Class 150/1

Release Version 1.0

1 Background

1.1 Class 150/1

In the early 1980s British Rail had a large fleet of aging DMUs built to many different designs in the late 1950s and early 1960s. Some of the more reliable types were retained and refurbished. BR decided to replace many of the non-standard or unreliable types with new second-generation units, built to modern standards. Two different types were developed; low-cost "Pacers", built using bus parts and intended for short-distance services; and "Sprinters", based on BR's Mark 3 body shell design, for use on longer-distance services.

BREL in 1984 built two prototype 3-car Class 150/0 units. 150001 was fitted with Cummins engines and Voith hydraulic transmission, and 150002 was fitted with Perkins (Rolls-Royce) engines and Self-Changing Gears mechanical transmission.

This next batch of fifty units were classified as Class 150/1. They were numbered in the range 150101-150. Like the prototype units, they did not have front-end gangway connections. Originally based at Derby Etches Park depot, these units were introduced in 1986, mainly concentrated around Birmingham and Manchester, and in later years were restricted mainly to commuter services.

1.2 Design & Specification

Builder   BREL YORK
Locomotive Weight   35.8 t (41.7 short tons; 37.2 long tons)
Vehicle Length   20.06 m (65 ft 10 in)
Vehicle Width   2.8 m (9 ft 2.9 in)
Fuel Capacity   800 gal (3,026L)
Vehicle Power   286 hp (213 kW)
Top Speed   75 mph (121 km/h)
Brake Types   Air/Ep

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2 Rolling Stock

2.1 Class 150/1 DMS

2.2 Class 150/1 DMSL

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3 Driving the Class 150/1

3.1 Cab Controls
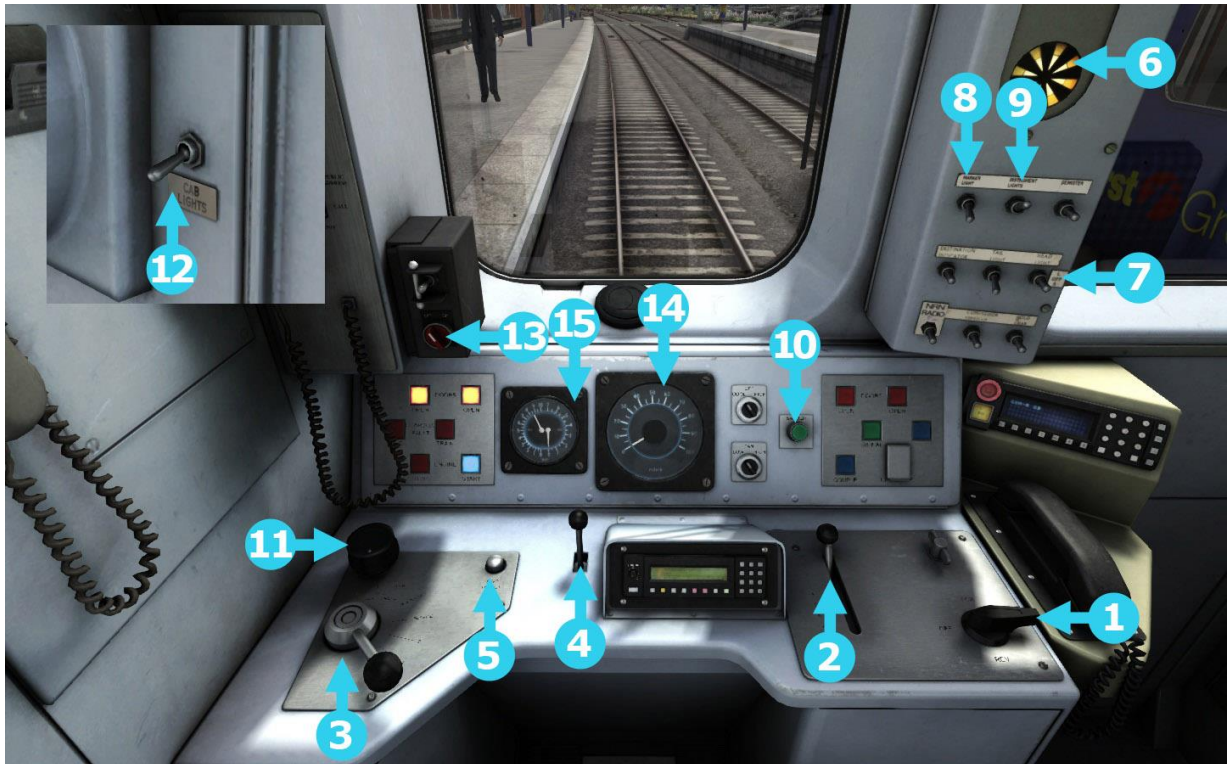
1	Reverser	9	Instrument Lights
2	Throttle	10	Sander
3	Train Brake	11	Wiper
4	Horn	12	Cab Lights
5	AWS Reset	13	DRA
6	AWS Sunflower	14	Speedo
7	Headlight Switch (Off/Day/Night)	15	Brake Gauge
8	Marker Light		

3.2 Locomotive Keyboard Controls

Key Equivalent	Action
A / D	Increase or Decrease the Throttle Control.
W / S	Move Reverser control Forward or Backward.
; / '	Increase or Decrease the Train Brake Control.

3.3 General Keyboard Controls

Key Equivalent	Action
T	**Load/Unload** passengers or freight.
H	**Headlights.** Repeatedly pressing will cycle through headlight states where appropriate.
Z	**(Expert) Engine Stop/Start**. By default engines will already be running at the start of a scenario. Press this button to stop and then again to restart the engine.
Q	**(Expert) Alerter.** The Alerter is a system used on some trains to ensure that the driver has seen a signal. If the Alerter sounds (a black/yellow striped symbol is shown on the Driver's display), this must be acknowledged by pressing the Alerter button or the emergency brakes will be applied.
X	**(Expert) Sander**. Causes sand to be laid on the rails next to the wheels to assist with adhesion. Press and hold to activate sander, let go to stop.
L	**Cab Light.** Toggle the Cab light on and off.
I	**Instrument Light.** Toggle the Instrument Light on and off.
Space	**Horn.** Sound the horn's low tone.
B	**Horn.** Sound the horn's high tone.
/	**Handbrake.** Toggle the train Handbrake on and off.
Ctrl + Shift + C	**Couple manually.**

4 Scenarios

***For driving tutorials, please visit the Academy from the main TS2017 menu
screen***

4.1 [150] 1. 2U06 -0737 Weston-super-Mare to Cardiff Central

The Severn Tunnel is currently closed for several weeks due to the electrification upgrade,
and you are driving one of the many services that are terminating at Bristol Parkway.

Duration: 20 Minutes
Difficulty: Easy

4.2 [150] 2. 2C85 – 1700 Cardiff Central to Taunton

This afternoon you are in charge of a 2-Car Class 150/1 service between Cardiff
Central and Taunton. You will take the service as far as Bristol Temple Meads, where
another driver will take over.

Duration: 55 Minutes
Difficulty: Medium

4.3 [150] 3. 1F30 – 1723 Portsmouth Harbour to Cardiff Central

It's been an awful day so far, with multiple failures and units displaced all over the
Great Western network. You are in charge of a 4-car Class 150/1 unit which has
replaced the usual Class 158 on this Portsmouth to Cardiff diagram.

Duration: 40 Minutes
Difficulty: Hard

5 Acknowledgements

Dovetail Games would like to thank the following people for their contribution to the development of the Class 150/1:

Beta Testing Team