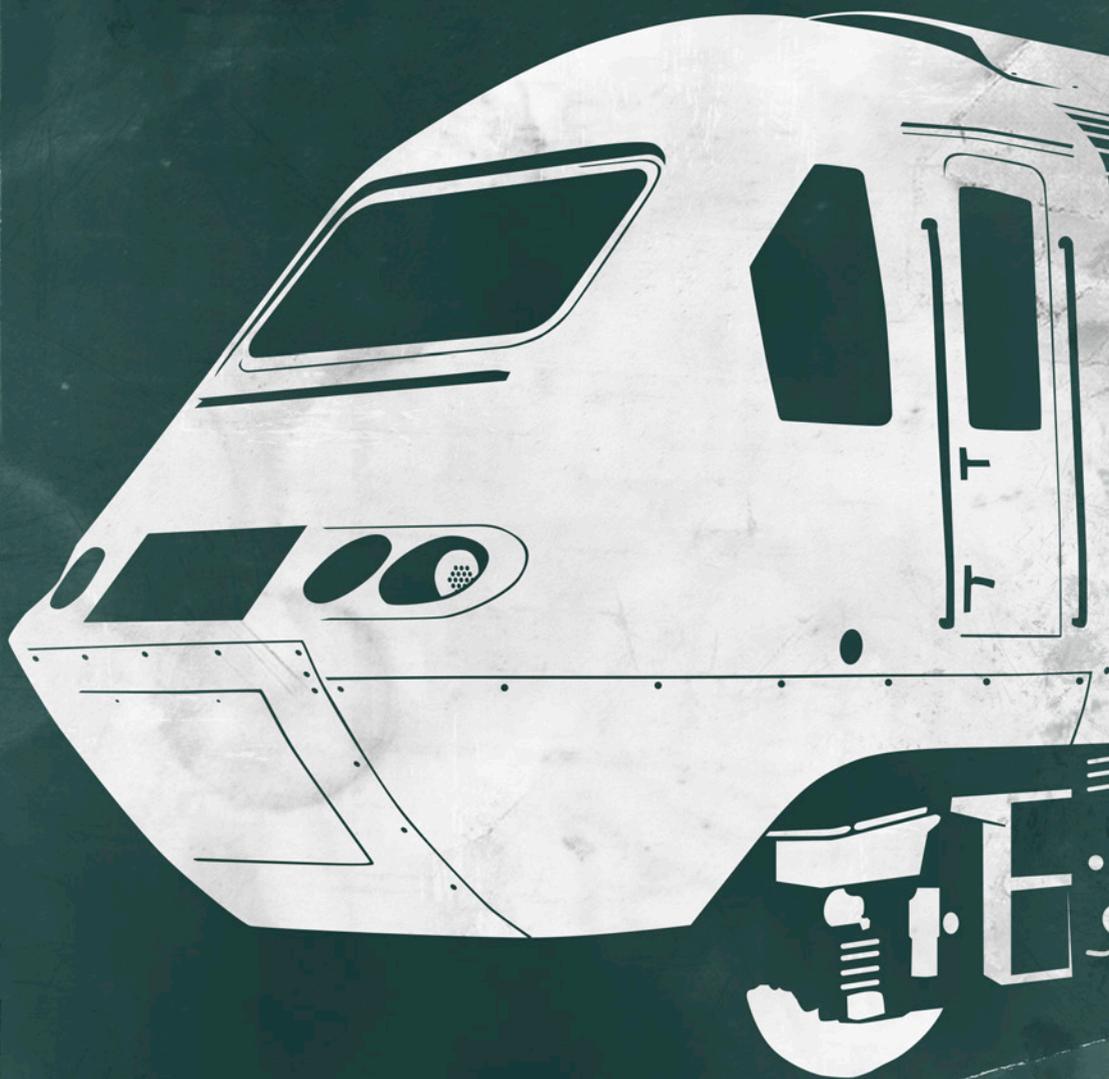


Train Sim World® Great Western Express

DRIVER'S MANUAL



DOVETAIL GAMES

TSW

TRAIN SIM WORLD®

GREAT WESTERN EXPRESS

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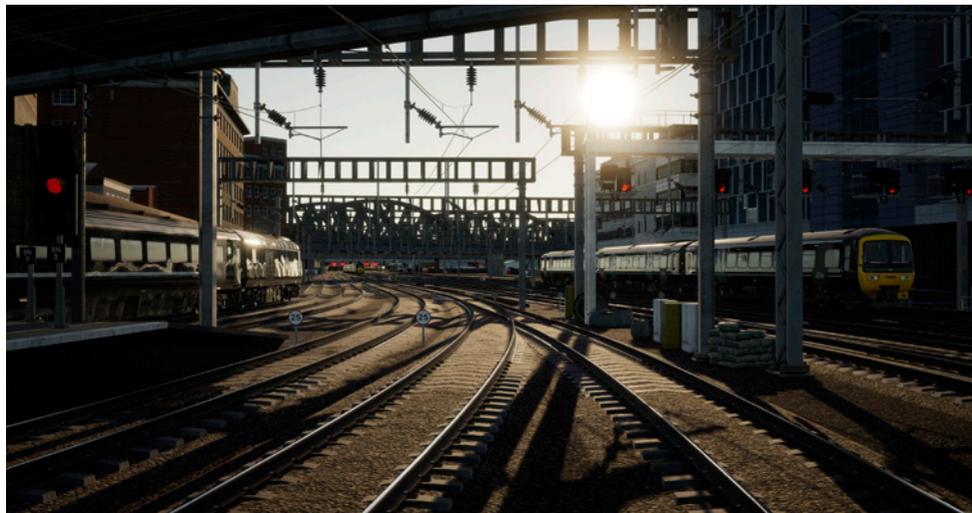
Introducing Train Sim World: Great Western Express



Train Sim World®: Great Western Express is an all new First-Person Simulator that brings to life the experience of operating high speed and commuter passenger trains on one of Britain's busiest railways.

Powered by Dovetail Games' new SimuGraph® vehicle dynamics engine and Unreal Engine 4® technology, Train Sim World uses real world data to accurately replicate the performance, sounds and feel of real trains. Master a range of diverse locomotives in a variety of activities from negotiating the bustling commuter network out of London Paddington to commanding one of Britain's most powerful freight locomotives. Catering for players of all ability levels with accessible tutorials for beginners and advanced procedures for experts.

An Introduction to the Great Western Main Line



Departing London's iconic Paddington main line railway station to the cities of Bristol and Plymouth, the route has captured the imagination of countless train fans and remains one of the most important routes in Britain.

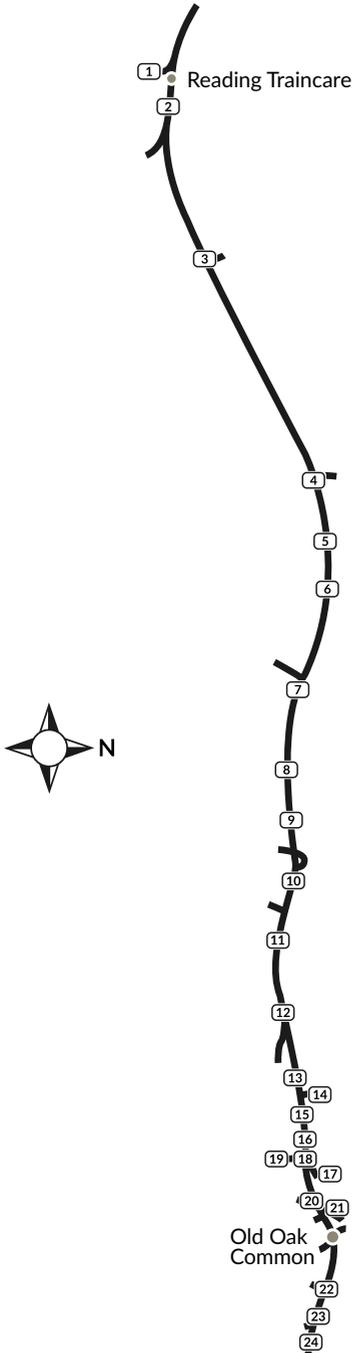
Engineered by Isambard Kingdom Brunel between 1838 and 1840, using Brunel's broad gauge (7-foot), the alignment of the route was so level and straight that it was nicknamed "Brunel's Billiard Table". Broad gauge survived on the route until 1892 though an additional rail was added in stages from 1854 to support standard gauge trains (4-foot 8½ inches).

Following the outbreak of World War I in 1914, the route was taken into government ownership, as did many of Britain's railways, and were later reorganised into the "Big Four" companies of which the Great Western Railway was one. The railway was once again taken into government ownership during World War II before being nationalised to form British Railways in 1948.

In 1970, the route saw a considerable upgrade in speed limit to accommodate the introduction of the InterCity 125 (HST or High Speed Train) which has remained a staple on the route for more than four decades.

Today, the Great Western Main Line remains an important corridor serving much of the south-western region of Britain by the current train operating company, Great Western Railway (GWR formerly First Great Western), who operate several train classes including the distinctive BR Class 43 or HST diesel-electric multiple units and BR Class 166 diesel multiple units.

Great Western Main Line Route Map & Key Locations



1	Reading West
2	Reading
3	Twyford
4	M Maidenhead
5	Taplow
6	Burnham
7	Slough
8	Langley
9	Iver
10	West Drayton
11	Hayes & Harlington
12	Southall
13	Hanwell
14	Drayton Green
15	West Ealing
16	Ealing Broadway
17	North Ealing
18	West Acton
19	Ealing Common
20	Acton Main Line
21	North Acton
22	Westbourne Park
23	Royal Oak
24	London Paddington

The Game Modes

Tutorials

Tutorials 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

Provides a selection of operations over the Great Western Main Line route, Scenarios are objective based activities which provides unique experiences. Put your skills to the test mastering the busy Paddington Station or challenge your mettle by powering heavy freight through one of the busiest railways in Britain.



Services

Provides a host of activities throughout an entire 24-hour time period, Service 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 over 300 individual services, you'll always find something going on.



An Introduction to the British Rail Class 43



The British Rail Class 43 is an icon of high speed travel in the UK and currently holds the World Speed Record for a Diesel-Powered train. However, they did not start life as Class 43s but were in fact designated as multiple units classified, under TOPS, as Class 253 and Class 254. Designed in the latter part of the 1970s, the “HST” (short for High Speed Train) as they would be lovingly referred to by fans of the class, they became something quite unexpected.

4th October 1976 became synonymous with speed lovers as the dawn of high speed rail travel in the UK, HSTs were for the first time able to reach their 125mph potential and went on to kick-start an era of success for British Rail. Little was it known at the time that the HST would go on for forty years, succeeding where no other train was able. No other train in the history of Britain’s railways has ever achieved so much.

HSTs were introduced to revenue earning service in August 1976. However, restrictive timetables meant that HST services were unable to exceed 100mph – no better than most loco-hauled trains at the time. HST services displaced many iconic, and much loved, first generation diesels such as the ‘Westerns’ and ‘Deltics’ and, as such, were not openly accepted by many rail enthusiasts. They were widely taken to by the public however, as the HST afforded not only a considerable upgrade in comfort over the ageing coaching stock offered with loco-hauled services but, from the public’s perspective, by far the largest benefit was shorter journey times.

Despite many early teething problems, the HST continued to prove itself year-after-year as a high-speed platform and ultimately became the envy of the World. As we all know, the HST became a staple of high speed travel in the UK and, forty years on, it was clear that no-one could have foreseen that the HST would build a legacy of being the most successful train on Britain’s rails, nor that it would still be doing the job that it was designed for so well.

Quick Start Guide: British Rail Class 43

1. Enter the leading cab
2. Insert the Master Key on the Reverser and then move it to the Engine Off position
3. Move the Train Brake lever to the Full Service position
4. If the Parking Brake is applied, press the button to release it
5. Press the Engine Start button to start both the engines in the forward and rear power cars. Both engines are interlinked and will start when the button is used in either cab.
6. The train starts with all safety systems disabled, to activate them, locate the controls at the secondman's position on the control desk. The train is fitted with Automatic Warning System (AWS), Train Protection and Warning System (TPWS), Driver Vigilance Device (DSD) and Driver Reminder Appliance (DRA) systems. The relevant controls will therefore become enabled upon activating the system.
7. On enabling the AWS system, this will also enable the TPWS system as both systems are integrated. A self-test will commence and you will need to acknowledge the alert to proceed. Press the Q key on your keyboard to do so.
8. On enabling the DSD system, you will hear an alert periodically that you will need to acknowledge using the Q key. If you do not react quickly enough, the train will commence an emergency brake application.
9. If the DRA is enabled, press the button to deactivate the system. The DRA system, when activated, will disable the throttle control, you will not be able to apply power until the system has been deactivated.
10. Enable the Electric Train Supply by pressing, and holding, the appropriate button. Once the system is active, the ETS Supply indicator will illuminate.
11. If you wish, you can adjust the Gauge Illumination by using the Gauge Dimmer control.
12. Set your headlights to the correct running mode, Day during daylight hours from 8am until 8pm; Night during twilight and evening hours from 8pm to 8am or where it is necessary to improve visibility for users of the railway and trackside signage.
13. Ensure all cab doors are closed.
14. Ensure all passenger saloon doors are closed. Door controls for each side of the train can be controlled independently. You can interact with the door system by using the TAB key on your keyboard and selecting the appropriate option. If the doors are open, a relevant option for you to close and lock the doors will be available. **Important Safety Notice:** Care should be taken to ensure the correct doors are unlocked, only unlock doors that are adjacent to a platform. For reference, the left side relates to the left side when facing the direction of travel. The BR Class 43 does not have a traction interlock with the Central Door Locking (CDL) mechanism, this means you can apply power regardless of the passenger door situation. You should check the doors

are closed and locked (check for the orange CDL lights on the coach body sides) before commencing your departure from a platform.

15. To move your train, simply move the reverser to the forward position, deactivate the DRA system (if enabled), release the brake noting the brake pressure acting on the bogies (centre brake gauge). On reaching 1 bar, move the power controller to notch 1. As the train begins to move, you can then select any other power notch, ensuring you do not exceed the Maximum Permitted Speed.

An Introduction to the British Rail Class 166



The Networker family was to be a wide range of standardised EMU and DMU fleets that would revolutionise South East London, Kent, and the Great Western and Chiltern territories, comprising of both local commuter and more express-focused stock. In 1989, after having already worked as a prototype Class 210, the Networker development train, now classified as the Class 457, began the testing of what would become the technical arrangements of the average third rail Networker. The following year saw a conversion to overhead equipment for testing, and another reclassification to the Class 316.

Despite the extensive electrical testing, some of the first Networkers to be built at ABB York were diesel-hydraulic multiple units for the Great Western and Chiltern Main Lines, the Class 165 and Class 166, known as the Networker Turbo and Networker Turbo Express respectively. Both of these lines were not electrified, such a development was not deemed possible at the time, and so diesel traction was still a necessity.

The Class 166 Networker Turbo Express was designed and built as a faster variant of the earlier Class 165. The 90 mph-capable Class 166 would be able to cover longer distance stopping services while the slower Class 165 worked the local services out of London Paddington. As the Class 166 was designed with express workings in mind, they were also fitted with air-conditioning, an extra toilet, first class with tables, luggage storage and a fully carpeted interior with different panelling.

A total of 21 Class 166 DMUs were delivered to Network Southeast between 1992 and 1993, for use as express commuter stock out of London Paddington and out along the Thames Valley. The fleet has subsequently operated as such for Thames Trains, First Great Western Link, First Great Western and now, Great

Western Railway. The fleet's Thames Valley-exclusivity was however stopped by GWR, as a handful of 166s have begun working the Severn Beach Line, having been replaced by Class 387 Electrostars, which themselves are a derivative of the Networker family.

In the past 7 years, the Class 166 fleet has undergone multiple refreshes to bring them up to standard. An £8 million project was announced in 2010 and saw the fleet receive repainted interiors, upgraded toilets, a new GPS-based Passenger Information System and retrimmed carpets & seats. Four years later, and the Class 166s also received new headlights, toilets and door buttons & alarms. The most recent change for the fleet is the gradual re-livery into Great Western Green, and they will soon receive 2+2 seating as more of the fleet moves out of London.

Quick Start Guide: British Rail Class 166

1. Enter the leading cab
2. Unlock the Master Key
3. Move the Combined Throttle and Brake controller to the Full Service position
4. The parking brake on the Class 166 is automatic so there is no control to operate.
5. Press the Engine Start button to start the engines on all of the vehicles.
6. The train starts with all safety systems disabled, to activate them, locate the controls at the upper left console from the driving position and on the Micro-Circuit Breaker panel behind the driving position. The train is fitted with Automatic Warning System (AWS), Train Protection and Warning System (TPWS), Driver Vigilance Device (DSD) and Driver Reminder Appliance (DRA) systems. The relevant controls will therefore become enabled upon activating the system.
7. On enabling the AWS system, this will also enable the TPWS system as both systems are interlinked. A self-test will commence and you will need to acknowledge the alert to proceed. Press the Q key on your keyboard to do so.
8. On enabling the DSD system, you will hear an alert periodically that you will need to acknowledge using the Q key. If you do not react quickly enough, the train will commence an emergency brake application.
9. If the DRA is enabled, press the button to deactivate the system. The DRA system, when activated, will disable the throttle control, you will not be able to apply power until the system has been deactivated.
10. Enable the Passenger Saloon Lighting (Train Lighting) by pressing the appropriate button.
11. If you wish, you can adjust the Gauge Illumination by using the Back Illumination controls under the Speedometer.
12. Set your headlights to the correct running mode, Day Mode during daylight hours from 8am until 8pm; Night Mode during twilight and evening hours from 8pm to 8am or where it is necessary to improve visibility for users of the railway and trackside signage.
13. Ensure all cab doors are closed.
14. Ensure all passenger saloon doors are closed. Door controls for each side of the train can be controlled independently. You can interact with the door system by using the TAB key on your keyboard and selecting the appropriate option. If the doors are open, a relevant option for you to close and lock the doors will be available. You can also interact with the door control systems via the 3D cab. Click the relevant control to open or close the doors on the side required. Important Safety Notice: Care should be taken to ensure the correct doors are unlocked, only unlock doors that are adjacent to a platform. For reference, the left side relates to the left side when facing the direction of travel. The BR Class 166 incorporates a traction interlock with the Central Door Locking (CDL) mechanism, this means you cannot apply power if the doors are

open or unlocked. A relevant indicator is displayed on the control desk to advise of the door interlock status.

15. To move your train, simply move the reverser to the forward position, deactivate the DRA system (if enabled), move the Combined Throttle and Brake Controller to the neutral position. On reaching 1 bar, move the power controller to notch 1. As the train begins to move, you can then select any other power notch, ensuring you do not exceed the Maximum Permitted Speed. setting them to ON means they will ignore all signals from the lead locomotive and remain in idle.

An Introduction to the British Rail Class 66



In 1996, the privatisation of British Rail reached freight operations, and the previously grouped divisions such as Mainline Freight, Load-Haul and Trans-Rail were due to be sold to new private owners. Wisconsin Central Transportation Systems opted to buy a majority of the divisions in one go, quickly taking charge of no less than 93% of UK rail freight operations. After consulting with the public, the new freight operating company (FOC) was named English Welsh & Scottish.

Naturally, by taking over such a significant portion of operations, EWS inherited a lot of locomotives, many of which were, at least from their point of view, ageing and proving expensive with more frequent maintenance. EWS sought to introduce a new freight locomotive for the UK, one that would be more powerful, more reliable, and more cost effective; they turned to an already-in-service design, the Class 59, as the basis for their new fleet.

EMD designed the Class 59 in the 1980s as a UK-compatible derivative of the SD40-2, and despite a handful only being built, the private companies that owned them were impressed with their powerful performance. EWS approached EMD about ordering a new fleet, and EMD offered an upgraded iteration of the Class 59; same bodyshell, but different engines and traction motors, plus the addition of self-steering bogies to reduce wear.

EWS were impressed, and ordered 250 locomotives which were to be built in London, Ontario, Canada. Initially, the new fleet were to be classified as the BR Class 61 under TOPS, but this was later changed to Class 66. The first Class 66 arrived on UK soil in June 1998, and deliveries continued consistently until December 2001.

The Class 66 fleet proved to be a success, EWS owned such a majority of the freight market that the new locomotives could be seen practically anywhere, on everything from spoils trains to container freight, aggregate duties and engineering works. As they were the prime culprit, in many enthusiasts' eyes, for the withdrawal of countless British-built locomotives, the Class 66 became known as "The Red Death", however they were warmed to enough at least to warrant a nickname, the "Shed", owing to their shed-like roof profile. Nevertheless, the Class 66's reliability and versatility has been key to a competitive rail freight market.

Freightliner, GB Railfreight and Direct Rail Services would also go on to ordering the Class 66 in bulk from the late 1990s to 2015, by which point stringent emission regulations put a cap on the class, and the final locomotive, 66 779, was delivered in February 2016 and named 'Evening Star', sporting a nostalgic BR Green livery. Despite the last being built however, a total of 455 Class 66 locomotives have been delivered to the UK over the past 19 years; a resounding achievement for rail freight operations in the UK.

The EWS-bound Class 66 fleet was first seen of course in the Red and Yellow EWS livery, with the stylistic "Beasties" logo depicting the heads of a lion (England), dragon (Wales) and stag (Scotland). In 2007, Deutsche Bahn purchased EWS and assumed control of all operations. DB stated that they would not rebrand EWS, but that changed in 2009 when a Class 59 was unveiled with DB Schenker branding and a new bright red livery. Today, many Class 66 locomotives adorn the striking new coat of paint, and despite DB Schenker itself being rebranded as DB Cargo Rail UK in 2016, only a handful of locomotives have received a logo change so far.

Quick Start Guide: British Rail Class 66

1. Enter the leading cab
2. The Master Key of the Class 66 is in fact the reverser lever itself, it can only be inserted or removed when the handle is in the neutral position. To insert the Master Key click on the reverser control housing (the part that the handle is inserted to).
3. The brake control on the Class 66 is a Proportional control. This means you apply and release the brake by adding or removing air in the system. Moving Automatic Brake handle forward applies the brake, moving it backward, releases the brake. Press and hold the Automatic Brake control forward until the Brake Pipe Control gauge reads 3.4 bar.
4. If the Parking Brake is applied, denoted by the Dowty indicator on the control desk, press the button to release it
5. Press the Engine Start button to start the engine.
6. The train starts with all safety systems disabled, to activate them, locate the controls in the right-most cabinet behind the driving position. The train is fitted with Automatic Warning System (AWS), Train Protection and Warning System (TPWS) and Driver Vigilance Device (DSD). The relevant controls will therefore become enabled upon activating the system.
7. On enabling the AWS system, this will also enable the TPWS system as both systems are interlinked. A self-test will commence and you will need to acknowledge the alert to proceed. Press the Q key on your keyboard to do so.
8. On enabling the DSD system, you will hear an alert periodically that you will need to acknowledge using the Q key. If you do not react quickly enough, the train will commence an emergency brake application.
9. Set your headlights to the correct running mode, Day Mode during daylight hours from 8am until 8pm; Night Mode during twilight and evening hours from 8pm to 8am or where it is necessary to improve visibility for users of the railway and trackside signage.
10. Ensure all cab doors are closed, including the rear cab.
11. To move your train, simply move the reverser to the forward position, release the brake by moving the Automatic Brake control backward until the Brake Pipe Control gauge reads 5 bar. Move the power controller to notch 1. As the train begins to move, you can then select any other power notch, ensuring you do not exceed the Maximum Permitted Speed.

Included Rolling Stock



British Rail HKA Bogie Aggregate Hopper Wagon

Formerly built for National Power, DB Cargo Rail UK's HKA hoppers were once used to haul coal into Drax Power Station, but after significant conversion are used today for aggregate works all around the country, including at Southall on the Thames Valley. Since 2014, HKA aggregate hoppers have been resplendent in DB Schenker Red, so when combined with a repainted Class 66 some seriously bright traffic is scheduled to come through.



British Rail FKA (Sffggmrss) Intermodal Twin Low Platform Flat Wagon

Additionally, with connections to the rest of the network via the North London Line, the Great Western Main Line sees container freight trains from various ports, delivering goods all over the country. DB Cargo UK employ container flats such as the FKA for such a job, allowing for swift loading and shipping.

Passenger Door Controls

In Train Sim World: Great Western Express, you can control the passenger entry and exit doors on each side independently i.e. either left side or right side. A simple method of control has been implemented for both the BR Class 43 and BR Class 166. Simply press the TAB key to call up the menu and select which side of the train you wish to lock/unlock the doors.



On the BR Class 166, you can also interact with the passenger doors by using the appropriate controls on the driver's control desk.



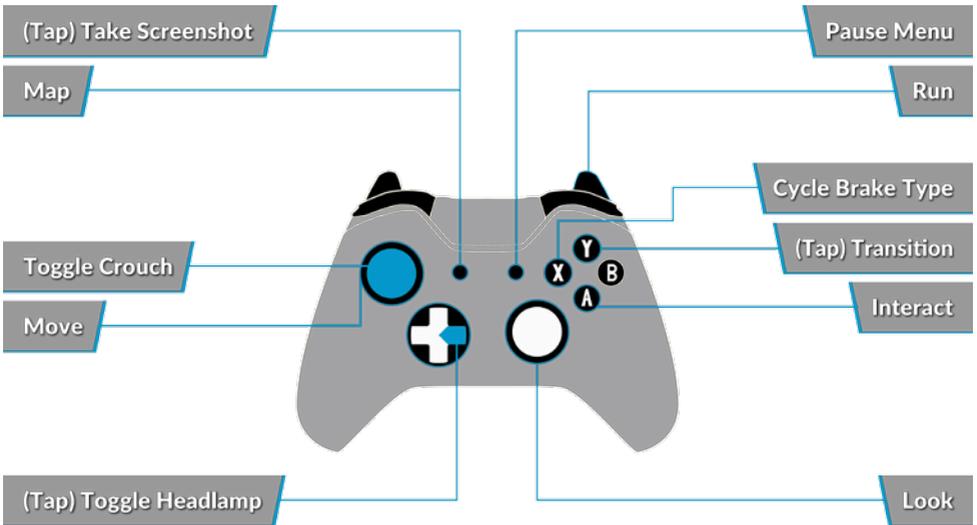
Once you have unlocked the doors, the passengers will be able to alight and board the train via any of the unlocked doors and care should be taken to avoid opening the doors on the wrong side of the train. A random length timer will begin to count down as shown in the indicator in the top-left of the screen. Once the timer has expired, you can then proceed to close the doors and proceed to the next station.

Keyboard & Other Controls

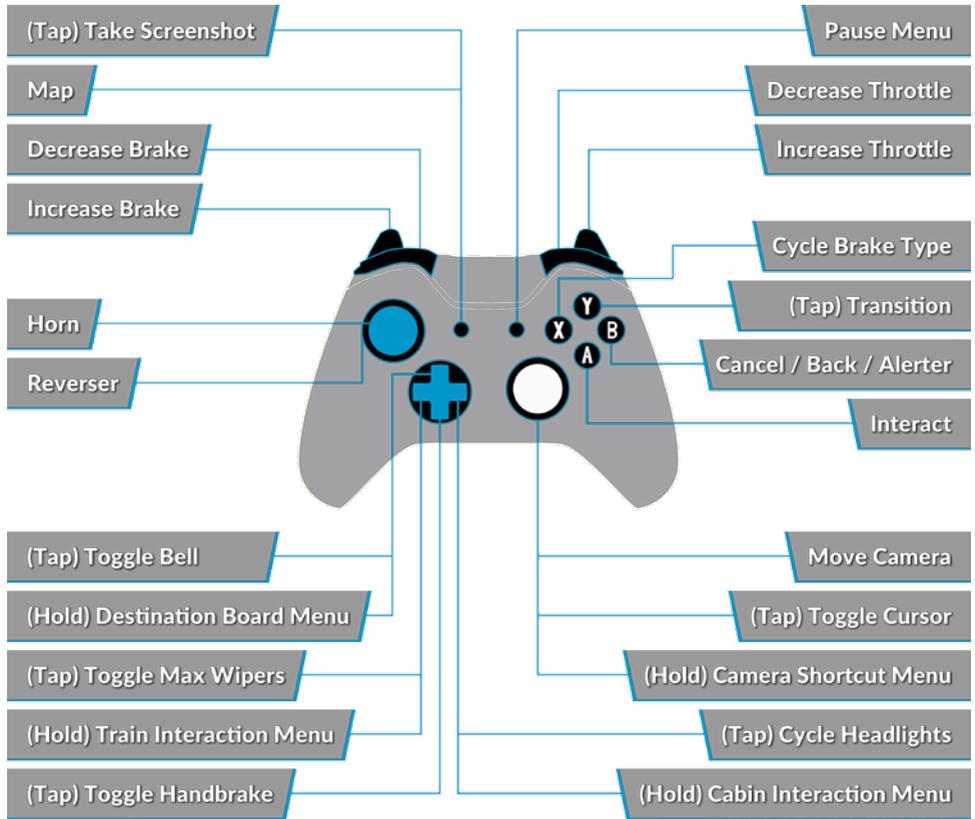
Input devices like the controller and keyboard take on different functions depending on what you are doing.

Mode	Notes
First Person	When walking around the world in first person, this is the mode that is active.
Diesel Locomotive Driving	While you are sat at the controls of a diesel locomotive, this is the mode that is active.
External Camera	If you are driving a locomotive and opt to move to an external view camera, the system will behave in this mode.

Controller - First Person Mode



Controller - Diesel Locomotive Mode



Keyboard - First Person Mode

W/A/S/D	Walk forwards, Backwards, strafe left and right
C	Crouch
E	Interact with ladder, stairs etc.
L	Toggle headlamp/torch
Shift	Run
Mouse move	Turn, look up/down
Mouse left click	Interact

Keyboard - British Rail Class 43 Locomotive

Z	Engine Startup Button
Shift + Z	Engine Stop Button
Ctrl + W	Toggle Master Key
W/S	Reverser forwards, backwards and off
A/D	Throttle increase, decrease
Q	Safety Systems reset
Ctrl + Enter	Toggle Safety Systems Normal/Isolated
; / '	Train Brake Release / Apply
\	Toggle Parking Brake
Backspace	Toggle Emergency Brake
H	Headlight sequence forwards
Shift-H	Headlight sequence backwards
Ctrl + H	Toggle Headlight Flash
V	Increase Wiper speed
Shift-V	Decrease Wiper Speed
Space	Horn High Tone
N	Horn Low Tone
I	Toggle Instrument Lights
L	Toggle Cab Light
TAB	Request Signal Pass at Danger, Unlock/Lock Left/Right Passenger Doors
E	Stand up from seat
ESC / P	Pause

Keyboard - British Rail Class 166 DMU

Z	Engine Startup Button
Shift + Z	Engine Stop Button
Ctrl + W	Toggle Master Key
W/S	Reverser forwards, backwards and off
A/D	Combined Throttle/Brake Increase/Decrease
Q	Safety Systems reset
Ctrl + Enter	Toggle Safety Systems Normal/Isolated
; / '	Toggle Brake Hold
Backspace	Toggle Emergency Brake
H	Headlight sequence forwards
Shift-H	Headlight sequence backwards
Ctrl + H	Toggle Hazard Lights
V	Increase Wiper speed
Shift-V	Decrease Wiper Speed
Space	Horn High Tone
N	Horn Low Tone
I	Toggle Instrument Lights
L	Toggle Cab Light
TAB	Request Signal Pass at Danger, Unlock/Lock Left/Right Passenger Doors
E	Stand up from seat
ESC / P	Pause

Keyboard - British Rail Class 66 Locomotive

Z	Engine Startup Button
Shift + Z	Engine Stop Button
Ctrl + W	Toggle Master Key
W/S	Reverser forwards, backwards and neutral
A/D	Throttle increase, decrease
Q	Safety Systems reset
Ctrl + Enter	Toggle Safety Systems Normal/Isolated
; / '	Train Brake Release / Hold / Apply
[/]	Direct Brake Release / Hold / Apply
\	Toggle Parking Brake
Backspace	Toggle Emergency Brake
H	Headlight sequence forwards
Shift-H	Headlight sequence backwards
V	Increase wiper speed
Shift-V	Decrease Wiper Speed
Space	Horn High Tone
N	Horn Low tone
X / Shift + X	Toggle Sand Stick
I	Toggle instrument lights
L	Toggle Cab Light
TAB	Request Signal Pass at Danger
E	Stand up from seat
ESC / P	Pause

Keyboard - External Follow and Free Roam Camera Mode

Cursor Keys	Move camera
Shift	Accelerate camera speed
Ctrl-F12	Take screenshot

Controlling the Camera & Camera Modes

Train Sim World: Great Western Express includes a number of cameras for you to control, here's an outline of those cameras and some examples of use:



First Person Camera or Cab Camera

Use this camera to operate your locomotive, flip switches and handle all your cab controls.



Boom Camera

Just like the camera from Train Simulator 2017, your camera extends outward on an invisible pole, you can rotate it around your focussed vehicle. Use [CTRL] + Left & Right Cursor keys to switch between vehicles or press the [2] Key again to switch between the front and rear of your consist.



Floating Camera

A new camera that allows you to freely look in all directions, useful for coupling and changing switches. Press it once to view the front of your consist and again to view the rear. Freely move your view using the cursor keys.



Free Camera

Freely move around without limits using this camera. Use this camera to navigate your way around a busy yard, change switches or position it to get the perfect screenshot.

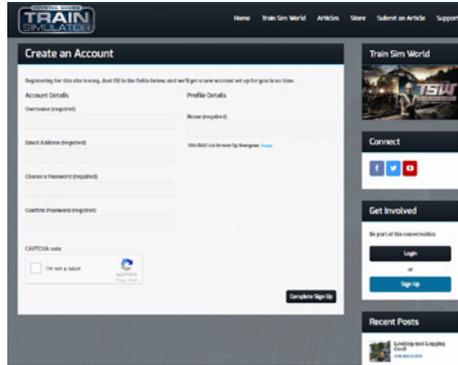
Customising the HUD

Train Sim World: Great Western Express includes many options for you to customise the Head Up Display (HUD):

- CTRL+1** Toggles the in-world objective marker
- CTRL+2** Toggles the in-world next speed limit marker
- CTRL+3** Toggles the in-world next signal marker
- CTRL+4** Cycles the next speed limit / signal information panel in top right
- CTRL+5** Toggles the speedometer panel (or clock/compass while walking)
- CTRL+6** Toggles the Score Display
- CTRL+7** Toggles the passenger stop marker on the track
- CTRL+8** Cycles the centre dot transparency (off, 50/50, white)

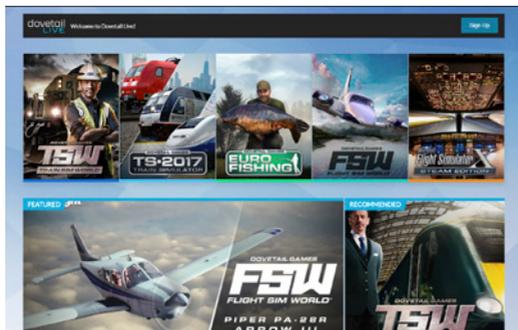
Dovetail Live & TScom Accounts

Train-simulator.com is your one-stop destination for everything Train Simulator related, including features, interviews, competitions and all the latest news. 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: www.train-simulator.com/register/



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 like-minded 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: live.dovetailgames.com



Troubleshooting Guide & How to Get Support

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 support.steampowered.com/newticket.php. 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 install any secondary programs that the game may need?

Train Simulator World: Great Western Express requires certain secondary programs to operate properly. These are standard programs that most up-to-date computers already have installed on them, such as DirectX and Flash Player. If these programs are not already installed on your computer, the installation files can be found on the Train Sim World: Great Western Express DSD-Rom, at the following location: Local Disk (C:) > Program Files (x86) > Steam > SteamApps > common > TSW > CommonRedist

How do I change the language of Train Sim World: Great Western Express?

This is an easy process and will allow you to play Train Simulator World: Great Western Express in English, French, Italian, German, Spanish, Russian and Polish. To change the language of Train Simulator World: Great Western Express, right-click on the Steam icon on your PC desktop, left click on 'Library', right click on 'Train Simulator World: Great Western Express', 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 Simulator World: Great Western Express from within the game. Changing display screen size settings is done from the Settings menu in the Display tab.

Where can I find the digital manual?

This digital manual for Train Sim World: Great Western Express can be downloaded from the Steam Store Page at store.steampowered.com/app/577350. Scroll down the page and locate the Download Manual Link to download.

Can I download Train Sim World: Great Western Express from Steam rather than the DSD?

Yes, you can. If you do not have Steam already, download and install it from store. steampowered.com/about. Once downloaded, open Steam and click 'Add a Game', located in the bottom left corner of the Steam window. From here, select 'Activate a Product on Steam' and enter the activation code on the inside back page of this catalogue when prompted. Train Sim World: Great Western Express will then download and install automatically.

For any questions not covered here, visit our Knowledge Base at dovetailgames.kayako.com

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