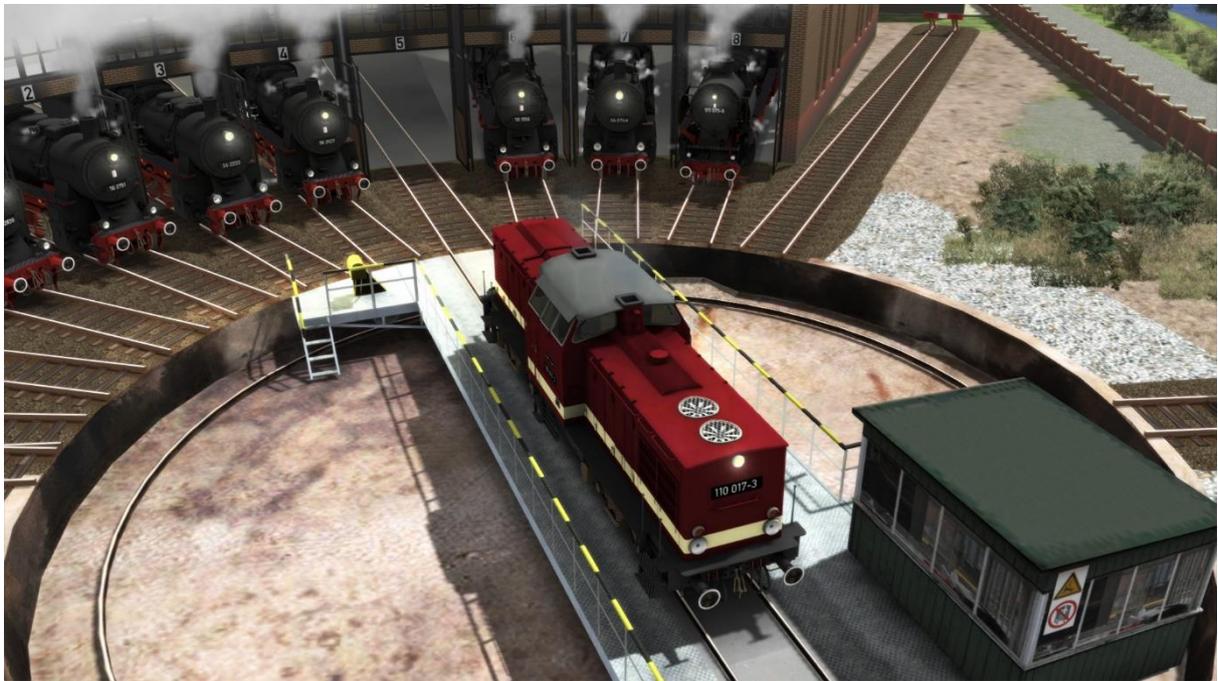


# DR BR 110 for TS Classic



# Manual

Version 2.0 Build 230408

## Contents

Background.....	3
Deutsche Reichsbahn Series V100 .....	3
Installation.....	5
TS Object Browser Index .....	6
Operation .....	7
Sifa (Sicherheitsfahrschaltung).....	8
Colophon/Credits .....	10

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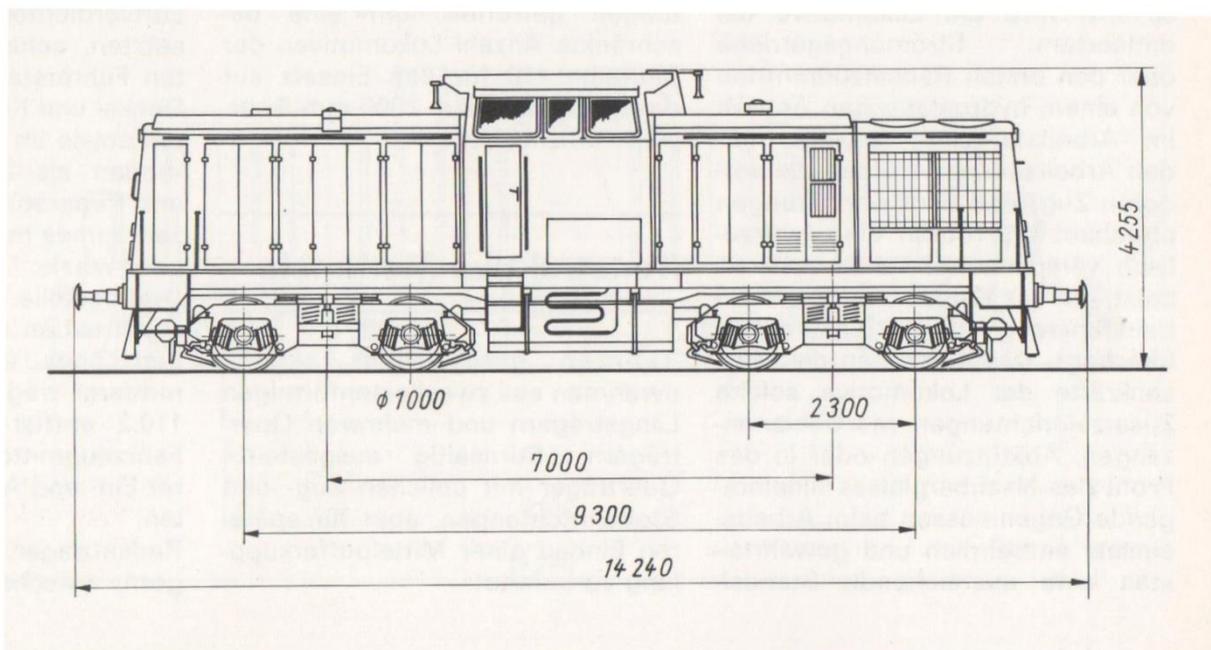
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# Background

## Deutsche Reichsbahn Series V100

In view of the planned outphasing of steam traction, the then *Deutsche Reichsbahn* (DR) drew up an extension program of diesel locomotives in the mid-50s of the last century. However, it lacked a type with an output of approx. 1000 hp that should replace steam locomotives such as the former KPEV series P8 (BR 38), T18 (BR 78) and T14 (BR 93). The latter were mainly used in the medium passenger and goods service, but also in the heavy shunting service. This gap would be filled by the import of Soviet engines, but when the Eastern Bloc comrades failed to live up to their promises, the own GDR locomotive industry started developing a 1000hp machine in 1963. The result was a four-axle diesel locomotive with a central cab and a hydraulic transmission.

The design of these V100 diesel hydraulic locomotives was completed by the Deutsche Reichsbahn in 1966 and production started the following year. The demise of the GDR led to a transfer of traffic flows to the road. After the DR had merged into the DB, these locomotives were massively taken out of service in the early 90s. Because the locos had not yet reached the end of their technical life, a large number were renovated by Alstom and equipped with 12-cylinder Caterpillar diesel engines. This conversion takes place in the former *DR-Ausbesserungswerk* Stendal that has been taken over by Alstom. The customers of these conversion locomotives (referred to as series 203) are mainly found among the private rail carriers that have made their appearance after the liberalisation of the European rail market.





The production of this series, which was initially referred to as V 100 and later Series 110, started in 1967 in the former AEG factories in Hennigsdorf, politically correct renamed by the GDR regime into 'Lokomotivbau Elektrotechnische Werke (LEW) Hans Beimler'. The V 100 would replace almost all medium-heavy former *Länderbahnloks* in the following years and made itself indispensable on all routes of the DR. The type remained in production until 1978. A total of 1146 machines were built.

Informatie ontleend aan <http://www.v100-online.de>



# Installation

The DB BR 110 from TrainworX/Wilbur Graphics comes as a .zip file and contains the following objects in addition to a Readme\_EN.txt:

- Folder Manuals\Wilbur Graphics\DR\_BR\_110 with German, English and Dutch manuals:

```
WG_DR_BR_110_Handbuch_V2_0.pdf
WG_DR_BR_110_Manual_V2_0.pdf
WG_DR_BR_110_Handleiding_V2_0.pdf
```

- Installation program WG\_DR\_BR\_110\_V20.exe

After the installation .exe has been activated, a few choices and input options follow:

- Language selection (Dutch/English/French/German)
- Acceptance of the License Terms (EULA)

Refer to the **release notes.txt** for recent changes, etc.

## Some tips

- Make sure that the packaged files have been extracted before starting the installation.
- If the installation software cannot find the Railworks folder on your system, the reference to this folder in the Windows registry may no longer be valid. This situation occurs if you have moved the Steam environment to another computer or disc drive. You can solve this by repeating the installation of Steam.

# TS Object Browser Index

Object Browser	Folder	Assetnaam
<b>WG DR BR 110 017-3</b>	Rollmat_de	WG_DR_BR_110_017_3
<b>WG DR BR 110 025-4</b>	Rollmat_de	WG_DR_BR_110_025_4
<b>WG DR BR 110 365-2</b>	Rollmat_de	WG_DR_BR_110_365_2
<b>WG DR V100 030</b>	Rollmat_de	WG_DR_BR_V100_030
<b>WG DR V100 171</b>	Rollmat_de	WG_DR_BR_V100_171

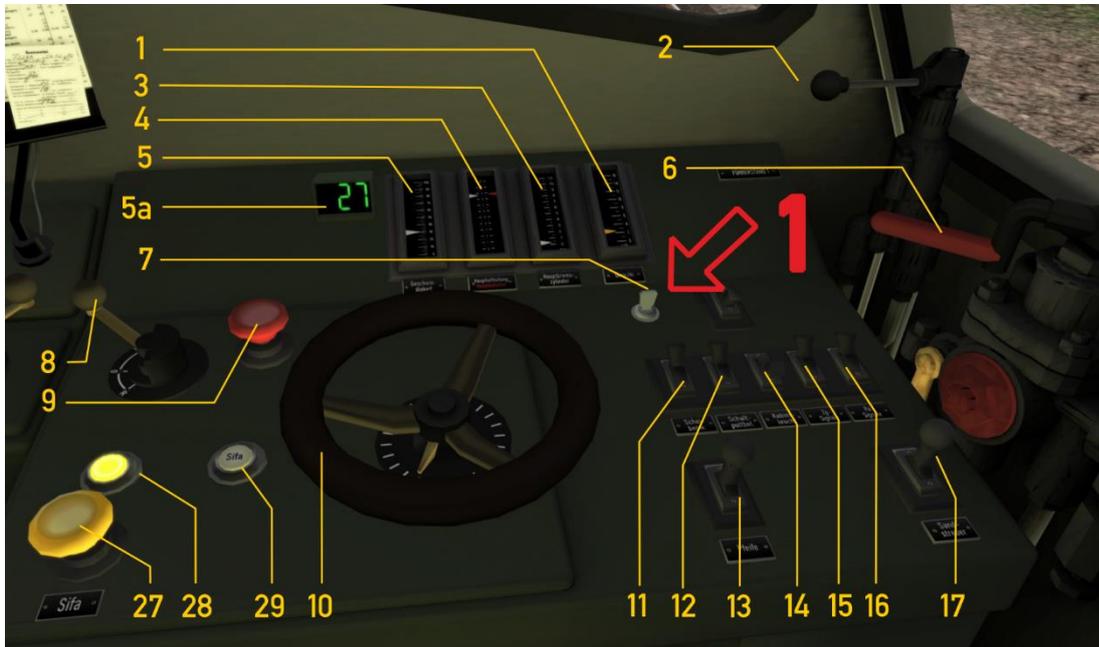


## Preload Consists

WG DR 110 017-3 w/passenger local

WG DR 110 365-2 w/goods service

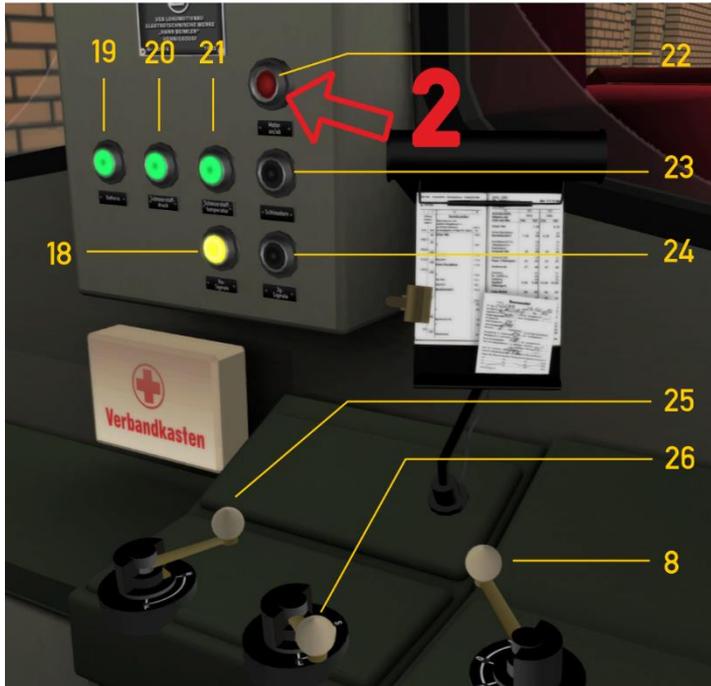
# Operation



1	RPM		11	Wipers	V
2	Engine brake	[ ]	12	Panel lighting	CTRL+F12
3	Brake cylinder pressure		13	Horn	SPACE BAR
4	Train brake pipe/main reservoir pressures			Horn (short)	N
5	Speedometer		14	Cab lights	CTRL+F11
5a	Digital speedo		15	Shunting lights	CTRL+F9
6	Train brake	; ']	16	Head/tail lights	H/SHIFT + H
7	Main key	CTRL + 0	17	Sander	X
8	Reverser	W S	27	Sifa/AWS	NUM ENTER
9	Emergency brake	BACKSPACE	28	Sifa activated	
10	Regulator	A D	29	Sifa Warning	

The cab layout in this TrainSimulator view follows the TS20xx standard (expert mode). Two steering positions are available within the cab, one for each direction of travel. The camera configuration has four positions, which can be passed through with the left/right arrow keys: driver (steering position 1, front right), assistant driver (front left), driver (steering position 2, left rear) and assistant (right rear).

Note: in steering position 2, the reverser does NOT work as usual in TS. To drive 'forward', i.e. in the viewing direction, REVERSE must be selected as the direction of travel.



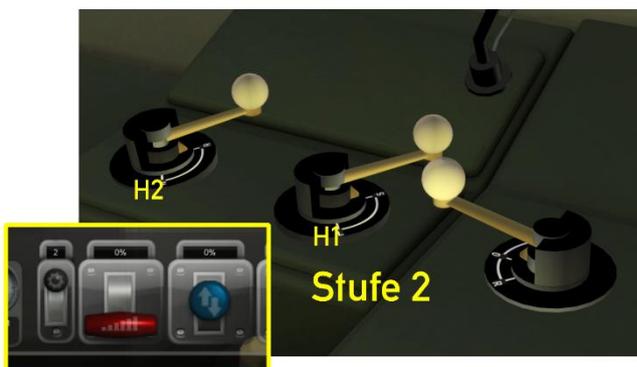
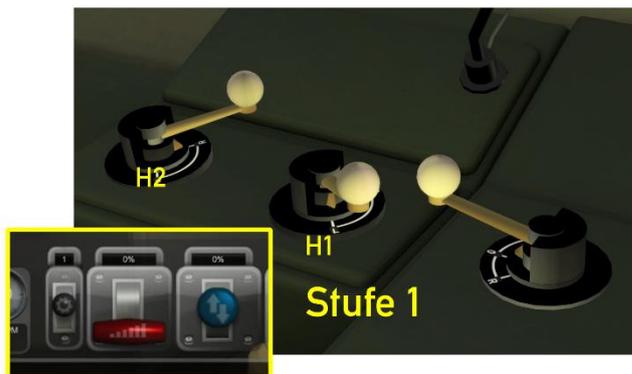
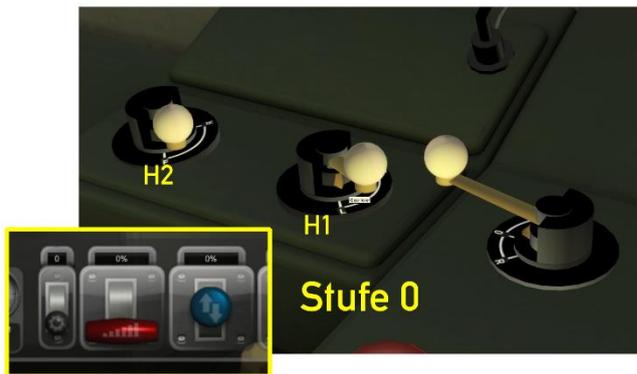
8	Reverser	W S	22	Engine start button	CTRL + Z
18	Shunting lights indicator	Colour light	23	Vmax limit indicator	Colour light
19	Control current indicator	Colour light	24	Head/Tail lights indicator	
20	Lubricating oil pressure indicator	Colour light	25	Transmission lock handle	Handled by engine script
21	Cooling fluid temperature indicator	Colour light	26	Gear selector	H/SHIFT + H

To be able to drive the locomotive, the control current must first be switched on with the main key (7) or CTRL + 0. If Colour light (19) lights up, the main engine can then be brought to life with the start button (22) or CTRL + Z.

## Sifa (Sicherheitsfahrschaltung)

Sifa or in English parlance: AWS aims to apply an emergency braking as a goal to bring the rail vehicle to a standstill if the driver's vigilance can no longer be determined. To this end, an automatic function has been built in that is active for a period of 30 seconds while driving. When these have expired, an acoustic warning follows with a flashing warning light (29). Now the operator has five seconds to reset the AWS, using the button (27). If this is not done, an emergency brake will follow after three seconds. During each 30-second phase, the operator can also reset the ASW by pressing button (27). This will restart the timer.

Unlike reality, the Sifa in TS Classic is optional, i.e. a player can choose to drive scenarios with or without Sifa. In the simulation, the key combinations CTRL + NUM ENTER (enabling the Sifa) and NUM ENTER (reset) are available to the player. When the Sifa is switched on, the control lamp (28) lights up.



We are now looking at shifting gears with the hydraulic clutch. This can only be operated if both the reverser and the controller are in the zero position (neutral), with the locomotive at a standstill. The automatic transmission has three modes: 0 = free, 1 = slow (up to approx. 45 km/h), 2 = fast (up to approx. 100 km/h). These modes can be chosen by the player in three different ways. With the mouse (HUD or lever H1) or with the E-button. The locking of positions 1 and 2 works automatically (lever H2).

# Colophon/Credits

## Development and Production:

© Wilbur Graphics, Henk van Willigenburg ( [www.wilburgraphics.com](http://www.wilburgraphics.com) )

## Sound WG Dampflok:

We would like to thank Michel Rausch, Thorsten Gosny and Rene Puchelt for their suggestions for finishing sounds and to Hcc!trainsim member Studio 2561 for the whistle effects.

## Tips and Advice:

ChrisTrains.com

TrainworX (Paul Mersel)

Ton van Schaik

Reinhart 190963

Stoker

## Testing:

Ton van Schaik, René 't Hooft

## Facebook:

*Wilbur Graphics*

<https://www.facebook.com/wilburgraphicspage/>

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