

DB Series 23 for TS 20xx

Version 1.2



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1 Background

The first 2-6-2 locomotives of the series 23 were delivered to the Deutsche Bundesbahn (DB) by the firm of Henschel in 1950. These engines were designed to pull heavy passenger trains as replacements for the aging P8, the first of which had been built for the KPEV, one of the predecessors of DRG. Until 1959 a total of 105 engines of these powerful and handsome series have been constructed by several German locomotive builders. Number 23 105 deserves special mentioning since it was the last new steam locomotive of which the DB took delivery. The type is not only interesting from a technical point of view but also because a rather large number of locos have been saved from the cutter's torch. No less than eight engines can still be admired in railway museums or are being operated by preserved railways in Holland, Germany and Switzerland. These survivors have been recreated by us as rolling stock objects for TS 2017.



More details on the history of these locos can be found on the internet, e.g.:

<http://www.bundesbahnzeit.de/page.php?id=Baureihe%20023>

https://nl.wikipedia.org/wiki/DB_Baureihe_23

2 Rolling stock



VSM 23 071

VSM 23 076

The *Veluwsche Stoomtrein Mij.* (VSM) owns two operational 23s.

SSN 23 023

Another 23 can be found in the Netherlands of which the Stoom Stichting Nederland (SSN) is owner. This engine is currently being overhauled and is expected to be restored to an operational status by 2018.

DB 23 019

Deutsches Dampflokomotiv-Museum at Neuenmarkt (Oberfranken).

DB 23 029

Monument at the premises of the Berufsschule Aalen (BRD).

DB 23 042

Eisenbahnmuseum Darmstadt-Kranichstein (operational)

DB 23 058

Owned by Eurovapor, Sissach (CH) MPD. Has been operated for some time in Holland by the STAR.

DB 023 105-9

Süddeutsches Eisenbahnmuseum Heilbronn (BRD). Last new steam loco delivery of DB. Inoperable after a disastrous fire while in storage at the Gostendorf museum MPD near Nuremberg, but now optically restored.

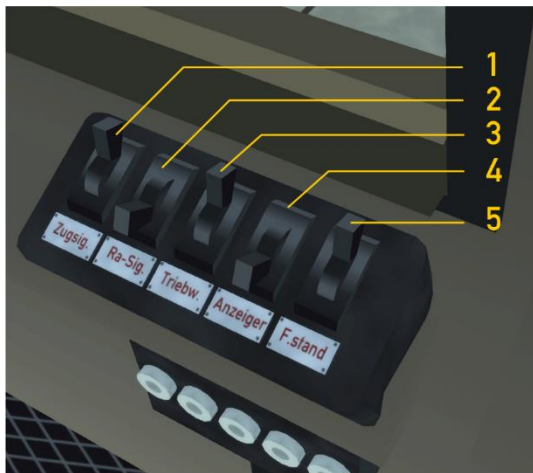
TS Object Browser Index

Series 23	Loco	Tender
019	WG DB BR 23 019	WG DB BR 23 019 T26
023	WG SSN BR 23 023	WG SSN BR 23 023 T26
029	WG DB BR 23 029	WG DB BR 23 029 T26
042	WG DB BR 23 042	WG DB BR 23 042 T26
058	WG DB BR 23 058	WG DB BR 23 058 T26
071	WG DB VSM 23 071	WG DB VSM 23 071 T26
076	WG DB VSM 23 076	WG DB VSM 23 076 T26
105	WG DB BR 23 105	WG DB BR 23 105 T26

3 Operation

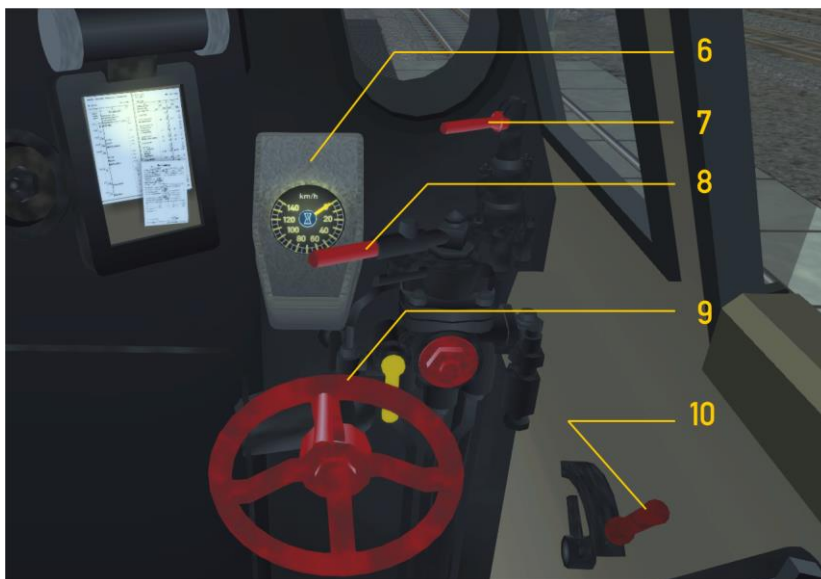
Handles, switches and gauges

The 23-series cabin layout for TrainSimulator 2017 has been largely designed along the lines of the TS standard (expert-mode). Operation of head- and tail lights is TS-conform. Additionally, shunting lights have been made available.



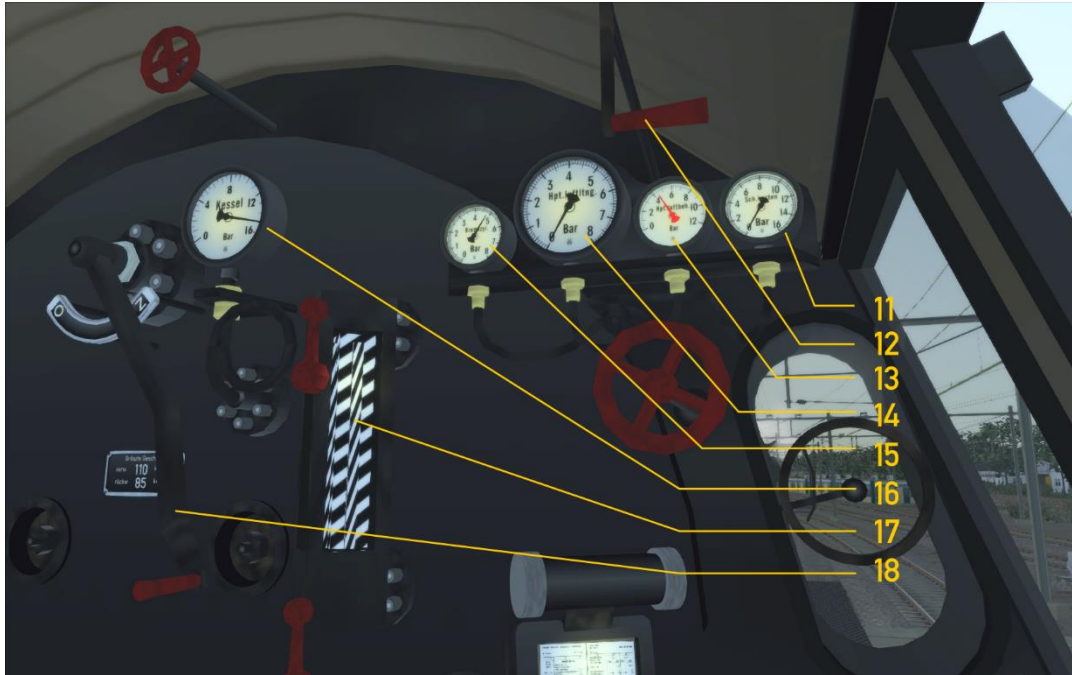
Since the 23-series, like all modern German steam locomotives, have been fitted out with an electrical lighting system a switch panel at the right hand side of the cabin has been provided. At the start of each scenario the shunting-lights (2) will be switched on, just like the gauges lights (4). Motion link and driving/coupling rods lighting may be switched on at dark.

1	Head/tail lights	H / SHIFT + H	4	Gauges lights	CTRL + F11
2	Shunting lights	CTRL + F9	5	Cabin light	CTRL + F12
3	Motion link lighting	CTRL + F10			



The reverser (9) controls the link motion operation. Next the engine and train brakes handles can be seen (7 and 8 respectively) and the speed indicator (6). Handle (10) serves to operate the cylinder cocks. At scenario start they will be opened.

6	Speed indicator		9	Reverser	W / S
7	Engine brakes	[]	10	Cylinder cocks	C
8	Train brakes	; ';			



11	Steam chest pressure		15	Brake cylinder pressure	
12	Whistle, long tone	SPACE BAR	16	Boiler pressure	
	Whistle, short tone	N	17	Water gauge	
13	Main reservoir pressure		18	Regulator	A / D
14	Air brake pipe pressure				



17	Water gauge			Bell	B
19	Dampers	D/SHIFT + D		Blower	, / SHIFT + ,
20	Firebox	F/SHIFT + F			
21	Sander				

Driving the 23

At the start of each scenario shunting lights will be switched on and the cylinder cocks will be opened. When you switch on the headlights, the script will reset the shunting lights switch to its off-position. The driver is responsible for closing the cylinders cocks, once the admission of steam will have warmed up the cylinders. In this way, damaging the mechanism by condensed steam in the cylinders will be prevented.



For an optimum performance you are advised to adhere to the following settings: 21 % for the reverser, as soon as you have put your train into motion and 55 – 60 % for the regulator. Driving without the support of the *Auto Fireman* is much more fun, while keeping the boiler water level close to its maximum of 99% and the coal volume in the firebox around the 65 %.



Switching the *Auto Fireman* on and off can be done in *Settings > Gameplay*. In the same window, set your *Train Controls* to *Expert*.



Select SHIFT + 2 for having a clear view on the tracks. Driving a steam engine in the old days was tough, but German drivers enjoyed the benefits of a wind shield.



When the weather deteriorates, your rotating wiper window preserves a clear view, free of rain drops.

In the Scenario Editor you will be able to adjust the *Player Train's* initial coal and water supplies after selecting the tender with a double left mouse click:



Scenarios for the Berkendam Route

When you own the Berkendam Route (version 2) installation of the 23 will enable you to drive two additional scenarios, featuring the 23 071 and 076, as described below:

45 Met de 23 076 naar Wagesteijn/Driving 23 076 to Wagesteijn



On a bright, sunny day you run an express passenger service from Berkendam to Wagesteijn, without stops on the way. However, some trouble lays ahead since from Spoorland on you will encounter a delayed goods train, which will force you to reduce speed. On top of that you may expect a maintenance of way crew at work behind Meerdrecht.

46 Pullman naar/to Berkendam

Run an international service with a consist of CIWL Pullman coaches from Wagesteijn to Berkendam. This scenario starts at the Wagesteijn MPD where your assigned engine awaits you with already replenished coal and water supplies. Your first duty is to couple up with your train at Platform Wgs IV. You will drive straightaway to Berkendam, where your charges will be taken over by an electric loco. Watch out for stopping signals along the way.

4 Installation

The DB BR 23 release by Wilbur Graphics may be downloaded as a .rwp-file and must be installed by running the TrainSimulator 2017 utilities program:

C:\Program Files (x86)\Steam\SteamApps\common\RailWorks\Utilities.exe

In the menu window that will be displayed select the tab **Package Manager**, next click the **Refresh** button. After that, click **Install** and select the file:

WG_DB_BR_23_V1_2.rwp

See the document *release notes.txt* for the latest changes and improvements.

Remark: In order to get the full results of some animations and sound effects (e.g. engine crews and exhaust sounds) the DTG Academy must be linked as a provider to your route or scenario. This can be done in either the Scenario Editor or the Route Editor. The screen print below has been made in the first mentioned but both editors offer the same functionality. First, select the small blue cube with the orange triangle in the left hand area of the screen. Next, select DTG as a provider in the right hand window that will then appear. You can link this provider by ticking off the boxes at the line 'Academy' :



5 Copyright/credits

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We like to extend our gratitude to Studio 2561 for making some special sound effects available to our 23 project and to hcc!trainsim interest group members Kees Plaat and Raymond Kalousdian for their many useful tips.