

Trainz Classics 3 - session instructions

This guide contains the instruction for all the included sessions in Trainz Classics 3.

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Class C Goods

The session commences with the Hunslet to Carlisle goods having just finished its routine tender filling and inspection stop in Skipton station. The 9F 2-10-0, the most powerful freight locomotive to work over the S&C is now ready for the non stop run over Ais Gill. The schedule is on the following page.

When you get to Carlisle your train will be delivered to the Petterill Bridge Goods Shed. Your job is to stop the train before Durran Hill Junction signal box and change point numbers DJ8a and DJ8b. You will then set the three way point DJ10a to the middle road so that you proceed along the line with the disused Petteril Bridge Down Yard adjacent on your left. The trackplan below may be of assistance.



You must stop your train before you reach the next junction which is PG27a.

The yard shunter will deal with breaking the train down for the Goods Shed.

You should set the train brake, uncouple and proceed to Durran Hill engine shed, changing points where required.

Place the engine in one of the roads leading to the shed, set the brake and leave it for the disposal crew.

Train Schedule		
Hunslet- Carlisle (Petteril Bridge)C Class		
Skipton	dep.	8:57 am
Gargrave	pass	9:04 am
Bell Busk SB	pass	9:09 am
Hellifield	pass	9:15 am
Settle Junction SB	pass	9:20 am
Settle	pass	9:24 am
Helwith Bridge SB	pass	9:33 am
Horton-in-Ribblesdale	pass	9:37 am
Ribblehead	pass	9:49 am
Blea Moor Tunnel	pass	9:56 am
Dent	pass	10:04 am
Garsdale	pass	10:09 am
Ais Gill SB	pass	10:16 am
Kirkby Stephen	pass	10:29 am
Griseburn Sidings SB	pass	10:35 am
Appleby	pass	10:41 am
Long Marton	pass	10:45 am
New Biggin	pass	10:48 am
Langwathby	pass	10:54 am
Lazonby	pass	11:00 am
Armathwaite	pass	11:07 am
Petteril Bridge	arr.	11:19 am

"The Condor". (Diesel and Steam versions)

The session starts with the up Condor on the goods lines that avoided the station. You will be taking the route to the Settle and Carlisle line. To get a clear road out of Carlisle you will need to change one point, LR7, on the approach to London Rd. Junction.

The train is due to leave at 9.57pm but there is enough recovery time in the schedule to allow for catching up to time if you are late leaving. The schedule is below.

Train Schedule		
Up "Condor"		
Carlisle	dep.	9:57 pm
Armathwaite	pass	10:20 pm
Lazonby	pass	10:28 pm
Langwathby	pass	10:33 pm
New Biggin	pass	10:39 pm
Long Marton	pass	10:43 pm
Appleby	pass	10:48 pm
Griseburn Sidings SB	pass	10:56 pm
Kirkby Stephen	pass	11:06 pm
Ais Gill SB	pass	11:24 pm
Garsdale	pass	11:29 pm
Dent	pass	11:33 pm
Blea Moor Tunnel	pass	11:36 pm
Ribblehead	pass	11:40 pm
Horton-in-Ribblesdale	pass	11:45 pm
Helwith Bridge SB	pass	11:47 pm
Settle	pass	11:52 pm
Settle Junction SB	pass	11:57 pm
Hellifield	pass	11:59 pm
Bell Busk	pass	12:06 am
Gargrave	pass	12:10 am
Skipton	pass	12:16 am

The "Thames-Clyde Express".

The express has arrived from Leeds and has a two minute stop in Skipton. It is then non stop to Carlisle.

Your schedule for the trip showing passing times at various points along the route is below.

The AI will beat this schedule by over 20 minutes. See how you go against the clock by loading one of the Active Sessions and choosing DCC or Cab Control.

Don't forget to keep to the speed limits, especially at Long Marton viaduct.

Train Schedule		
Down "Thames-Clyde Express"		
Skipton	dep.	3:20 pm
Gargrave	pass	3:26 pm
Bell Busk SB	pass	3:30 pm
Hellifield	pass	3:33 pm
Settle Junction SB	pass	3:36 pm
Settle	pass	3:38 pm
Helwith Bridge SB	pass	3:45 pm
Horton-in-Ribblesdale	pass	3:48 pm
Ribblehead	pass	3:56 pm
Blea Moor Tunnel	pass	3:59 pm
Dent	pass	4:04 pm
Garsdale	pass	4:08 pm
Ais Gill SB	pass	4:11 pm
Kirkby Stephen	pass	4:17 pm
Griseburn Sidings SB	pass	4:22 pm
Appleby	pass	4:27 pm
Long Marton	pass	4:30 pm
New Biggin	pass	4:33 pm
Langwathby	pass	4:37 pm
Lazonby	pass	4:41 pm
Armathwaite	pass	4:46 pm
Carlisle	arr.	4:58 pm

The "Thames-Clyde Express". (Late)

The express has arrived from Leeds and has had a two minute stop in Skipton. It is then non stop to Carlisle. It's been a bad run with the train arriving in Leeds nearly half an hour late. Good station work there and fast running to Skipton has brought it in only 20 minutes down.

Your schedule for the trip showing passing times at various points along the route is below. You must try to arrive in Citadel on time without exceeding the speed limit at any point. To do that you will have to be familiar with the route, as are all engine drivers.

Train Schedule		
Down "Thames-Clyde Express"		
Skipton	dep.	3:20 pm
Gargrave	pass	3:26 pm
Bell Busk SB	pass	3:30 pm
Hellifield	pass	3:33 pm
Settle Junction SB	pass	3:36 pm
Settle	pass	3:38 pm
Helwith Bridge SB	pass	3:45 pm
Horton-in-Ribblesdale	pass	3:48 pm
Ribblehead	pass	3:56 pm
Blea Moor Tunnel	pass	3:59 pm
Dent	pass	4:04 pm
Garsdale	pass	4:08 pm
Ais Gill SB	pass	4:11 pm
Kirkby Stephen	pass	4:17 pm
Griseburn Sidings SB	pass	4:22 pm
Appleby	pass	4:27 pm
Long Marton	pass	4:30 pm
New Biggin	pass	4:33 pm
Langwathby	pass	4:37 pm
Lazonby	pass	4:41 pm
Armathwaite	pass	4:46 pm
Carlisle	arr.	4:58 pm

10:18 Carlisle Skipton

This was one of only three daily trains which ran in each direction over the full length of the Settle and Carlisle, stopping at all stations. It is standing on Platform 6 at Carlisle Citadel Station, one of two south end bays which serve the Newcastle line as well as the S&C.

Your departure is at 10:18 and your schedule is displayed below.

Train Schedule

This is the schedule for the 10:18 when it was steam hauled. It includes some recovery times, mostly made up of extra standing times at stations such as Appleby, Garsdale and Hellifield.

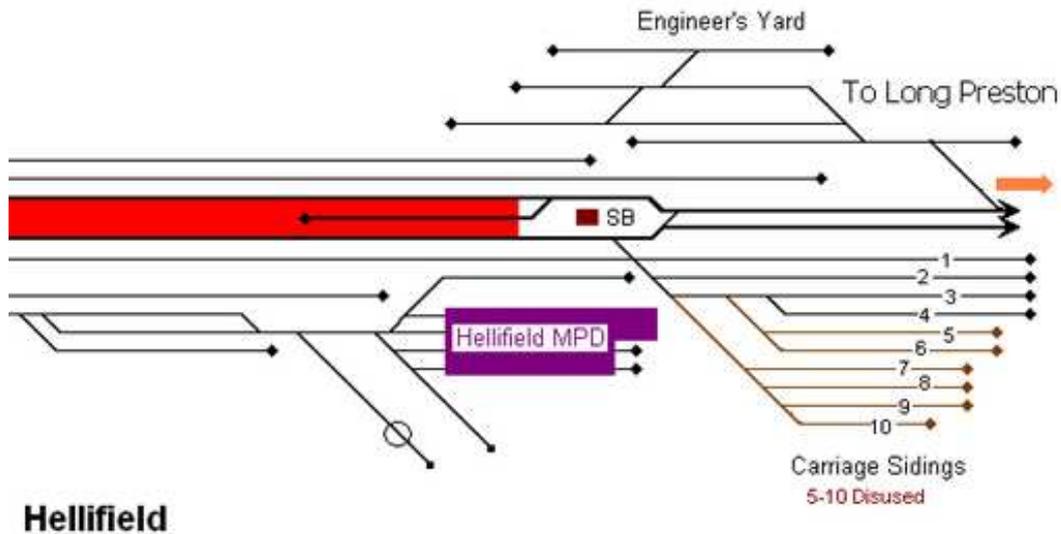
This schedule is easily beaten by AI trains, if you want more of a challenge, try driving it yourself in an active session, particularly in cab control.

Train Schedule		
10:18 am Carlisle to Skipton		
Carlisle	dep.	10:18 am
Armathwaite	dep.	10:32 am
Lazonby	dep.	10:41 am
Little Salkeld	dep.	10:47 am
Langwathby	dep.	10:51 am
Culgaith	dep.	10:58 am
New Biggin	dep.	11:02 am
Long Marton	dep.	11:09 am
Appleby	arr.	11:16 am
	dep.	11:20 pm
Kirkby Stephen	dep.	11:38 pm
Garsdale	arr.	11:57 pm
	dep.	12:03 pm
Dent	dep.	12:09 pm
Ribblehead	dep.	12:19 pm
Horton-in-Ribblesdale	dep.	12:27 pm
Settle	dep.	12:36 pm
Long Preston	dep.	12:43 pm
Hellifield	arr.	12:47 pm
	dep.	12:51 pm
Gargrave	dep.	1:06 pm
Skipton	arr.	1:14 pm

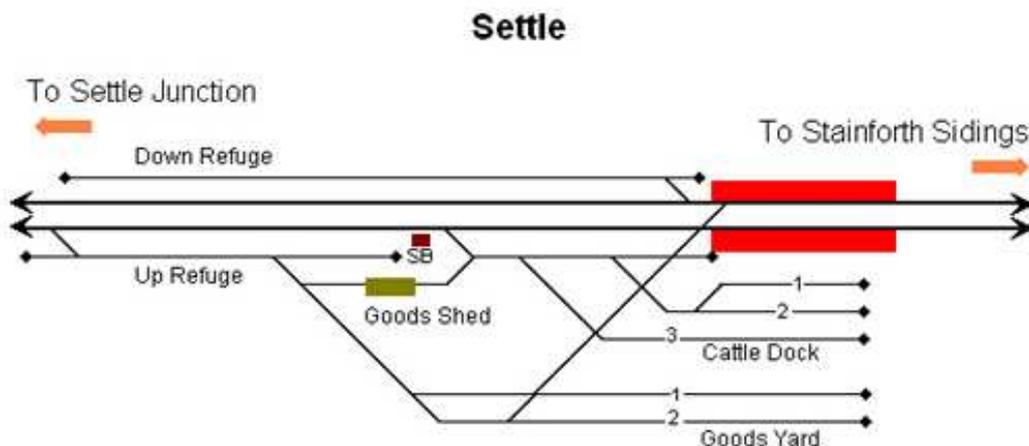
Morning Commuter.

Today's work commences with the the 7:21 am stopping train from Settle to Bradford. This is a Hellifield mpd job where you will collect your engine, it is on No.2 road. You are going to be unhappy because a tank engine is not available, and that means a cold ride in reverse with the empty stock from here to Settle.

You will find the three coach set in No.3 carriage siding. Pull them to the loop line alongside the up platform line and perform a run round. Then you will reverse to the down main and travel to Settle via Long Preston. Take the right hand route at Settle Junction.



At Settle you should draw through the platform then reverse over to the up main line and stop in the vicinity of the signal box. You now have to run round the stock again. To do this you must return to the down platform and then use the siding to run round the back of the goods shed and return to the main line via the up refuge. When the run round is complete reverse your train into the up platform.

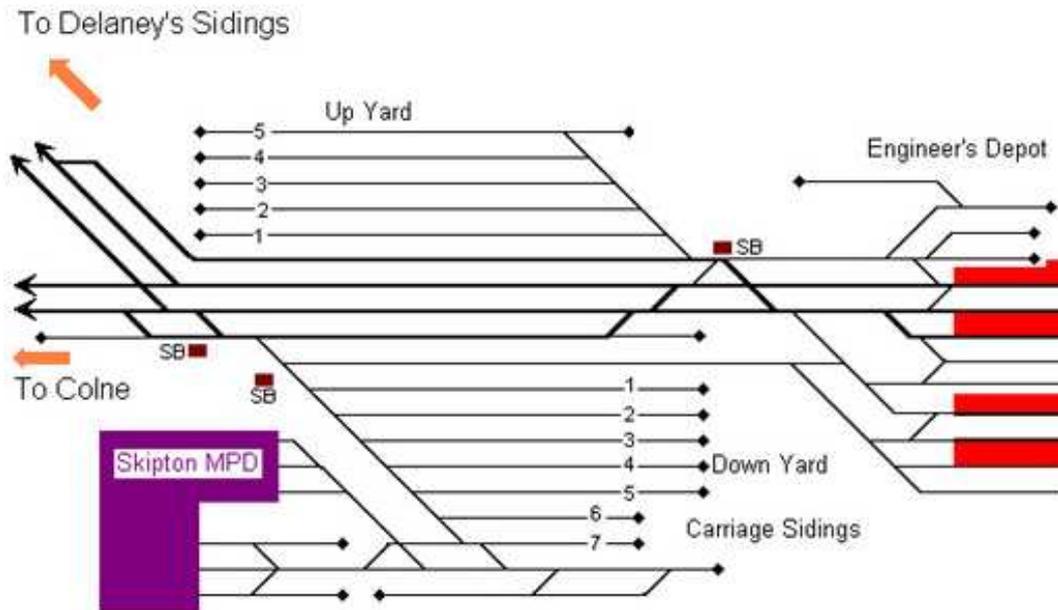


The departure time from Settle and the subsequent schedule to Skipton is :-

Settle.	7:21
Long Preston	7:28
Hellifield	7:32
Gargrave	7:40
Skipton (arr.)	7:46
Skipton (dep.)	7:48

NWR Pickup.

Your task today is taking the Skipton to Lancaster pickup goods train as far as Long Preston. Your engine, No. D6921 is in Skipton mpd and your train is waiting for you in No. 1 road of the Down Yard. There is plenty of time to find your train since you must wait until 9 am to follow the Hunslet to Carlisle C Class goods.



From the yard you will pass Delaney's Sidings and then you will shunt at Gargrave, Hellifield and Long Preston station yards. At these three locations you will both deliver and collect wagons and vans. The session will take about 90 minutes to complete.

Gargrave.

At Gargrave you will collect the three empty coal trucks and deliver 2 full ones. You will also collect the three cattle trucks and deliver a 12T Fitted Van, the 12t shock van and one of the Conflat A wagons to the same siding.

This is a shunt that requires some planning, because you need to set off for Hellifield with a head of at least 6 fitted wagons behind the engine to provide good braking of the train. Also the number of shunting movements needs to be minimised so that time is not wasted. There are two passenger trains following this pickup goods and you will need to be away before 9.29 am to avoid delaying them.

The first image below shows the make up of the consist on arrival and the second one is the consist you should have on departing from Gargrave.

Consist Skipton - Gargrave



Consist Gargrave - Hellifield



Key

4F 0-6-0	Ex-PO 8 Plank
BR 12t Fitted Van	Ex-LMS Steel 12t Van
BR 12t Fitted Shock Van	BR MCO Loaded
BR Conflat A	BR 8t Cattle Wagon
BR 13t Hybar Open	BR MCO Empty
BR 13t Steel Open	BR Brake Van

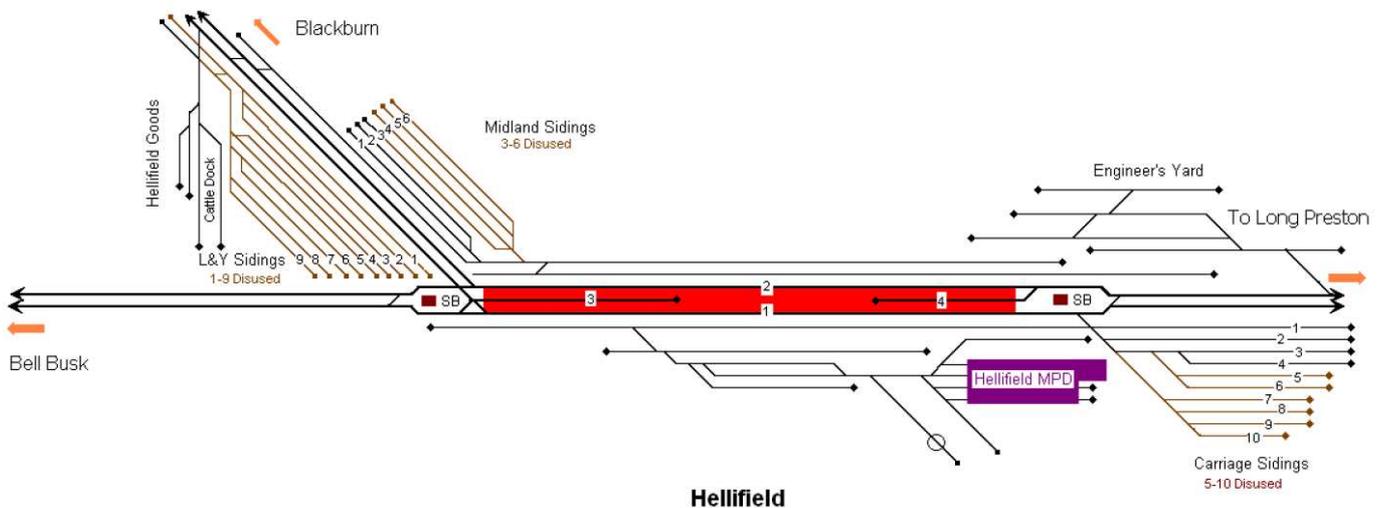
When you arrive at Hellifield go through the station and stop with the train clear of the station platform.

Hellifield

When you have brought your train to a stop just north of Hellifield station you will set back into No. 2 Siding of the Midland Yard. You can complete your shunt here whilst the two passenger trains pass because you do not need to encroach onto the main line.

This is a comparatively simple shunt where you will leave the three cattle wagons, two coal trucks and the brake van in No.2 siding whilst collecting the consist from No. 1 siding.

You may have to wait for the second passenger train to clear the section before you can continue your journey towards Long Preston. Stop your train at Long Preston just short of the crossover into the yard. Don't forget to set the brake on the train, the main line and yard are on a down grade.



Long Preston

At Long Preston you will be collecting the two coal trucks and the van which are in the yard on the up side of the line. You will be leaving an ex PO 8 plank wagon and a grey steel van. Again this is a relatively simple operation requiring only 6 shunting movements. However, because of the gradient don't forget to set the train brakes on any consist before uncoupling.

Also ensure you complete the shunt by 10.08 am to avoid delays to an up train approaching Long Preston.

If you finish the shunt with your consist looking like the one shown in the second image below, you have completed the session without any unnecessary shunting movements. Well done.

Consist Hellifield - Long Preston



Consist Long Preston departure

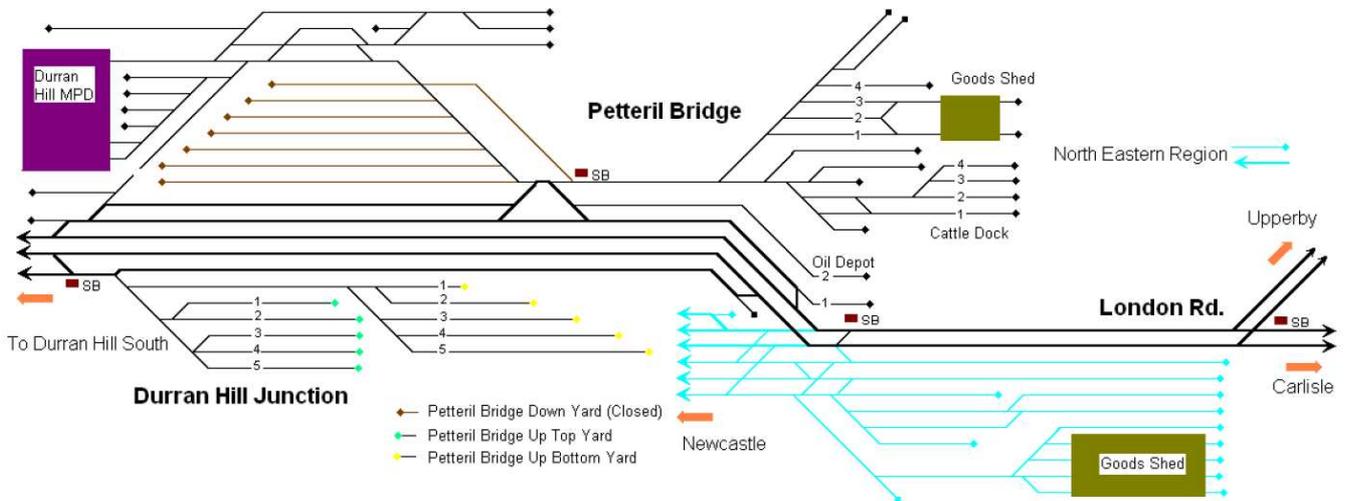


Key

4F 0-6-0	Ex-PO 8 Plank
BR 12t Fitted Van	Ex-LMS Steel 12t Van
BR 12t Fitted Shock Van	BR MCO Loaded
BR Conflat A	BR 8t Cattle Wagon
BR 13t Hybar Open	BR MCO Empty
BR 13t Steel Open	BR Brake Van

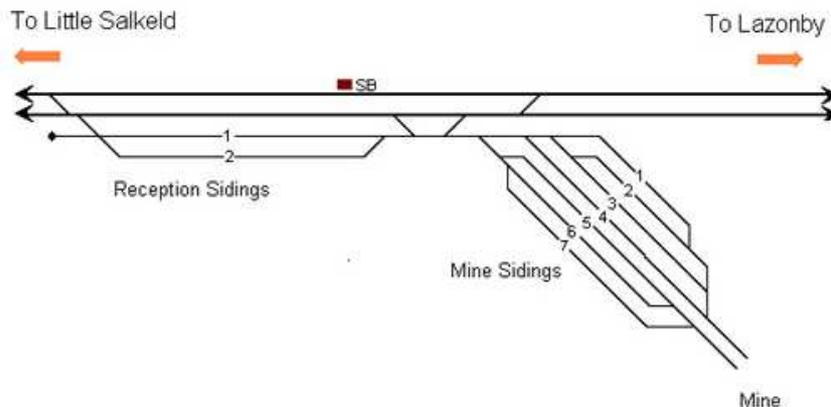
Anhydrite for Marchon.

It's an early start this morning at Durran Hill shed. Your Stanier 8F 2-8-0 is ready to run light engine up the main line to Long Meg Sidings. After leaving the shed you must reverse to Durran Hill signal box and continue past Durran Hill South Sidings. Let's hope that it's not cold this morning, tender first running is not popular for a good reason!



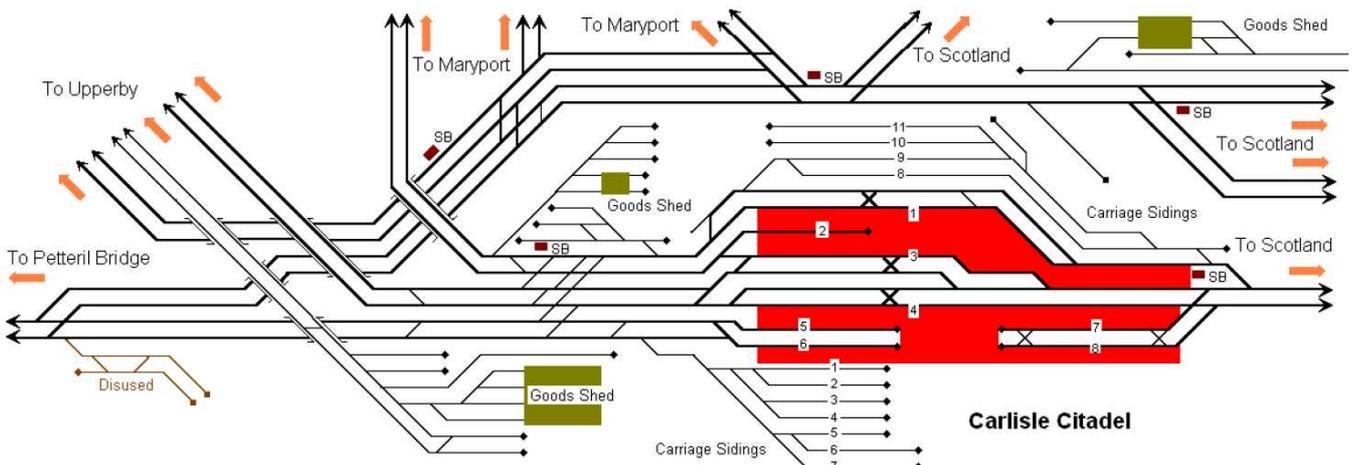
You will be travelling quite a distance tender first and arrival at Long Meg will be a welcome relief. At Long Meg your train of anhydrite hoppers has already been made up by the mine shunter in No. 2 reception siding. After connecting to the head of this train it is time for some "chimney first" running. You will be retracing your steps to Carlisle via Lazonby.

Long Meg Sidings



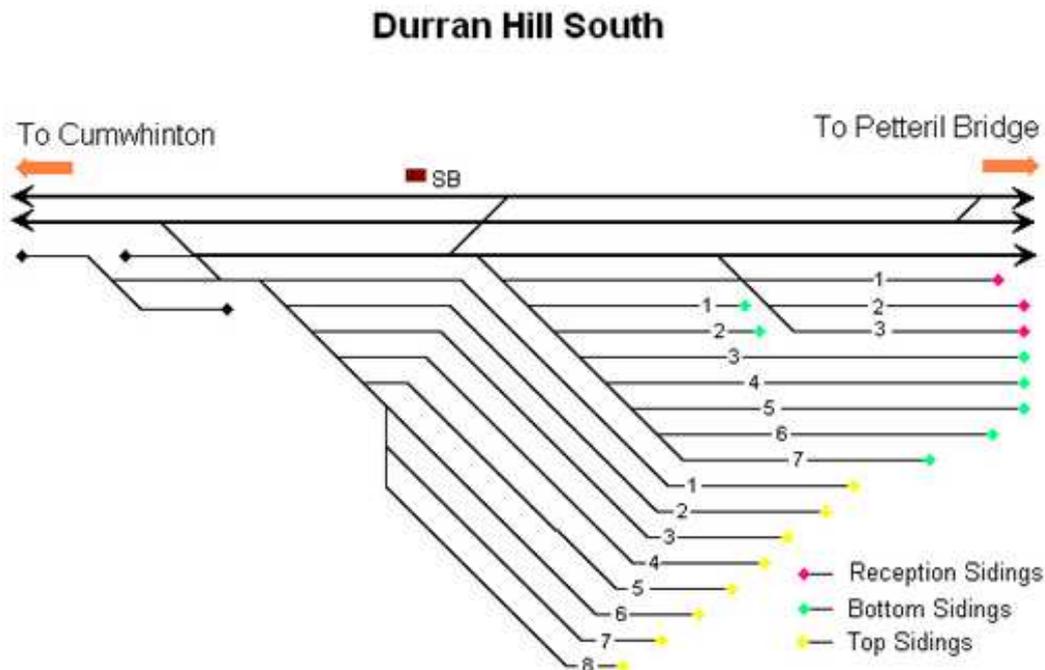
Bypassing Carlisle.

There is a maze of freight lines in Carlisle that avoid the Citadel Station. Your destination is Whitehaven which is beyond Maryport so you will be diverting from the passenger tracks at London Road Junction, diving under the southern approaches to Citadel then branching left for Maryport. You will stop the train at Currock Junction where you will be relieved by another crew.



Carlisle Transfer

A late morning transfer goods trip is on the roster today. You will be starting in Durran South yard and taking the consist in No.2 bottom sidings to Currock Junction Yards. However first you will need to collect a guard's van from the adjacent No.1 siding and attach it to the consist.



You will then have to draw the train out into the link lines between the bottom and the reception sidings before running round it. To exit the yard you should push the train up to the head shunt for the bottom sidings, then use the crossover onto the down main line and proceed via Petteril Bridge, London Rd, Bog and Forks Junction to Currock Junction.

Currock Junction.

At Currock Junction you will cross over to the opposite running line, uncouple and run round the train. Then you will set back before disposing of the consist in the siding adjacent to the running lines.

Collect the consist in Down Siding No.4, attach the brake van from the consist you arrived with and proceed in the reverse direction. Your next port of call is Upperby Junction yard and you will travel via Forks and Bog Junctions to get there.

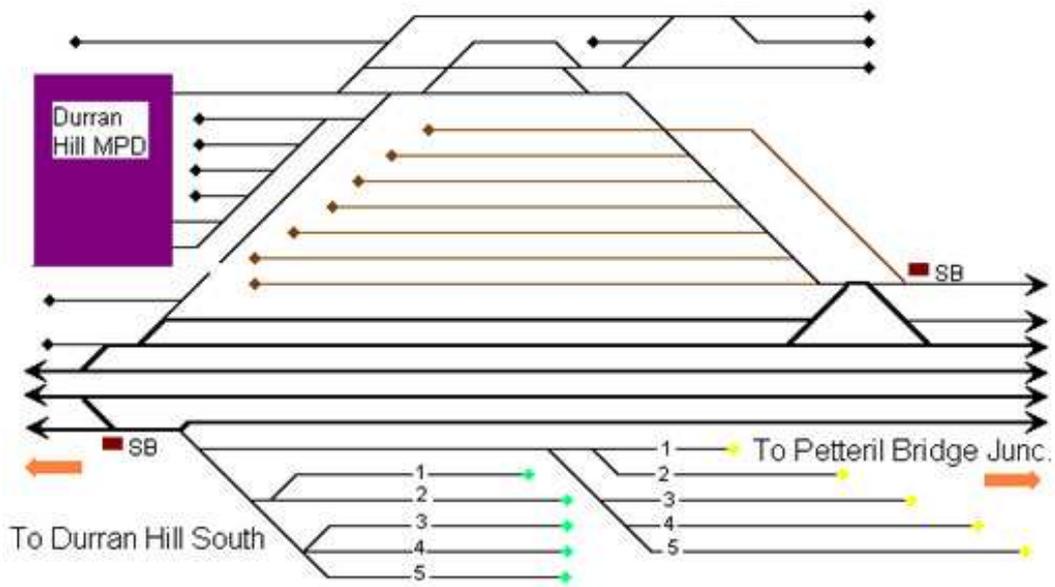
Upperby Yards.

Take your train to the headshunt. You will be placing your consist in one of the sidings in the south yard close to the mpd coaling plant. However you must first leave the brake van in the lead line between the south and north yards.

Having disposed of the transfer consist, collect the brake van and proceed to the north yard where you will couple to the van consist in the left hand siding. Uncouple and run round this train and you are then ready to leave for your next destination, Durran Hill. You will be travelling via London Rd., and Petteril Bridge Junctions to get there.

Durran Hill Yard.

To complete the session you will deliver your consist to No.5 siding in the Top Yard.



Durrant Hill Junction

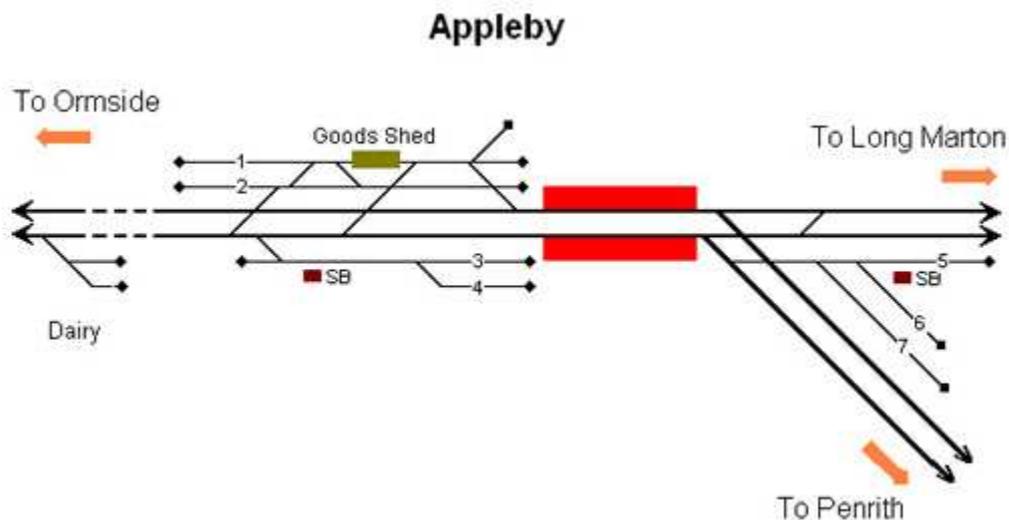
- ◆— Petteril Bridge Up Yard (Closed)
- ◆— Petteril Bridge Down Top Yard
- ◆— Petteril Bridge Down Bottom Yard

Appleby Shunting.

Today you are driving the Appleby shunting turn and are just returning to the Settle and Carlisle main line with a few empty trucks from Merrygill Quarry, a few miles down the NER line.

Your first job is to stow the empty stock in Siding No. 1, beyond the station, on the down side of the line.

Please remember that the Appleby yard is on a gradient. You will have to set the handbrake on any stock prior to uncoupling to prevent it rolling away.



Cattle Loading.

Then you are to take the cattle wagons in Siding Nos. 3 and 4.(on the up side) to get them loaded with cattle at the dock, which is on the opposite side of the main line at the south end of the down platform. You will need to make at least two trips to complete this job. The cattle trucks are to be returned to one of the up sidings to make up a consist ready for an up lunchtime departure, complete with the guard's van marshalled closest to the buffer stop.

Dairy Shunt.

The next task will be to take the three empty milk tankers up to the Express Dairy. Although this is some distance away it is still within the station limits so you won't need to take a guard's van.

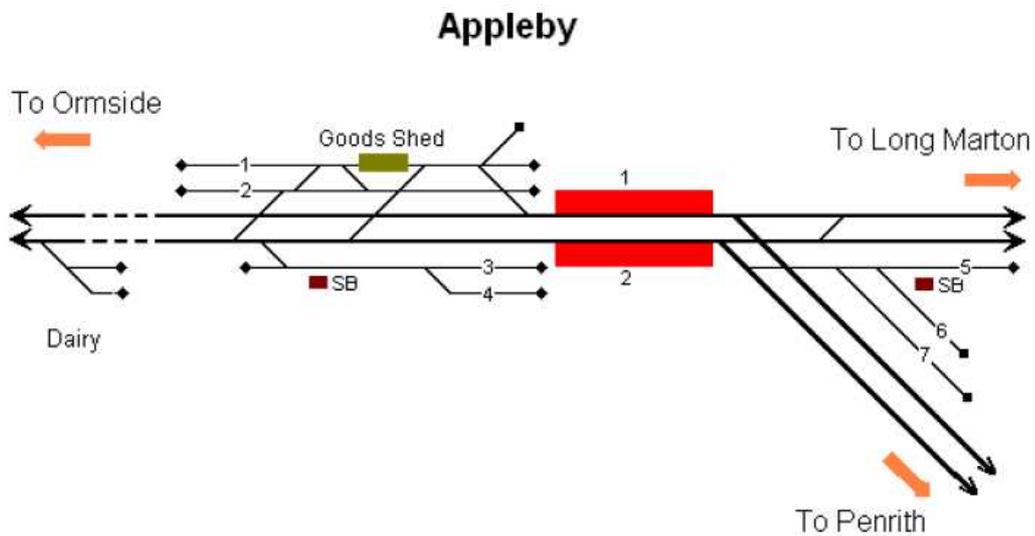
Once at the dairy, shunt the empties into the vacant siding, and then collect the three full tankers. These are for Carlisle and the preparation of the next down train to that destination is your next task. Complete the dairy shunt by returning "wrong line" to Appleby.

Carlisle Mixed.

To make up the Carlisle mixed train you must first run round the milk tankers. Then, with the tankers still attached, collect the passenger coaches, which have been stowed in the goods shed for lack of yard space. Take the consist to the down platform of the station to complete the session.

Cattle for Hawes

The cattle train made up in the Appleby Shunting session is in siding No. 3 and is ready to depart. Your first destination is Kirkby Stephen. Subsequent destinations are Garsdale and Hawes. It is a long climb up to Garsdale between Ormside and Ais Gill. If you are driving in Cab mode you will need to concentrate to maintain boiler pressure and water levels in the boiler.

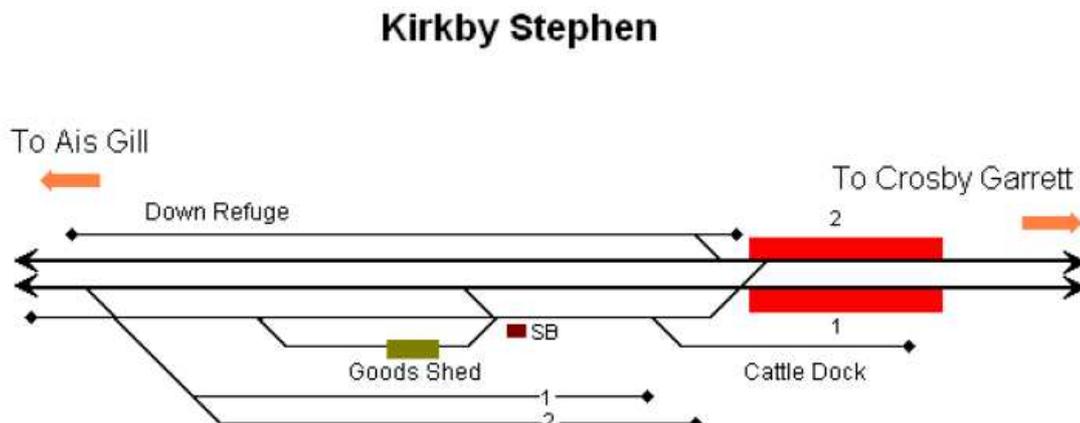


The schedule for this service is as shown below.

Train Schedule		
Appleby	dep.	12:45 pm
Ormside	pass	12:50 pm
Griseburn Sidings	pass	12:55 pm
Crosby Garrett	pass	12:59 pm
Kirkby Stephen	arr.	1:03 pm
	dep.	1:10 pm
Mallerstang	pass	1:17 pm
Ais Gill	pass	1:23 pm
Garsdale	arr.	1:29 pm
	dep.	1:39 pm
Hawes	arr.	1:50 pm
	dep.	1:55 pm

Kirkby Shunt

When you arrive at Kirkby Stephen you should stop on the main line just beyond the goods shed. Then you should deliver 6 cattle wagons to the cattle dock and return to the main train with the guard's van. When you are coupled up continue Southwards via Ais Gill on the way to Garsdale.

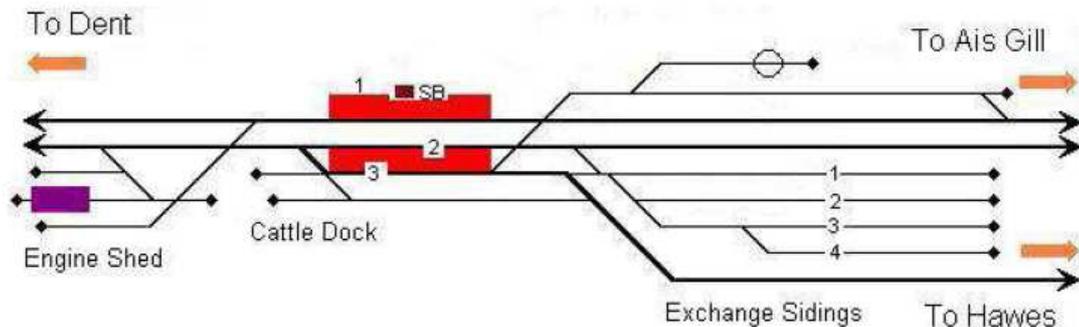


Garsdale Shunt

At Garsdale you should stop the train alongside the main line platform and clear of any points. You are to deliver 3 cattle trucks to the cattle dock here and the best way to do this is to firstly run round the train. Then uncouple the trucks from the rear of the train and deliver them.

Return to the rear of the train with the guard's van and after coupling you will need to propel it through the station before reversing through the loop and onto the branch towards Hawes. If you haven't got a brake van on the rear, you must put one on before you leave the station area.

Garsdale



Hawes Shunt

At Hawes leave one brake van on the main line. After delivering the last six cattle trucks to the dock and collecting up the guard's vans you depart towards Leyburn.

Hawes

