



(RIS079) LN63475 17:05 DUSS Nachteburg to Contargo Hof (CT186)

## Scenario Details

Route: Nachteburg - Rannstadt 1.3.2

Section: Nachteburg - Rannstadt

Season: Winter

Weather Forecast: Partly Cloudy

Start Time: 16:44:00

Duration: 60 minutes

Difficulty: Easy

Train Type: Electric Locomotive [E]

Train Category: Bulk Freight: Intermodal

Max Speed: 100kph loaded 120kph light engine

Train Length: 531m (1744t) loaded, 18m (61ft) light engine

Train Weight: 859 tons loaded, 84 tons light engine

Operational Information: Nothing

## Scenario Briefing

Good afternoon driver. The container terminal at Nachteburg is one of many dotted around the country. Today you've been rostered on to a service taking wagons from there to the terminal at Hof.

You are running light engine to Nachteburg and have reached Biederitz where you've encountered an adverse signal. When that clears proceed to Nachteburg Gbf to collect your wagons and then continue to Rannstadt Gbf where you have another booked stop.

Your motive power is a BR186. As part of the Leipzig-Ludwigsfelde ETCS project, the Nachteburg-Rannstadt route has ETCS signalling implemented which you can activate in your locomotive if desired.

The maximum permitted speed for your train is 120kph when running light engine and 100kph when coupled to your wagons.

## Weekly/Daily/Special Operating Notices

None

# Timetable

	Schedule			
Location	Arrival	Pass	Departure	Platform/Line
Biederitz	---	---	16:46	
Nachteburg Neustadt	---	16:50	---	1
Nachteburg Hbf	---	16:53	---	
Nachteburg Gbf	16:57	---	17:05	
Nachteburg Süd	---	17:08	---	3
Weileben	---	17:14	---	1
Solze	---	17:16	---	2
Bad Spandau	---	17:19	---	2
Gnöben	---	17:24	---	1
Wulndorf	---	17:30	---	1
Nielbe	---	17:34	---	1
Rannstadt Gbf	17:42	---	---	

## Notes

Although I generally get good framerates on this route I do get frequent micro-stutters when the frame rate drops into the teens. Although I can recommend switching ETCS on in this scenario, that is entirely up to you as the player. ETCS is much less demanding of the driver than PZB - instead of keeping a constant lookout for anything that requires you to use the PZB Acknowledge key, information is displayed on the MFD in cab and you only need to understand what it is telling you and react accordingly. You can also run the scenario with ETCS completely isolated and then you can drive the locomotive however you want and there shouldn't be any brake applications for exceeding speed limits, missing advance warnings of speed reductions etc.

## Disclaimer

By installing and using this scenario in Train Simulator you agree not to hold me responsible for any damage it may cause to your PC or any files thereupon.

Author: Robert Slater  
Date: 24 February 2022

Version: 1.0