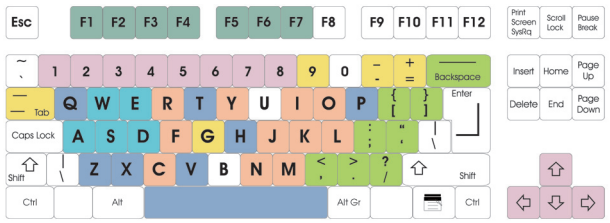
Keyboard Controls

Important: Before playing the game, set your keyboard input language to English UK
To set the control model to Simple, Intermediate or Expert controls, select GAMEPLAY from the Options menu in the main menu.



- On-Screen Information
- Moving the Train
- Stopping the Train
- Additional Cab Controls
- Additional Commands
- Steam Locomotive Controls
- Views

General

Pause	**PAUSE BREAK**
Take screenshot (in windowed mode only)	**ALT+PRINT SCRN**
Return to main menu	**CTRL+Q**
Enter World Editor	**CTRL+E**

On-Screen Information	
Scenario tasks and keyboard controls	**F1**
Save prompt	**F2**
Driver's Guide	**F3**
Simple HUD	**F4**
Technical HUD	**F5**
Toggle labels	**F6**
Toggle engine and wagon number labels	**F7**

Views

Cab View	**1**
Zoom in/out	**↓/↑**
Zoom in/out fast	**SHIFT+↓/↑**
Head Out of Window View	**SHIFT+2**
Look forwards/ backwards	**↓/↑**
Look out of left/right window	**←/→**
External View 1	**2**
External View 2	**3**
Rotate left/right	**←/→**
Rotate left/right fast	**SHIFT+←/→**
Rotate up/down	**CTRL+↓/↑**
Rotate up/down fast	**SHIFT+CTRL+↓/↑**
Change focus to next vehicle on left/ right	**CTRL+←/→**
Trackside View	**4**
Passenger View	**5**
Zoom in/out	**↓/↑**
Coupler View	**6**
Zoom in/out	**↓/↑**
Change view to next coupler towards the front of the train	**CTRL+↑**
Change view to next coupler towards the rear of the train	**CTRL+↓**
Left side/right side/top down view	**←/→/↑**
Bird's Eye Camera	**7**
Disconnect Camera Focus from the Train	**8**

Driving

Moving the Train	
Speed up/Slow down (Simple controls)	**A/D**
Forward/Reverse (Simple controls)	**S**
Increase/Decrease reverser (Intermediate controls)	**W/S**
Increase/Decrease throttle (Intermediate controls)	**A/D**

Stopping the Train	
Emergency brakes	**BACKSPACE**
Increase/Decrease train brake (Intermediate controls)	**' / ;**
Increase/Decrease locomotive brake (Intermediate controls)	**] / [**
Increase/Decrease dynamic brake (Expert controls)	**. / ,**
Handbrake on/off (Expert controls)	**/**

Additional Cab Controls	
Warning system reset (Expert controls)	**Q**
Start up/Shut down engine (Intermediate controls)	**Z**
Horn	**SPACEBAR**
Wipers	**V**
Sander (Expert controls)	**X**
Headlight states 1/2/3	**H/SHIFT+H**
Raise/Lower power pickup (Expert controls)	**P**
Load freight or passengers (including open doors) (Intermediate controls)	**T**

Additional Commands	
Request permission to pass stop signal ahead/behind (Intermediate controls)	**TAB/SHIFT+TAB**
Map view	**9**
Activate refuelling	**T**
Change to rear/front cab	**CTRL+=/CTRL+-**
Change switch ahead/behind	**G/SHIFT+G**
Manual couple	**CTRL+SHIFT+C**

Steam Locomotive Controls (Expert controls)	
Open/Close firebox	**F/SHIFT+F**
Injector 1 steam on/off	**I**
Increase/Decrease injector 1 water	**K/SHIFT+K**
Injector 2 steam on/off	**O**
Increase/Decrease injector 2 water	**L/SHIFT+L**
Dampers on/off	**M/SHIFT+M**
Increase/Decrease blower	**N/SHIFT+N**
Increase/Decrease coal shovelling rate	**R/SHIFT+R**
Open/Close cylinder cocks	**C**
Raise/Lower water scoop	**Y**
Small ejector on/off	**J**

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CYAN
MAGENTA
YELLOW
BLACK

Please check the contents of this proof carefully, and mark any comments accordingly. No responsibilty can be accepted for unmarked errors.

Signalling and Signage

UK Modern Signalling

These signals appear on the Oxford to Paddington and Newcastle to York routes.

Multi-Aspect Colour Light Signals

The line ahead is clear.

Be prepared to stop **after** the next signal.

Stop **at** the next signal.

The line ahead is occupied.

Junction Signals

An illuminated row of white lights indicates that the route ahead will be diverging from the current line.

Ground Shunt Signals

Two illuminated white lights indicate the junction ahead is active and can be used.

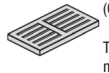
Signal Warning Systems

Note: These controls are only active in the Expert control model.

Automatic Warning System (AWS)

AWS is a signal warning system mounted in the middle of the track roughly 185m in front of every stopping signal.
If the signal ahead is displaying GREEN, you will receive a bell tone inside the cab, and you do not need to react.
If the signal ahead is displaying YELLOW or RED, you will receive a buzzer tone, and must react to the feedback. Press Acknowledge (**Q**) within 2.7 seconds. If you don't, the emergency brakes will be applied to stop the train.

Train Protection and Warning System (TPWS)


(Only present on Oxford to Paddington route)

TPWS is a signal and speed monitoring system, mounted in the middle of the track. Similar to AWS, TPWS checks the trains as they pass and decides whether they can stop in time for the signal it is protecting.
If the signal is GREEN or YELLOW, TPWS will only stop a train if it is going faster than the speed limit.
If the Signal is RED, TPWS will stop a train if it is unlikely to stop before passing the signal.

UK Historic (Semaphore) Signalling

These signals appear on the Bath to Templecombe Route.

Home Signals

The line ahead is clear.

The line ahead is occupied.

Distant / Warning Signals

These signals come before the Home signals, and give a warning about what the Home signal is displaying.

This display indicates that the Home signal is showing the line ahead is clear.

This display indicates that you should be prepared to stop at the next Home signal

Combined Signals

These signals are used when there isn't enough space to have the Distant signal on its own post.

This signal indicates that the line ahead is clear as well as beyond the next signal.

This signal indicates that the line ahead is clear, but be prepared to stop at the next signal.

This signal indicates that the line ahead is occupied.

Junction Signals

The taller signal indicates the main route, with the lower signal indicating a diverging route. There are also 'warning' versions of these signals.

This signal indicates that you should use the main route and the line ahead is clear.

This signal indicates that you should use the diverging route ahead and the line is clear.

This display indicates that the line ahead is occupied on both routes.

Ground Shunt Signals

These act like miniature semaphore signals.
They indicate if a junction can be used.

In the diagonal position, the junction is clear and can be used. While in the horizontal position, the junction is not safe to use.

German Signalling

These signals appear on the Hagen to Siegen Route.

Modern "HP" Signal

The line ahead is clear.

Be prepared to stop at the next signal. If using a junction, slow to a maximum speed of 40km/h.

The line ahead is occupied.

Modern "VR" (Distance) Signal

These signals appear before HP signals, and provide a warning about what the HP signal is showing.

This display indicates that the HP signal is showing the line ahead is clear.

This display indicates that the HP signal is showing a warning.

This display indicates that you should stop at the next HP signal.

Modern "VR" Repeater Signal

These signals are distinguished by a white marker on the side but they are identical to the VR signals in every other way.

Modern "SH" Shunt Signal

White lights indicate the junction ahead is active and can be used.

Red lights indicate the junction ahead cannot be used.

Trackside Signage

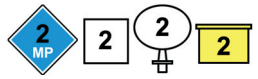
Speed limit signs.

Speed limit for direction indicated.

Speed limit warning signs.

Speed limit warning for direction indicated.

Distance Marker Posts


These appear on one side of the line and indicate the distance in miles (for UK routes) and kilometres (for Mainland Europe routes) from a main station on the route.

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Operator:	RH

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