft was *Microsoft QuickBasic*, but when *Windows XP* came out, *Microsoft QuickBasic* was dropped from the lineup.

I wanted to continue using *BASIC* and searched the web for a good *BASIC* program that I could use on my Windows based computer. I finally discovered *BBC BASIC for Windows*, by R.T. Russell. The home site for *BBC BASIC* is: http://www.rtrussell.co.uk



BBC BASIC home page.

You can download *BBC BASIC* for free with the only restriction being the size of the *BASIC* program you can create. If you want to create a large *BASIC* program you will have to upgrade to the payware version. Our weather condition maker for *Trainz* is small enough to be created with the free version. The program doesn't actually create the weather, it just advises you what weather condition to choose when you start your session.

In *Trainz TRS2006* there are eight different weather conditions possible:

- Clear
- Cloudy
- Drizzle
- Rain
- Stormy
- Light Snow
- Medium Snow
- Heavy Snow

The choice of weather can be made when you are in Surveyor and you choose the **Edit Session** option before running the route.

I wanted the program to have mostly clear days. Least frequent weather would be stormy or heavy snow. I assigned values in ranges of numbers to the weather conditions to use as my guide when writing the program.

Condition	Numbers	Chances of it happening
Clear	1-6	6 out of 19
Cloudy	7-8	2 out of 19
Drizzle	9-10	2 out of 19
Rain	11-12	2 out of 19
Stormy	13	1 out of 19
Light Snow	14-16	2 out of 19
Medium Snow	17-18	2 out of 19
Heavy Snow	19	1 out of 19

When the weather condition is decided upon by the random number generator, the condition is shown on the screen, and that is the condition you will use. Start up the route in Surveyor, go to the pull-down menu and choose **Edit Session**, then **Startup Options**, then pick the weather condition. Start the route and you will be in the weather chosen.

The key to all this is the random number generator, which asks the program to "Give me an Integer (INT) of a Random Number(RND)("N"). N is the total of possibilities you want. In the program there will be 19 possibilities which we'll call "W" for Weather. The full line will read **W=INT(RND(19)).** Once the program gets the value of "W" it will print out the weather condition called for.

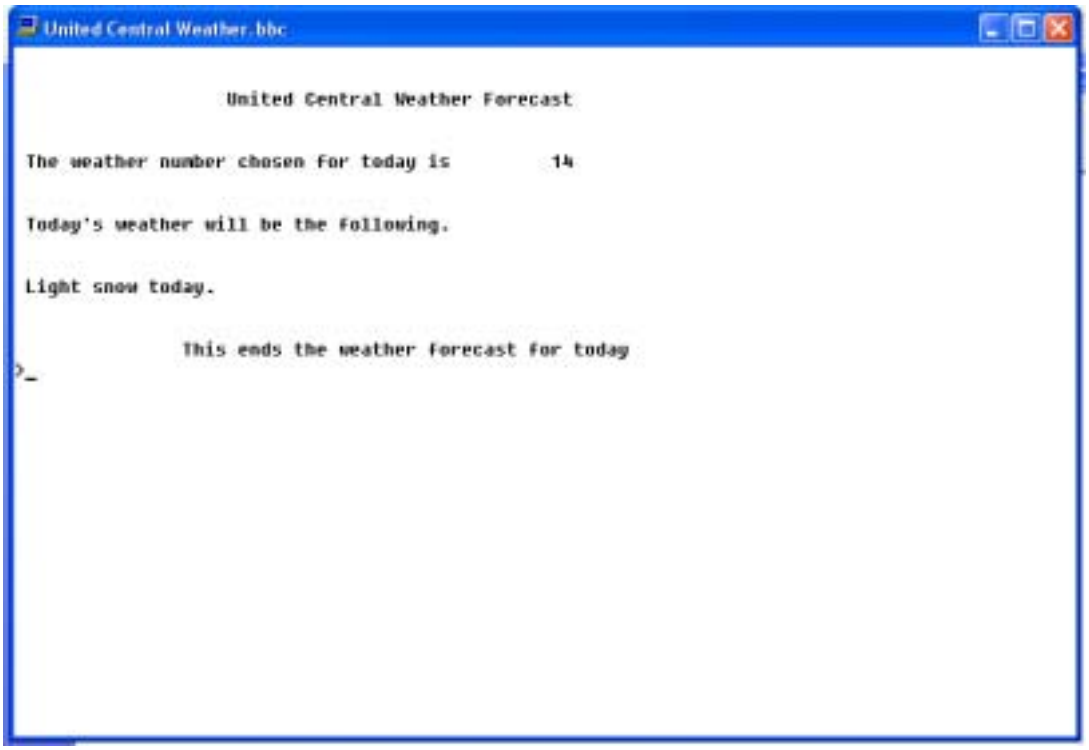
The following is the actual text of the *BASIC* program. I have included note lines to explain the process but which are not needed in the program; they are called REM lines for "Remark" and will not affect the running of the program. The PRINT lines that do not contain any information are used to space the lines on the screen.

BASIC Program for Weather Conditions

```
   10 PRINT
   20 PRINT
   30 PRINT "                    United Central Weather
Forecast"
   40 REM The next line is the random number generator.
   50 W=INT(RND(19))
   60 PRINT
   70 PRINT
```

```
   80 REM This line is a check line to let you know what
number was picked.
   90 PRINT " The weather number chosen for today is " W
  100 REM The following lines give you the weather
conditions.
  110 PRINT
  120 PRINT
  130 PRINT" Today's weather will be the following."
  140 PRINT
  150 PRINT
  160 IF W <=6 THEN PRINT"  Clear weather today."
  170 IF W=7 OR W=8 THEN PRINT"  Cloudy Weather today."
  180 IF W=9 OR W=10 THEN PRINT" Drizzle Today."
  190 IF W=11 OR W=12 THEN PRINT " Rain today."
  200 IF W=13 THEN PRINT"  Stormy today"
  210 IF W=14 OR W=15 OR W=16 THEN PRINT " Light snow
today."
  220 IF W=17 OR W=18 THEN PRINT "  Medium snow today."
  230 IF W=19 THEN PRINT" Heavy snow today."
  240 PRINT
  250 PRINT
  260 PRINT "               This ends the weather
forecast for today"
  300 END
```

Here is a screen shot of the program as it generates a weather condition:



Weather forecast.

That's the simple version, but BASIC has a lot more to it that you can use. You can add extra conditions called subroutines to your program based on the weather. Let's say that you add a trouble group that will come in play if you have heavy snow. That is done by an IF line. After the weather conditions section you could write "IF W=19 Then GOSUB 300.

Line 300, instead of ending the program, could be used to generate another random number called "E" for emergency. In this case E would dictate special blizzard weather emergencies such as:

" Mountain View is snowed in, send work train with flatcar and bulldozers."

"Silverado needs emergency heating oil."

The possibilities are really endless; it just depends on what you would like to do. Pick up a copy of *BBC BASIC* and give it a shot. This might be a new avenue for you to explore.

Have fun!

John

Locomotion Feature

LoMo Does New York (and More)

By Alfred Barten

View from the southeast of South Ferry elevated station and Staten Island ferry.

This is the story of the first 33 years of Apple Transport – a fictitious transportation empire based in New York City. In 1920 I set out to build a commuter network in *Locomotion.* By 1953 I had done that AND built the Pennsylvania Railroad from Philadelphia and Harrisburg, Pennsylvania, to Queens with a through connection to Boston, Massachusetts, via the New Haven Railroad. I also built the New York Central Railroad from Bronx to Albany, New York, and the Boston & Albany Railroad from Boston to Albany and on to Cleveland, Ohio. Finally, I built airports in the key cities and added a Great Lakes freighter from Buffalo, New York, to Cleveland.

Locomotion is not the first platform I think of when it comes to modeling something with physical accuracy, so my original goal was to build a network of third-rail DC-powered trains radiating from a metropolitan area. As it turns out, there just happens to be a third-party scenario and map available for New York City. Since I

spent nearly all of the first 36 years of my life living in New York or in neighboring communities in New York, New Jersey, Connecticut, and Long Island, this was the perfect place for me to begin my project.

After building several networks, and even beginning this article based on the most recent effort, I got to thinking that I could build something closer to reality. As can be seen in the accompanying annotated screen shot, New York City offers a lot of possibilities – and I haven't even shown subways, trams, and buses.

New York's five boroughs and major public transport. This scene is at the game's start.

Background

Elevated Lines. The orange lines in the illustration are a crude representation of New York's four elevated lines. Construction began in the 1870s, with short trains being powered by small Forney steam locomotives. By century's end, four lines joined at South Ferry station and extended north along Second, Third, Sixth, and Ninth Avenues. All but the Sixth Avenue line reached into the Bronx. The els were electrified with outside rail low-voltage DC early in the 20th century and reached their peak mileage in the 1920s. Decline and dismantlement began in the 1930s, and by the mid-1950s only the Third Avenue line remained standing. It, too, was gone by the mid-1970s.

Ferry Service. The Staten Island Ferry (yellow line) has been a longtime institution in New York and still operates ferries between

South Ferry station (now a subway stop in New York) and Staten Island.

New York Central Railroad. The blue line represents the New York Central Railroad's entry into New York. The line enters a tunnel (not shown) around 96th Street and ends at Grand Central Terminal at 42nd Street (aka, Midtown). The New Haven Railroad shared trackage into Grand Central. At the outer end (not shown), the New Haven Railroad split from the Central and headed toward Boston, joining the line (pink) from the Pennsylvania Railroad.

The Central and the New Haven were steam powered until a deadly accident forced electrification in the first decade of the 20th century. The Central chose outside rail low-voltage DC to be compatible with the New York City transit system (subways and elevateds), and planned to electrify in this manner all the way to Albany. The effort reached only as far as Croton-on-Hudson, about 40 miles from Grand Central.

New Haven Railroad. The New Haven switched to overhead high-voltage AC power as soon as it left the Central's tracks. This electrification reached as far as New Haven until recently extended to Boston.

Pennsylvania Railroad. The pink line represents the Pennsylvania Railroad's grand entry into Manhattan via tunnel from New Jersey. The tunnels ran under the Hudson River to Manhattan, then continued under the East River to Queens. The line surfaced in Queens along with the Long Island Railroad, a subsidiary of the Pennsy, and ran north into Westchester County where it joined the New Haven, thus accomplishing a through route from Philadelphia to Boston. The Pennsy chose outside rail low-voltage DC for its tunnel electrification, but used overhead high-voltage AC elsewhere, including the run to Philadelphia, Harrisburg, and Washington DC. The Pennsy's AC electrification was undertaken during the Great Depression of the 1930s.

Long Island Railroad. The Long Island Railroad, not shown, split from the Pennsy tracks upon leaving the east side tunnel from Manhattan and continued out to the end of Long Island. The electrified portion of the LIRR uses outside rail low-voltage DC.

Setting Up

First we need to acquire and install the scenario/map. Then we need to edit the scenario to make sure we have the necessary vehicles available and to set the date and player level.

Acquiring the Scenario. The *New York Metropolis* scenario is available free at the *Locomotion Fanpage* (http://www.locomotion-fanpage.net/forum/filebase.php?fileid=236&lim=20). This is a German language site with the capability of switching to English titles. Registration is required, because it's basically a forum, but is free. After you download the scenario file – **New York Metropolis 2005-09-25.sc5** - place it in the Scenarios folder, which is inside the Locomotion folder.

Editing the Scenario. In case you are unfamiliar with editing a scenario, it's basically the same as creating a scenario, as described in detail in the *Locomotion* user guide. If you missed the part about getting into the editing mode, here's how:

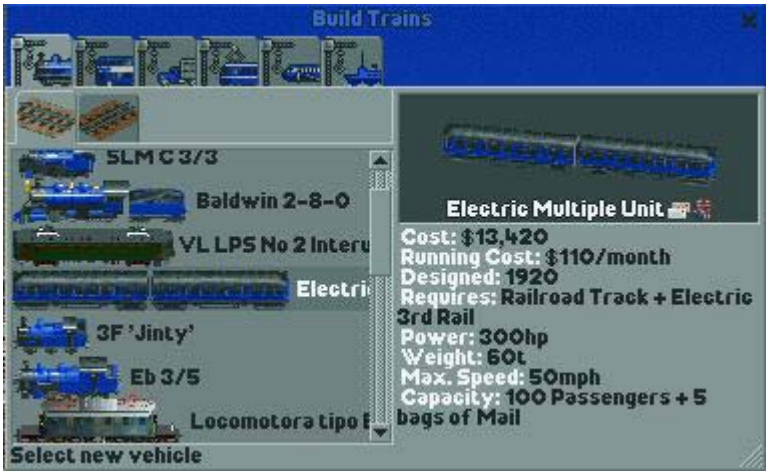
1. On opening screen, select **Scenario Editor**
2. Click floppy disk icon in upper left of screen and select **Load Landscape**
3. Click folder image in upper right of window
4. Select desired scenario in displayed list. You can now edit and resave scenario.

Downloading the Locomotora tipo E-28

At the trensim home page:

1. Select **Listado** in the **Descargas Locomotion** box in the left column
2. Select **Locomotoras eléctricas**
3. Select **Locomotora tipo E-28**
4. Select **descargar** in order to download
5. Select **Acepto**
6. Select **Save to Disk**

Once inside the scenario, make sure you have suitable vehicles selected. I used the Electric Multiple Unit for third rail power pickup and E-28 by José Jiménez and Gustavo Rojas at *trensim.com* (see sidebar) for overhead power pickup. This articulated box cab reminds me of the New York Central T-motors that hustled commuter trains into and out of New York's Grand Central Terminal on the Central's main line Hudson River Division, though the latter used outside third rail rather than overhead pickup wire.



I set the beginning date to **1920** and the player level to **Beginner**.

Game Progress

At the outset, money is in short supply. This is where planning is most critical, because you need to build projects that will generate immediate income while not pre-empting your long range plans. In general, I began with trams in Brooklyn and Queens. Then I began building the elevateds north from South Ferry Station. I followed these with railroads, ferries, and airports. Finally, having achieved everything I set out to accomplish, I added some freight operations as distant cities came into play. I was pleasantly surprised to see more cities – Cleveland, Pittsburgh, Buffalo, and Hampton Bays – added to the map as the years went by.

Trams

Trams are essential for generating income early in the game. They also provide passenger traffic from the neighborhoods of your city to your major transport connections – train stations, ferry boat docks, airports.

Wherever trams are running, you can expect urban growth, thus I was careful not to place any in Manhattan until my elevated railways – the part of the project I most wanted to build – were well along the way to completion.

I began building tram lines in Brooklyn and Queens with the intention of eventually running them across the suspension bridges (Brooklyn Bridge and Williamsburgh Bridge) into Manhattan in accordance with the prototypes. The game wouldn't let me do this, saying the bridges were unsuitable.

Trams can be placed in a variety of ways. For this project I generally ran them point-to-point without the turning ends. I then placed a single tram on each track. In time, as the cities grew and I needed more trams, I extended the lines, added more lines, and gave all lines closed turning ends. Then I loaded the lines with trams and trailers for maximum capacity.

Brooklyn (foreground) is building up rapidly, thanks to the trams. Blue labels identify tram stops. The first section of the Third Avenue El in Manhattan is also up and running.

By the 1950s I had replaced all trams at least once. Now the original trams and trailers were obsolete and no longer available. I had to switch to speedy single units, then the Glasgow double deckers, and eventually articulateds.

Elevateds

The els were part of my life as a young boy in New York City, so these were the key elements of my design. It would have been overkill to try to build all four lines, so I planned first to build the Third Avenue line – the longest-lived of the four – and then the Ninth Avenue line for balance.

Building both lines was tedious. I had to do it a few segments at a time as funding permitted. I also didn't want to have other elements of the game beyond my control pre-empt my plans.

I began at South Ferry on the southern tip of Manhattan and built a ramp up to the elevated level. I built two ramps – one for the Third Avenue line and one for the Ninth Avenue line. I retained the ramps as placeholders for the time when I would be able to build the Staten Island Ferry dock.

Third Avenue El is up and running; Ninth Avenue El is under construction. Ramps in lower left were used to reach proper track elevation and were kept in place to preserve a spot for the Staten Island Ferry dock.

I was able to build the Third Avenue line successfully to the Bronx, where I was stopped prematurely by an immovable power plant. I had more difficulty with the Ninth Avenue line. This side of the island was more crowded by the time I got to it. I bulldozed a lot of buildings, but ran into some immovable objects and was forced in two places to uses single track instead of double. In another place I split the two tracks with a wide separation. Fortunately, I was able to extend the line well past the civilized section of the Bronx and was later able to have the line meet the New Haven Railroad.

Railroads

New York Central RR. From my difficulties in trying to get the Ninth Avenue El through the Bronx, I decided it would not be possible to build the New York Central line into Manhattan without putting it entirely underground. I didn't see much point in this, since it would be expensive and invisible. So I built the Central's line from a Ninth Avenue El station to Albany and placed a single steam train in service. I had originally hoped to electrify the line in accordance with the Central's original plans, but as yet have not seen a good reason for it. Albany was very small at the outset and

initially did not provide enough traffic to even justify the line I built.

Looking northeast at a New York Central train leaving the joint station with the Ninth Avenue El.

Pennsylvania RR. The key element in building the Pennsy was tunneling from New Jersey to Queens, passing under Manhattan and the two bordering rivers, the Hudson and the East. This was my first attempt at tunneling – and it was a major one at that. I had little trouble except for the ramps in and out. Most of my difficulty was caused by an inability to properly see what I was doing. In the end I opened the land on both sides, then rebuilt the embankments. I placed a train station in the tunnel under Manhattan, to serve as Penn Station.

Boston & Albany RR. The B&A was a subsidiary of the New York Central, operating between its name cities. In my simulation I found the Central got hemmed in at the Albany station, so it was more sensible to have the B&A continue west rather than the NYC. The distinction also gave me a good chance to electrify the NYC

from New York to Albany in accordance with the original plans of a hundred years ago, though as yet I haven't done it.

Looking southwest at the Albany station with B&A through tracks in the foreground; NYC behind. The NYC service is provided by Diesel MU trains.

The simulated B&A proved to be very successful as cities west of Albany kept springing up. Eventually the B&A extended from Albany to Buffalo, Cleveland, Pittsburgh and the back side of Philadelphia.

Long Island RR. I built the LIRR late in the game after Hampton Bays on eastern Long Island came into existence and after I had pretty much done everything else I wanted to do. It's a third-rail low-voltage DC double track line running straight as an arrow from the airport in Queens to Hampton Bays. It shares a station with the Pennsy line in queens, which connects Philadelphia, New York City, and Boston. The real LIRR is electrified only part of the way from New York City.

Looking northwest, the LIRR is in the foreground; Pennsy to the rear. The real life LIRR continues (to the left) into Manhattan via the Pennsy tunnels.

Ongoing Operations

Having reached my initial goal of building a New York City transport system, I found the game kept offering new possibilities, which led me into freight operations, short lines, and airplanes. One area that got to be a drag was the ongoing maintenance. Real trams should last 25 years before rebuilding. LoMo trams last about 10 years or less before they are worthless. When you have over 90 trams and 35 trains, you find yourself constantly in maintenance mode. That's when I decided to stop, but it was still over 70 years into the game. There's a No Maintenance patch available, but I haven't tried it yet.

Al

TTDPatch Feature

Executive Network Tour, Part 1

By Ken Taylor

Ken Taylor brings us a story of his TTDPatch rail network, using the US set. – Ed.

It's the early 1950s, and I am going to take a trip across my railroad network. The corporate treasurer is getting increasingly insistent about buying all-new diesels, and the board of directors is listening to him. I like the old steamers but the financials are compelling. So I will take a trip to consider the issue.

I start my trip at Dranway (fig. 1), a nice city overlooking the sea (at the bottom of the cliff in the lower right corner). For some reason the town fathers like construction to keep its distance from the beach. Maybe that's why it is not that big a city. You would think it would be a major holiday destination. Instead it's industrial; there are two nearby iron-ore mines, a steel mill, and significant farms.

While awaiting my train at the station, I look down the very steep tracks to the nearer iron ore mine. An ore train with new F7s is straining its way up the slope. Until very recently a Shay handled the hill, but the ore mine increased production, and it didn't make sense to buy another new Shay; we retired the old one and bought the diesels. They perform about the same on the hill, but go much faster on the flat.

Figure 1.

Ah, here comes my train - it's a new E8 and a string of matching cars. This route has always had good trains; it used to have Hiawatha high-speed steam equipment.

Figure 2.

Well, I'm on my train (fig. 2). Immediately after it joins the main line, we go through a tunnel, and into a heavily trafficked valley. This division is the home of superpower steam, because longer trains are more efficient and there's enough traffic to support them. The Challengers are OK, but the Allegheny is noticeably better - more powerful and faster. It's a shame my passenger train is stuck behind the Challenger, and the Allegheny is on the opposite track; we'd be going faster if it were the other way around. That's one reason I wasn't too sad to retire the Hiawathas that used to run this route; they could never go at top speed anyway because the freight traffic was too heavy, and the E8 accelerates better from a stop.

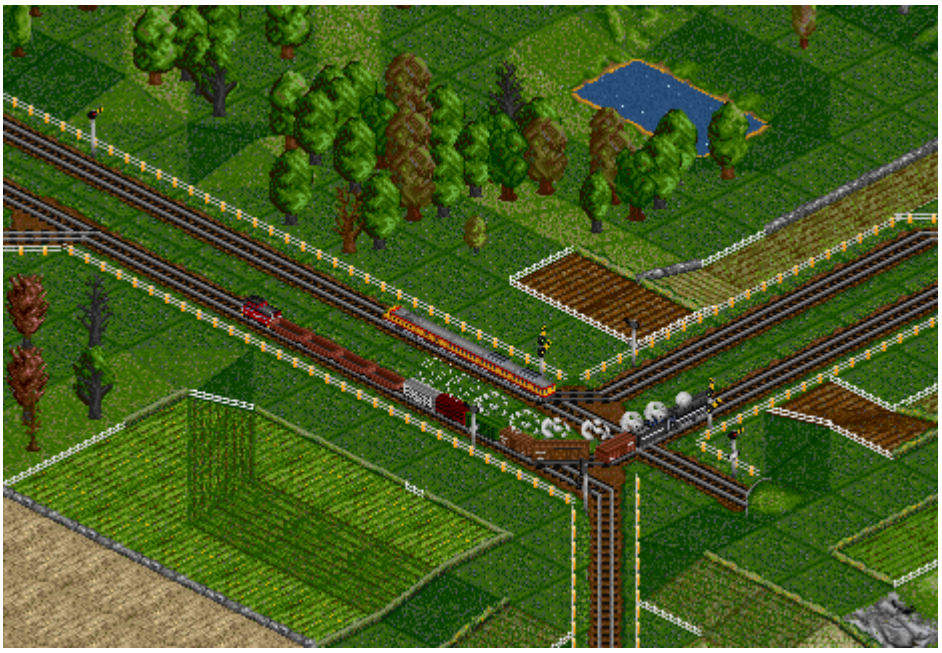


Figure 3.

Now we're barreling down the valley (fig. 3). There's plenty of heavy steam passing the opposite direction to keep watching. What a pretty sight! But it's getting my window a bit sooty.... We spend quite a lot keeping these things clean.

Now we are entering the largest city we serve, and also the location of our headquarters, Linburg Springs (fig. 4). This is the center of the network, and sees very heavy traffic from and to both directions. There's a major interchange on just this side of the station, routing

traffic to and from the industries we passed by, the factory just south, and a suburb to the north.

While we wait for a green light, I'm pleased to see two of my beloved Class J Northerns. The J is pretty much the perfect steam locomotive. It is just as efficient to operate as the F diesels, and faster. It's not as fast as the E8 on this train, but it's cheaper for equivalent power. So it's good for heavy passenger service, and also for express freight, both of which we see here. I think they will live out their lives in spite of the diesels, although probably the board won't let me get any more.

Figure 4.

And here we are in Linburg Springs (fig. 5). I will spend the night here, visit the office in the morning, and then continue on my tour. I like looking out over the edge of town at the very complex intersection on the north side of the station; not only does it work very well, but it helped me become president of the railroad 15 years ago when I built it. Good memories.... It isn't quite perfect, theoretically, but it fits nicely in the space between the cities and mountains, and is able to handle all the traffic that it needs to.

I see the 20th Century Limited is arriving - well, what used to be the Limited, anyway. Now it handles local commuter service between several big cities, because the businessmen are willing to pay extra for the luxury aboard. It's kind of old-fashioned now, but still beautiful, and appreciated by the old guard who run companies. They will probably be retiring soon though, and their replacements will expect something more streamlined and modern.

Well, its off to my company apartment. I'll carry on tomorrow.

Figure 5.

I got an early start at the office, so I can beat the rush hour traffic. Normally I enjoy seeing the crowds at the station; after all, I make money from each one.... But just now I need to concentrate on the equipment, not so much the people.

Figure 6.

As we pull out of Linburg Springs, (fig. 6) I have a comfortable seat in the observation car at the rear of the train. It's a good place to watch the traffic, and also the

complex interchange we're passing through. At this hour of the day there is not as much traffic as usual. With one of those fantastic Js up front, I know we will be on time coming into Flensburg.

Figure 7.

Here we go up the hill on the way to Flensburg (fig. 7). This is the sort of terrain where the J really shines. It's as fast as an express passenger loco should be, and as powerful as a freight locomotive; so even with a long train of heavyweight coaches, the hills are no problem.

On the down line, I see a Hudson with a passenger train of mixed heavyweight and stainless coaches. It's kind of a strange combination, but the traffic has been increasing, and we needed to do something. We could have replaced the entire train, but as I said before, I haven't decided whether to go all-diesel, and those E8s are awfully expensive. I can't wait forever, though - the Hudson was fine in its day, but they are getting long in the tooth, outclassed by both the J and the E8. It has a hard time handling these longer trains, even with lighter stainless coaches. Fortunately, most of its run is pretty flat; there is only one short grade in each direction.

Figure 8.

And here we are at Flensburg (fig. 8), on time as expected. The train continues on to Werthausen, and I could connect there, but I'd rather change here for the express to Westerhaven.

Now, I'm on the express to Westerhaven (fig. 9), which is operated by a couple of Budd RDC self-powered DMUs. This is a little odd for an express, I know, and therein lies a story. See, there are some smaller cities between Flensburg and Westerhaven, and of course there's a train that stops at each of those; but Flensburg and Westerhaven are larger and needed somewhat more. We tried making the local longer, but that slowed it down and the customers complained. If there had been a lot more traffic at the larger cities, we would have added a full-fledged express; but there wasn't. The DMUs offer an economical way to have a short, fast train. Of course, the Hiawatha did the same thing, and faster, but that was a while ago. Besides, there are some hills in the way, and the Hiawatha doesn't do so well with those. The DMUs handle them quite nicely.

We pull out of the station, and then stop in the interchange to let another train pass by. I have a great view of the Bungling Bros. Circus train on its way past. They have several trains, in fact, doing the rounds of the various cities and towns. I always enjoyed them when I was younger, but their trains have been getting shorter than in the old days. I think today's kids would rather watch a circus on TV than actually go to see one. Well, I suppose they stay cleaner that way, but it does seem a bit of a loss.

Figure 9.

Well, the kids of Fort Drenfingfield - at least the older ones - will be enjoying the thrills of the big top tonight (fig. 10). My express roars past the circus train, which is stopping on the opposite track. I can almost hear the calliope; I can certainly smell the elephants.

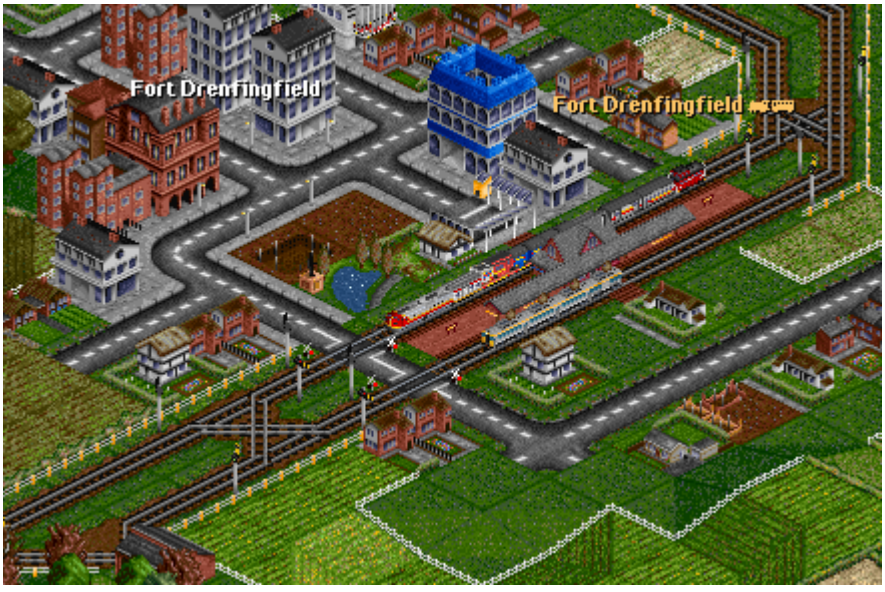


Figure 10.

Here we are at Westerhaven, the end of the line (fig. 11). It has grown quite a bit since the last time I saw was here. That's good for traffic, but it might be inconvenient for me, as I am intending to extend the line further off the end of the station. It looks like we will have to get rid of a couple of houses and a piece of road or two. I always hate to send out the bulldozers, but progress must have its way. As I recall, the Westerhaven town fathers were a bit stroppy the last time I met with them, but the large and somewhat heavy suitcase the porter is helping me off the train with should assuage any concerns they may have.

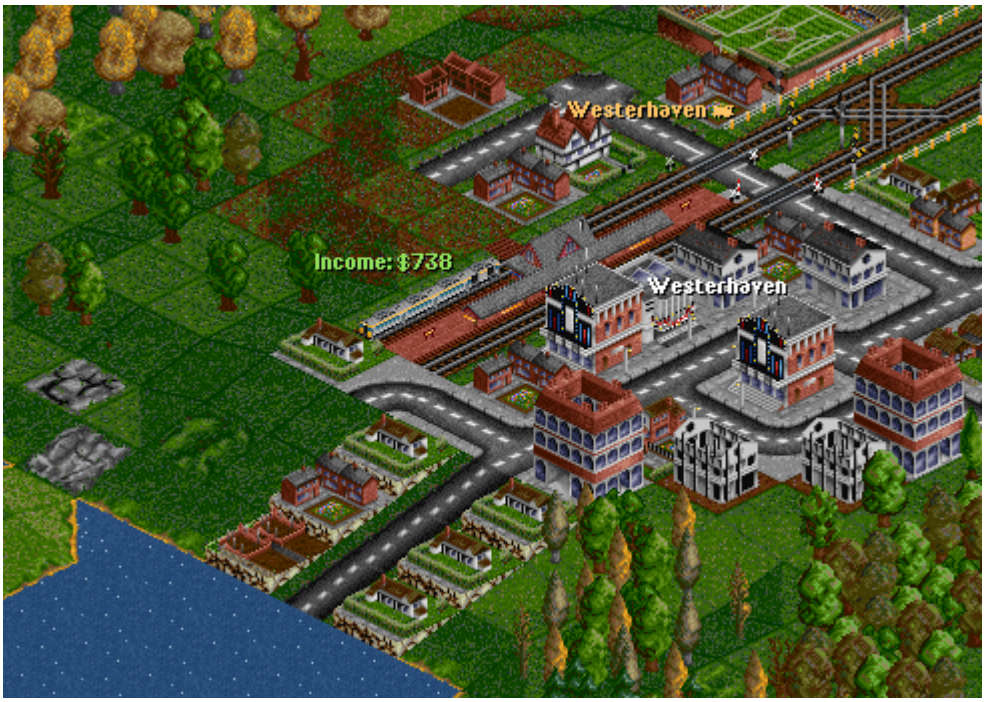


Figure 11.

Well, that's what the older section of my railroad looks like, with most of my favorite steam locomotives still around. Now I need to travel overland to another section, which isn't connected to the main line yet. Originally two towns made us an offer we couldn't refuse, even though they weren't anywhere near where we started; so we connected them, and made a self-sustaining division. Then they grew like Topsy. Just recently, we made some major expansion over there to feed a factory and support the growing cities. Since this is fairly new, it's all-diesel, and well spread out, so the trains are long. It'll be a good comparison with the traditional way the rest of the network is run.

Next month we'll tour the new division.

Ken

Reference

Train Sim Webfinder

By Alfred Barten

We've compiled two listings: Part 1 – Train Simulators and Part 2 – Train Simulation Support. We don't want to leave anyone out, so we'll be adding to the list each issue. Feel free to send suggestions (and corrections).

-- Al

Listings in bold are new or revised for this issue.

Part 1 – Train Simulators

Name	Source	Platform	Terms
Dispatching/Signaling			
NXSYS	http://nxsys.nycsubway.org	Win	Freeware
P-C Rail	http://www.pcrail.co.uk/index.php	Win	Freeware
SIAM	http://www.siam.co.uk/index.html	Win	Payware
Signalling Centre Software	http://www.sigcent.com	Win	Payware
SimSig	http://www.simsig.co.uk	Win	Payware
Train Dispatcher 2	http://www.signalcc.com/train2/td2freeware.html	Win	Freeware
Train Dispatcher 3	http://www.signalcc.com	Win	Payware
Model Railway Simulation			
3D PlanIt	http://www.trackplanning.com	Win	Payware
3D Railroad Concept And Design	http://www.theliquidateher.com/index.html	Mac, Win	Payware
3-D Ultra Lionel Traintown Deluxe - (Sierra)	Out of print but still available at Amazon		
Hornby Virtual Railway 2	http://www.paramountzone.com/virtualrailway.htm	Win	Payware
TrainPlayer	http://www.trainplayer.com	Win	Payware
Tomix Model Railway Simulator	http://www.japanese-model-supplies.com	PS, PS2	Payware
Railway Modeling			
JBSS Bahn	http://www.jbss.de/hpg_eng.htm	Win	Payware

Rail3D (v116)	http://www.rail3d.net	Win	Freeware
Rail3D (current)	http://www.rail3d.net	Win	Freeware
VlakoSim	http://vlakosim.com/index_en.html	Win	Freeware
Zusi - Der Zugsimulator	http://www.zusi.de	Win	Payware
Cab-View Drive-It			
ArcRail	http://www.freedownloadscenter.com/Reviews/r465.html	Win	Shareware
BVE 2	http://mackoy.cool.ne.jp	Win	Freeware
BVE 4	http://mackoy.cool.ne.jp	Win	Freeware
Evening Star	http://www.ysrnry.co.uk/articles/eveningstar.htm	Sinclair	Payware
Loksim3D	http://www.loksim3d.de/LokSim3D/loksim3d.html	Win	Freeware
Mechanik	http://www.thelocomotivecab.com/mechanik.html	Win	Freeware
Real Railway	http://www.realrailway.com	Win	Payware
Simulatore di treno 3.00	http://signa.texnet.it/sbapao	Win	Payware
Southern Belle	http://www.zxsoftware.co.uk/S/Pages/Southern%20Belle.htm	Sinclair	Payware
Train Cab Simyulator	http://www.digiflyer.nl/eriki/trains/index.htm	Win	Freeware
Train Simulator	http://www.ongakukan.co.jp	Win	Payware
TrainMaster v4.3	http://www.signalcc.com	Win	Payware
YKTrain	http://www.geocities.jp/yuuchankellyy/indexe.html	Win	Shareware
Full-Featured 3D			
Eisenbahn Professional	http://www.softwareuntergrund.net	Win	Payware
Micrososft Train Simulator	http://www.microsoft.com/games/trainsimulator	Win	Payware
Rail Simulator (in development)	http://www.railsimulator.com	Win	Payware
SpoorSim (development suspended)	http://www.modellbahnsoftware.de/Simu/spoorsim.htm	Win	Shareware
TrainMaster Train Simulator (in development)	http://www.trainmaster.com/tmts.htm	Win	Payware
Trainz	http://www.auran.com	Win	Payware
Strategy			
1830 Railroads & Robber	http://www.the-underdogs.org/game.php?id=2	Win	Payware

Barons			
3DTT	http://www.3dtt.de		
A Train 6	http://atrain6.midasinteractive.com	PS2	Payware
Locomotion	http://www.atari.com/us/games/locomotion/pc	CGC, GB, Nin, PC, PS, PS2, XB, XB360	Payware
Rail Baron Player	http://www.insystem.com/rbp/index.html		
Railroad Pioneer	http://www.railroad-pioneer.com		
Rails Across America	http://www.flyinglab.com/rails http://www.strategyfirst.com/en/games		
Transport Empire	http://www.transportempire.com/home.php		
RR Tycoon 2	http://www.poptop.com	Mac, Win	Payware
RR Tycoon 3	http://www.poptop.com	Win	Payware
Transport Giant	http://www.transportgiant.com	Win	Payware
Transport Tycoon	http://www.wimb.net/index.php?s=tycoon	DOS, Mac, PS, Win	Payware
TT Deluxe	http://www.tt-forums.net	Win	Payware
TTD Patch	http://www.tt-forums.net	Win	Freeware
TTD, Open	http://www.tt-forums.net	Win	Freeware
Simutrans	http://www.simutrans.de	BeOS, Linix, Win	Freeware
Zugspiel	http://www.ph2.net/zugspiel	Linux	Freeware
Professional			
Loksim	http://www.locsim.ch		Payware
SYSTRA's RAILSIM v7	http://www.railsim.com		Payware
Video			
A Train 6	http://atrain6.midasinteractive.com	PS2	Payware
Densya de Go! (Let's Go By Train!).	http://members.aol.com/netransi10/densya/densya.html	PS, SG	Payware
Locomotion	http://www.atari.com/us/games/locomotion/pc	CGC, GB, Nin, PC, PS, PS2, XB, XB360	Payware
Train Simulator Real	http://www.playstation.jp	PS, PSP	Payware

Tomix Model Railway Simulator	http://www.japanese-model-supplies.com	PS, PS2	Payware
Other			
3D Railroad Master	http://www.theliquidateher.com/index.html	Mac, Win	Payware
Amiga Train Driver	http://gamesites.bluechillies.com/game/569257	Amiga	
Black Five (development suspended)	http://www.black5.co.uk	Win	Freeware
Challenge Products series	http://members.aol.com/challengeproduct/index.htm	DOS, Win	Payware
Freight Yard Manager	http://www.freightyardmanager.com	Win	Freeware
Maszyna	http://www.eu07.pl/eng	Win	Freeware
RR Switch (One of the oldest!) Freight Train Trolley Time	http://www.railtronics.com/Software_Sim_GameColl.html	DOS, Win	Payware
Rail Empires Iron Dragon	http://www.irondragon.org	Win	Payware
RailRover	http://www.railrover.co.uk	Win	Payware
Steam Engine Valve Gear on the Computer	http://www.tcsn.net/charlied	DOS, Win	Freeware
Steam Locomotive Simulator	http://www.battewell.freeserve.co.uk	DOS, Win	Freeware
Train Engineer Deluxe	http://www.theliquidateher.com/index.html	Mac, Win	
Train Games	http://www.traingames.freeservers.com/HOMEPAGE.HTM		
Yard Duty	See Freight Yard manager		

Key: CGC = Classic Game Console, DOS = Disk Operating System, GB = GameBoy, Nin = Nintendo, PC = IBM Compatible, PS = PlayStation, PS2 = PayStation 2, PSP = PlayStation Portable, SG = Sega Genesis, XB = Xbox,

Part 2 – Train Simulation Support

Site	Owner	URL
Publication		
VirtualRailroader	Alfred Barten	http://www.virtualrailroader.com
Forums		
New York City BVE Motorman's Forum	NYCTBA	http://forum.nyctba.com/index.php?
Transport Tycoon Forums	**Owen Rudge**	**http://www.tt-forums.net**
train-sim.com	Nels Anderson	http://train-sim.com
Trainz Forum	Auran	http://forums.auran.com/TRS2004/forum/default.htm
UKTrainSim	Atomic Systems	http://www.uktrainsim.com
BVE		
BVE	Mackoy	http://mackoy.cool.ne.jp
BVE	Vince Black	http://www.vince-black.me.cz/BVE_welcome_EN.htm
BVE Cornwall	Chris Lees	http://www.bvecornwall.tk
BVE in Scotland		http://homepage.ntlworld.com/m.milmine/home.html
BVE-routes.com	Uwe Post	http://bve-routes.com
BVE Routes & Trains		http://www.bveroutes-trains.co.uk
BVE Works in Progress	Alfred Barten	http://alfredbarten.com
eezypeazy's BVE pages	eezypeazy	http://members.lycos.co.uk/eezypeazy
Hirakami Railway	Hitetsu Hirakami Group	http://hirakami.com/railway/indexeng.htm
Italian BVE fans	Luigi Cartello	http://web.tiscali.it/lcartello
MS TrainStop		http://www.mstrainstop.com/UK_Index.htm
New York City Transit BVE Authority	NYCTBA	http://www.nyctba.com
Rail Sim Routes UK	Anthony Bowden	http://www.anthony-b.pwp.blueyonder.co.uk/rsr-uk/links.html
Sasha's BVE Website	Sasha Dodd	http://www.superduper.eclipse.co.uk
Scottish Railway Preservation Society	Don Clarke	http://www.gotopcs.net/index.php?option=content&task=view&id=46&Itemid=40
Scottish Rail Sim Files	Robert Glass	http://www.scotrailsim.co.uk
The Old Hangar [BVE]	Christopher Tarana	http://www.flightsimnetwork.com/phoenixflightserv/goldenrail.htm
Train Sim Central	Steve Green	http://www.trainsimcentral.co.uk
trensim.com		http://www.trensim.com/index.php
Virtual-Rail.co.uk	Damon Cox	http://www.virtual-rail.co.uk
YKTRain	Yuuta Kawai	http://www.geocities.jp/yuuchankellyy/indexe.html

MSTS		
3D Train Stuff		http://www.3dtrainstuff.com
All Aboard	Rich Garber	http://www.edmfamily.com/msts/index.htm
MadMikes Homepage	Michael Barthels	http://www.mikemad.de
MS TrainStop		http://www.mstrainstop.com/UK_Index.htm
North American Locomotive Works	Jointly owned	http://nalw.macfall.com
Obo's MSTS Locomotive Catalog		http://msts.banal.net/catalog
The Highworth Branch	Paul Gausden	http://www.highworth.freeuk.com
Treno Mania		http://www.trenomania.it
trensim.com		http://www.trensim.com/index.php
Steam4Me		http://www.railpage.org.au/steam4me/trainsim/index.html
Rail3D		
Mark Hodson's Homepage	**Mark Hodson**	**www.markhodson.nl**
Trainz		
44090 Digital Models	Paul Hobbs	http://www.44090digitalmodels.de
Amsterdam Trams Roster		http://world.nycsubway.org/eu/nl/ams-roster.html
Bahnwerk.com	Max Moire	http://www.bahnwerk.com
constructiongames.de	Burkhard Jahnen	http://www.constructiongames.de/trainz
Downloader Pro	Jelte	http://www.huijelte.com/trainz/downloaderpro.php
Ianz Trainz		http://www.simtrainz.com/vulcan
MS TrainStop		http://www.mstrainstop.com/UK_Index.htm
MyTrainz.tk	Jan	http://www.trainz.nl/downloads/mytrainz_tests/index.php
Prowler	Todd Hohlenkamp	http://steammachine.com/prowler/trainz/Trainz.html
Razorback Railway		http://www.razorbackrailway.com
Rob Shaw	Rob Shaw	http://robshaw.org/trainz.htm
Section Shed		http://www.sectionshed.com/english/downlprog.html
Sirgibby's TrainZONE	Mike Sutton	http://www.trainzone.co.nz
Slugsmasher	Rich Blake	http://steammachine.com/slugsmasher
SteamTrainz	Jointly owned	http://www.steamtrainz.com
Swedish Train Workshops		http://msts.e-buzz.net/stw
The Cowboy	Shane Perrman	http://www.cowboystrainzstation.com
Toronto Trainz		http://www.torontotrainz.com
Trainz Download Station	Auran	http://www.auran.com/TRS2004/DLS.php

Trainz Land		http://www.trainzland.com
Trainz Luvr		http://trainz.luvr.net
TrainzObjectz	Terry Franks	http://tafweb-trainz.co.uk
TrainzProRoutes	TrainzProRoutes	http://www.trainzproroutes.com
TrainzItalia		http://www.trainzitalia.com
trensim.com		http://www.trensim.com/index.php
UKTrainz Forums		http://forum.uktrainz.co.uk
VistaMare Software	TrainzMap	http://www.vistamaresoft.com/trainz
Virtueller Modellbau	Rolf Westphalen and Karsten Cornelsen	www.wohnseiten.de/einrichten.html
Virtual-Motive-Division	Christian Steurer and Steffen Gross	http://www.virtual-motive-division.com
World of Trainz	Phil Campbell	www.worldoftrainz.com
www.trainzpennine.co.uk	Pete (chefbyte)	http://www.trainzpennine.co.uk
Transport Tycoon - Locomotion		
Chris Sawyer	Chris Sawyer	http://www.chrissawyer.com
LocoBranchlines	**OldTimer**	**http://www.oldtimer-uk.com/loco/id9.htm**
Locomotion Wiki		http://wiki.locomotiondepot.net/index.php/Main_Page
Owen's Transport Tycoon Station	Owen Rudge	http://www.transporttycoon.co.uk
Purno's Drawing Tutorials	Purno	http://users.tt-forums.net/purno/PDT/restored/index.html
Steve's Locomotion Cache	Stephen Brandwood	http://cache.locomotiondepot.net
Transport Tycoon Deluxe by Oliver Keating	Oliver Keating	http://www.o-keating.com/ttd/tycoon.htm
Transport Tycoon Deluxe Pages	Paul van Eijden	http://www.tycoongames.net/ttdpages.html
trensim.com		http://www.trensim.com/index.php
www.wimb.net - transport tycoon	Wim	http://www.wimb.net/index.php?s=tycoon

Credits

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