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Introduction

Thank you for purchasing the Stroudley A1/A1X Terrier Add-on for Train Simulator.

One of the most beloved of small steam engines the Terrier has captured the imagination of children and adults for over 135 years and it is testament to that passion that 10 of them still exist in preservation and over half of those in running condition.

In creating this Add-on we have spent many hours researching the changes that happened to the Terriers over their long lives and have attempted to reflect many of those changes in the optional set-ups that we have provided.

We have included four of the many liveries that they carried in this pack, possibly their most famous in Stroudley’s Improved Engine Green along with three others that were all used on the Isle of Wight under the IWCR and the Southern Railway.

We hope you enjoy driving these amazing little engines as much as we have enjoyed creating them.

All the best,
Victory Works

Click on the links below to read about future projects, see Work in Progress pictures and read more about the research, detail and passion that we put into our Train Simulator add-ons.
Features

- Simple, standard and advanced driving modes
- Xbox controller support **SIMPLE AND STANDARD MODES ONLY**

- Stroudley A1 Class “Terrier” Locomotive
  - Livery
    - Isle of Wight Central Railway
  - Optional bunkers and rails including original, KESR and IOW
  - Realistic condenser and water pump control with custom thermodynamic heating/cooling system **ADVANCED MODE ONLY**

- Stroudley A1X Class “Terrier” Locomotive
  - Liveries
    - LB&SCR Stroudley Improved Engine Green
    - Southern Olive Green
    - Southern Green (Nameplate)
  - Optional bunkers and rails including original, KESR and IOW
  - Option parts including
    - Additional wheel weights
    - 3 chimney styles with spark arrestor
    - 4 or 6 lamp system brackets
    - Additional IOW modified parts including splasher
    - Marsh or Drummond dome
    - Stroudley or Southern whistle or IOW hooter
  - Realistic injector control **ADVANCED MODE ONLY**

- Livery appropriate fully dynamic naming allowing you to create any real or fictional Terrier
- 2 custom sound sets recorded from preserved members of the class
- Realistic cab with multiple views, including dual “head out” and fully modelled firebox and coal
- Realistic wheel slip physics and effects **ADVANCED MODE ONLY**
- Simulated steam chest **ADVANCED MODE ONLY**
- Cylinder cock management **ADVANCED MODE ONLY**
- Boiler management with priming possible **ADVANCED MODE ONLY**
- Realistic “by the shovel” stoking with synchronised sound **ADVANCED MODE ONLY**
- Gradually opening safety valves
- Dynamic steam and smoke colour and quantity
• Realistic boiler water gauges effected by gradient, acceleration and speed and with blow down test
• Window weather effects
• Dynamic lamp and disc setting
• Cab light effects including firebox glow and cab lamp
• Atmospheric AI effects

• Stroudley 4 wheel coaches in original Mahogany finish
  o First class
  o Second class
  o Third class
  o Composite First/Third
  o Brake/Third

• 3 scenarios for the Isle of Wight add-on route
• 5 Quick Drive consists
Background

In 1870 William Stroudley, locomotive superintendent of the London, Brighton and South Coast Railway (LB&SCR) designed a small 0-6-0 tank engine to pull commuter trains on the busy lines of South London. Six locomotives were built during 1872 and due to their high acceleration between the short stops they were very successful and by 1880 44 more bought the total number of A1’s to 50.

Originally painted in the somewhat unusual livery known as Improved Engine Green, one of these engines was sent to the Paris Exhibition of 1878 where it won a gold medal for workmanship. By the end of the 19th century 23 of the class had been withdrawn however rather than being scrapped they were sold in working order to other railways including the Isle of Wight Railway, the Kent and East Sussex Railway and the Kent and the South Eastern and Chatham Railway.

Between 1911 and 1913 12 of the Terriers were re-boilered at the request of Douglas Earle Marsh (Stroudley's replacement at the LB&SCR) and became the A1X class. It was also at this time that the Terriers were repainted in the new Marsh Umber livery.

Fifteen LB&SCR Terriers became part of the Southern Railway in 1923 and this number increased to 24 with the inclusion of engines from other railways that became part of the Southern region. Several were withdrawn over the next few years but 2 were sold to the Weston, Clevedon and Portishead Railway and many remained in traffic due to the demand for engines to run on light railways, the Terriers finding a safe haven on the Hayling Island branch line.

In 1948 at nationalisation one A1 and 14 A1X engines became British Railways stock with all but one of these being based on the Southern region. The other was on the Western Region after been inherited by the Great Western Railway from the Weston, Clevedon and Portishead Railway when the grouping had occurred in 1923. Under British Railways the Terriers were employed much as they had been under Southern ownership with the majority of work on light and restricted branch lines with engines operating on the Hayling Island branch until the end of 1963.

It speaks to the popularity and endurance of these engines that 10 of them (one fifth of the total built) made it into preservation with No. 55 Stepney being the first standard gauge locomotive of the preservation movement in 1960 and two of them entering preservation after being sat on plinths at a holiday camp and outside of a pub!
Scenarios

The Terriers add-on comes with the following scenarios.

**Route: Isle of Wight Route Add-On** [Link to Steam]

**Terrier: [1] Red Afternoon**
Saturday 15th April 2017. Drive the Red Timetable service on Easter Saturday from Smallbrook Junction to Wootton using resident Terrier W8.

**Terrier: [2] Twin Terriers**
Sunday 2nd July 2017. Drive a preserved Terrier painted in original Stroudley Improved Engine Green as No. 46 Newington in an event where she meets up with her later self, Terrier W8 in Southern livery.

**Terrier: [3] Blast from the Past**
Monday 28th August 2017. Drive a preserved A1 Terrier as IWC Railway No. 12 on a special Bank Holiday excursion from Ryde to Sandown and back again.
Control Modes

There are 3 ways to drive the Terrier locomotives.

**Simple Mode**

This is selected using the menu in Train Simulator and provides a simple stop/go, forwards/backwards set of controls via the simulators built in HUD.

**Standard Mode**

This is the default mode if you choose to drive in Expert mode using the Train Simulator menu. The locomotive will operate with more complex controls and can be driven using the F4 HUD or an Xbox controller.

**Advanced Mode**

This is an advanced mode for those who want a more realistic experience and introduces features such as condensed water in the cylinders, overfilling the boiler, wheel slip, realistic injectors or water pumps and a simulated steam chest. To achieve these extra functions use of a keyboard is required, although this can be used in conjunction with mouse operation or the F4 HUD.

To turn on Advanced Mode you can press Control A at any time and this will also turn it off again.

The *Advanced Mode* controls and features are shown below.
1. Regulator

This controls the amount of steam allowed into the cylinders, hence directly controlling the speed in conjunction with the reverser.

Keys: A, D

**Advanced Mode**

In advanced mode the locomotive steam chest is simulated. This will add a small delay and smoothing to the increase and decrease of the regulators power to simulate steam moving through the locomotives pipes and valves. Please note that the F5 HUD regulator value will not reflect the actual position of the in-cab regulator but the value used to simulate the chest.
2. Reverser

This is like the gears on a car. It is usual to start with the reverser set at 75 percent cut-off (full). As you pick up speed you reduce the cut-off, thereby allowing economic driving as well as good speed whilst hauling a load.

Keys: W, S

__Advanced Mode__

To move the reverser requires the hand lock to be taken off. To do this, press and hold the E key on the keyboard, move the reverser to the required position, and then release the hand lock (let go of the E key). Because of this speed is usually controlled more by the regulator than is common on screw reverser equipped locomotives.

Key: E
3. Cylinder Cocks

*Advanced Mode*

When a locomotive sits static for any amount of time, water condensation builds up in the cylinders. Thus when the piston is in motion, and because water does not compress, the cylinder will explode. The cylinder cocks are designed to expel this condensed water and should be opened for at least 4 turns of the locomotive wheels when the locomotive sets off after being stationary for some time.

The amount of stationary time varies depending on the time of day (the assumption that most steam locomotives were working from early in the morning) and also the weather. If you stop for more than a couple of minutes it’s safer to open them for a few wheel rotations just to be sure, and always ensure they are open when first setting off in a scenario.

Key: C
4. Sander

The sander assists in starting and stopping without the wheels slipping.

Keys: X, Shift X

*Advanced Mode*

Sand is essential in pulling away with minimal wheel slip in wet or icy conditions.
5. Firebox

Ensure the firebox doors are fully open to allow maximum stoking. A related tool is the coal box door in the coal bunker. When the firebox door is open, lift the coal bunker door to regulate the input of coal into the firebox.

Key: F
Keys: R, Shift R (stoking)

**Advanced Mode**

In advanced mode the Terrier features realistic stoking by the shovelful. As default in Train Simulator coal is slowly trickled into the firebox at a steady rate. In reality coal is thrown into the firebox by the shovelful and in Advanced mode this is now the case for this locomotive as well. The shovel still controls the amount of coal although this now varies from approximately half a shovelful to a loaded shovelful.

However with this comes the chance to tire out your fireman! Should you force him to shovel too much in too short a time he will gradually slow down between each shovelful and finally stop shovelling altogether - please note that due to the small size of the Terrier’s firebox this is pretty hard to achieve! The sound of the shovel is fully synchronised to the actual coal going into the firebox so you will be able to tell if he is slowing down. If he stops completely you will be shown a message to that effect and will receive another when he has recovered enough to continue.
As an additional tool for those who like to drive with minimal or no HUD display the firebox and coal is fully modelled with a specific cab view for checking the fire mass. The coal level is slightly exaggerated over its working range so it can be used as a visual indicator of when firing is needed. The coal level rises and falls gradually but the images below will help in visualising how this can help.

**Coal level low** < 35% 249 lbs
The grate can be seen with a small amount of coal.

**Coal level average** 45% 320 lbs
The grate is covered with the coal’s level on the 3\textsuperscript{rd} rivet line.

**Coal level high** > 60% 427 lbs
The grate is deeply covered with the coal’s level up to the 2\textsuperscript{nd} rivet line.
The coal bunker door controls the stoking speed/amount.
6. Blower and Boiler Pressure Gauge

The most useful application of the blower is when the regulator is at idle. Since there is no throughput of steam when at idle, air flow is minimised and therefore the fire loses heat. In some circumstances (such as when the safety valve is going off) this is acceptable but if you need to get some pressure into the boiler while the regulator is closed then fully opening the blower will force air over the fire, increasing temperature and then boiler pressure. It is good practice to turn off the blower again when you open the regulator to save on unnecessary steam usage.

Keys: N, Shift N

The boiler runs best at around 140 psi. At 145 psi the first safety valve will start to open and at 146 psi the second safety valve will start to open. Rather than a pop-style of valve that is open or closed the valves will gradually open releases more and more steam until they are both fully open at 150 psi and 151 psi respectively.

Note that the Terrier safety valves are not particularly effective and the Terrier is an excellent steamer so you will need to manager the pressure carefully if you are not using the auto-fireman.
7. Dampers

Another tool related to the firebox. This helps control the heat of the firebox, closing it will reduce the air flow through the fire, thereby lowering heat and steam production. Opening it will allow more air in, hence producing more heat and steam.

Keys: M, Shift M

Advanced Mode

There are 2 damper levers; the left hand is for the front damper and the right hand for the rear damper. Each has a number of notches where the lever will rest. To get the maximum amount of air to keep the locomotive running well you need to set the damper in the direction of travel to fully open (pulled up).

In addition to the dampers you can increase the amount of air entering the firebox by opening the firebox doors and this can be tempered by closing the firebox flap.
8. A1 Only - Condenser and Water Pumps

The A1 Terrier is not fitted with the more common later style of injectors to push water into the boiler but uses a system of pumps connected to the motion inside the frames. This means that there are no injector steam controls and to put water into the boiler you simply open the water taps on either side of the cab front.

Keys: K, Shift K / L, Shift L

**Advanced Mode**

In advanced mode you will need to be aware of the true pros and cons of the condenser and water pump system. Firstly due to the pumps being fitted to the crossheads you can only inject water into the tanks when you are moving. The faster you move the more water is pumped.

Secondly the engine is fitted with a condenser which takes the exhaust steam and passes it back into the water tanks to heat the water to almost boiling point (interestingly this is why all Terriers have double insulated tanks). When the condenser is on (lever on the right hand side of the cab front, defaulted to on) it heats the water BUT the effect of the exhaust blasting up the chimney and pulling air over the fire is lost, so by having the condenser on you lose nearly all drafting effects and you will notice that the chimney will stop giving its familiar chuff. Note that if the tank water is up to temperature then the condenser valve will occasionally pass a few chuffs into the tanks to keep them hot but if the tank water is cold (i.e. you just filled up or have sat still for a long time) then you will not see or any chuffing for a time as the exhaust is used to heat the water. You can close the condenser at any time however this will then leave you with cold water to enter the boiler which can kill the pressure very quickly. Another way to re-introduce the exhaust effect over
the fire if the condenser is working is to have the blower open which uses steam pressure from the boiler to create a constant draft up the chimney.

It is up to you to manage this situation and decide which the priority is at the time. Also you need to remember that you cannot top up the boiler while at station stops as is common practice with engines fitted with injectors but that you must be moving. It was not uncommon for Terrier crews to return to the yard at the end of a shift having forgotten to fill the boiler on the way and have to go out and run up and down the line a few times to top up before leaving!

The advantage of all of this is that if you manage everything correctly then you can fill the boiler with water with almost no pressure loss which can be very helpful with such a small boiler.

Note that the Terriers in game always begin with the tank water at full temperature, but adding water from fill ups (which will be at outside temperature) and also the outside temperature around the tanks, as well as the quantity of water and the weather, will all dictate how hot or cold the water becomes when using, or not using, the condenser.

Also important to know is that each water lever has a locking nut which needs to be tightened to hold the lever in place when it is open. You tighten and release the nut by pressing Ctrl K for the driver’s side or Ctrl L for the fireman’s side or by clicking on the nut. Without this the lever will fall back to its closed position.

Keys: Control K / Control L
9. A1X Only – Driver’s injector steam (left)

The injectors take steam from the boiler and use it to blast cold water from the tanks into the boiler.

Key: I, Shift I

A1X Only - Fireman’s injector steam (right)

Key: O, Shift O

A1X Only – Driver’s and Fireman’s water levers

These are used to allow water into the appropriate injector control.

Keys: K, Shift K / L, Shift L
**Advanced Mode**

The water levers are the original water pump levers of the A1 design but repurposed for use as water intake controls for the injectors. Each lever still has their original locking nut which needs to be tightened to hold the lever in place when open. You tighten and release the nut by pressing Ctrl K for the driver’s side or Ctrl L for the fireman’s side or by clicking on the nut. Without this the lever will fall back to its closed position.

Keys: Control K / Control L

In Advanced Mode you will need to operate the injectors as the real thing and balance the water and steam to use them properly. The correct procedure is as follows – for either injector use the appropriately named controls:

1. Fully open the water control tap.
   - You will hear and see water coming from under the left or right hand side of the cab.
2. Turn the injector steam lever until you hear the injector clunk as it starts to work.
   - If you hear a hiss and see a jet of steam from the under the side tank then you have too much steam pressure and the water is not entering the injector.
   - If you hear running water and see water running from the pipe under the side tank then you need more steam to force it into the boiler.
10. Boiler Gauge Glasses

Attached to the boiler are two strong glass tubes indicating the current level of water in the boiler. If these reach the bottom then the fusible plugs will melt and relieve the boiler pressure whilst providing a warning to the locomotive crew.

The water level is not static when the locomotive is in motion and will wobble around appropriately. It is also affected by gradients, acceleration and deceleration.

Advanced Mode

Overfilling the boiler (past 110%) at high pressure can force water into the cylinders and cause the same problems as having condensed water from standing still. It can also cause the regulator to become jammed open! If you overfill the boiler, open the cylinder cocks immediately and leave them open until the water level in the glass falls.

You can also perform a blow down test on each gauge glass by doing the following:

1. Shut off the water supply to the top and bottom of the glass by pulling the lever down, the water will empty from the glass.
2. Return the lever to its previous position by reversing the above process to refill the glass.
11. A1 Only – Air Brake and Brake Pressure Gauge

The air brake is used to pull the brake shoes away from the wheels by creating a vacuum in the pipes connected to them. The brake has 3 settings; Release which forces air into the pipes and takes the brakes off, Apply which release the pressure and applies the brakes, and Running which holds the pressure steady at its current pressure.

The brake pressure gauge shows the current pressure in the system, from 0 psi (fully applied) to 70 psi (fully released) on the black needle. The red needle shows the pressure in the reservoir used to pressurise the system. This is controlled by the air brake lever.

Keys: ‘ (apostrophe), ; (semicolon)

Note: Although the Terriers used an air brake system and the gauge displays this as well, to retain compatibility with nearly all steam era rolling stock available in Train Simulator the brake system used in the simulation is actually a vacuum system.

**Advanced Mode**

In advanced mode you will need to make sure that the air reservoir has enough pressure to release the brakes when required. The reservoir loses pressure when the brakes are released – the longer the train, the more pressure it loses. The reservoir is charged by leaving the air brake lever in the release position after the brakes are released and you will hear the charging sound from the brake system (if it is not hidden via the locomotive scenario options).
12. A1X Only – Air and Vacuum Brake and Brake Pressure Gauges

The A1X has two brake systems, the original air brake used for the engine and a vacuum brake for the train. The vacuum brake pressure gauge shows the current pressure in the system, from 0” (fully applied) to 21” (fully released).

In basic mode both of these are controlled by the vacuum brake lever.

Keys: ‘ (apostrophe) ; (semicolon)

**Advanced Mode**

In advanced mode the engine brake (air) and the vacuum brake (train) are controlled separately using the vacuum brake lever and the air brake lever (lower left hand side of the cab by the seat, the same place as the A1). The air brake requires charging in the same way as on the A1.

Vacuum brake (Train)
Keys: ‘ (apostrophe) ; (semicolon)

Air brake (Engine)
Keys: [ ]

Note: If you have no vacuum braked rolling stock attached to an A1X then the vacuum brake will not apply to anything and the only way to slow down will be using the engine brake.
13. Whistles

Steam locomotive whistles are powered by steam from the boiler and are used to signal a trains approach, warn of danger and often to signify departure. The A1 Terrier has a Stroudley whistle and the A1X versions can also select a Southern whistle or a hooter which was often carried by Terriers used on the Isle of Wight.

The main whistle is operated using the Space key, with a selection of short whistles by holding down Control at the same time.

Key: Space, B, Ctrl Space

Whistles were also used to communicate with signalmen, requesting clearance to go via certain tracks, etc. We have simulated this by adding a whistle sound when you use Tab and Ctrl-Tab to pass signals at danger. In truth there were dozens of whistle codes used for numerous request types however within the limitations of the game we have included a single long-short-short whistle to replicate this regularly used system.
14. Handbrake

A hand operated screw that applies the brakes to the locomotive without the need of the brake controls.

Key: / (toggle on and off)

15. Cab lamp

On the seat behind the driver is an old LB&SCR lamp which can be used to illuminate the cab. Click on the lamp or use Ctrl + 8 on the keypad to toggle in on and off.

Key: Ctrl 8 (toggle on and off)
16. Head code setting and logos

The Terrier has a standard 4 disc/lamp set up for the front and rear – 1 at the top and 3 below. This can be increased to the Southern 6 disc/lamp set up on the A1X by choosing the optional Tall lamp brackets which are placed above the left and right lower discs/lamps.

The codes can be pre-set using the scenario locomotive number or changed by the driver at any time.

You can show or hide each lamp by holding the Control key and pressing numbers 1 to 4 (and 5 or 6 for the 6 disc/lamp system) on the keypad.

The lamps are also intelligent in that they will not show for each end if something is coupled to the front or rear of the locomotive.

H and Shift H control the locomotive lights as follows:

- 0 – Discs, forward running
- 1 – Lights on, forward running
- 2 – Lights on, reverse running
- 3 – Discs, reverse running

You can also use the Control key and 7 on the number pad to show unlit lamps for Headlight options 0 and 3.

Keys: H, Shift H, Ctrl + Numpad 1-6, Ctrl + Numpad 7
Driving in Advanced Mode

**Advanced Mode ONLY**

The following is a summary of how to drive successfully in Advanced Mode. It does not contain hard figures – e.g. set the reverser at 25% and the regulator at 30% - as these are the things you will learn by driving the locomotive.

However there are some realistic features that are incorporated that require some specific knowledge for the best operation.

**Before you start**

**Dampers** – make sure you have the dampers set for running in the appropriate direction if the fire requires air. Cutting off the air is a good way to limit the boiler pressure from increasing when at a stand or running downhill.

**Fire** – Assuming you are not using the auto-fireman and not about to run downhill for a long way you will want to start building the fire as soon as possible.

**Gauge Glass Test** – If you have time at the start of a scenario then you can perform gauge glass blow down tests to pass the time.

**Setting Off**

**Cylinder cocks** – If you are just starting or have been stationary for a while, ensure that the cylinder cocks are open. As you drive off, listen for the change in pitch as the water empties or count 4 full revolutions of the wheels and then close them.

**Wheel slip** – In wet or icy conditions due to the accurate wheel slip and simulated steam chest you will need to use the regulator like a real driver would. Primarily on starting (when the reverser cut off is high) this means you must manage the steam entering the pistons to make sure that the power being applied to the rails does not exceed the amount of grip available.

If you open the regulator and just leave it open the pressure will continue to build as will the amount of power being applied to the rail. This will likely cause wheel slipping in any conditions but even more so when wet or icy.

As a real driver would you need to pump the regulator to gradually build the pressure in the cylinders as you accelerate. This means opening the regulator for a
moment and then closing it again, the residual steam will continue to work and cause the locomotive to carry on accelerating. Continually doing this will allow the locomotive to build speed and pressure gradually and avoid wheel slip. Once a slow speed is reached you can then leave the regulator open and accelerate and adjust as needed to maintain a constant speed. The speed at which you can stop pumping varies and is based on how much grip is available – an icy rail will need a much higher speed to allow full power than a dry rail. The weight of the consist will also affect how long it takes before this speed is reached (simply because a heavier load takes longer to accelerate) which means you are more likely to have to manage the wheel slip for longer, therefore making it more likely.

In summary, as you set off do not throw the regulator to full and leave it there! Pump it gradually, increasing the power slowly until you can leave the regulator open.

You will also need to be aware of the second valve on the regulator. When opening the regulator more than about halfway you will then need to fully open it before closing it shut. Otherwise the second valve will not close properly and you will have trouble closing the regulator completely – you will also experience a large burst of steam when you open it again if it was not properly closed first.

Be aware of the weather, a wet or icy rail provides a lot less grip. This brings us to:

**Sander** – The sander helps to provide grip for the wheels on the rail and should be used when starting in wet or icy conditions.

**Under Way**

**Water Filling** – You will need to use the water levers (and the injector steam levers for the A1X) to fill the boiler. Due to the water gauge glasses wobbling around and being effected by gradient and acceleration it is normal procedure to try and keep the boiler between half and three quarters full to avoid overfilling the boiler and causing priming to occur.
Locomotive Numbering

When a Terrier is added to a scenario the number will be randomly chosen from a list of all members of the appropriate type and livery selected.

These are pre-set with the correct configurations for each number as they were historically outfitted. However if you wish to change any of the components then the setups are listed below.

Note: All of the Terriers use the following system for bunker selection:

1. Original bunker
2. Original bunker with a closed rails
3. Original bunker with an open rails
4. Original bunker with a KESR style open rails
5. KESR taller, squared corner bunker
6. KESR taller, squared corner bunker with open rails
7. Isle of Wight bunker extended to buffer beam

**A1 IWC Railway**, e.g. YY7A#91 e.g. YY7A11Chigley

1. Air pump visible – Yes or No
2. Extra wheel weights – Yes or No
3. Bunker type (see above)
4. Head code – Letter of the standard head code class, note: lower case for running bunker first

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5-6. Number (use # for single digits, e.g. #9)
7. Destination plate. Use a number from below for a specific destination or type any name of 3 to 11 characters in length
   1. Cowes
   2. Freshwater
   3. Newport
   4. Ryde
   5. Shanklin
   6. Ventnor
   7. Yarmouth
   8. Havenstreet
   9. Smallbrook
  10. Wooton

Note: You can cycle through the names in game using Ctrl-Numpad 9

Note: All of the A1X Terriers use the following system for chimney selection:

1. Marsh chimney – will use a Stroudley whistle if hooter not selected
2. Drummond chimney – will use a Southern whistle if hooter not selected
3. Isle of Wight cast chimney – will use a Southern whistle if hooter not selected

**A1X LBSCR Improved Engine Green**, e.g. RYN11NNNN1N1NNA81Beulah
1. Frames – Red or Black
2. Air pump visible – Yes or No
3. Extra wheel weights – Yes or No
4. Bunker type (see above)
5. Chimney (see above)
6. Spark arrestor – Yes or No
7. Tall lamp brackets – Yes or No
8. Lubricator boxes on tank fronts – Yes or No
9. Handles on tank fronts – Yes or No
10. Dome – 1 Original, 2 Drummond
11. Toolbox on top of boiler – Yes or No
12. Whistle type – 1 Original, 2 IOW Hooter
13. Extra steps at front – Yes or No
14. IOW style splasher – Yes or No
15. Head code – Letter of the standard head code class, note: lower case for running bunker first
16-17. Number
18 onwards. Name (3 to 11 characters)

**A1X Southern (Olive)**, e.g. YY73NNYY1N2YYA11
1. Air pump visible – Yes or No
2. Extra wheel weights – Yes or No
3. Bunker type (see above)
4. Chimney (see above)
5. Spark arrester – Yes or No
6. Tall lamp brackets – Yes or No
7. Lubricator boxes on tank fronts – Yes or No
8. Handles on tank fronts – Yes or No
9. Dome – 1 Original, 2 Drummond
10. Toolbox on top of boiler – Yes or No
11. Whistle type – 1 Original, 2 IOW Hooter
12. Extra steps at front – Yes or No
13. IOW style splashers – Yes or No
14. Head code – Letter of the standard head code class, note: lower case for running bunker first
15-16. Number

**A1X Southern (Green, Named)**, e.g. YY73NNYY2N2YYA8#Freshwater

1. Air pump visible – Yes or No
2. Extra wheel weights – Yes or No
3. Bunker type (see above)
4. Chimney (see above)
5. Spark arrester – Yes or No
6. Tall lamp brackets – Yes or No
7. Lubricator boxes on tank fronts – Yes or No
8. Handles on tank fronts – Yes or No
9. Dome – 1 Original, 2 Drummond
10. Toolbox on top of boiler – Yes or No
11. Whistle type – 1 Original, 2 IOW Hooter
12. Extra steps at front – Yes or No
13. IOW style splashers – Yes or No
14. Head code – Letter of the standard head code class, note: lower case for running bunker first
15-16. Number (use # for single digits, e.g. 8#)
17 onwards. Name (3 to 11 characters)
The Stroudley 4 wheel 26’ coaches were built for lightweight suburban service and first appeared in 1872. They continued in production for twenty nine years and we have included five variations in their original Mahogany finish to accompany the LB&SCR Terriers in this pack, as follows:

- First class
- Second class
- Third class
- Composite First/Third
- Brake/Third

The typical train was made up using the following; Brake/Third, Third, First, Second, Third, Brake/Third which weighed in at just under 60 tons, a brake being fitted at both ends to allow an easy turnaround at terminuses.
Modification Policy

You are free to create modifications for this pack (including but not limited to re-skins, sound updates, “enhancement” packs, etc.) but they must not include any 3D model files, audio samples or scripts –original or modified. If you choose to make your mods public then they must be provided free of charge. They can be hosted on a site that asks a nominal membership fee for quicker downloads (e.g. UK Train Sim) but cannot be sold in any way without the express permission of Victory Works.

If you wish to discuss terms for selling modifications please contact us via email at victoryworks@live.co.uk

To summarise – free mods are fine but must not include model, audio or script files. If you wish to sell mods then you MUST get permission first.
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