TRAIN SIM WORLD: RHEIN-RUHR OSTEN
DRIVER'S MANUAL

dovetail
GAMES

Contents

An Introduction to the Rhein-Ruhr Osten

The S-Bahn Rhein-Ruhr was established in 1967 in order to bring a new era of commuter rail travel to the urban regions of North Rhine-Westphalia. Prior to this, inadequate steam locomotives dating back to 1912 were in charge, however bringing the various Ruhr, Berg and Rhineland cities into one network meant widespread transformations could take place.

Electric traction would be the mainstay for the new S-Bahn Rhein-Ruhr, starting off with locomotives like the BR 141 and multiple units like the BR 420. In more recent years, a new fleet of EMUs took centre stage, including the DB BR 422 which was designed by both Alstom and Bombardier. A total of 84 of these sleek, 4-car units were built, with the first examples entering service in 2008.

The S-Bahn Rhein-Ruhr offers unrivalled commuter connectivity, with lines such as the S8 running at high frequency allowing for up to 2000 passengers an hour to travel between Hagen and Wuppertal.

Route Map & Key Locations

N

Westende
Robert Daum Platz
Pestalozzistraße
Ohligsmühle
Wuppertal Hbf
Steinbeck
Wuppertal Hbf
Unterbarmen
Landgericht
Kluse
Völklinger Straße
Loher Brücke
Alte Brücke
Alter Markt
Barmen
Werther Brücke
Oberbarmen
Oberbarmen Bf
Wuppertfeld
Langerfeld
Wuppertal Langerfeld Yard

Schwelm West

Schwelm

S8

Gevelsberg

Kipp

Gevelsberg Hbf

Ennepetal

Knapp

Westerbauer

Heubing

S8

Wehringhausen

Hagen Hbf

Hagen Yard

Passenger Stations
Sidings / Yards
Notable Landmarks
Represented Railway
Represented Railway (Not Player Accessible)
Suspended Railway (Not Player Accessible)

The 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 and freight 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.

An Introduction to the DB BR 422 Electric Multiple Unit

Built between 2007 and 2010, the DB BR 422 was ordered by the dozen to take charge of commuter services on the S-Bahn Rhein-Ruhr. A consortium of Alstom and Bombardier designed the unit, and others like it, to fulfil similar roles on urban networks throughout Germany.

Decked out with modern controls, capable of 140 km/h with efficient and comfortable running thanks to its shared Jacobs bogies, all while featuring a spacious and accessible interior, the DB BR 422s are perfectly suited to high density passenger operations between Hagen and Wuppertal.

Quick Start Guide: DB BR 422

1. Enter the required Cab
2. Engage the Battery by holding it in the On position for 5 seconds
3. Move the reverser to the Neutral position to activate the desk
4. Wait for the main reservoir to reach a minimum of 4.8 bar
5. Raise the pantograph
6. Close the MCB
7. Wait for the Brake Pipe pressure to rise
8. Set the Reverser to Forward
9. Move the Combined Throttle handle forward to apply power.

An Introduction to the DB BR 185.5 Electric Locomotive

A powerful and capable locomotive, the MRCE BR 185.5 is designed for the cross-border freight market in Germany and beyond and is a regular sight ahead freight traffic on the Ruhr-Wuppertal mainline.

The BR 185.5 was a development of the DB BR 145, and falls under the family name of TRAXX, which is an acronym for **T**ransnational **R**ailway **A**pplications with e**X**treme fle**X**ibility – ultimately meaning that the family can be suited to any duty, any railway.
MRCE own a small fleet of 11 BR 185.5s and put them to use on spot hire freight duties wherever required. Other rail companies lease the BR 185.5s from MRCE, perhaps to cover for one of their own failed locomotives, or to meet additional demands.

Quick Start Guide: DB BR 185.5

1. Enter the required Cab
2. Engage the Battery by holding it in the On position for 5 seconds
3. Move the reverser to the Neutral position to activate the desk
4. Set the Air Compressor to On
5. Wait for the main reservoir to reach a minimum of 4.8 bar
6. Raise the pantograph
7. Close the MCB
8. Wait for the Brake Pipe pressure to rise
9. Set the Reverser to forward
10. Release brakes and apply throttle as required.

Setting a Destination in the DB BR 422

Unlike some other Deutsche Bahn trains, the DB BR 422 does not have an FT95 unit for setting the destination. Instead, the destination is set from the left-hand display.

To set a destination, follow the steps below:

1. Look at the left-hand display and press the '8' button (1) from the numbered buttons along the bottom of the display which is labelled 'FIS'.

2. The display will present a representation of the trains in the consist and the destinations that are currently set, labelled 'ZUG 1', 'ZUG 2', etc. Press the '2' button (2) which is labelled 'Rout. Eing.' to set the destination.
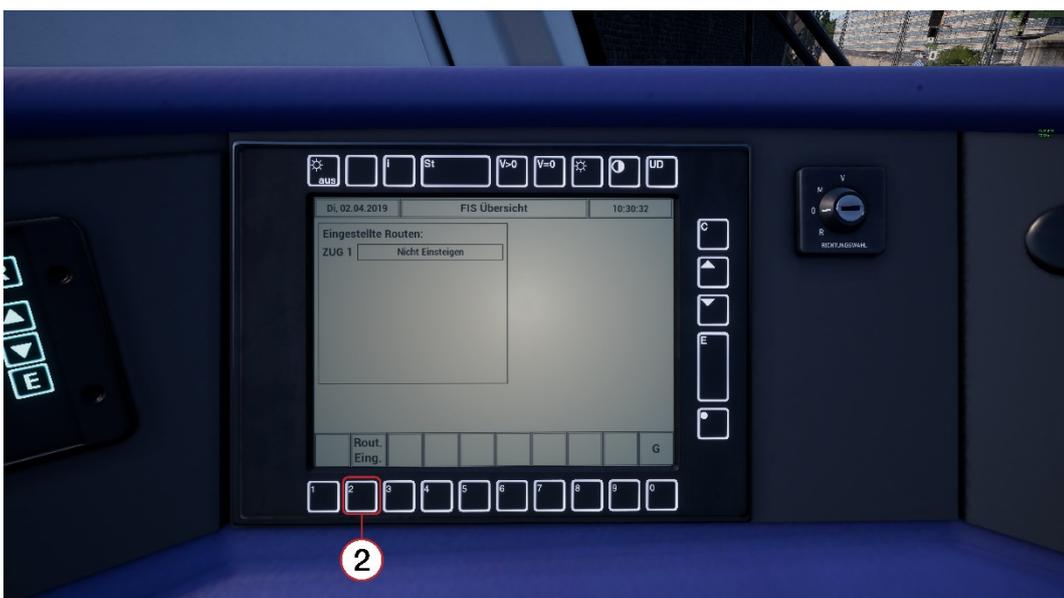
3. From the next screen, press the '2' button again, labelled 'Zug 1' (Zug is German for Train). This correlates to 'ZUG 1' in the upper list and once you've pressed the button, the display will update and turn the entry yellow (see below). If you had two BR 422 units coupled together, they would be listed separately as 'Zug 1' and 'Zug 2'. The individual trains can then be selected by pressing the respective buttons along the bottom of the display or can be selected as a complete set by using the 'Zug Verb' button.
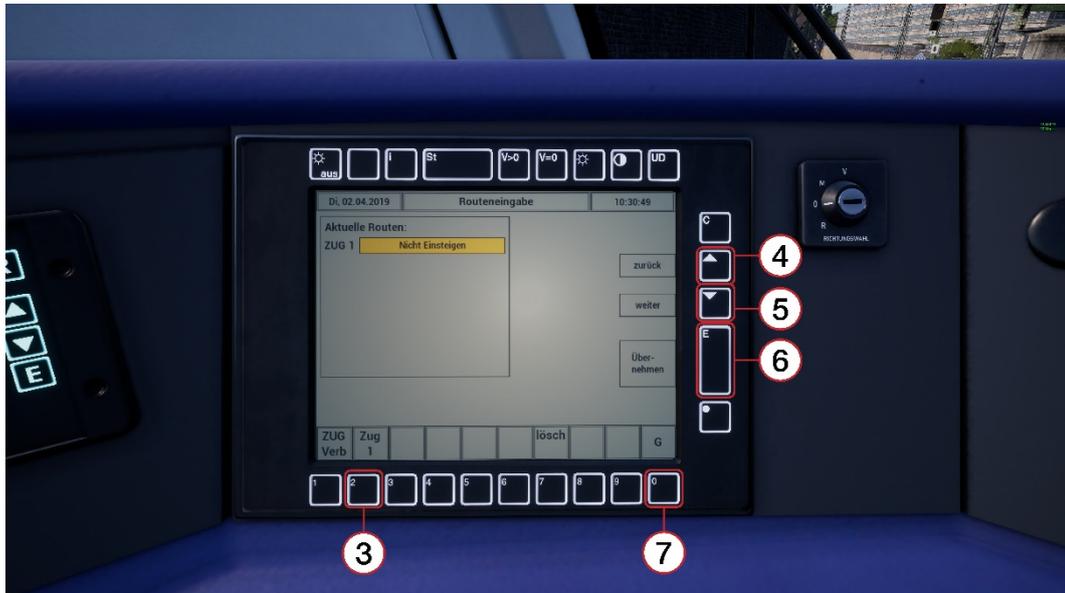
4. Once you've made the selection, and the item has turned yellow, you can now set the destination by using the up (4) and down (5) arrows. Pressing the Enter (6) button will set your destination and the setting will be updated throughout the exterior of the train.

5. To return to the main screen, press the '0' button (7).

Reference Section

Safety Systems: SIFA

SIFA is a straightforward Driver Vigilance Device and its purpose is simply to ensure that the driver is constantly aware of the train and is able to react and respond to the train in a timely manner.

Toggling SIFA on the DB BR 422 & DB BR 185.5

The default state of the SIFA system is off, to turn it on, sit in the driver's seat and press Shift + Numpad Enter to turn it on. Repeat to turn it off again.

How to Use SIFA

Once activated, and the train is in motion, SIFA will trigger every 30 seconds. When it first triggers it will light the white "SIFA" indicator on the desk / display. If you do not respond to it by pressing the Q key on the keyboard, after 2.5 seconds it will sound an alarm. Once the alarm sounds, you will have a further 2.5 seconds to acknowledge before the train will apply a full-service application of the brakes.

If you acknowledge after the brakes have applied, it will begin to release the brakes but be aware that it may take some time for them to fully release.

Signal Post Plates

Plates placed below the signal inform the driver as to the nature of the information provided at this signal.

When reading the aspect of a signal it is important to observe the presence of these plates at the same time as they will make it clearer what information is presented and therefore how you should react to it.

◄Identifies a main signal.

◄Identifies a main block signal. The differences between this and white-red-white are related to what the driver can do if they are unable to communicate with the signaller and for the purposes of Train Sim World should be simply regarded as a main signal.

◄The yellow arrow is used below a white-red-white plate to indicate that this is a combined Ks signal with distant information as well as main signal information.

◄Ne2 – identifies that this is a distant signal only on Hv and Ks signals.

Hv Signalling Quick Reference

◄ White Number, above signal – Speed Limit (x10) from this signal

◄ Main Signal – Obey this one NOW

◄ Distant Signal

◄ Yellow Number, below signal – Speed Limit (x10) from next main signal
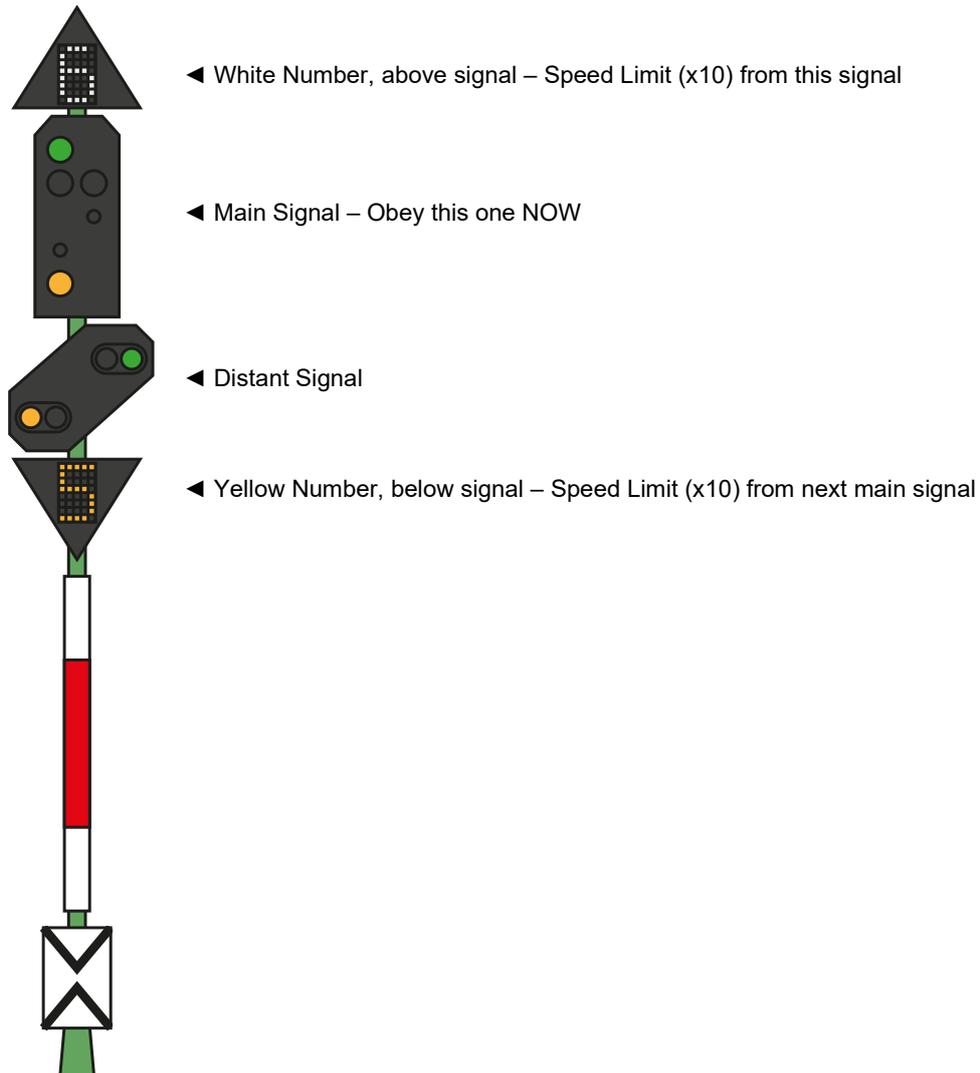
Main Signal Aspects

◄ **Hp 1 Clear** Proceed at the maximum permitted speed.

◄ **Hp 2 Slow Speed** Proceed at 40 km/h unless otherwise indicated.

◄ **Hp 0 Stop** Do not proceed beyond this signal, the line ahead may be occupied or obstructed.

◄ **Hp 0 + Sh 1 Shunting Permitted** Proceed but do not exceed 25 km/h until a more favourable aspect is displayed.

Distant Signal Aspects

	◄ **Vr 1 Expect Clear** The next main signal is displaying a clear aspect.		◄ **Vr 2 Expect Slow Speed** The next main signal is displaying a Slow Speed aspect.
	◄ **Vr 0 Expect Stop** The next main signal is displaying a Stop aspect.		◄ The white light in the upper left indicates that the next signal is situated at a reduced distance.

If Expect / Proceed at Reduced Speed is indicated without any white/yellow speed indicators, assume the maximum permitted speed is 40 km/h.

Hv Signalling Overview

The Main-Spessart Bahn route contains two German signal types. Between Hagen and Plettenberg (the majority of the route), the Hv signals are in use and then between Plettenberg and Finnentrop are the Ks signals.

Hv Signals are easy to interpret once you understand how they are structured. There are essentially a small number of signal heads that are shown on a single post and you can learn to understand each one and then build up the picture of the entire message you're seeing piece by piece.

At the top of the Hv Quick Reference guide there is an example signal post showing four of these components in one head.

You may find other signal posts that do not have all of these, so they may only have a main, or main plus white number, or main plus distant etc. The principals and the way you interpret them are the same except that if there are signal components not present then the signal is not telling you anything about those elements.
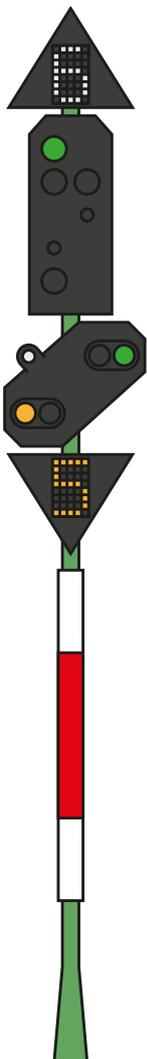
The white number at the top of the signal tells you what the speed limit is from this signal. If it reads 6, as in this example, the speed limit is 60km/h and should be followed from this signal.

This is the main signal, this is the aspect you should obey immediately, so if this signal is showing RED then you cannot pass it without permission from the despatcher. The signal head demonstrated is showing a reduced speed, which is paired with the white "6" in relation to a speed restriction in place from this signal.

Next, is the distant signal. It will either be in this style, or in a small rectangular "compact" style. Its job is to give you information about the NEXT signal, so it will never show you a red – but if it shows two yellow's then you know for sure you've got a red coming up. In this example, it's warning that the NEXT signal also has a speed restriction and is paired with the yellow number to indicate what the limit is.

The yellow number, if present, indicates the speed restriction in place at the NEXT signal. If it is NOT present but a yellow/green aspect is shown on the distant head, then you should always assume 40km/h.
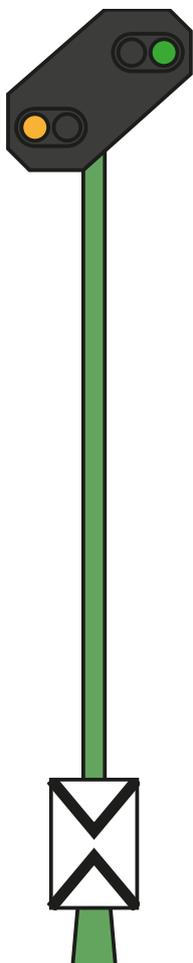
More About Distant Signals

There are some additional wrinkles to be aware of with regards to Distant Signals.
If a signal only contains the Distant signal head, then there are still several different things it could be telling you – but you should be very aware of the differences as they will impact how you react to them.

If the diagonal distant signal has a white light, and the signal has no main aspect and no Ne2 white board – the signal is a repeater and telling you about a following distant signal.

If the diagonal distant signal has a white light and is on the same post with a main signal OR there is a Ne2 white board, this signal is a full distant and is warning you that the following main signal is closer than you would normally expect.
Here are some examples:

◄ This is a standard distant signal. Note the presence of the so-called "Ne2" board – a white board with two triangles touching, it looks almost like it has a cross. This signal is telling you about the state of the next main signal.

PZB: You must acknowledge this signal.
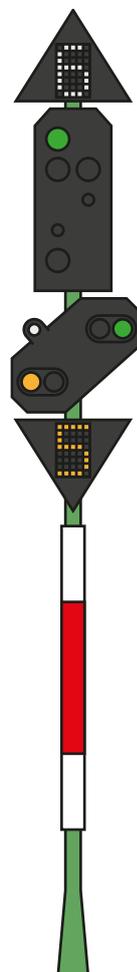
◄ This is a variation on the example signal. In this case, the distant works exactly the same except that the presence of the white light tells you that the next signal is closer to the distant than normal so you will need to react more promptly.

PZB: You must acknowledge this signal.
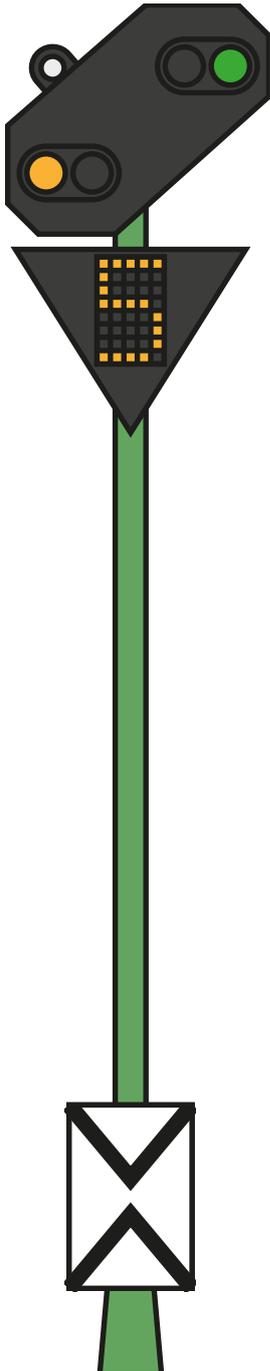
◄ In this variation, we have just a distant signal and it has a white light. The presence of the Ne2 white board means this is an actual distant and the white light tells us that the following main signal is closer than it would normally be.

PZB: You must acknowledge this if the aspect requires it.
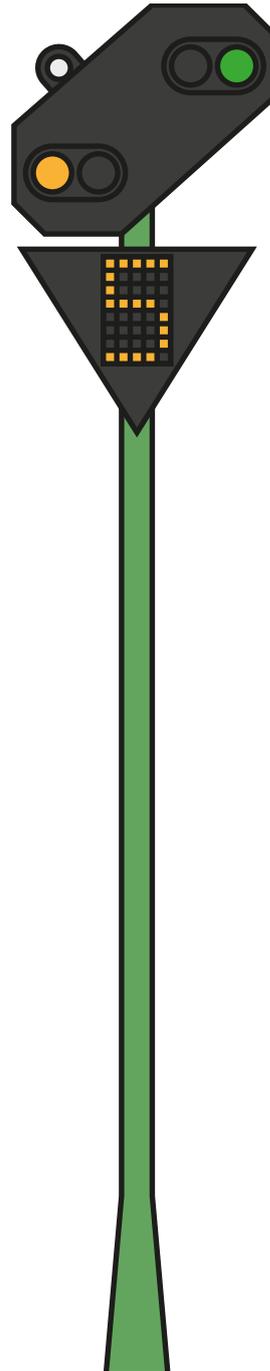
◄ This variation is slightly different again, note that there is no Ne2 white board. This, combined with the white light, means that this is a repeater and is used to provide additional sight of a following distant signal.

PZB: You must acknowledge, but PZB protection is rarely provided at repeaters.

Ks Signalling Quick Reference
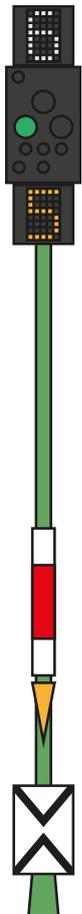
◄ White Number, above signal – Speed Limit (x10) from this signal

◄ Signal Aspect – presence of post plates will determine if this shows Main and/or Distant aspects. Some aspects have a flashing green light, some have a static green light.

◄ Yellow Number, below signal – Speed Limit (x10) from next main signal

◄ Post plates, in this case the white-red-white board tells us the signal is a main signal and the yellow triangle tells us the signal also presents distant information.

Signal Aspects

	◄ **Ks 1 Clear** Proceed at the maximum permitted speed.		◄ **Ks 1 Clear** Expect reduced speed, which is given by the speed indicator Zs 3v below the signal.
	◄ **Ks 2 Caution** Proceed, the next main signal is displaying a Stop aspect.		◄ **Ks 0 Stop** Do not proceed beyond this signal, the line ahead may be occupied or obstructed.

Note: These types of signals only provide "distant" information if a yellow triangle post plate is present.

Ks Signalling

Ks Signals provide the same information as Hv signals but in a more condensed fashion. The Ks Signals aim to condense the information provided to a single set of lights.

For example, the following two signals are providing similar information. Expect reduced speed at the next main signal (the Ks to 40 km/h, the Hv to 60 km/h). The presence of the Ne2 board on the Ks signal means this is strictly being used as a distant.
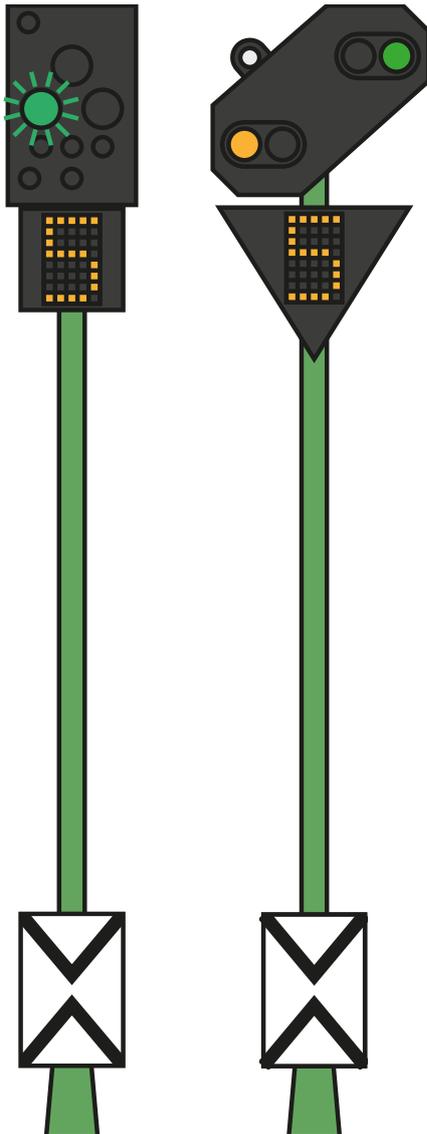
The signals below are also identical in the information provided. In this case, the white light combined with the Ne2 tells us that the main signal following this "Expect Stop" aspect is closer than normal, and we'll need to brake accordingly.
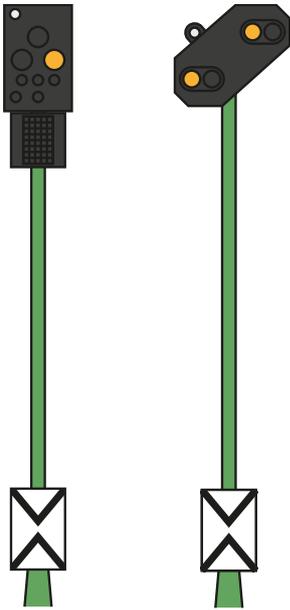
Compare these two examples with the ones above and note the positioning of the white light on the Ks signal on the left:
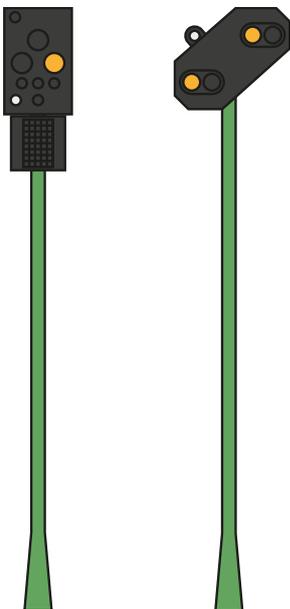
These signals are both distant repeaters (note the lack of Ne2 board), but also observe that the white light is now in the bottom left of the Ks signal. The white light in the lower left of the signal essentially advises that this signal is a repeater.

Safety Systems: PZB Quick Reference

Starting	System starts in restrictive monitoring. Limit to 45 km/h. Can Release when if there are no active 1000 Hz or 500 Hz magnets in the next 550 m.
When to Acknowledge	On passing Expect Reduced Speed, Expect Stop or any speed reduction warning below 100 km/h. How: Once you have passed the signal, press and release PZB Acknowledge.
When to Release	If 1000 Hz not lit, and no 1000 Hz or 500 Hz active magnets in next 550 meters
When to Override	On permission to proceed through a RED / STOP signal, must be below 40 km/h.
After an Emergency Stop	Stop, Press PZB Release, Reset Brakes and Throttle, then proceed as normal.

If 70/85 lights alternatively flashing, PZB Restricted mode applies, otherwise Normal Mode.

PZB Modes

Use appropriate speed chart from following page based on the PZB Mode in operation (O, M, U). Use the following table to review which mode is in operation.

85 PZB Mode **O** (Obere)
Used for Passenger services

70 PZB Mode **M** (Mittlere)
Used for Freight Services with good braking

55 PZB Mode **U** (Untere)
Used for Heavy Freight Services

PZB Modes Quick Reference

MODE O

NORMAL

Max	1000 Hz	500 Hz Start	500 Hz Max
165 km/h	85 km/h within 23 seconds	65 km/h	45 km/h within 153 m

RESTRICTED

1000 Hz	500 Hz Start	500 Hz Max
45 km/h	45 km/h	25 km/h within 153 m

MODE M

NORMAL

Max	1000 Hz	500 Hz Start	500 Hz Max
125 km/h	70 km/h within 29 seconds	50 km/h	35 km/h within 153 m

RESTRICTED

1000 Hz	500 Hz Start	500 Hz Max
45 km/h	25 km/h	25 km/h

MODE U

NORMAL

Max	1000 Hz	500 Hz Start	500 Hz Max
105 km/h	55 km/h within 38 seconds	40 km/h	25 km/h within 153 m

RESTRICTED

1000 Hz	500 Hz Start	500 Hz Max
45 km/h	25 km/h	25 km/h

Safety Systems – PZB Overview

The PZB system is an advanced on-board cab signalling system used to enforce reductions of speed on approach to various situations on the track, whether that is adverse signals, speed reductions or something else. It works via three buttons on the cab desk (Acknowledge, Free and Override) and some visual displays on the desk or the display panels, depending on the locomotive / unit.

Toggling PZB on the DB BR 185.5

Select the correct PZB mode via the mode selector switch on the right-hand side of the desk, just underneath the main surface.

Either - Press Ctrl-Enter to toggle PZB via the Keyboard

Or - operate the PZB breaker switch on the back panel.

Toggling PZB on the DB BR 422

Select the correct PZB mode via the mode selector switch on the back panel near the window.

Either - Press Ctrl-Enter to toggle PZB via the Keyboard

Or - operate the PZB breaker switch on the back panel.

How to Use PZB

PZB can be daunting when you first get started but it is extremely rewarding and fun once you get the hang of it. Included in this manual is a PZB Quick Reference which will be handy to have by your side (perhaps printed, or on a mobile device while you drive) until the system begins to become second nature. Start by learning the signals and then turn PZB on. It is recommended that you do not try to learn PZB and SIFA at the same time.

Setting Up

Before you start, you should check to make sure you are in the correct PZB mode. PZB has three different modes designed for essentially passenger, freight and heavy freight trains (it's normally determined by the braking ability of the train). Use the PZB Mode table in the quick reference to determine the correct mode. For our examples, we'll be using PZB Mode O for a passenger train. Ensure that PZB is disabled when you change this and then enabled once you have finished choosing the correct mode.

Starting Off

Once PZB is activated and you start moving it will switch to its Start Programme which you can see by the alternating 70/85 lights on the PZB section of the desk of the BR 146.2, and on the BR 185.5 a flashing indicator with a yellow text announcement "v-Überwachung 45 km/h", as well as on the HUD. While these are alternating you should adhere to a speed limit of max 45 km/h (though most drivers will stick to 40 km/h to allow a 5 km/h margin for error in the calibration of speed measuring equipment). You can either let this expire naturally OR if you are sure you have green signals, no speed restrictions and or no signals at all in the next 550 meters then you can press the Keyboard END / PZB Free button to release from the start programme early.

Once released from the Start Programme you will be able to drive according to the max permissible speed under the given PZB mode and the line speed, whichever is lower.

Reacting to the Route

As you drive you will be faced with signals and speed restrictions, and it is important that you understand how you must react to these. As you get to (or near) these, devices next to the rails will send a pulse to the train and it's your job to predict this and react accordingly.

It is good practice not to run right up to your speed restrictions when PZB is monitoring, drivers will generally run around 5 km/h under the PZB monitored limit to allow for any calibration or calculation errors in any of the equipment.
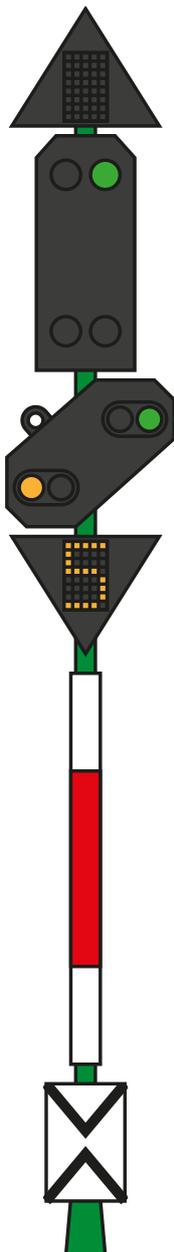
In our first example we'll be driving along, and we are faced with the signal on the left.

From a PZB perspective the most essential information here is that the distant is showing an Expect Slow aspect with an indicated 50 km/h speed at the next main signal. This signal requires PZB reaction to proceed.

After we have passed this signal, press and release the PZB Acknowledge button and the on-board PZB system should now show 1000 Hz indicator in the cab and on the HUD.

If you now refer to the PZB Mode Tables from the Quick Reference, you can see that we must now reduce speed to 85 km/h within 23 seconds.

This is the only intervention PZB will have, it is now your responsibility to further reduce speed to meet the 50 km/h permitted speed by the next main signal.
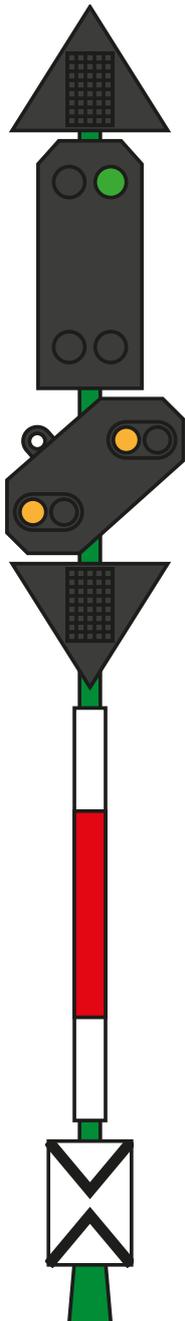
In this example we are approaching a signal which has an Expect Stop distant aspect. This tells us crucially that the next main signal is a Stop aspect and we must not proceed past it.

After we have passed this signal, press and release the PZB Acknowledge button and the on-board PZB system should now show 1000 Hz indicator in the cab and on the HUD.

If you now refer to the PZB Mode Tables from the Quick Reference, you can see that we must now reduce speed to 85 km/h within 23 seconds.

Assuming the next signal remains at a Stop aspect you must now prepare to meet the 500 Hz magnet on the track. Again, referring to the table this requires that you are going no faster than 65 km/h at the exact moment you hit the 500 Hz magnet and then once you do, you have 153 meters in which to further reduce your speed to 45 km/h.

Once you go over the 500 Hz magnet you will see the 500 Hz indicator appear on the desk and HUD – you do not need to acknowledge this, but you must obey the speed restrictions.

Once you have met the 500 Hz restrictions, your only task is to ensure that you now successfully stop before the red signal.

These aren't the only two times that you will need to use PZB, but they do form the most frequent situations that require PZB intervention.

Speed restrictions often also require a PZB acknowledgement, however the rules for this can be trickier to understand and remember for the new driver. The simplest rule and indeed one that is used by many drivers on a day to day basis is simply to acknowledge any speed restriction showing less than 100 km/h limit and then if the 1000 Hz activates make sure that you can respond with the appropriate speed reductions according to the table in the quick reference section.

Restricted Monitoring

While under 1000 Hz or 500 Hz, if you travel below 10 km/h for 15 seconds or more or come to a complete stop then the PZB system will switch into Restrictive Monitoring. At this point the speed limits enforced change and you should use the Restrictive Monitoring speed tables from the quick reference sheet.

It is possible to release from Restricted Monitoring if neither of the 1000 Hz or 500 Hz indicators are lit and you are confident that there are no active 1000 Hz or 500 Hz active magnets ahead within 550 m, you can do this with the PZB Free or END key on the keyboard. On the controller you will need to access the button on the desk directly.

Overspeed

If in the normal course of driving you exceed the main PZB speed limit for the mode you are operating under (i.e. when not under any restrictions), the PZB system will apply a full-service application to bring you back within the speed limit.

This brake application will begin releasing as soon as the train is below the correct speed limit however as it is full service, it's likely the train will slow considerably before the brakes are fully released.

For example, if you are in PZB Mode O and exceed 165 km/h you will get a warning indicator showing a "G" indicating you are exceeding the maximum allowed speed, after a few seconds the brakes will apply and slow the train. Once the train is below 165 km/h the brakes will begin releasing but you may be as low as 60 or 70 km/h before they have fully released.

Handling an Emergency Brake Application

Should you make an error while interacting with PZB it may result in the train sounding alarms and applying emergency brakes. If this happens:

- Wait for the train to come to a complete stop
- Press END on the keyboard or activate the PZB Free button to cancel the alarms
- Apply the brake handle and move the throttle handle to zero if it isn't already
- Release the brakes and continue as normal.

Note that you will likely now be in Restricted Monitoring with an appropriate speed restriction and will need to observe that and decide whether you are able to release safely, if not, continue under the restriction until it releases naturally.

Also, be aware of the cause of the braking, for example, if you are approaching a red light or a speed reduction you should act accordingly.

Passenger Door Controls

Passenger entry and exit doors on each side can be operated independently i.e. either left side or right side. A simple method of control has been implemented for the included trains. Simply press the TAB key to call up the menu and select on which side of the train you wish to lock/unlock the doors.

You can also operate the doors from within the cab of the DB BR 422. Simply press the appropriate button for the side of the train you wish the doors to open, e.g. left button to open the doors on the left side of the train. To close the doors, press the centre button.

Default English Keyboard & Other Controls

Name	Keyboard		Controller	
	Increase / Press	Decrease	Increase / Press	Decrease
Throttle	A	D	Right Trigger	Right Bumper
Reverser	W	S	Left Stick Up	Left Stick Down
Auto Brake	Apostrophe	Semi-Colon	Left Trigger	Left Bumper
Headlights	H	Shift + H	Hold D-Pad Right Also: Tap D-Pad Right to cycle headlight settings	Hold D-Pad Right
High Horn	Space		Left Stick Click	
Low Horn	N			
Master Switch	CTRL + W			
SIFA Reset	Q		B Button	
Sander	X			
Cab Light	L	Shift + L		
Handbrake	\	Shift + \		
Emergency Brake	Backspace			
Wipers	V	Shift + V	D-Pad Up	
Toggle SIFA	Shift + Enter			
Toggle PZB	Ctrl + Enter			
PZB Acknowledge	Page Down		B Button	
PZB Release	End			
PZB Override	Del			
Activate AFB	Ctrl + R			
AFB Speed Set	R	F		
Torch (When Walking)	L			

Note: the above keys can be redefined in the in-game settings menu.

Using the In-Game Cameras

Train Sim World includes several cameras for you to control, here's an outline of those cameras and some examples of use:

1	**First Person Camera or Cab Camera** Use this camera to operate your locomotive, flip switches and handle all of your cab controls. You can also click the right mouse button to activate the mouse pointer. Click the right mouse button again to return to camera control.
2	**Boom Camera** Your camera extends outward on an invisible pole, you can rotate it around your focussed vehicle. Use Ctrl + left or right cursor keys to switch between vehicles or press the 2-key again to switch between the front and rear of your consist.
3	**Floating Camera** A camera that allows you to freely look in all directions whilst locked to a vehicle. This camera is useful for coupling and changing switches. Press it once to view the front of your consist and again to view the rear. Freely move your view using the cursor keys.
8	**Free Camera** Freely move around without limits using this camera. Use this camera to navigate your way around a busy yard, change switches or position it to get the perfect screenshot.

When in any of the camera modes, you can use the cursor keys to move the camera whilst using the mouse to pan and pitch the view:

▲	Moves the camera forward.
▼	Moves the camera backward.
◄	Moves the camera to the left.
►	Moves the camera to the right.

Dovetail Live

The Dovetail 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!
See more at: **https://forums.dovetailgames.com**

Dovetail Live is an online destination which enables players to interact with Dovetail's products and each other in an environment tailored specifically to fans of simulation entertainment. Dovetail Live will evolve to become central to Train Sim World®, enriching the player experience in every way from offering rewards, building a community of likeminded players and helping every player find the right content to create their own perfect personal experience.

Signing up for Dovetail Live is completely voluntary. However, users that do sign up for it will receive exclusive benefits in the future.

See more at: **https://live.dovetailgames.com**

Troubleshooting Guide & How to Get Support

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 support.steampowered.com/newticket.php. 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 install any secondary programs that the game may need?
Train Simulator World requires certain secondary programs to operate properly. These are standard programs that most up-to-date computers already have installed on them, such as DirectX. These programs can be found at the following location: Local Disk (C:) > Program Files (x86) > Steam > SteamApps > common > TSW > _CommonRedist

How do I change the language of Train Sim World?
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.kayako.com