



## Wickness Models Soundscape Class 24-25

**Manufacturer:** -

Wickness Models **Project number:** - WM024-1

**Project version:** - SSV3-

Power type Diesel-electric

Builder British Railways' Crewe Works, Darlington Works and Derby Works; Beyer, Peacock & Co.

Build date 1958–1967

Total produced 478

British Rail Class 24 diesel locomotive. The British Rail Class 24 diesel locomotives, also known as the Sulzer Type 2, were built from 1958 to 1961. One hundred and fifty-one of these locomotives were built at Derby, Crewe and Darlington, the first twenty of them as part of the British Rail 1955 Modernisation Plan. This class was used as the basis for the development of the Class 25 locomotives. The final survivor, no. 24081, was withdrawn from Crewe depot in 1980.

The Class 24 locomotives were the precursor of the Class 25 design but after the delivery of their first few units it became apparent that the speed ceiling of 75 mph (121 km/h) was unduly restrictive and the provision of additional power would be advantageous. In the course of normal development the power output of the Sulzer six-cylinder engine had been increased by 90 hp (67 kW) to give a continuous traction output of 1,250 bhp (930 kW) at 750 rpm by the introduction of charge air cooling and the first locomotives to use this became known as Class 25 locomotives.

The Class 25 locos were primarily designed for freight work, but a significant number were fitted with boilers for heating passenger trains. Throughout the 1970s they could be found at work across the whole of the British Rail network although the Eastern and Southern Regions never had an allocation. Though regular performers into the early 1980s on Crewe–Cardiff passenger trains, they are best known in that respect for their use on the summer Saturday trains to Aberystwyth, a task they relinquished in 1984. The final Class 25 locomotive was withdrawn from service in March 1987.

**Decoder Type:** - V4, V4 Micro, V4XL Speed Steps: 128

**CV63 Main Volume:** - 128(Max 192) Speaker: (4-8 Ohm)

**Volume CV's Column:** - Relevant CV's to adjust individual sound volumes

**Volume Values Column:** - Default volume setting for relevant sound CV's



Key	Function	Volume CVs	Volume values
F0	Directional Headlight		
F1	Sound On-Off	259	128
F2	Airhorn Low Hi	275	128
F3	Airhorn Hi Low	283	128
F4	Fan	291	95
F5	Compressor	299	128
F6	Acceleration, Shunting Mode		
F7	Curve Squeel	371	95
F8	Aux 1		
F9	Compressed Air	323	100
F10	Conductors Signal	331	128
F11	Coupler	315	100
F12	Sand	339	45
F13	Brake Release-Set	355	90
F14	Main Soundscape	363	128
F15	Short Airhorn 1	379	128
F16	Open Close Door	347	128
F17	Rail Clank	387	100
F18	Short Airhorn 2	411	128
F19	Switch Flange	403	128
F20	Station Announcement 1	435	128
F21	Station Announcement 2	443	128
F22	Volume control		
F23	Doppler effect		
F24	Passenger chatter	395	128
F25	Diesel Notch Up		
F26	Diesel Notch Down		
F27	Farm Soundscape	427	128
F28	Station Announcement 3	307	128

**Acceleration** - assigning this option disables momentum effects

**Shunting mode** – this option halves speed, useful in yard operations

**Doppler Effect** – simulates a Doppler sound effect based on speed when enabled

**Diesel notch up** - allows notching up of one notch per key press (~ 1 sec cycle), or engage for multiple notch points. Notches up regardless of speed.

**Diesel notch down** – notch down as above. Note: once engaged manual notching remains in effect until locomotive is stopped and notch point is at idle.

**Disable brake sound** – when engaged turns off automatic brake sound (CV459 (CV32=1))