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Train Sim World is a First-Person Train Simulator that brings to life the experience of operating powerful and realistic trains on some of the World’s most amazing railways. Using real world data to accurately replicate the performance, sounds and feel of real trains, drive real world inspired missions, run 24-hour timetables, relax as a passenger or watch trains go by, the possibilities are endless. Whether you're a beginner or a seasoned expert, Train Sim World caters for all abilities.

Train Sim World®: Northeast Corridor New York brings to life the experience of driving passenger and freight trains on the Northeast Corridor in New York. Transport passengers in the state-of-the-art Amtrak ACS-64 and serve the city in the CSX GP38-2 freight locomotive in and around New York.

Train Sim World®: Great Western Express brings to life the experience of driving high speed and commuter passenger trains
on one of Britain’s busiest railways. Take control of the iconic Great Western Railways HST and command it to 125mph along the Great Western Main Line out of London's Paddington Main Line Station.

Train Sim World®: Rapid Transit brings to life the experience of driving rapid transit commuter passenger trains on one of Germany’s most popular S-Bahn railways. Take control of the sleek DB BR 1442 ‘Talent 2’ and transport passengers along the S-Bahn S2-Line through the historic and picturesque city of Leipzig.

Train Sim World Includes:

- Great Western Express, Rapid Transit and Northeast Corridor New York Routes
- Hundreds of miles of rail rendered in stunning detail throughout
- GWR BR Class 43 'HST', DB Schenker BR Class 66, GWR BR Class 166 'Networker Turbo Express', DB Mitteldeutschland BR 1442 'Talent 2' EMU, Amtrak ACS 64 'Cities Sprinter' and CSX GP38-2 locomotives and trains
- Highly authentic operating characteristics and interactive controls
- Accessible Tutorials for Beginners and Experts
- Several challenging scenarios showcasing the included trains and their real-world operations
- Complete 24-hour service timetable based on real-world operations
Controls

Controller - Locomotive Mode

- Map / (Hold) Take Screenshot
- Decrease Brake
- Increase Brake
- Toggle Wipers
- Toggle Emergency Brake Valve
- Headlights / (Hold) Headlights Presets
- (Pressed) Horn
- Reverser Direction
- Pause Menu
- Decrease Throttle
- Increase Throttle
- Switch Brake
- Cancel / Back / Alerter
- Interact
- Toggle Bell
Controller - First Person Mode

- Map / (Hold) Take Screenshot
- Toggle Headlamp
- Toggle Crouch
- Move
- Look
- Pause Menu
- Run
- Transition
- Interact

Controller - Camera Mode

- Pause Menu
- Move Down
- (Hold) Lock Camera
- Move Up
- Toggle Locomotive / Camera
- Alerter
- Interact
- Move
- (Hold) Speed Up Camera
- Look / (Hold) Camera Shortcut
Introducing Train Sim World: Great Western Express

Train Sim World®: Great Western Express is an all new First-Person Simulator that brings to life the experience of operating high speed and commuter passenger trains on one of Britain’s busiest railways.

Powered by Dovetail Games’ new SimuGraph® vehicle dynamics engine and Unreal Engine 4® technology, Train Sim World uses real world data to accurately replicate the performance, sounds and feel of real trains. Master a range of diverse locomotives in a variety of activities from negotiating the bustling commuter network out of London Paddington to commanding one of Britain’s most powerful freight locomotives. Catering for players of all ability levels with accessible tutorials for beginners and advanced procedures for experts.
An Introduction to the Great Western Main Line

Departing London’s iconic Paddington main line railway station to the cities of Bristol and Plymouth, the route has captured the imagination of countless train fans and remains one of the most important routes in Britain.

Engineered by Isambard Kingdom Brunel between 1838 and 1840, using Brunel's broad gauge (7-foot), the alignment of the route was so level and straight that it was nicknamed “Brunel's Billiard Table”. Broad gauge survived on the route until 1892 though an additional rail was added in stages from 1854 to support standard gauge trains (4-foot 8½ inches).

Following the outbreak of World War I in 1914, the route was taken into government ownership, as did many of Britain's railways, and were later reorganised into the “Big Four” companies of which the Great Western Railway was one. The railway was once again taken into government ownership during World War II before being nationalised to form British Railways in 1948.

In 1970, the route saw a considerable upgrade in speed limit to accommodate the introduction of the InterCity 125 (HST or High Speed Train) which has remained a staple on the route for more than four decades.

Today, the Great Western Main Line remains an important corridor serving much of the south-western region of Britain by the current train operating company, Great Western Railway (GWR formerly First Great Western), who operate several train classes including the distinctive BR Class 43 or HST diesel-electric multiple units and BR Class 166 diesel multiple units.
Great Western Main Line Route Map & Key Locations

1 Reading West
2 Reading
3 Twyford
4 Maidenhead
5 Taplow
6 Burnham
7 Slough
8 Langley
9 Iver
10 West Drayton
11 Hayes & Harlington
12 Southall
13 Hanwell
14 Drayton Green
15 West Ealing
16 Ealing Broadway
17 North Ealing
18 West Acton
19 Ealing Common
20 Acton Main Line
21 North Acton
22 Westbourne Park
23 Royal Oak
24 London Paddington
The Game Modes

Tutorials
Tutorials 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
Provides a selection of operations over the Great Western Main Line route, Scenarios are objective based activities which provides unique experiences. Put your skills to the test mastering the busy Paddington Station or challenge your mettle by powering heavy freight through one of the busiest railways in Britain.

Services
Provides a host of activities throughout an entire 24-hour time period, Service 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 over 300 individual services, you'll always find something going on.
The British Rail Class 43 is an icon of high speed travel in the UK and currently holds the World Speed Record for a Diesel-Powered train. However, they did not start life as Class 43s but were in fact designated as multiple units classified, under TOPS, as Class 253 and Class 254. Designed in the latter part of the 1970s, the “HST” (short for High Speed Train) as they would be lovingly referred to by fans of the class, they became something quite unexpected.

4th October 1976 became synonymous with speed lovers as the dawn of high speed rail travel in the UK, HSTs were for the first time able to reach their 125mph potential and went on to kick-start an era of success for British Rail. Little was it known at the time that the HST would go on for forty years, succeeding where no other train was able. No other train in the history of Britain’s railways has ever achieved so much.

HSTs were introduced to revenue earning service in August 1976. However, restrictive timetables meant that HST services were unable to exceed 100mph – no better than most loco-hauled trains at the time. HST services displaced many iconic, and much loved, first generation diesels such as the ‘Westerns’ and ‘Deltics’ and, as such, were not openly accepted by many rail enthusiasts. They were widely taken to by the public however, as the HST afforded not only a considerable upgrade in comfort over the ageing coaching stock offered with loco-hauled services but, from the public’s perspective, by far the largest benefit was shorter journey times.

Despite many early teething problems, the HST continued to prove itself year-after-year as a high-speed platform and ultimately became the envy of the World. As we all know, the HST became a staple of high speed travel in the UK and, forty years on, it was clear that no-one could have foreseen that the HST would build a legacy of being the most successful train on Britain’s rails, nor that it would still be doing the job that it was designed for so well.
An Introduction to the British Rail Class 166

The Networker family was to be a wide range of standardised EMU and DMU fleets that would revolutionise South East London, Kent, and the Great Western and Chiltern territories, comprising of both local commuter and more express-focused stock. In 1989, after having already worked as a prototype Class 210, the Networker development train, now classified as the Class 457, began the testing of what would become the technical arrangements of the average third rail Networker. The following year saw a conversion to overhead equipment for testing, and another reclassification to the Class 316.

Despite the extensive electrical testing, some of the first Networkers to be built at ABB York were diesel-hydraulic multiple units for the Great Western and Chiltern Main Lines, the Class 165 and Class 166, known as the Networker Turbo and Networker Turbo Express respectively. Both of these lines were not electrified, such a development was not deemed possible at the time, and so diesel traction was still a necessity.

The Class 166 Networker Turbo Express was designed and built as a faster variant of the earlier Class 165. The 90 mph-capable Class 166 would be able to cover longer distance stopping services while the slower Class 165 worked the local services out of London Paddington. As the Class 166 was designed with express workings in mind, they were also fitted with air-conditioning, an extra toilet, first class with tables, luggage storage and a fully carpeted interior with different panelling.

A total of 21 Class 166 DMUs were delivered to Network Southeast between 1992 and 1993, for use as express commuter stock out of London Paddington and out along the Thames Valley. The fleet has subsequently operated as such for Thames Trains, First Great Western Link, First Great Western and now, Great
Western Railway. The fleet's Thames Valley-exclusivity was however stopped by GWR, as a handful of 166s have begun working the Severn Beach Line, having been replaced by Class 387 Electrostars, which themselves are a derivative of the Networker family.

In the past 7 years, the Class 166 fleet has undergone multiple refreshes to bring them up to standard. An £8 million project was announced in 2010 and saw the fleet receive repainted interiors, upgraded toilets, a new GPS-based Passenger Information System and retrimmed carpets & seats. Four years later, and the Class 166s also received new headlights, toilets and door buttons & alarms. The most recent change for the fleet is the gradual re-livery into Great Western Green, and they will soon receive 2+2 seating as more of the fleet moves out of London.
In 1996, the privatisation of British Rail reached freight operations, and the previously grouped divisions such as Mainline Freight, Load-Haul and Trans-Rail were due to be sold to new private owners. Wisconsin Central Transportation Systems opted to buy a majority of the divisions in one go, quickly taking charge of no less than 93% of UK rail freight operations. After consulting with the public, the new freight operating company (FOC) was named English Welsh & Scottish.

Naturally, by taking over such a significant portion of operations, EWS inherited a lot of locomotives, many of which were, at least from their point of view, ageing and proving expensive with more frequent maintenance. EWS sought to introduce a new freight locomotive for the UK, one that would be more powerful, more reliable, and more cost effective; they turned to an already-in-service design, the Class 59, as the basis for their new fleet.

EMD designed the Class 59 in the 1980s as a UK-compatible derivative of the SD40-2, and despite a handful only being built, the private companies that owned them were impressed with their powerful performance. EWS approached EMD about ordering a new fleet, and EMD offered an upgraded iteration of the Class 59; same bodysHELL, but different engines and traction motors, plus the addition of self-steering bogies to reduce wear.

EWS were impressed, and ordered 250 locomotives which were to be built in London, Ontario, Canada. Initially, the new fleet were to be classified as the BR Class 61 under TOPS, but this was later changed to Class 66. The first Class 66 arrived on UK soil in June 1998, and deliveries continued consistently until December 2001.
The Class 66 fleet proved to be a success, EWS owned such a majority of the freight market that the new locomotives could be seen practically anywhere, on everything from spoils trains to container freight, aggregate duties and engineering works. As they were the prime culprit, in many enthusiasts’ eyes, for the withdrawal of countless British-built locomotives, the Class 66 became known as “The Red Death”, however they were warmed to enough at least to warrant a nickname, the “Shed”, owing to their shed-like roof profile. Nevertheless, the Class 66’s reliability and versatility has been key to a competitive rail freight market.

Freightliner, GB Railfreight and Direct Rail Services would also go on to ordering the Class 66 in bulk from the late 1990s to 2015, by which point stringent emission regulations put a cap on the class, and the final locomotive, 66 779, was delivered in February 2016 and named ‘Evening Star’, sporting a nostalgic BR Green livery. Despite the last being built however, a total of 455 Class 66 locomotives have been delivered to the UK over the past 19 years; a resounding achievement for rail freight operations in the UK.

The EWS-bound Class 66 fleet was first seen of course in the Red and Yellow EWS livery, with the stylistic “Beasties” logo depicting the heads of a lion (England), dragon (Wales) and stag (Scotland). In 2007, Deutsche Bahn purchased EWS and assumed control of all operations. DB stated that they would not rebrand EWS, but that changed in 2009 when a Class 59 was unveiled with DB Schenker branding and a new bright red livery. Today, many Class 66 locomotives adorn the striking new coat of paint, and despite DB Schenker itself being rebranded as DB Cargo Rail UK in 2016, only a handful of locomotives have received a logo change so far.
Included Rolling Stock

British Rail HKA Bogie Aggregate Hopper Wagon

Formerly built for National Power, DB Cargo Rail UK’s HKA hoppers were once used to haul coal into Drax Power Station, but after significant conversion are used today for aggregate works all around the country, including at Southall on the Thames Valley. Since 2014, HKA aggregate hoppers have been resplendent in DB Schenker Red, so when combined with a repainted Class 66 some seriously bright traffic is scheduled to come through.

British Rail FKA (Sffggmrrss) Intermodal Twin Low Platform Flat Wagon

Additionally, with connections to the rest of the network via the North London Line, the Great Western Main Line sees container freight trains from various ports, delivering goods all over the country. DB Cargo UK employ container flats such as the FKA for such a job, allowing for swift loading and shipping.
Introducing Train Sim World: NEC New York

Train Sim World®: NEC New York is an all new first-person simulator that brings to life the experience of the North East Corridor featuring both passenger and freight trains on America’s busiest passenger line.

Powered by Dovetail Games’ new SimuGraph® vehicle dynamics engine and Unreal Engine 4® technology, Train Sim World uses real world data to accurately replicate the performance, sounds and feel of real trains. Master the Amtrak ACS-64 and CSX GP38-2 in and around New York as you ensure commuters get to their destinations. This add-on caters for players of all ability levels with accessible tutorials for beginners and advanced procedures for experts.
An Introduction to the Northeast Corridor

This route represents the busy and vital portion of Amtrak’s electrified Northeast Corridor in and around the New York City area.

Amtrak’s Northeast Corridor, extending 457 miles from Boston, Massachusetts via New York City to Washington, D. C., is the busiest passenger route in the U. S., and certainly one of the most famous. Today, Amtrak carries more than 12 million passengers annually on the NEC.

South of New York, the route’s heritage is a part of the great Pennsylvania Railroad’s electrified lines; North of New York City, the route was built and operated by the famed New York, New Haven & Hartford. Upon its formation in May 1971, Amtrak assumed the intercity passenger operations of the Northeast Corridor.

Notable landmarks on this route include historic New York Penn Station, Amtrak’s busiest station nationwide; the Hudson River and East River tunnels that provide access to Penn Station; sprawling Sunnyside Yard, which is the servicing and staging point of Amtrak services to and from New York City; and the awe-inspiring Hell Gate Bridge crossing of the East River.

In addition to trackage owned and operated by Amtrak, this route includes adjoining CSX freight-only trackage including Oak Point Yard, Harlem River Yard, Hunts Point Produce Terminal in the Bronx section of New York City, and CSX’s Fremont Secondary connecting the Hell Gate Line with the New York & Atlantic’s Fresh Pond Yard in Queens, New York.
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The Game Modes

Tutorials
Tutorials 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
These provide a selection of operations over the NEC New York route. Scenarios are objective based activities which provide unique experiences. Put your skills to the test mastering the operations in the unique New York Penn station or handle freight in CSX’s Oak Point Yard, all on the busiest part of the busiest rail line in the United States.

Services
These provide a host of activities throughout an entire 24-hour time period. Service 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 Amtrak ACS-64 Electric Locomotive

The Northeast Corridor has been home to a long lineage of famous electric locomotives, including the Pennsylvania Railroad's iconic GG1 and Amtrak's long-lived AEM-7. Today's standard-bearer on the NEC is the ACS-64 ("ACS" stands for "Amtrak Cities Sprinter"). Constructed by Siemens Mobility, a subsidiary of Siemens AG of Germany, the stylish electric locomotive's design is based on the successful EuroSprinter. Amtrak has purchased 70 ACS-64s, the first of which entered service in February 2014.

With a 6,400-kW (8,600-horsepower) capability, the four-axle, 54,250-pound ACS-64 features a monocoque body and double-cab. It regularly operates at speeds up to 125 miles per hour. The ACS-64 is equipped to operate on each of the NEC's three A.C. voltages (25 kV 60Hz; 12.5 kV 60 Hz; and 12 kV 25Hz) and features high-capacity regenerative braking.

Now, and likely for decades to come, the ACS-64 serves as the versatile workhorse of the Northeast Corridor, entrusted to power Amtrak's Northeast Regional, Keystone, and long distance services over the length of the busy and fast-paced NEC.

Amtrak "Amfleet I" Passenger Equipment

When Amtrak was created in 1971, it inherited vintage equipment from the private-carrier railroads and an immediate need was for new locomotive-hauled rolling stock. To quickly address that requirement, Amtrak, together with the Budd Company, developed the “Amfleet” concept, which was based upon the carbody
design of the Pennsylvania Railroad's high-speed "Metroliner" electric-multiple-unit equipment.

Between 1975 and 1977, Budd produced 492 "Amfleet I" cars, including coaches and café/lounge cars. Measuring 84 feet long, with a coach capacity of up to 84 passengers and vestibules at each end, these stainless-steel cars were well suited to the needs and rigor of the high-density Northeast Corridor. In the early 1980s, 150 "Amfleet II" cars were constructed for longer-distance services. Decades after their construction and with numerous program upgrades, the Amfleet I fleet remains the primary equipment for Amtrak's Northeast Regional services and the cars are authorized to operate at speeds up to 125 mph.

Included with this route are the Amfleet I standard coach, café car, and a car configured for Business Class services, which is offered on many Northeast Regional trains.
The Electro-Motive “Geep” first appeared on the North American railroad scene in 1949, in the form of the classic GP7. Over the following decades, more than 20 different variations of iconic “Geeps” were produced by Electro-Motive, and among the most successful and versatile of this landmark line of locomotives has been the GP38-2.

Produced between 1972 and 1986, the 16-cylinder, 2,000-horsepower, four-axle (B-B) GP38-2 garnered 2,222 sales to more than 60 original buyers. The GP38-2 was ending production at the same time today’s 21,000-mile rail giant CSX was being formed, but nonetheless CSX became a major operator of the type by inheriting the GP38-2 fleets of four predecessor roads.

The venerable and versatile GP38-2 carries on today as a key locomotive in CSX’s locomotive fleet and, in fact, is having its life extended via the railroad’s rebuilding programs.

**50-foot Plate C Boxcar**
During the first century of American railroading, the boxcar was railroading’s versatile workhorse, carrying anything from LCL (less-than-carload) traffic to lumber, manufactured products and grain. Specialized rail equipment began replacing the boxcar as early as the 1960s, but through the decades, the boxcar has remained an important part of the railroad scene. Through railroading’s history, boxcars have ranged from the wooden cars of the 19th century to 86-foot-long auto-parts-carrying giants. Among the most common type of boxcar in service
since the 1970s has been the Plate C 50-foot boxcar, which has been constructed by numerous manufacturers.

**5201-Cubic-Foot Covered Hopper**
Covered hoppers made their first appearance on U. S. railroads in the early 1930s and have evolved into a primary element of contemporary railroading. Today, in various sizes and configurations, covered hoppers carry everything from sand and cement to potash, grain, corn, and many other bulk commodities. The 5201-cubic-foot covered hopper is versatile car especially suited to carting agricultural products and dry chemicals.

**30,500-Gallon Tank Car**
Much like covered hoppers for dry commodities, tank cars represent a fundamental type of railroad equipment today for moving a diverse range of liquid loadings. In various sizes and in pressurized, non-pressurized, and insulated variants, tank cars carry contents ranging from crude oil to chemicals to food products. As constructed by various manufacturers, the 30,500-gallon tank car is representative of a general-purpose tank car and often carries ethanol and similar liquid commodities.

**73-foot Centerbeam Flatcar**
The centerbeam flatcar is a staple of contemporary U. S. railroading, used to efficiently haul lumber, wallboard, and similar products. In design, the cars are similar to bulkhead flats, but with a center partition providing extra stability for the loads. The centerbeam design was first introduced in the 1960s by Canadian National and from the 1980s through today has been widely used throughout North America. The most common length of centerbeam flats is 73 feet.

**85-foot Open Deck Flatcar and Containers**
The flatcar has been a tool of railroading since the origins of the industry, but like all rolling stock, it has dramatically evolved over the decades in length, weight, and purpose. In recent years, railroads have increasingly been called upon to haul paper waste and trash from collection facilities in major cities to disposal sites. Today, such haulage is often accomplished with the use of 85-foot-long open-deck flatcars equipped to carry four 20-foot-long closed containers.
Introducing Train Sim World®: Rapid Transit

Train Sim World®: Rapid Transit is an all new First-Person Simulator that brings to life the experience of S-Bahn commuter passenger trains on one of Germany’s commuter railways.

Powered by Dovetail Games’ new SimuGraph® vehicle dynamics engine and Unreal Engine 4® technology, Train Sim World uses real world data to accurately replicate the performance, sounds and feel of real trains. Master the DB BR 442 Talent 2 in and around Leipzig S2 as you ensure commuters get to their destinations. Catering for players of all ability levels with accessible tutorials for beginners and advanced procedures for experts.
An Introduction to the Leipzig S2 S-Bahn

Originally formed from two separate networks, the Halle and the Leipzig S-Bahns of 1969, which were then lined in 2004, the reformed S-Bahn Mitteldeutschland was established following the completion of the Leipzig City Tunnel in December 2013. The new tunnel, which started construction in July 2003, unlocked service potential through the centre of Leipzig with all S-Bahn lines serving the 4 brand new underground stations, all of which are uniquely detailed. The exact definition of where the S2 Line runs has changed multiple times since the inception of the Mitteldeutschland S-Bahn, today however it covers the 70+ kilometre route from Markkleeberg-Gaschwitz, a station south of Leipzig which opened in September 1842, and Dessau Hauptbahnhof, 177 years old and a terminus of the S-Bahn Mitteldeutschland since December 2015.

With a modern network would come modern traction, and with the start of the S-Bahn Mitteldeutschland, a fleet of 51 Bombardier ‘Talent 2’ EMUs was ordered to run on the S-Bahn lines, including the S2. The majority of the Mitteldeutschland S-Bahn Talent 2 fleet, which is classified as the DB BR 1442, is formed of 3 articulated coaches, which often run in pairs to form 6-car sets in the busy hours. These Talent 2s are quite different in respect to most other German examples, as they are resplendent in a sleek sliver livery.

There is little doubt of the Talent 2’s popularity, over 360 have been ordered since they started production in 2008, and they offer the latest in ergonomics, diversity and safety; in fact, their nickname of “Hamsterbacke” (Hamster Cheeks) is derived from their characteristic, crash-optimised cab design. With an operating speed of 160 km/h, the Talent 2 EMUs are ideally suited to commuter operation, and are perfect for working the Mitteldeutschland S-Bahn.
The Game Modes

Tutorials
Tutorials 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
Provides a selection of operations over the Rapid Transit Leipzig S2 route, Scenarios are objective based activities which provides unique experiences. Put your skills to the test mastering the busy Leipzig S2 S-Bahn railway in Germany.

Services
Provides a host of activities throughout an entire 24-hour time period, Service 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 over 80 individual services, you'll always find something going on.
An Introduction to the DB BR 442 Talent 2 EMU

The DB BR 1442 ‘Talent 2’, known more common simply as the DB BR 442, was first introduced onto European soil in 2011 as an evolution of the previous ‘Talent’ electric and diesel multiple units. Despite sharing names however, the two families of units are most distinct with the Talent 2 offering improved crash safety, better performance, and all-round more widespread service potential.

The original Talent was designed by Waggonfabrik Talbot, however Bombardier would acquire the company before any construction would begin, and subsequently, Bombardier also oversaw the development of the brand new Talent 2, which began production in 2008. Like their predecessors, the Talent 2 family quickly proved popular, with hundreds ordered, and delivered, for operation throughout Europe.

It’s all in the name; Talent of course alludes to particular skills or natural abilities, however in the case of the unit family, it is also a clever anacronym of TALbot LEichter Nahverkehrs Triebwagen, or Talbot light suburban railcar, and the Talent was sought out by many. The units range anything from 2 to 5 cars in length, and can easily achieve a maximum speed of 160 km/h, sailing past their predecessors’ previous limit of 140 km/h.

The Talent 2s are also smooth, sleek and safe; shared Jacobs bogies allow for a lesser impact on the rails, keeping things quiet and comfortable for the passengers, all while reducing drag and improving efficiency, and ensuring the units stay upright in any derailments. They are also safe from a front-end point of view, the crash-optimised cab is designed to cushion impact, but it is this distinct detailing that earned them the nickname of “Hamsterbacke” (Hamster Cheeks).

As the Leipzig-Halle S-Bahn was set to be transformed into the Mitteldeutschland S-Bahn, with the opening of the Leipzig City Tunnel, a new fleet of rolling stock was required which met all the tunnel safety regulations, unlike older traction. Attention turned to the Talent 2 family, and at the cost of about 200 million Euro, an order for 51 EMUs was placed. Classified as the DB BR 1442, they entered service on the Mitteldeutschland S-Bahn lines in August 2013.

A total of 36 of the Mitteldeutschland S-Bahn DB BR 1442s are formed of 3 articulated coaches (as the 1442.1 subclass), which double up to form 6-car sets in the rush hour. Across all the lines, the daily ridership averages at 57,000, meaning the Leipzig City Tunnel in particular feels the pressure in the peaks, a pressure alleviated with a frequent timetable of Talent 2 action.