

BULLEID LIGHT PACIFIC PACK



DIGITAL TRACTION

CONTENTS

A steam locomotive is shown on railway tracks, partially obscured by a semi-transparent green overlay. The locomotive is dark-colored with a prominent smokestack and various mechanical components visible. The background shows a building with windows and a street lamp under a clear sky. The overall image has a vintage, historical feel.

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BACKGROUND

The Southern Railway's 'Light Pacifics' were designed by O. V. S. Bulleid in 1945 and were a lighter version of the earlier 'Merchant Navy' class. Incorporating a number of new developments in British steam locomotive technology, the 'Light Pacifics' were amongst the first British designs to utilise welding in the construction process, and to use steel fireboxes which meant that components could be more easily constructed during the wartime austerity and post-war economy.

Being lighter than the 'Merchant Navy' class permitted them to run on a wider variety of routes, including those in the South-west of England and the Kent coast. They were a mixed-traffic design, being equally adept at hauling passenger and goods trains and were used on all types of services, frequently far below their capabilities. A total of 110 locomotives were constructed between 1945 and 1950.

For publicity reasons the locomotives were split into two classes: The 'West Country' class, named after West Country resorts, and the 'Battle Of Britain' class, named after subjects associated with the Battle Of Britain.

Due to problems with some of the new features in Bulleid's design, such as the chain-driven valve gear, sixty locomotives were rebuilt by British Railways during the late 1950s. This produced a locomotive design highly similar to that of the rebuilt Merchant Navy class. The classes operated until July 1967, when the last steam locomotives on the Southern Region were withdrawn from service. Most were subsequently scrapped but twenty locomotives avoided this fate and instead found new homes on preserved railways in the UK.





SPECIFICATION

Power Classification:	7P 5F
Build Dates:	1945 to 1951
Total Built:	110
Wheel Arrangement:	4-6-0 (Pacific)
Length:	67ft 4.75in (20.45m)
Weight:	86 tons
Number of Cylinders:	3
Cylinder Size:	6.375 x 24in
Coal Capacity:	5 tons
Water Capacity:	4,500 imp gal
Boiler Pressure:	280psi (250psi on BR locos)
Driving Wheel Diameter:	6ft 2in
Tractive Effort:	31,000 lbs
Designer:	Oliver Vaughan Snell Bulleid

PACK CONTENTS

- Four Light Pacifics in various liveries
- 5 Mark I coaches in SR green: SO, BSK (24 and 32 seat), SK (48 and 64 seat)
- 1 Free Roam Scenario
- 2 Standard Scenarios
- A collection of Quick Drives

PACK FEATURES

- Lighting effects for lamps and firebox
- Custom headcode and headlamps system, changeable on the fly
- Extra bonus Mark I stock with opening doors and passenger loading
- Realistic physics
- Loco information
- Particle steam effects: Sanders, cylinder cocks, safety valves
- Fully TS2013 featured



DT Additional Mark I coaches



Bulleid Light Pacific in SR Malachite livery "Blackmoor Vale"



Bulleid Light Pacific in BR Brunswick livery "Wadebridge"



Bulleid Light Pacific in BR Brunswick livery "Tangmere"



Bulleid Light Pacific in BR Brunswick livery "92 Squadron"

ADDITIONAL CONTROLS

CONTROL	KEY
P	OPEN CAB WINDOW
CTRL+SHIFT+1	HEADCODE DISC 1
CTRL+SHIFT+2	HEADCODE DISC 2
CTRL+SHIFT+3	HEADCODE DISC 3
CTRL+SHIFT+4	HEADCODE DISC 4
CTRL+SHIFT+5	HEADCODE DISC 5
CTRL+SHIFT+6	HEADCODE DISC 6

Pressing H once will toggle front lamps on

Pressing H again will toggle tail lamp on and front lights off

Pressing H again will toggle all lamps off

THE HEADCODE DISC POSITIONS ARE SHOWN BELOW



QUICK DRIVES

We have supplied a number of Quick Drives for your use in order to enjoy this product.



Select Quick Drive from the main menu, select Train, choose the DT Bulleid Light Pacific you require, choose the route you wish to use, and finally the environment.

SCENARIOS

We have supplied one Free Roam scenario and 2 Standard Scenarios:

FAILED PINES

It's a baking hot summer Saturday. The Pines express has just failed in the platforms at Bath Green Park station. You are tasked with changing the engine, and driving as far as Templecombe.

TRACTION CRISIS

The Motive Power depots in the South of England are short of locos. Today, a Light Pacific loco is being used on a stopping service between Evercreech Junction and Templecombe.



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