



TRAIN **3**

SIM WORLD

TRAIN SIM WORLD 3 MANUAL



dovetail

GAMES

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TRAIN SIM WORLD 3 INTRODUCTION



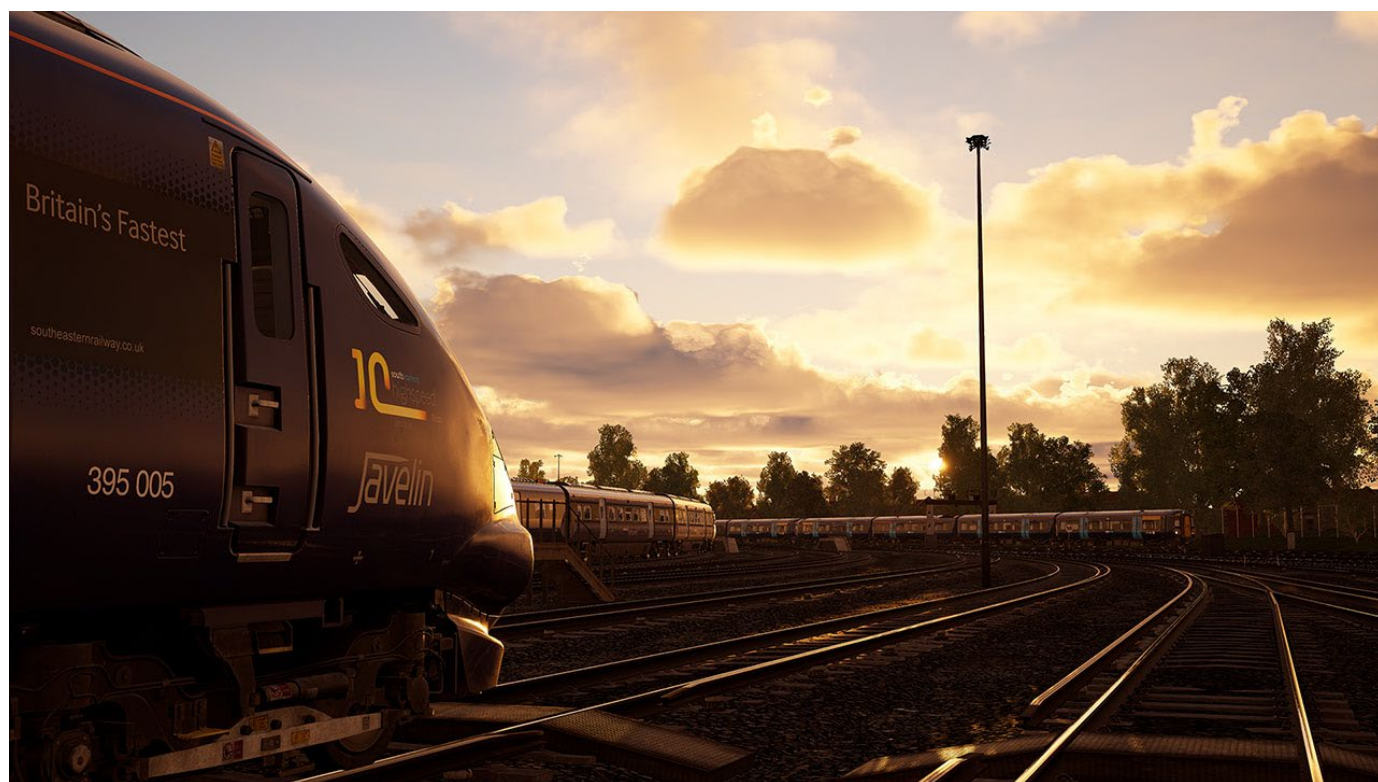
Welcome to Train Sim World 3, a highly immersive rail simulation, featuring authentic routes and trains from around the world. In this manual, we will be covering the basics of how to get started in each locomotive and multiple unit, go in-depth with full start-up procedures, as well as go over each route with tips & tricks. This manual will not cover the specifics behind signalling & safety systems, nor keyboard/gamepad controls - please refer to the in-game Training & Menus for this information.

New skies bring a transformed atmosphere to routes. Volumetric clouds roam free at altitude, casting shadows upon the ground, dynamically forming and fading. Re-balanced lighting provides more realistic lighting based on real lumen values.

Weather is now dynamic! When starting a service the skies may have a few scattered clouds, but there's always the chance that angrier, overcast weather starts to form, and before you know it you're in the midst of a storm – complete with new lightning, rain splashes and wet platform reflections. A drop in temperature around those Winter months and rain turns to snow, which now builds on top of rail sleepers and ballast; with all that snow on the ground, it's no wonder a train at high speed will kick it back up into the air as it races by!

An all-new UI offers a refreshed and streamlined navigation experience. Select your gameplay by route or by train, find a dedicated screen for all creator tools and Training, and see more of your collection on a single, searchable and filterable page. This optimized approach gets you in-game in the right train faster than ever before. Plus, enjoy our lovely new menu music!

HOW TO PLAY TRAIN SIM WORLD 3



Scenarios

Scenarios in Train Sim World deliver individual, more narrative-driven gameplay, ranging anything from unique weather challenges, lineside obstructions, faults or disruption to one-off rail operations and services. With a finite time and a step-by-step instruction set, Scenarios are the perfect way to dive in and experience a handful of what any route has to offer with a little extra guidance and a unique experience.

Timetables

Timetables in Train Sim World represent a full 24-hour period, during which a life-like Timetable runs throughout the whole day, representing the full day's amount of traffic on any route. Traffic volumes can vary throughout the day and night, as the route serves different purposes. With no end to the action as trains constantly move about the route, string together your own experience by driving your own shift patterns, riding as a passenger, or watching all the trains go by.

Rail Journeys

Not sure where to begin? Rail Journeys tie together Scenarios and Timetables, along with relevant Training, so you can learn all you need to know about a train, then put that theory into practice throughout a range of increasingly challenging experiences. The playlist of chapters provides hours of sequential gameplay, and once you're all done, there's still the rest of the timetable to explore!

Quick Play

If you really don't know what you want to do, then Quick Play is the solution! The Quick Play feature will randomly select any Training, Scenario or Timetable Service that you haven't yet completed, from anywhere in your collection. Maybe you will be driving a train you haven't tried yet or revisiting a classic route you haven't experienced in a while. Not to worry, Quick Play also lets you pick 30- and +30-minute duration times, so you can even squeeze in a quicker service if you're in a hurry.

CREATORS CLUB & DOVETAIL LIVE



Livery Designer

Add your own personal flare to each locomotive, multiple unit, coach and wagon with the included Livery Designer. Paint rail vehicles in any colour of your choice, then apply a wide range of decals to perfectly craft your own designs. Once you have made a livery, it will be selectable to play in Timetable Mode, and in custom Scenarios.

Scenario Planner

Want to drive a train but with your own stopping pattern, or perhaps add a twist by including your own liveries, or go completely off the rails and try to tackle mountainous Californian grades with an ICE? Scenario Planner lets you do all that! Pick any route, set up your player train and AI to fill out the experience, and take your journey into your own hands.

Online Sharing Hub

Fancy sharing your latest creation with the world? Made a scenario that's just too good for others to miss out on? Or maybe your friends have made their own content and you want to give it a go. With the Online Sharing Hub, you can upload and download custom-made liveries and scenarios, share content across all platforms and discover a whole new world of experiences.

Mastery

Complete challenges and unlock rewards! With the power of Dovetail Live, complete a series of challenges with every route to unlock additional items for your content; new scenery tiles which add something unique to every route, as well as additional decals that can further power your creativity in the Livery Designer.



THE ROUTES OF TRAIN SIM WORLD 3

TRAINING CENTER



The Training Center is the all-inclusive hub for learning the fundamentals about Train Sim World 3 and its included locomotives. You will learn everything from how to move and interact with the environment, how to interpret the HUD, and get to grips with the basics of making a locomotive move.

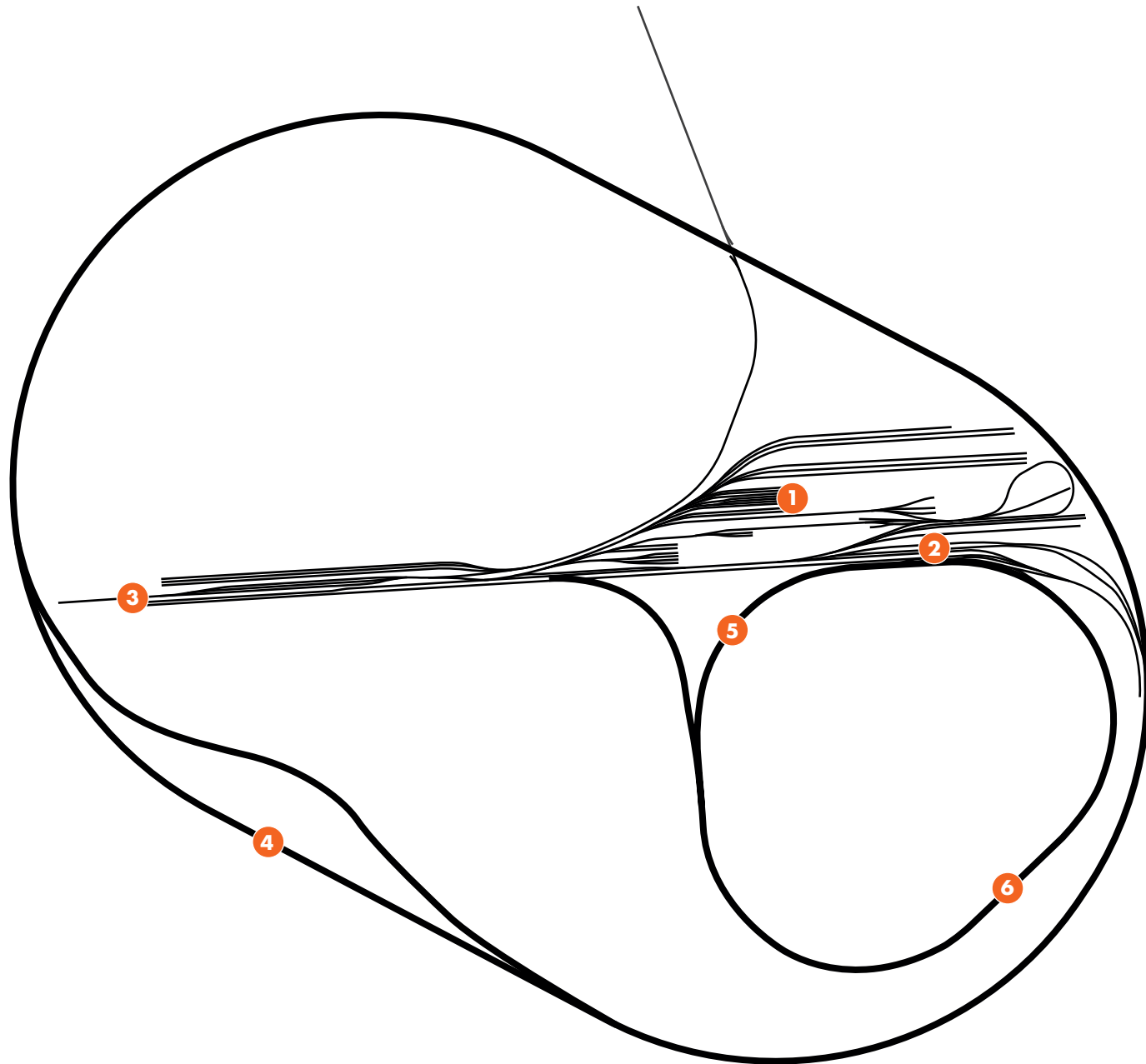
The route is based on the Wildenrath Test Track near Düsseldorf, Germany, but with our own buildings, facilities, and scenery to make it the perfect environment for learning about all your trains. Included with the Training Center is a Class 66 to learn the basics of Train Sim World 3 on, and all loco training is now done on the Training Center. You can also freely explore the route, practice driving trains endlessly around the loops, and making your own scenarios in Scenario Designer.

More advanced training, such as signalling systems, are still done on the main routes themselves, but you can still access these through the Training Center screen.

Training Center Tips & Tricks

- All the junctions are manually controlled, and the route has no signalling, so you can go wherever you want!
- In Scenario Planner, use Off the Rails mode to bring anything from your collection onto the route, create weird and wonderful mixes in this free roam environment
- The outer loop encompassing the Training Center is ready for 300 km/h operation, which train can you do the fastest lap in?
- You can explore almost everywhere on-foot in the Training Center, from the building interior to ladders onto the top of depots, or maybe just a nice bench with a view
- There are several Map Route Tasks dotted around the route to place, can you find them all?

TRAINING CENTER ROUTE MAP



- 1 - Central Square
- 2 - Nav Hub
- 3 - Switching Area
- 4 - Station One
- 5 - Metro North
- 6 - Metro South

TRAINING CENTER BR CLASS 66



Perhaps one of the most widespread and successful locomotives in the UK, the Class 66 was introduced following the successful albeit limited number of Class 59s. Built across the pond in Ontario, Canada, this massive fleet of locomotives bears many operational similarities to their North American cousins. Capable of hauling a large variety of freight and able to fit almost anywhere, there aren't many places you won't see a 66 out and about. Between 1998 and 2015, a total of 480 locomotives were delivered directly to the UK, with many more also built for Continental Europe.

TRAINING CENTER BR CLASS 66 CAB LAYOUT - 1/5



- | | |
|-----------------------------------|-------------------------------------|
| 1 - Hazard Lights Button | 18 - Main Reservoir Gauge |
| 2 - AWS Reset Button | 19 - Direct Brake Gauge |
| 3 - Horn Lever | 20 - Air Flow Gauge |
| 4 - Automatic Brake Handle | 21 - Automatic Brake Gauge |
| 5 - Direct Brake Handle | 22 - Speedometer |
| 6 - Train Length Button | 23 - Tractive Effort Gauge |
| 7 - Slow Speed Control Switches | 24 - AWS Sunflower |
| 8 - Sander Switch | 25 - Instrument Light Dimmer Switch |
| 9 - Emergency Brake Plunger | 26 - Windscreen Wiper Left Switch |
| 10 - Left Cab Window | 27 - Banking Comm Button |
| 11 - Brake Timing Indicators | 28 - Throttle Handle |
| 12 - Parking Brake Apply Button | 29 - Reverser |
| 13 - Parking Brake Indicator | 30 - Isolation Switch |
| 14 - Parking Brake Release Button | 31 - Engine Run Switch |
| 15 - Brake Overcharge Button | 32 - Generator Field Switch |
| 16 - Engine Start Button | 33 - Control & Fuel Pump Switch |
| 17 - Engine Stop Button | |

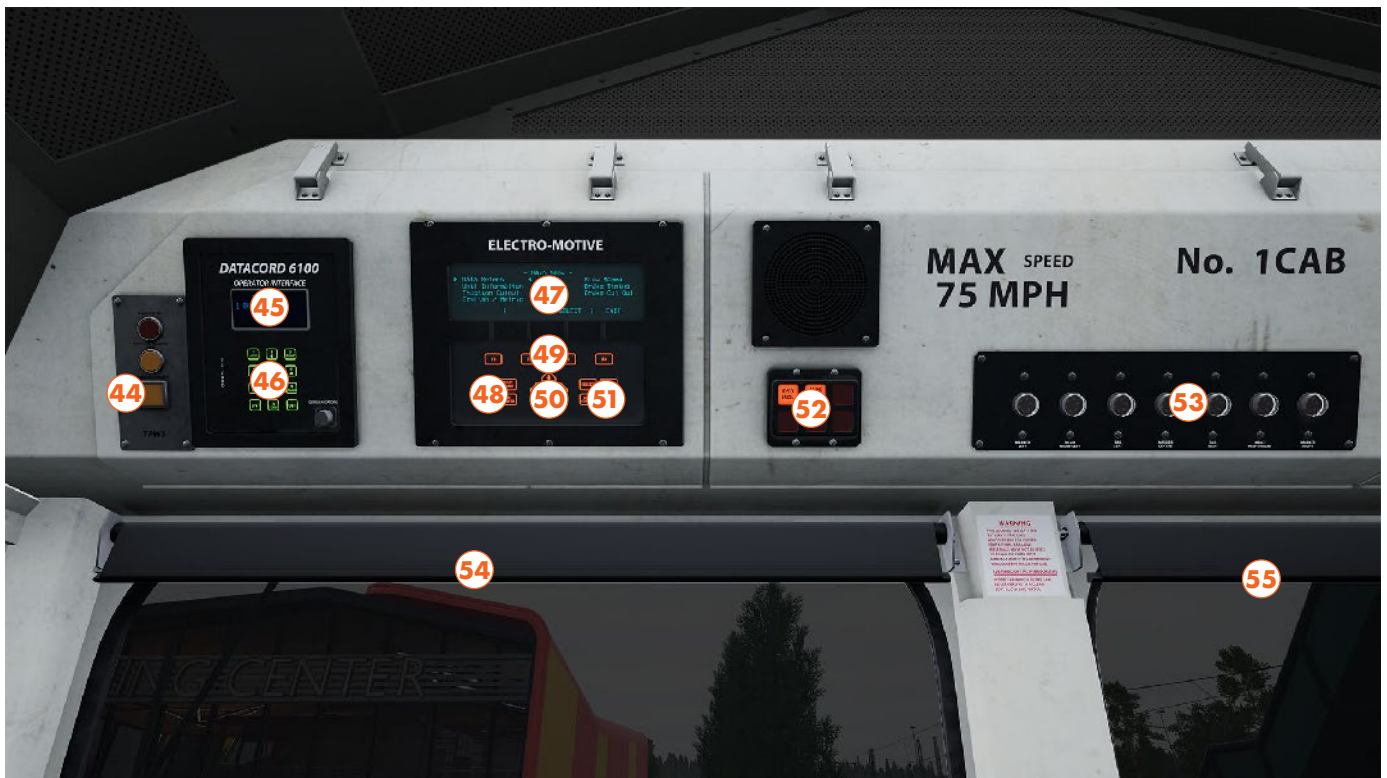
This Cab Layout shows many of interactive elements and operating gauges that feature on this train. Not all controls are essential to operating this train, you can see the essential controls needed to get this train moving in the "Quick Start" and "Cold & Dark Start" guides.

TRAINING CENTER BR CLASS 66 CAB LAYOUT - 2/5



- 34 - Contact Signaller Phone
- 35 - Hot Plate Switch
- 36 - Windscreen Wiper Right Switch
- 37 - Fresh Air Lever
- 38 - High Speed Switch
- 39 - Overheating Switch
- 40 - Heater Speed Switch
- 41 - Driver Safety Device Button
- 42 - Horn Lever
- 43 - Right Cab Window

TRAINING CENTER BR CLASS 66 CAB LAYOUT - 3/5



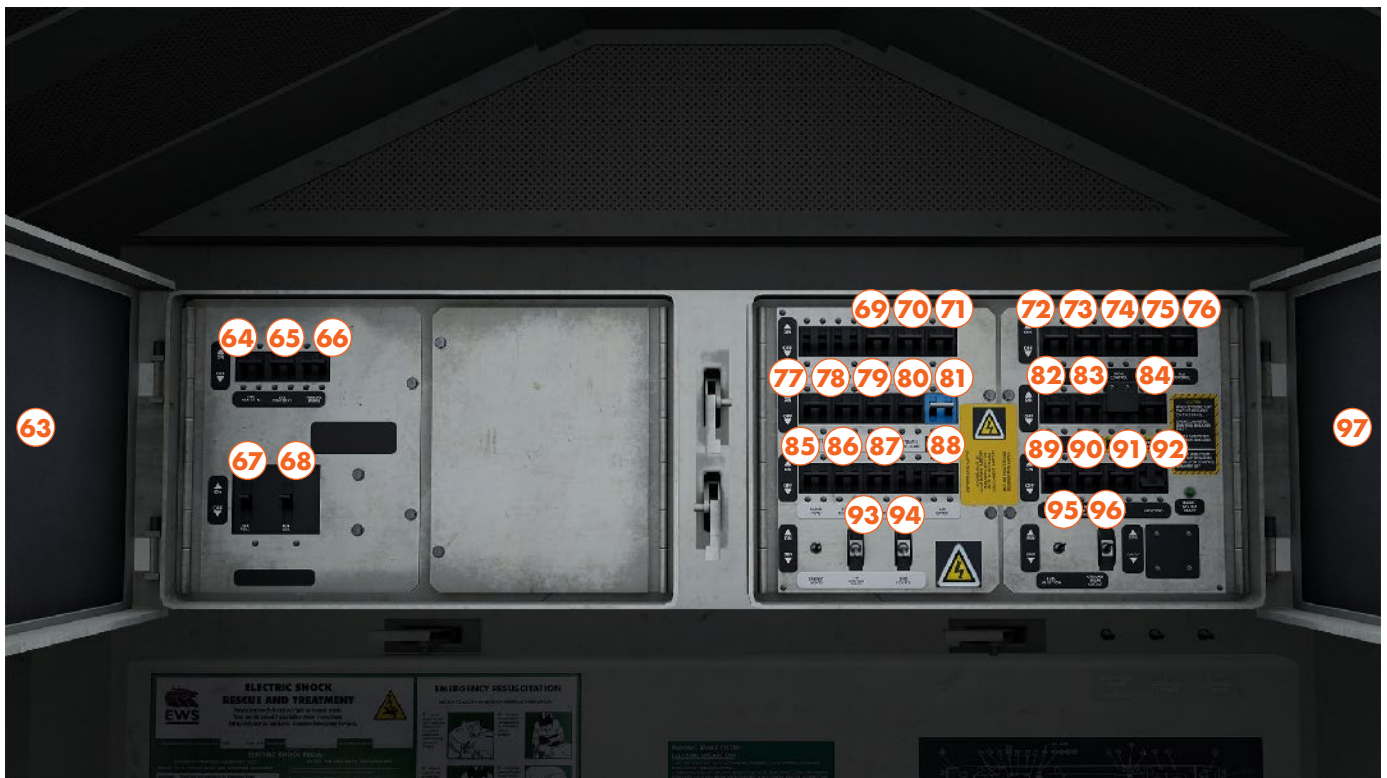
- 44 - TPWS Train Stop Override
- 45 - Train Length Screen
- 46 - Train Length Keypad
- 47 - Train Management System "TMS" Screen
- 48 - TMS Power/Options Keys
- 49 - TMS Function Keys
- 50 - TMS Arrow Keys
- 51 - TMS Selection Keys
- 52 - Safety Systems Indicator
- 53 - Head & Tail Lights Indicator
- 54 - Left Side Blind
- 55 - Right Side Blind

TRAINING CENTER BR CLASS 66 CAB LAYOUT - 4/5



- 56 - Cab Lights Switch
- 57 - Desk Light Switch
- 58 - Instrument Lights Switch
- 59 - Tail Lights Switch
- 60 - Headlights Switch
- 61 - Demister Switch
- 62 - Brake Test Switch

TRAINING CENTER BR CLASS 66 CAB LAYOUT (No. 1 Cab Only) - 5/5



- 63 - Left Fuse Cabinet Door
- 64 - Cab Heaters 2 Fuse
- 65 - Cab Heaters 1 Fuse
- 66 - Parking Brake Fuse
- 67 - Generator Field Fuse
- 68 - Auf Gen Fuse
- 69 - Windshield Heater 2 Fuse
- 70 - Windshield Heater 1 Fuse
- 71 - Fuel Gauge Fuse
- 72 - AC Control Fuse
- 73 - Control Fuse
- 74 - Local Control Fuse
- 75 - Engine Control Fuse
- 76 - Rev Control Fuse
- 77 - Lights 2 Fuse
- 78 - Lights 1 Fuse
- 79 - Headlights Fuse
- 80 - Engine Pre Lube Fuse

- 81 - ETCS fuse
- 82 - Aux Generator Field Fuse
- 83 - Aux Generator Feedback Fuse
- 84 - Computer Control Fuse
- 85 - Radio/GPS Fuse
- 86 - Event Recorder Fuse
- 87 - Tail Lights Fuse
- 88 - Air Dryer Fuse
- 89 - Main Generator Fuse
- 90 - Filter Blower Motor Fuse
- 91 - Fuel Pump Fuse
- 92 - AWS/TPWS Isolation Fuse
- 93 - Fire Detection Isolate Switch
- 94 - DSD Isolate Switch
- 95 - Fuel Injection Switch
- 96 - Ground Relay Cutout Switch
- 97 - Right Fuse Cabinet Door

TRAINING CENTER BR CLASS 66 QUICK START

This Quick Start sequence represents the basics you will need to follow to get this train moving - follow along with the Training Module of this train in the Training Center or when you start a Scenario or Service.

- Insert the Master Key, leaving it in the Neutral position
- Move the Reverser into Forward
- Clear the AWS self-test sequence (if enabled) by pressing on the AWS Reset Button
- Release the Brakes by holding the Automatic Brake Handle in the Release Position until you see 4.5 Bar on the Brake Pipe Control gauge
- Set the Head and Tail Lights as appropriate
- Apply Power using the Throttle Handle and Release the rest of the Brakes once generating traction

TRAINING CENTER BR CLASS 66 COLD & DARK START

This Cold & Dark Start sequence represents when the train is fully powered down. You may use this as a reference to get familiar with how trains are started and practice the full start-up sequence by spawning on-foot in the Training Center.

- Enter the locomotive by interacting with the External Door and climbing on-board
- Enter the cab by interacting with the Cab Door
- If you wish to drive with Safety Systems enabled, open the Right Fuse Cabinet on the back wall (No. 1 cab only) and set the AWS/TPWS isolation fuse to On, and set the Driver's Safety Device Isolation switch to Normal
- Sit down in the driver's seat
- Insert the Master Key, leaving it in the Neutral position
- Set the Control & Fuel Pump, Generator field and Engine Run switches to On
- Press and Hold Down the Engine Start switch for 10 seconds
- Once the engine is running, set the Isolation Switch to Run
- Cut in the brakes using the TMS Screen above the Windscreen; use the arrow keys to select Brake Cut-Out, F3 to select that page, then F2 to Cut In the brakes, use F4 to exit
- Check the Brake Gauge and ensure the Main Reservoir reaches 9 Bar
- Set the Head and Tail Lights as appropriate
- Release the Parking Brake
- Move the Reverser into Forward
- Clear the AWS self-test sequence (if enabled) by pressing on the AWS Reset Button
- Release the Brakes by holding the Automatic Brake Handle in the Release Position until you see 4.5 Bar on the Brake Pipe Control gauge
- Apply Power using the Throttle Handle and Release the rest of the Brakes once generating traction

SCHNELLFAHRSTRECKE KASSEL - WÜRZBURG

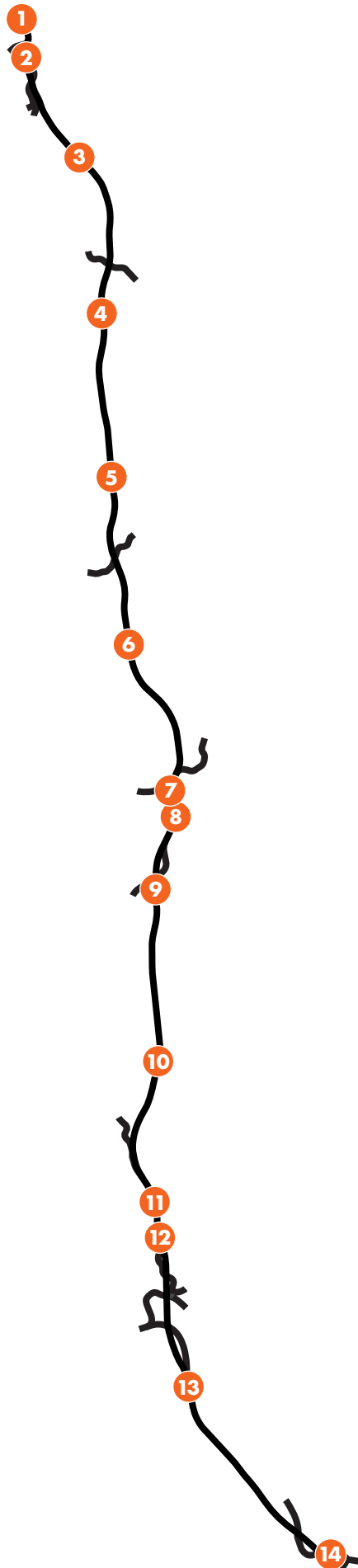


The longest route yet for Train Sim World! This route represents over 180 km of Germany's original high-speed main line. Sporting dozens of viaducts and tunnels, including Germany's longest tunnel, the line cuts through iconic landscape, whisking passengers at speeds up to 280 km/h. Feel the rush as you race non-stop at speed, covering real distances between Kassel, Fulda and Würzburg, then try something entirely different; as dusk falls, freight enters the scene, running along the route once most passenger services have stopped for the day.

Schnellfahrstrecke Kassel - Würzburg Tips & Tricks

- The ICE 1 and ICE 3 run at different speed limits on the route. Due to the ICE 3's lighter construction, it is limited in speed over certain sections in order to keep things safe and comfortable.
- With LZB activated, conventional signals will go dark, this is nothing to be alarmed about as LZB is managing everything, reacting faster and further ahead than any eye could keep up with at these speeds.
- Make sure to practice the AFB and LZB Training for this route. When running at such high speeds, these systems are an essential part of the experience – however if you want to live a little and see what the trains can do, try out the ICE Breaker scenario.
- There are many Route Tasks to complete, with maps to place, first aid points to restock, gravel to bag-up and tunnel name signs to finish

SCHNELLFAHRSTRECKE KASSEL - WÜRZBURG ROUTE MAP



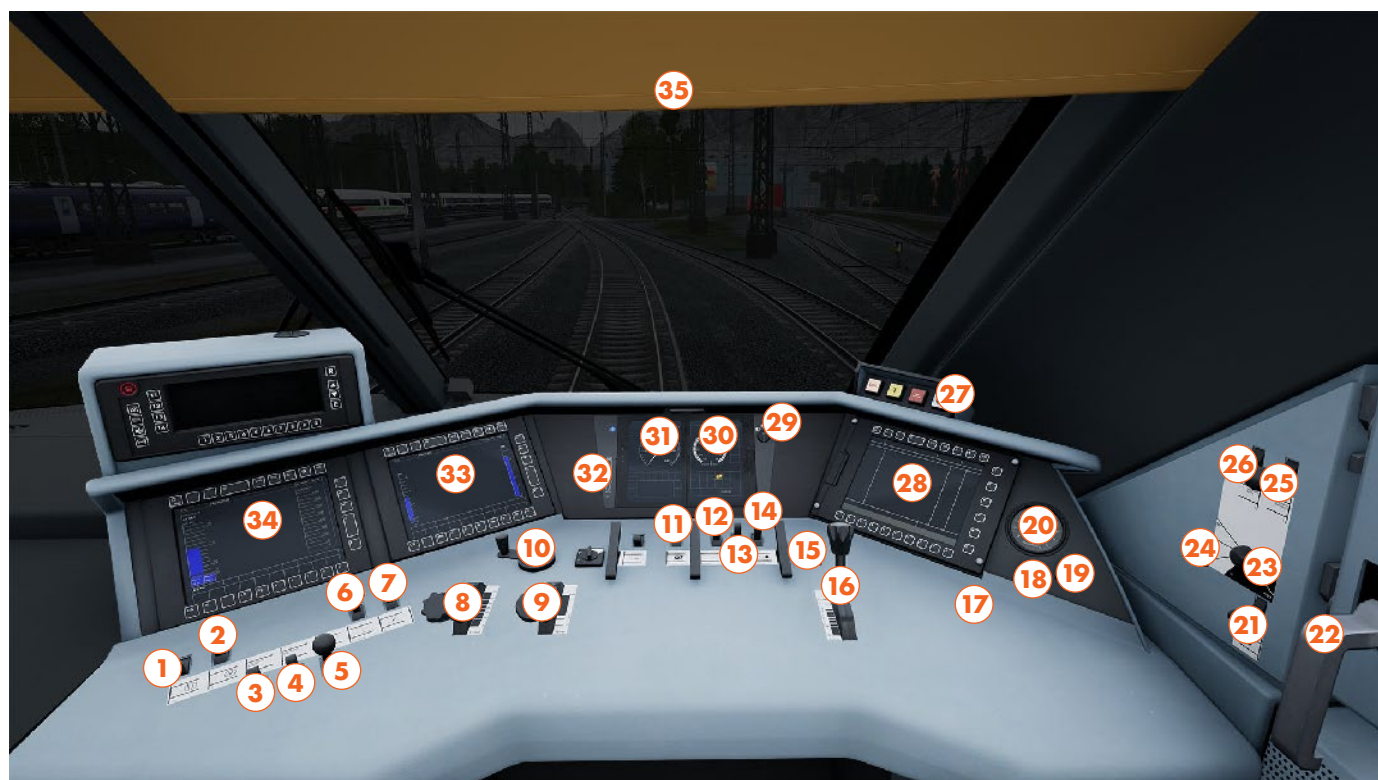
- 1 - Kassel Wilhelmshöhe
- 2 - Kassel Oberzwehren
- 3 - Körle Ost Bbf
- 4 - Licherode
- 5 - Kirchheim
- 6 - Langenschwarz
- 7 - Fulda Bf
- 8 - Fulda Gbf
- 9 - Hartberg
- 10 - Mottgers Bbf
- 11 - Burgsinn
- 12 - Burgsinn Bbf
- 13 - Rohrbach Bbf
- 14 - Würzburg Hbf

DB BR 401 ICE 1



The DB BR 401 ICE 1 is the first dedicated, High-Speed Train built to serve Germany's new at the time Inter-City Express services. A single trainset, consisting of 2 Power Cars and 12 coaches (including multiple classes and a restaurant coach), the ICE 1 is capable of 280 km/h operation on dedicated high-speed lines. The fleet of 60 trainsets transformed rail travel as they were introduced in the early 1990s. Having been through refurbishment twice, these classic trains are set to serve well into the future.

DB BR 401 ICE 1 CAB LAYOUT - 1/3



- | | |
|--|---|
| 1 - Air Compressor Switch | 19 - HLL Fill Button |
| 2 - Traction Motor Blower Switch | 20 - Brake Gauge |
| 3 - LZB/PZB Override Switch | 21 - Horn Lever |
| 4 - LZB/PZB Release Switch | 22 - Right Side Cab Window |
| 5 - LZB/PZB Acknowledge Switch | 23 - Shunting Control Switch |
| 6 - Pantograph Switch | 24 - Release Switch |
| 7 - Main Circuit Breaker Switch | 25 - LZB/PZB Acknowledge Switch |
| 8 - AFB Speed Handle | 26 - LZB/PZB Override Switch |
| 9 - Throttle Handle | 27 - Indicators Switch |
| 10 - Reverser Handle | 28 - Right Multi-Function Display |
| 11 - Sand Switch | 29 - Multi-Function Display Switch |
| 12 - Headlights Switch | 30 - Multi-Function Display (Tractive Effort) |
| 13 - Master & Instrument Lights Switch | 31 - Multi-Function Display (Speedometer) |
| 14 - Cab Lights Switch | 32 - Indicator and Gauge Brightness Switches |
| 15 - Door Locking Switch | 33 - Left Multi-Function Display 1 |
| 16 - Train Brake Handle | 34 - Left Multi-Function Display 2 |
| 17 - Brake Key | 35 - Blind |
| 18 - Brake Overcharge Button | |

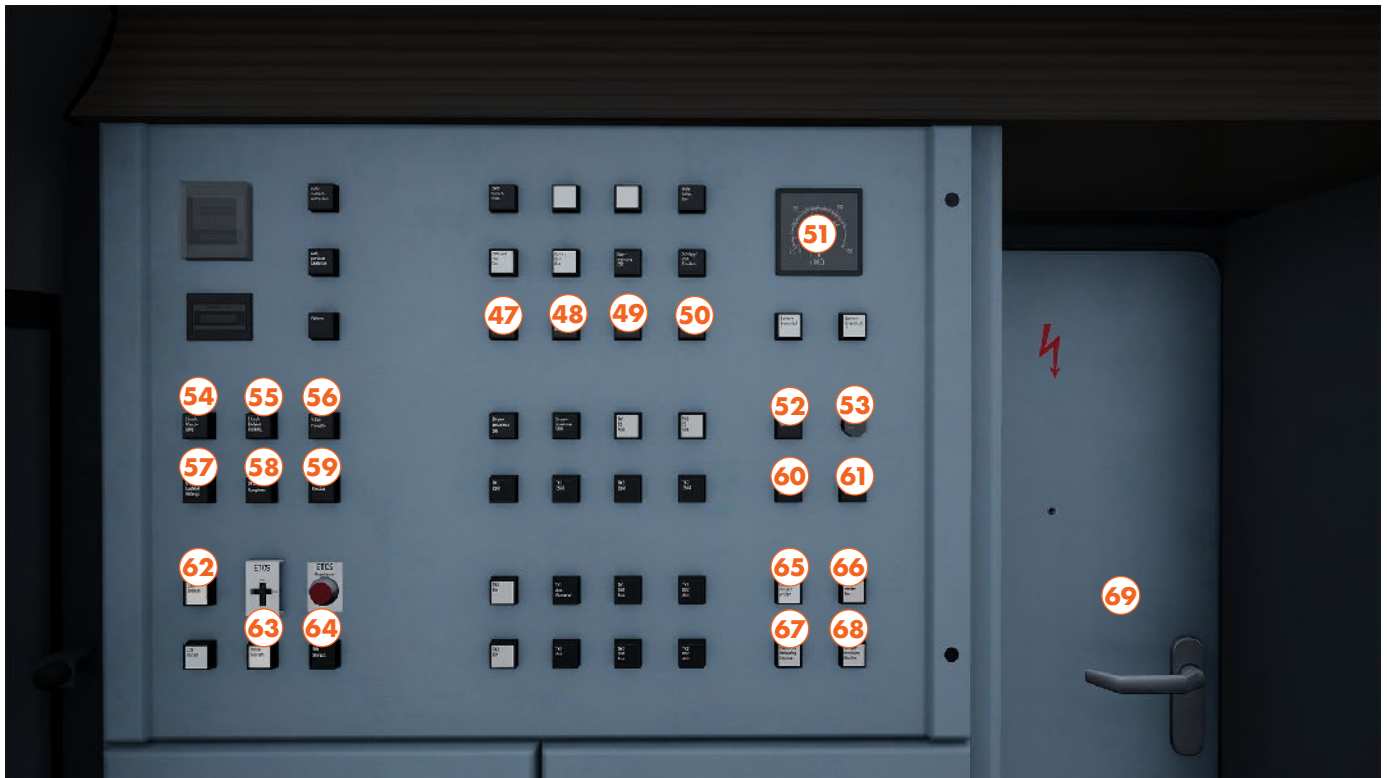
This Cab Layout shows many of interactive elements and operating gauges that feature on this train. Not all controls are essential to operating this train, you can see the essential controls needed to get this train moving in the "Quick Start" and "Cold & Dark Start" guides.

DB BR 401 ICE 1 CAB LAYOUT - 2/3



- 36 - Contact Signaller Phone
- 37 - Air Condition Switch
- 38 - Horn Button
- 39 - Timetable Light Dimmer Dial
- 40 - Wiper Select Switch
- 41 - Wiper Interval Time Dial
- 42 - Wiper Mode Switch
- 43 - Magnetic Brake Test Switch
- 44 - Braking Operation Switch
- 45 - Emergency Power Off Plunger
- 46 - Emergency Brake Valve Handle

DB BR 401 ICE 1 CAB LAYOUT - 3/3



- 47 - Parking Brake TK1 Apply Button
- 48 - Parking Brake TK1 Release Button
- 49 - Parking Brake TK2 Apply Button
- 50 - Parking Brake TK2 Release Button
- 51 - Battery Voltage Gauge
- 52 - Battery On Button
- 53 - Battery Off Button
- 54 - AFB 2 km/h Button
- 55 - AFB 5 km/h Button
- 56 - AFB V_{soll} Button
- 57 - AFB 10 km/h Button
- 58 - AFB 25 km/h Button

- 59 - AFB On/Off Button
- 60 - Footsteps Override Button
- 61 - Cab Change Button
- 62 - LZB On/Off Button
- 63 - PZB On/Off Button
- 64 - SIFA On/Off Button
- 65 - Indicator Test Button
- 66 - Indicators On/Off Button
- 67 - Engine Room Lights Button
- 68 - Engine Room Gangway Lights Button
- 69 - Cab Door

DB BR 401 ICE 1 QUICK START

This Quick Start sequence represents the basics you will need to follow to get this train moving - follow along with the Training Module of this train in the Training Center or when you start a Scenario or Service.

- Insert the Reverser Handle and move into Neutral
- Toggle the Master & Instrument Lights Switch to On
- Set the Headlights Switch as appropriate
- Ensure the Train Brake Handle is in an applied position
- Unlock the Train Brakes by turning the Brake Key
- If in the platform, begin passenger boarding by turning the Door Locking Switch to the relevant side
- Once passenger boarding has completed, return the Door Locking Switch to the Lock All position
- Move the Reverser into the intended direction of travel
- Release the Brakes with the Train Brake Handle
- Apply a small amount of Power with the Throttle Handle

DB BR 401 ICE 1 COLD & DARK START

This Cold & Dark Start sequence represents when the train is fully powered down. You may use this as a reference to get familiar with how trains are started and practice the full start-up sequence by spawning on-foot in the Training Center.

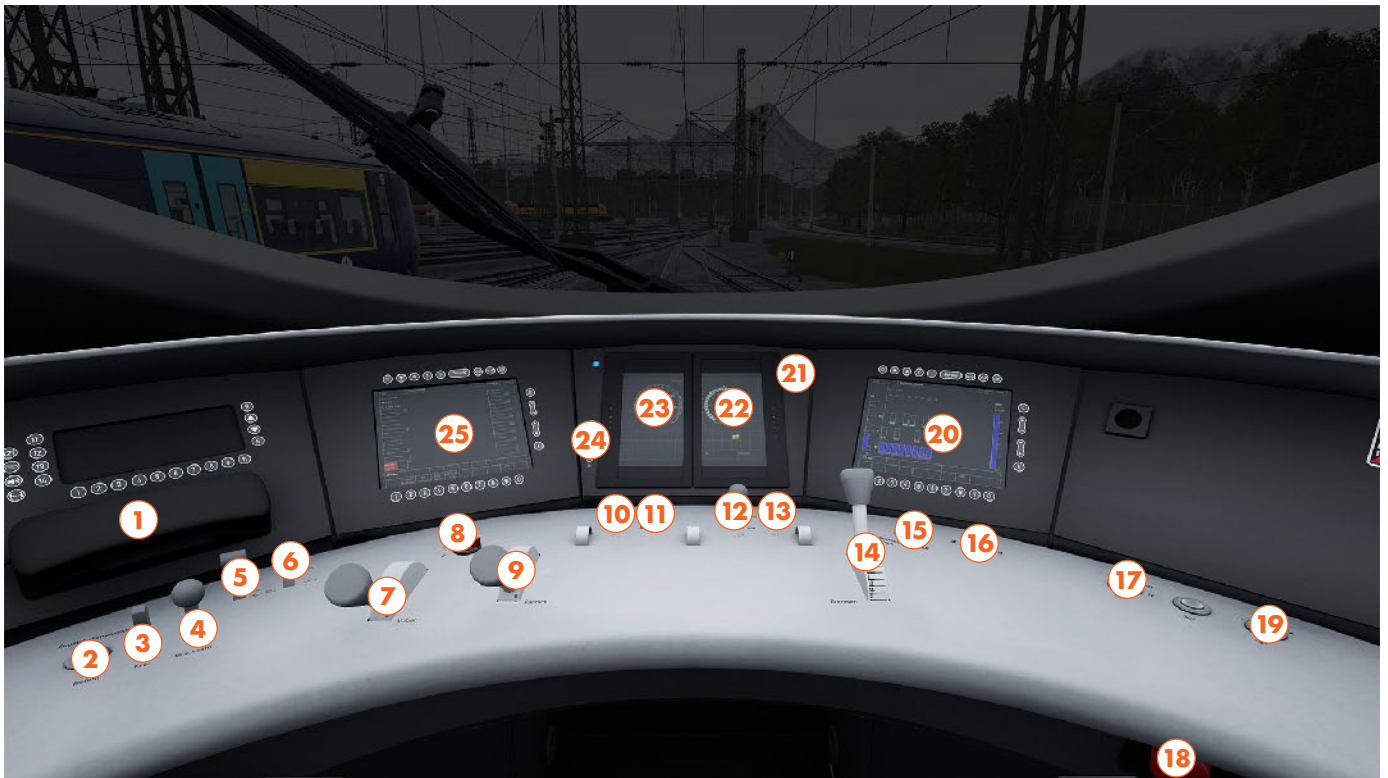
- Enter the Power Car by interacting with the external door and climbing on-board
- Walk to the front of the Power Car and enter the cab by interacting with the Cab Door
- If the train is not powered on at all, press and hold the Battery On Button until the Battery Voltage Gauge comes alive
- Sit down in the driver's seat
- Insert the Reverser Handle and move into Neutral
- Raise the Pantograph with the Pantograph Switch
- Once power is being drawn, close the MCB with the Main Circuit Breaker Switch
- If you wish to drive with Safety Systems enabled, switch on PZB, LZB, SIFA and AFB on the back wall as you desire
- Toggle the Master & Instrument Lights Switch to On
- Set the Headlights Switch as appropriate
- Ensure the Train Brake Handle is in an applied position
- Unlock the Train Brakes by turning the Brake Key
- If in the platform, begin passenger boarding by turning the Door Locking Switch to the relevant side
- Once passenger boarding has completed, return the Door Locking Switch to the Lock All position
- Move the Reverser into the intended direction of travel
- If AFB V_{so}ll mode is enabled, set the AFB Speed Handle to your desired target speed
- Release the Brakes with the Train Brake Handle
- Apply a small amount of Power with the Throttle Handle

DB BR 403 ICE 3



As the name suggests, the DB BR 403 ICE 3 is the 3rd main entry of Germany's high-speed rolling stock. Despite only entering service 10 years after the first ICE 1 was built, the ICE 3 represents a huge leap ahead in technology. Gone is the Power Car & coaches arrangement, the ICE 3 is built in an EMU format, with traction motors spread throughout the 8-car train. This allows for spectacular opportunities for passengers, who are able to see through into the cab and out the front - a view which races by at up to 320 km/h on Germany's fastest lines. This ICE platform also saw variants delivered abroad to places like Spain, Russia and China, although 49 BR 403s were built for German use.

DB BR 403 ICE 3 CAB LAYOUT - 1/3



- | | |
|---------------------------------|---|
| 1 - Contact Signaller Phone | 16 - Door Control Switch |
| 2 - PZB Override Button | 17 - Wiper Switch |
| 3 - PZB Release Switch | 18 - Emergency Stop Button |
| 4 - PZB Acknowledge Switch | 19 - Wiper Speed Switch |
| 5 - Pantograph Switch | 20 - Right Multi-Function Display |
| 6 - Main Circuit Breaker Switch | 21 - Multi-Function Display Screen Selector |
| 7 - AFB Speed Handle | 22 - Multi-Function Display (Tractive Effort) |
| 8 - Reverser Switch | 23 - Multi-Function Display (Speedometer) |
| 9 - Throttle Handle | 24 - Indicator and Gauge Brightness Switches |
| 10 - Cab Lights Switch | 25 - Left Multi-Function Display |
| 11 - Headlights Switch | |
| 12 - Sand Switch | |
| 13 - Horn Lever | |
| 14 - Train Brake Handle | |
| 15 - Coupling Control Button | |

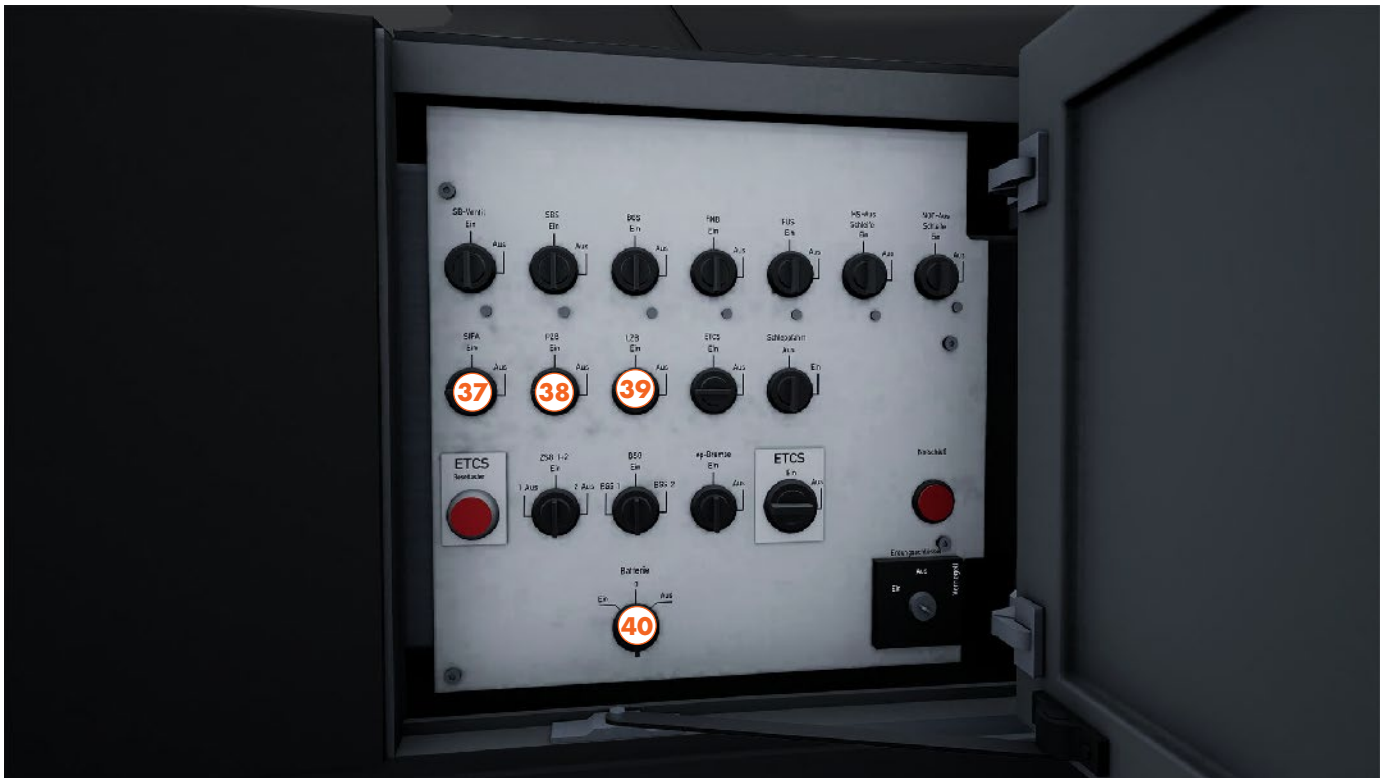
This Cab Layout shows many of interactive elements and operating gauges that feature on this train. Not all controls are essential to operating this train, you can see the essential controls needed to get this train moving in the "Quick Start" and "Cold & Dark Start" guides.

DB BR 403 ICE 3 CAB LAYOUT - 2/3



- 26 - Emergency Brake Handle
- 27 - Emergency Brake Gauge
- 28 - Lounge Window Opacity Button
- 29 - Passenger Door Step Override Button
- 30 - Apply Parking Brake Button
- 31 - Release Parking Brake Button
- 32 - Cab Air Con Switch
- 33 - Uncouple Button
- 34 - Open Rear Coupler Hatch Button
- 35 - Battery Voltage Gauge
- 36 - Side Cabinet Panel Door

DB BR 403 ICE 3 CAB LAYOUT - 3/3



- 37 - SIFA Isolation Switch
- 38 - PZB Isolation Switch
- 39 - LZB Isolation Switch
- 40 - Battery Switch

DB BR 403 ICE 3 QUICK START

This Quick Start sequence represents the basics you will need to follow to get this train moving - follow along with the Training Module of this train in the Training Center or when you start a Scenario or Service.

- Move the Reverser into the intended direction of travel
- Set the Headlights Switch as appropriate
- If in the platform, begin passenger boarding by turning the Door Control Switch to the relevant side
- Once passenger boarding has completed, return the Door Control Switch to the Lock All position
- Release the Brakes with the Train Brake Handle
- Apply a small amount of Power using the Throttle Handle

DB BR 401 ICE 3 COLD & DARK START

This Cold & Dark Start sequence represents when the train is fully powered down. You may use this as a reference to get familiar with how trains are started and practice the full start-up sequence by spawning on-foot in the Training Center.

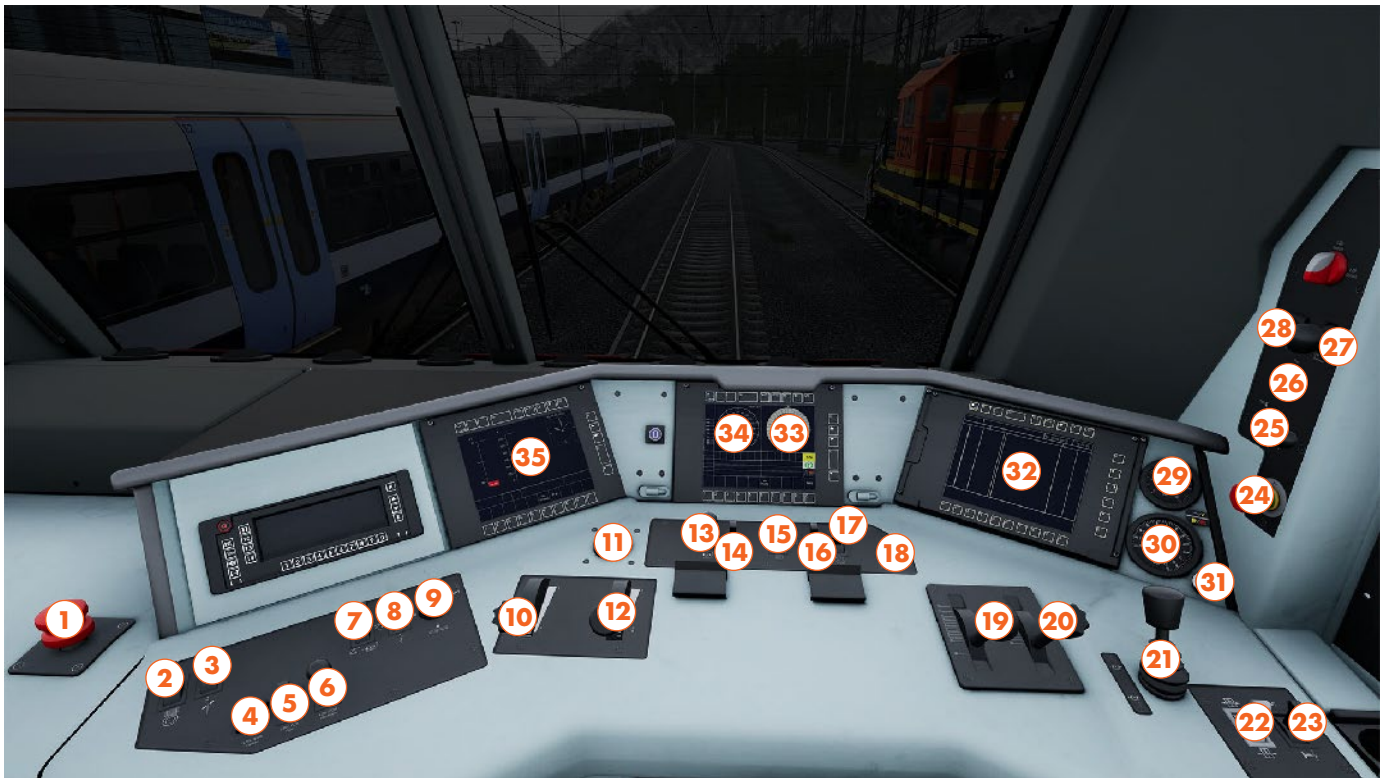
- Enter the Multiple Unit by opening one of the passenger doors and climbing on-board
- Walk to the desired cab and enter by interacting with the Cab Door
- Open the Side Cabinet Panel Door
- Hold the Battery Switch in the On position until the Battery Voltage Gauge comes alive
- Sit down in the driver's seat
- Move the Reverser into the intended direction of travel
- Raise the Pantograph with the Pantograph Switch
- Once power is being drawn, close the MCB with the Main Circuit Braker Switch
- If you wish to drive with Safety Systems enabled, set the PZB, LZB and SIFA Switches to On
- If you wish to drive with AFB enabled, press the 9 Button on the Left Multi-Function Display to access the AFB modes, then press whichever number you require
- Ensure the Train Brake Handle is in an applied position
- If the Apply Parking Brake Button is illuminated, press the Release Parking Brake Button to release it
- Set the Headlights Switch as appropriate
- If in the platform, begin passenger boarding by turning the Door Control Switch to the relevant side
- Once passenger boarding has completed, return the Door Control Switch to the Lock All position
- If AFB V/soll mode is enabled, set the AFB Speed Handle to your desired target speed
- Release the Brakes with the Train Brake Handle
- Apply a small amount of Power using the Throttle Handle

DB BR 185.2



As part of the TRAXX family, the DB BR 185.2 is one of Germany's prime freight locomotives, used throughout the country to haul all manner of goods. Hundreds have been built since the order was first placed in the late 1990s, making them a common sight. Part of their role is to move freight at night, and as ICE services largely cease after the twilight hours, this gives locos such as the BR 185.2 to get freight moving quickly across dormant high-speed lines, ensuring rapid delivery before the sun rises.

BR 185.2 CAB LAYOUT - 1/3



- | | |
|--|---|
| 1 - Emergency Brake Button | 19 - Train Brake Handle |
| 2 - Air Compressor Switch | 20 - Electric Brake Handle |
| 3 - Traction Motor Fan Switch | 21 - Direct Brake Handle |
| 4 - LZB/PZB Override Button | 22 - Passenger Doors Switch |
| 5 - LZB/PZB Release Switch | 23 - Horn Lever |
| 6 - LZB/PZB Acknowledge Switch | 24 - Emergency Pantograph Button |
| 7 - Pantograph Switch | 25 - Shunting Control Switch |
| 8 - Main Circuit Breaker Switch | 26 - LZB/PZB Release Switch |
| 9 - Train Line Power Switch | 27 - LZB/PZB Acknowledge Switch |
| 10 - AFB Speed Handle | 28 - LZB/PZB Override Button |
| 11 - Reverser Handle | 29 - Direct Brake Gauge |
| 12 - Throttle Handle | 30 - Train Brake Gauge |
| 13 - Sand Switch | 31 - Brake Overcharge Button |
| 14 - Brake Release Switch | 32 - Right Multi-Function Display |
| 15 - Headlights Switch | 33 - Multi-Function Display (Tractive Effort) |
| 16 - Master & Instrument Lights Switch | 34 - Multi-Function Display (Speedometer) |
| 17 - Cab Lights Switch | 35 - Left Multi-Function Display |
| 18 - High Beam Indicator Button | |

This Cab Layout shows many of interactive elements and operating gauges that feature on this train. Not all controls are essential to operating this train, you can see the essential controls needed to get this train moving in the "Quick Start" and "Cold & Dark Start" guides.

BR 185.2 CAB LAYOUT - 2/3



- 36 - AFB Switch
- 37 - Console Lights Button
- 38 - Console Light Dimmer Dial
- 39 - Contact Signaller Phone
- 40 - SIFA Pedal

BR 185.2 CAB LAYOUT - 3/3



- 41 - LZB Breaker Switch
- 42 - PZB Breaker Switch
- 43 - SIFA Breaker Switch
- 44 - Signal Lights Switch
- 45 - Parking Brake Apply Button
- 46 - Parking Brake Release Button
- 47 - Battery Button
- 48 - Brake Selector Switch
- 49 - Pantograph Selector Switch
- 50 - Driver's Brake Valve Button
- 51 - NBÜ/EP Switch

DB BR 185.2 QUICK START

This Quick Start sequence represents the basics you will need to follow to get this train moving - follow along with the Training Module of this train in the Training Center or when you start a Scenario or Service.

- Insert the Reverser Handle and move into Neutral
- Set Master & Instrument Lights to On
- Set the Headlights Switch as appropriate
- Set the Reverser to the intended direction of travel
- Fully release the Brakes with the Train Brake Handle
- Apply a small amount of Power with the Throttle Handle

DB BR 185.2 COLD & DARK START

This Cold & Dark Start sequence represents when the train is fully powered down. You may use this as a reference to get familiar with how trains are started and practice the full start-up sequence by spawning on-foot in the Training Center.

- Enter the locomotive by interacting with the Cab Door and climb aboard
- If the loco is not powered on at all, press and hold the Battery Button for 5 seconds
- Ensure the leading cab is set to Headlights configuration on the Signal Lights Switch
- Sit down in the driver's seat
- Insert the Reverser Handle and move into Neutral
- Raise the Pantograph with the Pantograph Switch
- Close the MCB with the Main Circuit Breaker Switch
- Set Master & Instrument Lights to On
- Set the Headlights Switch as appropriate
- If you wish to drive with Safety Systems enabled, set to On the LZB, PZB and Sifa Breaker Switches on the back wall, or the AFB Switch below the desk as you desire
- Release the Parking Brake by holding the Release Button for 5 seconds
- If you have enabled AFB, set the AFB Speed Handle to your desired target speed
- Set the Reverser to the intended direction of travel
- Fully release the Brakes with the Train Brake Handle
- Apply a small amount of Power with the Throttle Handle

CAJON PASS

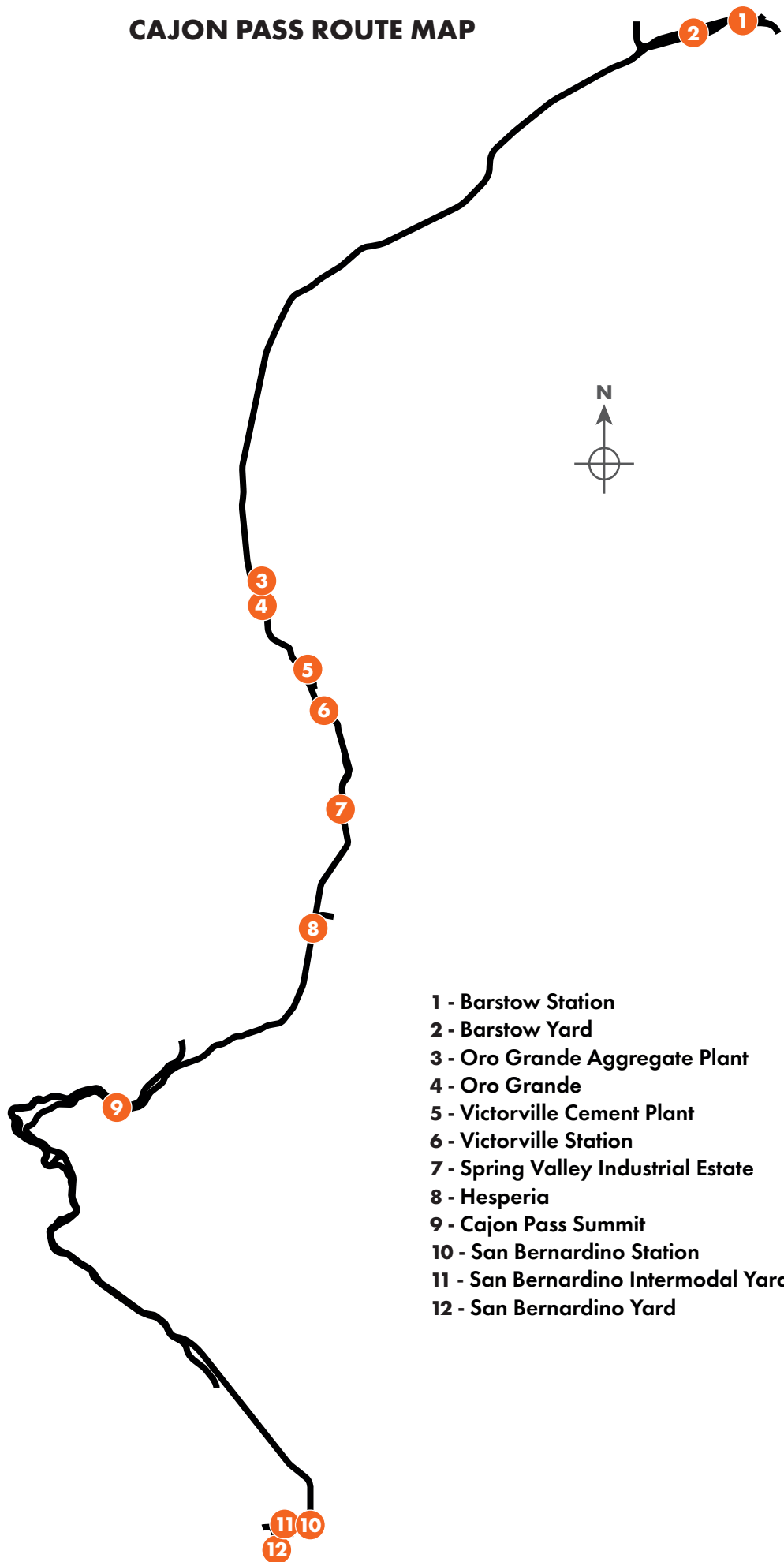


A legend arrives! Cajon Pass is an 85-mile, desert laden and mountainous freight corridor through the rugged throws of sun-soaked California. Along this route, BNSF motive power climbs and descends tough grades, as steep as 3%, with the heaviest of freight tonnage in-tow. Master the art of hauling these trains over summits and down valleys, and take on other challenges such as switching and local duties in and out of the sprawling yards that bookend the tips of the pass at Barstow and San Bernardino.

Cajon Pass Tips & Tricks

- It's a limit, not a target! As tempting as it may be, don't feel too attached to sticking to the speed limit, you certainly won't be able to as you haul over 10,000 tons uphill, and if you're cresting the summit to begin a descent, if you're already doing line speed, you're already going too fast. Slow and steady wins the race, check out the in-game training to practice braking with a long train and cresting a gradient with dynamic brakes.
- Don't forget Rule 14L, the horn sequence when approaching a Grade Crossing; as you approach, start ringing the Bell, then do a Long-Long-Short-Long toot of the Horn, finishing as you cross over the road.
- Carrying out switching duties? Make sure you don't bump into freight cars at high speed, use the Independent Brake to approach safely – also make sure at least one knuckle coupler, either yours or the car's, is open so they can connect.
- There are many route tasks to complete, with route maps to place safety signs to put up, water caches to refill and food trucks to visit.

CAJON PASS ROUTE MAP



BNSF ES44C4



The ES44C4 represents some of the latest innovations among the GEVO range of American freight locomotives. BNSF use their fleet of ES44C4s to tackle the harshest of conditions, as their unique ability to automatically adjust their weight distribution means freight can keep on the move, with less risk of slipping. At 4000 horsepower a piece, this stallion of US freight can work in large groups on single trains, and support both rear and mid-train distributed power for the toughest of grades.

BNSF ES44C4 CAB LAYOUT - 1/4



- | | |
|-----------------------------------|---------------------------------|
| 1 - Reverser Handle | 12 - Attendant Call Switch |
| 2 - Dynamic Brake Handle | 13 - Emergency Lights Switch |
| 3 - Throttle Handle | 14 - Left Screen |
| 4 - Trainline Ground Reset Button | 15 - Left Screen Function Keys |
| 5 - Engine Run Switch | 16 - Right Screen |
| 6 - Generator Field Switch | 17 - Right Screen Function Keys |
| 7 - Control Switch | 18 - Horn Button |
| 8 - Dynamic Brake Switch | 19 - Bell Button |
| 9 - Gage Lights Switch | 20 - Horn Sequencer Button |
| 10 - Step Lights Switch | 21 - Alerter Reset Button |
| 11 - Window Heater Switch | |

This Cab Layout shows many of interactive elements and operating gauges that feature on this train. Not all controls are essential to operating this train, you can see the essential controls needed to get this train moving in the "Quick Start" and "Cold & Dark Start" guides.

BNSF ES44C4 CAB LAYOUT - 2/4



- 22 - Contact Signaller Phone
- 23 - Banking Comm Button
- 24 - Horn Lever
- 25 - Horn Sequencer Button
- 26 - Automatic Brake Handle
- 27 - EOTD Emergency Switch
- 28 - Independent Brake Handle
- 29 - Bell Lever
- 30 - Alerter Button
- 31 - Sand Lever
- 32 - Lead Axle Sand Switch
- 33 - Headlights Rear Switch
- 34 - Headlights Front Switch
- 35 - Heater Switch

BNSF ES44C4 CAB LAYOUT - 3/4



- 36 - Left Engineer's Visor
- 37 - Right Engineer's Visor
- 38 - Fan Speed Dial
- 39 - Fan Switch
- 40 - Light Switch
- 41 - Light Brightness Dial
- 42 - Front Wiper Speed Dial
- 43 - Light Switch
- 44 - Rear Wiper Speed Dial
- 45 - Engineer's Cab Window

BNSF ES44C4 CAB LAYOUT - 4/4



- 46 - Rear Cab Door
- 47 - Window Heater Fuse
- 48 - Crossing Lights Fuse
- 49 - Refrigerator Fuse
- 50 - Cab Signals Fuse
- 51 - Radio Fuse
- 52 - Distributed Power Fuse
- 53 - Cab Fan Fuse
- 54 - Short Hood Light Fuse
- 55 - Long Hood Light Fuse
- 56 - Battery Reset Button
- 57 - Emergency Lights Switch
- 58 - Running Lights Fuse
- 59 - Fuel Pump/ECU Fuse
- 60 - Local Control Fuse
- 61 - Control Cover
- 62 - Engine Control Switch
- 63 - MU Headlight Control Switch
- 64 - Engine Start Button
- 65 - Engine Stop Button
- 66 - Cross Walk Lights Switch
- 67 - Control Compt Switch
- 68 - Number Lights Switch
- 69 - Engineer's Heater Switch
- 70 - Secondman's Heater Switch
- 71 - Engineer's Heater Fuse
- 72 - Secondman's Heater Fuse
- 73 - Jump Seat

BNSF ES44C4 QUICK START

This Quick Start sequence represents the basics you will need to follow to get this train moving - follow along with the Training Module of this train in the Training Center or when you start a Scenario or Service.

- Insert the Reverser Handle
- Press the Banking Comm Button
- Move Reverser into intended direction of travel
- Set the Headlights Switch to Bright Aux
- Set the Generator Field Switch to On
- Ensure the Independent Brake is fully applied
- Set the Automatic Brake to Release
- Apply 3-5 notches of power on the Throttle
- Slowly Release the Independent Brake as Tractive Effort rises

BNSF ES44C4 COLD & DARK START

This Cold & Dark Start sequence represents when the train is fully powered down. You may use this as a reference to get familiar with how trains are started and practice the full start-up sequence by spawning on-foot in the Training Center.

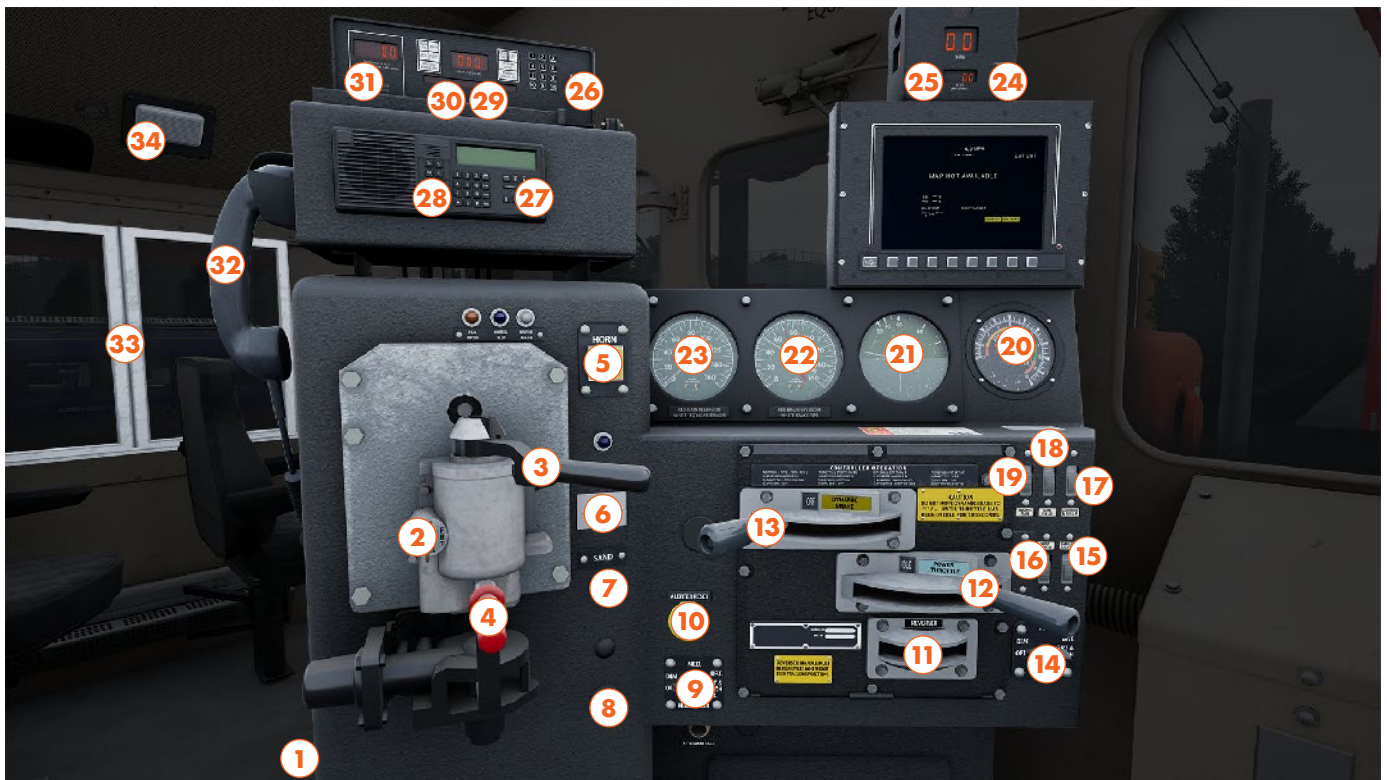
- Climb up onto the front of the locomotive
- Enter the cab by interacting with the cab doors
- Sit down in the Engineer's seat
- Insert the Reverser Handle, leaving it in Neutral
- Set the Control and Generator Field Switches to On
- You may now start the engine, stand back up
- Set the Fuel Pump to On
- Lift the Control Cover
- Rotate the Engine Control switch to Start
- Hold down the Engine Start button for 5 seconds
- Once the engine has started, return the Engine Control switch to Run, and close the control cover
- If you wish to drive with Cab Signals enabled, close this Fuse
- Sit down in the Engineer's seat
- On the left-hand monitor beneath the windscreen, ensure that the Brakes are set to Lead and Freight modes, if they are not, press F8 on the keypad, then F4, and finally F3 and F2
- Press the Banking Comm Button
- Release the Handbrake (wheel at rear of the locomotive)
- Move the Reverser into the intended direction of travel
- Set the Headlights Switch to Bright Aux
- Fully apply the Independent Brake
- Set the Automatic Brake to Release
- Apply power to the locomotive by moving the Throttle Handle (Notch 1 for light engine, Notch 4 when hauling a train), the power you need may vary based on the weight, length, and position of your train
- Once power is being applied, gradually release the Independent Brake

BNSF SD40-2



An all-American hero with decades of hard-working experience, the SD40-2 has been the backbone of US freight railroads since its introduction in 1972, with over 3900 examples spread across the States. Their age has seen them pushed towards local duties while newer equipment takes on the frontline work, but that doesn't make them any less of a common sight, with BNSF themselves owning hundreds upon hundreds of the type, all inherited from mergers as they grew into the Class I Railroad they are today.

BNSF SD40-2 CAB LAYOUT - 1/2



- | | |
|---------------------------------|--|
| 1 - MU-2A Valve | 19 - Engine Run Switch |
| 2 - Cut-Off Valve | 20 - Tractive Effort Gauge |
| 3 - Automatic Brake Handle | 21 - Air Flow Gauge |
| 4 - Independent Brake Handle | 22 - Brake Cylinder & Brake Pipe Gauge |
| 5 - Horn Button | 23 - Main Reservoir Gauge |
| 6 - Lead Axle Sand Switch | 24 - Count Hold Done Button |
| 7 - Sander Button | 25 - Dimmer Button |
| 8 - Bell Button | 26 - EOTD Emergency Switch |
| 9 - Headlights Rear Switch | 27 - Banking Comm Button |
| 10 - Alerter Reset Button | 28 - Volume Buttons |
| 11 - Reverser Handle | 29 - Comm/Test Arm Button |
| 12 - Throttle Handle | 30 - Menu Button |
| 13 - Dynamic Brake Handle | 31 - Count Hold Done Button |
| 14 - Headlights Front Switch | 32 - Contact Signaller Phone |
| 15 - Gauge Lights Switch | 33 - Secondman's Cab Window |
| 16 - Step Lights Switch | 34 - Cab Light Switch |
| 17 - Control & Fuel Pump Switch | |
| 18 - Generator Field Switch | |

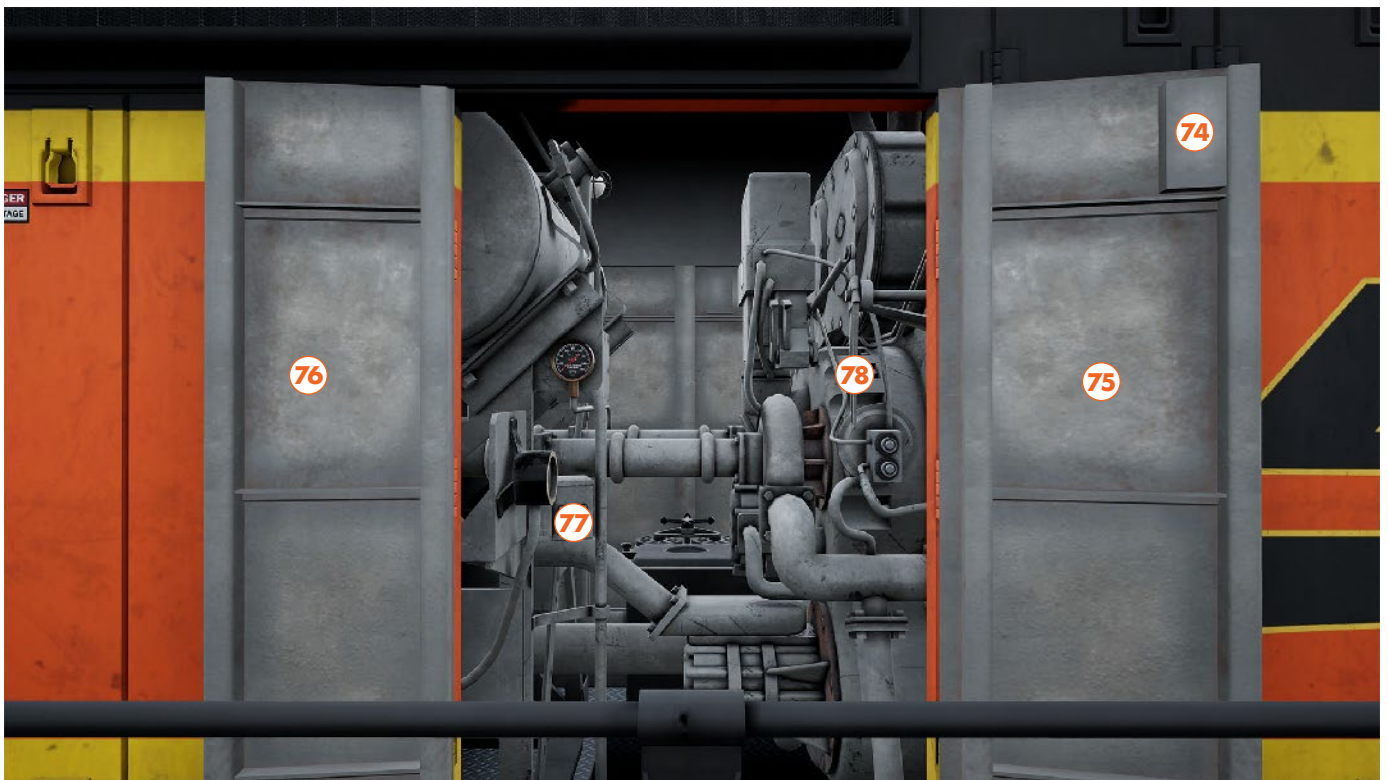
This Cab Layout shows many of interactive elements and operating gauges that feature on this train. Not all controls are essential to operating this train, you can see the essential controls needed to get this train moving in the "Quick Start" and "Cold & Dark Start" guides.

BNSF SD40-2 CAB LAYOUT - 2/2



- | | |
|--|-------------------------------|
| 35 - Rear Cab Door | 56 - Aux Cab Heater Fuse |
| 36 - Dynamic Brake Cut Out Switch | 57 - Aux Cab Heater Fuse |
| 37 - Horn Cut Out Switch | 58 - Turbo Fuse |
| 38 - Number Lights Front Switch | 59 - Fuel Pump Fuse |
| 39 - Engine Room Lights Switch | 60 - Control Fuse |
| 40 - Platform Lights Switch | 61 - Local Control Fuse |
| 41 - Parking/Lighting Enable Button | 62 - Utilities Fuse |
| 42 - Auto Shutdown Delay Button | 63 - Cab Signal Fuse |
| 43 - Engine Start Button | 64 - Aux Gen Field Fuse |
| 44 - Fuel Cut Off & Engine Stop Button | 65 - Module Control Fuse |
| 45 - Headlight Control Switch | 66 - Rev Control Fuse |
| 46 - Start Isolation Switch | 67 - AC Control Fuse |
| 47 - Fuse Light Test Switch | 68 - Brake Trans Control Fuse |
| 48 - Fuse | 69 - Warning Devices Fuse |
| 49 - Fuse | 70 - Electronic Devices Fuse |
| 50 - Main Breaker Fuse | 71 - Generator Field Fuse |
| 51 - Radio & HOTD Fuse | 72 - Auxiliary Generator Fuse |
| 52 - Lights Fuse | 73 - Fuse Cabinet Door |
| 53 - Headlights Fuse | |
| 54 - Auto Drain Timer Fuse | |
| 55 - Spare Fuse | |

BNSF SD40-2 ENGINE ROOM



- 74 - Engine Room Door Latch
- 75 - Engine Room Right Door
- 76 - Engine Room Left Door
- 77 - Engine Prime/Start Switch
- 78 - Governor Handle

BNSF SD40-2 QUICK START

This Quick Start sequence represents the basics you will need to follow to get this train moving - follow along with the Training Module of this train in the Training Center or when you start a Scenario or Service.

- Insert the Reverser Handle
- Press the Banking Comm Button
- Move Reverser into intended direction of travel
- Set the Headlights Switch to Bright & Ditch Lights
- Set the Gen Field Switch to On
- Ensure the Independent Brake is fully applied
- Set the Automatic Brake to Release
- Apply 3-5 notches of Power on the Throttle
- Once power is being applied, slowly release the Independent Brake

BNSF SD40-2 COLD & DARK START

This Cold & Dark Start sequence represents when the train is fully powered down. You may use this as a reference to get familiar with how trains are started and practice the full start-up sequence by spawning on-foot in the Training Center.

- Climb up onto the front of the locomotive
- Enter the cab by interacting with the cab door
- Sit down in the Engineer's seat
- Insert the Reverser Handle, leaving it in Neutral
- You may now start the engine, stand back up
- Open the Fuse Cabinet on the back wall
- Check all the switches, and if open, set the Main Breaker to Closed
- On the back wall panel, ensure the Isolation Switch is set to Start/Stop/Isolate
- Exit the cab via the back door, walk halfway along the locomotive to the Engine Room
- Unlock the latch and open both doors
- Hold the Starter switch in the Prime position for 10 seconds
- Then hold the Starter switch in the Start position for 10 seconds
- Once the engine has started, you can test it by cranking the Governor Handle
- Close the Engine Room doors, in the correct order, and lock the latch
- Re-enter the cab
- On the back wall panel, set the Isolation Switch to Run
- If you wish to drive with Warning Devices enabled, close this Fuse
- Sit down in the Engineer's seat
- Set the MU-2A Valve to Lead or Dead
- Set the Cut-Off Valve to Freight
- Move the Reverser into the intended direction of travel
- Set the Front/Rear Headlights to Bright & Ditch Lights as appropriate
- Set the Generator Field Switch to On
- Release the Handbrake (handle on the nose next to the front cab door)
- Ensure the Independent Brake is fully applied
- Set the Automatic Brake to Release
- Apply a few notches of Power with the Throttle
- Once power is being applied, slowly release the Independent Brake

SOUTHEASTERN HIGH SPEED

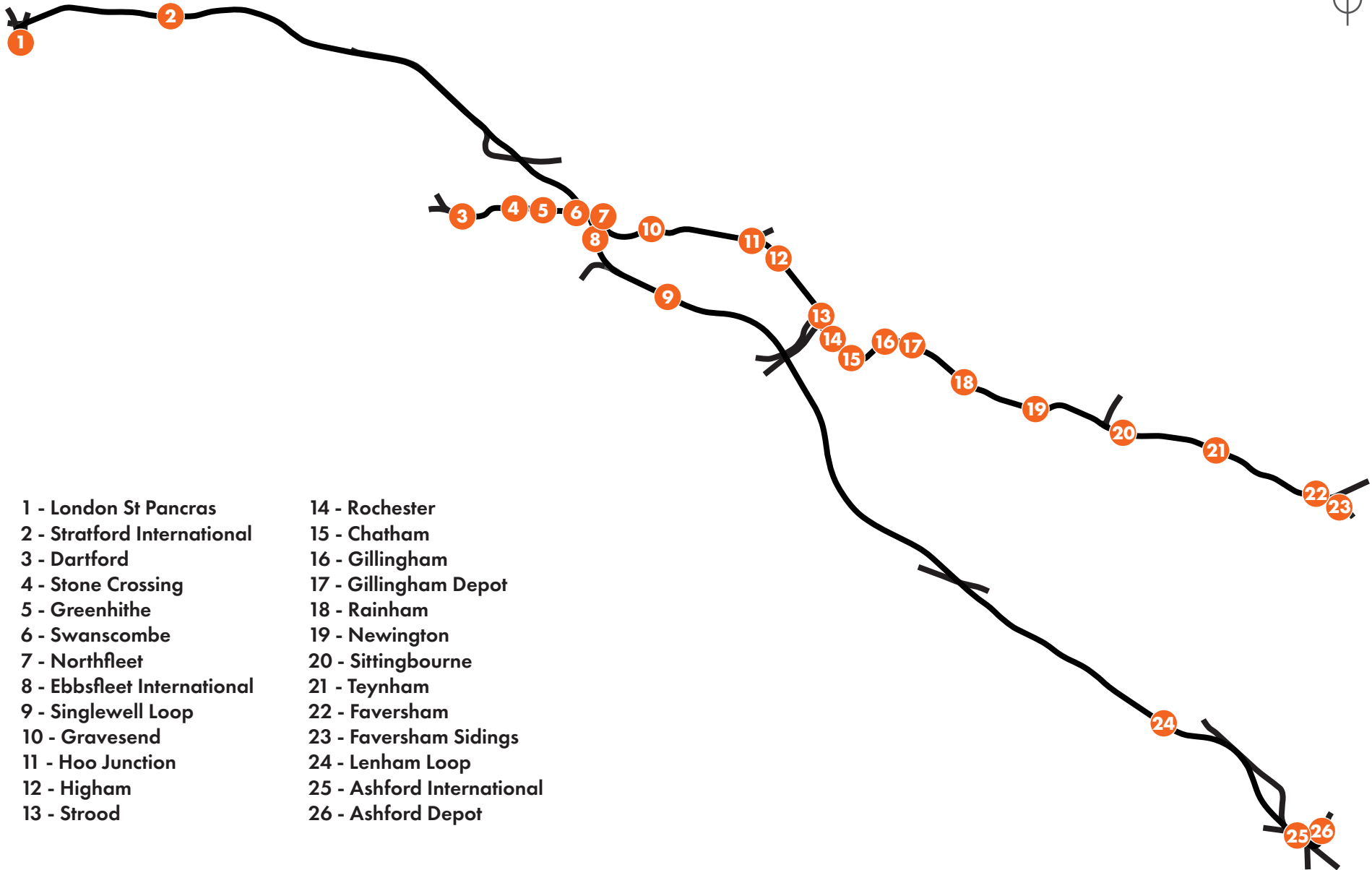


A fan-favourite, now better than ever! Southeastern Highspeed covers Britain's fastest line between St Pancras International and Ashford International, while also including the classic main line from Dartford, Ebbsfleet and Gravesend to Faversham via Medway. Built upon the original route in Train Sim World 2, this extended version includes 40 miles of additional track, upgraded areas of scenery, and an all-new timetable based on pre-pandemic service patterns. Take on the task of running a unique blend of high-speed, commuter and freight services on this network-like route.

Southeastern Highspeed Tips & Tricks

- The full Class 395 workings have been represented, meaning there is coupling and uncoupling throughout the day, if you need to do this, look for the Coupler Preparation Buttons to open the nose, take care by moving at low speeds, and holding either the Couple or Uncouple Button as appropriate for 10 seconds to ensure it works properly
- Look out for Approach Control! Mainly found at junctions, this feature will hold a signal at Danger until it is sure you're going slow enough to safely pass, you may find this to be the case at places like Gravesend or Hoo Junction
- Look out for improvements on the existing sections, all new OHLE equipment, replaced buildings and more detail, plus smoother junctions on HS1
- There are many route tasks to complete, place route maps, fix broken fences, restock newspaper stands and adding platform edge safety signs
- If you stand in the road at Gillingham Level Crossing, the cars beep their horns at you!

SOUTHEASTERN HIGHSPEED ROUTE MAP



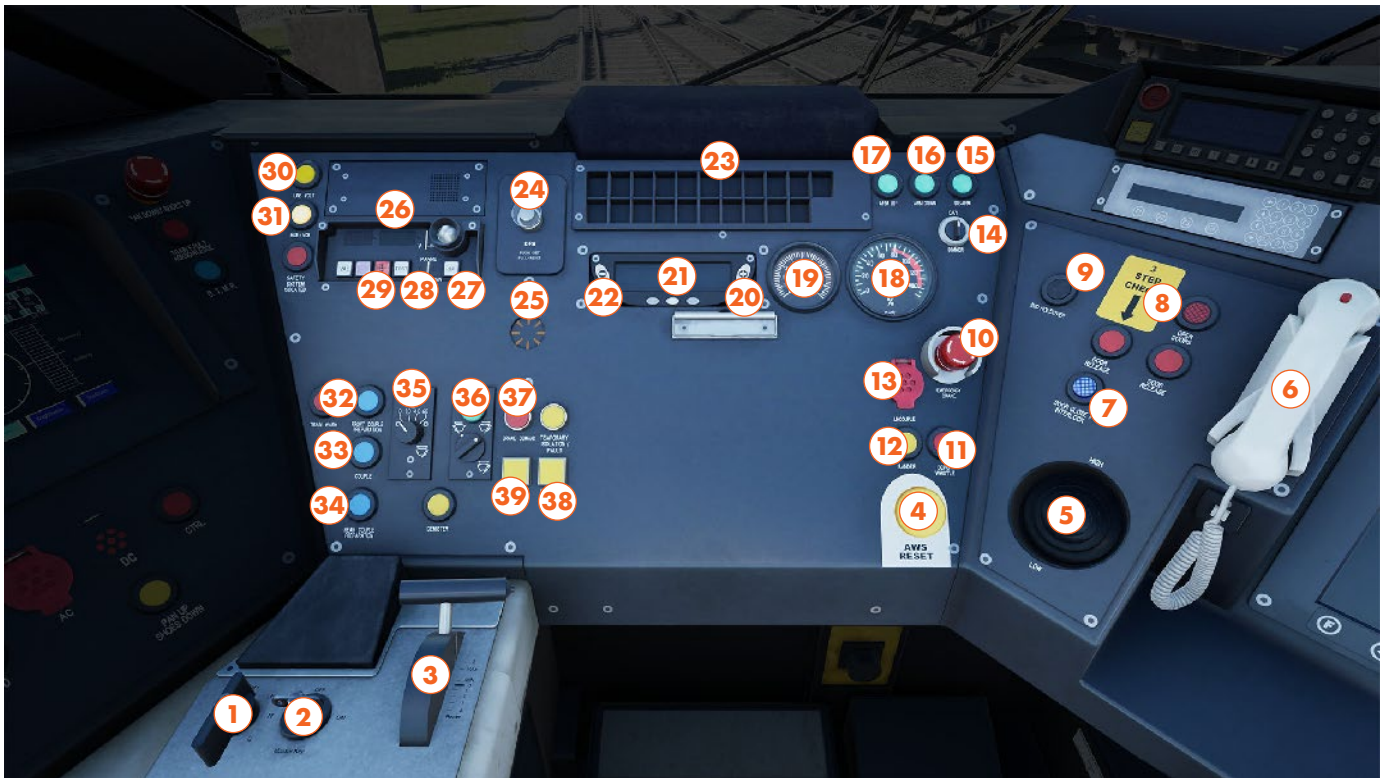
- | | |
|-----------------------------|----------------------------|
| 1 - London St Pancras | 14 - Rochester |
| 2 - Stratford International | 15 - Chatham |
| 3 - Dartford | 16 - Gillingham |
| 4 - Stone Crossing | 17 - Gillingham Depot |
| 5 - Greenhithe | 18 - Rainham |
| 6 - Swanscombe | 19 - Newington |
| 7 - Northfleet | 20 - Sittingbourne |
| 8 - Ebbsfleet International | 21 - Teynham |
| 9 - Singlewell Loop | 22 - Faversham |
| 10 - Gravesend | 23 - Faversham Sidings |
| 11 - Hoo Junction | 24 - Lenham Loop |
| 12 - Higham | 25 - Ashford International |
| 13 - Strood | 26 - Ashford Depot |

SOUTHEASTERN BR CLASS 395



Entering service in 2009, the BR Class 395 was built specifically for use on Southeastern's network, allowing them to run services along High Speed 1 between London and Kent, which opened in 2007. The Class 395 is equipped with both Overhead Line Equipment and Third Rail shoes, along with the different signalling systems for each area; AWS/TPWS for Classic Lines, TVM430 and KVB for High Speed 1. Entering service in 2009, these units now feature a 10th anniversary sticker, and 395 012 features a fabulous "Trainbow" design!

SOUTHEASTERN BR CLASS 395 CAB LAYOUT - 1/3



- | | |
|---|---|
| 1 - Reverser | 22 - Speedometer Decrease Brightness Button |
| 2 - Master Key | 23 - TVM430 In-Cab Signalling Display |
| 3 - Power Handle | 24 - Driver's Reminder Appliance Button |
| 4 - AWS Reset Button | 25 - AWS Sunflower |
| 5 - Horn Lever | 26 - KVB In-Cab Signalling Display |
| 6 - Contact Signaller Phone | 27 - KVB Clear Light Button |
| 7 - Door Close/Interlock Right Button | 28 - KVB Test Button |
| 8 - Open Doors Right Button | 29 - KVB Pass Danger Button |
| 9 - DSD Holdover Button | 30 - Line Volt Indicator |
| 10 - Emergency Brake Plunger | 31 - MCB Indicator |
| 11 - Depot Whistle Button | 32 - Front Coupler Preparation Button |
| 12 - Sander Button | 33 - Couple Button |
| 13 - Uncouple Button | 34 - Rear Coupler Preparation Button |
| 14 - TVM Dimmer Switch | 35 - Wiper Speed Switch |
| 15 - TVM Disarm Switch | 36 - Wiper Mode Switch |
| 16 - TVM Arm Down Switch | 37 - TPWS Brake Demand Button |
| 17 - TVM Arm Up Switch | 38 - TPWS Train Stop Override Button |
| 18 - Brake Pressure Gauge | 39 - TPWS Self Test Button |
| 19 - Brake Cylinder & Main Reservoir Gauge | |
| 20 - Speedometer Increase Brightness Button | |
| 21 - Speedometer | |

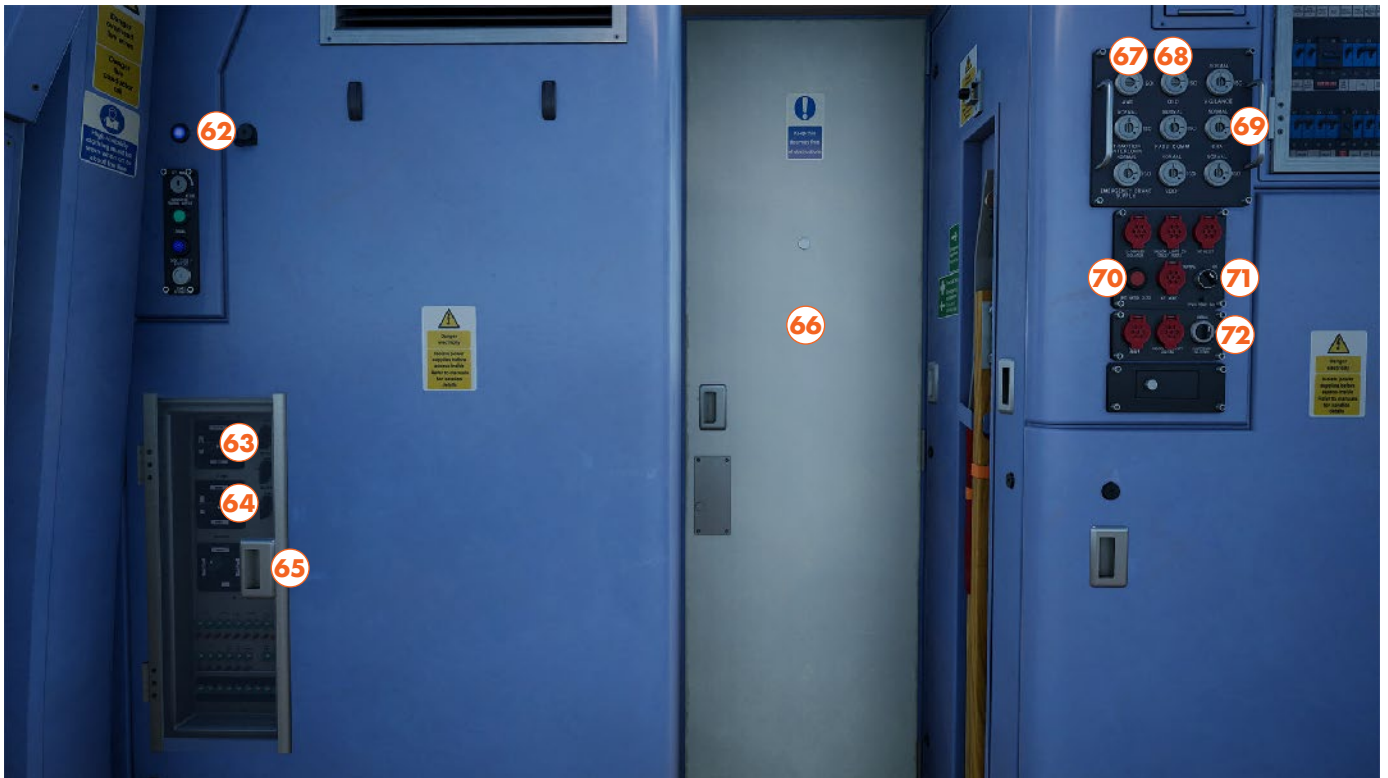
This Cab Layout shows many of interactive elements and operating gauges that feature on this train. Not all controls are essential to operating this train, you can see the essential controls needed to get this train moving in the "Quick Start" and "Cold & Dark Start" guides.

SOUTHEASTERN BR CLASS 395 CAB LAYOUT - 2/3



- | | |
|--------------------------------------|--|
| 40 - Fan Switch | 51 - Headlights Switch |
| 41 - Fan Mode Override Button | 52 - Headlights Indicator |
| 42 - Fan Mode Switch | 53 - Hazard Warning Button |
| 43 - Fan Temperature Dial | 54 - Aux On Button |
| 44 - Fan Temperature Override Button | 55 - Aux Off Button |
| 45 - Desk Illumination Switch | 56 - DC Button |
| 46 - Reading Light Button | 57 - CTRL Button |
| 47 - Cab Lighting Button | 58 - Pan Up Shoes Down Button |
| 48 - Door Close/Interlock Left | 59 - Train Management System Display |
| 49 - Open Doors Left | 60 - Pan Down Shoes Up Plunger |
| 50 - Signal Button | 61 - Train Fault Acknowledge Indicator |

SOUTHEASTERN BR CLASS 395 CAB LAYOUT - 3/3



- 62 - Cab Lighting Button
- 63 - KVB Switch
- 64 - TVM Switch
- 65 - High Speed Signalling Cabinet Door
- 66 - Interior Cab Door
- 67 - AWS/TPWS Switch
- 68 - Driver's Safety Device Switch
- 69 - Driver's Reminder Appliance Switch
- 70 - Unit Hatch Close Button
- 71 - TPWS Temporary Isolation Switch
- 72 - Pantograph Selection Switch

SOUTHEASTERN BR CLASS 395 QUICK START

This Quick Start sequence represents the basics you will need to follow to get this train moving - follow along with the Training Module of this train in the Training Center or when you start a Scenario or Service.

- Open the desk by inserting the Master Key
- Move the Reverser into Neutral
- Clear the AWS Self-Test sequence (if enabled) by pressing on the AWS Reset Button
- Ensure that the Line Volt Indicator is illuminated along with either the DC or CTRL Button as appropriate (DC Button should be illuminated between Dartford and Faversham, and Ebbsfleet Platform 6, CTRL Button should be illuminated between Ashford and London) - if set incorrectly follow steps 10-14 in the Cold & Dark Start
- Set the Head and Tail Lights as appropriate
- If in the platform, begin passenger boarding by pressing the Left or Right door Open Buttons
- Once passenger loading has completed, press the Close Doors button and await Interlock
- If it is set, reset the Driver's Reminder Appliance Button
- Move the Reverser into the intended direction of travel
- Pull the Power Handle into Notch 2, increase notches to gain more speed

SOUTHEASTERN BR CLASS 395 COLD & DARK START

This Cold & Dark Start sequence represents when the train is fully powered down. You may use this as a reference to get familiar with how trains are started and practice the full start-up sequence by spawning on-foot in the Training Center.

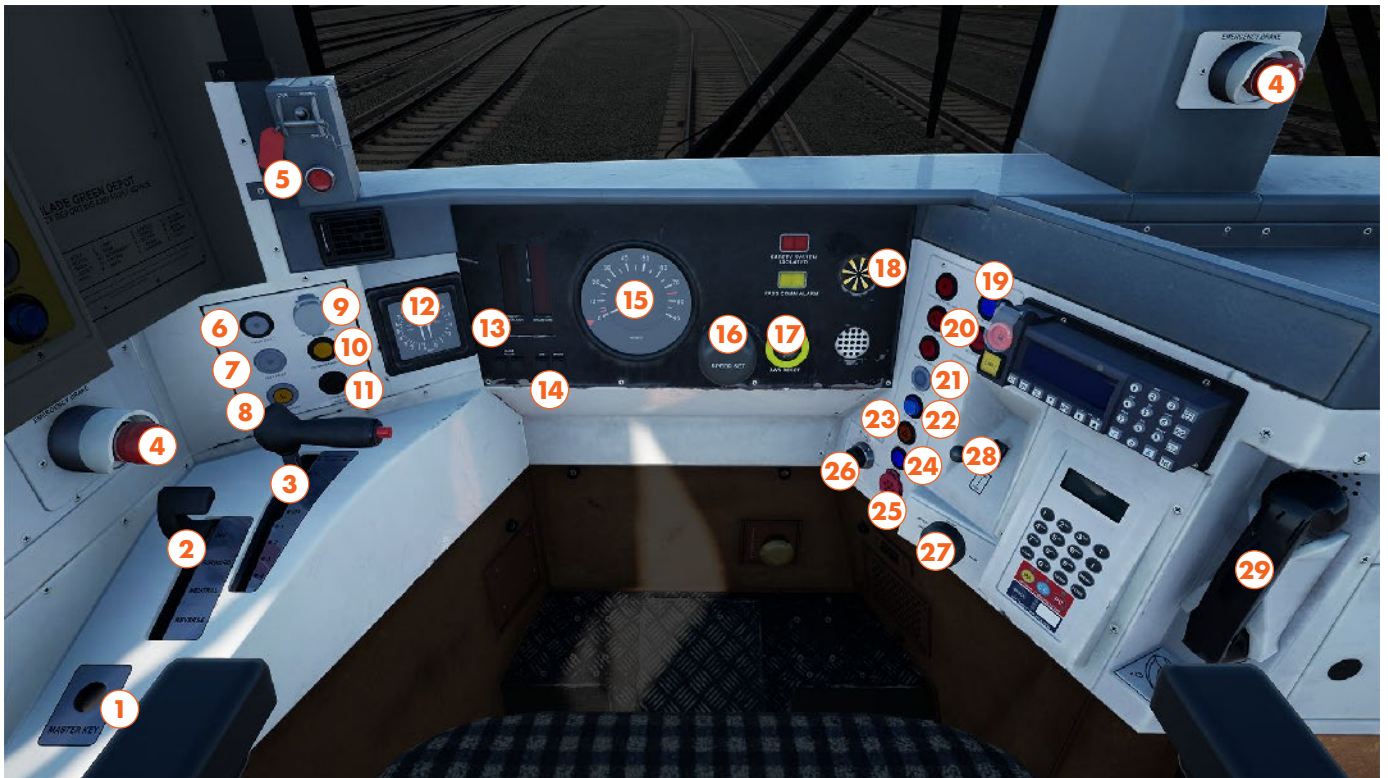
- Enter the cab by interacting with the Cab Door and climbing on-board
- Sit down in the driver's seat
- Open the desk by inserting the Master Key
- If the train is not powered on at all, press and hold the Aux On Button for 10 seconds
- If you wish to drive with Safety Systems enabled, switch on the AWS, DSD and TVM on the back wall as you desire
- Move the Reverser into Neutral
- Clear the AWS Self-Test sequence (if enabled) by pressing on the AWS Reset Button
- For operating on Third Rail territory, press down the DC Button until it illuminates
- Once it has illuminated, press down the Pan Up Shoes Down Button until the Line Volt Indicator is illuminated and the MCB Indicator is extinguished
- For operating on Overhead Line territory, press down the CTRL Button until it illuminates
- Once it has illuminated, press down the Pan Up Shoes Down Button until the Line Volt Indicator is illuminated
- Once the Line Volt Indicator has illuminated, press down the Pan Up Shoes Down Button again until the MCB Indicator is extinguished
- Once power is being drawn by the train, observe the Brake Gauge to ensure the Brake Cylinders reach 5 Bar, and the Main Reservoir reaches 8.8 Bar
- Set the Head and Tail Lights as appropriate
- If in the platform, begin passenger boarding by pressing the Left or Right door Open Buttons
- Once passenger loading has completed, press the Close Doors button and await Interlock
- If it is set, reset the Driver's Reminder Appliance Button
- Move the Reverser into the intended direction of travel
- Pull the Power Handle into Notch 2, increase notches to gain more speed

SOUTHEASTERN BR CLASS 465/9



Designed in the 1990s to revolutionise travel throughout Kent and South East London, the Class 465 “Networker” was a successful piece of an overall plan which didn’t quite come to fruition. Built in several variants, the Networker has been in constant use since its introduction, but the 465/9 entered the scene when a subset of 465/2s were fitted with First Class, enabling them to go on longer-distance services. Despite their niche nature, the 465s continue to play a vital role in the movement of commuters, now wearing the latest variation of Southeastern’s white livery.

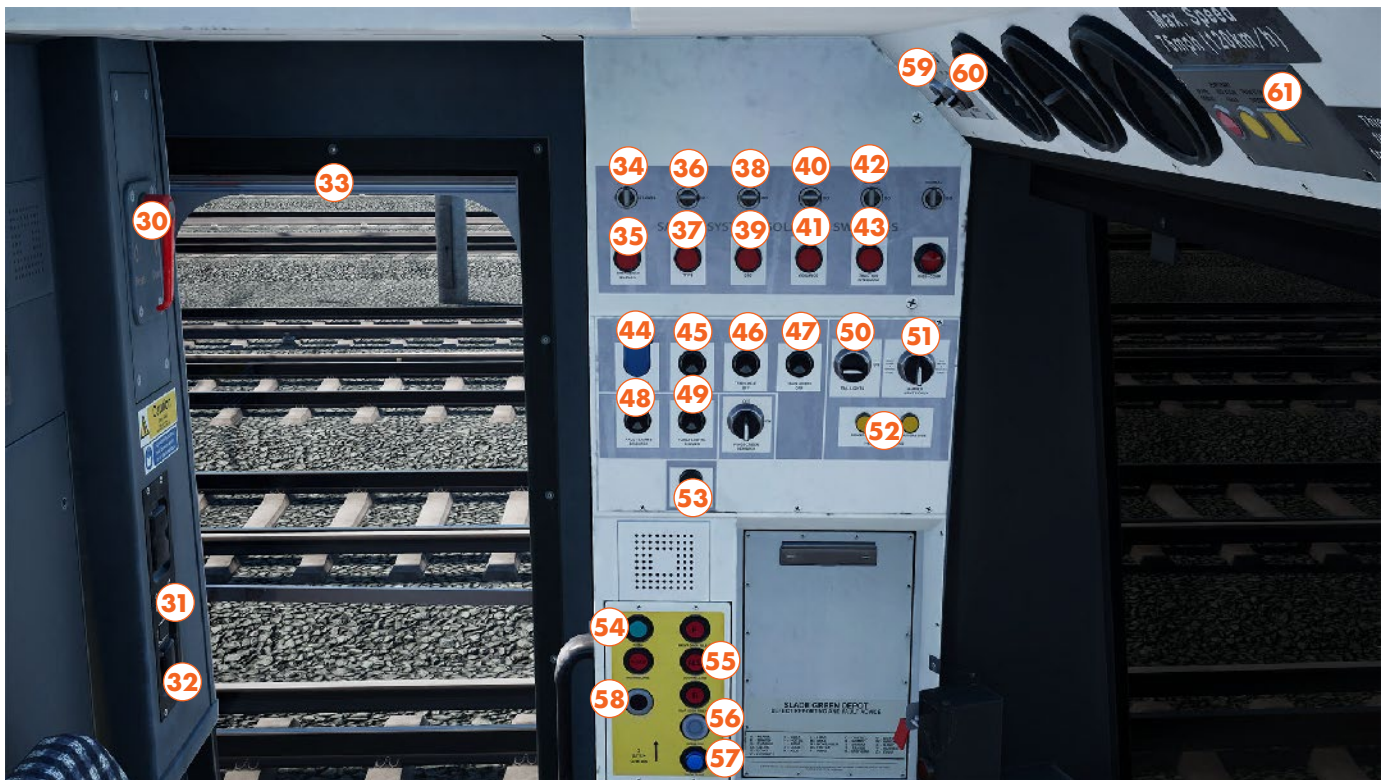
SOUTHEASTERN BR CLASS 465/9 CAB LAYOUT - 1/3



- | | |
|---|-------------------------------------|
| 1 - Master Key | 16 - Speed Set Selector |
| 2 - Reverser | 17 - AWS Reset Button |
| 3 - Power/Brake Handle | 18 - AWS Sunflower |
| 4 - Emergency Brake Plunger | 19 - Cab Light Button |
| 5 - Driver's Reminder Appliance | 20 - Open Right Side Doors Button |
| 6 - Train Fault Indicator | 21 - Right Side Interlock Indicator |
| 7 - Line Fault Indicator | 22 - Close Right Side Doors Button |
| 8 - Line Voltage Indicator | 23 - Hazard Lights Button |
| 9 - Regen Brake On Button | 24 - Couple Button |
| 10 - Regen Brake Off Button | 25 - Uncouple Button |
| 11 - Overload Reset Button | 26 - Cab Heater Switch |
| 12 - Brake Cylinder & Main Resovior Gauge | 27 - Wiper Mode Selector |
| 13 - 24hr Clock | 28 - Horn Lever |
| 14 - Gauge Dimmer/Brightener Buttons | 29 - Contact Signaller Phone |
| 15 - Speedometer | |

This Cab Layout shows many of interactive elements and operating gauges that feature on this train. Not all controls are essential to operating this train, you can see the essential controls needed to get this train moving in the "Quick Start" and "Cold & Dark Start" guides.

SOUTHEASTERN BR CLASS 465/9 CAB LAYOUT - 2/3



- | | |
|---|---|
| 30 - Manual Left Cab Door Release | 46 - Train Heat Off Button |
| 31 - Left Cab Door Close Button | 47 - Train Lights Off Button |
| 32 - Left Cab Door Open Button | 48 - Fault Lights Brightener Button |
| 33 - Left Cab Window | 49 - Fault Lights Dimmer Button |
| 34 - Emergency Bypass Switch | 50 - Tail Lights Switch |
| 35 - Emergency Bypass Indicator | 51 - Headlights Switch |
| 36 - AWS/TPWS Isolation Switch | 52 - Headlight Indicator |
| 37 - AWS/TPWS Isolation Indicator | 53 - Clipboard Light Switch |
| 38 - Driver's Safety Device Isolation Switch | 54 - Signal Button |
| 39 - Driver's Safety Device Isolation Indicator | 55 - Left Side Door Open Button |
| 40 - Vigilance Device Isolation Switch | 56 - Left Side Door Interlock Indicator |
| 41 - Vigilance Device Isolation Indicator | 57 - Left Side Door Close Button |
| 42 - Traction Interlock Isolation Switch | 58 - Sander Button |
| 43 - Traction Interlock Isolation Indicator | 59 - Fan Speed Switch |
| 44 - Aux & Lights Off Button | 60 - Fan Mode Switch |
| 45 - Aux & Lights On Button | 61 - TPWS Train Stop Override Button |

SOUTHEASTERN BR CLASS 465/9 CAB LAYOUT - 3/3



- 62 - Right Cab Window
- 63 - Manual Right Cab Door Release
- 64 - Right Cab Door Close Button
- 65 - Right Cab Door Open Button
- 66 - Interior Cab Door
- 67 - Train Line Supply Fuse Switch
- 68 - Traction Control Fuse Switch
- 69 - Train Door Control Fuse Switch
- 70 - AWS/TPWS Fuse Switch

SOUTHEASTERN BR CLASS 465/9 QUICK START

This Quick Start sequence represents the basics you will need to follow to get this train moving - follow along with the Training Module of this train in the Training Center or when you start a Scenario or Service.

- Open the desk by inserting the Master Key
- Move the Reverser into Neutral
- Clear the AWS self-test sequence (if enabled) by pressing on the AWS Reset Button
- Set the Head and Tail Lights as appropriate
- If in the platform, begin passenger boarding by pressing the Left or Right Side Open Doors Buttons
- Once passenger loading has completed, press the Close Doors button and await interlock
- If it is set, reset the Driver's Reminder Appliance
- Move the Reverser into the intended direction of travel
- Pull the Power/Brake Handle into Notch 2, increase notches to gain more speed
- To use Speed Set, the Regen Brakes must be On and the Power/Brake Handle must be in Notch 4

SOUTHEASTERN BR CLASS 465/9 COLD & DARK START

This Cold & Dark Start sequence represents when the train is fully powered down. You may use this as a reference to get familiar with how trains are started and practice the full start-up sequence by spawning on-foot in the Training Center.

- Enter the cab by interacting with the Cab Door and climbing on-board
- Sit down in the driver's seat
- Open the desk by inserting the Master Key
- If the train is not powered on at all, press and hold the Aux Heat & Light On button for 10 seconds
- If you wish to drive with Safety Systems enabled, set the AWS, DSD and Vigilance Isolation Switches on the side wall to Normal as you desire
- Move the Reverser into Neutral
- Clear the AWS self-test sequence (if enabled) by pressing on the AWS Button
- Set the Head and Tail Lights as appropriate
- If in the platform, begin passenger boarding by pressing the Left or Right Side Open Doors Buttons
- Once passenger loading has completed, press the Close Doors button and await interlock
- If the train needed powering on, check that the Main Reservoir and Brake Cylinders have fully charged to 7 Bar and 2.5 Bar
- If it is set, reset the Driver's Reminder Appliance
- Move the Reverser into the intended direction of travel
- Pull the Power/Brake Handle into Notch 2, increase notches to gain more speed
- To use Speed Set, the Regen Brakes must be On and the Power/Brake Handle must be in Notch 4

SOUTHEASTERN BR CLASS 375/9



Needing little introduction, the Class 375 is part of the widespread Electrostar (Electric) and Turbostar (Diesel) families of Multiple Units used routinely throughout the UK. The Class 375 Electrostar was introduced in Kent in the early 2000s, replacing ageing slam-door units from decades prior. There are multiple subclasses of the fleet, including the 375/9, which is the high-density variant offering additional seating capacity for the busiest services out of London. Delivered in a white livery, the 375/9s now sport a sleek dark blue livery for their current operator, Southeastern.

SOUTHEASTERN BR CLASS 375/9 CAB LAYOUT - 1/3



- | | |
|---|--------------------------------------|
| 1 - Master Key | 16 - Brake Gauge |
| 2 - Direction Switch | 17 - TPWS Train Stop Override Button |
| 3 - Power/Brake Handle | 18 - AWS Reset Button |
| 4 - Couple Button | 19 - Right Door Open Buttons |
| 5 - MCB Indicator | 20 - Right Door Close Button |
| 6 - Line Volt Indicator | 21 - Hazard Lights Button |
| 7 - Depot Whistle Button | 22 - Emergency Brake Plunger |
| 8 - Cab Light Button | 23 - Uncouple Button |
| 9 - Left Door Open Buttons | 24 - Horn Lever |
| 10 - Left Door Close Button | 25 - Wiper Button |
| 11 - AWS Sunflower | |
| 12 - Driver's Reminder Appliance Button | |
| 13 - Traction Sand Button | |
| 14 - Train Fault Acknowledge Indicator | |
| 15 - Speedometer | |

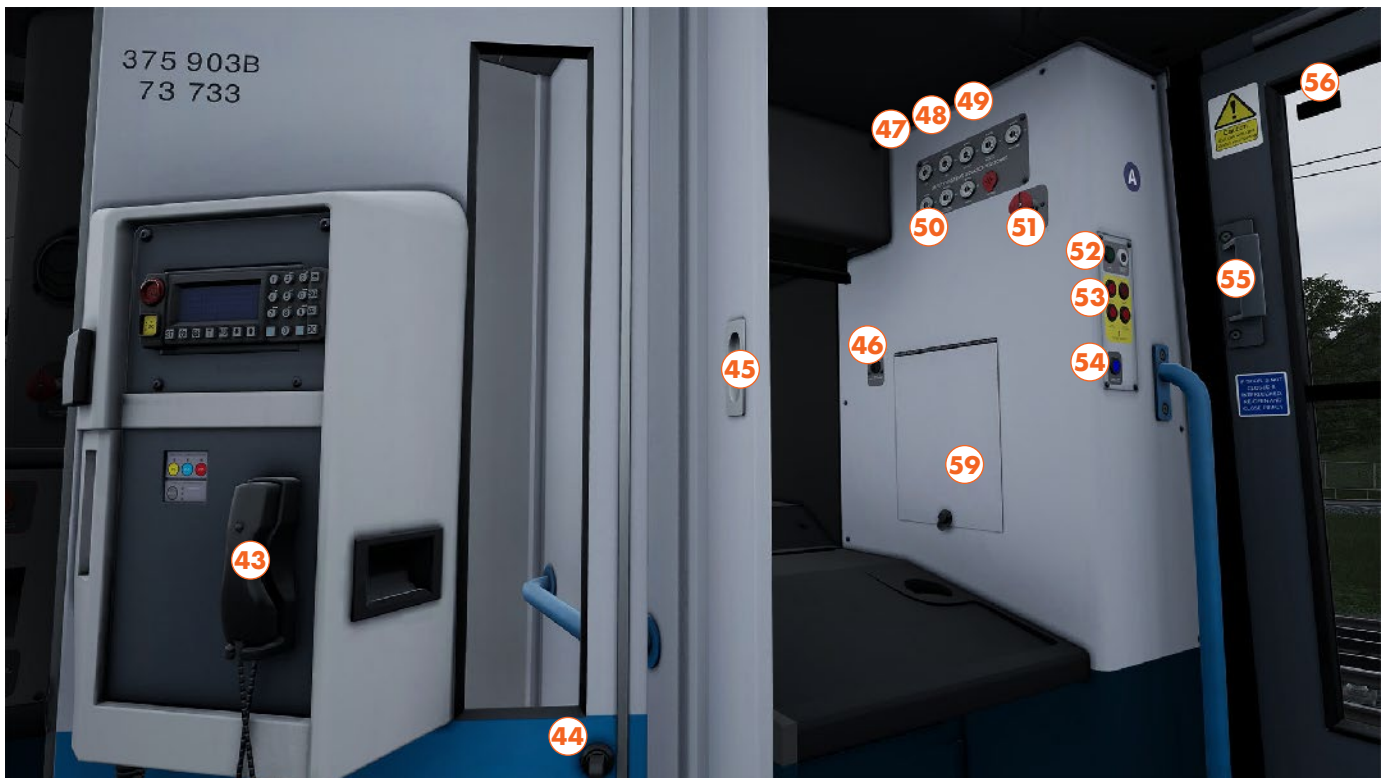
This Cab Layout shows many of interactive elements and operating gauges that feature on this train. Not all controls are essential to operating this train, you can see the essential controls needed to get this train moving in the "Quick Start" and "Cold & Dark Start" guides.

SOUTHEASTERN BR CLASS 375/9 CAB LAYOUT - 2/3



- 26 - Left Cab Window
- 27 - Left Cab Door
- 28 - Blind
- 29 - Headlights Indicator
- 30 - Headlights Switch
- 31 - Tail Lights Switch
- 32 - Aux On Button
- 33 - Aux Off Button
- 34 - DC System Select Button
- 35 - Shoes Down/MCB Close Button
- 36 - Shoes Up/MCB Open Button
- 37 - AC Temperature Mode Switch
- 38 - AC Temperature Switch
- 39 - Train Management System Screen
- 40 - DSD Holdover Button
- 41 - Signal Button
- 42 - Notice Board Light Button

SOUTHEASTERN BR CLASS 375/9 CAB LAYOUT - 3/3



- 43 - Contact Signaller Phone
- 44 - Interior Gangway Door
- 45 - Interior Gangway Sliding Door
- 46 - TPWS Temporary Isolation Switch
- 47 - AWS Isolation Switch
- 48 - DSD Isolation Switch
- 49 - Vigilance Isolation Switch
- 50 - DRA Isolation Switch
- 51 - Emergency Brake Plunger
- 52 - Signal Button
- 53 - Right Door Open Buttons
- 54 - Right Door Close Button
- 55 - Right Cab Door
- 56 - Right Cab Window

SOUTHEASTERN BR CLASS 375/9 QUICK START

This Quick Start sequence represents the basics you will need to follow to get this train moving - follow along with the Training Module of this train in the Training Center or when you start a Scenario or Service.

- Open the desk by inserting the Master Key
- Move the reverser to Neutral
- Clear the AWS self-test sequence (if enabled) by pressing on the AWS Reset Button
- Set the Head and Tail Lights as appropriate
- Set the Headlights to the appropriate setting with the Headlights Switch
- If in the platform, begin passenger boarding by pressing the left or right door release buttons
- Once passenger loading has completed, press the Close Doors button and await Interlock
- If it is set, reset the Driver's Reminder Appliance
- Move the Reverser into the intended direction of travel
- Pull the Power/Brake Handle into Notch 2, increase notches to gain more speed

SOUTHEASTERN BR CLASS 375/9 COLD & DARK START

This Cold & Dark Start sequence represents when the train is fully powered down. You may use this as a reference to get familiar with how trains are started and practice the full start-up sequence by spawning on-foot in the Training Center.

- Enter the cab by interacting with the Cab Door and climbing on-board
- It may be necessary to reconfigure the internal Cab Doors before proceeding. Ensure that the solid door into the passenger cabin is closed, you may need to open the transparent gangway doors in order to do this – check the sliding door to the secondman's side is open, and that the central door is closing off the front gangway
- If you wish to drive with Safety Systems enabled, switch on the AWS, DSD and Vigilance on the secondman's side as you desire
- Sit down in the driver's seat
- Open the desk by inserting the Master Key
- If the train is not powered on at all, press and hold the Aux On Button for 5 seconds
- Move the reverser to Neutral
- Clear the AWS self-test sequence (if enabled) by pressing on the AWS Reset Button
- Press and hold the DC System Select Button for 5 seconds, it should illuminate
- Press and hold the Shoes Down/MCB Close Button for 5 seconds
- Set the Head and Tail Lights as appropriate
- If in the platform, begin passenger boarding by pressing the left or right door release buttons
- Once passenger loading has completed, press the Close Doors button and await Interlock
- Ensure the Brake Gauge is reading 7 Bar on the Main Reservoir and 3.5 Bar on the Brake Cylinders
- If it is set, reset the Driver's Reminder Appliance
- Move the Reverser into the intended direction of travel
- Pull the Power/Brake Handle into Notch 2, increase notches to gain more speed

EWS BR CLASS 66



Perhaps one of the most widespread and successful locomotives in the UK, the Class 66 was introduced following the successful albeit limited number of Class 59s. Built across the pond in Ontario, Canada, this massive fleet of locomotives bears many operational similarities to their North American cousins. Capable of hauling a large variety of freight and able to fit almost anywhere, there aren't many places you won't see a 66 out and about. Between 1998 and 2015, a total of 480 locomotives were delivered directly to the UK, with many more also built for Continental Europe.

EWS BR CLASS 66 CAB LAYOUT - 1/5



- | | |
|-----------------------------------|-------------------------------------|
| 1 - Hazard Lights Button | 18 - Main Reservoir Gauge |
| 2 - AWS Reset Button | 19 - Direct Brake Gauge |
| 3 - Horn Lever | 20 - Air Flow Gauge |
| 4 - Automatic Brake Handle | 21 - Automatic Brake Gauge |
| 5 - Direct Brake Handle | 22 - Speedometer |
| 6 - Train Length Button | 23 - Tractive Effort Gauge |
| 7 - Slow Speed Control Switches | 24 - AWS Sunflower |
| 8 - Sander Switch | 25 - Instrument Light Dimmer Switch |
| 9 - Emergency Brake Plunger | 26 - Windscreen Wiper Left Switch |
| 10 - Left Cab Window | 27 - Banking Comm Button |
| 11 - Brake Timing Indicators | 28 - Throttle Handle |
| 12 - Parking Brake Apply Button | 29 - Reverser |
| 13 - Parking Brake Indicator | 30 - Isolation Switch |
| 14 - Parking Brake Release Button | 31 - Engine Run Switch |
| 15 - Brake Overcharge Button | 32 - Generator Field Switch |
| 16 - Engine Start Button | 33 - Control & Fuel Pump Switch |
| 17 - Engine Stop Button | |

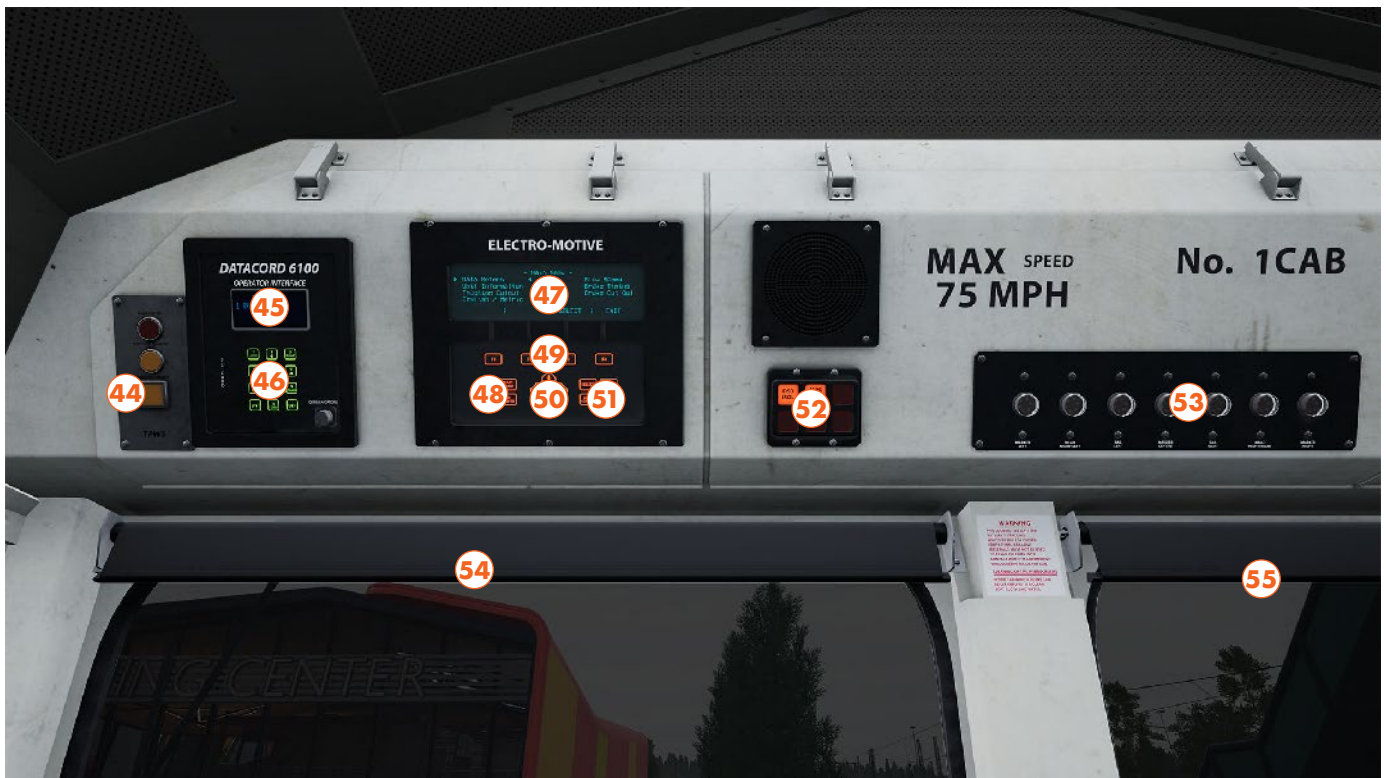
This Cab Layout shows many of interactive elements and operating gauges that feature on this train. Not all controls are essential to operating this train, you can see the essential controls needed to get this train moving in the "Quick Start" and "Cold & Dark Start" guides.

EWS BR CLASS 66 CAB LAYOUT - 2/5



- 34 - Contact Signaller Phone
- 35 - Hot Plate Switch
- 36 - Windscreen Wiper Right Switch
- 37 - Fresh Air Lever
- 38 - High Speed Switch
- 39 - Overheating Switch
- 40 - Heater Speed Switch
- 41 - Driver Safety Device Button
- 42 - Horn Lever
- 43 - Right Cab Window

EWS BR CLASS 66 CAB LAYOUT - 3/5



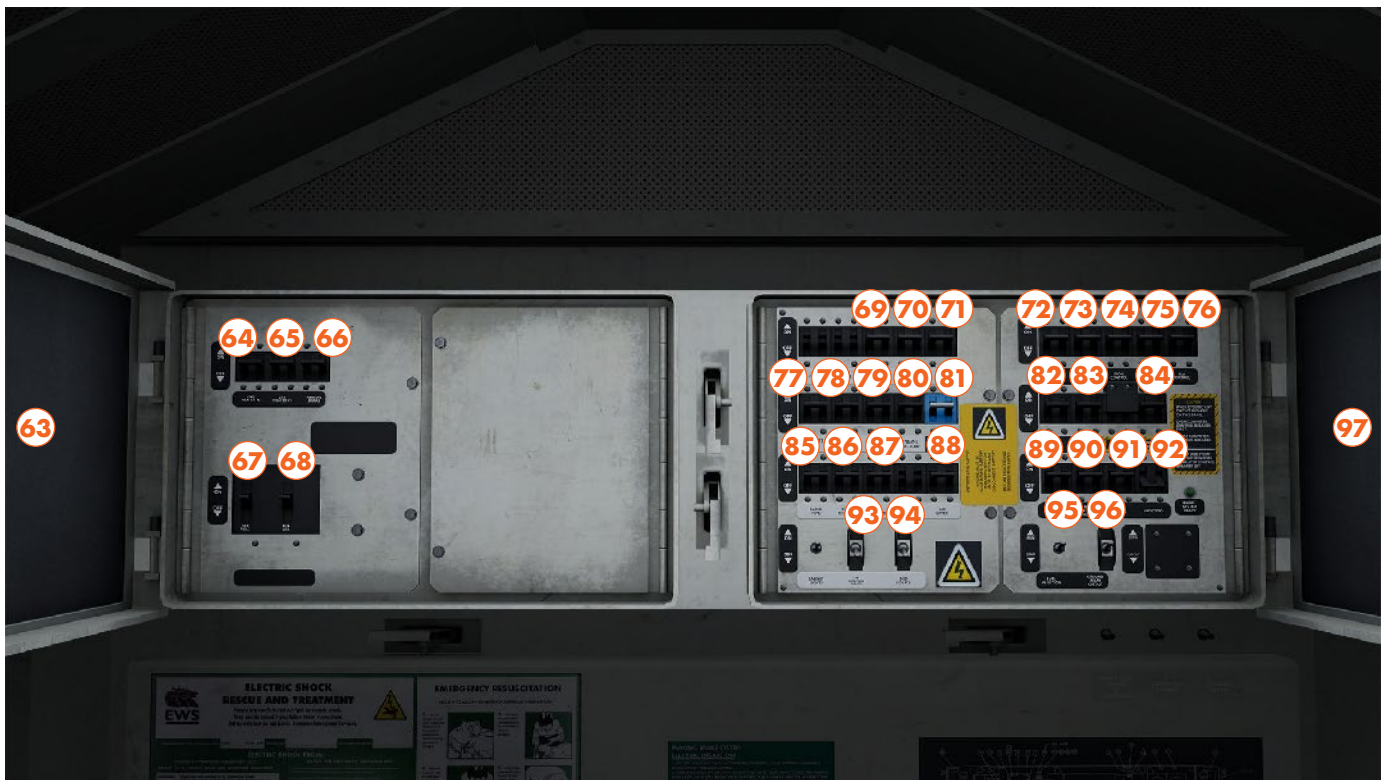
- 44 - TPWS Train Stop Override
- 45 - Train Length Screen
- 46 - Train Length Keypad
- 47 - Train Management System "TMS" Screen
- 48 - TMS Power/Options Keys
- 49 - TMS Function Keys
- 50 - TMS Arrow Keys
- 51 - TMS Selection Keys
- 52 - Safety Systems Indicator
- 53 - Head & Tail Lights Indicator
- 54 - Left Side Blind
- 55 - Right Side Blind

EWS BR CLASS 66 CAB LAYOUT - 4/5



- 56 - Cab Lights Switch
- 57 - Desk Light Switch
- 58 - Instrument Lights Switch
- 59 - Tail Lights Switch
- 60 - Headlights Switch
- 61 - Demister Switch
- 62 - Brake Test Switch

EWS BR CLASS 66 CAB LAYOUT (No. 1 Cab Only) - 5/5



- 63 - Left Fuse Cabinet Door
- 64 - Cab Heaters 2 Fuse
- 65 - Cab Heaters 1 Fuse
- 66 - Parking Brake Fuse
- 67 - Generator Field Fuse
- 68 - Aux Gen Fuse
- 69 - Windshield Heater 2 Fuse
- 70 - Windshield Heater 1 Fuse
- 71 - Fuel Gauge Fuse
- 72 - AC Control Fuse
- 73 - Control Fuse
- 74 - Local Control Fuse
- 75 - Engine Control Fuse
- 76 - Rev Control Fuse
- 77 - Lights 2 Fuse
- 78 - Lights 1 Fuse
- 79 - Headlights Fuse
- 80 - Engine Pre Lube Fuse

- 81 - ETCS fuse
- 82 - Aux Generator Field Fuse
- 83 - Aux Generator Feedback Fuse
- 84 - Computer Control Fuse
- 85 - Radio/GPS Fuse
- 86 - Event Recorder Fuse
- 87 - Tail Lights Fuse
- 88 - Air Dryer Fuse
- 89 - Main Generator Fuse
- 90 - Filter Blower Motor Fuse
- 91 - Fuel Pump Fuse
- 92 - AWS/TPWS Isolation Fuse
- 93 - Fire Detection Isolate Switch
- 94 - DSD Isolate Switch
- 95 - Fuel Injection Switch
- 96 - Ground Relay Cutout Switch
- 97 - Right Fuse Cabinet Door

EWS BR CLASS 66 QUICK START

This Quick Start sequence represents the basics you will need to follow to get this train moving - follow along with the Training Module of this train in the Training Center or when you start a Scenario or Service.

- Insert the Master Key, leaving it in the Neutral position
- Move the Reverser into Forward
- Clear the AWS self-test sequence (if enabled) by pressing on the AWS Reset Button
- Release the Brakes by holding the Automatic Brake Handle in the Release Position until you see 4.5 Bar on the Brake Pipe Control gauge
- Set the Head and Tail Lights as appropriate
- Apply Power using the Throttle Handle and Release the rest of the Brakes once generating traction

EWS BR CLASS 66 COLD & DARK START

This Cold & Dark Start sequence represents when the train is fully powered down. You may use this as a reference to get familiar with how trains are started and practice the full start-up sequence by spawning on-foot in the Training Center.

- Enter the locomotive by interacting with the External Door and climbing on-board
- Enter the cab by interacting with the Cab Door
- If you wish to drive with Safety Systems enabled, open the Right Fuse Cabinet on the back wall (No. 1 cab only) and set the AWS/TPWS isolation fuse to On, and set the Driver's Safety Device Isolation switch to Normal
- Sit down in the driver's seat
- Insert the Master Key, leaving it in the Neutral position
- Set the Control & Fuel Pump, Generator field and Engine Run switches to On
- Press and Hold Down the Engine Start switch for 10 seconds
- Once the engine is running, set the Isolation Switch to Run
- Cut in the brakes using the TMS Screen above the Windscreen; use the arrow keys to select Brake Cut-Out, F3 to select that page, then F2 to Cut In the brakes, use F4 to exit
- Check the Brake Gauge and ensure the Main Reservoir reaches 9 Bar
- Set the Head and Tail Lights as appropriate
- Release the Parking Brake
- Move the Reverser into Forward
- Clear the AWS self-test sequence (if enabled) by pressing on the AWS Reset Button
- Release the Brakes by holding the Automatic Brake Handle in the Release position until you see 4.5 Bar on the Brake Pipe Control gauge
- Apply Power using the Throttle Handle and Release the rest of the Brakes once generating traction

USEFUL INFORMATION

For any questions or comments, you have, please reach out to us on our forums:

<https://forums.dovetailgames.com/forums/trainsimworld/>

If you are experiencing an issue with Train Sim World 3, please check out our Knowledgebase or submit a support ticket:

<https://dovetailgames.freshdesk.com/support/home>

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