

Add-on for Train Simulator Classic

Berlin far out



virtualTracks.net



TrainTeam.Berlin

Historische



e.V.

Berlin far out (Berlin JWD)

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Introduction

JWD. Janz weit draußen – High German: ganz weit draußen. In English: far out. For Berliners, this is a term used to describe all sorts of things that aren't right on your doorstep and which require at least one form of transport to reach. When I was a child and told my Aunt Anni that I had to go to the dentist in Rahnsdorf – (I lived in Uhlenhorst, a district in the north of Berlin-Köpenick) it involved a series of stops on the 83 and 87 tramway – she exclaimed: "Oh dear, that's a right way out there. (JWD)"

Before Berlin became Greater Berlin – that is, before 1920 – Pankow, Rixdorf (Neukölln), Köpenick and other districts that are now part of Berlin were situated just outside the city gates. If you went there at the weekend, you'd head out to the countryside: JWD – far out. The music of that era bears witness to this: 'In Rixdorf is Musike', 'Come on, Karlneken, let's go to Pankow' and so on and so forth.

In Willi Kollo's wonderful song 'Vata Zille' (about the folk artist Heinrich Zille 1858–1929) (That Was His World), the lyricist Hans Pflanzner writes:

<p>„Jedes Droschkenpferd Hat von ihm gehört. Von N.O. bis J.W.D. - Das war sein Milljöh.“</p>	<p>"Every cab horse Has heard of him. From N.O. to J.W.D. – That was his scene."</p>
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N.O. was the postal district in north-east Berlin, comprising Prenzlauer Berg, Pankow and Weißensee. As someone who lives in north-east Berlin, I can well imagine this JWD. I live there.

JWD is flexible. Berlin has grown, transport links have become faster and better, so JWD has moved elsewhere. These days, it's usually found where the woods are, where there are lakes, where Berliners can relax.

The trains in our add-on travel to the same destinations as the JWD: Hennigsdorf, Waidmannslust, Grünau, Schönefeld and Königs Wusterhausen. The starting point is Berlin – the Ringbahn.

Contributors and acknowledgements

The following people contributed to the development of the add-on:

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I would like to thank my wife Birgit for her patience, for listening and for her encouragement!

Special thanks go to Mr Carsten Grenkowitz of <https://graphxberlin.de/>, without whose photographic assistance the Schöneeweide depot would not have been possible.

Sascha Norman and Lars Pinkenburg have provided licences for their 3D objects from the flight simulator for Berlin-Brandenburg Airport. Many thanks to them!

I would also like to thank DB AG and Mr Robin Gottschlag of Historische S-Bahn e.V. for their support.

Description

This add-on depicts the north-western and south-eastern radial lines to and from the Berlin Ringbahn. Both the S-Bahn and mainline tracks are fully operational, equipped with signalling, and can be used in scenarios. The period depicted is the state of affairs in 2024/25. Along the route, you will find structures that no longer exist in the real world, such as the water tower at Schöneweide station, which can be seen on the cover image. Although a listed building, it was demolished in 2014 due to the risk of collapse and a lack of funds for renovation. It was THE landmark at Schöneweide station. Just like the water tower at Ostkreuz.

The following routes may be operated in full or in part:

Long-distance rail

FEX (2025) Berlin Hbf - Flughafen BER via Ostring,
RB24, RB32 (part) Berlin Ostkreuz – Schönefeld.

S-Bahn

S15 Gesundbrunnen – Berlin Hbf,
S41, S42 Ringbahn,
S46 Berlin-Westend – Grünau,
S47 Südkreuz – Spindlersfeld,
S8 (old) Hennigsdorf – Grünau,
S85 Waidmannslust – Flughafen BER,
S9 (old) Berlin-Pankow – Schönefeld (- Flughafen BER).

Freight transport

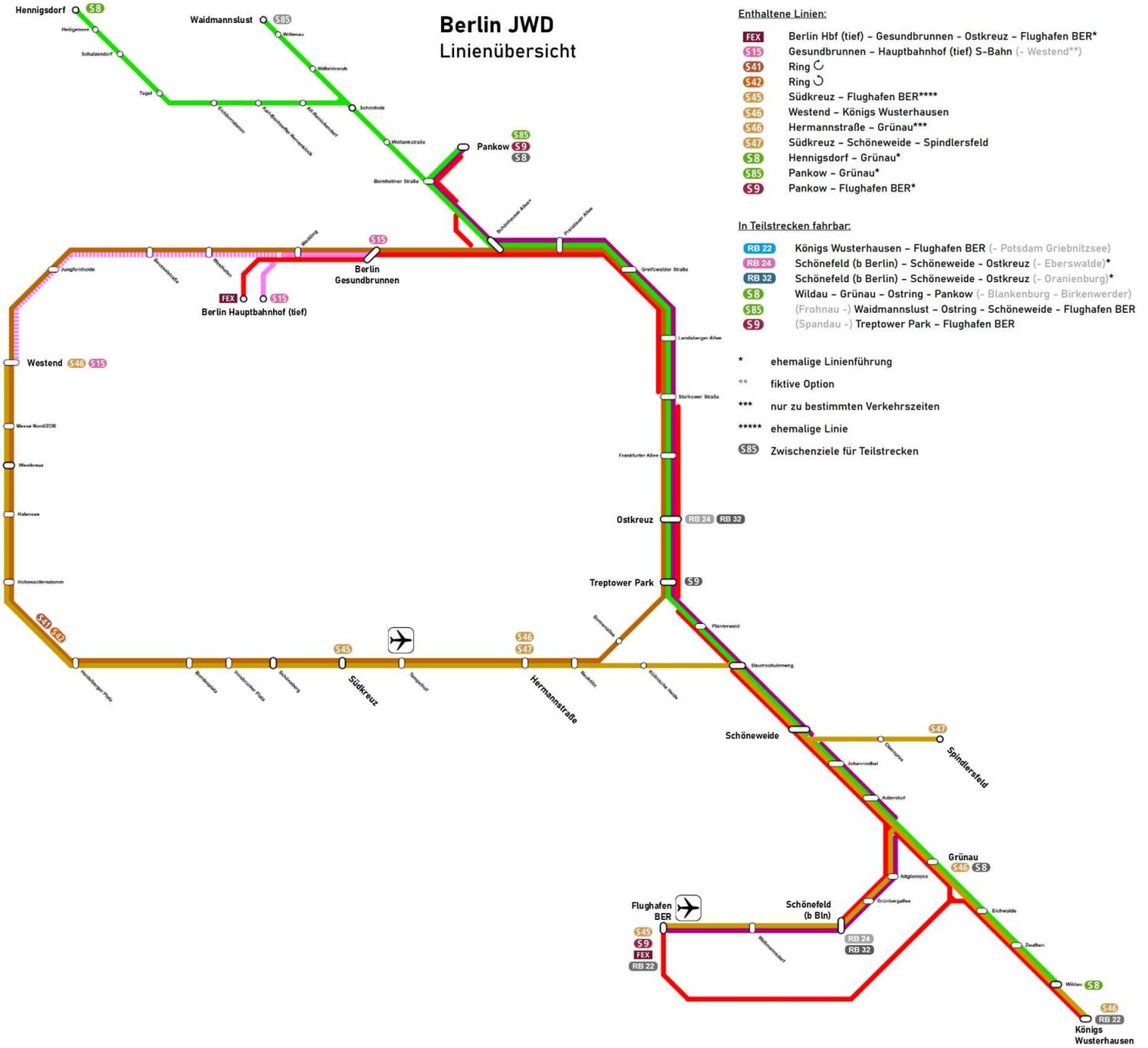
For freight transport, the following destinations are available in addition to those served by the Ring Railway:

Bahnhof Schönefeld
Diepensee Cargo,
Diepensee Tanklager,
Grünau GBf,
Königs Wusterhausen Gbf and the ports of
Westhafen und Hafen Königs Wusterhausen.

There is currently one restriction: the Berlin Hbf (underground) S-Bahn station will only be accessible once it is open in real life.

Route map

Berlin JWD Linienübersicht



Enthaltene Linien:

- FEX** Berlin Hbf (tief) – Gesundbrunnen – Ostkreuz – Flughafen BER*
- S15** Gesundbrunnen – Hauptbahnhof (tief) S-Bahn (- Westend**)
- S41** Ring ☺
- S42** Ring ☺
- S45** Südkreuz – Flughafen BER****
- S46** Westend – Königs Wusterhausen
- S46** Hermannstraße – Grünau***
- S47** Südkreuz – Schöneweide – Spindlersfeld
- S8** Hennigsdorf – Grünau*
- S85** Pankow – Grünau*
- S9** Pankow – Flughafen BER*

In Teilstrecken fahrbar:

- RB 22** Königs Wusterhausen – Flughafen BER (- Potsdam Griebnitzsee)
- RB 24** Schönefeld (b Berlin) – Schöneweide – Ostkreuz (- Eberswalde)*
- RB 32** Schönefeld (b Berlin) – Schöneweide – Ostkreuz (- Oranienburg)*
- S8** Wildau – Grünau – Ostring – Pankow (- Blankenburg - Birkenwerder)
- S85** (Frohnau -) Waidmannslust – Ostring – Schöneweide – Flughafen BER
- S9** (Spandau -) Treptower Park – Flughafen BER

- * ehemalige Linienführung
- ** fiktive Option
- *** nur zu bestimmten Verkehrszeiten
- **** ehemalige Linie
- S85** Zwischenziele für Teilstrecken

Technical requirements

To play the add-on for Train Simulator Classic, you will need:

Software:

- Train Simulator Classic,
- European Loco and Asset Pack,
- Add-on Ringbahn Berlin.

The following minimum hardware specifications are recommended::

- CPU: Intel i5 or better,
- memory: 16 GB or more,
- Hard drive for simulator and add-on: SSD-M2 min. 256 GB,
- a high-performance graphics card with at least 4GB of memory.

The route of the **“Berlin far out”** runs largely within Berlin’s city limits, so the demands on the computer are quite high.

We recommend using the Lossless Scaling software, which is available on Steam for a small fee. It allows you to play at significantly higher refresh rates than is possible in standard TSC without this add-on.

Important hints

If you experience performance issues on less powerful computers, you can adjust the simulator settings to address this. We recommend:

- Field of view: one level lower than maximum (the visual effect is barely noticeable in the simulation, but provides up to 6–8 additional FPS),
- Scene density: one level below maximum (the 3D vegetation is set to disappear at a scene density of 9, resulting in approx. 4 FPS),
- Shadow quality one below maximum (3 FpS),
- Water quality two below maximum (provides up to 5 FpS near water).

The assets may only be used in other add-ons with the author's permission. Please ask for permission before you start your work, not when you are almost finished!

Scenarios

Except for the loco class 147, the rolling stock for JWD comes from the Berlin Ringbahn add-on. The S-Bahn trains included in that add-on have a limited number of destinations for display on the train. I therefore recommend using the BR483/484 Expansion Pack add-on from TTB (available at www.trainteam.berlin). It's not a major investment, but it conveniently provides you with all the destinations for Berlin JWD. Therefore, the Berlin JWD add-on includes all scenarios where this is necessary, including in the version for the expansion pack.

RB24 from Schönefeld to Ostkreuz.

The actual RB24 service ran as normal from Rangsdorf to Eberswalde. In this scenario, we are covering the section from Schönefeld to Ostkreuz, with a stop at Schöne-weide. Schönefeld can now only be reached by the S-Bahn; as of 2026, the long-distance station is no longer served by regional services. All trains (including those on the RB24) now run via Berlin/Brandenburg Airport station.

The new one.

(also available as a version with the 483/484 expansion pack from TTB)

This refers to Berlin's new shortest S-Bahn line, the S15.

Once the Berlin-Hauptbahnhof (underground) S-Bahn station opens, the S15 line will be served by half-length Class 481 trains. Nothing longer than this can fit onto the temporary platform at the main station. The 'The new one' scenario is operated using a

quarter-train of the 483 series. This choice was made because, with longer trains of the 484/484 series, the simulator crashes without warning when changing driver's cabs. Unfortunately, no cause for this has yet been identified. However, the scenario can be run without any problems using the quarter-train.

FEX Berlin Hbf to Flughafen.

Yes, in 2026 the FEX will run via the Dresden line, which has since been completed, but that is not part of this add-on. So the FEX will follow the old route: Berlin Central Station – Berlin-Gesundbrunnen – Ostring – Ostkreuz – Görlitzer Bahn – Berlin Brandenburg Airport.

The Traxx3 (Class 147) is used. Please note that the pantograph must be lowered at signal EL4 on Prenzlauer Allee and that the locomotive's main switch must be turned off at signal EL1 on Storkower Straße. (See the signal book in this documentation).

The order is always the same:

- Traction to 0
- Main switch off (EL1 und EL4)
- Pantograph down (EL4)

The pantograph must be at the bottom of EL4; the relevant actions should be initiated at EL3 and EL1v respectively.

Leftovers from yesterday.

It's night-time in Berlin. The S-Bahn network is shut down. It's time for the work that's difficult to carry out during the day whilst services are running. A broken-down train is standing in the stabling yard at Hermannstraße. It needs to be taken to the main workshop in Schöneweide. A 483-series unit is available to you for this purpose in Tempelhof.

The streets are empty, the platforms are empty, and there's hardly any traffic on the railways. A journey through a sleeping Berlin.

Please ensure that there is a permanently active Bernau speed restriction at the entrance to the depot, which will affect the train. Please refer to the vehicle manual (Berlin Ringbahn) for further details!

Mini-Otto

It doesn't actually exist anymore either. A relic from a bygone era (1970–1986). Back then, at weekends, the 'O' train group (call sign Otto) was shortened from Blankenburg to Spindlersfeld, covering just the Schöneeweide–Spindlersfeld section. There, quarter-trains of the Class 267 with a control car would run. That's why this train was nicknamed Mini-Otto. We can recreate this with a Class 483 train; the journey goes to Spindlersfeld and back to Schöneeweide.

RE2-diverted train

The RE2's usual route through Berlin is Spandau – Stadtbahn – Berliner Außenring – Görlitzer Bahn. This route is currently blocked due to engineering works. The journey begins at Jungfernheide and proceeds via Gesundbrunnen – Ostring – Ostkreuz – Görlitzer Bahn to Königs Wusterhausen. As is often the case with something that isn't in its usual place, the journey is subject to various disruptions.

S46-last train

The rag-and-bone man. The last service on a line – in this case the S46 – to give the 'rag-and-bone men', pub-goers and other night-time riff-raff one last chance of a lift home. The journey begins in Berlin's Westend and ends in Berlin-Grünau at the depot.

S46 Königs Wusterhausen – Westend

A quiet drive into the capital this morning. The morning rush hour is over, so it's time to pop into Berlin for some shopping.

S47 Südkreuz – Spindlersfeld

The train is due to be transported punctually from the stabling yard at Südkreuz to Spindlersfeld in the middle of the rush hour.

S85 Flughafen – Waidmannslust

Not quite the rag-and-bone man yet, but already a late-night drive through Berlin. The bad weather doesn't make it any more pleasant either. This scenario is also available as an alternative scenario for the TTB-483/484 expansion pack.

S85 Waidmannslust – Flughafen

The counterpart to the previous scenario. A drive through an early summer morning. The city is gradually coming to life. This scenario is also available as an alternative scenario for the TTB-483/484 expansion pack.

Signal book

Source: Deutsche Bahn Signals, Signal Book (SB) DS/DV301, valid from 10 December 2006. Selected quotes from <https://www.tf-ausbildung.de>.

Abbreviation Meaning

Picture

Bü4

"Whistle." Whistle once for about 3 seconds. Not whistling causes penalty points in the career scenario.



El 1v

„Expect to switch off“, followed by signal El 1 at half the braking distance (approx. 500 m).



El 1

"Switch off" the main switch of the traction unit. For the S-Bahn this means: Release the master switch.



EI 2

"Switching on" the main switch of the electric locomotive. In the case of the S-Bahn, this means that switching on the driving switch again is permitted from here on.



EI 3

"Expect pantograph to be lowered" means that the EI 4 signal will follow within half the braking distance (approx. 500 m). Required actions: Disengage traction, switch off the main switch, lower the pantograph.



EI 4

"Lower pantograph" – This signal marks the start of a section of track that may only be travelled on with the pantograph lowered. Usually 30 metres before the hazardous section (profile restriction).



- El 5 **“Pantograph up”** – This signal indicates the end of a section of track that must be travelled on with the pantographs lowered. Once the signal has been passed, the pantographs may be lowered again.



- El 6 **“Stop for vehicles with raised pantographs.”** - This signal indicates that locomotives and trains with raised pantographs are prohibited from proceeding beyond this point. The signal may be fitted with one or more directional arrows indicating the direction to which the signal applies.



ICE

“ICE sign” – This sign is positioned to indicate that a locomotive at the rear of the train has passed through the section of track protected by the overhead line. For ICE trains, any preceding EI2 or EI5 signals only apply once the train has passed this sign.



Hp 0

„Stop.“



HI 1

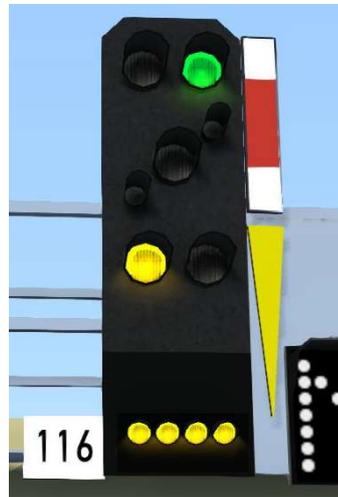
"Travel at top speed."



HI 3a **"Travel at 40 km/h, then
top speed."**



HI 3b **"Travel at 60 km/h, then
top speed."**



HI 7 **"Reduce top speed to 40
km/h."**



(yellow light flashes)

HI 9a

"Travel at 40 km/h, then at 40 or 60 km/h."



(upper yellow light flashes)

HI 9b

"Travel at 60 km/h, then at 40 or 60 km/h."



(upper yellow light flashes)

HI 10 **"Expecting stop."**



HI 12a **"Traveling at 40 km/h,
expecting a stop."**



HI 12b **"Traveling at 60 km/h,
expecting a stop."**



HI 13/ Hp0 „**Stop.**“



Ks 1 „**Free ride.**“



Ks 1 + Zs 3 "**Drive freely with (display x 10) km/h.**": The indicated (digits x 10 in Km/h) speed must not be exceeded by the signal in the following switch area.



Ks 1
blinkend +
Zs 3v

"Drive freely, expect drive with (yellow display x 10) km/h." (possibly in connection with Zs3!) Signal Zs3 is to be expected (with the displayed speed)



(green light flashing)

Ks 2

"Expect stop" (if necessary in connection with Zs3).



Lf 1

"Slow speed disc": A temporary slow speed section follows (at the standard braking distance), on which no faster than (number x 10) km/h may be driven.



Lf 2

"Initial screen": Start of the temporary slow speed section.



Lf 3

"End disc": end of the temporary slow speed section.



Lf 6

"Speed announcement board": A speed signal (Lf 7) is expected, brake to the number x 10 in km/h shown in the signal.



Lf 7

"Speed table": The speed indicated on the signal (number x 10) must not be exceeded after this signal.



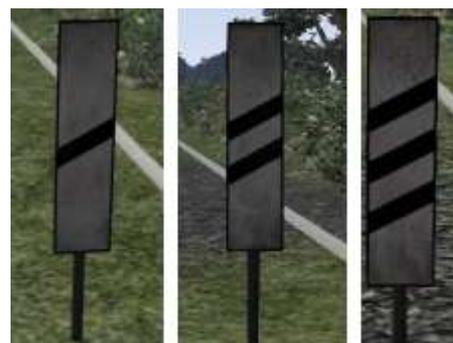
Ne 2

"Approach signal board": marking of the location of an approach signal.



Ne 3

" Approach signal beacons": An approach signal is to be expected.



Ne 5

"Stopping sign": marking of the stopping place of the head of the train for trains stopping according to schedule.



So15

"Observe the monitoring signal." – At the location of signal So 15, the train driver must check whether signal Bü 1 is lit.



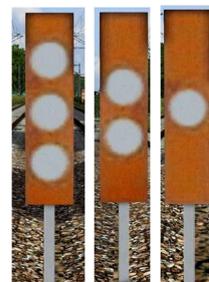
Bü 1

"The level crossing is open to traffic."



So19

"A main signal is to be expected."



So20 **“Route table”** – The signal indicated by the route table applies to the track towards which the tip of the triangle points.



Sh0 **"Stop, no driving."**



Sh1 **„Shunting permitted.”**



Sh2 **„Stop.”** - No passing at this traffic sign



Zs1 **"Substitute signal"** - passing the "stop" showing or disturbed signal without a written command. (a flashing white light).

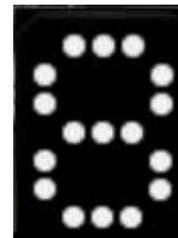


(weißes Licht blinkt)

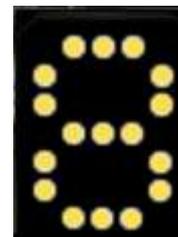
Zs2 **"Direction indicator"** - the track leads in the direction indicated.



Zs3 **"Speed indicator"** - The indicated (digits x 10 in Km/h) speed must not be exceeded by the signal in the following switch area.



Zs3v **"Speed indicator"** - signal Zs3 is to be expected (with the displayed speed).



Zs6

"Opposite track indicator" -
the track leads to the adjacent
continuous main track.



Zs 7

"Caution signal" - Pass the
disturbed or Hp 0 showing main
signal without written command.
Continue on sight.

