

EN

TRAIN SIM WORLD 2

AROSALINIE



RIVET

GAMES

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CONTENTS

1	AROSALINIE OVERVIEW	3	7	RAILWAY & TRAMWAY SIGNS	30
4	INTRODUCING AROSALINIE		31	RAILWAY & TRAMWAY SIGNS	
5	ROUTE MAP & POINTS OF INTEREST				
6	GAME MODES				
2	THE RHAETIAN RAILWAY GE 4/4 II	7	8	GENERAL INFORMATION	33
8	INTRODUCING THE RHAETIAN RAILWAY GE 4/4 II		34	DOVETAIL LIVE	
9	GE 4/4 II DRIVING CAB		35	TROUBLESHOOTING	
10	GE 4/4 II DRIVING CAB PANELS		36	ABOUT RIVET GAMES	
			37	CREDITS & ACKNOWLEDGEMENTS	
3	USING THE GE 4/4 II				
17	GE 4/4 II: GETTING STARTED				
18	GE 4/4 II ON-BOARD SYSTEMS: BRAKES				
19	APPROACHING STATIONS & DOOR CONTROLS				
20	EMERGENCY BRAKE RECOVERY				
5	TRAIN SAFETY & IN-CAB SIGNALLING SYSTEMS	21			
22	ZSI-90 TRAIN PROTECTION SYSTEM				
6	SWISS RAILWAY SIGNALLING	23			
24	THE L SYSTEM				
25	COLOUR LIGHT OVERVIEW				
27	COLOUR LIGHT ASPECTS				
28	MULTI-LINE SIGNALS				
29	GROUND SHUNT SIGNALS & SHUNT INDICATORS				



1 AROSALINIE OVERVIEW

INTRODUCING AROSALINIE

4

Experience nail-biting gradients, stunning Swiss scenery and classic motive power with Rivet Games' Train Sim World 2: Arosalinie.

From Chur, the oldest town in Switzerland, to the summer and winter resorts at Arosa, the Arosa Linie dates back to 1914 and represents the ultimate in rail engineering. With the use of numerous hairpin turns, mountainside tunnels and gradients as steep as 6%, this electrified, metre gauge railway line winds its way through the picturesque Schanfigg valley and offers vital connections for locals, is used to transport resources, and is popular with tourists. The sedate nature of the Arosa Linie allows for prolonged exposure to the surrounding terrain, with the journey from end to the other taking about an hour.

It's your job to take charge of the services along this stunning line; link remote communities together, take holidaymakers up through the mountains, and experience the unique blend of hauling both passenger and freight in the same consist.

Take control of the classic RhB Ge 4/4 II electric locomotive, manage your speed and stick the timetable as you climb or descend over a kilometre in elevation, slowly drive through the streets of Chur and marvel at the grand Langwieser Viaduct.



5 ROUTE MAP & POINTS OF INTEREST



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.





2 RHAETIAN RAILWAY

GE 4/4 II

INTRODUCING THE RHAETIAN RAILWAY GE 4/4 II

8

The Rhaetian Railway (RhB) Ge 4/4 II is an electric locomotive used throughout the RhB's meter-gauge lines in Switzerland. The locomotive was introduced in 1973 and of the 23 units delivered through 1985 all but one are still in service after a modernisation program that began in 2004.

The '4/4' designation refers to the four powered axles, with the letters 'Ge' signifying the meter-gauge (one meter (3 ft., 3.37 in.) between the rails) tracks. The versatile Ge 4/4 II's 1,700 kW (2,300 horsepower) allow it to pull passenger trains, freight trains, or combined trains up and down the steep grades of the Arosa Line and other mountainous routes. The locomotive is powered by 11 kilovolts of alternating current provided by overhead lines and can reach a maximum speed of 90 km/h (56 mph).

Each of the units on the Arosa Line in Train Sim World 2 are numbered between 611 and 633 and carry the RhB's red livery and feature a unique name and coat of arms from a town in Switzerland.



9

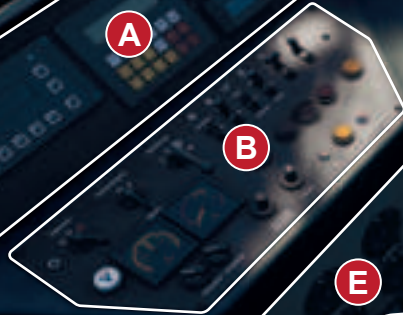
GE 4/4 II DRIVING CAB



A



B



E



C

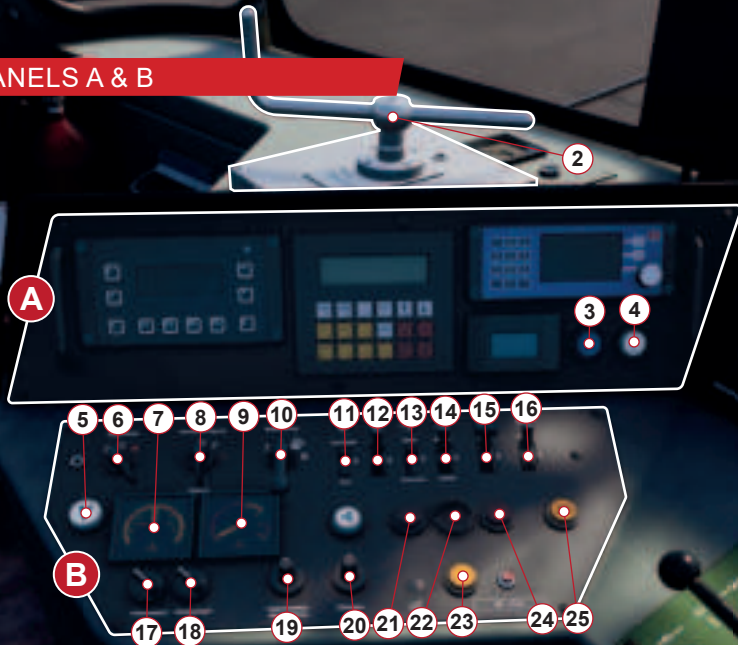


D



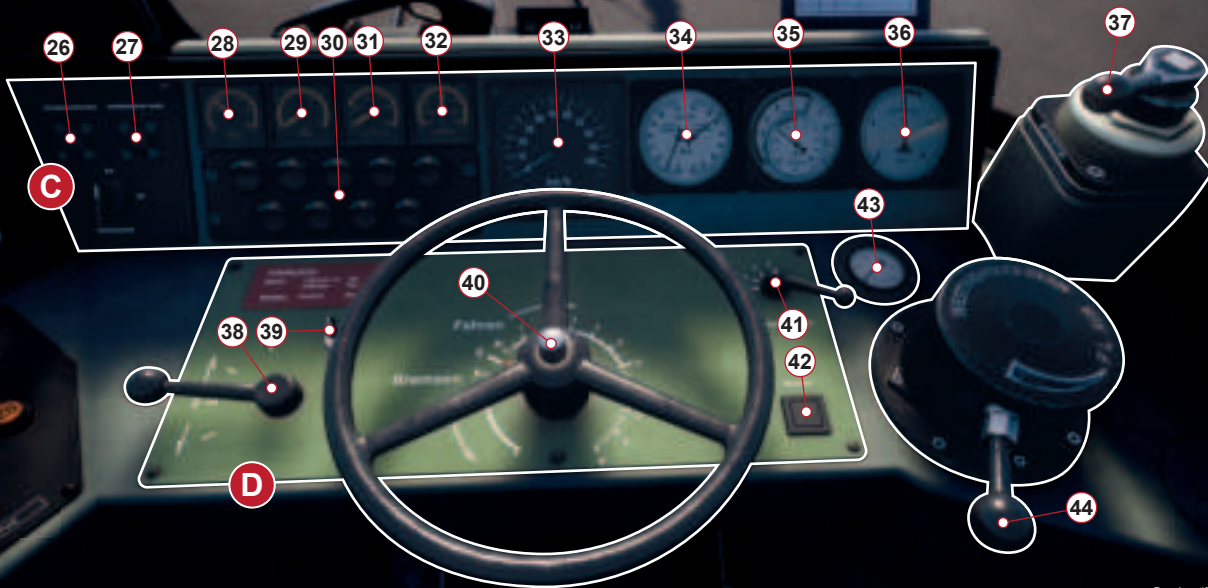
Panels artificially brightened for clarity

GE 4/4 II DRIVING CAB: PANELS A & B



Panels artificially brightened for clarity

11 GE 4/4 II DRIVING CAB: PANELS C & D



Panels artificially brightened for clarity



Panels artificially brightened for clarity

1	Sets the state of the equipment compartment (engine room) lighting.	11	Sets the state of the passenger vehicle compartment lighting.
2	Handbrake lever applies the handbrake to the locomotive.	12	Sets the state of the train line electrical power supply.
3	Sets the state of the Parking Mode.	13	Sets the strength of the traction motor blower fans.
4	Sets the state of the Fan Standstill Mode. When enabled the traction motor blower fans are switched off when the locomotive is stationary.	14	Sets the state of the air compressor. When set to Auto, the air compressor will activate automatically to replenish the main reservoir to a set pressure.
5	Indicates the traction current status. The indicator is lit when primary traction current is supplied.	15	Sets the state of the main circuit breaker.
6	Sets the state of the end of train marker lighting.	16	Raises/Lowers the pantograph to connect the train's primary traction current.
7	Displays the current being supplied by the locomotive batteries.	17	Sets the state of the driving cab interior lighting.
8	Sets the operating mode of the exterior locomotive position lighting.	18	Unfolds/Folds the rearview mirrors (mirrors are non-reflective in Train Sim World 2).
9	Displays the voltage being supplied by the locomotive batteries.	19	Increases/Decreases the instrument backlighting brightness.
10	Sets the state of the locomotive exterior lighting.	20	Increases/Decreases the timetable lighting brightness.

21	Unlocks/Opens the left-side passenger entry/exit doors.	31	Displays the differential in traction force.
22	Indicates whether a passenger wishes to alight at the next station.	32	Displays the current being supplied to the traction motors.
23	Locks/Closes the passenger entry/exit doors.	33	Displays the current speed in kilometres per hour.
24	Unlocks/Opens the right-side passenger entry/exit doors.	34	Duplex brake gauge displays the current vacuum pressure. The left side of the gauge displays the current pressure of the vacuum train pipe in centimetres. The right side displays the current pressure of the main vacuum reservoir in inches of mercury.
25	Acknowledges the active alert raised by the integrated ZSI-90 Train Protection System.	35	Duplex brake gauge displays the current air pressure. The upper gauge displays the current pressure in the brake cylinders. The lower gauge displays the current pressure of the brake pipe. Both gauges are represented in barometric pressure.
26	Sets the state of the left-side windscreen wiper.	36	Displays the current pressure of the brake main reservoir in barometric pressure.
27	Sets the state of the right-side windscreen wiper.	37	Locomotive straight air brake applies the brake to the locomotive only.
28	Displays the current supplied to the train heating system in Amps.	38	Reverser sets the direction of travel.
29	Displays the voltage of the primary power supply in kiloVolts.		
30	Locomotive warning status indicator panel. Indicators are lit to advise of current status or warnings.		

GE 4/4 II DRIVING CAB: PANELS C, D & E

39	Master key enables the control desk.
40	Driving Control Wheel or phase selector. When rotated clockwise, power is supplied to the traction motors which propels the train in the direction set by the reverser. When rotated anti-clockwise, it controls the strength of the regenerative brake through a complex process and slows the train.
41	Sets the control mode of the vacuum pump which discharges air from the main reservoir.
42	Enables/Disables the traction sanding equipment. Sand improves wheel adhesion in adverse conditions.
43	Displays the axle load compensation pressure.
44	Train Vacuum Brake lever applies/releases the brakes throughout the train.
45	Enables/Disables the Deadman's Switch. When 'Cut In', the driver's foot pedal is activated and is normally depressed whilst the driver is seated. Upon standing, the pedal lifts and the brakes are automatically applied. When 'Cut Out' the Deadman's Switch is disabled and no action is taken if the driver stands.
46	Sets the state of the driver's cooling fan.

4 USING THE RHB GE 4/4 II

Starting a Ge 4/4 II from a cold and dark state (fully switched off) is an easy process as explained below:

Note: We've highlighted switches/controls to interact with using a simple reference code. The leading letter refers to the panel, as shown on page 9, and the number refers to the switch/control on that panel, as shown on pages 9 to 15. For example A5 means refer to Panel A, and it's the control labelled 5 in our image.

1. Enter the Forward Driving Cab (the cab you will be driving from) and ensure the access door is closed.
2. Set the Master Key to On (D39).
3. Check that the Handbrake is applied (A2)
4. Raise the Pantograph (B16).
5. Activate the Master Circuit Breaker (B15).
6. Set the Reverser to Forward (D38).
7. Check or Set the exterior light switches as follows:
 - Tail Lights to Off (B6) (unless running light loco).
 - Operating Mode to N (B8).
 - Headlights to 2 (B10).
8. If you are operating on the tramway section at Chur, set the Rear View Mirrors to On (B18).
9. Set the Train Vacuum Brake to Release (D44).
10. Release the Handbrake (A2).
11. Set the Locomotive Brake to Release (D37).
12. Rotate the Control Wheel clockwise to begin applying power (D40).

The Driving Control Wheel

The Driving Control Wheel combines throttle, automatic speed control, and dynamic braking in one control.

The settings in the 'Drive' range (labelled 'Fahren' and is a rotation in the clockwise direction) include 20 notches labelled 0.5 to 10. These notches correspond to the Ge 4/4 II's automatic speed control. Each notch sets the locomotive's maximum speed to approximately 10 times the value shown on the label in km/h. The locomotive will automatically apply power until the speed reaches the current setting and then stop, allowing you to coast. If your speed decreases below the set value, the locomotive will automatically re-engage power to maintain the set speed. Think of this as a form of cruise control.

Although the Drive range notches can automatically apply power up to a set speed, unlike typical cruise control systems, there is no braking effort at all and the driver (you), must manage this manually.

The settings in the Brake range (labelled 'Bremsen' and is a rotation in the anti-clockwise direction) allows you to set a percentage of power applied to regenerative braking. Regenerative brakes, like most electrically-resistive braking systems, are most effective at higher speeds (above 20 km/h) and are unable to bring the train to a complete stop without assistance from the air brakes - whether vacuum or the straight air brake.

GE 4/4 II ON-BOARD SYSTEMS: BRAKES

18

The Ge 4/4 II has five brake controls. The Driving Control Wheel controls the regenerative brakes by turning the wheel anti-clockwise from the Off setting.

Use the Train Vacuum Brake handle to control the vacuum brakes of the entire consist. This handle applies braking force at a higher rate based on the percentage set between Release and Full Service.

Use the Loco Brake handle (straight air brake) to control the brakes on the locomotive only. This brake is typically used as a temporary stabilising brake or when running light loco. However, it can also be used as a trim brake to finely trim the speed of the train. Care should be taken not to overuse the Loco Brake in trimming speed as it can rapidly overheat the brakes thus reducing their effectiveness and cause excessive wear and tear.

On the left side of the control desk is a Parking Mode button. Turn it On before leaving the cab as it will stabilise the train without having to wind the Handbrake enabling you to change ends of the locomotive. You can turn it Off from the other cab after you switch ends.

Also on the left side of the control desk, a Handbrake is provided to fix the position of the locomotive when stabling.



1. On approach to the station, you should always manage your speed appropriately. The timing of the brake applications will need to be timed properly to ensure a smooth and stable stop. As such, you will need to think and act well ahead. Begin approximately 1 to 1.5 miles from the station by applying a 1 Bar reduction with the Train Vacuum Brake Lever. Note this 'braking point' distance is influenced by numerous factors, such as the current speed of the train, the weight of the consist, the current grade and the conditions of the rails – it will be necessary for you to adjust your braking point accordingly.
2. The aim is to apply sufficient brake pressure once and only adjust it when you reach the start of the platform. As a general rule, you should always aim to be at no more than 40 km/h depending on the platform length. For short platforms, you should aim to be at no more than 20 km/h when you reach the start of the platform.
3. Move the Train Vacuum Brake Lever to increase the brake pressure to around 2 Bar.
4. As your speed reduces below 15 km/h, move the Train Vacuum Brake Lever to 1 Bar to ensure the stop is smooth and does not introduce a sudden stop as the brake pads bind. Friction increases the slower your speed and easing off on the brake application will limit this.
5. Once the train has reached a full stop, move the Train Vacuum Brake Lever to Full Service to secure the train.


PASSENGER DOOR CONTROLS

Passenger entry and exit doors on each side can be operated independently i.e. either left side or right side. Simply press the Open Passenger Doors Left (B21) or Open Passenger Doors Right (B24) button.

To close the doors, press the Lock Passenger Doors (B23) button.

At some point in your Train Sim World driving career, you will encounter an emergency brake application. Whatever the reason, here are some simple steps to get you back on your way quickly:

1. You should always begin by understanding why you received an emergency brake application. Was it an intervention by an on-board safety system? Was it because you tripped a trackside mechanism? Or something else? Understanding the exact cause can significantly help you avoid similar situations in the future.
2. If you can hear an alarm, and you are still moving, you must wait for the train to come to a complete stop before you can acknowledge or cancel the alarm.
3. Acknowledge/Cancel the alarm by pressing the **Alerter Reset Control** (See Settings > Controls menu). All audible alarms should have been silenced. If you can still hear alarms, please refer to the appropriate section about on-board safety or signalling systems.
4. Once at a complete stop, and all alarms have been acknowledged or cancelled, you should always 'reset' your driving controls. Resetting simply means to restore all the driving controls to their default position, neither applying power or braking (except where brake needs to be applied to prevent you from free-rolling) and the direction control or Reverser is set to its neutral or off state.
5. Once all the driving controls have been reset, move the Reverser to Forward.
6. If you have the Power Handle Lever in a brake setting, move it into a low throttle position to begin applying power. Note that the some trains require a power setting before the brakes will begin to release.
7. Once the brakes have fully released, the train should begin to move.



5 TRAIN SAFETY SYSTEMS

The ZSI-90 Train Protection System uses magnets embedded in the track, between the rails, that activates in-cab equipment to alert the driver to signal states ahead. The in-cab ZSI-90 system will trigger a sound and light when the locomotive passes over an active magnet. Active magnets are most often encountered at a Distant Signal showing a warning of an upcoming Stop aspect.

After hearing the tone, the driver must press the ZS Acknowledge button (B25) to avoid a brake application (see pages 10 and 14 for the location of the ZS Acknowledge button). After acknowledgement, the tone will repeat a few times in the cab to remind the driver of the upcoming signal aspect

ENABLING OR DISABLING ZSI-90

The default state of the ZSI-90 system is disabled. To enable the system, you must be seated in the driving seat and the train must be stationary. Use the **Signalling Systems Enabled** control (See Settings > Controls menu). Repeat to disable the system again.





6 SWISS RAILWAY SIGNALLING

The block signalling system used on the Arosa Line is based on the Swiss L System used throughout the Rhaetian Railway. Some signal heads on the Arosa Line are slightly different than standard L-System signals and the slow speed indications require fewer aspects, but the principles are the same.

Long stretches of a single track means that some blocks are longer, and the signals are spaced further apart than on other railways. The tramway section of the route in Chur also requires special signage and signalling to ensure that trains can safely travel alongside road traffic.

Generally, signals in Switzerland are positioned on the left side of the track except where it's necessary to place them on the right such as at stations where there is more than one platform or the position of the signal would cause confusion to trains operating on the other lines.

Main Aspects: Colour Position Light

The L System uses standard rectangular-shaped signal heads with angular corners showing two or more large lamps to indicate a main signal. A stop aspect on most main signals indicates the point where the train cannot pass.

Distant signals use a smaller four-lamp head to warn of a main signal ahead. Where there is bad visibility on approach to a main signal, a distant repeater may also be used between the distant and main signal. Repeaters look like distant signals but

are smaller.

Main and distant signal heads can be combined on a signal post to show both a main signal and the status of the next main signal. L-System signals can control both access to the block ahead and the maximum-allowed speed in the block ahead.

Stations with two tracks that combine to a single-track use just one signal at the end of the platform but will use a set of white lights to indicate which track the has the clear aspect.

See the following pages for examples of typical signal types and aspects alongside their explanation.



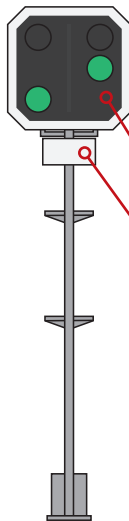
The signal shown opposite is a typical main signal (Hauptsignal) that is currently displaying a Stop aspect. The components of this signal are as follows:

Main Signal head advises of the state of the line ahead. In this case, the head is advising that the maximum permissible speed from this signal is 45 km/h.

Brake Test/Departure Indicator is used by the ground staff to communicate with the driver the status of a brake test. With such steep grades, the importance of conducting regular brake testing is paramount. In this case, the head confirms it is safe to depart.

Identification plate provides the signal's unique reference number.

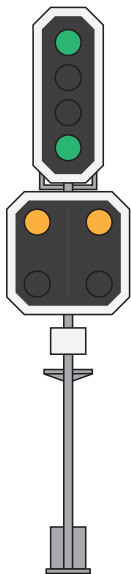
Co-acting Ground Shunt Signal when mounted alongside a main signal such as in this example, works in conjunction with the main signal head but otherwise generally provides movement authority for shunting purposes. In this case, the head merely advises that the next signal is displaying a proceed aspect. See Page 29 for more information on Shunt Signals.



The signal shown opposite is a typical distant signal (Vorsignal). Unlike Main signals which indicate either that the route ahead is blocked, clear at the current maximum permissible speed or a reduced speed applies, distant signals provide advanced warning of degraded aspects (those which are more restrictive than you may be operating under) and usually provides ZSI-90 train protection. The components of this signal are as follows:

Distant Signal head advises of the state of the next signal ahead.

Identification plate provides the signal's unique reference number.













Main signal heads and distant signal heads when mounted to a single post, as shown in this signal, are referred to as Combined signals and are typically used where the signal blocks are relatively close together. The meaning of this specific signal is advising that you must not proceed beyond this signal greater than 45 km/h but be aware that the next signal is displaying a Stop aspect.

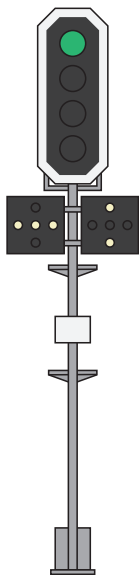


In situations where visibility is restricted such as on tight curves or where bridges may obstruct the view, repeaters are used to provide additional advanced warning of the state of the next main signal.

Distant repeaters can easily be identified because their heads are smaller than normal. Their meaning, however, is the same.

We'll continue with an overview of signal aspects, and their meaning, in the table on the following pages.

Distant	Main Signal	Meaning
 0	 0	You are not permitted to proceed beyond this signal, the route ahead may be obstructed. Preceding a main Stop aspect, a distant will provide an appropriate warning.
 1	 1	Proceed, the line ahead is clear. Observe the posted maximum permissible speed limits displayed on line-side signs.
 2	 2	Proceed at no greater than 30 km/h from the main signal, the line ahead is clear but a reduced maximum permissible speed applies.
 3	 3	Proceed at no greater than 45 km/h from the main signal, the line ahead is clear but a reduced maximum permissible speed applies.
 6	 6	Caution, shunt at no greater than 30 km/h, the line ahead may be obstructed. A main signal displaying this aspect will activate the ZSI-90 system which must be acknowledged.

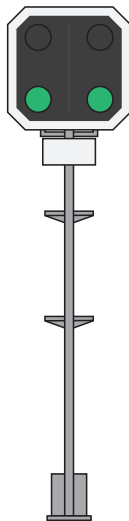


At intermediate stations where two tracks join a single line, one signal may apply to both tracks. In such instances, two additional indicators are provided to advise which track the signal applies to. The left indicator applies to the left track, and the right, to the right track.

In this instance, the horizontal arrangement of lights applying to the left track advises that this signal indication does not apply to that track.

The vertical arrangement of lights applying to the right track advises that this signal indication applies to that track and the train can proceed.

When main signals are shared between tracks in this way, associated distant signals also have a slightly different arrangement as shown opposite.



This distant signal appears with the two lower lights arranged horizontally, instead of at an angle, when approaching a main signal that is shared between multiple tracks.




There is no difference in meaning between this and the standard arrangement.

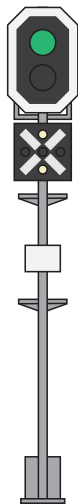
GROUND SHUNT SIGNALS & SHUNT INDICATORS

Ground signals are normally mounted on short posts at or around ground level. However, at stations, they are sometimes mounted below the platform canopy.

When they are located alongside a main signal they co-act and repeat the appropriate aspect according to the aspect the main signal is displaying.

The possible aspects and their meanings are shown below:






Aspect	Meaning
	You are not permitted to proceed beyond this signal, the route ahead may be obstructed.
	Caution, the next main signal or shunt signal is displaying a stop aspect or you are entering a siding / end of line.
	The next signal is displaying a proceed aspect.













At Chur Sand, you will find signals which are fitted with shunt indicators. These are usually not lit and indicate that shunting is not permitted from the secondary track. However, when lit with vertical white lights (as shown here), they advise the driver that shunting is permitted and they can proceed out of the line normally used for operations in the opposite direction.

7 RAILWAY & TRAMWAY SIGNS




Alongside signals, railway signage also plays an important part of advising or instructing the driver on the route ahead. Below are explanations of each sign you will find on the route:

Sign	Meaning
	Maximum permissible speed applies from the next speed restriction commencement sign. You must reduce speed to the value shown.
	Maximum permissible speed can also be indicated using differential signs. The higher speed applies to passenger trains, the lower speed applies to freight trains.
	Speed restriction commencement sign advises that you should have reduced speed by this point. Proceeding beyond this sign at a speed higher than required is not permitted.
	End of speed restriction advises that you can proceed at the previous line speed once the rear of the train has passed the sign.
	Increase speed to the value shown on the sign once the rear of the train has passed the sign. On differential signs, the higher speed applies to passenger trains.

Sign	Meaning
	Driver must sound the primary horn/whistle.
	Caution, level crossing ahead.
	Indicates the limit of shunting outside of station zones. If shunting, you must not pass this sign.
	Overhead electrification ends ahead. Drivers of electric trains must not pass this sign.
	Provides advanced warning of an upcoming tramway section.
	Marks the commencement of the tramway section and associated rules apply.

Sign	Meaning
	End of tramway. The driver can revert to standard railway operation once the rear of the train has passed the sign.
	When a passenger requests a stop at a station, the lights on this sign located before the station begin to flash.
	To avoid confusion for road traffic on tramway sections, this sign advises that the associated signal applies to trains only.
	This sign is specifically for road traffic and cautions that they are sharing the route ahead with rail traffic. This sign should not be confused with the sign above.

Tramway sections also have some special signals which provide additional guidance on whether road traffic stop lights are protecting the route ahead. Their aspects are explained below:

Sign	Meaning
	Road traffic lights are not functioning.
	Road traffic lights are in the process of being activated.
	Road traffic lights are functioning and the street ahead is protected - the train can proceed.



8 GENERAL INFORMATION

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>

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 <https://support.steampowered.com>. 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 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>

Rivet Games is a team of passionate and talented artists and developers based in Stirling, Scotland. Building on years of prior experience of developing the highest quality routes and models for Train Simulator and Train Sim World, the team have a passion for ensuring everything they do is accurate, built to the highest possible standards, and above all, is fun and enjoyable.

For more information about Rivet Games and to find out more about how they work, please follow them on social media:

www.rivet-games.com
youtube.com/rivetgames
instagram.com/rivetgames
twitter.com/rivetgames
facebook.com/rivetgame
forums.rivet-games.com

The passion behind everything that Rivet Games does is delivered by the following individuals:

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Kevin Conaghan
Magda D'Andrea
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Adam Parsley
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Alan Thomson
Lee Wallace

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