Projekt "Freiberg (Sachs)"   V 2.01

Tharandt - Freiberg (Sachs) - Karl-Marx-Stadt / Chemnitz

von kstdija

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Introduction

The Freeware-Route "Project Freiberg (Sachs)" is an expansion to the Train Simulator 2016. It contains the 66 km long, electrified section Tharandt – Freiberg (Sachs) – Karl-Marx-Stadt (Chemnitz) of the main line Dresden – Werdau, the non electrified branch lines Freiberg (Sachs) – Halsbruecke (8 km), Freiberg (Sachs) – Berthelsdorf (6 km), Berthelsdorf – Grosshartmannsdorf (12 km), Brand-Erbisdorf – Langenau (4 km) as well as a lot of industrial sidings.
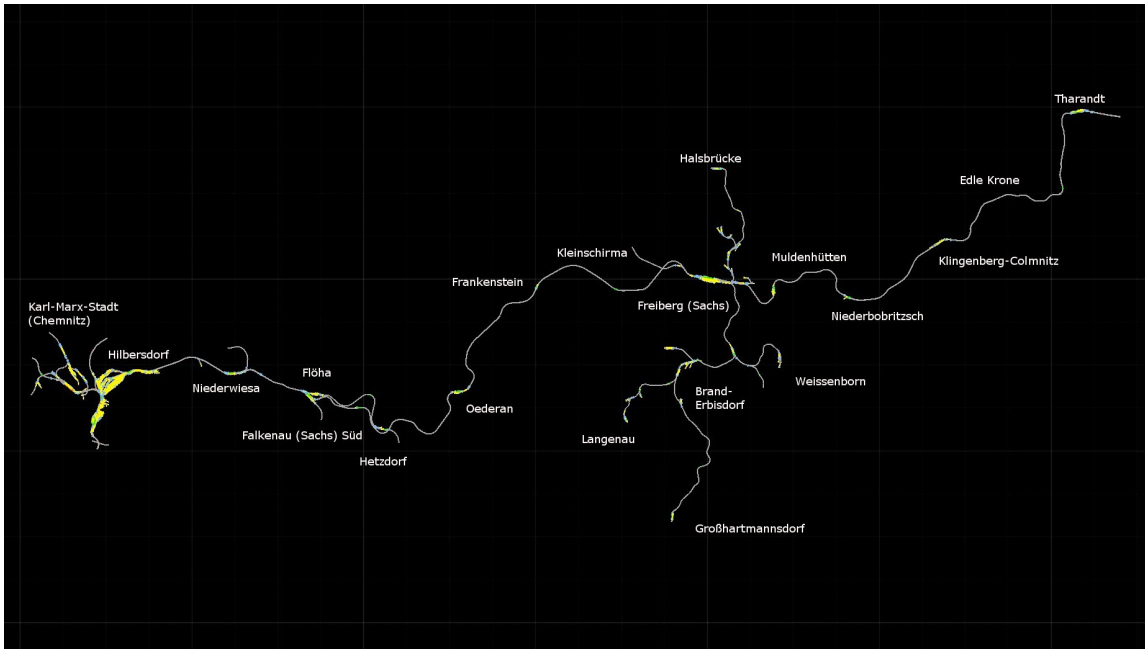
Performance

Because of the extensive track layout and the building density in the Karl-Marx-Stadt (Chemnitz) area, this new version of Project Freiberg (Sachs) needs a bit more hardware resources as the old version. On an average computer system you can expect a frame-rate of 15-20 fps, high end PCs shouldn't have any problems with the performance.
Also the RAM usage is very high in the area of Karl-Marx-Stadt (Chemnitz). Especially scenario builders should take care, which and how many trains can be placed without getting a dump-error. I recommend to do a restart of the train simulator before start driving a new scenario. Driving some scenarios in a line without restarting, results in dump-errors on my high end system too.

Karl-Marx-Stadt or Chemnitz

For those who don't know, during the era of the German Democratic Republic (1949-1990) the name of the city of Chemnitz has been changed to Karl-Marx-Stadt (1953-1990). I decided to use the name Karl-Marx-Stadt, because most of the track layouts and track infrastructure are from the years 1970 to 1990. If someone wants to use the name Chemnitz instead, there are all signs also with the name Chemnitz in my asset folder: „\Assets\KSTDIJA\Freiberg_V2\Scenery\Ausstattung". I recommend to use the program RWTools for changing the signs. At first you have to delete or rename the Karl-Marx-Stadt – signs (files starts with "Schild_KMS.."). Then search with RWTools for missing files, the replace the listed files with the Chemnitz – signs (files starts with "Schild_Chemnitz...").

Realism

The route doesn´t raise a claim to be a 1:1 realization of the railway system around the town of Freiberg. It is a mixture of railway lines that still exists and some lines that were abandoned a lot of years ago. It was my ambition to show the railway system around Freiberg in the condition of its "golden years" before the massive deconstruction in the past 20 years. For the design of the route I used track plans of the years between 1960 and 1990. I followed those plans as good as I could, in view of some restrictions that the Train Simulator requires. As I'm not a specialist in object building, I only used standard material, but tried to show the flair of the original route nevertheless.

Terms of licence

This route is freeware and can be used free of charge for private purposes. A commercial use without the agreement of the author is not permitted.

The commercial use of assets from the authors asset folder is not permitted.

The author is not responsible for potentially occurring damage, by installing the files from the installation package „Projekt_Freiberg_v2_01.rwp"

Donation link

If you enjoy this route, and you want to support me in maintenance and future development of the project, you can make a donation by clicking this link:

Paypal-Donation

Installation

Please install the package „Projekt_Freiberg_v2_01.rwp" using the Utility Tool included in Train Simulator 2016. The package contains the route folder, the asset folder "kstdija", other assets you need (permission received) and the manual folder with a copy of this manual and the train timetables.
For the correct functionality of the route add-on, it is necessary to install all the payware- and freeware-content listed in the next chapter.

Necessary downloads

For the correct functionality of the route add-on you will need the following additional payware and freeware content.

Ruhr – Sieg Route Add-On (payware)

http://store.steampowered.com/app/208304/

European Loco and Asset Pack (payware)

http://store.steampowered.com/app/208300/

Altenburg-Wildau 2.0 (freeware)

http://rail-sim.de/forum/wsif/index.php/Entry/1285-Altenburg-Wildau-2-0-for-TS2012/

Testovacia_trat_verzia 5.0 (freeware)

http://modely-msts.cz/RW/TestovaciTrat_v5.rar

Attention! You only have to install the file „AssetsPack 1.rwp" with the Utility-Tool included in Train Simulator 2016.
For those who are familiar with the file structure of the Train Simulator, you will only need the folder „Assets\Roman72\SZDC\Stations\Perony" from this asset pack.

The following three packages from UKTS are also needed, but they are not displayed in the package manager tool.

Package: Blocks-Lofts-Bridges #1
Provider: UKTS
Link:
http://www.uktrainsim.com/FreewarePacks/index.php?p=ThePacks&pack_id=BlocksLofts1

or faster and without registration at railworks.fr :

http://www.railsim-fr.com/forum/index.php?app=downloads&showfile=164

Package: Commercial #1
Provider: UKTS
Link:
http://www.uktrainsim.com/FreewarePacks/index.php?p=ThePacks&pack_id=Commercial1

or faster and without registration at railworks.fr :

http://www.railsim-fr.com/forum/index.php?app=downloads&showfile=166

Package: Industria #1
Provider: UKTS
Link:
http://www.uktrainsim.com/FreewarePacks/index.php?p=ThePacks&pack_id=Industrial1

or faster and without registration at railworks.fr :

http://www.railsim-fr.com/forum/index.php?app=downloads&showfile=168

Additionally some Freeware-Content is necessary for the correct functionality. This is a list in alphabetical order of the assets as displayed in the package manager tool. Below the list you can find the download-links for all assets (as of date February 2016).

1.	Bahnhofsuhren_DR_V1.0	by	Polygonzug
2.	Bf- und Bw Objekte Paket V1.1	by	rschally
3.	bueunlicht	by	Engfer
4.	Deutsche_Formsignale_V5.11	by	Schuster
5.	dkw_laternen_v2	by	Holzlaender
6.	dr_hektometersteine_v1.0	by	Holzlaender
7.	DR-Lf4_Lf5_pack	by	Holzlaender
8.	DR-So2_und_So7-Tafeln	by	Holzlaender

9.	gn-roundhouse	by	Michael Stephan
10.	Grenzzeichen	by	Mathias Müller
11.	Haltetafeln	by	Counterstrike12
12.	Hochspannungsmasten	by	Andi_M
13.	ice	by	ice
14.	JuRa Weichenlaternen v 1.2	by	JuRa
15.	lc_unb_alt	by	Engfer
16.	Pfeiftafeln	by	Counterstrike12
17.	PR_Bahnhofsschilder2	by	pawerbys
18.	PR_Bahnhofsset_04	by	pawerbys
19.	PR_Hauserset_02	by	pawerbys
20.	PR_Hauserset_03	by	pawerbys
21.	PR_Hauserset_10	by	pawerbys
22.	PR_Hauserset_11	by	pawerbys
23.	PR_Hauserset_12	by	pawerbys
24.	PR_KommGebaude_02	by	pawerbys
25.	PR_KommGebaude_04	by	pawerbys
26.	PR_KommGebaude_05	by	pawerbys
27.	PR_KommGebaude_06	by	pawerbys
28.	SBS_Luftbruecke_1_0	by	Schienenbus
29.	stemmen	by	Engfer
30.	TDR_Bockkran2	by	TDR_1909
31.	Telegrafenmasten	by	Andi_M
32.	Update Bf- und Bw Objekte Paket	by	rschally
33.	vR_PZB_Magnete_V2_3	by	vR Maik Goltz
34.	wop_dr-endoftrack-tafeln	by	Holzlaender
35.	wop_dr-tracks	by	Holzlaender

Here is the list of the downloads 1-35 with their according links.

1.
Package: Bahnhofsuhren DR (animiert)v.1.0
Utilities: Bahnhofsuhren_DR_V1.0
Provider: Polygonzug
Link:
http://rail-sim.de/forum/wsif/index.php/Entry/1093-Bahnhofsuhren-DR-animiert-v-1-0/

2.
Package: Bf- und Bw Objekte Paket V1.1
Utilities: Bf- und Bw Objekte Paket V1.1
Provider: rschally
Link:
http://rail-sim.de/forum/wsif/index.php/Entry/1878-Bf-und-Bw-Objekte-Paket-V1-1/

3.
Package: BÜ unbeschr. mit Lichtsignal alt v.1.0
Utilities: bueunlicht
Provider: Mathias Müller
Link:
http://rail-sim.de/forum/wsif/index.php/Entry/1201-B%C3%9C-unbeschr-mit-Lichtsignal-alt-v-1-0/

4.
Package: Deutsche Formsignale V5.11
Utilities: Deutsche_Formsignale_V5.11
Provider: Schuster
Link:
http://rail-sim.de/forum/wsif/index.php/Entry/1426-Deutsche-Formsignale-V5-11/

5.
Package: DR Weichenlaternen für Kreuzungsweichen V2.0
Utilities: dkw_laternen_v2
Provider: Holzlaender
Link:
http://rail-sim.de/forum/wsif/index.php/Entry/1196-DR-Weichenlaternen-f%C3%BCr-Kreuzungsweichen-v-2-0/

6.
Package: DR Hektometersteine v1.0
Utilities: dr_hektometersteine_v1.0
Provider: Holzlaender
Link:
http://rail-sim.de/forum/wsif/index.php/Entry/1195-DR-Hektometersteine-v-1-0/

7.
Package: DR Lf4/Lf5 Langsamfahrsignale v1.0
Utilities: DR-Lf4_Lf5_pack
Provider: Holzlaender
Link:
http://rail-sim.de/forum/wsif/index.php/Entry/1150-DR-Lf4-Lf5-Langsamfahrsignale-v-1-0/

8.
Package: DR Schachbrett- und Schneepflugtafeln v 1.0
Utilities: DR-So2_und_So7-Tafeln
Provider: Holzlaender
Link:
http://rail-sim.de/forum/wsif/index.php/Entry/1151-DR-Schachbrett-und-Schneepflugtafeln-v-1-0/

9.
Package: Modular Roundhouse Kit
Utilities: gn-roundhouse
Provider: Michael Stephan
Link:
http://www.golden-age-rails.com/rwscenry.html (herunterscrollen bis Modular Roundhouse Kit)

10.
Package: Grenzzeichen.rwp v.1.0
Utilities: Grenzzeichen
Provider: Mathias Müller
Link:
http://rail-sim.de/forum/wsif/index.php/Entry/1159-Grenzzeichen-rwp-v-1-0/

11.
Package: DR Haltetafeln v1.0
Utilities: Haltetafeln
Provider: Counterstrike12
Link:
http://rail-sim.de/forum/wsif/index.php/Entry/1161-DR-Haltetafeln-v-1-0/

12.
Package: Hochspannungsmasten v.1.1
Utilities: Hochspannungsmasten
Provider: Andi_M
Link:
http://railworks-austria.at/index.php/downloads/viewdownload/14-objekte/90-hochspannungsmasten

13.
Package: Icepak v.1.0
Utilities: ice
Provider: ice
Link:
http://rail-sim.de/forum/wsif/index.php/Entry/1236-Icepak-v-1-0/

14.
Package: Deutsche Weichenlaternen V1.2
Utilities: JuRa Weichenlaternen v 1.2
Provider: JuRa
Link:
http://rail-sim.de/forum/wsif/index.php/Entry/1198-Deutsche-Weichenlaternen-v-1-2/

15.
Package: Unbeschrankter Bahnübergang alt v.1.0
Utilities: lc_unb_alt
Provider: Engfer
Link:
http://rail-sim.de/forum/wsif/index.php/Entry/1205-Unbeschrankter-Bahn%C3%BCbergang-alt-v-1-0/

16.
Package: DR Pfeiftafeln v.1
Utilities: Pfeiftafeln
Provider: M.Müller
Link:
http://rail-sim.de/forum/wsif/index.php/Entry/1162-DR-Pfeiftafeln-v-1/

17.-27.
Package: PR_Mega_Package_01
Utilities: diverse
Provider: pawerbys
Attantion! You have to install these packages of the mega-pack:
PR_Bahnhofsschilder2.rwp
PR_Bahnhofsset_04.rwp
PR_Hauserset_02.rwp
PR_Hauserset_03.rwp
PR_Hauserset_10.rwp

PR_Hauserset_11.rwp
PR_Hauserset_12.rwp
PR_KommGebaude_02.rwp
PR_KommGebaude_04.rwp
PR_KommGebaude_05.rwp
PR_KommGebaude_06.rwp
Link:
http://www.pawerybs.pl/ts-20xx/download/mega-package/
or
http://www.railsimulator.net/wsif/index.php/Entry/385-PR-Mega-Package-01/

28.
Package: Luftbrückenset v.1.0
Utilities: SBS_Luftbruecke_1_0
Provider: Schienenbus
Link:
http://rail-sim.de/forum/wsif/index.php/Entry/875-Luftbr%C3%BCckenset-v-1-0/

29.
Package: Bahnhofsset Stemmen v. 1.0
Utilities: stemmen
Provider: Engfer
Link:
http://rail-sim.de/forum/wsif/index.php/Entry/885-Bahnhofsset-Stemmen-v-1-0/

30.
Package: RW-Bockkran2
Utilities: TDR_Bockkran2
Provider: TDR_1909
Link:
http://www.railomanie.de/cms002/files?RW/Objekte/TDR_Bockkran2.rwp

31.
Package: ÖBB Telegrafenmasten-Set v.1.0
Utilities: Telegrafenmasten
Provider: Andi_M
Link:
http://railworks-austria.at/index.php/downloads/viewdownload/14-objekte/91-telegrafenmasten-set?
jsn_setmobile=yes

32.
Package: Update Erweiterung für das Bf- und Bw Objekte Paket
Utilities: Update Bf- und Bw Objekte Paket
Provider: rschally
Link:
http://rail-sim.de/forum/wsif/index.php/Entry/1443-Update-Erweiterung-f%C3%BCr-das-Bf-Bw-
Objekte-Paket/

33.
Package: virtualRailroads PZB Magnete v.2.3
Utilities: vR_PZB_Magnete_V2_3
Provider: vr Maik Goltz
Link:
http://rail-sim.de/forum/wsif/index.php/Entry/1146-virtualRailroads-PZB-Magnete-v-2-3/

34.+35.

ATTENTION!! Please install the files wop_dr-tracks and wop_dr-endoftrack-tafeln.rwp !!
Paket: DR Gleisset v.2.3
Utilities: wop_dr-endoftrack-tafeln / wop_dr-tracks
Provider: Holzlaender
Link:
http://rail-sim.de/forum/wsif/index.php/Entry/766-DR-Gleisset-v-2-3/

Signalling systems

The main line Tharandt – Floeha is completely equipped with the HL signalling system. These signals were used in the "Deutsche Reichsbahn", the railroad company of the former German Democratic Republic. You can find a short description of the HL – signals here:

http://www.sh1.org/eisenbahn/shhl.htm   (english)

http://de.wikipedia.org/wiki/Hl-Signalsystem   (german)

All branch lines are equipped with the Hp semaphore signalling system, as described in these two links:

http://www.sh1.org/eisenbahn/shhf.htm   (english)
http://de.wikipedia.org/wiki/Formsignal   (german)

Description of the route (main line and the branch lines)

Dresden-Werdau (main line)

Basis of my route project is a part of the electrified main line Dresden – Werdau, between the provincial towns of Tharandt and Floeha with the old silver mining town Freiberg approximately in the middle of the route. This route add-on starts between the stations of Freital-Hainsberg-West and Tharandt at milestone km 11.8. Until the railway station Tharandt, there is a third rail for freight service beside the passenger rails. Tharandt station is located in the valley of the small river "Wilde Weisseritz" at km 13.7 with a height of 208 meters above sea level. I designed the station according to a track plan from 1987. Today, the station has only a couple of rails, because it was heavily destroyed during the flooding in 2002.
Leaving Tharandt, the line follows the river "Wilde Weisseritz" up the valley. Directly behind the train station is the narrowest turn of the line with a radius of 215 meters. Behind the turn the line climbs up with a gradient up to 25 per mill to the station "Edle Krone". On their way the rails cross the small river and the street beside it a bunch of times. At km 15.9 the line passes the block Signal "Breiter Grund".
The train station „Edle Krone" lies pictorially in a right turn, directly in front of the only tunnel of the route. Since the electrification of the line, Edle Krone is only a through station. Formerly there was a siding for helper locos in the age of steam railroads.
Shortly behind the tunnel the line leaves the river "Wilde Weisseritz" and climbs up to Klingenberg – Colmnitz. This steep gradient line, with up to 26 per mill, crosses a large woodland called "Tharandter Wald". At km 21.5 the line passes the block signal "Seerenteich" beside the small lake with the same name.
The following train station „Klingenberg-Colmnitz" at km 25.4, is the summit of the track at a

height of 436 meters above sea level. Until the 1970s Klingenberg-Colmnitz was a connecting station with some narrow-gauge railways starting here. At that time you could go to Frauenstein and Oberdittmannsdorf by steam locos. The narrow-gauge tracks were located at the rear side of the station building. The track layout is consistent with the late eighties, but I have to say that the available track plans weren't of good quality.

From Klingenberg-Colmnitz the line goes slightly downwards to the train station "Niederbobritzsch" at km 30.8. Because the track is mostly straight, the trains can drive here with the maximum speed of 100 km/h. On a 148 meter long and 25 meter high viaduct, the line crosses the small town of Colmnitz. For the train station "Niederbobritzsch" I used a track plan from 1965. Beside the passenger rails, there are also a freight service track and a small branch to the local farming goods dealer. Closely to the station, the tracks cross the village on a 14 m height and 175m long viaduct. Because of a lot of narrow turns, the max. speed is reduced to 80 km/h.

At km 35.9 the track reaches the train station "Muldenhuetten". A track plan from 1965 provides the basis for its layout. Only the connection between the two main tracks was moved to another position, because of some super elevation limits of the Train Simulator. Beside the platforms are a lot of tracks for the local metallurgical industry.

From Muldenhuetten the line goes slightly upwards to Freiberg (Sachs). A viaduct with a height of 45 meters and a length of 195 meters overstretches the small river "Freiberger Mulde". At kilometer 38.7 the line splits of into the passenger tracks at the right side and the freight track at the left side. There are also two bridges for the branch lines from Halsbruecke and Berthelsdorf.

Shortly behind the bridges the line reaches the train station "Freiberg (Sachs)" at kilometer 40.0. The height of the station is 413 m above sea level. The track layout is from the year 1989. Only the depot with the roundhouse has been "reactivated" for the simulation. The original depot has been closed in the early seventies at the end of the steam loco age. What remains today of Freiberg station is not more than a through station with some freight tracks. Most of the freight tracks were deconstructed during the last ten years.

When we leave Freiberg, the single track to Nossen is located beside the main tracks. Shortly behind the block signal "Hospitalwald" the trains can accelerate to 100km/h. At kilometer 45.4 the line reaches the small station "Kleinschirma" at a height of 415m over sea level.

Between Kleinschirma and the next station „Frankenstein (Sachs)", the line crosses the village of Wegefarth on a 39 m high viaduct. Frankenstein is built to a track plan from 1965. Beside the main tracks are a freight track and a siding for a small warehouse.

Now, the line goes slightly upwards until it reaches the block signal "Kaltes Feld" at kilometer 54.4. From here we drive downwards with a reduced speed of 80 km/h to the station "Oederan". A track plan from 1965 was the base for the station layout. Beside the platform tracks are some freight tracks normally used for passing the slow freight trains. Also you can find here some industry sidings. Before electrification of the line, Oederan had a turntable to rotate the steam helpers formerly needed for the ramp between Oederan and Falkenau. This ramp begins immediately behind the station. The trains downwards can drive with 100km/h, the trains upwards only with 80 km/h. That´s why the trains upwards needs 2 minutes longer for the distance between Oederan and Falkenau. Shortly behind the block signal "Hetzdorf" the line crosses the valley of the river "Floeha" on a nice 325m long and 43m height viaduct. On the viaduct we have a speed restriction of 20km/h because of structural damage to the construction. In 1992 a new bridge was opened, as a straight connection between the block signal Hetzdorf and the station Falkenau (Sachs) Sued. The old viaduct was changed to a hiking trail since then. At kilometer 64.7 the line reaches the station Falkenau (Sachs) Sued. As shown in the 1965 track plan, there was a short freight track beside the main track. According to my grandfathers memories there were some more tracks for the helper engines, needed for the ramp to Oederan.

From Falkenau the line goes slightly downwards to the train station Floeha. This station never was a considerable freight station but the junction of some branch lines requires three platforms, a lot for such a small town like Floeha. The middle platform is for the main line and the others for the branches to Reizenhain and Annaberg-Buchholz. Beside the platforms, the remains of the old station "Kommotauer Bahnhof" are used as a siding for the local coal trader and as holding tracks. Behind the Floeha station the main line crosses the river Zschopau, directly beside the bridge, the

rivers Zschopau and Floeha merge together.

Some hundred meters behind the bridge, starts an additional freight track at the left side of the main line. Shortly before the station "Niederwiesa", the main line crosses the branch line to Rosswein. The layout of Niederwiesa station is from before the 90s, today the station has a completely other layout.

Behind Niederwiesa the line goes slightly upwards to Hilbersdorf. Here it passes the large depot with the two roundhouses. Today this depot is a large train-museum. From here the main line goes downwards to the station "Karl-Marx-Stadt-Hilbersdorf". Beside the main line, ends the marshalling hump and the large freight yard Hilberdorf begins. The complete freight yard doesn't exist today any more.
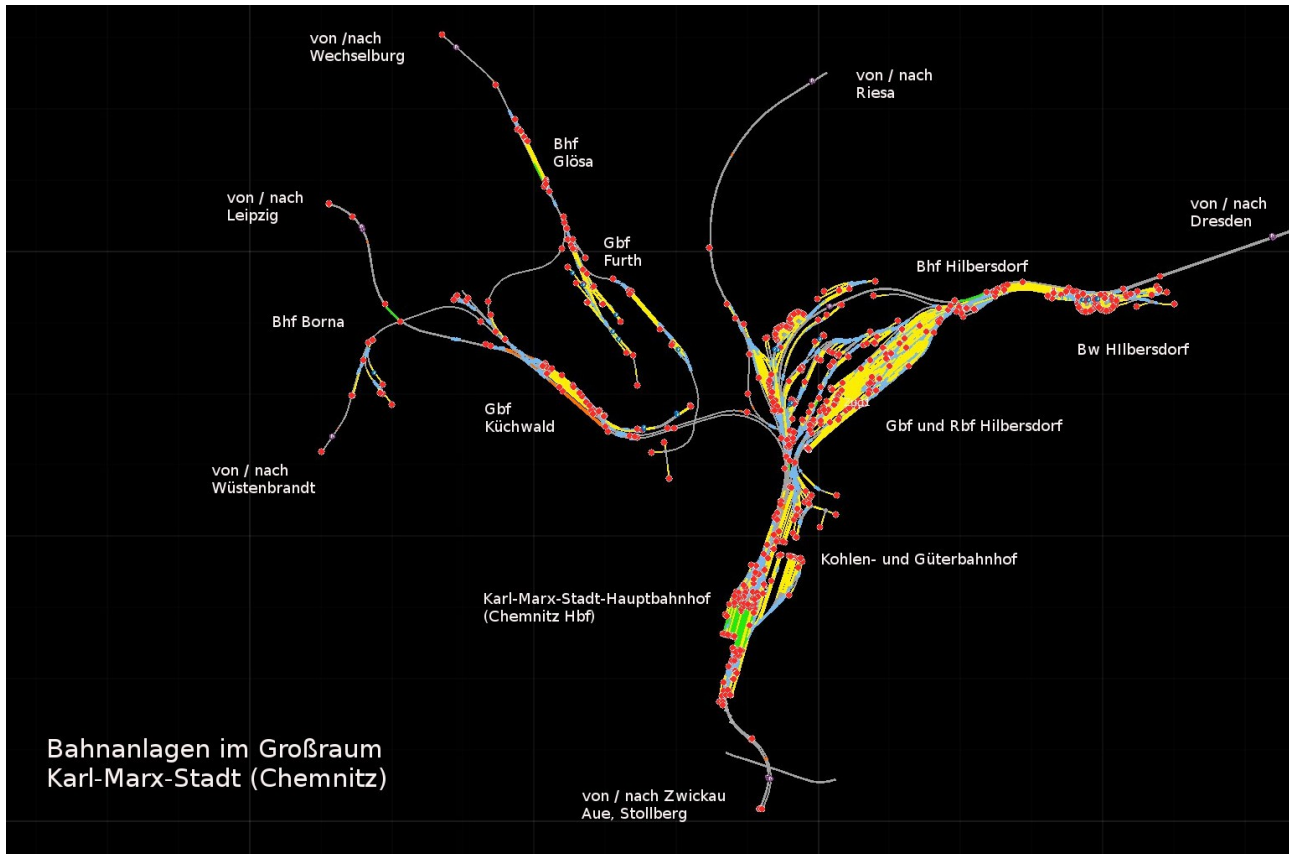
We follow the main line in a wide curve downwards to the level of Karl-Marx-Stadt main station. At the left and the right side are the tracks and workshops of the Karl-Marx-Stadt depots. At the right side we pass the holding sidings for passenger trains, then the main line merges with the lines from Leipzig and Riesa. At the left side the main line passes now the old freight and coal station Karl-Marx-Stadt, then we reach the main station with its large station building. The right side is a dead-end station for the line from Leipzig and Riesa. The left side is a through station for the main line to Werdau. Behind the station the tracks goes downwards to pass the "Dresdener Platz" under the street level. Beside the main line is a third track, the start of the branch line to Aue and Stollberg.

For additional information on this line I can recommend the Wikipedia Page for the Dresden-Werdau line, unfortunately only in German:

http://de.wikipedia.org/wiki/Bahnstrecke_Dresden%E2%80%93Werdau

Karl-Marx-Stadt (Chemnitz) - Riesa

The main line from Karl-Marx-Stadt (Chemnitz) to Riesa is a electrified two-track line, which starts in the main station of Karl-Marx-Stadt (Chemnitz). At the position of the bridge from the

Hilbersdorf freight yard, it separates from the line to Dresden. Behind the holding sidings the line merges with the track from the freight yard Hilbersdorf.

For this line as well, a German Wikipedia article and another link exist:

https://de.wikipedia.org/wiki/Bahnstrecke_Riesa%E2%80%93Chemnitz

Karl-Marx-Stadt (Chemnitz) – Leipzig

The line also starts in the Karl-Marx-Stadt main station and leaves the other lines in front of the bridge from the freight yard. In contrast to the Riesa – line, these tracks are not electrified until today. Behind a long curve the line passes the river Chemnitz on a long bridge. Parallel to this bridge goes another viaduct, coming from the freight yard Hilbersdorf. Behind the bridge, the track splits off in two tracks. At the right side we pass the freight yard Kuechwald. This yard is for coal-trains for the nearby power plant.
After a short ride we reach the station Karl-Marx-Stadt – Borna. Behind this station the line ends in this project.

For additional information on this line I can recommend the Wikipedia Page for the Dresden-Werdau line, unfortunately only in German:

https://de.wikipedia.org/wiki/Bahnstrecke_Neukieritzsch%E2%80%93Chemnitz

Karl-Marx-Stadt (Chemnitz) – Wechselburg

On the first kilometres this line goes together with the line to Leipzig. Behind the freight yard Kuechwald it leaves the Leipzig – line and goes downwards to the station Karl-Marx-Stadt- Gloesa. There are also some freight tracks and a branch to the power plant and other industries. Behind the Autobahn-bridge the line ends in this project.

If you are interested in the entire line, here is a German article:

https://de.wikipedia.org/wiki/Bahnstrecke_Wechselburg%E2%80%93K%C3%BCchwald

Freiberg (Sachs) – Halsbruecke

The line from Freiberg to Halsbruecke was a non electrified branch line that connected the mining town Freiberg with the smelting industries in Halsbruecke until it was given up in 1995. Since 1975 no more passenger trains were seen at this line. Today most of the tracks are still laying at the ground, but nature recaptured them. As a kid I used to play at the area of the abandoned station Freiberg (Sachs) Ost very often, which is the main reason for "reanimating" this line at my TS2014 project.
The line starts at station Freiberg (Sachs), at the eastward platform. Behind a short ramp upwards, the line crosses the main line in a left turn. Immediately behind the bridge you can branch off to the siding of the zinc factory. We follow the line to the left and reach the sidings of the slaughterhouse, the shoe factory and the junk yard. Behind a right turn the track reaches the station Freiberg (Sachs) Ost. This station only had one small platform, because the main task of the station was the freight service to the surrounding industry sidings, like the institute for combustible materials, the heat plant, some mines and the porcelain factory. The track layout is up to 1965.
The track to Halsbruecke goes steep downwards from here with a gradient of up to 25 pro mill. After a short ride we reach Tuttendorf. The track crosses the village in a wide right turn, then goes on downwards to Halsbruecke. Its station is the end of this short branch line. Beside the platform track are some freight and holding tracks. The track layout was often changed over time. Here I

show the state of 1965.

For this line as well, a German Wikipedia article and another link exist:

http://de.wikipedia.org/wiki/Bahnstrecke_Freiberg%E2%80%93Halsbr%C3%BCcke
http://www.sachsenschiene.net/bahn_alt/index.htm

Floeha – Annaberg-Buchholz

This line is not really a part of my project. I have built only 1,5 kilometers of this line between Floeha station and just ahead of the station Floeha-Plaue. The line to Annaberg-Buchholz, also known as the "Zschopautalbahn" starts at the southern platform in Floeha. I have built this small part of the line only for the purpose of placing AI-traffic at Floeha.

If you are interested in the entire line, here is a German article:

http://de.wikipedia.org/wiki/Bahnstrecke_Annaberg-Buchholz_unt_Bf%E2%80%93Fl%C3%B6ha

Floeha – Reitzenhain

Another line that starts in Floeha goes to Reitzenhain. Before the end of World War 2, the end of this line was located in Komotau (Chomutov). At that time the line started in the old station beside the actual platform tracks.
The line starts at kilometer 57.9 on the northern platform in Floeha and counts down to the Czech border nearby Reitzenhain. At the first meters the line goes parallel to the main line Dresden – Werdau, but in contrast only with a small gradient upwards. Beside the river Floeha the line goes to the small station Falkenau (Sachs). Next station is Hetzdorf, directly below the Hetzdorf viaduct, part of the Dresden - Werdau main line. The track layout of Hetzdorf is from the year 1990. Until 1967 Hetzdorf also was the start of a narrow gauge line to Eppendorf. At this time the station had more tracks then today and a lot of railway equipment. Behind the viaduct the line ends in the wood in this project.

Here you can find a lot of information in German language:

http://de.wikipedia.org/wiki/Bahnstrecke_Reitzenhain%E2%80%93Fl%C3%B6ha
http://de.wikipedia.org/wiki/Schmalspurbahn_Hetzdorf%E2%80%93Eppendorf%E2%80%93Gro%C3%9Fwaltersdorf

Nossen – Holzhau

The line Nossen – Holzhau is a single spur, non electrified branch line. Before 1945 the line ended in the Czech town Moldau (Moldava). Since 1977 there is no passenger traffic between Nossen and Freiberg, the part from Freiberg to Holzhau is still in use.
For this project I have built the line from kilometer 19.8 to 31.2. We start from the direction of Nossen nearby the village Kleinschirma. The line crosses a large wooden area, called Hospitalwald. At kilometer 21.5 the main line Dresden – Werdau is crossed through a small tunnel. Shortly behind the tunnel is a siding at the right side, for a geological institute. Behind the next bridge the line goes parallel to the main line to the station Freiberg (Sachs). The line to Holzhau uses the southern platform in Freiberg. Together with the tracks to Halsbruecke the line leaves Freiberg and crosses the freight Tracks in a right turn. After a couple of kilometers we reach the station Berthelsdorf. The tracks were built to a layout from 1965, as there were some freight tracks beside the platforms back then, making the scenario more interesting. The right platform is the beginning of the line to Grosshartmannsdorf and Langenau. When we leave Berthelsdorf in the direction of Holzhau, the line passes a switch to the siding of the Weissenborn paper factory. Behind a wide right turn the line

reaches the station Berthelsdorf Ort. Shortly behind the station the line ends in this project.

Please read here for more informations in German:
http://de.wikipedia.org/wiki/Bahnstrecke_Nossen%E2%80%93Moldau
http://www.sachsenschiene.net/bahn_alt/index.htm

Berthelsdorf – Großhartmannsdorf / Langenau

At Berthelsdorf starts another branch line to Brand-Erbisdorf, where it splits in two lines, going on to Grosshartmannsdorf and to Langenau.
Beginning in Berthelsdorf the track goes around a lake, part of the Freiberg – Brand-Erbisdorf mining area. The next station we reach is Zug. From this direction the platform is very hard to see, because it lies in a sharp left turn. Beside the platform track is a siding to the local leather factory. At the next switch a track goes to the NARVA lamp factory complex. Additionally to some loading tracks you can find there a container crane. We follow the line straight on to Brand-Erbisdorf. At the left side on a plateau you can find a lot of siding tracks of the Brand-Erbisdorf forging factory.
The station Brand-Erbisdorf has two platforms, one for the route to Grosshartmannsdorf, one in the direction of Langenau. There are also some freight tracks and loading ramps.
At first let´s have a look at the line to Grosshartmannsdorf. This part of the line was given up a lot of years ago. Before 1975 the tracks crossed Brand-Erbisdorf until they reached the siding to the cork block factory. Then it goes through woods and farming ground to the small station Muedisdorf. The station is a little bit outside of town. After some more kilometres, the line ends in the station Grosshartmannsdorf. You can find here some freight and holding tracks, and supplies for diesel and steam engines.
The line to Langenau goes into a right turn immediately behind the station Brand-Erbisdorf. Next station is a small stopping point in Brand-Erbisdorf with a small siding to a local farming goods dealer. At the following bridge, there is a speed restriction of 20km/h because of the bad condition of the bridge. We follow the tracks and reach the stopping point Himmelsfuerst with a siding to an old mining complex. The next bridge is as old as the last one, and has a speed restriction to 20 km/h as well. The next siding goes to the mine "Glueckauf – Schacht". Following the route we arrive in Langenau (Sachs), the end station of this line. Diesel and steam engines supplies can be found here.

Here you can find a lot of information in German language:
http://de.wikipedia.org/wiki/Bahnstrecke_Berthelsdorf%E2%80%93Gro%C3%9Fhartmannsdorf
http://de.wikipedia.org/wiki/Bahnstrecke_Brand-Erbisdorf%E2%80%93Langenau
http://www.sachsenschiene.net/bahn_alt/index.htm

Acknowledgements

I like to say Thank You to all people who supported me in finishing this train simulator route project. Also I wish thank to all creators of freeware and payware assets, that make this route look good.

Very special thanks to the rail-sim.de user "Heiko", who built the Karl-Marx-Stadt (Chemnitz) station building for me. Good work!

Also I wish to thanks the rail-sim.de user "ice", who built the Karl-Marx-Stadt (Chemnitz) – Hilbersdorf station building for me.

Disclaimer

By judgment of 12 May 1998 the regional court Hamburg decided that one has to answer on the contents of the linked pages by placing a link. This can only be prevented by explicitly distancing oneself from these contents.
For all links on this homepage: I dissociate myself hereby explicitly from all contents of all linked websites addressed in this manual and do not adopt their contents.

Contact

If you have questions or helpful suggestions concerning this route project you can contact me at:

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I wish you a lot of fun, driving on my route.

Dirk Jacob