

Microsoft® Train Simulator Add-On
The Bridge Line



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Installation

If you are reading this document, you have already installed everything you need. The installation routine will automatically detect your Microsoft Train Simulator install path, so all you have to do is start the install.

To run The Bridge Line, you only need to start Microsoft Train Simulator, and select the route from the route list on the left hand menu of the main screen.

Uninstallation

To uninstall this software, you may do so by selecting The Bridge Line icon on your Start Menu, and click the “Uninstall The Bridge Line” option.

Support

Online support is available for this product, and it is located here: <http://www.mapleleaftracks.com/support.html>

Our support section will provide you with information regarding technical issues, gameplay issues, warranty, and software updates. A direct link to our update section is located on your Start Menu.

Introduction

Welcome to The Bridge Line! This section of railroad is almost as old as North American railroading itself. By the early 1980's, the Delaware and Hudson Railroad was the longest running US transportation company still under its original ownership, and hanging on in the era of mergers and bankruptcies. From the takeover by Guilford Transportation in the early 1980's and eventual bankruptcy, to its revival in the 1990's by the Canadian Pacific Railway, its current owner/operator, the D&H has continued pulling freight with the best of them for almost 200 years.

This route, which is based on late 1970's operations of the D&H, covers the territory from Mechanicville N.Y. to Oneonta N.Y., approximately 100 miles of railroad. The line travels east to west, in a southwesterly direction, in parallel with the old New York Central (Conrail) line several miles to the north. For the most part, the route travels through the lush farmland of the Northern Catskill Region of Upstate New York. Even its largest railway yards along this line are not located in terribly large towns. It just goes to show how this little railroad was not afraid to act like a big railroad. It did so, in conjunction with the Erie Lackawanna and Lehigh Valley, and quite successfully at that.

Enjoy The Bridge Line, since it is one piece of US rail history that is not to be missed.

History

Until the early 1980's, the Delaware and Hudson Railroad was the longest running US transportation company still under its original ownership. It's roots date back to about 1823 and the opening of the Delaware and Hudson Canal. A few years later, in order to expand its coal operations, the D&H went into the railroad business. Coal would be the main focus of the D&H for over a century, but it wasn't long before the D&H expanded and was hauling all sorts of commodities and people between Pennsylvania, New York, Vermont and Canada. Thus the railway soon earned the nickname "The Bridge Line to New England and Canada."

As stated above, coal provided the main source of income for the D&H, much of it being hauled out of Scranton PA, to local destinations such as Oneonta, Cobleskill, and Albany; or interchanged with other railroads such as Canadian Pacific and the Boston and Maine. This core revenue combined with revenues from passengers and other freight allowed the D&H to operate successfully in the region. However the post-Second World War years would bring a new set of challenges to the railroad, which eventually lead to it's present owner Canadian Pacific. In the later half of the 20th century, the demand for coal dropped dramatically as new sources of heating fuel were found, and new coalmines were opened in areas such as the Powder River Basin. By the 1970's unit coal trains, which had once ran several times a day, were now almost extinct as a regular sight on the railroad.

Fortune was not smiling kindly on the railroads of the Northeast, and the opening of the St. Lawrence Seaway was another major setback to the railroads of the region. Much of the interchange traffic that had traveled by rail to inland areas could now be shipped directly to such cities as Buffalo and Chicago, and then to final destinations by truck. Railroads all over the northeast were either merging, going bankrupt, or both, as they struggled to compete for business. In an effort to save the northeastern railroad business the government merged these bankrupt companies into one new super company, Conrail. The formation of Conrail in 1976 was the event which helped bring an end to the D&H. A lot of the traffic hauled over the Bridge Line dried up. Freight traveling from such places as New York and Albany no longer needed to interchange with two or three railroads. Conrail could haul it from point to point. In the mid 1980's the D&H was sold to Guilford and was soon faced with extinction. Several years after absorbing the D&H, Guilford tried to sell it off again, but could not find an interested buyer, so the D&H was placed into bankruptcy. Two years later, in 1991, the D&H was purchased by the Canadian Pacific Railway, who, do this day, is still its owner/operator

For most rail fans, images of coal trains, Camelbacks, Challengers and Alco's are prominent images that display the heritage of the D&H, though perhaps none of these images are as well known, or conjure up as much imagination as much as the blue and gray lightning-striped locomotives as they wound their way through New England. It should be noted that as a tribute to the rich history of the D&H, the CPR has repainted a GP 38-2 in the blue and gray lightning stripe as part of its heritage program, and this locomotive can be found working the route today.

The Microsoft Train Simulator route incorporates approximately 120 miles of track, and runs from the crew change points in the Mechanicville Yard to the east, through to the Oneonta Yard in the west. Along the way, the line passes through the town of Schenectady with its interchange yard at Mohawk as well as the Conrail interchanges. It then begins the climb to Delanson where there is an interchange with the Albany Mainline. From there, it continues its climb westwards past the Cement Plant at Howe's Cave and into the town of Cobleskill with its small freight yard. The hard work begins as trains negotiate the well-known Richmondville Hill, just west of Cobleskill. Once it reaches the top, the line passes through lush farm country until it reaches its destination, Oneonta Yard.

Knowing Your Train

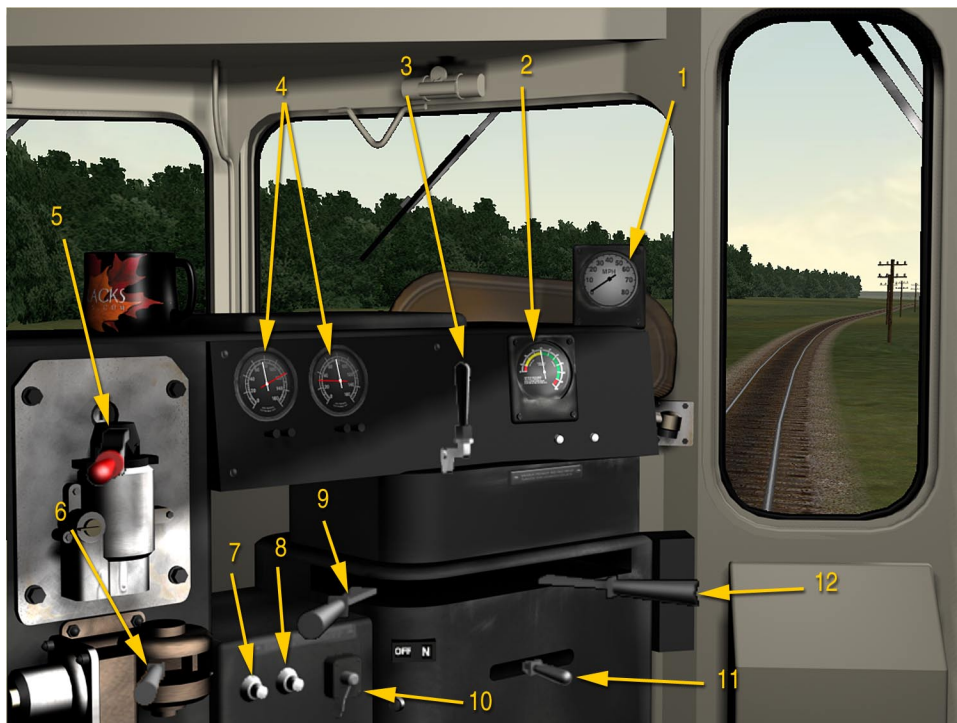
One of the most important elements involved in running a train is knowing the controls like the back of your hand. We have included control diagrams below to help you familiarize yourself with the EMD and ALCO cabs, which are used on the locomotives in The Bridge Line Route.

EMD SW9, GP38-2, SD45









1. Speed Recorder
2. Load Meter
3. Brake Gauges
4. Horn
5. Train Brake
6. Sander
7. Bell
8. Engine Brake
9. Headlights
10. Reverser
11. Throttle
12. Dynamic Brake
13. Alerter

ALCO RS-36, C424, C628

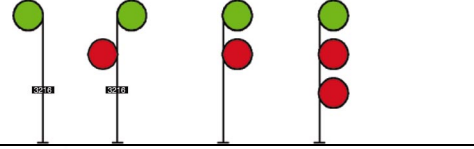
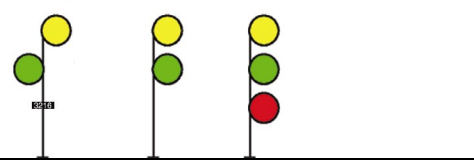


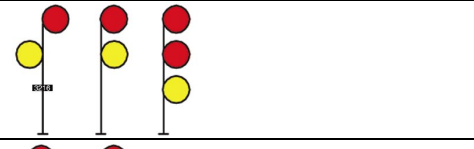




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11. Reverser
12. Throttle

Trackside Signs

<p style="text-align: center;">WHISTLE POST</p> 	<p>Located at least one-quarter (1/4) mile from the edge of all public crossings at grade, blind curves and tunnels.</p>
<p style="text-align: center;">MILE POST</p> 	<p>Located at one mile intervals to designate subdivision mileage.</p>
<p style="text-align: center;">STATION MILE BOARD</p> 	<p>Located one mile from station, siding switch, first main track switch where trains can enter or leave yard tracks, designated switch, or junction switch, whichever is the most outlying in each direction.</p>
<p style="text-align: center;">PLOW / FLANGER WARNING</p> 	<p>To call attention of snow plow and flanger operators to an obstruction to the operation of their snow removal equipment.</p>
<p style="text-align: center;">PERMISSIBLE SPEED SIGN</p> 	<p>To mark the beginning of a speed zone specified in special instructions. When two speeds are shown on the sign, the upper speed applies to passenger trains and the lower speed to other trains and engines. When one speed is shown, it applies to all trains and engines</p>
<p style="text-align: center;">YARD LIMIT SIGN</p> 	<p>Defines yard limits.</p>

Signal Aspects – Delaware and Hudson Railway (circa 1975-82)

RULE	ASPECTS	NAME	INDICATION
281		Clear	Proceed.
282		Approach Medium	Proceed, approaching next signal at medium speed.
283		Medium to Clear	Proceed, medium speed, passing signal and through turnouts.
285		Approach	Proceed, prepared to stop at next signal. If traveling at more than medium speed, reduce to medium speed while approaching next signal.
286		Medium Approach	Proceed, medium speed, passing signal and through turnouts, and prepared to stop at next signal.
290		Restricting Signal	Proceed at restricted speed.
291		Stop and Proceed	Stop, and then proceed at restricted speed.
292		Stop Signal	Stop.

The signal aspects above are only a small portion of the total number of signal aspects which could be displayed. Train Simulator is only capable of displaying a selected number of these aspects, so only the most common ones have been implemented.

Notes:

Signals with the small horizontal bar on the mast are signals with number boards. These number boards designate permissive versus absolute signals.

Medium Speed: 30 mph
 Restricted Speed: 15 mph

Credits

Development Team

James Hunt – Route design, 3d artwork, sounds, documentation, and activities
Andy Hockin - Route design, train physics, activities, logic programming
Jason Dilworth - Route design, 3d artwork, sounds, documentation, activities
Colin Graham - Product Testing and QA
Danny Beck - 3d artwork and locomotive cab views

Translations

German - Max R. Theiß, Ralf Lütters
French – Pierre G. Bourdua

Special Thanks

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