The technical requirements

To run the addon "Usedom in den 1920ern" the following technical requirements must be met:

• The original USB-Stick must *always* be inserted to the PC
• Operating system must be either Windows XP, Windows Vista or Windows 7
• At least 1,5 GB space available on harddisk
• A working version of MSTS on the PC
• Administrationsrights to install software on the PC

The addon is optimized and tested with the original Microsoft Train Simulator Version Patch 1.4. This means that both the activities functionality and the track shapes used correspond to the original MSTS standard. While switches are used with lanterns instead of the usual MSTS switches here, but these have the same geometry (vectors), like those of MSTS standard. XTracks are not needed.

All activities have also been tested with MSTS BIN and Open Rails, but can differ in detail to MSTS standard. In particular, the AI traffic (all trains that are not operated by the player) shows a partially deviant behavior. So AI trains sometimes need much longer to run a distance or do not go on time or not at all. But on the whole all activities should be playable in Open Rails and MSTS BIN too.

While creating the AddOn "Usedom in the 1920s" and the associated installer we work with diligence and we were always had a look on the compatibility with various PC systems and tested them.

The route

On 15 May 1876 the first train from Berlin via Ducherow drove to the island of Usedom to Swinemünde. 1894 the route was continued to Heringsdorf and in 1911 the side route from Heringsdorf to Wolgaster Fähre was built.
The route Berlin - Swinemünde was only in the summer saison a main route throughout. During the winter months the here in the AddOn simulated partitial section Ducherow - Swinemünde was operated as side route only. This meant that crossing keepers and track marshals were not on the spot and the maximum speed was reduced. From October 1897 it was all year main route and was frequented by express trains with a maximum of 75 km/h.
Since the turn of the century the island of Usedom was known as the "Badewanne" (bath tube) of Berlin. Express trains which brought the wealthy Berlins on weekends to their families in the seaside resort Swinemünde, Ahlbeck and Heringsdorf, were called "Strohwitwer-Express" (grass widower express) and were typical on the partial route section Ducherow - Swinemünde - Heringsdorf.
On the branch line from Heringsdorf to Wolgaster Fähre rather local transportation needs were realized, although through coaches of express trains were seen there too.
The route of the AddOn has 22 stations or halts and a total length of about 84 km. The speed limit on the main route is 75 km/h, which is reached there by express trains only. At the branch line lower speeds shall apply, which will be known to You by the activities of the AddOn.

The stations and halts

Ducherow to Swinemünde

Starting point of the AddOn is Ducherow (Km 163.2), a small town with a relatively large station, because here the route branches off from the main route Berlin-Stralsund. Ducherow was a interchange station with a lot of passenger.
We continue on Karnin (Km 174.2) at the Peenestrom with the Karniner swing bridge to the town of Usedom (Km 179.1). Via the halt Stolpe (Km 184.0), the station Dargen (Km 189.0), the halt Kutzow (Km 194.0) and the on demand halt Golm (Km 198.7), the route goes to Swinemünde main station (Km 201, 0). Here the route branches on the one hand to the port at the bulwark Swinemünde and to Swinemünde Seedienst and on the other hand to the railway station Heringsdorf.

Swinemünde to Heringsdorf

From Swinemünde main station it goes via station Swinemünde Bad (Km 202.5) with only passenger operations to Ahlbeck Seebad (Km 207.0), and then to Seebad Heringsdorf (Km 208.6). From the term "Seebad" (sea resort) you can actually see the lively bathers traffic have been there at that time. Heringsdorf is then the terminus of the route Ducherow-Heringsdorf.

Heringsdorf to Wolgaster Fähre

From the terminus Heringsdorf it goes to the side road towards Wolgaster Fähre. First reached are the bathing and summer resorts Bansin (Km 214.6), Ückeritz (Km 222.3) and Kölpinsee (Km 225.6). Then Koserow (Km 227.6), Zempin (Km 231.2) and Zinnowitz (Km 235.0). And from here it goes via Karlshagen-Trassenheide (Km 237.5) and Bannemin-Mölschow (Km 239.5) to Wolgaster Fähre (243.5). The entire side route was not only built for passenger traffic of course. The demand for freight transport was the base of the considerations to build the route. But then increasing bathers traffic made the route in addition profitable.

The Karnin swing bridge

The most impressive building of the route of the AddOn is the swing bridge in Karnin of course. It spans the river Peenestrom, which separates the island Usedom from the mainland. Since its construction in 1876 the bridge was intended to keep two railroad tracks. But in the early days there was only one track layed on the bridge.
At the position where ships underpass the bridge, its segments were designed as a swing bridge.

The activities

All passenger train activities are designed in accordance to the timetables of the years 1926 and 1927. Even in some freight train activities the seen passenger trains are according to the timetable of 1927. We are on the island Usedom in a relatively decelerated era. According to this the velocities are slow. If you expect the maximum speeds of that time, such as the "Fliegender Hamburger" with 160 km/h, you are not well advised with this AddOn. The right velocities here are from 30 km/h to a maximum of 75 km/h according to the timetable.

The total time of all activities is 20:45 hours. One will have 34 activities with 21 services, means 21 trains.

Almost all activities do not end abrupt with the usual MSTS end message box. This gives you the opportunity to stay in the game after leaving the passengers off your train at the last station. So you can take a look around at the last station and decide by your own when the activity ends up.

The signals

The "Deutsche Reichsbahn" was founded in 1920 and was an association of former provincial railroads. The very moving 20s brought many changes and new features for the railways with it, such as the standardization of rolling stock (unity of locomotives and wagon types) or the revision of the signal meanings.
Until 1930 the so-called "Wegesignalisierung" (signaling pathways) was valid. The semaphores of the main signals thus pointed the way over the railway switches in the path ahead. This resulted at some great stations to a "signal-labyrinth" where a lot of multiple semaphore signals possibly repeatedly shown the path to the platforms. So, for example, a signal with two semaphores meant "Free ride for a branched path" or "Free ride free for the plain line track".
Since 1930 the "Wegesignalisierung" (signaling pathways) has been replaced by the "Geschwindigkeitssignalisierung" (speed signaling). From then on a 2 or 3 semaphore signal meant "Free ride with a speed limit" (usually 40 km/h). A little later the signal meanings were named with Hp-shortcuts. In principle, the Hp-terms and definitions are valid up to the present, except the Hp3-term, which disappeared in the '60s with the 3 semaphore main signal.
In the AddOn a Hp3-signal is installed in the town of Usedom. Despite the used timetables of 1926 and 1927, the signals will be descriped here with the Hp-meanings of the year 1930.
The meanings of the signals according to the rules of 1907 are enclosed in parentheses and set to italic. If necessary, the terms used today are mentioned, provided they differ, and the signal still exists today.

Semaphore main signals (Formhauptsignale)

The semaphore main signal is one of the most important signals of the epoch II. It signal the engine driver wether the route ahead is allowed to be driven by the train. And at the same time it indicates the allowed maximum speed:

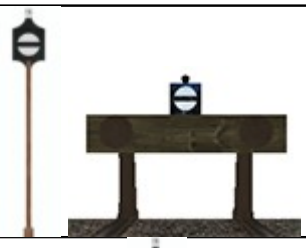
	Hp0 - Halt! (*Signal 7*) It is not allowed to occupy the route beyond the signal. (Die Weiterfahrt in den vor Dir liegenden Streckenbereich ist nicht erlaubt!)
	Hp1 - Fahrt frei! (Free ride!) (*Signal 8a*) Drive on with the allowed maximum speed of the route. (Die Weiterfahrt ist mit Streckenhöchstgeschwindigkeit erlaubt.)
	Hp2 – Fahrt mit reduzierter Geschwindigkeit. (*Signal 8b*) At the signal a speed limit of usually 40 km/h or less is valid for the route ahead. Often a branching switch is expected after the signal. (Nach dem Signal gilt eine Geschwindigkeitsbegrenzung von meist 40 km/h oder weniger. Du kannst oft eine abzweigende Weiche nach dem Signal erwarten.)
	Hp3 – Fahrt mit reduzierter Geschwindigkeit. (*Signal 8c*) At the signal a speed limit of usually 40 km/h or less is valid for the route ahead. A branching switch is expected after the signal, but not the immediate next switch, rather a more distant one. (Nach dem Signal gilt eine Geschwindigkeitsbegrenzung von meist 40 km/h. Eine abzweigende Weiche ist zu erwarten, allerdings nicht unmittelbar nach dem Signal, sondern weiter entfernt nach den näheren Weichen.)

Semaphore distant signals (Formvorsignale)

Semaphore distant signals are at least as important as the semaphore main signals, if not more important. They show the engine driver within the braking distance what the following main signal is set to, "Stop" or "Drive on". Thus, the engine driver can brake in time and halt the train in front of a "Stop" indicating main signal.

	Vo1 (*Signal 9*) Expect "Stop" (Hp0) at the following main signal. (Am Hauptsignal ist Hp0 – Halt! zu erwarten.)
	Vo2 (*Signal 10*) Expect Hp1, Hp2 or Hp3 at the following main signal. Free ride with possible reduced speed. (Am Hauptsignal ist Hp1, Hp2 oder Hp3 zu erwarten, also Fahrt frei, möglicherweise mit Geschwindigkeitsbegrenzung.)

Signals at switches and block barrier signals (Weichen- und Gleissperrsignale)

	Wn1 (Signal 12) The switch is on the straight path.
	Wn2 (Signal 13a) The switch branches, seen from the switch toe.
	Wn3 (Signal 13b) The switch branches, seen from the switch frog.
	Ve3 (*Signal 14, today Sh 0*) block barrier signal – The track is locked or ends here.
	Ve4 (*Signal 14a, today Sh 1*) The lock of the track is canceled. Allowed to drive on.

Protection signals (Schutzsignale / Wärtersignale)

	Sh2 *(Signal 6b)* Haltescheibe - Halt! (Stop-Plate) Drive on is only allowed after removal of this signal.
	Ve1 Deckungsscheibe - Halt! (Protection plate- Stop!) Drive on only when the red plate is turned into the horizontal position.

Feature signs (Kennzeichen / Haltetafeln)

	K10 *(Signal 35, today Ra10)* Shunting plate – Shunting range is limited by the position of this sign.
	K8a *(Signal 36a, today So8)* Halt for incoming trains

Ring and whistle plates (Läutetafeln)

	K7c (Signal 37b) Ring and whistle plate – Ring the bell and use the horn or whistle.
	*Signal 37d* Ring the bell, use the whistle or horn and reduce the speed at the next level crossing to 15 km/h.

Speed plates (Geschwindigkeitstafeln)

	K5 *(Signal 38)* Orange version since 1923. Speed limit plate – It follows a track section where a permanently reduced speed limit is valid.

Speed restriction signals (Langsamfahrsignale)

	*Signal 5* Plate of the beginning of a speed restriction. At least 300 m at main and 150 m at side routes before the start of the restricted track section. The plate was also used to announce the stop signal 6b, 700 m at main routes and 300 m at side routes in front of the signal 6b.
	*Signal 5* Plate of the ending of a speed restriction. Installation at double track right from the route, on the left at single track routes. At single track routes or oncoming traffic on the opposite track at two tracked routes the start signal for one direction of driving is also the end signal for the other direction.

Road signs at level crossings

	Level crossing Both signs are installed at level crossings with and without barriers. They are the first road signs in Germany at all and were prescribed through the Law of 1877.
	Level crossing Warning panel in accordance with § 8 of the International Transport Agreement from 1909, Annex D

The particularities and known bugs

Coupling problems with steam locomotives

Basically, the front coupling of steam locomotives is faulty. A front coupled steam locomotive causes vibrations and possible breaking a coupling of the train set. In addition, turning on the light of a so coupled locomotive crashes MSTS.
However, both the front and the rear couplings can't couple wagons which were not part of the players train set at the begin of an activity.

Graphic cards

With some less powerful graphic cards Train Simulator crashes after displaying message boxes. This happens especially in the Exterior (Cams key 2 or 3).
A remedy could either be to save the activity progress (key F2) from time to time or to stay foremost in the cabine (key 1). So the risk is minimized to have to start an activity all over again.