

Train Sim World® West Somerset Railway

DRIVER'S MANUAL



DOVETAIL GAMES

TSW

TRAIN SIM WORLD®

WEST SOMERSET RAILWAY

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Introducing Train Sim World: West Somerset Railway



Rolling hills, golden meadows and seaside views are yours to experience in Train Sim World: West Somerset Railway, bringing Britain's longest heritage railway to life. Operate your trains in a diesel gala environment and keep the tourists entertained with a diesel-bashing display of powerful locomotives thundering through Somerset's beautiful countryside. Reproduced in exquisite detail, every station, signal and milepost feels so real you could almost reach out and touch it.



It's your job to entertain the visitors in the ever-popular Diesel Gala that's taking place on Britain's longest heritage railway. Take them for a trip down memory lane as you show off the characterful Class 47 and keep the trains running on time with support from the unique Class 09. Whether you're driving, riding along or watching the show, experience all the sights and sounds of heritage railways at their best.



Take control of two icons of British motive power, the BR Class 47 Main Line locomotive and the BR Class 09 Diesel Shunter. Featuring a diesel-electric simulation underpinned with expert technical knowledge and real-world data, the

performance, sounds and feel have been accurately reproduced to make them feel just like the real thing.



Train Sim World®: West Somerset Railway caters for players of all ability levels with accessible tutorials for beginners and advanced procedures for experts. Whether you're looking to get started driving trains or refreshing your expert knowledge, Train Sim World has it covered. Feel the detail as you step into the cab, take control then live out your dreams exploring the highly detailed and immersive environment in West Somerset Railway!



Choose how you want to play in Train Sim World: West Somerset Railway. Take control and master powerful locomotives, running-to-time or carrying out important tasks or riding along as a passenger and watching the world go by. Why not watch all the action unfold and capture amazing screenshots or go exploring to hunt down all the hidden collectables? Whatever you choose to do, there's lots to see and experience in Train Sim World: West Somerset Railway.

An Introduction to the West Somerset Railway



West Somerset Railway is today one of Britain's premier preserved railways offering tourists all the sights, sounds and smells of yesteryear.

Originally built to Great Western standards from 1859, the line terminated at Watchett and took a mere 3 years to construct. The route was further extended to Minehead, opening in 1874, however, the track was of the 7ft broad gauge as designed by Brunel. This was not adopted as standard throughout Britain, and so the entire line was converted to standard gauge in 1882, in one weekend!

Some of the most radical developments happened during the West Somerset Railway's time under Great Western operation, most of which simply to increase traffic capacity and length of trains, as the area quickly became popular with people looking to get away from the big cities. Track duplication, larger stations, extended platforms, more passing loops, and to attract tourists, camp coaches at Blue Anchor and a new swimming pool at Minehead.

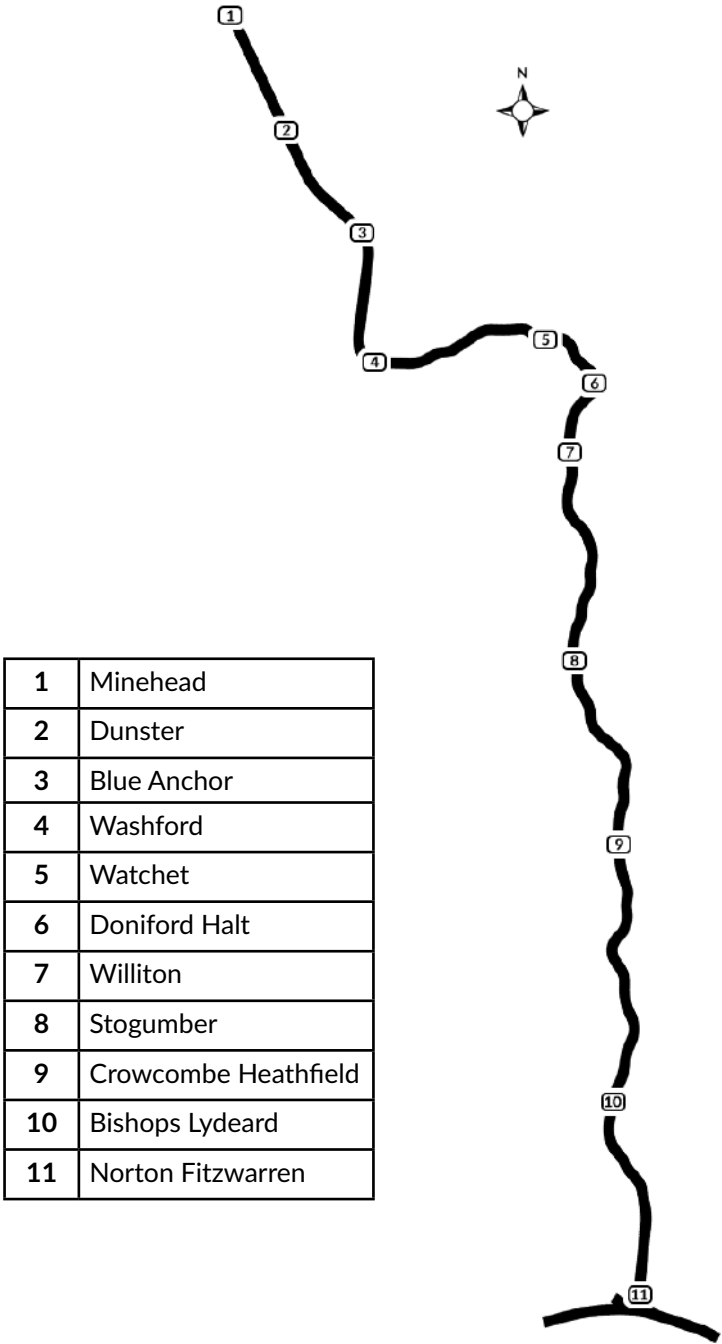
However, the story does not follow this trend beyond nationalisation, British Railways saw the closure of signal boxes, engine sheds, and what must have been the final straw, Norton Fitzwarren station, the gateway to the West Somerset Railway, was closed in 1961. Efforts were made to keep the line popular, including the opening of a Butlins camp at Minehead in 1962, but the line couldn't be saved forever.

The Beeching Report of 1963 recommended the line for closure, and freight was

soon withdrawn. Passenger services met a more gradual decline, eventually ceasing in 1971 and being replaced by a bus service.

Immediately, talks were underway about preserving the line, and the feasibility of running it as a heritage route. No less than 6 years later, the overgrown trackside scenery had been cut back, and phase-by-phase, the West Somerset Railway slowly reopened to historical traffic, becoming the longest standard gauge heritage railway in Britain. The most recent developments for the line included the addition of a new turntable at Minehead in 2008, and the reconstruction of Norton Fitzwarren station in 2009.

West Somerset Railway Route Map



The Game Modes

Tutorials

Tutorials give you the knowledge you need to get the most from your locomotives and trains via interactive lessons that teach you key concepts. If you're new to Train Sim World, we recommend you start here to learn the fundamentals.



Scenarios

These provide a selection of operations over the West Somerset route, Scenarios are objective-based activities which provide unique experiences. Move coaches around, drive passenger services and experience some of the operations that occur on this railway.



Services

These provide a host of activities throughout an entire 24-hour time period, Service Mode is a new way to play. There's always something to do with a large variety of services to take control of or ride along with. Sit back and enjoy the action and capture amazing screenshots, hop on or off and ride along with the various services as they go about their duties or take control and carry out the duties yourself. Featuring many individual services, you'll always find something going on.



An Introduction to the Class 47 Diesel-Electric Locomotive



As the steam-era was quickly drawn up for an abrupt end by the mid-to late 1960s, the British railway network needed a vast and swift conversion to diesel traction, nation-wide. While the Western Region had opted for diesel-hydraulic options, the British Transport Commission was doubtful this would be the best approach for the railway's future and started exploring diesel-electric traction.

The new locomotives needed to be both lightweight, and easily attain a Type 4 locomotive status (meaning they had to produce between 2500 and 2999 brake horsepower). Two prototypes were built for testing purposes, their names being Lion and Falcon. Each was built by a different manufacturer and featured differing engine types, however before any testing could begin, the necessity for new engines was too great and an initial batch of new locomotives started production.

The new locomotives, combined with the trialed Lion, would eventually lead to a much larger batch of locomotives, which would be built by Brush Traction. In all, between 1962 and 1968, a grand total of 512 Brush Type 4 locomotives would roll out of Loughborough and Crewe Works – numbered from D1500 to D1999, and D1100 - D1111. The Type 4s quickly went to work, replacing steam locomotives on both passenger and freight duties.

In the 1970s, the Brush Type 4 locomotives were sorted with the new TOPS classification system and became the Class 47. TOPS allowed for sub-classes to be used in further sorting locomotives, and three variants of the Class 47 existed at the time, those with steam heating, those with no heating, and others with dual or electric train heating; these became the Class 47/0, 47/3 and 47/4 respectively. Further modification, to fit additional fuel tanks, also brought about the somewhat unofficial 47/8 subclass.

While the Western Region of British Railways was still aiming to strive with its diesel hydraulic locomotives, namely the 'Westerns', this would inevitably fall by the wayside for diesel-electric alternatives, and several Class 47s were built for former-GWR rails. One, in particular, was D1661 named 'North Star' as a call-back to a popular nameplate on GWR steam locomotives.

Based initially at Landore, Swansea, before being moved to Old Oak Common, London, in 1973 and various other sheds beyond that, D1661 would work the Western Region in tandem with the hydraulics, and throughout its life has been reclassified as 47077, then 10 years later 47613 after electrical heating was fitted, and once more to 47840, which had extra fuel tanks.

The constant upgrades meant longevity for 'North Star', even though inter-city services were soon no longer its main role on the Great Western Main Line, its newly fitted fuel tanks made it ideal for cross-country use, and so until 2002, 47840 was operated by Virgin Trains. Eventually, Virgin replaced them with their new Voyager fleet, and so the 47 would be hired to various operators for the following 6 years.

Quick Start Guide: Class 47

1. Enter the required cab.
2. On the back wall behind the driver's seat, ensure the battery isolation switch is set to the 'Closed' position
3. On the back wall behind the driver's seat, ensure the brake selection switch is set to the 'Vacuum Brake – Passenger' setting (which is appropriate for West Somerset Railway Mark 1 coaching stock).
4. If you want AWS:
 - a. On the back wall near the top, move the AWS isolation lever to 'Unisolated'.
 - b. On the back wall near the top, move the AWS cab changeover lever to 'Activated'.
5. If you want DSD:
 - a. On the back wall near the top by the side wall, turn the DSD isolating switch to 'Unisolated'.
6. Sit in the driver's seat.
7. Turn the master key to the on position.
8. Move the reverser to the 'Engine Only' position.
9. If you enabled AWS:
 - a. As you move the reverser past the 'Reverse' setting, the AWS alarm will self test, press the AWS reset switch to clear it.
10. Move the drivers brake to the 'Full Service' position.
11. Press the engine start button and wait for the 'Engine Stopped' light to extinguish.
12. Turn on the headlights.
13. Wait for the fault light to extinguish, which happens when the brakes are fully charged.
14. Turn the Headcode box light switch to 'On'.
15. If running light loco, turn the tail light on.
16. Turn the desk light switch 'On'.
17. When ready to proceed, move the reverser to 'Forward'.
18. Move the drivers brake to the 'Running' position.
19. Move throttle to the 'On' position until you're rolling, then apply throttle as required.

An Introduction to the Class 09 Diesel-Electric Locomotive



In the steam age, any shunting duties throughout yards, sidings, and major stations was carried out by diminutive 0-4-0 and 0-6-0 tank locomotives, their short wheel base being able to fit around the typically tighter curves found in such complex and compact locations.

It was inevitable, however, that diesel equivalents would be required nation-wide. Diesel could offer more tractive effort for a locomotive of similar size, ideal for general purpose use where things can need to be moving or shunted over a short distance. The London Midland and Scottish railway had already tinkered with the idea of using diesel shunters by the mid 1930s, and had English Electric building the D3/6 in 1935.

The D3/6 shunter formed the basis of things to come, a short 0-6-0 wheelbase upon which a small cab and long bonnet was rested - the bonnet housed a 350 horsepower English Electric 6K engine and two traction motors, giving a top speed of 30 mph and a tractive effort of 133.4 kN. Only a handful of these shunters were built, yet they were the foundation for what would be the LMS 12033 series (BR Class 11), of which 120 were built.

When the time came to normalise with general purpose shunters under British Railways, the design of the BR Class 11 was chosen, and between 1952 and 1962, a whopping 996 diesel shunters were built as the BR Class 08. Being the most prolific of any British Rail locomotives, they became a common sight at any site of significance.

In the late 1950s, a derivative of the BR Class 08 was sought after, one which

could shunt as per design but also work short-distance light freight journeys on branch lines in the Southern Region of British Railways. The answer was the BR Class 09, of which 26 were built as new at BR's Darlington and Horwich Works between 1959 and 1962; and a further 12 Class 08s were rebuilt into 09s in the 1990s.

The principal difference between the 08s and 09s was their gearing, the 09s were built with a higher top speed of 27.5 mph (the average for an 08 being 15), with a subsequent sacrifice in tractive effort to attain this. The small fleet of Class 09 shunters would work throughout the Southern Region, on light freight duties typically, but also arranging coaches in the likes of Brighton station, and some were even briefly seen on passenger trains out of Clapham Junction.

The Class 09s continued working on the main line right into the early 2000s, with several seen in privatised liveries. Today however, with a total of 10 surviving, the remaining examples of the class exist only in preservation.

One in particular, D4107, built at Horwich Works in 1961, was one of the few of the class to work further north, up in Carlisle, before being transferred to the south's Hither Green depot, located in the London borough of Lewisham. From here the shunter would have marshalled freight trains together, trains which were bound for destinations beyond London. D4107 became 09019 when the TOPS classification system was introduced.

09019 would be one of the locomotives to feel the wrath of privatisation, it was to work for Mainline Freight and so soon received their blue paint scheme and unique logo. When the time for retirement came in 2013, 09019 was saved from scrap and sent to the West Somerset Railway, where it can still be seen today, restored back to D4107 in BR Green livery, on passenger workings and coach shunting procedures.

Quick Start Guide: Class 09

1. Enter the cab and ensure handbrake is set.
2. Turn the marker light switch on.
3. Exit the cab and turn on whichever lights you require on the exterior.
4. Re-enter the cab.
5. Move the master switch lever all the way to the 'Start' position and hold for 5 seconds.
6. Move the master switch lever to the 'On' position.
7. Move the reverser to 'Forward'.
8. Release the straight air brake if applied.
9. Release the driver's brake if applied.
10. Release the parking brake.
11. Apply a little power to get moving with the throttle.
12. Add power as required.

You are strongly advised to use the straight air brake to slow / stop the locomotive when you are shunting or running light engine.

Lights

On the exterior of the Class 09 there are four manually operated electric lights.

When setting up your train lighting you should consider what your current task is and set up accordingly as follows:

For Shunting

Set all lights to on, so that you have both white and red on both ends.

For Mainline Running

Set the leading end white light on and the trailing end red light on.

Safety Systems – DSD – Class 47

The DSD or Driver Safety Device is a straightforward Driver Vigilance Device and its purpose is simply to ensure that the driver is constantly aware of the train and able to react and respond to the train in a timely manner.

How to Activate

1. On the back wall near the top by the side wall, turn the DSD isolating switch to 'Unisolated'.

How to Deactivate

1. On the back wall near the top by the side wall, turn the DSD isolating switch to 'Isolated'.

How to Use

Once activated, every 60 seconds the DSD will trigger an audible alarm. You then have a short time in which to respond to it by pressing the foot pedal, the Q key (by default) on the keyboard or the B button on the Xbox controller.

If you do not respond in time, the train will apply penalty brakes until the train has stopped. You will not be able to take any further actions until the train has stopped. Once it has come to a complete stop, you should reset controls to their normal state (throttle to minimum, reverser to neutral, brakes to full service), you can then release the brakes and continue.

Safety Systems – AWS – Class 47

What It Is

The Automatic Warning System is used to provide indications in the cab based on the upcoming conditions on the line. Alarms sound in the cab when approaching aspects other than green or when approaching some other fixed reason for ensuring the driver is forced to acknowledge their location and situation such as some diverging junctions.

How to Activate

1. On the back wall near the top, move the AWS isolation lever to 'Unisolated'.
2. On the back wall near the top, move the AWS cab changeover lever to 'On'.
3. The AWS self-test may now be going off, press the AWS reset switch to clear it.

How to Deactivate

1. On the back wall near the top, move the AWS cab changeover lever to 'Off'.
2. On the back wall near the top, move the AWS isolation lever to 'Isolated'.

How to Use

As you approach a signal you will observe you go over a yellow ramp in the middle of the track, this is an AWS ramp.

If the signal aspect you are approaching is green then you will hear a bell in the cab, you don't need take any further action.

If the signal aspect you are approaching is not green, then you will hear an alarm in the cab. You must acknowledge this by pressing the AWS reset switch within a couple of seconds or all the train brakes will apply.

Note: Unlike some European systems there are no speed restrictions monitored with this system, it is left entirely to the driver to ensure that they will not pass a red signal and the AWS is used to provide repeated warning and driver acknowledgement of the upcoming situation on the line.

There are also fixed AWS ramps which will always cause an alarm in the cab usually because of something nearby ahead on the line, and some AWS ramps may only trigger when the train is routed in a particular direction.

Simply put, if the alarm goes off, acknowledge it, understand why it went off and react accordingly.

Passenger Door Controls



In Train Sim World: West Somerset Railway, you can control the passenger entry and exit doors on each side independently i.e. either left side or right side. A simple method of control has been implemented for the included trains. Simply press the TAB key to call up the menu and select on which side of the train you wish to lock/unlock the doors.

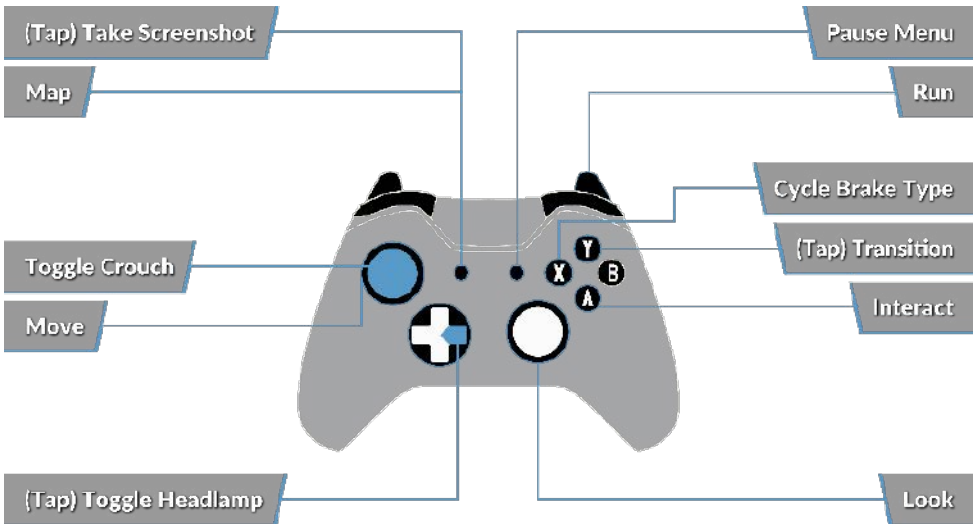
On the included trains you cannot directly interact with the passenger car doors because this is normally controlled from the passenger cars themselves, so you must use the TAB key to cause the doors to open/close.

Default Controls / Input Devices

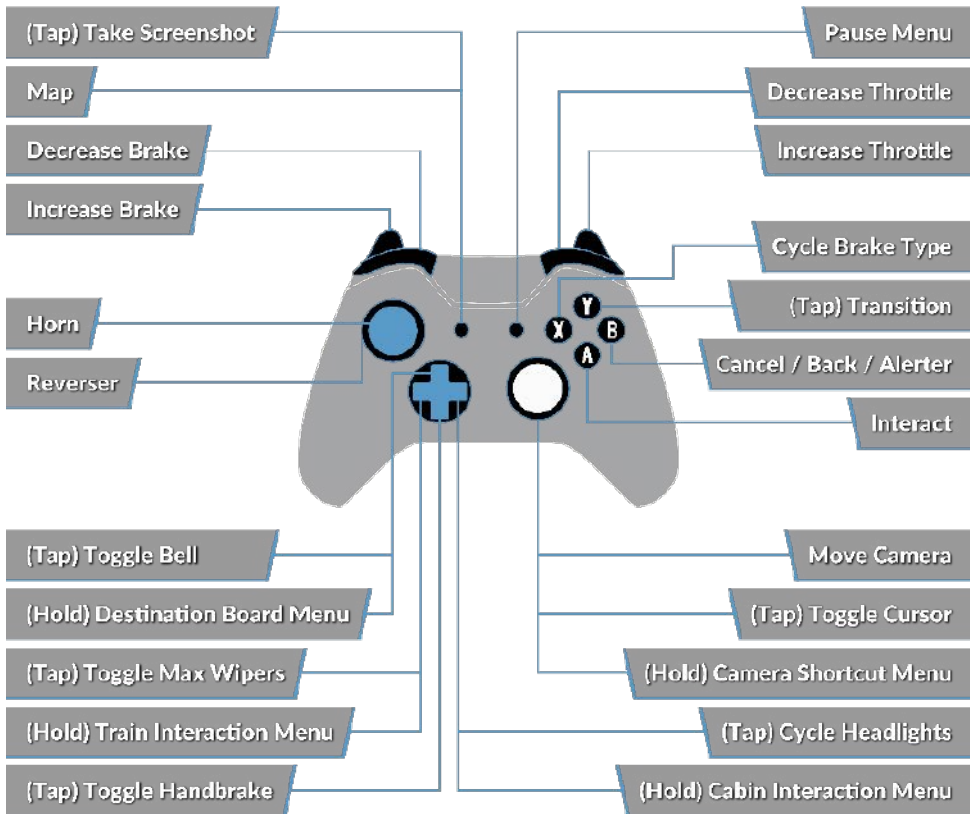
Input devices like the controller and keyboard take on different functions depending on what you are doing.

Mode	Notes
First Person	When walking around the world in first person, this is the mode that is active.
Locomotive Driving	While you are sat at the controls of a locomotive, this is the mode that is active.
External Camera	If you are driving a locomotive and opt to move to an external view camera, the system will behave in this mode.

Controller - First Person Mode



Controller - Locomotive Mode



Default English Keyboard - First Person Mode

W/A/S/D	Walk forwards, Backwards, strafe left and right
C	Crouch
E	Interact with ladder, stairs etc.
L	Toggle headlamp/torch
Shift	Run
Mouse move	Turn, look up/down
Mouse left click	Interact

Default English Keyboard Locomotive Controls

Name	Keyboard		Controller	
	Increase/ Press	Decrease	Increase/Press	Decrease
Throttle & Brake	A	D	Right Trigger	Right Bumper
Reverser	W	S	Left Stick Up	Left Stick Down
Auto Brake	Apostrophe	Semi Colon	Left Trigger	Left Bumper
Headlights	H	SHIFT + H	D-Pad Right (Hold) <i>Also: Tap Dpad-Right to cycle headlight settings</i>	D-Pad Right (Hold)
High Horn	Space		Left Stick Click	
Low Horn	N			
Master Switch	CTRL + W			
AWS Reset	Q		B Button	
Sander	X			
Cab Light	L	SHIFT + L		
Handbrake	\	SHIFT + \		
Emergency Brake	Backspace			
Wipers	V	SHIFT + V	DPad Up	
Toggle DSD	SHIFT + Enter			
Toggle AWS	CTRL + Enter			

Controlling the Camera & Camera Modes

Train Sim World: West Somerset Railway includes a number of 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 your cab controls.



Boom Camera

Just like the camera from Train Simulator, your camera extends outward on an invisible pole, you can rotate it around your focussed vehicle. Use **CTRL + Left & 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 new camera that allows you to freely look in all directions, 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.

Customising the HUD

Train Sim World: West Somerset Railway includes many options for you to customise the Head Up Display (HUD):

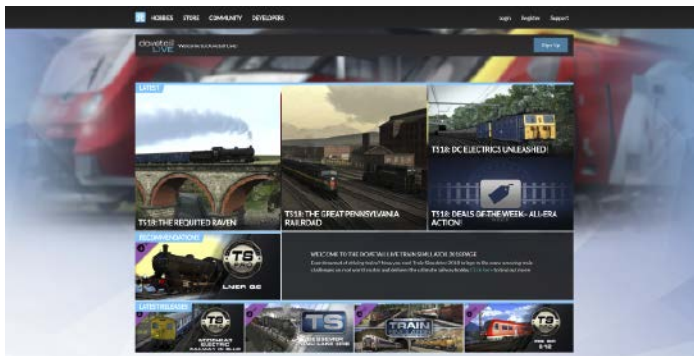
Control	Function
CTRL + 1	Toggles the in-world objective marker
CTRL + 2	Toggles the in-world next speed limit marker
CTRL + 3	Toggles the in-world next signal marker
CTRL + 4	Cycles the next speed limit / signal information panel in top right
CTRL + 5	Toggles the speedometer panel (or clock/compass while walking)
CTRL + 6	Toggles the Score Display
CTRL + 7	Toggles the passenger stop marker on the track
CTRL + 8	Cycles the centre dot transparency (off, 50/50, white)

Dovetail Live Account

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: 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 Simulator World: West Somerset Railway 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: West Somerset Railway?

This is an easy process and will allow you to play Train Sim World: West Somerset Railway in English, French, Italian, German, Spanish, Russian and Polish. To change the language of Train Sim World: West Somerset Railway, right-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: West Somerset Railway 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 dovetailgames.kayako.com

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