FNO North-West Italian Railway

Torino – Novara Rel 1.0.3

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codadeltreno.com

1. Requirements and settings

1.1. Train Simulator requirements

If you purchased Train Simulator after 20 September 2012, you will require the European Loco & Asset Pack (available to purchase via Steam) for this route to display correctly and for some scenarios to work.

Some of the scenarios supplied with this route require rolling stock that is not supplied with this software. Full details of the rolling stock required for each scenario are provided in the SCENARIOS section of this manual.

It is strongly recommended to run Train Simulator in 64-bit mode to enhance its stability:

- 1. Run the Steam client and select 'Games' from the top menu.
- 2. Select 'Train Simulator' from the left-side menu and press the blue 'PLAY' button in the top center of the window. The option to 'Play Train Simulator' or 'Play Train Simulator 64-bit Edition' will pop up.
- 3. Select the 64-bit option and press 'Play'.

1.2. Scenery quality and display settings

Various effects and techniques have been used in the modelling of this route to enhance the realism of the route, including TSX technology for realistic night lighting effects.

Due to the high level of detail provided along the route, it is best to run the route at the highest settings your PC can manage. Settings can all be accessed via the Settings > Graphics menu in Train Simulator. The route will still run at lower settings, of course, but some of the assets may not be displayed as intended.

1.3. Addon recommended

1.3.1. Logo pack

Due to legal constraints, the route, the assets and the rolling stock supplied do not have logo's or trademarks included. It has been created and will be available in Just Trains as a free download, a special swapper file that install and uninstall the logo pack, under a personal use only terms.

1.3.2. SCMT

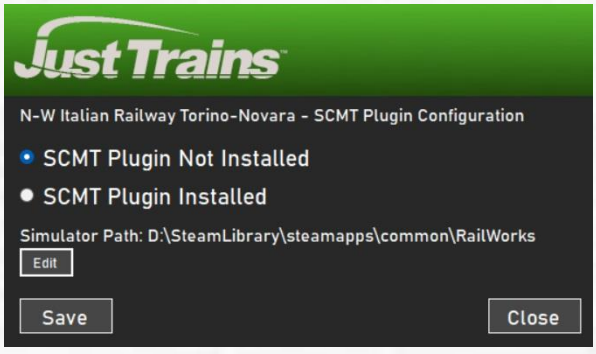
Recommended enhancement. As supplied the route comes with a basic version of SCMT, the Italian system to constantly control the train behaviour in parallel to the driver, however a full version of the SCMT system is available to download from the developer Worcester-George and once installed this gives the route full SCMT functionality. Please refer to the Minuetto manual to find further details on the SCMT operation.

Depending on the availability of the plugin in the user's computer, the installer will copy the specific files needed for the correct behavior of the route.

In case the plugin will be at a later time installed or uninstalled by the user, the route will not work as intended.

In this case, the installer has an embedded tool to allow you to swap between the basic or full SCMT system, After the installation, this tool is in the desktop area, or under the folder "..\RailWorks\Assets\Cast0213\configTool\"

Once launched, the tool will show the following screen. User has only to EDIT the Railworks folder (if not correct), tick the option that reflects the installation specific information (if plugin is Not Installed or Installed) and then click on Save.



2. Installation, Updates and Support

2.1. Installation

You can install this add-on as often as you like on the same computer system. To re-download the North-West Italian Railway software:

- 1. Click on the 'Account' tab on the Just Trains website.
- 2. Log in to your account.
- 3. Click on the 'Your Orders' button.
- 4. A list of your purchases will appear and you can then re-download the software you require.

2.2. Uninstalling

To uninstall this product from your system, select the appropriate option for your version of Windows from the Control Panel:

- 'Add or Remove Programs' (Windows XP)
- 'Programs and Features' (Windows Vista or 7)
- 'Apps & features' (Windows 10 or later)

Select the product you want to uninstall and then select the 'Uninstall' option, following the on-screen instructions to uninstall the product.

Uninstalling or deleting this software in any other way may cause problems when using this product in the future or with your Windows set-up.

2.3. Updates and Technical Support

For technical support (in English) please visit the Support pages on the Just Trains website. As a Just Trains customer, you can obtain free technical support for any Just Trains or Just Flight product.

If an update becomes available for this software, we will post details on the Support page and will also send a notification email about it to all buyers who are currently subscribed to our monthly Newsletter and emails

2.4. Regular News

To get all the latest news about Just Trains products, special offers and projects in development, sign up for our Newsletter and regular emails.

We can assure you that none of your details will ever be sold or passed on to any third party and you can, of course, unsubscribe from this service at any time.

You can also keep up to date with Just Trains via Facebook and Twitter.

3. Route description

The Italian North West Railway – Torino-Novara is a route covering the complete Torino area and the railway to Novara station.

The route is around 170km long, for most of the extension is electrified and with double tracks.

Other than the Torino – Novara portion (that is part of the main Torino - Milano railway), the route includes all the Torino area, with the various stations and the railway connection to the rest of the region.

Abstract from Wikipedia:

The Torino – Milano railway is a major Italian railway that links the cities of Torino and Milano. The railway is double track, standard gauge and fully electrified at 3 kV DC. It connects the cities of Settimo Torinese, Chivasso, Santhià, Vercelli, Novara, Magenta and Rho.

The line was built by Thomas Brassey under contract to the Società Vittorio Emanuele ("Victor Emmanuel Company", named in honour of Victor Emmanuel II, then king of Piedmont and Sardinia) and opened between Turin and Novara on 20 October 1856 and extended to the Ticino river—which formed the boundary between Piedmont and the Kingdom of Lombardy–Venetia (then part of the Austrian Empire)—on 18 October 1858. The bridge over the river connecting to the existing railway from Milan at Magenta was opened on 1 June 1859.

Following the nationalisation of the railways, the line was incorporated into the state network and its operation was taken over by Ferrovie dello Stato between 1905 and 1906. At the beginning of the 2000's, the management of the line passed to Rete Ferroviaria Italiana.

The line is double-track, electrified at 3,000 volts DC and standard-gauge with a length of 153 kilometres (95 mi).

The line has five junction stations, Settimo, Chivasso, Santhià, Vercelli and Novara. Lines branch off as follows: from Settimo to Pont Canavese; from Chivasso to Ivrea/Aosta, Asti and Alessandria; from Santhià to Arona and Biella; from Vercelli to Casale and Pavia; and from Novara to Biella, Alessandria/Arona, Domodossola and Varallo Sesia. The railway line is paralleled by the Turin–Milan high-speed railway, which crosses it several times during its journey, with connections at several points, including at: Torino Stura, Settimo, Bianzè, Novara and Rho Fiera. Trains can reach a top speed of 160 km/h on most of the line and between Magenta and Pregnana Milanese the speed limit is 180 km/h.

4. Stations

4.1. Torino – Porta Nuova

Opened: 1864

Platforms: 20

Torino Porta Nuova railway station is the main railway station of Torino. It is the third busiest station in Italy after Roma Termini and Milano Centrale, with about 192,000 passengers per day and 70 million per year and a total of about 350 trains per day. Porta Nuova is a terminal station, with trains arriving perpendicularly to the facade. The station is located in Corso Vittorio Emanuele II, right in front of Piazza Carlo Felice (in the South side of the city centre).

The station was included in a nationwide program of upgrades to the main Italian stations, by Grandi Stazioni, a subsidiary of Ferrovie dello Stato. In the first stage of renovations completed on February 4, 2009, 44,146 square metres of the 92,747-square-metre area of the station buildings was redeveloped. The areas allocated to services for passengers, dining, shopping, culture and leisure was increased considerably. In January 2013, restoration work continued on the facade and interior, preserving historical elements from the 19th century, including its distinctive red colour. After nearly 4 years of work, scaffolding came down and the building was unveiled to the public, featuring a new, coloured LED lighting scheme In December 2016,

In this route has been positioned the new line (in construction) that will be used by high-speed train that connect directly the station to the Porta Susa station, skipping the Quadrivio Zappata junction.

4.2. Torino - Lingotto

Opened: 1960

Platforms: 9

Torino Lingotto railway station is one of the main stations serving the city of Torino. The metro station is located nearby, and opened on March 6, 2011.

Opened in 1960, the station is the third most important, after Torino Porta Nuova and Torino Porta Susa. It forms part of the Torino–Genova main line, and is also a stop on three secondary railways, which link Torino with Pinerolo, Cuneo and Savona, respectively.

The station is situated in the district of Lingotto, to the south east of Torino's city centre. It is near the well-known former FIAT car factory also named Lingotto, and the Arco Olimpico, symbol of the 2006 Winter Olympics Games. It is connected through a pedestrian tunnel to the Oval Lingotto, the Piedmont Region Headquarters, and the station Italia '61 of the Turin Metro line.

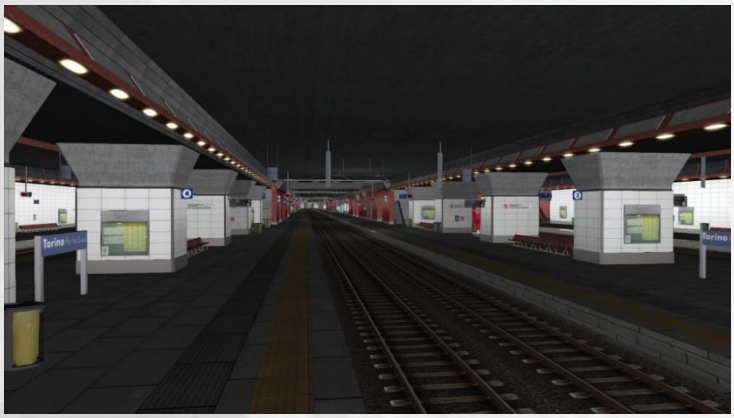
The station was founded in 1960 as a railway stop without a passenger building. The facility was later transformed into a station equipped with a building suitable for accommodating both departing and arriving passengers.

With the increase in the number of trains passing through daily (from 240 to 270 in just a few years), it was decided in 1970 to extend the double-track section from Lingotto to Trofarello railway station, on the Turin-Genoa railway.

The 1960 passenger building was demolished in 1980 to build the current passenger building, which was opened in 1984.

The area is in a phase of redevelopment with the creation of train maintenance structures, new buildings and nearby the new Piedmont Region Headquarters has been finalized.

4.3. Torino – Porta Susa



Opened: 2008

Platforms: 6

Torino Porta Susa is the second busiest mainline station in the city, after Torino Porta Nuova,

The old station was built in 1868 during the expansion of the city towards the west. Trains between Torino Porta Nuova and Milano stop at the station, including TGV Services between Parigi and Milano.

In April 2006, reconstruction of the station began in conjunction with the Passante (underground) regional railway. This involved quadrupling of the number of tracks that run through central Torino. At Porta Susa station, the line was widened to six tracks with new platforms being built beneath the thoroughfare Corso Inghilterra. A 300-metre long, 19-metre high glass and steel structure has been built above the tracks to create a new station, which is intended to become Torino's main hub of urban, regional and international rail traffic.

4.4. Torino – Rebaudengo Fossata

Opened: 2009

Platforms: 2

The Torino Rebaudengo Fossata station is a passenger railway station on the Turin-Milan railway, located in the Parco Sempione area, with entrance on via Fossata. Since 2024 it has also been a branch station for the Torino-Ceres railway. Despite its name, it is almost 1 km from Piazza Rebaudengo.

In the future, the station will host the new long-distance bus station nearby, which will serve as a terminal for Turin, replacing the current bus station in Corso Vittorio.

It is also planned that the future line 2 of the Turin metro will have its north-west terminus at the station.

4.5. Torino - Stura

Opened: 1926

Platforms: 9

The Torino Stura station is a railway station located on the historic Turin-Milan railway. The station takes its name from the nearby Stura di Lanzo river, which the railway has just crossed with a viaduct.

It is located in the northern area, between the Falchera district and the former Abbadia di Stura industrial area, serving the nearby town of San Mauro Torinese. About a kilometer after the station (direction Milan), there is the Stura junction, the starting point of the Turin-Milan high-speed railway line and the first interconnection with the historic Turin-Milan railway.

4.6. Grugliasco

Opened: 2011

Platforms: 2

Grugliasco station is a railway stop on the Frejus line, serving the city of the same name.

The stop has only 2 running tracks, served by two large platforms: 1 is served by trains in the direction of Torino-Porta Nuova and 2 by those in the direction of Susa/Bardonecchia.

The platforms are connected by a large pedestrian overpass in iron, which also constitutes an additional entrance to the stop on the street side. This overpass would be accessible to the disabled thanks to the presence of tactile paths and two elevators.

4.7. Moncalieri – Sangone

Opened: 1854

Platforms: 3

Moncalieri Sangone station is a station located on the Torino-Pinerolo railway, at kilometer marker 0+739 from Bivio Sangone. It serves the city of Moncalieri and nearby Nichelino, a few hundred metres away.

The station, originally simply called "Sangone", entered into service with the activation of the Torino-Pinerolo railway line, on 27 July 1854. On 15 October 1909 the doubling of the track was activated on the section from the Sangone junction to the station.

The station has 3 tracks, of which only 2 are for passenger traffic, while the third is used for freight traffic. Until a few years ago, this last track was also used for the temporary parking of coil wagons coming from the nearby Gleiscar intermodal connection, still interconnected (but a metal bumper recently installed before the disused level crossing blocks its continuation on a track) to the line, but unused

4.8. Moncalieri

Opened: 1848

Platforms: 7

Moncalieri station is a passenger railway station located along the Turin-Savona/Genoa railway, serving the inhabitants of Revigliasco and Moncalieri.

The station entered into service on 24 September 1848, with the activation of the Lingotto-Trofarello section of the line to Genova.

The station has 7 tracks, but only 4 are currently used for passenger service. Tracks 6 and 7 are currently not powered, while 3 is no longer in use. The system has a track bundle for freight trains but it is not currently used.

Tracks 1 and 2 are the Turin-Genoa running tracks, while tracks 4 and 5 are the Turin-Savona running tracks and are also used by SFM trains.

4.9. Trofarello

Opened: 1848

Platforms: 7

Trofarello station is a railway station serving the city of the same name and the nearby hamlet of Moriondo di Moncalieri. It is located on the lines from Turin to Genoa and Savona and also serves as the terminus for the short branch line to Chieri.

The station came into operation with the inauguration of the initial section of the line to Genoa, namely Moncalieri-Trofarello, in 1848, and its construction was completed in the 1850s. In 1853 it became a branch station for the Fossano-Cuneo line and in 1874 for the Trofarello-Chieri railway.

In 2007 the new passenger building was inaugurated, with the consequent expansion of the station: this redevelopment led to the renovation of the ticket offices and the waiting room, as well as the installation of elevators for access to the platforms.

The station has 7 platforms used for travellers and some for freight.

4.10.Cambiano – Santena

Opened: 1849

Platforms: 2

Cambiano-Santena station is a railway station on the Turin-Genoa railway, located in the town of Cambiano but also serving the neighbouring municipality of Santena.

The station was opened for operation in 1849, when the Trofarello-Asti line opened.

The station has 2 through tracks dedicated to passenger service and served by two dedicated platforms. In addition to these, there are a pair of disused truncated tracks that served the freight yard, equipped with a goods warehouse and loading platform.

4.11. Chieri

Opened: 1874

Platforms: 2

Chieri station is a terminus railway station serving the city of the same name as well as nearby Pino Torinese, located at the end of the short Trofarello-Chieri railway.

The platform yard consists of only two tracks dedicated to passenger service: track 1 with the correct layout and track 2 with a diverted path, connected to the first thanks to a switch on the Trofarello side.

4.12. Settimo Torinese

Opened: 1856

Platforms: 4

Settimo Torinese station is a railway station on the Turin-Milan railway, serving the city of Settimo Torinese. The facility is a branch of the Canavesana railway.

4.13. Brandizzo

Opened: 1856

Platforms: 2

Brandizzo station is a passenger railway station on the Turin-Milan line, serving the municipality of Brandizzo.

The station consists of two passing platforms, one of which has a ticket machine, a waiting room (currently closed to the public) and a newsstand; the other platform has two public benches with a canopy.

4.14. Chivasso

Opened: 1856

Platforms: 6

Chivasso railway station serves the town of Chivasso, in the Piedmont region of northwestern Italy. Opened in 1856, it forms part of the Turin–Milan railway, and is also a junction for three other lines, to Aosta, Asti and Alessandria (this via Castelrosso station)

The station was opened on 20 October 1856, together with the rest of the Turin–Novara section of the Turin–Milan railway. Two years later, upon the inauguration of the Chivasso–Aosta railway, the station became a junction station.

The station now features six tracks plus a bay platform that serves as the terminus of the line to Asti.

4.15. Castelrosso

Opened: 1856

Platforms: 2

Castelrosso station is a railway stop serving the village of the same name. The line to Alessandria branches off from it.

The station was activated on 20 October 1856, at the same time as the activation of the Turin-Novara section of the Turin-Milan line. From 30 April 1887 the Castelrosso-Casale Popolo section was opened for operation, thus creating a new connection towards Alessandria, with the Vercelli-Casale-Valenza line.

The station is equipped with 2 tracks of the Turin-Milan railway line, from which the single-track line to Alessandria branches off, in the direction of Milan.

4.16. Torrazza Piemonte

Opened: 1856

Platforms: 2

Torrazza Piemonte station is a railway stop serving the village of the same name.

Built as a station and originally equipped with 3 tracks, the system was activated on 20 October 1856, in conjunction with the activation of the Turin-Novara section.

The station is equipped with only the 2 running tracks of the railway line, the use of which is based on the direction of travel of the trains, in force on the railway.

4.17. Saluggia

Opened: 1856

Platforms: 2

Saluggia station is a railway stop on the Turin-Milan line serving the municipality of the same name.

The system was activated on 20 October 1856, at the same time as the activation of the Torino-Novara section.

The stop is equipped with only 2 tracks of the railway line, whose use is based on the direction of travel of the trains, in force on the railway. On the first track, trains run in the direction of travel towards Torino and on the second, those towards Milano.

4.18. Sant'Antonino di Saluggia

Opened: 1856

Platforms: 2

The station of Sant'Antonino di Saluggia is a railway stop on the Torino-Milano line serving the homonymous hamlet of Saluggia.

The stop is equipped with only 2 tracks of the railway line, whose use is based on the direction of travel of the trains, in force on the railway. On the first track, trains run in the direction of travel towards Torino and on the second, those towards Milano.

4.19. Livorno Ferraris

Opened: 1856

Platforms: 3

Livorno Ferraris station is a railway station on the Torino-Milano line serving the municipality of the same name.

The station was activated on 20 October 1856, in conjunction with the activation of the Turin-Novara section. It was strongly desired by Camillo Benso Count of Cavour.

The station has 3 through tracks, the first two of which are on the correct track. On the first track, trains run in the direction of Turin, on the second, those towards Milan, while the third, of diverted track, is used for priority. The platforms are connected by a pedestrian underpass. There is also a truncated track in the direction of Milan.

4.20. Bianzè

Opened: 1856

Platforms: 2

Bianzè station is a railway station on the Torino-Milano line serving the municipality of the same name, also constituting an interconnection point with the high-speed line to Torino.

The system was activated on 20 October 1856, at the same time as the activation of the Torino-Novara section.

The station is equipped with 2 running tracks, equipped with 100 km/h switches in both directions, which allow movement towards the high-speed interconnection junction, located in the direction of Torino. Circulation on the two tracks is based on the direction of travel of the trains. On the first track, trains circulate in the direction of travel towards Torino and on the second, those towards Milano.

4.21. Tronzano

Opened: 1856

Platforms: 2

Tronzano station is a railway stop on the Torino-Milano line serving the municipality of the same name.

The system was activated on 20 October 1856, in conjunction with the activation of the Torino-Novara section.

The stop is equipped with only 2 tracks of the railway line, whose use is based on the direction of travel of the trains, in force on the railway. On the first track, trains circulate in the direction of travel towards Torino and on the second, those towards Milano.

4.22.Santhià

Opened: 1856

Platforms: 5

Santhià station is a railway station on the Torino-Milano line serving the city of the same name; the Santhià-Biella and Santhià-Arona railways branch off from it, the latter closed to traffic since 2012.

The station entered into operation on 8 September 1856, with the inauguration of the Santhià-Biella line, while the Torino-Novara section of the Torino-Milano railway was inaugurated on 20 October (about two months later). From 16 January 1905 the Santhià-Borgomanero section of the Santhià-Arona line was opened,

The station has thirteen through tracks, of which the first five are for passenger service, with covered platforms and connected by an underpass; while the remaining tracks are for service, used in particular for the storage of freight trains, construction vehicles or rolling stock not in service. Most of the traffic takes place on tracks 3-4 of the correct layout of the Torino-Milano line, of which the third is for trains in the "odd" direction towards Milano and the fourth in the "even" direction towards Torino. The first two tracks are used for trains to Biella and the 2nd for trains to Arona (suspended since 2012), in addition to allowing trains in the direction of travel towards Milano to have priority. The 5th track is used for trains in the Torino-Milano line to have priority in both directions, while in the past it was also accessible from the branches towards Biella and Arona.

4.23.San Germano Vercellese

Opened: 1856

Platforms: 2

San Germano Vercellese station is a railway stop on the Torino-Milano line, serving the town of San Germano Vercellese.

The station is equipped with only 2 running tracks of the railway line, whose use is based on the direction of travel of the trains, in force on the railway. On the first track, trains circulate in the direction of travel towards Torino and on the second, those towards Milano.

4.24.Olcenengo

Opened: 1915

Platforms: 2

Olcenengo station was a railway stop on the Torino-Milano line, serving the municipality of the same name.

The stop is equipped with only 2 tracks of the railway line, whose use is based on the direction of travel of the trains, in force on the railway. On the first track, trains circulate in the direction of travel towards Milano and on the second, those towards Torino.

4.25.Vercelli

Opened: 1856

Platforms: 5

Vercelli station is the main railway station of the city of the same name, located on the Torino-Milano line; the Vercelli-Pavia and Vercelli-Casale railways branch off from it, initially closed in 2013 and now suspended.

The station has seven passing tracks, five of which have platforms covered with shelters for passenger boarding, while the last ones are for the locomotives. On the first platform there are 2 truncated tracks, also used for passenger boarding, one in the direction of Milan and the other in the direction of Torino.

Most of the traffic is carried out on tracks 2 and 3, which are on the correct track of the Torino-Milano line, while traffic on the Vercelli-Pavia line originates from track 5 or the Milan trunk track.

4.26. Borgo Vercelli

Opened: 1856

Platforms: 2

Borgo Vercelli station is a railway stop on the Torino-Milano line, serving the town of Borgo Vercelli.

The stop is equipped with only 2 railway tracks, whose use is based on the direction of travel of the trains, in force on the railway. On the first track, trains run in the direction of travel towards Torino and on the second, those towards Milano.

4.27.Ponzana

Opened: 1856

Platforms: 2

Ponzana station was a railway station on the Torino-Milano railway located in the municipality of Casalino, in the locality of the same name, in the province of Novara.

4.28. Novara

Opened: 1854

Platforms: 12

Novara station is the main railway station of the city of Novara, located on the Torino-Milano line; from it branch off the lines to Alessandria, Arona, Biella, Domodossola, Luino (suspended to passenger service) and Varallo (the latter closed to commercial traffic).

The station entered into operation on 3 July 1854 with the opening of the second section between Mortara and Novara of the Alessandria-Novara line. The station was subsequently expanded with the opening of other lines.

There are a total of twelve tracks dedicated to passenger service, eleven through tracks and one trunk track, two trunk tracks (6A and 6B) were removed in 2024. In addition to these, there are the last three tracks reserved for train parking and shunting. Tracks from the first to the second, from the fifth to the twelfth and the trunk tracks are intended for trains that originate and end their journey in the station; the third and fourth are the correct track layouts of the Torino-Milano line.

Freight trains originating or arriving in Torino do not enter the main station area but are directed to the Novara Boschetto station via two connections that branch off from the northern and southern roots.

4.29. Novara Nord

Opened: 2005

Platforms: 3

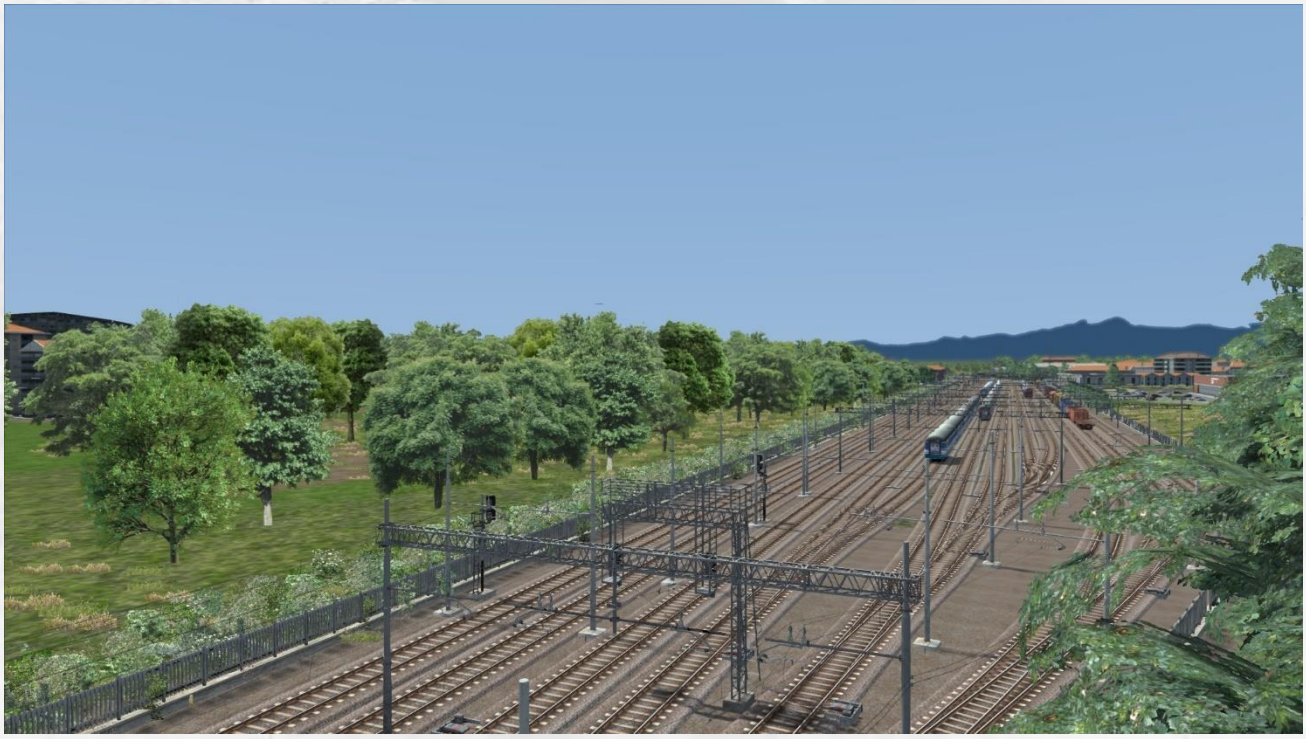
Novara Nord station is the second railway station in the city of Novara, the terminus of the line from Saronno.

5. Freight Yard

5.1. Orbassano

5.2. Drosso (Fiat plant)

5.3. Chivasso

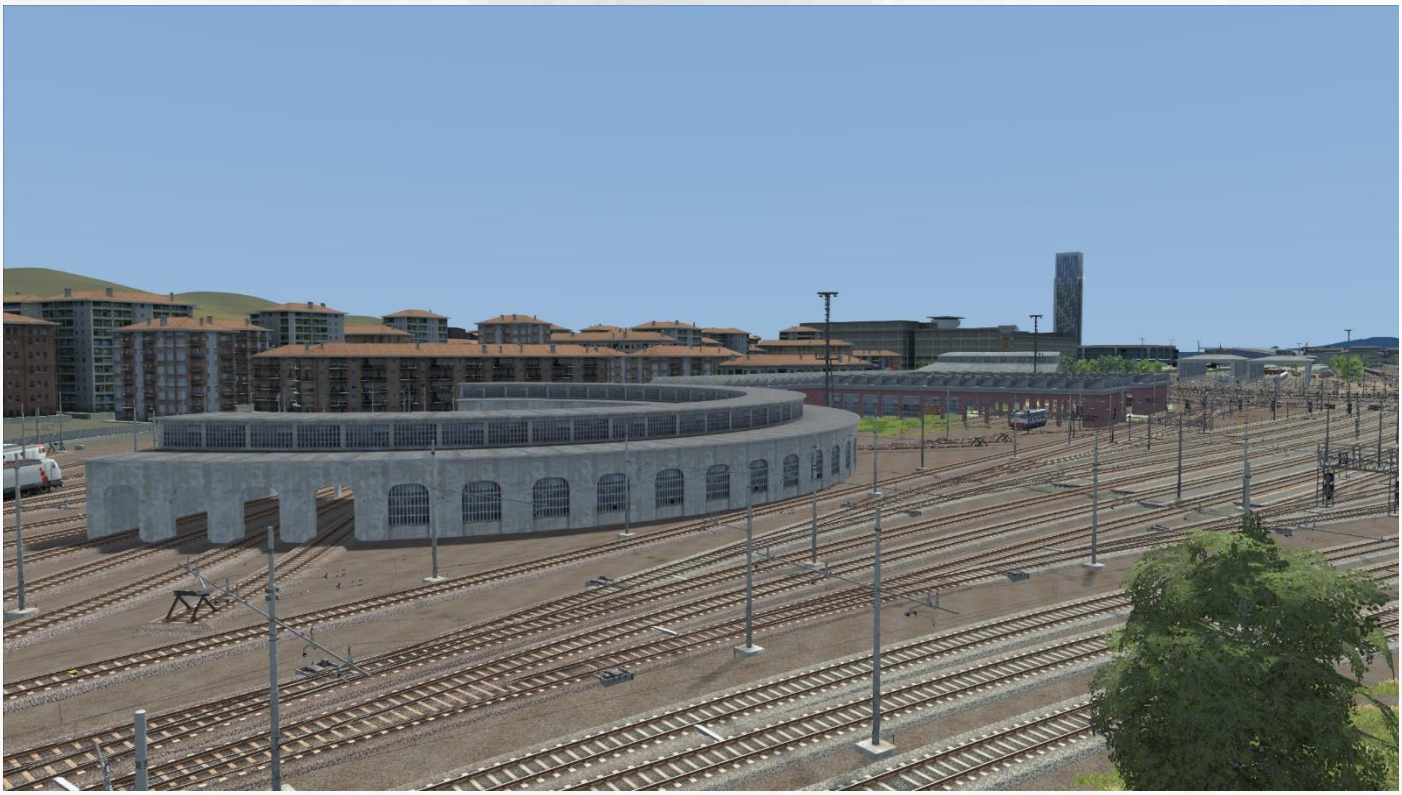


5.4. Novara Boschetto

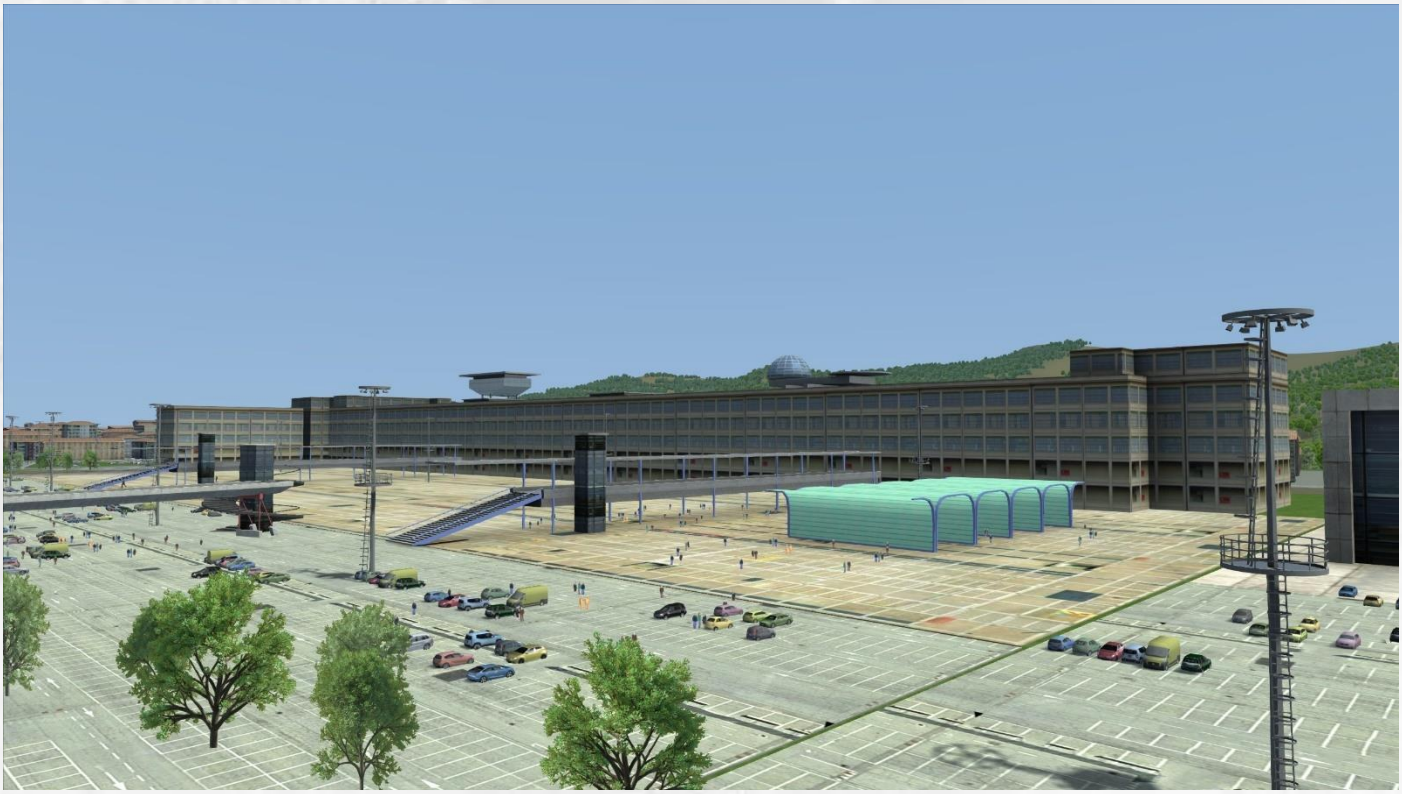
6. Features to look out for on the toute

Old building around Torino P.N.

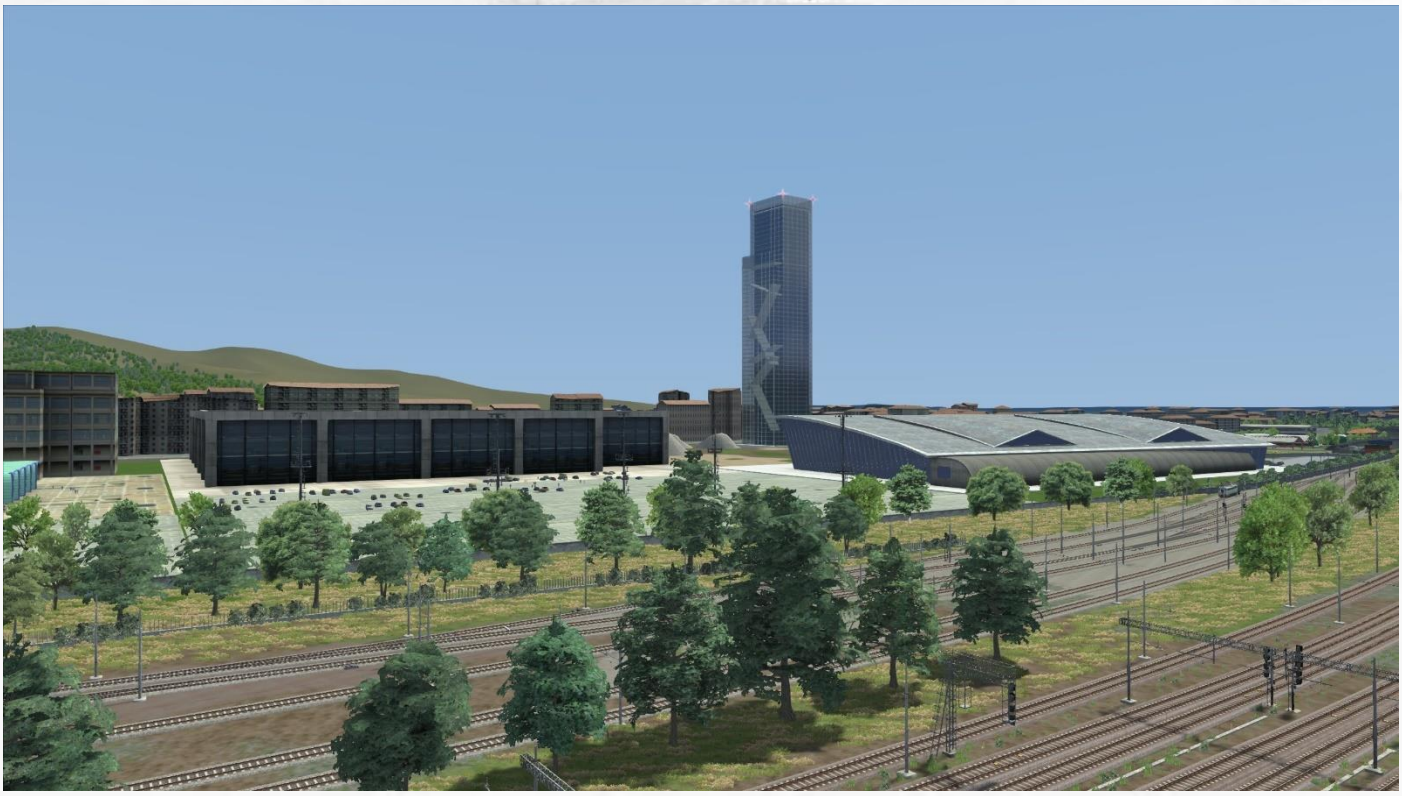
Loco Dep of Torino P.N. located between Torino PN and Lingotto station



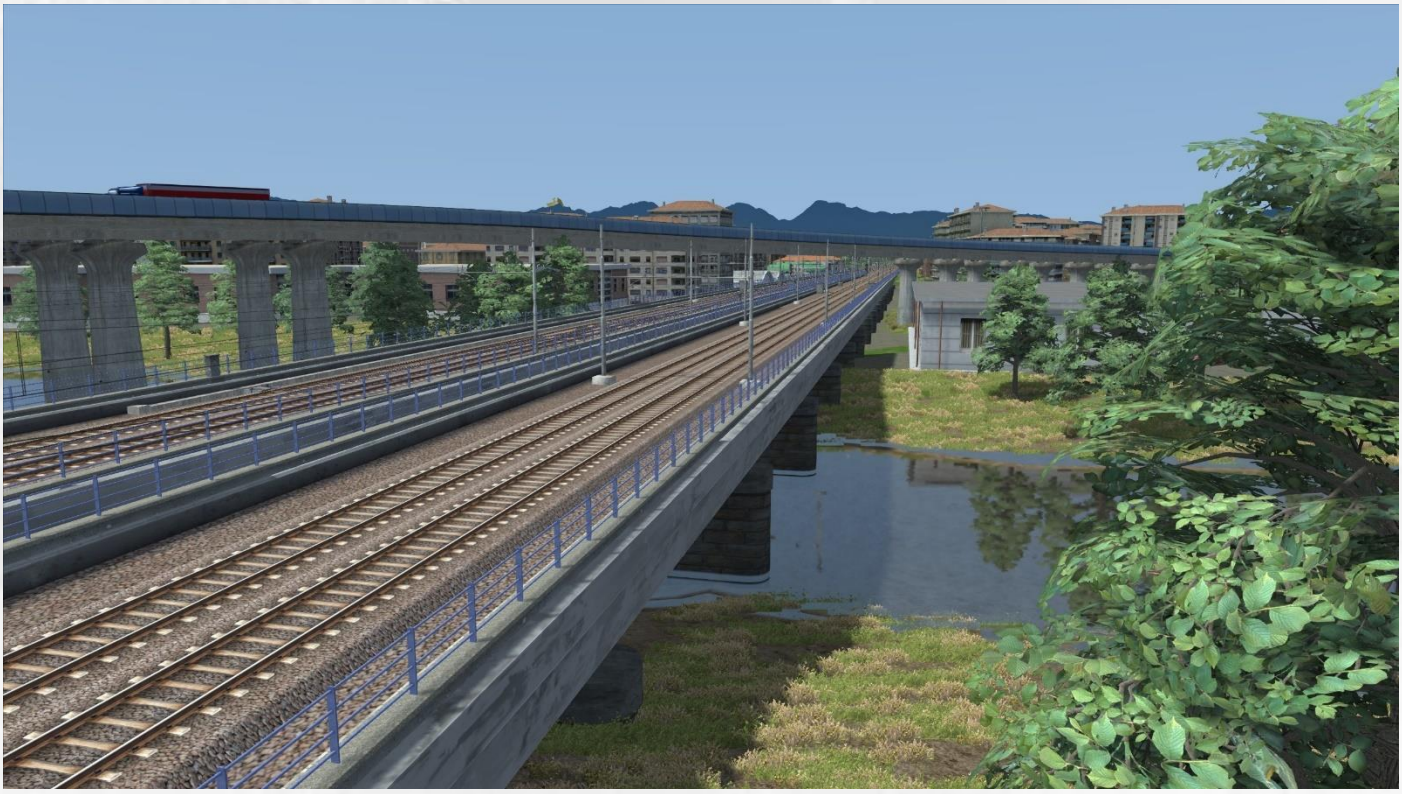
Lingotto hystorical Fiat production plant, visible near the Lingotto station



Torino Exposition center and Piemonte region headquarter, visible near the Lingotto station



Moncalieri bridge and highway cross visible coming from Torino Lingotto to Moncalieri

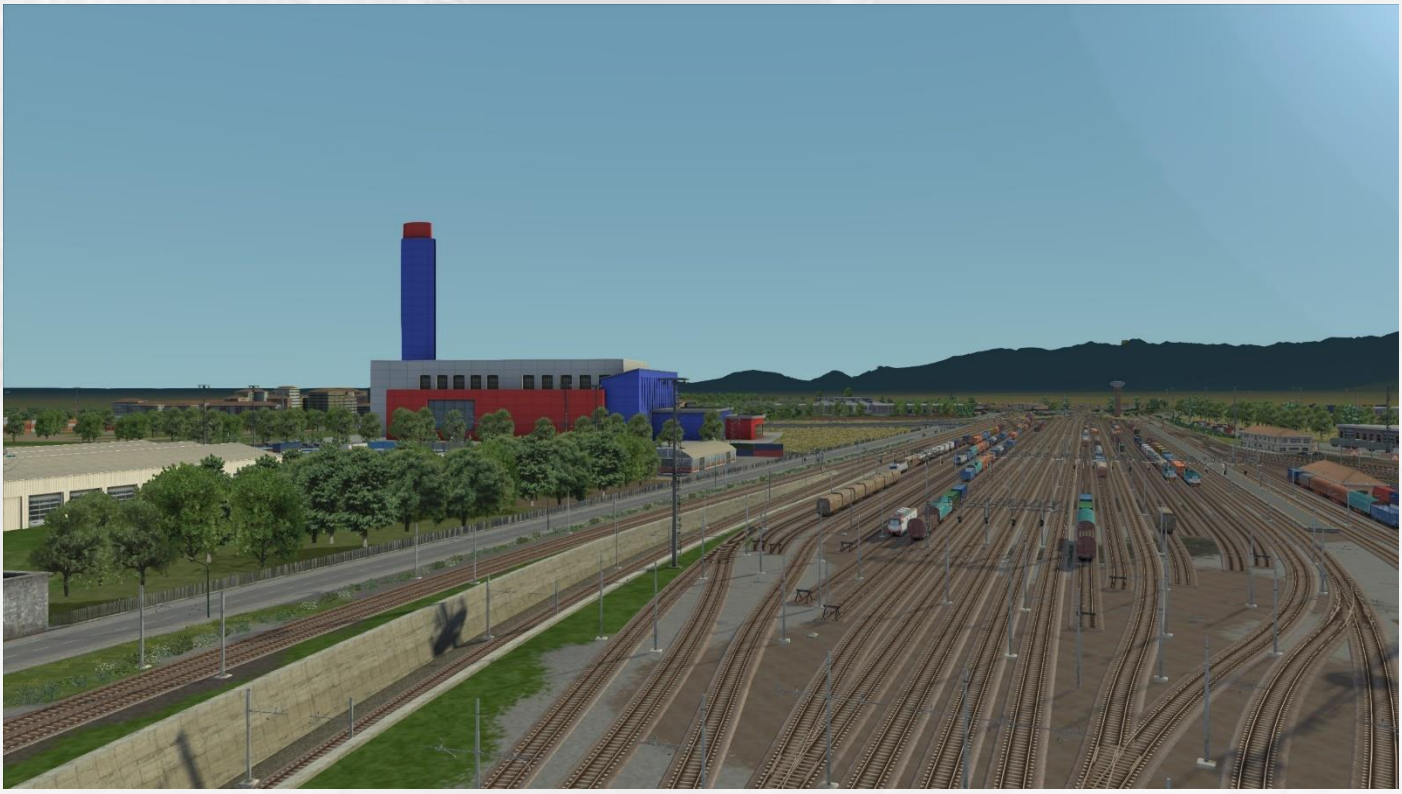


Olympic arc built for the Winter Olympyc Games 2006, visible near the Lingotto station. together with the Mercati Generali center.

Olympic district built fot the Winter Olympic Games 2006, visible near the Lingotto station.

Pala Ruffini. Visible going toward Bardonecchia or Orbassano

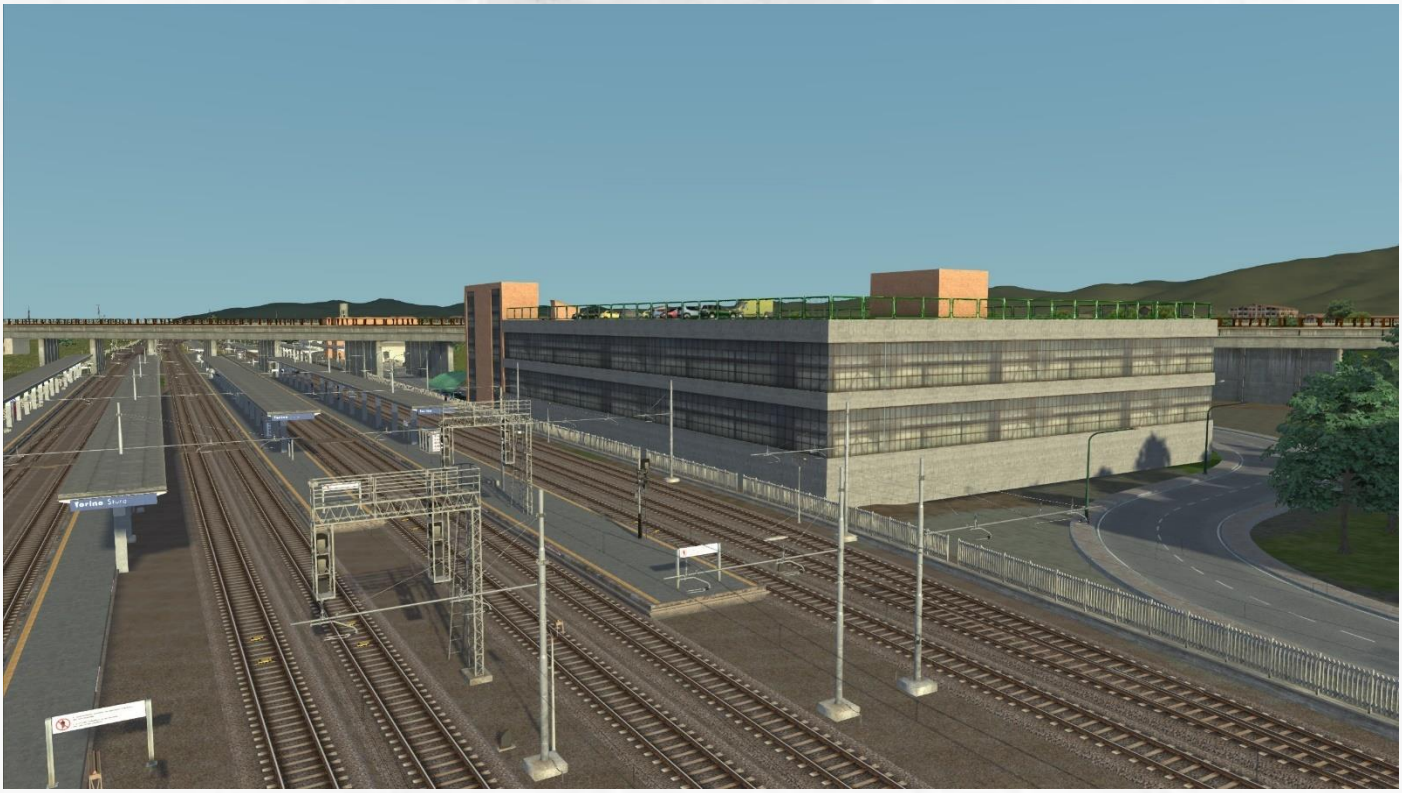
Turin incinerator, visible arriving at Orbassano freight yard.



Fiat Mirafiori production plant visible arriving from Orbassano freight yard to Drosso freight yard.

Pipe bridge, visible after San Paolo station in direction to Bardonecchia.

Torino Stura Parking, visible near the station.



Intersection bridge between different Torino-Milano line: the high-speed line, the hystorical line and the new one. Visible after Torino Stura station.

Bridge over Malone river visible after Brandizzo station.

Chivasso bridge, visible immediately after the station.

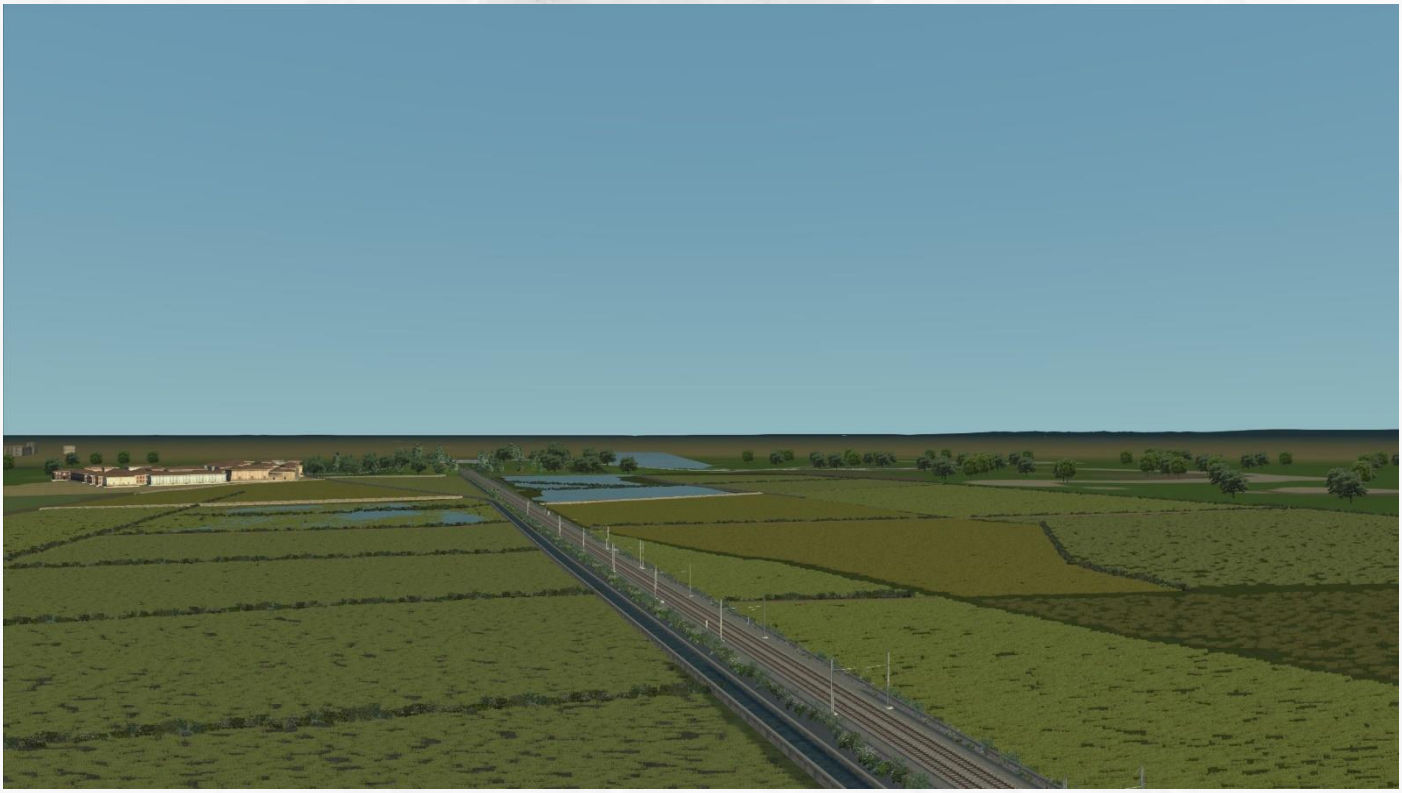
Railway and road bridge over Dora Baltea river, visible before Saluggia station.

High speed line interconnection, visible before Bianzè station.

Electrical substation visible before Bianzè station

Magliola maintenance center visible entering Santhià station

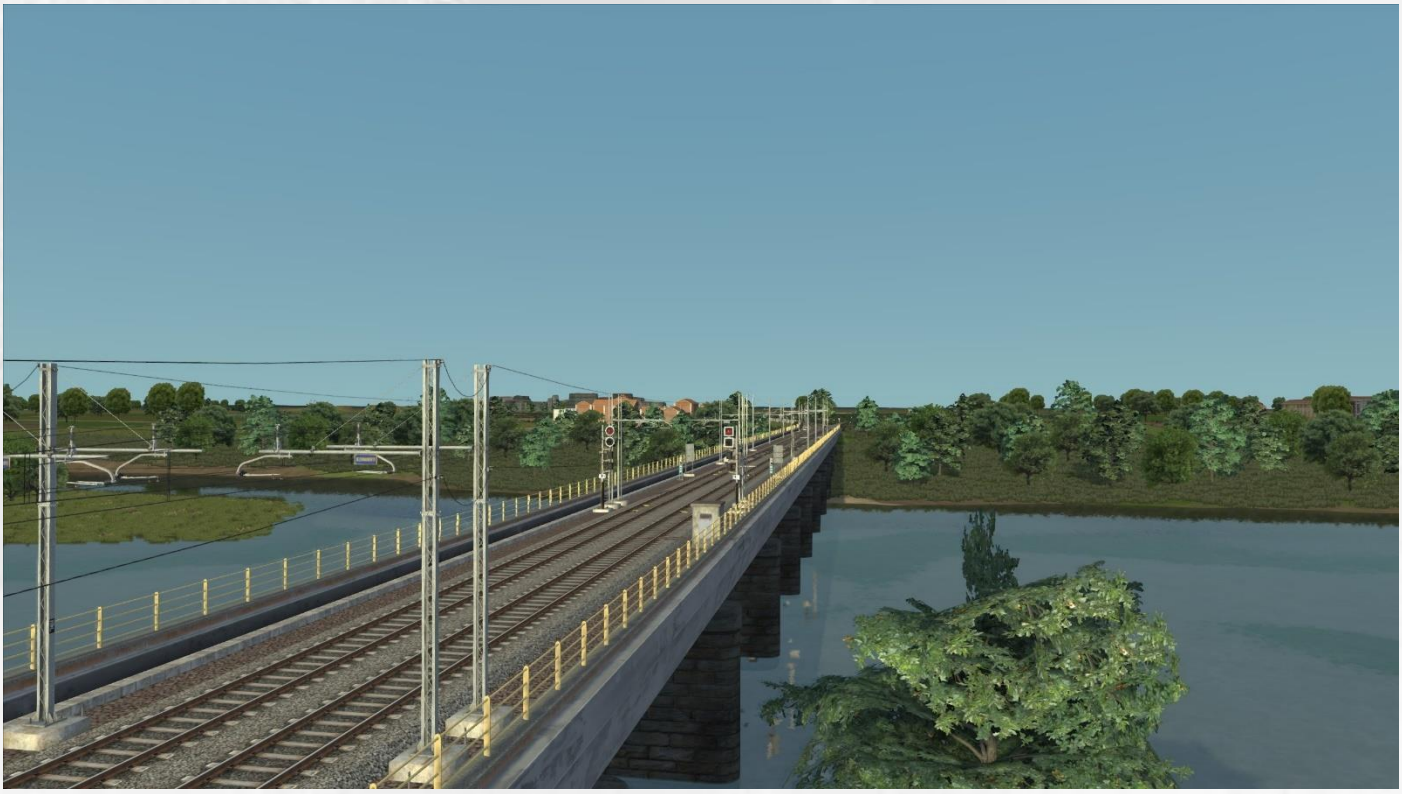
Rice cultures visible in a wide area around Vercelli



Industrial plants visible entering Vercelli station.

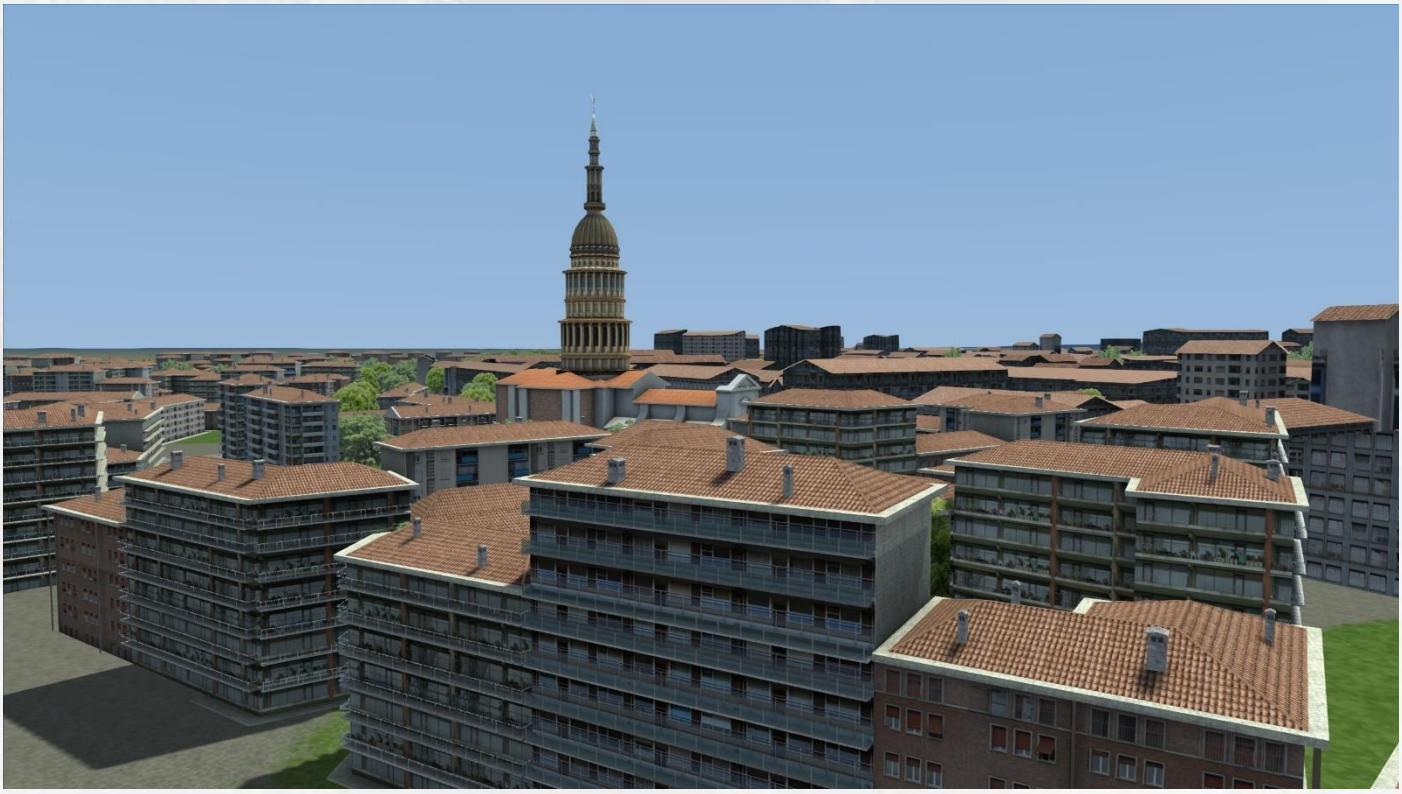
Vercelli bridge visible entering Vercelli station

Bridge over Sesia river, visible immediately after Vercelli station toward Novara



TV antenna structure, visible entering Novara station from Vercelli

San Gaudenzio cathedral, visible from the Novara station



Bridge over Terdoppio river, connecting freight yard of Novara

7. Custom assets included

Quite all the assets have been created by scratch for this route, Hereafter some descriptions and pictures of the more important ones. Most of them are included in the Common Library, the rest included in the specific Torino-Novara Library.

7.1. OHL

Catenary and OHL poles in various versions are available in both the version for single wire and double wires. Double wires is normally used in the main line, single wire only in junction and inside station over secondary track and/or terminal station.

Aerial support is also available for junction wire that cover a diverging or converging track.

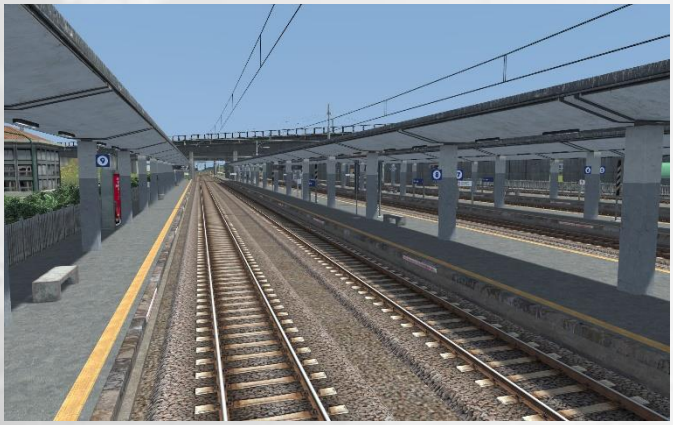
Over the main line, every 750mt an electrical section is placed. Also, before and after a station the electrical section structure is placed.

7.2. Signals

All signals have custom 3D model and a custom script. All the main signals are supplied with the route. Some of the low signals used normally in maneuvering have limited function due to TSC capabilities, and they give only a clear or blocked state. For a deeper description of the signals function, pls refer to the specific and dedicated manual. Signals have numbering system according the Italian regulation,

7.3. Platform and canopy

For the various stations a number of platform (concrete and stone version) and different canopy (in loft or normal version) are included in the Common Library,



7.4. Line related assets

A complete pack of supporting signal an board are created to fully cover the Italian regulation. They include speed limit board, signal warning board, electric information board, pole labeling, waning board, information board, milepost, station board and information panel, clocks, destination board, etc.

7.5. Wall and railings

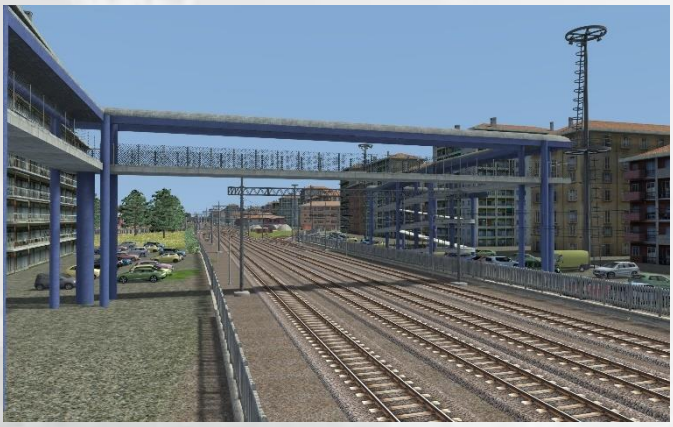
A wide list of walls in different finishing (concrete, plaster and bricks) together with a wide list of railings are supplied in the Common Library and used in the route. All of the wall are supplied in different heights (50, 200 and 400 cm) plus a very tall version up to 1200 cm.

7.6. Level crossing, roads and traffic

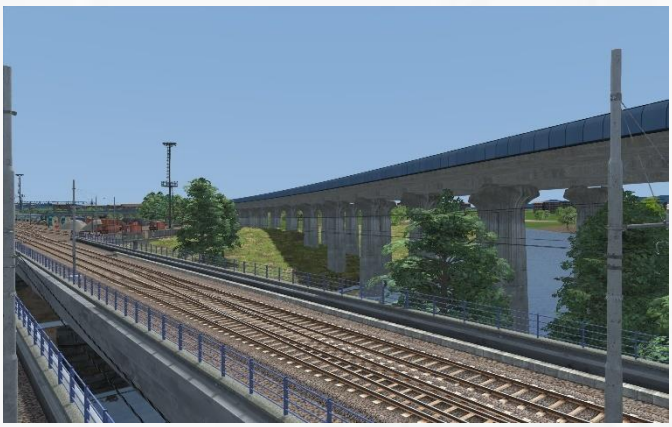
All the specific Italian crossing level are available in the Common Libray, in both functioning and static version. Roads has been created according different side style and traffic with western car is available for all the roards. Fictionary tank station and stores in several versions are also included.

7.7. Bridges and tunnels

A full set of bridges, both static and composable, and tunnels are available in the Common Library.




7.8. Buildings

Buildings are available in typical city style (alone and in group) and also in small country style. Also included far distant building to fill city environment in low poly and low details version.

8. Rolling Stock included

The route come with an expert EMU, called Minuetto. Please refer to the specific manual for a full description on the possible functions and setup.

To add more Italian traffic, a list of consist usable for AI only trains (therefore without drivable cabin and functional scripting), the pack includes the following type and in various liveries.:

8.1. ETR421-ETR521-ETR621 called Rock or Caravaggio

These EMU's are produced by Hitachi in Italy. The 3 versions differ only for the number of passenger coaches: 2 (421) , 3 (521) or 4 (621) plus the front and rear loco's.

In the route are included 3 different liveries, the Trenitalia DPR and REGIONAL and the Trenord liveries (for Trenord ETR 621 is not included because not used by this transport company). The 3d models are highly detailed and include also the inside.

The loco's cannot be driven and can only be used as an AI traffic, but has been programmed with a script that handle the pantograph, lights, door and external brake indicator, other than a minimum set of sound.

The train numbers are as in the reality.

8.2. E402A

This loco is still used in Italy.

In the route are included both the original livery and the newer XMPR livery.

The loco's cannot be driven and can only be used as an AI traffic, but has been programmed with a script that handle the pantograph and lights, other than a minimum set of sound.

8.3. MDVC-MDVE passenger wagons

The MDVC-MDVE passenger coaches are still used in Italy. The 2 types differ from the position of the doors, the MDVE have them on the 2 ending while the MDVC more on the center of the wagon.

In the route are included 4 different liveries, the DPR, NAVETTA (original) and XMPR for Trenitalia, and the TRENORD one..

Depending on the type and on the livery, the coaches are available in 2nd class only (called nB), in 1st class only (called nA) and in a mixed 1st and 2nd class (called nAB). The numbering of the train respects the reality even if for the original NAVETTA and XMPR the same coding has been used because are older liveries not used anymore because replaced by DPR,

The coaches can be used both for AI or user driving consist, including door animation, inside model, external braking indicator, ducts connection to the front rear coaches and automatic last rear red indicator. A minimum sound is provided together with 3 inside camera views.

High detailed 3d Model of the body, bogey, coupling and inside.

8.4. E464

The E464 is a one of the most used loco in Italy.

In the route are included 3 different liveries.

The loco's cannot be driven and can only be used as an AI traffic, but has been programmed with a script that handle the pantograph and lights, other than a minimum set of sound. E464 is available as external add-on created by Worcester George.

9. Scenarios

9.1. Choosing a scenario

When you first start Train Simulator, select the 'Drive' option in the Main Menu, then choose either the 'Standard' or the 'Free Roam' scenarios.

Use the scroll bar on the right side to scroll down to "North-West Italian Railways".

You can now choose your scenario and click on the 'Go' button.

16 default scenarios for the route are provided, 12 of these are Standard scenario and 4 are Free Roam. These scenarios do not require any additional and external assets (either free or payware)..

If you purchased Train Simulator after 20 September 2012, you will require the European Loco & Asset Pack (available to purchase via Steam) for all the scenarios to operate correctly.

All the default scenarios that do not require any external assets are named with the prefix "[Default] [TN]".

The scenarios provided with the route that are not named with this prefix require external assets. Pls refer to the specific section for a list of assets to be downloaded (either free or payware),

9.2. Default Standard scenarios

9.2.1. [Default] [TN] 01. Fast regional service to Novara

Today you are taking over a fast regional service from Turin to Novara

9.2.2. [Default] [TN] 02. Metropolitan service (part 1)

This is a 2 parts scenario. During the first journey, you will be driving a metropolitan service between Chieri and Chivasso.

9.2.3. [Default] [TN] 03. Metropolitan service (part 2)

In this second part, you're in charge of a metropolitan service to Turin Porta Nuova

9.2.4. [Default] [TN] 04. A southbound regional service

Starting from Novara, you will drive this regional service till Turin

9.2.5. [Default] [TN] 05. Stranded passenger

A fast regional service faced some technical issues on its way towards Turin. It succeeded to reach Livorno Ferraris, but cannot proceed further. You've to go and pick up the passenger to bring them to Chivasso.

9.2.6. [Default] [TN] 06. To Chieri

You are taking over your service in Turin Stura. Your destination is Chieri by calling at every station on your way.

9.2.7. [Default] [TN] 07. Snow and darkness

Winter time. Snow has fallen the whole day. Now it is the end of the afternoon and it is dark outside. Operate this regional service coming from Ivrea between Chivasso and Turin Porta Nuova

9.2.8. [Default] [TN] 08. Replacement train

A regional train operated by an Ale 501 is facing issues with the doors and cannot proceed further to Chivasso. You will take over that service with another consist parked in Turin main station.

9.2.9. [Default] [TN] 09. Right away to Turin

You are in charge of a late afternoon service departing from Novara and terminating in Turin. It is Sunday, so traffic will be scarse.

9.2.10. [Default] [TN] 10. Regional train from Ivrea

During peak hours, some trains are running from Ivrea directly to Novara. You are the driver of such a service.

9.2.11. [Default] [TN] 11. Morning service to Turin

Friday early morning. You are ready to operate a fast regional service between Novara and Turin.

9.2.12. [Default] [TN] 12. From Fossano

You have just arrived in Trofarello with a regional service from Fossano to Chivasso. You have to call at every station on your way.

9.3. Default Free Roam scenarios

Click a train and take it for a drive!

9.3.1. [Default] [TN] Free roam – Chivasso

9.3.2. [Default] [TN] Free roam - Novara

9.3.3. [Default] [TN] Free roam – Torino Lingotto

9.3.4. [Default] [TN] Free roam – Torino Porta Nuova

9.4. Scenario's with external addon required

9.4.1. [TN] RV 2014 – From Novara to Torino

December 11, 2025. A snowy and stormy day. You are driving the RV 2014 high-speed regional train departing from Novara for Torino P. Nuova. During the journey, you will encounter a fire emergency that you must manage according to the procedure described in the Minuetto manual. Follow the information messages on the screen.

After Santhià station, speed has to be limited to a maximum of 120 km/h fino until Torino Porta Susa station.

The scenario provides Trenitalia announcements, dynamic destinations on the Minuetto display, and compiled platform information for departing and arriving trains.

The scenario requires the paid add-on Armstrong. Powerhouse Sky & Weather Enhancement Pack.

9.4.2. QD scenario's

Quick drive scenario's are not included in the route at the current release.

An external QD pack has been created thanks to Kim Olesen, that is available for download here.

The QD contain some payware or external assets. Pls check the readme file available at the same link.

10. Property and use

This paragraph replaces any previous versions.

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- distributing the product content in whole or in part in other projects or as a generic upload
- modifying the product or its parts
- using, even partially, the files included in the assets

The assets can be used for project development (both free and payware) but it is strictly forbidden for these assets to be distributed with the project itself. The developer must specify that in order for their route to display correctly users must purchase and install the Torino-Novara DLC from authorised resellers.

Note: One or more textures on some of the 3D models in this product have been created with images from Textures.com. These images may not be redistributed. Please visit Textures.com for more information.

11. Changelog

11.1. Rel 1.0.1

First release

11.2. Rel 1.0.2

Added ref in the par 1.3 to the Minuetto manual for details on SCMT plugin.

Map changed on manual to represent Torino Porta Nuova as a terminal station and to represent Drosso yard as a side yard of Orbassano.

11.3. Rel 1.0.3

Added chapter on properties and use

Modified track to full 3D tracks

Added a specific version for installations without SCMT plugins to resolve functionality issues and modified the relevant section of the manual

Added winter textures on the rail plane for the crossing level.

Modified night textures of Palazzina 01 and 02 to eliminate artifacts

Modified the naming of some assets to eliminate special characters that made them missing in some countries (Ambient Pack and Line Signaling Pack)

Updated track sounds on underbridges

Added random sparkles on AI trains for autumn and winter scenarios.

Added scenario [TN] RV 2014 – From Novara to Torino with announcements, failures, station panels, and dynamic destination displays, usable as a tutorial for scenario creators.