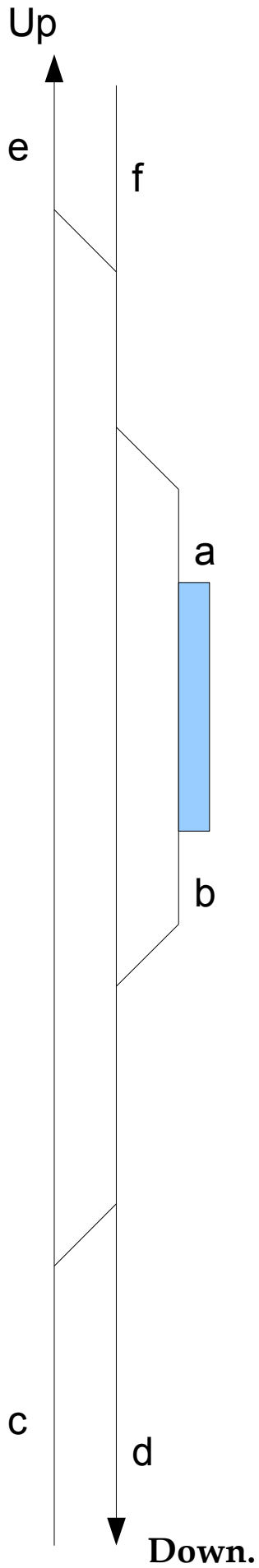


Using the Schedule Library.



The letters "a" to "f" represent trackmarks
The platform in this case is on a siding.
This station will be named Station 1.
"UP" is the direction of the terminus station.
"Down" could be the direction of a portal or end
of the route or the previous station.

Using the Schedule Library.

This description of how to use the Schedule Library describes the method I use to get my trains running smoothly on what can be quite large layouts. It works for me on my system but I cannot guarantee that it will work for others. The diagram on the previous page will be referred to and from here the method can be adapted to work equally as well for just about any style of station/industry on multi-track or single track railway. All this is done while in "Surveyor" mode

I place the trackmarks all along the route and name them with names that clearly specify the location. In this example trackmark "a" would be called something like "Station 1 Pass 1" All trackmarks for passenger stops are labelled according to the direction of the main terminus where possible. Therefore trackmark "b" would become "Station 1 Pass 2" for traffic heading down the line. In this case "Pass" is short for Passenger, you just use what suits you.

The next step is to go to the Driver Set-up in the "Edit Session" drop down menu and assuming you have already downloaded the Schedule Library Rule etc, add it to the commands available and then open it for edit. For the first time you will see "Add entry" and "Add group" Using "Add entry" then select the "Drive to..", "Drive via..", "Wait for..", etc commands from the lists to tell the driver to drive between locations. As an example to get from Station 1 to Station 2 we can assume that a train sits at trackmark "a" (Station 1 Pass 1), then we issue the following instructions:- Drive via "e" (Station 1 Out Up), Drive via "Station 2 In Up", Drive to "Station 2 Pass 1". Station 2 would be similarly trackmarked like the one in the diagram. This can then be saved as a single entry in the library called, for example, "Station 1 to Station 2".

Repeating this for each station or industry along the line then builds a collection of entries that can then be grouped as "Up Passenger" for example. It should be noted that grouping is optional, but can be beneficial when fine tuning is necessary. It is quicker to view the instruction for one group than to wade through many single entries. For example I have over 70 entries on one route and will add more as I develop my session. The "down" direction is done the same way but in the reverse direction. For example Drive via "Station 1 Down In", "Drive to "Station 1 Pass 2".

Next is to give these instructions to the individual drivers in the Driver Set-up and is simply done by the "Copy Commands from" list of entries in

the library. Note that I have found it necessary to make sure that you use the "insert" option here not the "append" one. Once you have done this for one consist then it is even possible to "Copy Commands from" the list for vehicle instead of library for trains all travelling the same route.

By now you will have noted that I make extensive use of trackmarks to "Drive to/via" and the reason for this is that I have found it easier to get trains to stop exactly where I want them to. However this method can be used to "Drive to" an industry equally as well.

Another thing I do is make several entries into the library for helping with the timing of the trains. For example, I use a "Wait for 30 sec" "Hornz" "Wait for 5 sec" or similar for when, once trains have stopped at their platforms/industries, they can then move off under the next set of instructions. By using several variations of the time factor and even excluding the "Hornz" from some, you can time departures fairly well or even delay the start of a particular journey.

Trains that will not keep to the path defined in the instructions will still happen here just like when you use the regular method of getting a train from "A" to "B". However when this happens at a particular place, by going to the library entry that covers that area, it is often quicker to get the result you want. And the same problem will happen to all trains using the same library entry until the necessary corrections are made but you only have to do it one time!

Just like the regular method, signalling plays an important part in keeping trains travelling where you want them to go but discussing signals and signalling is beyond the scope of this tutorial. However, if you have no trouble with the present signal set up on your route/s then there should be no change. Direction markers are also useful. But sometimes a change to the timing of a train is easier than trying to get the signalling to stop it meeting another where you don't want it to happen?

Experience has taught me that having trackmarks too close together can cause problems especially if one is still covered by a long train while that train is looking for the next trackmark. For example in the diagram if the command is to "Drive via "c"", "Drive via "b"", "Drive to "a"" and the train is still covering "b" it will often pass "a", resulting in problems. To overcome this problem simply delete the trackmark that stays covered, from the module entry in the library. This is not a specific issue with the Schedule Library system but a general one that is worth remembering.

When ordering trains to be emitted from a Portal you can use the

Schedule Library just as easily as in Driver Set-up. You can include such commands as "Instant Load" if you want, in fact there is no restriction that I am aware of as to which commands can be used.

For the entire system to work you will need to have the "Schedule Library" rule and "Copy Commands From" rule installed. It is all available from the Download Station

Copy Commands From

/Restricted/trainz/TRAINZ01/drivercommand/kuid2_192081_1_6.cdp

Schedule Library

/Restricted/trainz/TRAINZ01/rule/kuid2_192081_12_4.cdp

or from

<http://www.js-home.org/trainz/index.php>. (recent attempts here have not been successful)

As with most of the Trainz systems and methods a little experimentation, trial and error will open a whole lot more features that can make for a more pleasurable Trainz experience. Give it a try for yourself. You might find it beneficial to build a simple bare layout, place a few trackmarks and try your hand at this before jumping into one of your favourite routes and spraying it with a swarm of new trackmarks etc and then finding it is not what you want. One area I have found it to be very useful is when running an urban network as a background to general traffic and therefore needs a lot of repetitive commands to many different trains.

I hope that this tutorial helps some people get the most practical benefit from this most helpful of Trainz add-ons!

R701Rusty

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