

CALIFORNIA HIGH SPEED RAIL

~ A TRAINMASTER SCENARIO BY KURT'S RAILROAD TYCOON FAN STATION ~

TEST MAP RELEASE 2

SETTING

California, USA

TIMEFRAME

39 Years

1996-2010 (the past)

2010 (the present)

2010-2035 (the future)

BACKGROUND

With California's highways/freeways jammed and its airports overloaded, it was natural for the state government to look for a way to alleviate the problem. In 1996, the California High Speed Rail Authority (CHSRA) was founded as a basis to tackle the problem. Drawing off of systems in Europe and Asia, the Authority has drawn up an extremely detailed plan to build the New World's first true high speed rail system. Reaching planned speeds of up to 220 mph, the California High Speed Rail system is planning on being one of the fastest high speed systems in the world.

DESCRIPTION

You've been hired by the CHSRA's Board of Directors to be its Chief Executive Officer. You are in charge of preparing, constructing, and operating the entire high speed rail system within the timeframe and restrictions provided by the CHSRA's Board of Directors and the California State Government. You must prove that the system lives up to its pre-construction hype and that it, when finished, is efficient, profitable, and will be on track to pay off its entire construction and planning costs within a few decades. This will prove to be no easy task for any Railroad Tycoon.

THE COMPETITION

Amtrak California

Amtrak's California branches of service are collectively titled as Amtrak California. Amtrak California currently operates four main routes: California Zephyr, Capitol Corridor, San Joaquins, and Pacific Surfliner. California Zephyr connects San Francisco (by way of Oakland) to Chicago, Illinois. Capitol Corridor connects the state capital of Sacramento to the bay area in Oakland. San Joaquins binds the Great Central Valley together by connecting Sacramento to Bakersfield. Pacific Surfliner connects coastal Southern California's San Luis Obispo to San Diego and uses shared track in the Los Angeles and San Diego areas with Metrolink. Amtrak California will most likely be your top competitor in this scenario, as it is already well established. Though passenger traffic on Amtrak California will be low in the 1990's and early 2000's and Amtrak California may be suffering

somewhat, passenger traffic will pick up in the mid to late 2000's. You will have to quickly establish yourself soon after construction of the high-speed line begins. Amtrak California is also the only railroad in this scenario that can build the AMD-103 (1993) engine.

NOTE: For the purposes of this scenario, Amtrak California is representational of the Union Pacific's lines in California. In reality, most Amtrak trains in California run on Union Pacific rails. Therefore, Amtrak California is allowed to haul freight as if it were the Union Pacific's trains hauling it on their own lines.

Burlington Northern Santa Fe (BNSF)

Burlington Northern Santa Fe is the consolidation of two of the United States' former Golden Age railroads: Santa Fe and Burlington Northern. Their merger was final in December 1996; however, "BNSF" is already established at the beginning of this scenario to prevent future discrepancies. BNSF is currently the second largest railway network in the United States, runner-up only to the Union Pacific. BNSF's railway network in California spans from Stockton in the north to Los Angeles in the south. It also holds a monopoly on servicing cities in California's Mojave Desert. Since BNSF's system is somewhat shorter than Amtrak California's system, BNSF should be less of a threat to your profits. BNSF is also more helpful to your company early in the scenario, as BNSF's lines quickly connect you to the Central Valley's plentiful resources. Burlington Northern Santa Fe is the only railroad in this scenario that can build the NA-90D (1998) engine when it becomes available.

Bay Area Rapid Transit (BART)

Bay Area Rapid Transit, better known as BART to locals, is a regional passenger transit system in California's Bay Area (San Francisco and its surroundings). BART's trains run on electric third-rail track and make BART the fastest regional transit authority in California. A highlight of the BART system is the "Transbay Tube" that tunnels under San Francisco Bay from Oakland to San Francisco. In this scenario, BART will be of little concern to you early on, but will become a dominant competitor for passenger ridership in the bay area once the high speed rail system is finished.

Metrolink

Metrolink is regional passenger transit system that services California's Los Angeles Area. Metrolink is a fairly new transit system in California, having only begun service in the early 1990's. However, Metrolink is currently a driving force for travel and commuting in Southern California. Its lines stretch from Palmdale in the north, to San Diego in the South (some track shared with Amtrak California), from Oxnard in the west, to Riverside in the east. In this scenario, your early moves will be very dependent upon Metrolink's system. You will probably need to connect to Metrolink's track to satisfy the haul requirements in the planning portion of the scenario. Metrolink is the only railroad in this scenario that can build the HST 125 (1978) engine (as a substitute for its EMD-built modern engines).

SPECIAL CONDITIONS

- No Purchasing Existing Industries (you can still build your own)
- No being fired as chairman
- No resigning as chairman

- No Chairmanship Takeovers
- No Merging of Companies
- No Starting of Multiple Companies
- From 1996-2014, you CANNOT HAUL any Passengers, Mail, or Troops. Failure to comply will result in you being relieved as CEO of the authority.
- Since the CHSRA is a government agency, your credit rating will always be an 'AAA.' However, that doesn't mean going deep into debt won't have any consequences.

VICTORY CONDITIONS

For Yardmaster

Complete Stage One – Preparation

1996-2011

- *Using the CHSRA's Supply Lines and adjacent private railroads, haul these loads to Los Angeles before the end of 2011:*
 - *15 Steel*
 - *15 Goods*
 - *10 Machinery*
 - *10 Electronics*
 - *5 Explosives*
 - *5 Glass*
- *Haul these loads to San Diego before the end of 2011:*
 - *5 Steel*
 - *5 Goods*
 - *5 Electronics*
- *From 2005 through 2011, you must generate 250 gigawatt-hours of electricity.*

For Stationmaster

Complete Stage Two – Construction and Initial Testing

2012-2018

- *Successfully complete the Yardmaster requirements by the end of 2011.*
- *Commence construction of the High-Speed rail line! Complete the following construction links (using electric track!!) in the following order:*
 - *Anaheim > Norwalk > Los Angeles > Burbank > San Fernando by the end of 2012*
 - *San Fernando > Palmdale > Bakersfield > Tulare > Fresno by the end of 2013*
 - *Fresno > Gilroy > San Jose > San Mateo > Millbrae > San Francisco by the end of 2014*
- *In 2015, testing of the system begins. You can now haul up to 20 loads of passengers per year, 2015 – 2019. You still are not allowed to haul any Mail or Troops.*
- *THEN, choose one of the following routes to complete by 2017:*

- Fresno > Merced > Modesto > Stockton > Sacramento
- OR**
- Los Angeles > City of Industry > Ontario Airport > Riverside > Murrieta > Escondido > University City > San Diego
- The route **not** chosen to be completed by 2017 must be completed by the end of 2018.

For Trainmaster (Tentative)

Complete Stage Three – Testing, Operation, and Fame
2019-2035

- Successfully complete both the Yardmaster requirements by the end of 2011 and the Stationmaster requirements by the end of 2018.
- The CHSRA's Board of Directors has decided not to begin operation of the Anaheim to San Francisco Line until 2020. This gives you one year (2019) to fix any lines that may have been haphazardly placed due to time restrictions.
- In 2020, full operation of the California High Speed Railroad's Anaheim to San Francisco line can commence.
 - New Restrictions:
 - The system must be 100% electrified by the end of 2020. To save costs on electrification and maintenance, bulldoze any lines that are not a part of the planned system.
 - You can no longer run or purchase diesel engines. Any diesel engines still running on your lines will be disabled.
 - You are not allowed to run trains on the Merced to Sacramento or City of Industry to San Diego lines yet, as they are still in the "testing" phase.
 - Restrictions Removed:
 - Limits on passenger, mail, and troops hauling have been removed.
- From 2020 through 2024, you must prove to your private investors and all Californians that the CHSR is as fast as it was claimed to be back in the 2000's.
 - The CHSR's average speed must be at least 185 mph at the end of 2024.
 - If the average speed exceeds 185 mph at the end of any year during this period, you will receive a boost of passenger ridership and private funding.
 - Before the end of 2024, you must construct a route using the Altamont Corridor to connect San Jose to Stockton.
- From 2025 through 2035, you must prove that the CHSR is efficient and profitable.
 - In 2025, you can now run trains on the Merced to Sacramento and City of Industry to San Diego lines, which completes the entire California High Speed Rail System.
 - Since public scrutiny has dropped somewhat, you can now get away with an overall average speed of 155 mph by the end of 2035.
 - You must make at least \$10,000,000 in profits every year from 2033 through 2035.