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About This Content

Since the introduction of railways, many breathtaking landscapes have been unlocked for global captivation. From plains to canyons, what the world has to offer has been made ever-closer as technology advanced. One such example of stunning scenery is of course Switzerland, crisp blue skies contrasting against the towering peaks of the Alps would not be the tourist attraction they are today without the railways. The Albula Line sought to better connect the South East of this picturesque country, and by doing so traversed unbelievable scenery that today is enjoyed around the world.

In the early 1890s, many towns and villages throughout Graubünden were not fairly served by railways. After the Rhaetian Railway (RhB) was formed out of the successful Landquart-Davos-Bahn, and voted into state ownership, discussions were soon taking place for a new railway line to serve the somewhat isolated communities.

Multiple plans were drawn up for a railway through Graubünden, but eventually a deal was settled in 1898 for a railway that would traverse the Albula Valley via Thusis and St. Moritz. While originally planned as a standard gauge railway, the higher popularity of the narrower metre gauge within the state saw that the latter would be chosen in the end.

After the railway reached Thusis, it was time to traverse the Albula Valley. Construction began in October of 1898 and much of the new line was laid within 5 years. Despite the rapid construction, the new Albula Line was in no shortages of logistical challenges along keys sections of the pass. Steam locomotives of the day were not excessively powerful, yet the line was meant for both passenger and freight traffic. To overcome this, the line was restricted to both a 3.5% gradient and fairly generous turning radius; this solved any potential power struggle and avoided a rack-and-pinion railway, but ushered in the problem that the line couldn't reach its destination.

The altitude difference throughout the Albula Valley meant that a 3.5% gradient was not enough to connect the towns

throughout the pass. The answer would be to artificially extend the railway. Using a combination of curved tunnels, spiral tunnels and viaducts, the builders carefully brought the railway to the right altitude while staying within the parameters. One other vital structure to the railway is the Albula Tunnel. Stretching across 5866 metres, this tunnel is among one of the highest alpine tunnels in Switzerland and passes under almost a kilometre of mountain above, avoiding the Rhine/Danube watershed.

Services began to operate across a majority of the line with its opening in July 1903, these services were not complete though. The debate between RhB and the St. Moritz municipality on where the town's station should be based was still ongoing, and as result the full line did not open until one year later.

Even though the line was built as a steam railway and was projected to be so for some time, the coal shortage during the First World War pressed RhB into the realm of electrification. By 1919 the whole line was now seeing wired traction.

In 1930, the Ablula Line became home to one of the slowest, yet most beautiful railway expresses in the world, the Glacier Express. This service was born from the idea to connect two of the main mountain resorts in the Swiss Alps by rail, St. Moritz and Zermatt. The full run takes upwards of 7.5 hours to complete, during which time the rolling stock passes over 291 bridges and 91 tunnels, including those on the iconic Albula Railway. After over 80 years of operation, the Glacier Express is considered as one of the principle passenger services to operate across the Albula Line, and it does so on a regular, daily basis.

In modern times of course, the classic Glacier Express has seen some changes to its rolling stock. Perhaps the most revolutionary was the introduction of brand new panorama cars between 1986 and 1993, these new passenger cars featured windows that stretched beyond the sides of the car and upwards over the roof. This open-plan design gives passengers a completely unobstructed view of the snow-capped Alps, featuring both 1st and 2nd Class accommodation.

The route has been served by a variety of locomotives, and today sees the powerful RhB Ge 4/4 III take the Glacier Express across its unforgettable journey. The RhB Ge 4/4 III entered service in 1993 as a new generation of electric locomotives, developed from the previous Ge 4/4 II. With a top speed of 100 km/h, the Ge 4/4 III is perfect for Glacier Express, and Albula freight haulage. A total of 12 locomotives were built between 1993 and 1999, with each featuring a unique Coat of Arms.

With stunning scenery from the outset, impressive structures throughout and an iconic rail service which has been operating for the last 8 decades, the line between Thusis and St. Moritz has earned UNESCO World Heritage status. Welcome to the Albula Line, now available for Train Simulator courtesy of Partner Programme developer, Thomson Interactive.

Scenarios

The Albula Line Route Add-on includes seven challenging career scenarios and one free roam scenario for the route:

- Spring Commuter Service
- GEX Summer Ascent
- St. Moritz Runaround
- Thusis Container Delivery
- Summer in Filisur
- Locomotive Tutorial
- Autumn Afternoon Duties
- GEX Winter Descent

The Albula Line Route Add-On also includes three Railfan Mode scenarios, a Free Roam scenario and a unique Passenger Ride scenario:

Railfan Mode:

- Toua Tunnel
- Solis Viaduct
- Landwasser Viaduct

Passenger Mode:

- Bergün/Bravuogn to Preda

For customers who own the amazing [Bernina Pass: St Moritz – Poschiavo Route Add-On](#), Thomson Interactive have joined Albula Line with Bernina Pass which you can download for free from the Steam Workshop:

[Click here to download Albula Line and Bernina Pass Joined Route](#). Please note you will need to own both the [Bernina Pass: St Moritz – Poschiavo Route Add-On](#), which is a separate purchase, and Albula Line in order to play this joined route.

More scenarios are available on Steam Workshop online and in-game. Train Simulator's Steam Workshop scenarios are free and easy to download, adding many more hours of gameplay. With scenarios being added daily, why don't you check it out now!

[Click here for Steam Workshop scenarios](#).

Key Features

- Stunning 65km route through the Swiss Alps
- Unique Dynamic Pantograph height system
- GE 4/4 III Electric Locomotive and Glacier Express tourist vehicle consist
- Lb-v container flat wagons
- Dynamic seasonal rolling stock textures
- Over 130 custom bridge and tunnel portal models
- 16 Highly detailed station models
- New animated ski lift models in Bergün and Celerina.
- Over 100 overhead line equipment and catenary models designed specifically for this route.
- Completely new RhB signalling system with custom designed signal models and advanced features
- Accurate driving characteristics
- Seven challenging career scenarios for the route
- Three Railfan Mode Scenarios
- One Unique Passenger Mode scenario

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- One Free Roam scenario
 - Quick Drive compatible
 - Download size: 457.1 mb

Title: Train Simulator: Albula Line: St Moritz - Thusis Route Add-On

Genre: Simulation

Developer:

Thomson Interactive

Publisher:

Dovetail Games - Trains

Franchise:

Train Simulator

Release Date: 1 Sep, 2016

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Minimum:

OS:Windows® Vista / 7 / 8

Processor:Processor: 2.8 GHz Core 2 Duo (3.2 GHz Core 2 Duo recommended), AMD Athlon MP (multiprocessor variant or comparable processors)

Memory:2 GB RAM

Graphics:512 MB with Pixel Shader 3.0 (AGP PCIe only)

DirectX®:9.0c

Hard Drive:6 GB HD space

Sound:Direct X 9.0c compatible

Other Requirements:Broadband Internet connection

Additional:Quicktime Player is required for playing the videos

English,French,Italian,German







train simulator albula line st moritz - thusis route add-on

A lovely route, with some great asset features, such as the ski lift and various snow lofts, as well as the fabulous catenary. There is a lot of well placed, and great scenery to look at over 65Km of track. The only drawback for me is the fact that most of the track is single line, as it would have been nice to see other traffic winding their way towards you, but this is easily forgotten given the pluses. Highly recommended. Please make more Swiss routes Thomson!. This route is insane. I'm not sure if there is any other similar add-on available except for the sister route Bernina. It's a high mountain route with a lot of sharp curves, bridges, tunnels and low average speed. Therefore it's really unique. Even routes like Mittenwaldbahn which are also placed in high mountains just can't compare to the complexity of this route. I think this is an experience which everyone should try. The locomotive is nice and quite challenging especially on the downhill where we can't rely on autothrottle and have to brake by ourselves.

With 65 km the route might seem short, but believe me, due to slow average speeds it seems to be much longer than that. The speed limits are nicely marked therefore it's pretty easy to drive the whole route huddless without taking a lot of notes. Swiss signals are pretty easy to understand and everything is covered in the manual.

Before you buy this product you might also want to check out Bernina pass, which is very similar route, but a little bit more oriented on shuttle like service (on Albula it is more like an express train even though it's slow). Both routes connect and can be driven in one go (once you own both add-ons) thanks to official merger by Thompson, which is available in the workshop. If you want to buy only one of them you might want check my review on the other route first.. "Glacier Expooress" is also known as "The slowest Express train in the world" and so far this is the best route i have bought. Breathtaking views and a challenging route to drive.

The downside is that the rolling stock should have included the railcar ABe 4V16 (Allegra) for local trains, and some more variations of freight cars (and of course a diesel tractor for the unelctrified spurs and sidings).

The last question is, why the portion between Chur and Thusis was omitted?

Otherwise i can highly recommend this route.. Absolutely lovely!!! This has become my favorite European route on TS, and i can't wait to see what else could be added to this route.. My main gripe with this line are the hidden speed limits. You never see them coming, and they don't seem to match the signs\HUD info. If you're going for those gold stars, you'll be repeating scenarios just to memorize where the hidden ones are (near the St. Moritz end of the line).

Other than that, this is an absolutely lovely line. It would be really fun to see some historic equipment to run on this map in the future.

Wow, one of the most beautiful routes in the world, I can confirm that but should we buy this one, while there is an excellent freeware add-on?

This version is good, no doubt. The pros:

- Narrow gauge
- Authentic Swiss signaling
- Glacier express coaches
- Well crafted

The cons:

- Only one engine and very few freight wagons
- The most beautiful part of the route, Tirano to Samedan is not included.

All together a must have, but I suggest you buy the enhancemet pack as well.. Excellant add on for TS 2016, reminds me of watching The Glacier Express on Swiss Railway Journeys on The Travel Channel, well worth the 25 quid.. I have to say this route is worth the purchase just for the passenger mode scenerio alone. I live in the States, the midwest. I have no train access for my daily route. We do have city transit busses, but the train has it's own mystique. I'm sure there are pitfalls to having to ride the train everyday to work. But for someone who's never had the pleasure, it would be nice to sit back and relax and leave the driving to professionals... haha.

Anyway, Train Simulator is about simulating real life operations. I do of course enjoy driving but the passenger mode was a very nice addition to this route. People sit and ride trains everyday in real life. So it's a nice function of the game. I've actually started the route, sat back in my chair and just listened to the sounds and looked out the windows with no worries of missing an alerter horn or the train stopping unexpectedly. I also realise it's probably possible for me to make my own passenger modes for other routes I have but I'm not that well versed in using all the fancy tools in TS.

I don't know the differences so much about the engines and I certinally don't know the real life routes. But to come home at the end of the day, start up TS, sit back and relax, priceless! Bravo to Thomson Interactive! Thank you!. The route is exactly as beautiful as the screenshots look, the Ge 4V4 III has fairly good scripting (though without driver vigilance system, it seems) on top of looking and sounding very good, and there is ~9hrs of varied scenario content. Some of the best stuff out there for TS.. There are a lots of great thing about the route.

For example:

- Great scenery
- The dynamics of the pantograph
- The length is good
- Realistic catenary
- Lots of functions in the locomotive including cruise control
- Realistic signaling system
- Lots of scenario's
- Working ski lifts
- Train has differend textures in winter But there a also some setbacks

For example:

- The sounds of the locomotive is just awfully. It sound way different in real life

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- It's a pity they didn't extend the line to Chur
 - They didn't include the regular passenger coaches
 - The locomotive doesn't have dynamic braking In all, it is a great route to drive on. The scenery is beautiful and it is a great fun to drive the route. Specially if you have been on the route in real life. But the sound of the locomotive is a big let down. If the sound was good, it would be an awesome route to drive on.

I would give the route a 7/10

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