



DB BR425 Pro-Line



compatible with Train Simulator 2019 and later



DB BR425 traffic red

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1 Information

1.1 DB BR425 – Functions available in the Simulation

The most important functions are summarized below.

- ✓ Two liveries included, clean and dirty
- ✓ Prototypical driving behavior
- ✓ Complex regulation system
- ✓ LZB with command40 to pass a signal at danger
- ✓ Prototypical PZB90 V2.0
- ✓ Time-Time SIFA
- ✓ Usable EBUa
- ✓ Automatic and manual door control system (switchable)
- ✓ Height adjustable driver seat with cab camera attached to it
- ✓ Switchable instruments light
- ✓ Cab and desk light switchable
- ✓ Wiper with interval control
- ✓ Pantograph sparks with sound (lens flare effect)
- ✓ TS effects like raindrops and lens flares
- ✓ Diverse camera positions within the cab and passenger views
- ✓ Usable destination boards on all wagons including passenger views
- ✓ Simple and optional cold start possibility
- ✓ Scenario save system and rolling start compatible
- ✓ Realistic sounds

1.2 Technical data DB BR425

Manufacturer:	Siemens, Adtranz, Bombardier, DWA
Build dates:	1999 bis 2008 - 249 Units (all series)
Traction type:	3-phase current, 8 traction motors *
Wheel arrangement:	Bo-Bo-0-Bo-Bo
Mass:	~136 t *
Length per unit:	67.50 m *
Permanent output:	2350 kW *
Tractive effort max:	150 kN *
Brake effort e-brake max:	140 kN *
Max speed:	PZB: 140 km/h LZB: 160 km/h

** per unit with 4 wagon*

2 The Train



DB BR425 Head 1 (ETW1)



DB BR425 Middle wagon 2 (MTW2)



DB BR435.5 Middle wagon 3 (MTW3)



DB BR425.5 Head 4 (ETW4)



DB BR425 Cab view



DB BR425 Cab view

3 Cab and controls



- | | |
|------------------------------|-------------------------------|
| 1 - Pantograph | 15 - Horn |
| 2 - Main circuit breaker | 16 - Sander |
| 3 - PZB Comand | 17 - Desk light |
| 4 - PZB Free | 18 - EBUa |
| 5 - PZB Acknowledge | 19 - Doors left |
| 6 - Throttle and Brake | 20 - Doors close |
| 7 - Reverser | 21 - Doors right |
| 8 - MTD | 22 - Instruments light |
| 9 - Tractive effort gauge | 23 - Emergency braking |
| 10 - Speedometer | 24 - Battery voltage gauge |
| 11 - MFA Lamps | 25 - Battery voltage on / off |
| 12 - Cylinder pressure / HLB | 26 - Hand brake apply |
| 13 - Cablight | 27 - Hand brake release |
| 14 - Headlights | |



4 How to drive

4.1 Pro-Line

We thank you to buy our newest Train Simulator add on and we are happy to present you with this new train from our TSG Pro-Line collection. As any other advanced pack for Train Simulator, it was created to provide better and more realistic driving behavior and a better overall experience to our customers. Please read this manual carefully to understand all the extra functions of that train to drive it safely and with fun in Train Simulator.

4.2 Startup

The train is already set up and ready to drive when a scenario starts. All safety and protections system are off. You can switch them on if you need. There is also a cold start option for scenario creators. Please have a look into the associated sections within this manual.

4.3 Message- and Help system

Common messages:

The train has a special message- and help system to give you information about events and errors which may occur. You can adjust the systems level with <Ctrl+-> The system is switched on by default and has three levels: 1/only errors, 2/errors and further messages, 3/all messages and debug information for log-mate. Messages which are necessary can't being switched off.

PZB/LZB Help system:

The train has a special help system for the train protection systems. If you get an emergency brake due to incorrect operation, you will get displayed an additional information in a message box. This may help to understand these complex systems.

4.4 Battery

Battery voltage:

Before you can start driving with this train, the battery needs to be switched on. You do this by using the key command <Shift+B> or the switch on the side panel left. The battery can only be switched on when the train is not moving, and the reverser is set to position 0 (zero). The battery is always fully charged. Normally the battery is switched on already at the begin of a scenario. Therefore you don't need to switch it on usually.

4.5 Pantograph and main circuit breaker

At scenario start and with a warm start of the train, the pantographs are already raised and the main circuit breaker is already closed.

Raising and lowering the pantographs:

To raise the pantographs, the reverser must be set to M,V or R. To raise or lower the pantographs please use the switch on the desk or the key commands <P> to raise and <Ctrl+P> to lower them. The pantographs can be lowered and raised when the train is moving already for neutral sections. The pantographs of the second and third unit, if present within the train, will be raised and lowered too.

Open and close the main circuit breaker:

After you have raised a pantograph you can close the main circuit breaker with the appropriate switch in the cab or with <Z> to close and <Ctrl+Z> to open it. The main circuit breaker can also be operated when the train is being driven. Please keep in mind: the main circuit breaker will be set to off (tripped) when the pantographs are lowered, or other

disturbances happen. Normally you can close the main circuit breaker again without any problems. If not, you will be informed by messages why not.

4.6 Throttle and brake

Tractive effort preselection control:

With the throttle lever you only select a desired tractive effort and the trains control systems will try to reach that value. The preselected value will be displayed within the MFA tractive effort gauge with that little triangle around, and on the MTD with little triangles too. The actual tractive effort output will be displayed with the needle in the MFA gauge and the bars on the MTD screen. There is also a summarized kN number display on the MTD where you can read the overall tractive effort of all units.

Using the throttle and brake lever:

At first, try to use only the keyboard control for this train for full functionality. You can use the HUD or mouse controls to move the throttle lever, but that can end up in some misfunction when moving the lever to fast, and the SB position will not work at all.

The throttle and brake lever does have some resting positions. On these positions the lever will stop (when using the keyboard) until the keys A or D were released once. Pressing the keys again, the lever will move until the next resting position and stop again. That helps using the system without to stare onto the lever while driving. The resting position are the following and are not perfectly prototypical, but good for the usage in the Simulator:

- Position 0, the lever is moving to the zero position and stops
- Position Zmin, the lever is coming from the power range into the Zmin position
- Position Bmin, the lever is coming from the brake range into the Bmin position
- Position VB, the lever comes from the brake range into the VB position

Lever lock:

In the following situations the throttle and brake lever will be locked:

- PZB/LZB/SIFA emergency braking is applied
- The doors are open

If the lever is locked, you can't apply any power.

Zero position force:

If the lever is locked, you need to have specific conditions to unlock it again. Additionally, the lever needs to be set to position 0 once before. To unlock the lever again, the following conditions are needed:

- ✓ Throttle and brake lever in position 0
- ✓ There is no emergency braking active
- ✓ The main circuit breaker is closed
- ✓ The doors are locked

4.7 Brakes

This train is equipped with 4 brake systems.

- Automatic stopping brake
- Electro pneumatic brake (EP Bremse)

- Electric brake with recurrence
- Air brake via the normal brake pipe

The automatic stopping brake:

applies in two different steps below a speed of 8kph. Coming from a speed higher than 8kph, and a brake lever position between Bmin and VB, the stopping brake applies with 1BAR cylinder pressure and is only able to release when you set the lever to a value above Zmin. Right before a complete stop, the stopping brake will apply with 2.5BAR to safely hold the train in its position after it stopped. The stopping brake releases again when you set the lever to a value greater than 0 while already driving, or a value greater than Zmin when already stopped.

the EP brake (electropneumatic brake):

applies dependent on the actual speed and lever position, when you do a normal braking. The more brake effort is called with the lever (brake effort preselection) the more the ep brake applies. That's called brake blending. Even in lever position VB this happens. If you move the lever to SB (emergency braking) the ep brake will apply with full brake effort and the e-brake will cut out. But you are already able to regulate the ep-brake now. So, it is not a real emergency braking. To regulate the ep brake just move the lever in a position between VB and Bmin, not 0. If you set the lever to 0 the ep brakes will release completely and when you then brake again, the e-brake will cut in normally and the brake blending is active.

A small trick to brake only with the ep brake:

If you drive normally, move the lever to position Bmin and hit the red "Schnellbremse" button on the right side of the desk. It is the same as you would move the lever to SB. You can regulate now the ep brake in between the lever VB and Bmin lever positions. This does apply to the original train too but is not allowed to do. Please consider the missing brake power when doing that trick. The e-brake, what is the main brake power, will cut off.

The electric brake:

is used with normal braking when moving the lever to a position between Bmin and Brake 7 / VB. The steps are only within the Train Simulator to make it happen the lever can act as it does. In position brake 7 the e-brakes effort is at the maximum. The brake effort in kN spread out as the following:

- from 0-8kph max 0-140kN raising per unit
- from 8-60kph max. 140kN constant per unit
- from 60-160kph falling down from 140kN to 40kN per unit

The air brake:

The air brake in that train is normally not being used for standard operations. Therefore the brake pipe pressure gauge, on the right side of the cab, is showing 0BAR all the time. The air brake is used only when the train is not driving itself and is part of a normal train like a wagon. In the simulation the air brake does not have any functionality.

How to brake:

Braking with this train is not very demanding. The train tries to brake with the e-brake normally and you as the driver should be aware to do that too. The goal is to save energy as much as possible. Using the e-brake only is the most efficient way to brake with this train. For a normal braking, to reduce the speed, you only need to set the lever to position Bmin or brake 2. The brake effort is enough to reduce the speed. To brake to a halt, from about 140kph, you need to move the lever a bit more into the braking range. You can regulate the

brake effort as you need it. Try not to end up in the VB position, but you can do that without restrictions. It needs some practice to have a on point braking from higher speeds without moving the lever to much.

Full braking VB: This lever position is usually only a resting position and does not raise the brake effort more that at position brake 7, when the brake blending is active. When using the ep brake only, this is the position where the brake does deliver the most brake effort.

Emergency (fast) braking (SB):

To apply a fast braking you need to move the lever into the VB position first and then press the key <D> for 2 seconds to move the lever into the SB position. This locking is there to prevent accidentally moving into the SB position while having a normal brake operation. You also able to apply a fast braking all the time with the red "Schnellbremse" button on the right side of the desk.

4.8 Wheel slip and sander

The train is equipped with an automatic wheel-slip protection brake. You normally don't need to get involved with that. If the train slips or glides, you can use the sander. Use the switch in the cab or press and hold <X> to switch on the sander.

4.9 Power consumption

The train displays the power consumption values in kW/h within the MTD screen on the left. These values display the overall power usage and recurrent energy by using the e-brake summarized for all units within the train. The calculation is based on fictional values.

5 Train protection and safety systems

5.1 SIFA (vigilance alarm)

The train has a working Time-Time-SIFA (vigilance alarm with timer) which can be activated or deactivated with <Shift+7> The purpose of the SIFA is to keep the driver vigilant at all times and to allow the train to come quickly and safely to a stop should the driver become incapacitated or otherwise not be in proper control of the train.

If you switched on the SIFA you must press the SIFA reset every 30 seconds to reset the timer. Use the key command <Space> for it.

If you forget to reset the SIFA timer, the SIFA lamp will lit up on the MFA display to remind you to press the SIFA reset. If you miss this, after 2 seconds you will get a warning signal that will last for a further 2 seconds after which the train will begin braking automatically and give you an emergency warning signal. You can stop that braking on every time with a press on the SIFA reset. It's not a real emergency braking.

The SIFA will pause if you switch to an outside view. So, you can have it switched on even if you want to have some route explorations. Back in cab the SIFA timer runs again from 30secs down.

5.2 PZB90 V2.0 (point-based train protection and control system)

The train has a realistic built in PZB90 system used in Germany for the speed control of trains. It represents in its actual state the near full prototypical implementation of the software version 2.0. This means it react like in the real world, but depends on the routes trackside equipment, if it works well or not. Most German routes for Train Simulator are equipped with a proper PZB, but not all.

Use <Shift+8> to switch PZB on or off.
Change the train PZB mode with <Ctrl+8>.

After switching on or changing the mode the PZB will start a self-test. The PZB can only be switched on or off and the train mode could only be changed when the train is not moving and the reverser is set to V.

Use the following keys to control the PZB:

- = PZB Befehl40 / Command40
- <End> = PZB Frei / Free
- <Page down> = PZB Wachsam / Acknowledge

Important: The use of the PZB Acknowledge switch will be registered by the PZB system when the switch is releasing! That is a prototypical behaviour and different to earlier/other PZB systems installed in other vehicles with PZB equipped. You can switch and hold PZB Wachsam / Acknowledge switch when you pass a 1000Hz magnet, but you need to release the switch in between 4sec. after it to avoid an emergency braking.

PZB help system:

The help system will assist you when you have no experience with the PZB.

It tells you in a message box why you have an emergency brake application when it occurs. An additional yellow needle on the speedometer gives you information about the target speed. Switch the help system on or off with <Ctrl+->.

Further Reading

You can find more recommended reading about the German PZB90 system at these links:

- <http://www.marco-wegener.de/technik/pzb90.htm>
- <http://www.sh1.org/eisenbahn/rindusi.htm>

(content is owned and maintained by 3rd parties and not under our control)

5.3 LZB (continuous line-based protection & control system)

The LZB system in this package is a proper implementation with much more prototypical behavior than on other trains in Train Simulator.

Switch on the LZB system with <Shift+6> and have the PZB switched on before. The LZB then will activate itself if you enter an LZB enabled line.

The LZB end procedure is now implemented prototypical but will again depend on the correct route work to act like in real world. Maybe the distance to the end is too short or too long or there is no LZB end defined in the route. LZB end will be signaled in the cab with the LZB 'Ende' lamp within the MFA lamps and an acoustic buzzer sound and need to be acknowledged within 10 seconds with PZB Acknowledge <page down> or you will get an emergency braking applied to a stop. An LZB emergency braking now needs to revoke by pressing the PZB command key for a minimum of 3 seconds.

LZB command 40:

To pass a signal at danger while controlled by LZB you need to apply the command 40 for the LZB. To do so, and if you are stand still and just before a Hp0 (stopping signal), you need to press PZB command for a minimum of 3 seconds to go into the LZB command mode. Then you can pass the stopping signal aspect with maximum speed of 40kph (about 25mph). All LZB cab signaling will go to a suspend mode and the LZB 40 lamp

lit up. After the train passed the signal and a few meters more with its tailing end, the cab signaling comes back again and the LZB 40 lamp will go off. Now you can drive further with the given speeds by the LZB system.

No AFB operation available on this train while on LZB mode:

There is no AFB present on this train. Please keep that in mind when running under active LZB guidance. You need to accelerate and brake manually.

6 Additional systems

6.1 Door control system

This train is equipped with an automatic and manual door control system. On scenario start the automatic system is activated by default. You can switch to the manual mode by using the "Doors Close" button and hold it for at least 5 seconds or use the key command <Shift+.>. You will get a message when you have successfully switched the mode. The mode can be switched as long you wish but only when all doors are closed, and the train came to a complete stop. Again, you will get a message when you can't switch the mode.

Usage of the automatic mode:

When the automatic mode is activated (by default), you will open the doors like always in Train Simulator with the key <T>. They are close then automatically after the boarding process. On the desks right side, you will find three lamps that will represent the state of the doors. The lamps FL and FR are displaying the state of the respecting side. They lit up if the doors on this side are open. The lamp in the middle of these two displays the overall lock state of the doors. If they are lit up, all doors are closed and locked. An additional lamp with an T in it, within the MFA, will also lit up then. If these lamps are not lit, you can't apply any power.

Usage of the manual mode:

If the manual mode is activated, you have to open and close the doors. Below a speed of 8kph you can unlock a door side or even both with the FL or FR keys on the Desk or the key commands <,> for left side or <-> for the right side. This will be represented by the blinking FL and FR lamps on the desk. When selecting a side, the corresponding lamp will stop blinking and the door side is unlocked. If you came to a complete stop or even are at a stop, the doors on the selected side will open with some random delay. The "Doors Close" lamp and the T lamp in the MFA will go off as soon as a door is open.

To close the doors again after the boarding process, you have two options.

The first option is to deselect the door side you have opened before. To do that, use the FL or FR button again and they will stop lit. The doors on the deselected side are closing now with a random delay up to 60 seconds and the two close state lamps will blink. After all doors are closed, the "Doors Close" lamp and the T lamp in the MFA will lit up and the doors are locked. You don't need to do anything else to lock them. You now can start your run.

The second option is to force close the doors on both sides when opened. Just press the "Doors Close" button to do that. The FL and FR lamps will go off and the "Doors Close" lamp and the T lamp in the MFA will blink until all doors are closed and locked, and the lit up static what means the doors are locked and you can start the run.

Notice: When using the manual mode, it is necessary to use the <T> key separately when you need to have a successful TS boarding process (green tick).

Important: Try to prevent to move to a other cab or uncouple a unit while the doors are open. This may end up in a complete lock of the system. When switching cabs, please wait up to 5 seconds before doing anything with the doors system, so the system can gather the actual doors states for the new cab end. There is also a key command option for the worst case when nothing is working anymore. In that case please use the key command <Ctrl+Shift+.> to reset the doors system.

6.2 ZZA

The train is equipped with switchable destination boards. To switch them please use the key commands <0> for up, and <Shift+0> for down. The available destinations you can find attached to this manual at the end as a ZZA code list. These codes can be also used to predefine the destination boards within a scenario. Please read the scenario creator section below for that.

6.3 Multiple formation

This train is able to be used in multiple formation with up to 3 units. If you try to use more the 3 units, please consider, that the tractive effort and brake effort values will not be calculated right and will be displayed wrong with in the Cab displays.

Using more than 1 unit, the gauges in the MTD screen will apply to this and the traction and brake efforts will be calculated correctly (up to 3 units).

Please use only the predefined consists that are delivered with this package. If you try to create your very own consist, it may happen that the train reacts in a wrong way.

6.4 EBUla

The EBUla is an electronic representation of the driver schedule. This feature is stated as community driven one. We only provide the technical base to use it and in respect of what is doable in Train Simulator. There are only placeholder plans installed. To create new plans and insert them into the train, please ask us or better use the community forums. There are a lot of usable plans already out there. And there is a tool in development, the Ebula-Designer, which will be able to create new plans and copy them directly into the trains EBUla folder. Please have a look onto the Rail-sim.de forums for that.

The overall function of the implemented EBUla is like a simple book with 4 chapters that contains 15 pages each. To switch a plan please use the <Next Plan> and <Plan Back> button on the EBUla device itself. To switch the pages, use the <Next Page> and <Page Back> buttons on the device. There are no key commands for it. You can use it only by mouse within the cab.

6.5 Driver seat and cab camera height

The driver seat in that train is height adjustable. Within that the height of the cab camera will follow it. So, you can easily adjust the view to trough the windshield for your own needs. To do that, please use the mouse to grab onto the seat and move it up and down directly or use the key commands <Shift+PageUp> and <Shift+PageDown>).

7 Key commands

Beschreibung	Zusatztaste	Taste
Battery on / off	Shift	B
Pantographs up / (down)	(Ctrl)	P
Main circuit breaker close / (open)	(Ctrl)	Z
Throttle- and Brake		A / D
Reverser		W / S
Emergency brake		Backspace (←)
Sander		X
SIFA on / off	Shift	7
SIFA reset		Space
PZB on / off	Shift	8
PZB Acknowledge		PageDown
PZB Free		End
PZB Command40		Del
PZB System information	Ctrl+Shift	8
LZB on / off	Shift	6
LZB free from emergency braking after stop	PZB Free	3 Seconds
LZB force END with command at VZiel 000 and Vist 0 at Hp0	PZBBack + PZBFree	3 Seconds
! Only for experts ! LZB BrH change (influences the brake curve of LZB) less BrH = flatter brake curve more BrH = steeper brake curve - standard value 80 (TS proven) (safe value 120)	PZB Acknowledge+ Ebula Page	up / down
Horn high		B
Horn low		N
Doors close		.
Doors left		,
Doors right		-
Door system manual / automatic	Shift	.
Door system reset	Ctrl+Shift	.
Wiper	Shift	V
Cab light	(Ctrl)	L
Desk light	Shift	L
Instruments light		I
Destination board display up		0
Destination board display down	Shift	0
Driver seat height up / down	Shift	PageUp/PageDown
Side window left up / down (right)	Shift (Ctrl)	Home / End
Help system of / off	Shift	[(?)*
Message level 1/2/3	Ctrl] (?)*

*may be a different key on some keyboard layouts

8 Notes for scenario creators

Activate in editor:

You will find this train under the developer entry "TSG" and the product name "BR425".

Free roam compatibility:

This train is basically usable within a free roam scenario type. But there may occur some problems. Therefore we can't state a compatibility with that game mode. The train works fine in all other scenario types.

Scenario save and resume, rolling start:

This train is compatible with the save and resume system of Train Simulator. You are able to save a scenario and resume it and this train will work fine. Therefore the rolling start feature is enabled too for this train. Please note, that not all system variables will be stored because it is not possible at least. This means that for example the PZB will become on again when it was switched on at the save, but it will not store actual monitoring. After a resume the PZB and LZB are in a fresh mode like after a start of the systems.

Destination board preselection:

You are able to preselect the displayed destinations within this train for a scenario. To do that, you need to add a string after the train number into the editor flyout number field. Please always add it after the train number. A valid entry needs to be written into the field like this: "4250011-ZZA1000". The numbers for the destinations you will find in the attached ZZA code list at the end of this manual. Please note, that you need to do that for each unit independently and always at head 1 (ETW1) only.

Cold start:

There is a simple cold start function integrated into this train. You can use it within a scenario by adding a string to the editor number flyout field. Again, the string needs to be added after the train number. A valid entry looks like this: "4250011-cold"

Notice: Destination board preselection and cold start can be both added to the field like this: "4250011-cold-ZZA1001" or "4250011-ZZA1001-cold". Both entries will work.

9 Credits

We want to say thank you to all our partners and testers who made this train possible.

Model and textures: Michael Früchtl

LZB and PZB modules: Stefan Mannsfeld

Sound: Linus Follert

TSG: Maik Goltz

ZZA code list

<u>destinations-primary</u>	#		#		#
1000. [empty]		1041. Hannover Hbf	E	1081. Weilheim (Oberbay)	k
1001. Nicht Einsteigen	0	1042. Altenburg Hbf	F	1082. Murnau	l
1002. Sonderfahrt	1	1043. Niederkirch	G	1083. Garmisch-Partenkirchen	m
1003. Probefahrt	2	1044. Köblitz Hbf	H	1084. München Ost	n
1004. www.bahn.de	3	1045. Wildau	I	1085. Grafing	o
1005. Betriebsfahrt	4	1046. Bad Rinckenburg Hbf	J	1086. Rosenheim	p
1006. Leerfahrt	5	1047. Düsseldorf Hbf	K	1087. Heilbronn	q
1007. Werkstattfahrt	6	1048. Langenfeld (Rheinl)	L	1088. Bietigheim	r
1008. S-Bahn	7	1049. Köln Messe/Deutz	M	1089. Ludwigsburg	s
1009. Regionalbahn	8	1050. Köln Hbf	N	1090. Stuttgart Hbf	t
1010. Regional-Express	9	1051. Bonn Hbf	O	1091. Esslingen	u
1011. [empty]	a	1052. Remagen	P	1092. Plochingen	v
1012. Berlin Hbf	b	1053. Andernach	Q	1093. Göppingen	w
1013. Berlin Gesundbrunnen	c	1054. Koblenz Hbf	R	1094. Süßen	x
1014. Berlin Südkreuz	d	1055. Kobern-Gondorf	S	1095. Geislingen/Steige	y
1015. Flughafen BBI	e	1056. Treis-Karden	T	1096. Amstetten	z
1016. Seddin	f	1057. Cochem	U	1097. Ulm Hbf	A
1017. Jüterbog	g	1058. Ediger-Eller	V	1098. empty	B
1018. Lutherstadt Wittenberg	h	1059. Bullay	W	1099. empty	C
1019. Bitterfeld	i	1060. Wittlich	X	1100. empty	D
1020. Delitzsch	j			1101. empty	E
1021. Leipzig Messe	k	<u>destinations-secondary</u>		1102. empty	F
1022. Leipzig Hbf	l	1061. Schweich	0	1103. empty	G
1023. Hagen Hbf	m	1062. Ehrang	1	1104. empty	H
1024. Lethmathe	n	1063. Trier Hbf	2	1105. empty	I
1025. Werdohl	o	1064. Mannheim Hbf	3	1106. empty	J
1026. Plettenberg	p	1065. Schwetzingen	4	1107. empty	K
1027. Finnentrop	q	1066. Hockenheim	5	1108. empty	L
1028. Grevenbrück	r	1067. Waghäusel	6	1109. empty	M
1029. Altenhundem	s	1068. Graben-Neudorf	7	1110. empty	N
1030. Kreuztal	t	1069. Karlsruhe Durlach	8	1111. empty	O
1031. Siegen	u	1070. Karlsruhe Hbf	9	1112. empty	P
1032. Hamburg Hbf	v	1071. München Hbf	a	1113. empty	Q
1033. Ahrensburg	w	1072. München Pasing	b	1114. empty	R
1034. Bad Oldesloe	x	1073. Lochhausen	c	1115. empty	S
1035. Lübeck Hbf	y	1074. Olching	d	1116. empty	T
1036. Hamburg-Harburg	z	1075. Maisach	e	1117. empty	U
1037. Lüneburg	A	1076. Mammendorf	f	1118. empty	V
1038. Uelzen	B	1077. Mering	g	1119. empty	W
1039. Celle	C	1078. Augsburg Hbf	h	1120. empty	X
1040. Hannover Flughafen	D	1079. Starnberg	i	Do not use this slot!	Y
		1080. Tutzing	j	Do not use this slot!	Z

= TextureSet Entry "TextureName"