Train Simulator: Amtrak Acela Express EMU Add-On Crack And Patch File Download

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About This Content

Acela! It is America's fastest train, and one of its most successful. Operating over Amtrak's electrified Northeast Corridor between Boston, New York City, Philadelphia, and Washington, D. C., at speeds up to 150 mph, the Acela carries more than 3 million passengers a year.

Amtrak's Acela high-speed trains, built by Bombardier and introduced to service in 2000, are powered by two stylish but burly (to meet U. S. crash standards) electric power cars, each weighing 200,000 pounds, delivering 6,169 horsepower, and equipped with advanced A. C. traction. Between the two power cars, the standard Acela consist is six cars, five coaches (one configured for first class and four as business class) and a mid-train café car. The coaches of the Acela, but not its power cars, are equipped for tilt operations.

Now a decade-and-a-half into their service careers, Amtrak's 20 stylish Acela train sets continue to set the standard for both speed and comfort on the busy Northeast Corridor and typically carry upwards of 15,000 travelers each weekday.

Returning to Train Simulator in an enhanced edition including improved operating characteristics and a passenger view, the Acela delivers exciting opportunities for high-speed railroading on two popular Train Simulator routes, the NEC: New York – New Haven route and the recently remastered and re-released Northeast Corridor route between New York City's Penn Station and Philadelphia's 30th Street Station.

Equipped with authentic cab signaling capabilities and the passenger-car tilt-feature which allows the train to smoothly navigate curves along its route, the Acela brings the best of American high-speed railroading to Train Simulator!

Scenarios

The Acela includes three career scenarios for the [NEC: New York – New Haven](#) route and five career scenarios for the [Northeast Corridor: New York – Philadelphia](#) route (available separately):

Scenarios for Northeast Corridor: New York – Philadelphia:

- Business Bullet

- Acela from Phili

- Acela Express

- Silver Star

- Acela from the Apple

Scenarios for NEC: New York – New Haven:

- Acela Express to Washington

- Express to Stamford

- First train to Stamford

More scenarios are available on Steam Workshop online and in-game. Train Simulator's Steam Workshop scenarios are free and easy to download, adding many more hours of gameplay. With scenarios being added daily, why don't you check it out now!

[Click here for Steam Workshop scenarios.](#)

Key Features

- Complete Acela consist, including Bombardier 6,169 horsepower power car, first-class and business-class coaches, and café car.

- Authentic tilt features

- Passenger view

- Challenging career scenarios for the NEC: New York-New Haven and Northeast Corridor: New York – Philadelphia routes

- Quick Drive compatible

Title: Train Simulator: Amtrak Acela Express EMU Add-On
Genre: Simulation
Developer:
Dovetail Games
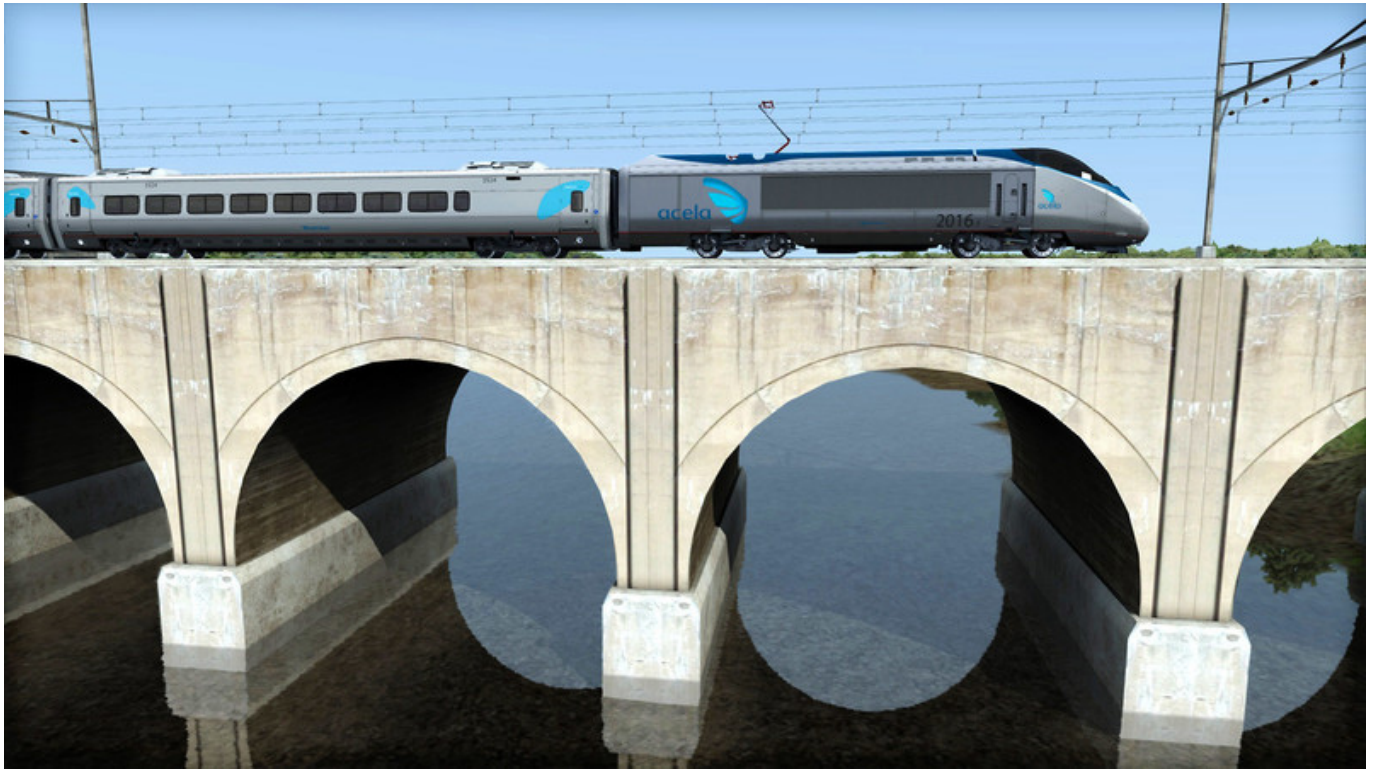Publisher:
Dovetail Games - Trains
Franchise:
Train Simulator
Release Date: 13 Oct, 2011

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English

Great locomotive. Got it for Christmas and it runs great. The P3 horn is odd for it but overall it is amazing!. looks like the Queensland rail DTT for any aussie's out there.. I realy love this Loco it is pretty good enjoy this DLC it is amazing.. pros - get to drive the train. cons: no internal passenger view, incorrect tractive effort (seems to have stats ported from the Pendolino EMU), onboard cab signalling does not work properly and can interfere with driving (even the keyboard control doesn't work for it and no ATC disable keyboard combination (aka Q - supposedly the acknowledge button key and CTRL-D for ATC disable (works on the ACS-64 add-on, AEM-7 and the HHP-8 addon, not this one though). Quite poor. The carriages are invisible on my Acela, only the front and rear driving cars appear on the track with empty space between them. In addition, with the newark to new haven route the platforms dont appear and people just float in the air.

Would not recommend this add on or the accompanying route purchased seperately.. I love the game, except for the fact that some of the coach cars on trains don't have an inside passenger view For example the Amtrak Acela Express. Everything in the game is so well detailed. I believe that can be too.. Its one of my favorite trains to run on Train Simulator 2015... but i strongly think it could be better if they included a passenger veiw along with allowing the mirrors to fold in and out when the train is in station. It's the small things like this that will make this train one of the best out there.. This is a pretty decent train. Runs pretty good on the tracks. Sometimes the train has a hard time starting up and the horn is a little buggy. But other than that it's still a fun train to drive.

Train is very nice you can do more than you get to do in other trains like set terminus board very fast plus it works on 2 route's.. This is a nice train to drive and it also gives you more scenarios to play on the Northeast Corridor Route. I recomend this one.. Fast Loco. You Should Get this. Top Speed: 150 Mph. I would recommend this train to anyone who is deaf, because the sounds are terrible on this train. Doesn't seem like Dovetail Games puts any effort or even suggestions into their products. Horn isn't even close to the real train, nor the sound of the train when you accelerate. One of the worst trains in the game for sound.... Big Disappointment.. My original review as of 2014, and updated afterwards:

Had this since TS2012, but it's been changed\/revamped\/retrofitted\/whatever word you want to use since then. Some changes good, some not-so.

From what I've observed overall, the unit is very easy to control as one'd expect, being a MU. Visual and modeling details have always been a personal high point, with the animation being good. Some touches are here and there like the panto sparks, updated livery, and the lens flare as another user has noted. I wouldn't be absolutely sure but I think the specs have been redone since then too, like how in the past it'd top out at 147 MPH in the sim, when the real one, as also noted in promotional material of this DLC here and there, can go up to 162 or 165. Seems to speed up a lot faster so it can be assumed they gave it a bit more juice.

Other bugs have been fixed when you load a scenario partway through that had to do with the Cruise Control, displays, and other cosmetic functions. The "Acela Express" scenario was also optimized a while ago, although the last time I played it, it still suffered here and there from an AI train desyncing and derailing offscreen, the player being held up at Newark by a signal and thus not be able to satisfy the timetable, or be unable to finish the scenario at all with a set of points always set against you.

If you also own or plan to own the New York to New Haven DLC, there are a few more Career Scenarios available using the Acela there too, although the Achievements seem to be broken at the time I write this.

Now, some of what prevents this DLC from being more perfect (in my eyes, anyway):

- Cruise Control is broken; it either takes longer to kick in than from before this DLC was reworked, or it doesn't at all\u2014the Class 390 is a better example of how it should function.

- Pantographs can be a bit wonky; by default, the front pantographs are used relative to the direction being traveled, when it should be the rear ones. The cab switch to choose a pantograph doesn't appear to be animated either, and whatever I do seems to cause an indefinite loop of raising and lowering the "unused" pantograph.

- Carriages leave a lot to be desired; while I did note the modeling was nice, inconsistencies from the real thing include the lack of the Business Class "End" Car (it's like the First Class Car, with two doors rather than four), how the carriages are generally flipped as opposed to how they should be in consists (ex. the First Class Car's\u2014and wouldbe Business Class End Car's\u2014doors should be adjacent to the Power Car, the two middle Business Class Cars, seat-wise, should face away from each other, and the Cafe Car should also be flipped relative to how it currently is (to give an idea, the windows, on the side with less windows, should be closer to the closest Power Car)).

- In addition to above, they lack a passenger view.

- The horn does not automatically turn on the bell like it does on the ACS-64 (as well as how it did in the original Kuju\/MS TS).

- Whatever updates done to the DLC also messed with the lights; the marker lights (the red ones) on the opposite power car don't always turn on when the front ones are switched on, and the ditch lights can either be on or off; they don't flash or alternate like previously (at least for me).

- I probably don't even need to mention the sounds, save for the horn and bell really (though, this is only minor personally).Otherwise, it's a must-have if you're going to drive on either of the Northeast Corridor Route DLCs, especially when you consider the workshop scenarios available here for them. Too if you just like fast trains like I do.

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Update Jan 2017: I tried this DLC a few days ago (or 2 years after initially reviewing this) and I've noticed these changes and improvements, as well as stuff that still keeps the DLC from being the best it can be.

Pros:
- Cruise Control is set by a combination of the on\/off switch and the lever next to the throttle. The desired speed can be set by the lever and the switch is turned on once reaching said speed to maintain it.

- Passenger view added to the First Class car.

- Pantograph controls less buggy and work properly. Front\/rear\/both pantographs can be raised independently; by default in many scenarios the front pantograph is raised whereas the rear one (relative to direction traveled) should be raised instead. (x) The switches themselves still don't seem to be animated even if they are clickable however.Cons:
  - First Class car still needs to be flipped; doors should be on the end adjacent to the Power car. (x)

  - Business Class car adjacent to First Class car needs to be flipped. (linked above)

  - Caf\u00e9 car needs to be flipped. (x)

  - Business Class car adjacent to Power car should only have two doors (can be a reskin of the First Class car barring any differences in the interior). (linked above) (I'd do all of these if I knew how to edit the default consists and apply them to all scenarios.)

  - Ditch lights switch only works in "off" and "fixed" settings. The "flash" setting itself is activated with a press of the horn and not the switch. (x)

  - Horn still doesn't automatically turn on the bell like the ACS-64.I'd still recommend it, but felt the need to point these things out since it's not exactly a free product.