

Informations

Please remind strictly the red marked paragraphs of this instructional text!

Clear cache

Please clear the cache of TS 2020 before using the scenario!

Targets/events

To reach the set targets or events, it's necessary,

- **to read the admission (scenario-logbook / key F1) carefully before starting the train's journey in the scenario, because it provides important informations;**
- **to have a close look at your arrival times of your time-table (earlier is better) and care also for the speed limitations also as**
 - **open the doors only from the moment on, the passenger symbol (little figure) is occurring the little display. If you don't do this, stopping-procedures might be evaluated not in a correct way.**

Arrival- and departure-times

Standard-scenario instead of time-table-scenario

Because of several detected problems, caused by the in-game-time of the train simulator when creating scenarios, we are using a different time-table-time-system. Doing this, prevents us from occurring mistakes and problems, f. e. because of non-synchronized TS-time or in cases of too quick / too slowly running periods of stop-time at the stations. You can see this f. e., when the read column appears sometimes more quick and in our

circumstances a little bit slow. A planned stop-time of 2 minutes f. e. can be planned and calculated in the scenario, but the red column appears completely just a little bit after 90 seconds. Because of this, our scenarios don't have fixed arrival- and departure-times based on the graphic depiction of the red column. But the minimum standard stop-time taking 35 seconds has to be noted, otherwise, the doors won't close and the scenario is invalid (DTG-preset). Because of this background information, it's necessary to arrive just a little bit earlier at the stations to create a consequent time reserve. You have to care for the time, shown in the message displays upon need (Example: "departure 4:46 pm; next stop 4:53 pm"). In that case, the train driver is allowed only to depart at 4:46 pm, but never earlier. Faulty departure procedures means, based on the example, to move the train at 4:45:35 pm. Instead of this, it's necessary to move the train only "at the full minute" and reach the next station no later than 4:53 pm. Because of this, the read column in the time-table-display has no function in our scenarios. Our scenarios are only prepared for the time-information shown at the message-display or in the readme-file.

Stopping signals

In case of red Stop signals it is not necessary, typing the TAB-Key on your keyboard, to get an eventually expected release-permission by the dispatcher. Stop signals are planned and calculated parts of the scenario and can afford periods of waiting-time up to 10 minutes.

Train numbers

The train numbers are selected strictly randomized. In most times, they don't match to reality. Our scenarios are normally not based on the original time-table – they are more a mixture between fiction and reality.

The philosophy

Absolute realism is not on the top of the agenda. Because of this, the scenarios don't reflect the real situations in rail traffic. At the same time, you should not look in an exaggerated way for special rail cars or locos appearing in their exactly correct epoch. Because of this an "epoch-mixture" is, also as the "good old" in "Interregio" (german regional express train), which is actually not in service any more, part of our scenarios. I use the rolling stock at will and don't look, if it's used in similar situations actually on the railway-line.

Changing rolling stock

If you use the RW-tool for changing the rolling stock, you should take care of changing only rolling stock of the same classes (f. e. BR 143 against BR 143). Otherwise, the changing of rolling stock with the result of different classes (f. e. BR 111 against BR 143) might bother the planned procedure of the scenario.

Credits

Scenario-creation

DarkFictionWorld

Translations

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