Manual De Limburgse Spoorlijnen in de jaren 1982-85 V1.01

Inhoudsopgave

De Limburgse spoorlijnen in de jaren 1983-85

Information

Introduction

The following railway lines are included in "De Limburgse spoorlijnen in de jaren 1982-85":
A once existing route Maastricht – Vaals, reconstructed as a museum line in the years 1982-85
The Maastricht Aachen route (up to and including the connection to the Aachen – Herzogenrath line).
The miljoenenlijn from Simpelveld to Schaesberg.
The Heerlen - Schaesberg route.
The Schin op Geul – Heerlen route.

In this version, a part of "De Spoorlijnen Limburg" is set back to the years 1982-85. This was a period after the closure of the mines (1966-1975). Many of the mine tracks had already been rehabilitated by then, but even so, compared to the current rail network, they still look different. Consider, for example, the classic safety system on the Maastricht-Heerlen line or the old situation around Heerlen station. After 1985, major modernizations and further track rehabilitation would take place.

The developer has attempted to capture the atmosphere of those years in this route without using additional payware assets. The number of freeware assets has also been kept to a minimum.

This route also includes the Maastricht – Vaals section, which was also converted to the years 1982 – 85.

All sections of this route were not equipped with ATB in those years. Given the various types of signals used on this route, driving with ATB will not produce the correct results.

Given the extensive security measures on this route, including the use of light signals, weapons, and German security, scenario developers will have to be creative. See the security chapter for more information.

With traditional safety, this is only configured for double-track sections in one direction. This is also the case in the simulation. For example, in the Maastricht to Heerlen route, you can only use the right-hand track.

The Maastricht-Roermond section is already part of the route. However, the scenery and landscaped surroundings for this section are missing from Bunde onwards. There's a cut in the track between Maastricht and Bunde, making it impossible to travel from Maastricht to Roermond.

Have fun driving this route.

Version

V1.0:   First version.

History

Historical overview of the South Limburg railway lines

1853: Maastricht – Aken
1861: Maastricht - Luik
1865: Maastricht – Venlo
1871: Spekholzerheide – Simpelveld
1896: Sittard – Herzogenrath
1914: Schin op Geul – Heerlen
1922 – 1938: Stoomtram Maastricht - Vaals
1934: Miljoenenlijn; Simpelveld – Landgraaf

Maastricht - Vaals.

On February 15, 1921, the NV Limburgse Tramweg Maatschappij (LTM) was founded.
One of the LTM's first tram lines in South Limburg was the Vaals – Wijlre – Gulpen line, which opened on June 28, 1923. Two years later, this line was extended to Maastricht NS Station.
The line was 28 kilometers long and standard gauge. Due to the elevation changes, several bridges had to be built. The lagerst of these was the Gulpdal Viaduct, which was seventeen meters high.
Partly due to the rise of public transport by bus, this line became unprofitable. On April 5, 1938, the line ceased operations.

Miljoenenlijn

The origin of the "Miljoenenlijn" (Million Line) lies in the Schaesberg - Simpelveld railway line, a branch of the Sittard - Herzogenrath railway line, construction of which began in 1925 to transport coal from the coal mines.
In Schaesberg, the entirely double-track Miljoenenlijn connected to the Sittard - Herzogenrath line, which opened in 1896, and in Simpelveld to the Aachen - Maastricht railway line, which opened in 1853. The Simpelveld - Spekholzerheide Domaniale Mijn section, a branch of the Aachen - Maastricht line, had been in operation since April 16, 1871, and was incorporated into the Miljoenenlijn.

The nickname derives from the estimated cost per kilometer. The 12.5-km-long line cost approximately 12.5 million guilders at the time.

On May 28, 1988, the Kerkrade-Centrum - Simpelveld section was closed. Later, after the discontinuation of the Maastricht – Simpelveld – Aachen train service in 1992, the Schin op Geul – Simpelveld – Bocholtz-Grens section, as well as Simpelveld – Kerkrade Centrum, was sold by the Dutch Railways to the ZLSM.

Maastricht - Aken

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Heerlen Sittard

The railway line between Sittard, Heerlen, and Herzogenrath opened in 1896 at the initiative of Henri Sarolea. The railway line from Sittard to Heerlen has been electrified since May 14, 1949.

Schin op Geul – Heerlen

The railway line between Heerlen and Schin op Geul was built in 1914 as a connection between the Aachen - Maastricht railway line and the Sittard - Herzogenrath railway line. The railway line connects to the Aachen - Maastricht railway line at the Schin op Geul fork station.

Beveiliging.

Almost the entire route is equipped with traditional safety systems, but light signals are also used in some places, and German signals are used towards Aachen. All these different signals operate differently, creating problems with their interplay. Therefore, markers or underground signals have been placed at certain points along the route to ensure smooth transitions. These signals are not visible to the driver, but they are visible in the HUD and the 2D map.

Traditional safety around sidings and shunting tracks also differs from modern safety. Typically, a group of sidings or shunting tracks is protected by a single semaphore or shunting signal. This is a situation Train Simulator cannot handle. COHA has virtual signals that, in conjunction with semaphore signals, did not provide the desired result. Here too, signals were placed underground to simulate the traditional situation. You will find these situations primarily in Maastricht and Heerlen. To ensure that a train can enter such an area if another train is already present, markers have been placed on these tracks.

Both situations have been extensively tested.

Security route Maastricht - Vaals.

Regarding security, the documentation is largely nonexistent. However, numerous accidents have been reported on the line, indicating minimal security.
The simulation implements minimal security to allow for AI traffic. This sometimes requires creative solutions from scenario developers.
The route crosses three intersections protected by traffic lights. These intersections are secured for trains with clearing signals. Stop shortly before the signal and wait for the white light.
Traveling from Maastricht to Vaals, this occurs at the following locations:
  • intersections after the Heer stop
  • intersection upon entering Margraten
  • intersection before the Wittem – Mechelen stop

Installation

The route is delivered as an EXE file, making it easy for anyone to install.

supplies

Payware
Steam/SAD	Im Köblitzer Bergland
Steam/DTG	Köln - Koblenz Route
Steam/DTG	Munich-Augsburg
Steam/DTG	Riviera Line in the Fifties: Exeter - Kingswear
Steam/DTG*	European Loco & Asset Pack
Steam/RSDL*	Foilage01 pack

*) The link takes you to a website where you can see which add-ons include these packages. The Ruhr–Sieg route includes both packages and is a cheap add-on. The TS2022 version also includes these two add-ons.Freeware

Christrain	NS Station Objects & scenery (dit omvat ATB-bakens en ETCS-balises)
	NS Track Pack
	Frison Object Pack deel_1 t/m 6
	Gertmeering_scenery_Objects_NL_BE
	Sjef pakket NL v5.8
COHA	Nederlandse Overwegen v3.8
	Nederlandse seinen v5.2
	Nederlandse Armseinen v 1.1
	Nederlandse sporen (3D) v 2.2
	Nederlanse Spoordijken v1.0
	Nederlandse Wisselstellers 1v 2.1
	Nederlandse Gebouwen v4.1
	Nederlandse Verkeersborden v1.3
	Nederlandse hm/km borden v2.2
	Nederlandse moderne stenen muur
	Nederlandse Trackrules v1.0
Dutchsims	Dutch TrainSimulation Scenery Objects
	Fred24 Scenery Objects
	HK Straten Wegen en Stoepen Pakket 1.0
	Icepack Scenery Objects
	Nederlandse bovenleiding v1.13
	MORailworks Scenery Objects v1.7
	Oude Nederlandse voertuigen v1.1
	Suzuki Super Carry v1.1
	NL Personen 80s-90s
	Standaard Streekbussen v1.01
	news Scenery Objects
	Foilage01 pack
	Pawerybs Complete Object Pack
	Standaard streekbussen v1.0
	Dutch Tree Pack by Radiomaster
Dutchsims (vervolg)	Scailman Scenery Objects

Hoogspanningsmasten pack v1.0
Wilburton Scenery Objects
PapiNic Scenery Objects
(UKTS) Great Central Railway
Object pack PGR

Andrea66	Pack Streed and Traffic 1.3
Trainsim.HCC	NS Armseinen en klassieke overwegen v2.5.
WOP	WOP DR tracks v3.6

Scenario's

The route includes 22 scenarios and a Quick Drive scenario.
It also includes several Free Roam scenarios.

1: Goederen voor de SMMV
Two freight wagons need to be transported to Vaals for the SMMV (Stichting Museumspoor Maastricht Vaals). Your journey starts in Heerlen and travels via Kerkrade and Simpelveld to Wijlre. You'll need to turn around there and then continue to Vaals.

2: Goederenvervoer Vaals - Gulpen
You need to transport several freight wagons to unloading points. You're driving a T3 steam locomotive. Before you can depart, you need to load sufficient coal and water.

3: Kerkrade – Vaals met de nieuwe DH1
A museum ride with a DH1 from Kerkrade to Vaals. In Wijlre, you have to change cabs.

4: Koninklijke rit: deel 1
Our royal couple is receiving a visit from a railway enthusiast. Today, they're riding along the museum railway from Maastricht to Vaals. The camel from the railway museum has been removed for this purpose, and you get to drive it. You'll start at a siding in the Maastricht yard.

5: Koninklijke rit: deel 2
After a leisurely lunch, we'll return to Maastricht with our royal party. We'll now travel via Wijlre and Valkenburg to Maastricht. In Wijlre, you'll have to change cabs twice.

6: Kop maken in Maastricht
With a T3 steam locomotive and some passenger wagons you travel from Bemelen to Maastricht, there you turn around and then you drive back to Margraten.

7: Met de Railbus door Limburg
From Vaals you take a DB railbus to Maastricht.

8: Op naar de veiling
From Gulpen, you'll travel with a T3 steam locomotive to the Margraten auction to pick up several freight wagons. These freight wagons will be delivered to the Gulpen depot..

9: Overstappen in Gulpen
A DH-1 will take you from Maastricht to Gulpen. In Gulpen, you'll transfer to a waiting railbus to travel to Vaals..

10: Sneltrein Aken – Maastricht
You're riding an express train from Aachen to Maastricht.

11: Sneltein Maastricht – Aken.
You're riding an express train from Maastricht to Aachen, and you'll encounter problems along the way, so pay close attention. The scenario starts on one of the sidings in Maastricht..

12: Sneltrein Maastricht – Heerlen.
In this scenario you drive a fast train from Maastricht to Heerlen, you only stop in Meerssen and Valkenburg.

13: Stoomrit naar Maastricht in de Winter.
From Kerkrade Centrum you take a steam train to Wijlre, where you transfer to another waiting steam train that takes you to Maastricht.

14: stoptrein Heerlen - Maastricht.
Run a local train service between Heerlen and Maastricht.

15: Stoptrein Heerlen – Valkenberg via Simpelveld.
In this scenario you will drive over the million line from Heerlen to Valkenburg.

16: Stoptrein Valkenburg – Heerlen via Simpelveld.
We are now driving back from Valkenburg to Heerlen via Simpelveld and Kerkrade.

17: Terug van een vrijwilligers uitje
The SMMV (Stichting Museumspoor Maastricht Vaals) has organized an outing for its volunteers. Late in the evening, the volunteers will be returned home by NS DE-1 train.

18: Vaals – Maastricht volgens dienstregeling 1927
We'll be traveling from Vaals to Maastricht on a T3 steam locomotive, following an official LTM timetable from 1927. It's a real challenge to keep up with the schedule.

19: Vaals – Margraten met plan X
A tourist trip with a DE-2 from Vaals to Margraten.

20: Verken de route deel 1
You're traveling on an NS DE1 train from Maastricht to Gulpen. You'll stop at every stop. In this scenario, you'll receive information about the route and the surrounding area.

21: Verken de route deel 2
You're traveling on an NS DE1 train from Gulpen to Vaals. You'll stop at every stop. In this scenario, you'll receive information about the route and the surrounding area.

22: Winter in Limburg
Take a rail bus through a winter landscape from Maastricht to Gulpen.

23: Quickdrive Scenario

24-26: Free Roam scvenario's

Equipment required for the scenarios

Payware

Steam/SAD	Im Köblitzer Bergland
Steam/DTG	Köln - Koblenz Route
Steam/DTG	Munich-Augsburg
Steam/DTG	Riviera Line in the Fifties: Exeter - Kingswear
Steam/DTG*	European Loco & Asset Pack
RSSLO	Railbus ÖBB 5081
Christrain	DH 1/DH 2
	NS 2200
	NS ICM
	NS Mat 64
	Traxx 186 + ICRmh wagons
	NS Slmmnps
	NS Tads & Takkels Wagon
	Z-wagons
	NS FCCPPS
	NS Sgns
	NS-Gbs
Railtraction	NS 1800

Freeware

Christrain	NS Station Objects & scenery (dit omvat ATB-bakens en ETCS-balises)
	Sjef pakket NL v5.8
Dutchsims	Sik
	NS Plan X
	NS 1500
	NL Personen 80s-90s
waysideworks	Prussian Railway T2 &T3
News	BCL-Bay05
Wilburt Graphics	NS Steam Pach v1.0
`	NS 1100 (Era IV)
Rail-sim.de	European Container pack by newS v2.0

Repaints

Rail-Sim.de	DB VT-98
Dutchsims	DCR BR186 + ICR Repaint Pack v7.0
	DCR & MarkA 16-17-1800 Repaint Pack V7.0
	NS 2200 & NMBS 7600 repaint pack v2.2

Stoomloc T2/T3
In some scenarios, a steam locomotive is used. If you have little or no experience driving steam locomotives, we recommend enabling the autofireman function when setting TS20XX.

Railbus
The railbus has a different control system due to the presence of a gearbox. When starting a scenario with a railbus, this train must be fully started. Therefore, carefully read the manual for this train. There are also videos available that demonstrate the start-up process.
To open the doors, use a switch on the dashboard. You can also use the "T" key to start the waiting time.

Switching cabins is also done differently. Set the three levers to their starting positions. Remove them from their holders. Then use the left or right arrow keys to move to the other side and reattach the levers.

Vliegtuig

An invisible track (approximately 200 meters above the ground) runs over Maastricht station towards Maastricht-Aachen Airport. You can fly a plane along this track in a scenario. The beginning of this track has a Destination marker (in the south) and the end has a portal.
The route includes an AN_24B plane (thanks to Sjef). You can incorporate it into your scenario just like an A1 train. This plane is included in some of the included scenarios.

Objecten.

Several assets are included with the route. Some of these assets were created by the route builder. Most assets are specific to this route, such as the signage objects. Other objects can also be used on fictional routes. All assets from the builder are identified by their names beginning with "BT_". To use these assets in a custom route, the "Berttrain" - "Heuvelland" provider must be enabled.

The route builder hereby grants permission to use these assets in other routes. Modifying the objects and textures is not permitted.

The builder has received permission from the object builders to include the other included objects with the route.

References

Below I list the most important references I used when building the route:

Internet
topotijdreis.nl
Klassieke beveiliging
Tramlijn Maastricht – Vaals Share map.org
Wikipedia
Stationsweb
Utrechts archief
De oude LTM-bedding van MAASTRICHT naar VAALS
Facebook pagina: Tramlijn Maastricht - Vaals
sporenplan.nl
Miljoenenlijn ZLSM

Literature
De Stoomtram van Vaals – Maastricht – Harry Schreuder 1991 ISBN 90-71802-68
Rail Magazine nr 388 (Artikel Wachthuisje LTM)

Video
Stoomtram Maastricht Vaals RTV Maas en Mergelland
2 fragmenten van Stoomtram Maastricht - Vaals
Cabineritten

Thanks to all the object builders for the many objects you built, which I've used in this walkthrough.
To avoid missing any builders, I won't mention any names.