

2020

TSW

TRAIN SIM WORLD®

BR CLASS 31



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Quick Start Guide: BR Class 31

1. Enter the No. 1 Cab and set the Battery Isolation Switch to the Normal position.
2. Enter the rear cab (the opposite end of where you'll be driving from) and check the following:
 - a. Master Key is Off.
 - b. Handbrake is Released.
 - c. Driver's Brake is in the Cab Shutdown position and the Brake Pin is engaged.
 - d. Reverser is Off.
 - e. Cab Changeover Lever (on the rear bulkhead) is Off.
 - f. AWS Isolation Lever (on the rear bulkhead) is Isolated.
 - g. If running light loco, set Tail Light A and Tail Light B to On.
 - h. If the rear cab is also the No.2 Cab, ensure the brake mode selection switch is also set to the appropriate setting for your train. For light loco running, ensure it is set to Air Brake Passenger mode. The brake mode setting alters how quickly the brakes apply and release. For goods/freight trains, the brakes apply and release a little slower which minimises "snatching" (where trailing vehicles violently move back and forth in response to the brakes catching) and therefore excessive strain on the vehicle couplings.
 - i. All cab access doors and windows are closed, and interior lights are switched off when leaving the cab.
3. Enter the forward cab (the driving position) and check the following:
 - a. Master Key is On.
 - b. Handbrake is Applied.
 - c. Route Indicator is On.
4. Check the appropriate brake mode indication is shown on the Secondman's side of the cab.
5. If you wish to run with AWS enabled:
 - a. On the rear bulkhead, move the AWS Isolation Lever to Unisolated,
 - b. On the rear bulkhead, move the AWS Cab Changeover Lever to On.

6. If you wish to run with DSD (Driver Safety Device) enabled:
 - a. Enter the No. 2 Cab and locate the DSD Circuit Breaker Switch (rear bulkhead), move the switch to On.
 - b. The DSD will sound an audible alert requiring you to momentarily release the foot pedal (press the Q key to acknowledge DSD).
7. Sit in the driver's seat (if you wish, you can adjust the height of the seat before you take a seat).
8. If you enabled AWS:
 - a. The AWS Alarm will be sounding, press the AWS Reset Switch to clear it.
 - b. The AWS will sound an audible alert requiring you to press the AWS Reset Switch (Q key) when approaching a signal displaying an adverse aspect (Advanced Caution, Caution or Stop – see *British Signalling Reference* section) or at places where the speed limit change may be substantial.
9. Move the Driver's/Train Brake to the Full-Service position. If the brake is in the Cab Shutdown position, you will need to raise the Brake Pin in order to move the handle.
10. Move the reverser to the Engine Only position.
11. Press the Engine Start button and wait for the Engine Stopped light to extinguish.
12. Wait for the Fault light to extinguish, which happens when the brakes are fully charged.
13. If required, set the Instrument Lights to On.
14. When ready to proceed, move the reverser to Forwards.
15. Move the Driver's/Train Brake to the Running position.
16. Move the Throttle to the On position until you're rolling, then apply additional throttle as required. Locomotive speed can then be managed by careful use of the throttle and the brake. The Driver's/Train Brake can be used when an appropriate consist is coupled to the locomotive (hint, you can also use the Straight Air Brake/Locomotive Brake to trim your train's speed whilst coasting but, it should not be used for extended periods and must not be used whilst the throttle is applied). When running Light Loco (i.e. with no trailing vehicles), use the Locomotive Brake to manage your speed.

Checking Fuel Levels & Refuelling the BR Class 31

The BR Class 31 is not fitted with a fuel level gauge and it is therefore not possible to view the current fuel level.



Refuelling the locomotive can be achieved by following these instructions:

1. Stop the locomotive at the appropriate fuelling point.
2. Move the Reverser into the Engine Only position.
3. Move the Driver's Brake into the Neutral/Cab Shutdown position and ensure the Brake Pin is fully engaged.
4. Press and hold the Engine Shutdown switch and wait until the engine comes to a complete stop.
5. Fully apply the Handbrake.
6. Move the Reverser into the Off position.
7. Set the Master Key to Off.
8. Leave the loco via the nearest door to the fuelling point.
9. Locate and remove the Fuel Filler Cap (C) which is located toward the No. 2 end (B) on either side of the locomotive and in between the trailing No. 2 bogie and the centre battery and fuel tank compartments. The No. 1 End of the locomotive is shown as (A) in the image above.
10. Pick up the Fuelling Hose from the Fuelling Point and insert it into the Fuel Filling Pipe.
11. Operate the control on the Fuelling Point to being refuelling.
12. Watch the Fuel Gauge and wait for the fuel tanks to fill to the full level.
13. Remove the Fuelling Hose and replace it into the Fuelling Point receptacle.
14. Replace the Fuel Cap.
15. The locomotive is now refuelled and ready for start-up.

Managing Heavy Freight in the BR Class 31

Power Delivery

Heavy trains require careful management of the locomotive's driving controls to ensure the train is well under control. It is essential that you are fully familiar with the driving controls, the sequence those controls should be operated in, the performance capability of the locomotive and its braking performance. You also need to have a good understanding of how your train will behave given certain environmental factors, such as in wet conditions and for downhill or uphill grades and know the route your train is expected to take including all appropriate maximum permitted speeds, signals, signs and appropriate hazards. Finally, knowing the total length and weight of your consist will help guide you on how much power/brake to apply.

Getting the Train Moving

1. Begin by releasing the train brake and wait until the Brake Cylinder reads 14.5 PSI (1 Bar) – then move the throttle handle to the On position.
2. As the brakes begin to fully release, the locomotive will “take the strain”. If the locomotive does not move, increase the throttle handle's position slightly until the locomotive begins to creep forward.
3. Once in motion, wait for the speed to build to 10 mph. Once above 10 mph, move the throttle control in one complete, steady and precise motion, to the half way position.
4. Be aware of the locomotive's transitions through the field diverts (a complex system that enables the locomotive to reach higher speeds) as this can result in a change to the locomotive's handling.
5. As the locomotive's speed increases ensure the power applications are precise and singular. Don't be tempted to keep adjusting the throttle. Always set the throttle once and wait until the train stabilises with the new power setting before then increasing or reducing power. This takes a lot of practice and experience to get right but you will get a feel for the locomotive and its handling characteristics.

Slowing/Braking

1. In the same way as you would for stopping a passenger train, the timing of the brake applications will need to be timed properly to ensure a smooth and stable stop. With heavy freight trains, however, you need to be particularly mindful of the consist weight behind you as the stopping distance is greatly increased by the weight of your consist and you need to decide at what distance you need to begin braking. Thinking and acting well ahead will stand you in good stead. It is always better to over-brake your train than under-brake. Always begin your brake application by applying a reduction of 14.5 PSI (1 Bar) with the Driver's Brake. Note this 'braking point' distance is influenced by numerous factors, such as the current speed of the train, the weight of the consist, the current grade and the conditions of the rails – it will be necessary for you to adjust your braking point accordingly. This takes a great deal of practice to get right.
2. The aim is to apply sufficient brake pressure once and only adjust it once you are within sighting distance of your intended stop. As a general rule, you should always

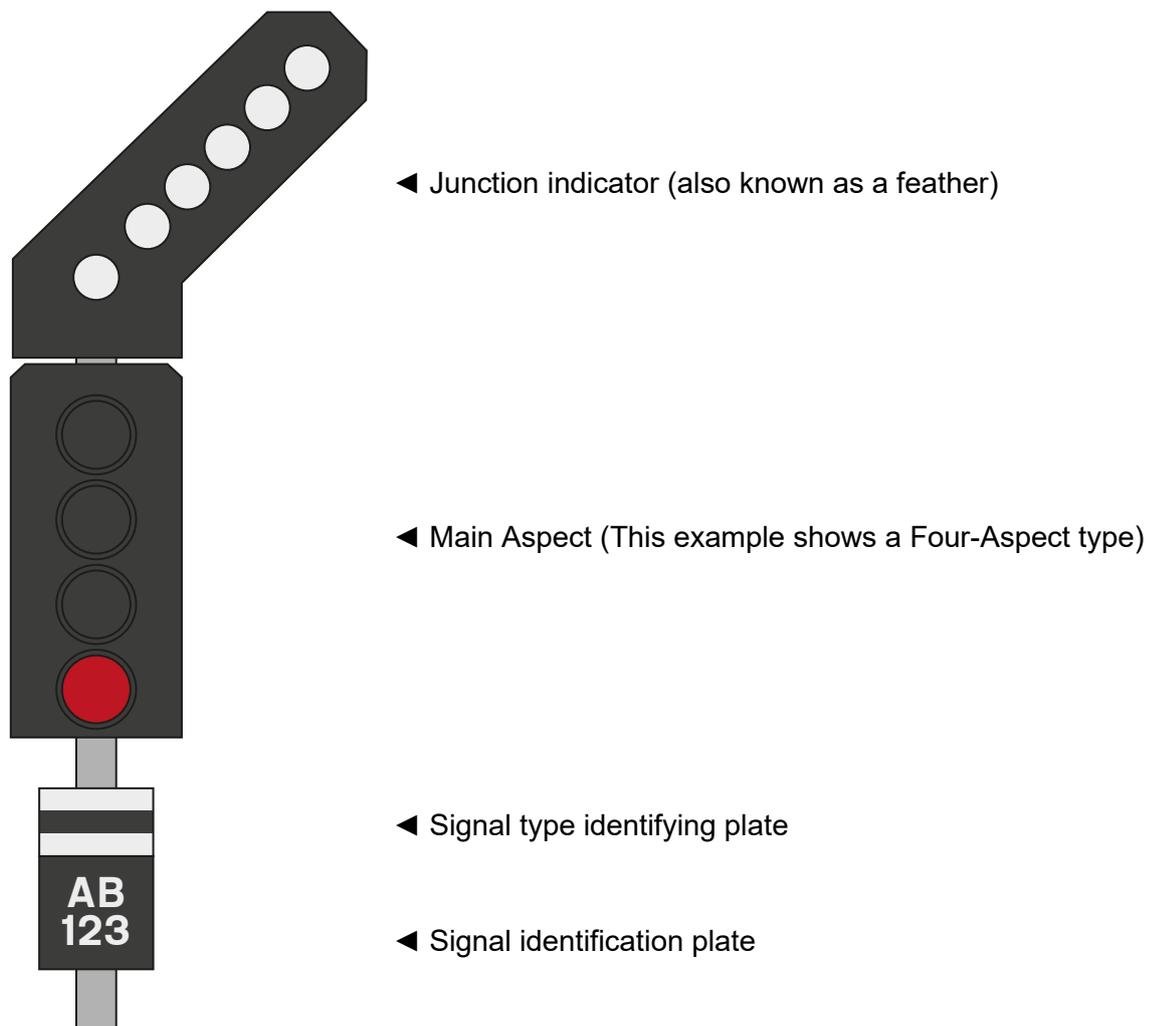
aim to be at no more than 25 mph by the time you are within 500 yards (457 metres). Avoid fanning (moving the handle back and forth) the Driver's Brake handle as this can deplete your air reserves and cause snatching in the consist.

3. Move the Driver's Brake and reduce further to around 29 PSI (2 Bar).
4. As your speed reduces below 7 mph, move the Driver's Brake to reduce the brake pressure to 14.5 PSI (1 Bar) in preparation for the stop. This will prevent the wheels locking up and causing the train to judder.
5. Once the train has reached a full stop, move the Driver's Brake to the Full Service position to secure the train.

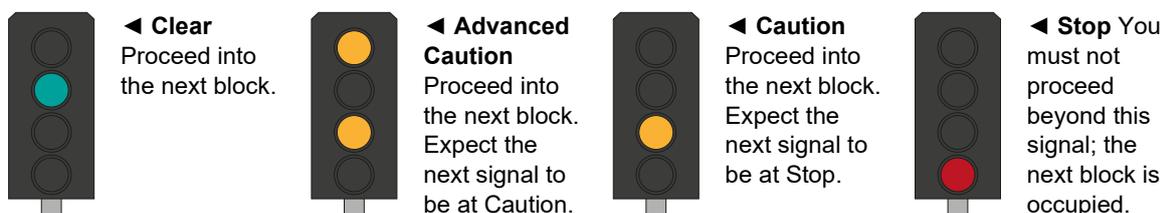
Reference Section

British Signalling Reference

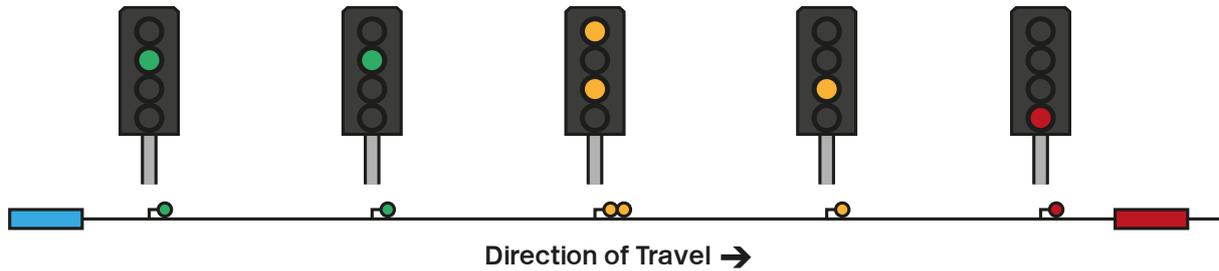
British colour light railway signals consist of one or more physical components or modules that form the basis of advising the driver on the state of the route ahead. These components are:



Main Aspects: Colour Light



The examples above show the appropriate aspects for four-aspect block signalling. For three-aspect signalling, these signals cannot display the Advanced Caution aspect but are able to show the other three. For two-aspect signalling, these can only display the Clear and



Stop aspects (except distant or fixed aspect signals). The sequence of displayed aspects runs from left to right as shown in the example below:

In the above diagram, if you are the blue train, the five signals spaced between you and the red train would follow the sequence as shown in this example. They also form a protection barrier between you and the red train. The empty space between each signal is called a block. Essentially, there are four empty blocks between you and the train in front. The distance between you and the train you are following is important as it provides you with enough distance in order to bring your train to a complete stop when travelling at the maximum permitted speed of the line.

For a three-aspect signalling system, the number of blocks would be reduced to three blocks. This means there is less braking distance between you and the train in front since three-aspect signals are incapable of displaying the Advanced Caution aspect. So, you can form the conclusion that the greater the number of main aspects a signal can display, the greater the distance between you and the train ahead and the greater the overall braking distance.

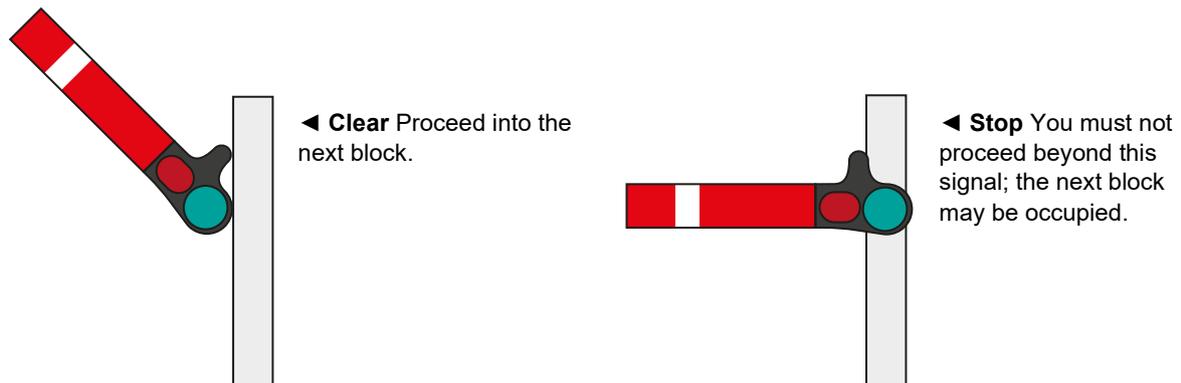
Typically, four-aspect signals are used where line speeds would be in excess of 100 mph. However, there may be instances where the line speed is lower but additional protection is required. For example, due to a junction with a preceding steep downhill section and therefore greater distance required for braking of heavier trains.

Additionally, each buffer stop (the end of the track as found at the end of sidings or at a terminus station) is regarded itself as a Stop signal and therefore signals further back up the line would display the appropriate aspects.

Co-Acting Signals

Co-acting signals are smaller versions of the main aspect signals and give both short and long-distance sighting of a signal. A co-acting signal repeats the exact same aspect of the main aspect and are always the same type (colour light or semaphore) as the main signal.

Main Aspects: Semaphore (Home)



The examples above show the appropriate aspects for Upper-Quadrant signals (UQ), i.e. the signal arm raises into the upper quadrant of an arc in order to display its Clear aspect. Lower Quadrant (LQ) signals are those that drop downwards but the meaning between each type is identical. For a Clear aspect, you should regard any indication that is at a 45-degree position and, for a Stop aspect, those indications that are at a horizontal position. Note that these signals are essentially only capable of displaying two aspects and you should regard them as such when considering speed and braking effort.

Reacting to Main Aspect Signals

Clear

Continue at the maximum permitted speed for your train or for the route that has been set. If the train is fitted with AWS, a clear bell or tone will sound as you pass over the magnet that is situated on approach to the signal.

Advanced Caution

For lighter trains that have good braking, you should continue at the maximum permitted speed and look out for the next signal which is likely to be at Caution. If you are in a heavy train, are travelling at or just below 125 mph or are descending a steep grade, you should begin braking as soon as you see the aspect with a 14.5 PSI (1 Bar) reduction with the Driver's or Train Brake. If the train is fitted with AWS, a warning horn or tone will sound, as you pass over the magnet, that you must acknowledge.

Caution

All trains should be braking once this signal is in sight. If your speed is such that you are unlikely to stop before the next signal, increase your braking effort to 29 PSI (2 Bar) to further reduce your speed. The aim is to reduce your speed to around 25 mph well in advance of the Stop signal ahead. If the train is fitted with AWS, a warning horn or tone will sound, as you pass over the magnet, that you must acknowledge.

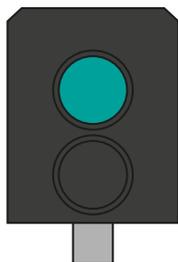
Stop

All trains must stop in advance of the signal. If the train is fitted with AWS, a warning horn or tone will sound, as you pass over the magnet, that you must acknowledge.

It is important that you bring your train to a stop as close to the signal as possible but ensure that you can safely read the displayed aspect from your seated position. Do not stop so close to the signal that you need to adjust your driving position in order to read the signal aspect. Also, do not stop so far away from the signal that there is an extended distance to cover before passing the signal, this may result in the rear of the train occupying the rear-most signal block and impacting the safe movement of trains behind you.

Once you have come to a complete stop, it is considered good practice to move the Driver's or Train Brake into the full-service position to secure the train.

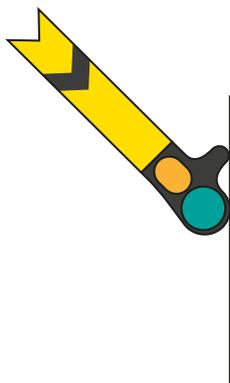
Distant/Related Aspects



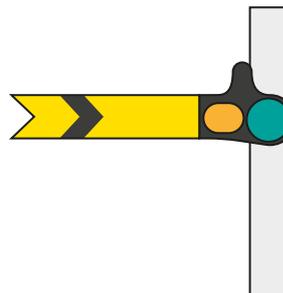
◀ **Proceed** The next signal is displaying a clear aspect.



◀ **Caution** Expect the next signal to be displaying a Stop aspect.



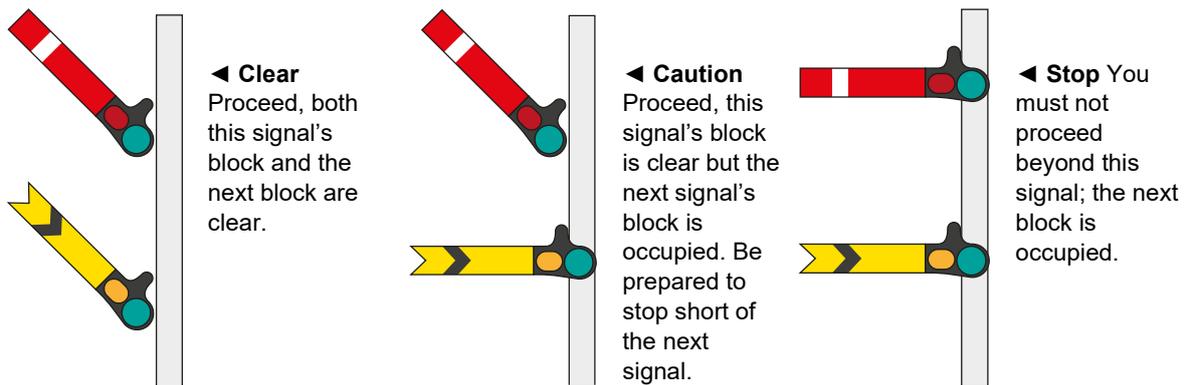
◀ **Proceed** The next signal is displaying a clear aspect.



◀ **Caution** Expect the next signal to be displaying a Stop aspect.

Distant signals, sometimes referred to as Related Signals, essentially provide advanced warning of the aspect being displayed on the next block signal (the signal it is related to). You are not required to take any action at distant signals, but they can be useful for providing extra braking distance when you have a heavy or fast train.

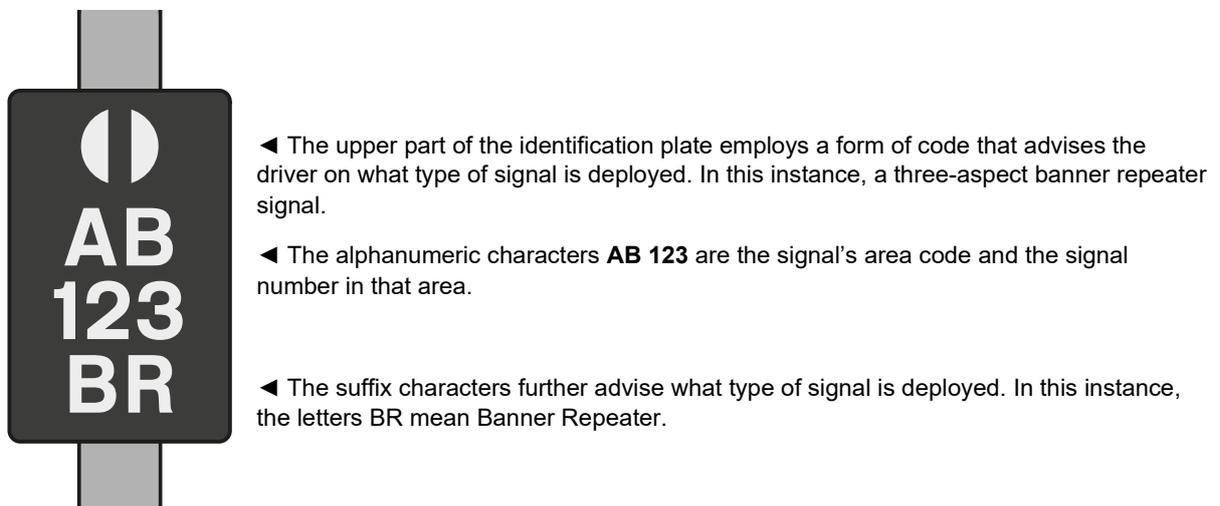
Combined Main Aspect & Distant Semaphore Signals



Identifying Signal Types

Most colour light signals carry identification plates that aid the driver in understanding how they should regard the indication the signal is displaying. Understanding how to read the identification plate can be useful in determining what type of signal is providing you with instructions or guidance.

The identification plate is typically mounted to the post that carries the main signal aspect head. However, due to placement or clearance issues such as when signals need to be placed on the ground in stations, the identification plate may be mounted on top of the signal head. The identification plate can be broken up into three dedicated sections:



Here are some additional signal ID plates that are commonly used:



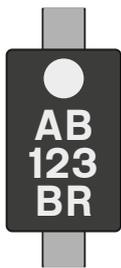
◀ Signals that carry no type identification are called Controlled Signals. This means the signal is directly controlled by a signaller or controller.



◀ The horizontal black band signifies that this is an automatic signal that sets its aspect based on the passage of trains and not by a signaller.



◀ With the word "SEMI" added, this advises that this signal is semi-automatic and can be controlled by a signaller if required.



◀ Slightly different to the three-aspect Banner Repeater shown in the example above, the solid circle and "BR" suffix signifies this is a two-aspect Banner Repeater.

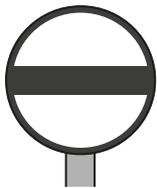


◀ The white triangle signifies that this is a distant signal and can sometimes be displayed with or without the triangle or the "R" (Repeater) suffix, but never both.



◀ The "CA" suffix indicates that this is a co-acting signal.

Banner Repeater Aspects



◀ **Caution** Expect the next signal to be displaying a stop aspect.



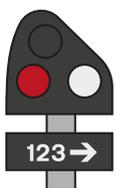
◀ **Proceed** The next signal is displaying a clear or caution aspect.



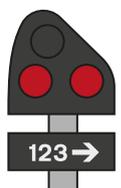
◀ **Clear** The next signal is displaying a clear aspect.

Banner Repeater signals should be treated in exactly the same way as Distant/Repeater Signals. These signals are often used where visibility of the main signal is reduced or obstructed.

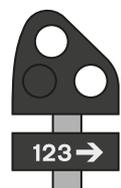
Position-Light Aspects



◀ **Stop** The line ahead may be obstructed, do not proceed beyond this signal without permission.



◀ **Stop** The line ahead may be obstructed, do not proceed beyond this signal without permission.



◀ **Proceed** at caution toward the next train, signal or buffer stop, and be prepared to stop short of any obstruction.

Semaphore Position Aspects



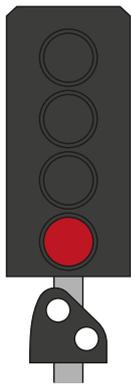
◀ **Stop** The line ahead may be obstructed, do not proceed beyond this signal.



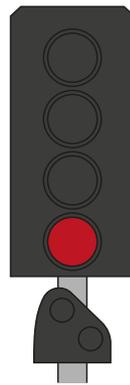
◀ **Proceed** at caution toward the next train, signal or buffer stop, and be prepared to stop short of any obstruction

Call On / Proceed on Sight

If the position-light is affixed below a main aspect signal, there may not be any indication provided as these indicators are incapable of displaying a red Stop aspect in the same way that Position-Lights do (above). If this indicator is unlit, you should always obey the main aspect. Typically, the position light below the main signal would be lit if movement authority is granted where the main aspect cannot provide an indication other than Stop (for example if the line ahead is occupied when coupling to vehicles in a station or siding). For these signals, you need to regard the signal as one indication even though there may be multiple aspects displayed:

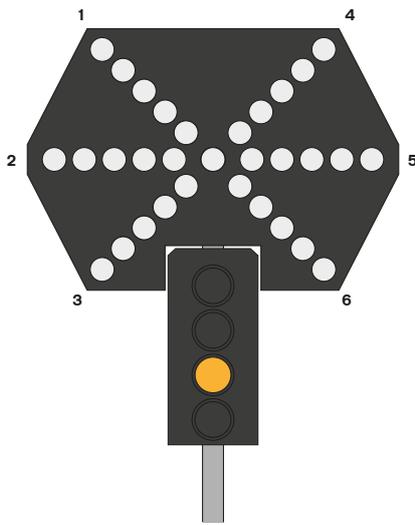


◀ **Proceed at Caution** toward the next train, signal or buffer stop, and be prepared to stop short of any obstruction.



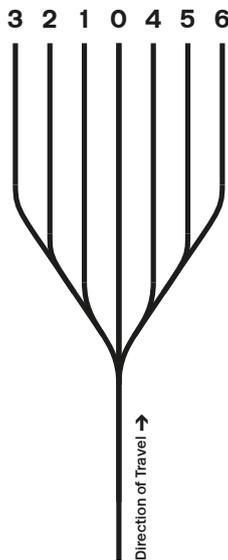
◀ **Stop** You must not proceed beyond this signal; the next block is occupied.

Junction & Route Indicators: Colour Light

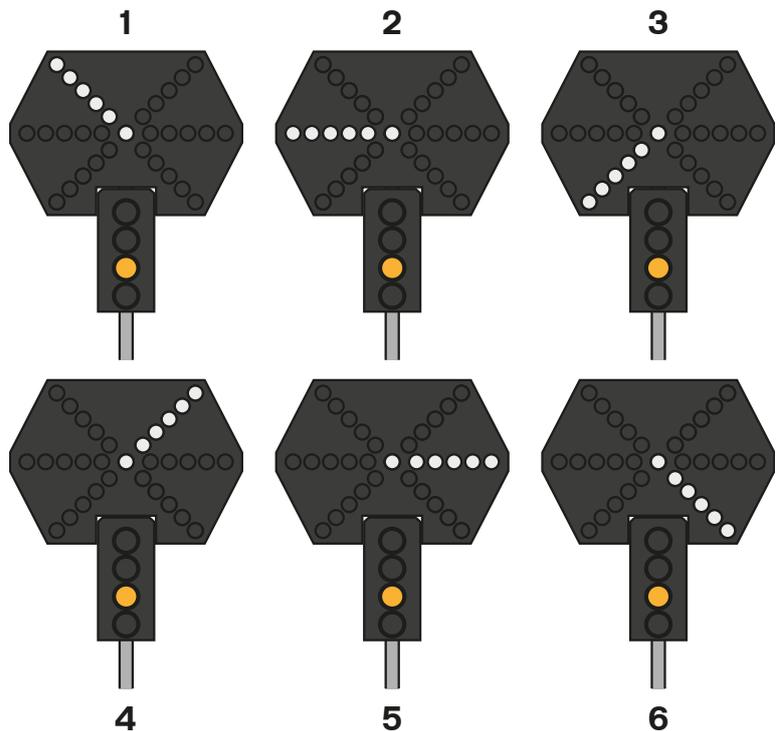


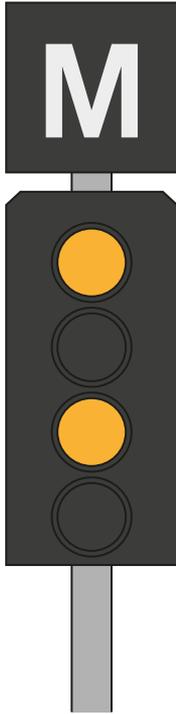
◀ The junction indicator can display up to 7 possible indications for each of the possible routes you can take. The guidance provided by this indicator is not easily understood as routes 2 and 5 seem to imply you'll be taking a sharp left and right turn with routes 3 and 6 seemingly making no sense at all and implying you will be turning completely around – something that's not possible with trains!

Instead of reading these indicators in a literal fashion, you need to regard these indicators as a form of code with each of the routes, 1 through 6, having a different meaning as shown in the image below.



◀ The straight-ahead route (0) would normally have no indication displayed on the junction indicator and only the main aspect would be shown. Where a route is set to the first diverging route (1), the indicator for this route would be lit forming an upper-left diagonal line. Each of the routes would always be formed of a single white line to indicate the set route:

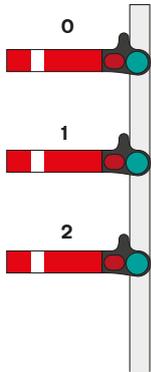




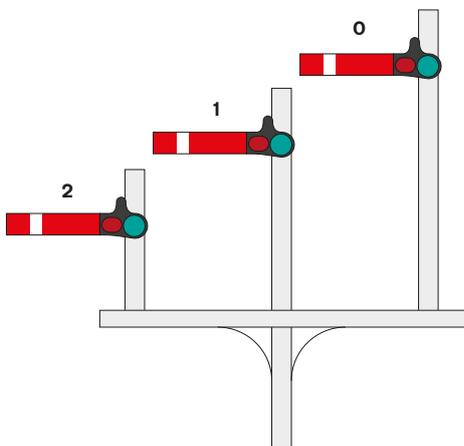
◀ The theatre route indicator style works in exactly the same way as a junction indicator but provides the routing notification via alphanumeric characters. The example shown here shows an 'M' indication, usually relating to Main or, that your train is being routed via the main line. Some other possible indications are provided below:

#	Numbers usually relate to platform or siding numbers.
M	Usually relates to Main Line, combinations can also include DM for Down Main and UM for Up Main.
R	Usually relates to Relief Line (a line that runs alongside or near to main running lines and provides additional capacity). Combinations can also apply.
G	Usually relates to Goods Line (a line that runs alongside or near to main running lines that's exclusively used by freight trains). Combinations can also apply.
A	All alphabetic characters can be displayed and usually relate to a station, town or area that the routing is heading toward. For example, an 'S' indication would imply a routing toward Swindon or could be advising of a Slow Line routing. Route knowledge of these indications is essential as different indications can imply different meanings.
S	Usually relates to Slow Line (a line that has a lower permanent speed limit than that of the main lines). Combinations can also apply.
F	Usually relates to Fast Line (a line that has a higher permanent speed limit than that of the main lines). Combinations can also apply.
X	Usually relates to a route that requires a reversing manoeuvre such as accessing a goods unloading point in a siding. Combinations can also apply.

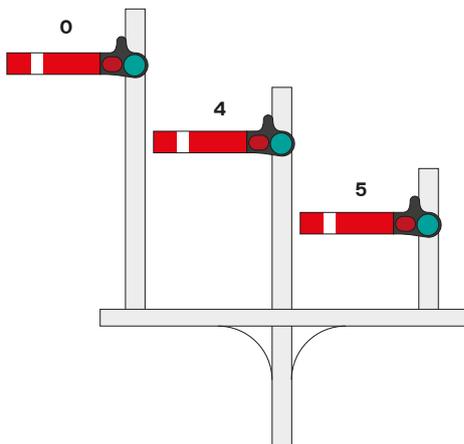
Junction & Route Indicators: Semaphore



◀ Unlike colour light junction indicators, the semaphore signal uses a cascaded or “stepped” style to aid in readability. The taller signal relates to the straight-ahead route (or primary route) with the lower signals relating to the diverging routes as shown in the previous diagram.



◀ For routes 4 and 5, a mirrored stepped style signal is used to aid in readability.



◀ Junction semaphore signals can also be “stacked”. These are read in exactly the same way as the “stepped” type.

Railway Signs

Maximum Permitted Speed



◀ The modern style of maximum permitted speed sign which, in this instance, requires you to not exceed 25 mph.



◀ The signs can also be stacked to show differential limits. The bottom limit is always the higher limit and applies to passenger and mail/parcel trains and light locomotives. All other trains must obey the top limit.



◀ The “Morpeth Board” advises the driver that the maximum permitted speed will decrease ahead. You should begin to slow to match this new speed before you reach the new limit ahead.



◀ Warnings about reductions in differential speed limits can also be provided in the Morpeth Board.



◀ The older “cut-out” style of maximum permitted speed sign, can either be in white or yellow and essentially should be regarded in exactly the same way as modern signs.



◀ Cut-out style signs also follow the same convention as their modern counterparts.



◀ The cut-out style signs are a little hard to read but can also advise of similar reductions in speed. However, they were not widely used, and you should not rely on sighting such a sign and instead rely on route knowledge to navigate speed limits.



◀ This also applies to cut-out style signs.

◀ All speed-related signs can also display an arrow that advises to which line this sign applies to.

Whistle Boards



◀ The modern variant of the whistle board at which the driver must make a clear single loud tone on the horn if between the hours of 7:30 am and 11:30 pm. At some sites, particularly at crossings it will be necessary to use a loud two-tone horn. Between the hours of 11:30 pm and 7:30 am,

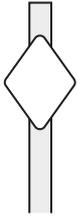
drivers must use discretion in use of the horn and should use a low tone except when required to warn other users of the railway of your approach, loud tones can therefore be used for this purpose.



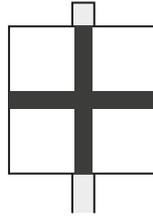
◀ Cut-out signs also follow similar rules but can be of varying type and can simply be a board with the word “Whistle” on it. The driver must use a sustained blast of the horn/whistle to be clearly heard. For both these signs, and the modern counterparts,

you should always confirm those on the railway ahead have seen and heard your approach. When in doubt, you should make consecutive sustained blasts of the horn/whistle.

Coasting & Crossing Boards



◀ The coasting board advises that the driver may coast (travelling along without power applied) to a stopping point or significant speed reduction beyond the board.



◀ The crossing warning board means that there is an automatic open/barrier crossing ahead that is locally monitored or an open crossing ahead. On crossings that are fitted with barriers, a signal is sometimes provided to advise the driver whether the crossing barriers are closed which consists of a single white light. The light will remain steady if the crossing gates are raised/open and begin to flash once the gates are lowered/closed.

Default English Keyboard Controls

Name	Keyboard	
	Increase / Press	Decrease
Throttle	A	D
Train Brake	'	;
Straight Air Brake	[]
Brake to Lap (Class 101 Only)	/	
Gear	Ctrl + A	Ctrl + D
Reverser	W	S
Headlights	H	Shift + H
Marker Lights	K	
High Horn	Space	
Master Key	CTRL + W	
AWS Reset	Q	
Cab Light	L	Shift + L
Instrument Lights	I	Shift + I
Handbrake	\	Shift + \
Emergency Brake	Backspace	
Wipers	V	Shift + V
Toggle AWS	Shift + Enter	
Toggle DSD	Ctrl + Enter	
Uncouple	Ctrl + Shift + C	
Flashlight (When Walking)	L	

Note: the above keys can be redefined in the in-game settings menu.

Using the In-Game Cameras

Train Sim World includes several cameras for you to control, here's an outline of those cameras and some examples of use:

	First Person Camera or Cab Camera Use this camera to operate your locomotive, flip switches and handle all of your cab controls. You can also click the right mouse button to activate the mouse pointer. Click the right mouse button again to return to camera control.
	Boom Camera Your camera extends outward on an invisible pole, you can rotate it around your focussed vehicle. Use Ctrl + left or right cursor keys to switch between vehicles or press the 2-key again to switch between the front and rear of your consist.
	Floating Camera A camera that allows you to freely look in all directions whilst locked to a vehicle. This camera is useful for coupling and changing switches. Press it once to view the front of your consist and again to view the rear. Freely move your view using the cursor keys.
	Free Camera Freely move around without limits using this camera. Use this camera to navigate your way around a busy yard, change switches or position it to get the perfect screenshot.

When in any of the camera modes, you can use the cursor keys to move the camera whilst using the mouse to pan and pitch the view:

	Moves the camera forward.
	Moves the camera backward.
	Moves the camera to the left.
	Moves the camera to the right.

Dovetail Live Account

The Dovetail Forums are your one-stop destination for everything Train Simulator and Train Sim World related. We have an ever-growing and vibrant community of train enthusiasts from all over the world, ranging from experienced railroad veterans to new players getting into the world of train simulation. So, if you haven't already, why not sign up for an account today and join our community – we'd love to have you on board!

See more at: [**https://forums.dovetailgames.com**](https://forums.dovetailgames.com)

Dovetail Live is an online destination which enables players to interact with Dovetail's products and each other in an environment tailored specifically to fans of simulation entertainment. Dovetail Live will evolve to become central to Train Sim World®, enriching the player experience in every way from offering rewards, building a community of like-minded players and helping every player find the right content to create their own perfect personal experience.

Signing up for Dovetail Live is completely voluntary. However, users that do sign up for it will receive exclusive benefits in the future.

See more at: [**https://live.dovetailgames.com**](https://live.dovetailgames.com)

Troubleshooting Guide & How to Get Support

I have a problem downloading the Steam client, how do I contact them?

You can contact Steam Support by opening a customer service ticket at support.steampowered.com/newticket.php. You will need to create a unique support account to submit a ticket (your Steam account will not work on this page) and this will enable you to track and respond to any tickets you open with Steam.

How do I install any secondary programs that the game may need?

Train Sim World requires certain secondary programs to operate properly. These are standard programs that most up-to-date computers already have installed on them, such as DirectX. These programs can be found at the following location: Local Disk (C:) > Program Files (x86) > Steam > SteamApps > common > TSW > _CommonRedist

How do I change the language of TSW?

This is an easy process and will allow you to play Train Sim World in English, French, German, Spanish, Russian and Simplified Chinese. To change the language of Train Sim World, double-click on the Steam icon on your PC desktop, left click on 'Library', right click on 'Train Sim World', left click on 'Properties', and finally left click on the Language tab and select your preferred language.

How do I reset my display screen size settings?

It is possible to change the display screen size settings for Train Sim World from within the game. Changing display screen size settings is done from the Settings menu in the Display tab.

For any questions not covered here, visit our knowledgebase at <https://dovetailgames.kayako.com>