



CLASS 117

DIESEL MULTIPLE UNIT



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1 Background

1.1 Class 117

The Class 117 Diesel Multiple Units came about as a result of the need by the Western Region for more suburban sets to operate services out of Paddington, Bristol and west of Newton Abbot. With British Railways' own workshops already at capacity with other orders, a tender went out to Pressed Steel and Birmingham Railway Carriage and Wagon works.

A total of 168 vehicles were ordered in 1958, consisting of 15 sets of Class 118 design from BRCW, and the final 42 sets of Class 117 design from Pressed Steel. Both designs were supplied by British Railways and were basically updated versions of the Derby Class 116 design, again with 150hp Leyland engines.

Each three car set featured standard seating driving vehicles with a composite and lavatory intermediate trailer. Initially they were built without inter-vehicle gangways, but in 1965 they were retrofitted.

In the 1980s, with a new round of modernisation of passenger services across the UK, cascading of units as services were replaced with newer trains began, and many Class 117s saw renewed operations under the banner of Provincial, and later Regional Railways. This saw the units transferred to Scottish, Welsh and Birmingham depots for local services.

Withdrawal finally came at the turn of the century when Class 150 'Sprinter' DMUs entered the scene, and took over all remaining services operated by the Class 117 fleets.

Having experienced a long operational life, many units transferred into preservation, with their small size and manageable maintenance making them excellent self powered passenger stock.

1.2 Design & Specification

Formation	3-car: DMBS+TCL+DMS
Unit Weight	Motored Vehicles: 36.6t / Trailer Vehicles: 30.5t
Vehicle Length	64ft (19.51m)
Vehicle Width	9ft 3in (2.82m)
Engine	BUT AEC & Leyland
Vehicle Power	150hp (110kW) (two per motored vehicle)
Design Speed	70 MPH (113km/h)
Transmission	Mechanical

2 Rolling Stock

2.1 Class 117 Driving Motor Brake Second



2.2 Class 117 Driving Motor Second



2.3 Class 117 Trailer Composite Lavatory



2.4 Destination List

A	Minehead	E	Watchet	I	Crowcombe Heathfield
B	Dunster	F	Doniford Halt	J	Bishops Lydeard
C	Blue Anchor	G	Williton	Z	Out of Service
D	Washford	H	Stogumber	#	White Blank

3 Driving the Class 117

3.1 Cab Controls



1	Throttle Lever	6	Windscreen Wiper Control	11	Handbrake Wheel
2	Speed Dial	7	AWS Acknowledge	12	Marker Light Switch
3	RPM Dial	8	Gear Lever	13	Emergency Brake
4	Bogie Brake Pressure Dials	9	Reverser Key		
5	Main Reservoir Pressure Dial	10	Brake Lever		



4 Scenarios

Scenarios for the Class 117 DMU can be found on the West Somerset Railway route. Training scenarios are located in the Tutorials menu while the main scenarios can be found in the Career menu.

4.1 Simple Controls Training: Class 117

A short tutorial on operating the Class 117 Passenger Train.

- **Start Location** **Bishop Lydeard**

4.2 Expert Controls Training: Class 117

A short tutorial on operating the more advanced controls of the Class 117 Passenger Train. This tutorial will include changing cabs and operating the gears.

- **Start Location** **Bishop Lydeard**

4.3 Summer Set for Tourists

Drive a Class 117 from Williton to Bishops Lydeard in hot weather conditions. Tourists will be at each station to watch this service pass, following its restoration.

- **Duration** **35 minutes**
- **Start Location** **Williton Station**

4.4 A run for Williton

Run a Class 117 passenger service from Minehead to Williton, stopping at all stations on the way.

- **Duration** **45 minutes**
- **Start Location** **Minehead Station**