

Steinkirchen V2:



Release documentation

Version 2.0, December 2021



Thank you for downloading Steinkirchen V.2:

The following pages contain very important information about installing the map and using it.

Reading this document and the schedules is strongly recommended to avoid mistakes and to clarify questions in advance - the schedules are partly very complex, these files will help you to keep an overview.

Support for the map is provided in the OMSI webdisk via the [corresponding thread](#).

We worked on this project as a team over a longer period of time.

The Steinkirchen team includes:



Hamburg-Harburg / wagen11
Schleswig-Holstein / der_Nik_

In addition, a big thank you goes to:

mrecht1

OMSI-Fan-RO

Tabbi

About Steinkirchen:

The construction of the Steinkirchen expansion began in spring 2020, long after the release of the first version of the map. After many months of work, I am now happy to have completed the second version together with many hardworking helpers!

What can you expect in version 2?

New Areas:

In the northwest of the map, the town of Rothenburg was created. The new line 13 connects it on the one hand with the station Partenen (formerly called: Bf. Rothenburg), on the other hand there is a connection to Vieren (also new) and Steinkirchen. Close to the village Oststeinbek is now Kirchdorf. The village has an older building structure and is known for the Lehtalbahnhof, which departs from the station there.

The Vermunt road has not only been reworked, but also extended: from the Vermunt lake, a smaller road now leads further up the mountain. There, a private service road branches off to Freiberg-Alm, a popular excursion destination in the region. In addition, the shuttle bus continues up to the Hörnlepass.

Revisions:

Steinkirchen now gets bike traffic! In some parts of the map, wide bike lanes line the streets. The Rudolf-von-Eichthal-Straße has been converted to a bicycle street. At the Eidelstedter Platz in Rothenburg you also be able to see bike traffic! So ride carefully, bike traffic can surprise you everywhere.

Furthermore, major revisions of existing areas took place, including Partenen train station, Vermuntstraße, Steinkirchen town center and Kutenholz. Some errors and design flaws of the first version were also corrected.

You can expect a very complex timetable and duty schedule concept with some special lines and a wide variety of routes, especially in school transport.

Installation and required content:

Bike traffic and payware content:

No payware addon is required.

The addon Hamburg-HafenCity is not a prerequisite to use the map Steinkirchen.

If the addon is not installed, there will be no cyclists on the map. The addon has no other effect!

It is advisable to adjust the scripts of the bicycle traffic as follows:

Es kann mit den normalen Einstellungen passieren, dass der Radverkehr sowohl sehr langsam fährt als auch rote Ampeln misachtet. Um dies zu lösen, kann im Ordner `HC_Fahrrad\script` folgende Datei modifiziert werden: `fahrrad_constfile.txt`

- **Bremskraft:** Erhöhen des Wertes `AI_brake`. Gute Ergebnisse konnten mit dem Wert 2000 festgestellt werden.
- **Höhere Geschwindigkeit**
 - Erhöhen des Wertes der minimalen Maximalgeschwindigkeit `vmax_min` auf z.B. 20 km/h.
 - Erhöhen der möglichen addierten Geschwindigkeit `vmax_add` auf z.B. 10 km/h.
 - Dadurch werden Geschwindigkeiten von 20-30 km/h möglich.

Freeware-Content:

The following content is not included in the download and must be installed separately if not available:

Objects:

- [ADDON SimpleStreets](#)
- [ADDON gcW](#)
- [DavidM2412 – Objekte und DavidM-Objekte](#) (Version ALU or newer!)
- [folti](#)
- [Helferlein Objekte](#) and [Helferlein WVZ](#)
- [O3D SmallDetailStuff.odroid](#) and [Oberpfalz 3D](#)
- [Pennermaster Landstraßenkreuzungen](#)
- [Steven Objecten](#)

Splines (if not mentioned under "Objects"):

- [BS_ADDON_CreativeStreets](#)

Vehicles (normal AI-List):

- [MB 0530 FL \(Helvete\)](#) mit [Morphi-Soundpack](#)
- [Iveco Crossway V2](#)
- [MB Sprinter](#)
- [Setra 319 UL](#)

Other:

- [gcW-Euro Mod](#)

Note:

For the traffic signs of Rumpelhans the V2 is needed, because otherwise there are among other things additional signs on the ground. This version is included, copy this folder and let it overwrite! The version is of course downward compatible.

Line 12

Course:

Vierden, Kirchplatz – Nesselwang – Kutenholz – Partenen, Bahnhof – Vermuntsee, Bergbahn

Description:

Line 12 serves as an amplifier for lines 13 and 14. Coming from Vierden, rural areas and smaller villages are served in order to transport passengers to the nearby train stations. The stations Nesselwang and Partenen, as well as the villages Vierden and Kutenholz are located on the route.

From Partenen, line 12 takes tourists to the Vermuntsee lake, and on weekends there is a half-hourly service in the section there due to the cross-country skiing of line 13.

At Partenen station, there is a connection between Rothenburg and the Vermuntsee during the day with line 14. In the evening, line 12 coming from Vierden already ends in Nesselwang. Here there is a direct transfer to line 14 to Rothenburg on arrival in Nesselwang as well as for passengers on line 14 coming from Rothenburg to Vierden with line 12.

Due to the sparsely populated catchment areas and the winding Vermuntstraße, line 12 is only operated with solo buses.

IBIS-Codes:

1	Vierden, Kirchplatz – Vermuntsee, Bergbahn		2	Vermuntsee, Bergbahn – Vierden, Kirchplatz	
3	Vierden, Kirchplatz – Partenen, Bahnhof		4	Partenen, Bahnhof	
5	Vierden, Kirchplatz – Nesselwang, Bahnhof		6	Nesselwang, Bahnhof – Vierden, Kirchplatz	
7	Vierden, Kirchplatz – Kutenholz				
9	Vierden, Kirchplatz – Partenen, Bahnhof	v.OSB	10	Vermuntsee, Bergbahn – Vierden, Kirchplatz	v.OSB
11	KK-Naturgymnasium – Partenen, Bahnhof	v.NB	12	Partenen, Bahnhof – KK-Naturgymnasium	v.NB

Abbreviations:

OSB: Oststeinbek, Dorfplatz | NB: Nesselwang, Buchenweg

Can't find your way? Don't worry, the exact route is noted in the duty schedule, so you don't have to search!



Linie 13

Course:

Steinkirchen, Bf. Reichenbach – Kirchdorf Schwimmbad – Vierden, Kirchplatz – Rothenburg, Bevenroder Str. – Rothenburg, Strucksbarg – Partenen, Bahnhof – Vermuntsee, Bergbahn

Description:

The new line 13 represents the longest line on the map with a total travel time of 56 minutes. It passes through the newly created Kirchdorf, Vierden and Rothenburg areas, as well as the redesigned Vermuntstrasse on weekends. The route is divided into urban and rural areas.

The entire route of the 13 is generally operated at 60-minute intervals.

In order to achieve sufficient frequency in the Steinkirchen area, short-distance buses run between Reichenbach station and Kirchdorf or Vierden to increase the frequency. In this way, a 20-30 minute interval can be achieved in these areas, which is even supplemented to a 10 minute interval in connection with line 14 in Steinkirchen.

Coming from Reichenbach station in the south, line 13 crosses urban areas of Steinkirchen and branches off from the route of line 14 behind the depot of the subcontractor Jahn-Busreisen. In this area, more attention should be paid to bicycle traffic. In Kirchdorf, the railroad tracks of the Lehntalbahn are crossed twice before reaching Kirchdorf station.

After crossing Kirchdorf and Vierden, the town of Rothenburg follows behind the Kiekeberg museum. With line 14 starting there, there is now a half-hourly service at this point to the final stop at Bf. Partenen. Together, the lines pass smaller residential areas before reaching the center of Rothenburg at Eidelstedter Platz. At this bigger bus station, there is a transfer to KI lines 11 and 760.

Behind Rothenburg, the line follows the Bundesstraße 401, reaching Partenen station after a small overland section.

To increase the frequency, line 13 is extended to Vermuntsee on weekends.

Don't be shocked by the amount of routes: Many special routes are served only once a day or during the week, e.g. to bring schoolchildren to or from school. For this purpose, some routes deviate from the regular route in order to reach the school center in Steinkirchen, the school in Kirchdorf or Kutenholz. This results in many routes. The "regular" routes go from Steinkirchen to Vierden, Kirchdorf or Rothenburg.

Both articulated and solo buses travel on route 13.

01	Bahnhof Reichenbach – Partenen, Bahnhof		02	Partenen, Bahnhof – Bahnhof Reichenbach	
03	Bahnhof Reichenbach – Vierden, Kirchplatz		04	Vierden, Kirchplatz – Bahnhof Reichenbach	
05	Bahnhof Reichenbach – Kirchdorf, Schwimmbad		06	Kirchdorf, Schwimmbad – Bahnhof Reichenbach	
07	Bahnhof Reichenbach – Vermuntsee, Bergbahn		08	Vermuntsee, Bergbahn – Bahnhof Reichenbach	
09	Partenen, Bahnhof – Bahnhof Reichenbach	v.KSL	10	Bahnhof Reichenbach – Vierden, Kirchplatz	v.KSL
11	Vierden, Kirchplatz – Bahnhof Reichenbach	v.KSL			
13	Bahnhof Reichenbach – Kutenholz		14	Rothenburg, Strucksbarg – Bahnhof Reichenbach	v.KSL
15	Bahnhof Reichenbach – Vierden, Kirchplatz	v.SSZ	16	Vierden, Kirchplatz – Bahnhof Reichenbach	v.SSZ
17	Steinkirchen, Schulzentrum – Vierden, Kirchplatz		18	Kirchdorf, Schwimmbad – Bahnhof Reichenbach	v.KSL
19	Rothenburg, Strucksbarg – Kutenholz		20	Kutenholz – Rothenburg, Strucksbarg	
21	Partenen, Bahnhof – Bahnhof Reichenbach	v.SSZ	22	Partenen, Bahnhof – Rothenburg, Bevenroder Str	
23	KK-Naturgymnasium – Bahnhof Reichenbach	v.VBF v.KSL			

Abbreviations:

KSL: Kirchdorf, Schule | RSB: Rothenburg, Strucksbarg | SSZ: Steinkirchen, Schulzentrum | VBF: Vierden, Bahnhof

Can't find your way? Don't worry, the exact route is noted in the duty schedule, so you don't have to search!

Linie 14

Course:

Steinkirchen, Bf. Reichenbach – Steinkirchen, Altstadt – Lehndorf, Am Wasserfall – Nesselwang – Partenen, Bahnhof – Rothenburg, Strucksbarg – Rothenburg, Bevenroder Straße

Description:

Line 14 connects Steinkirchen with Rothenburg, traveling through urban areas and much interurban areas. As soon as Steinkirchen and its historical city center are left, the line reaches the waterfall in Lehndorf with a few trips. Like the 13, line 14 basically has a 60-minute frequency, which is increased to a 20-minute frequency on the inner-city section to the waterfall.

Afterwards, line 14 passes the village of Nesselwang before reaching Partenen station. Via the B401, the line runs to Eidelstedter Platz in Rothenburg and on to the Strucksbarg and Bevenroder Straße terminuses, thus creating a half-hourly service between the town of Rothenburg and the nearby Partenen station together with Line 13.

The travel time of the complete line from Reichenbach to Bevenroder Straße is about 45 minutes. The line is mainly operated by articulated buses.

The regular routes run from Steinkirchen to Lehndorf, Rothenburg or Partenen, except at off-peak times, with a stop at the waterfall in Lehndorf.

01	Bahnhof Reichenbach – Rothenburg, Strucksbarg	ü.LWF	02	Rothenburg, Strucksbarg – Bahnhof Reichenbach	ü.LWF
03	Bahnhof Reichenbach – Rothenburg, Bevenroder Str	ü.LWF	04	Rothenburg, Bevenroder Str – Bahnhof Reichenbach	ü.LWF
05	Bahnhof Reichenbach – Partenen, Bahnhof	ü.LWF	06	Partenen, Bahnhof – Bahnhof Reichenbach	ü.LWF
07	Bahnhof Reichenbach – Lehndorf, Am Wasserfall		08	Lehndorf, Am Wasserfall – Bahnhof Reichenbach	
09	Bahnhof Reichenbach – Rothenburg, Strucksbarg		10	Rothenburg, Strucksbarg – Bahnhof Reichenbach	
11	Bahnhof Reichenbach – Rothenburg, Bevenroder Str		12	Rothenburg, Bevenroder Str – Bahnhof Reichenbach	
13	Bahnhof Reichenbach – Partenen, Bahnhof		14	Partenen, Bahnhof – Bahnhof Reichenbach	
15	Bahnhof Reichenbach – Lehndorf, Am Wasserfall	ü.SSZ	16	Rothenburg, Strucksbarg – Bahnhof Reichenbach	ü.LWF ü.SSZ
17	Bahnhof Reichenbach – Rothenburg, Strucksbarg	ü.LWF ü.KKG ü.NB ü.KTH	18	Kutenholz – Steinkirchen, Schulzentrum	Nicht über NW
19	Bahnhof Reichenbach – Kutenholz	ü.SSZ ü.NB ü.LWF	20	Kutenholz – Bahnhof Reichenbach	ü.NB ü.SSZ
21	Steinkirchen, Schulzentrum – Kutenholz	ü.NB	22	Rothenburg, Bevenroder Str – Bahnhof Reichenbach	ü.NB ü.SSZ
23	Bahnhof Reichenbach – KK-Naturgymnasium	ü.LWF	24	KK-Naturgymnasium – Bahnhof Reichenbach	ü.LWF
25	Partenen, Bahnhof – Rothenburg, Strucksbarg				

Abbreviations :

LWF: Lehndorf, Wasserfall | SSZ: Steinkirchen, Schulzentrum | KKG: Kurt-Körber-Naturgymnasium | NB: Nesselwang, Buchenweg | KTH: Kutenholz | NW: Nesselwang

Can't find your way? Don't worry, the exact route is noted in the duty schedule, so you don't have to search!

Network Map



This plan does not include all special line routes, but only the main routes.

School bus routes

School bus Steinkirchen, Kirchwerder – Kirchdorf Schule:

Departures to school: 07:22, 08:12

Departures back from school: 11:30, 12:30, 13:15

IBIS codes: Line 000-03, Route 91 (to school), Route 92 (from school).

School bus Kutenholz – Rothenburg, Grundschule:

Departure to school: 07:41

Departures from school back: 11:30, 12:30, 13:15

IBIS codes: Line 000-03, Route 93 (to school), Route 94 (from school).

School bus Rothenburg, Gleiwitzstraße – Rothenburg, Grundschule:

Departure to school: 07:46

Departures from school back: 11:30, 12:30, 13:15

IBIS codes: Line 000-03, Route 95 (to school), Route 96 (from school).

The course of the lines is visualised on the following page!

Swimming trip Grundschule an der Rudolf von Eichthal Straße

Grundschule an der Rudolf von Eichthal Straße – Kirchdorf, Schwimmbad

Operates on Wednesday and Thursday:

Outward journey: 08:15, return journey: 09:25.

IBIS codes: Line 000-03, no route, destination 04 (school bus).

Swimming trip Kurt-Körper-Naturgymnasium:

Kurt-Körper-Naturgymnasium – Kirchdorf, Schwimmbad

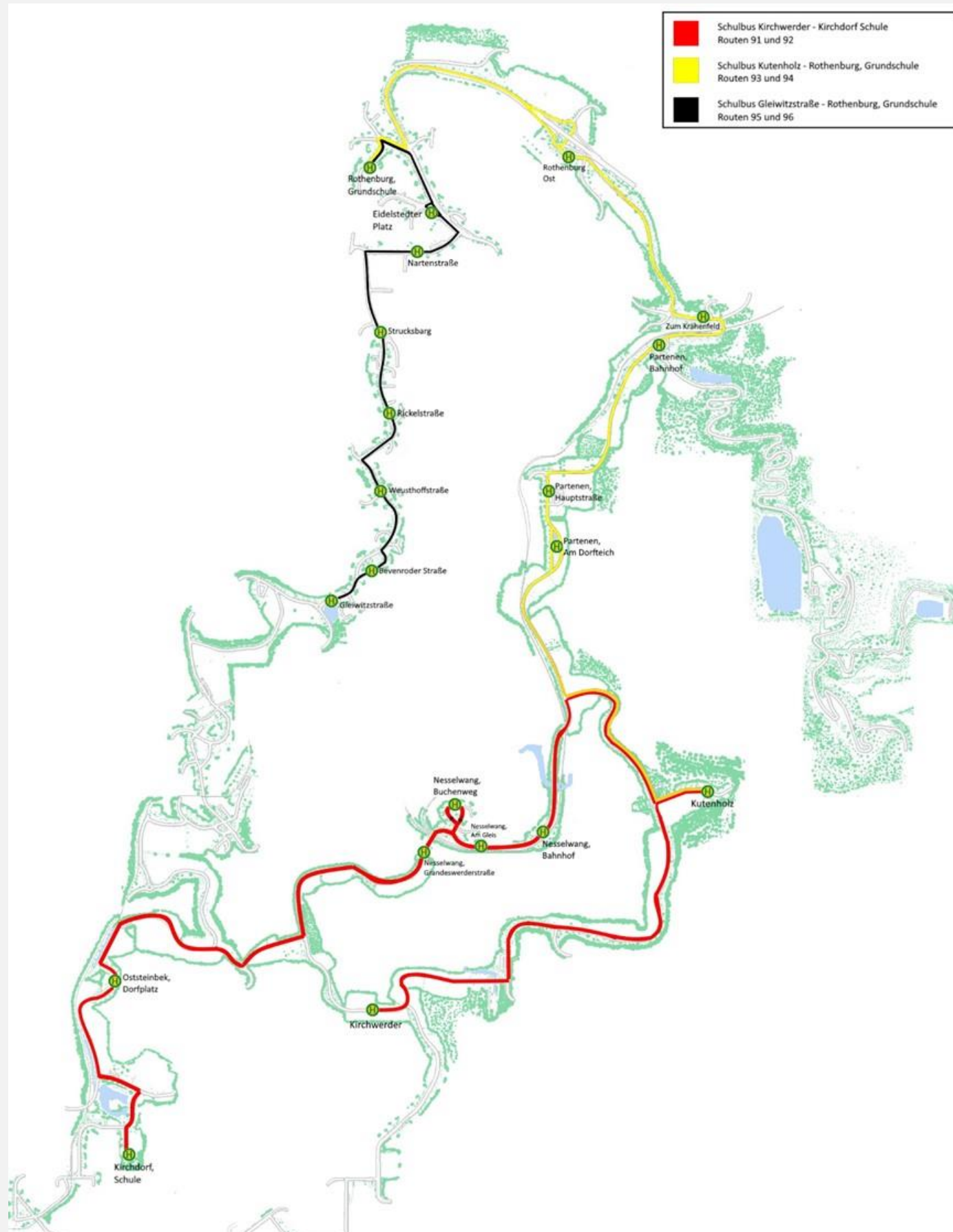
Operates on Wednesday and Thursday:

Outward journey: 10:17, return journey: 12:30.

IBIS codes: Line 000-03, no route, destination 04 (school bus).

School bus route

Due to the large number of routes for school buses, signposting by using assisting arrows is tedious. The roadmap here shows the route.



Coach lines and Hörnleshuttle

Analogous to the first version of the Steinkirchen map, a coach also runs on two days of the week to show school classes from the youth hostel around the region and take them to excursion destinations.

Coach bus, Tuesday:

In the morning, shortly before 8 am, the children are picked up. The first transfer is to Kirchdorf station, where the class boards the LehtalBahn. Before picking them up from Vierden at 1 pm, the bus takes a class from Rothenburg primary school to swimming lessons at the Kirchdorf baths and then picks them up again.

From Vierden, the bus goes via Vermuntstraße to the mountain cable car, where the group goes for a hike and is picked up again at 4 pm. The service ends at 16:30 at the depot after the children have been brought back to the youth hostel.

Speaker: Tabbi

IBIS-Codes: Line 000-00, Routes 71 – 73

Coach bus, Thursday:

After the school class has been picked up at the youth hostel at 9 am, they will go to the museum and mill in Harsefeld. After a stop there, the class is driven to Lake Vermunt. The bus returns to the Steinkirchen depot during the longer stay at Lake Vermunt. At the end of the day, the children are driven from Lake Vermunt past the waterfall to the youth hostel.

Speaker: Julian - The texts and destinations are identical to version 1, but the route has changed slightly.

IBIS-Codes: Line 000-00, Routes 81 – 84

Hörnleshuttle:

From Lake Vermunt, the roads become narrower and steeper - no longer suitable for normal scheduled buses. Hikers and tourists are taken by shuttle bus from Lake Vermunt to the Freibergalm and on to the Hörnle Pass.

The routes are timed to connect with line 12 at Vermuntsee, so that a transition is guaranteed. This shuttle is designed for sprinters or other buses of this length.

The bus runs at Wednesday, Saturday and Sunday.

Departure times:

Vermuntsee: 08:40 / 09:40 / 10:40* / 13:40 / 14:40* / 15:40* / 16:40* / 17:40

Hörnlepass: 09:18 / 10:24* / 11:24* / 14:18 / 16:18 / 17:18 / 18:18

*: direct, without stop at Freibergalm

IBIS-Codes: Linie 000-00

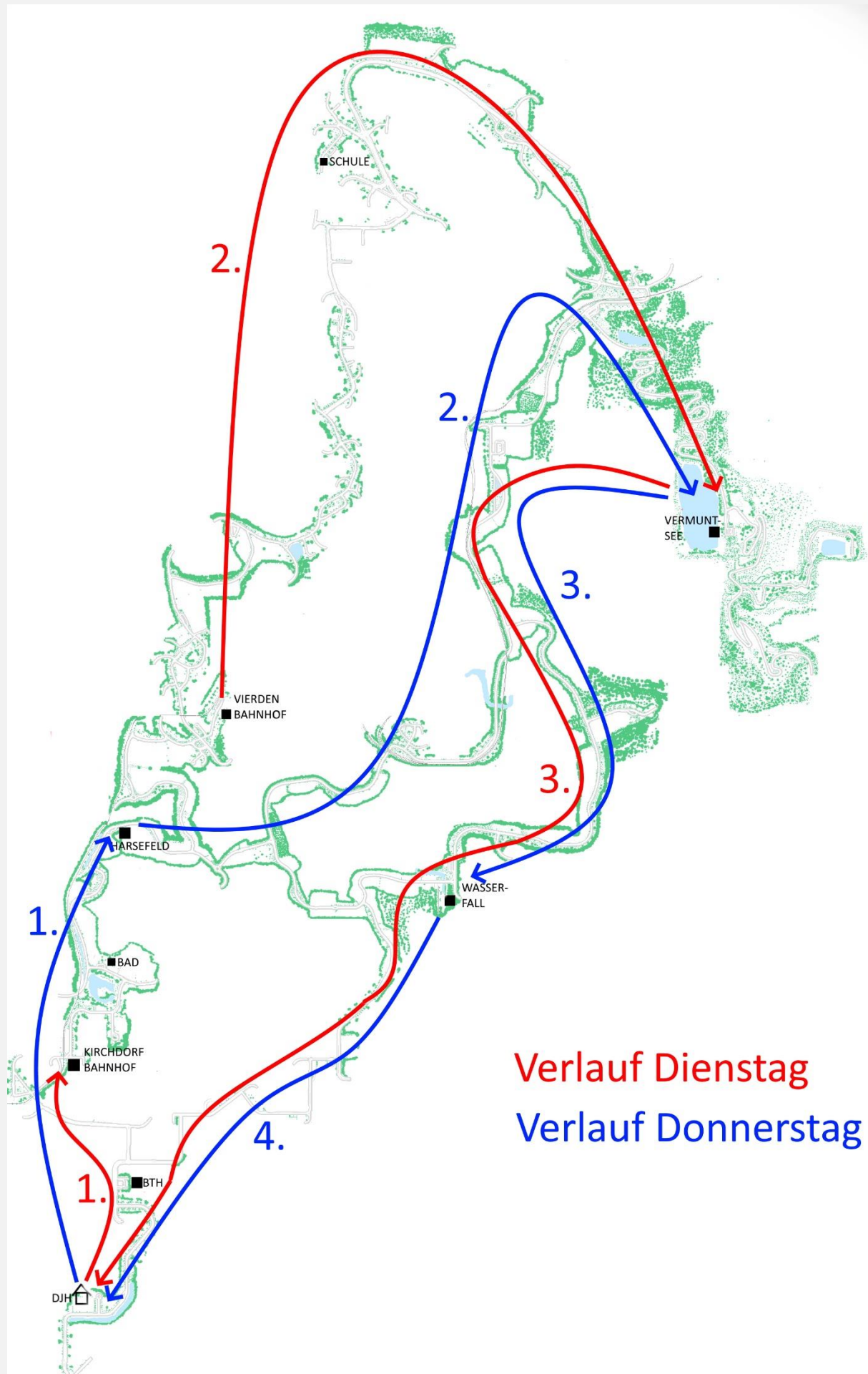
Route 61: Vermuntsee – Hörnlepass (directly)

Route 62: Hörnlepass – Vermuntsee (directly)

Route 63: Vermuntsee – Hörnlepass (via Freiberg-Alm)

Route 64: Hörnlepass – Vermuntsee (via Freiberg-Alm)

Route of the coach lines



Special features

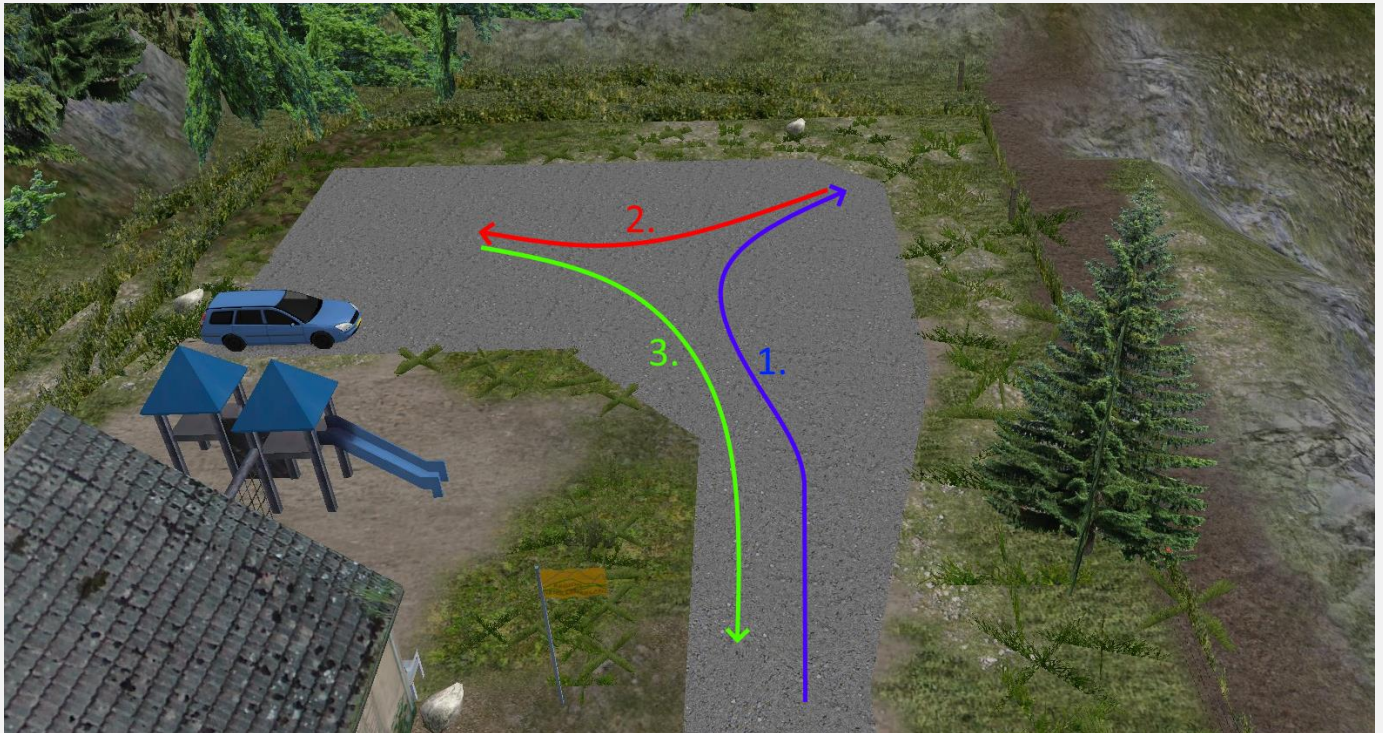
Turnaround at the Freiberg-Alm:

The turn at the Freiberg-Alm is done in three steps:

In the first step, the rear right corner of the turning area is approached in an arc.

Then, turning completely left, you push back until the vehicle is roughly at a 90° angle. Now you can turn right and have turned without any problems.

Other techniques are certainly possible, but not advisable because of the limited space.



Turnaround at Hörnlepass:

The turnaround at the Hörnlepass car park is done in one, two or three turns, depending on the parking situation of the cars:

If the rearmost parking spaces are occupied, a left turn is made until the front of the vehicle points towards the road. Then the car is pushed back into the parking position and the position towards the front is corrected if necessary.

Kirchdorf train station:

It can be worthwhile to take a look at what's going on in the area, even away from the regular scheduled services.

Who is not a friend of steam locomotives! At the appropriate times, you can notice a special situation at Kirchdorf station that took a lot of brainpower and time. It also offers something for the ears! :-)

Partenen train station:

To help you find your way around the newly designed Partenen station (formerly: Rothenburg station), here is a brief overview of the stopping positions of lines 12, 13 and 14:

Bus platform A: Exit

Bus platform B: Line 13 -> Reichenbach and line 14 -> Strucksbarg

Bus platform C: Line 12 -> Vermuntsee and line 13 -> Vermuntsee

Bus platform D: Line 12 -> Vierden, Line 13 -> Kutenholz and Line 14 -> Reichenbach

Special routes or stops

Nesselwang, Buchenweg:

The bus stop Nesselwang, Buchenweg is only served by school buses.

Kutenholz:

Kutenholz is served by routes 12, 13 and 14 in the school bus service in contrast to the regular route.

Vierden, train station:

Line 13 runs on Fridays from Kurt-Körber-Naturgymnasium to Vierden railway station and from there on to Reichenbach.

Vierden, Kirchplatz:

- Standard situation: "queue at the back" on break P2, advance to P1 and depart at the stop cape
- Case "VKP P2": Due to an overtaking by another bus, it is necessary to complete one's break on the rear break area, VKP P2.
- Case "VKP P1": The rear break area is occupied, so that the bus standing at the rear must be passed in order to take its break in the front area P1.
- Case "Approach bus stop cape": If both break places are occupied and no break is planned, the bus stops directly at the bus stop cape to let the passengers off.

Oststeinbek:

The former stop from version 1 is operated by line 12 in school traffic regarding the connection of line 13 from/to Kurt-Körber-Naturgymnasium.

Strucksbarg:

If necessary, two buses can be parked in the turning loop at Strucksbarg. Buses of line 14 that end there always stop outside.

Train stations Partenen und Reichenbach:

The bus platforms at Partenen and Reichenbach stations are to be approached as indicated in the timetable and roster in order to avoid conflicts with other buses.

Vehicles

Repaints included:

The Steinkirchen transport company, VGS, operates in Steinkirchen. The subcontractor Jahn Busreisen is also on the road.

VGS has its depot in Partenen, not far from the railway station. Jahn's depot is in Steinkirchen.

For the Steinkirchen map, repaints are supplied for the following vehicles:

- Mercedes Benz C2 and C2G from Hamburger Buspaket
- Mercedes Benz O530 Facelift (Morphi, hIA, UE)
- Mercedes Benz O530 (Morphi)
- MB Sprinter 412D
- MAN Stadtbusfamilie
- MAN New Lions City
- MAN Lions City (München)
- MAN Lions Coach
- Iveco Crossway V2
- Setra S313UL und S319UL
- Halycon Al-Busse (C2, Setra S415UL)

Buses of older generations such as the O407, O303 etc. are not included. Repaints for the former bus company SVV can be found in the webdisk, probably there will be some from the community for VGS and Jahn later.

Al-Lists:

Number	Al-Vehicles	Regular busses	Coach busses	Shuttle busses	Cyclists
1	HafenCity + Standard	MB O530 Facelift, Iveco Crossway	Setra S319UL	Sprinter 412D	Yes
2	Standard	MB O530 Facelift, Iveco Crossway	Setra S319UL	Sprinter 412D	no

Schedule priority:

- 1: Regular bus lines
- 2: Al bus lines
- 3: Al trains

Process, Acknowledgement

Process / Thanks to the team:

At a very early stage, I started putting together a small team for the Steinkirchen map. Since 8 eyes see more than 2 eyes, I very much appreciated the meticulous work on the map.

Eager discussions were held early on about, among other things, the traffic signs and speed limits used.

The creation and detailed elaboration of the timetable concept was then a longer process, which was carried out with a great deal of ambition and effort, as well as attention to detail.

A big thank you goes to wagen11 for his meticulous work and conception, which included the analysis of the surrounding buildings on the map and the associated analysis of the traffic relations to determine the frequency of journeys and the number of passengers, also for the required connections of all school bus routes. He also saw every wrongly placed signpost and every disputed traffic sign! It is not a matter of routine to invest several working days in optimising a traffic light circuit or signalling the Lehntalbahn in a small team - especially not at 2:30 a.m.!

Even in version 1, Schleswig-Holstein was available to me as an expert for the creation of the timetable. Together we discussed connections and timings for hours. Together with wagen11, we then created complex timetables with countless tracks and trips. It's amazing that everyone in the team immediately knows where the bus "14_SBF_LWF_KKG_NB_KTH_RSB" goes, isn't it? Creating all these T&T was certainly a bigger effort for Schleswig-Holstein than first thought.

der_Nik_ not only took care of repaints, but also helped by providing a further perspective on various aspects such as design and timetable. I have known mrecht1 for several years. As intersections created by him for various projects (Hanstedt, Harburg line 142, Hamburg line 21) had never been used on maps before, he made them available to me. So many areas could be designed very individually and varied. He also willingly adapted his real intersections for us whenever we had special wishes again to handle the traffic better.

There were only a few talks in the team where there were problems or disagreements. We worked well together and spent so many hours together, sometimes without even knowing each other's real names. This project was very time-consuming, but through the joint work and the conversations with each other very varied and exciting!

Further thanks:

Fortunately, user Tabbi agreed to record the tour guide's announcements. The announcements for the regular service were made by Omsi-Fan-RO - thanks to both for their work!

Furthermore, the map, its installation and use was tested by Bamp, ICEKalt and TobiB shortly before the release, so that now everything - hopefully - works smoothly.

Final thanks also go to the Webdisk team - after leaving Marcel's Omsi forum a few years ago, I was neither active in map building nor in the community. It was only after the (partial) closure of MOF that I started to be active in both areas again. The webdisk and its Discord are a great place for conversations of all kinds, I've met a lot of great people digitally and in person lately, which is just great especially during the Corona Pandemic! Many thanks for that!

Outlook:

Chrono events are to be worked on in the near future - there are certainly still a few small things that can be incorporated in this respect. These also concern special lines in winter. Logically, any errors and problems that occur will also be corrected.

However, new areas or lines for Steinkirchen are not planned.

Memories from the development

The snowman from Kirchdorf

Fixing mistakes is certainly not always fun, especially not when you are told that someone has got stuck somewhere, i.e. there has been an invisible collision.

In this case, however, it resulted in such a cute story that it remained in the memory and therefore had to find its place on the map:

The collision in Kirchdorf could be traced back to... a snowman! In summer! He was placed there for decoration before the turning loop was built. Invisible in the summer, it was only noticed during a ride. It was first removed and then placed in the front garden of a house in Kirchdorf, where it is now visible at all times, even in summer, as a reminder of this incident.

When tired men wait for trains...

It is 2:30 am. Three men, one of whom has already gone to bed, sit in front of the monitor and wait. Actually, a train should be coming now, where is it?!

The Lehtalbahnhof, a narrow-gauge railway between Vierden and Kirchdorf, is being set up. But the train doesn't do what it's supposed to do, it doesn't come or stop. Can't it go backwards? Does it just not spawn? Where is the error? The editor and the main game are opened alternately, little things are changed. Waiting, waiting again. Is the train coming now? Error, back to the editor. Thanks for that, Omsi:



After a few hours, the time has come, and then the three of them admire with satisfaction how a steam locomotive puffing and squealing moves across the track at a breathtaking speed of about 15 km/h.

Later, many more headache-inducing hours follow on signalling, the handling of the single-track line, Omsi's problems - but it's worth it! If you want to sit back and relax and take a look at what's going on in Omsi, just stand at the level crossing at Kirchdorf station and let the situation sink in. Beautiful, isn't it?

"Supervised Mapmaking"

Not every map builder is well versed in the design of all possible areas. That's how I felt, for example, about the authentic construction of cable car stations. Under the guidance of Nik and wagen11, the current infrastructure at the Vermuntbahn was created – with accesses, fences and ticket counters.

The same was the case with the access roads to the depots – these did not initially have gates to separate the company premises from the road space. This was also addressed with each other in a Discord meeting: Several explain and advise, while one builds live.

Copyright:

The Steinkirchen map may not be uploaded to other forums or websites.

Modifications such as line extensions or changes to the timetable must be clarified in advance - in principle, no "external" interventions are desired, especially not without consultation. Please respect this, as a lot of work has gone into the conception of the project, especially in the details!

The creation of repaints with the help of the provided logos of the Repaint SDK is allowed and desired.

Copyright of individual components created for the map :

The copyright remains with the respective creator and is regulated individually by him:

The following folders with new components have been supplied:

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