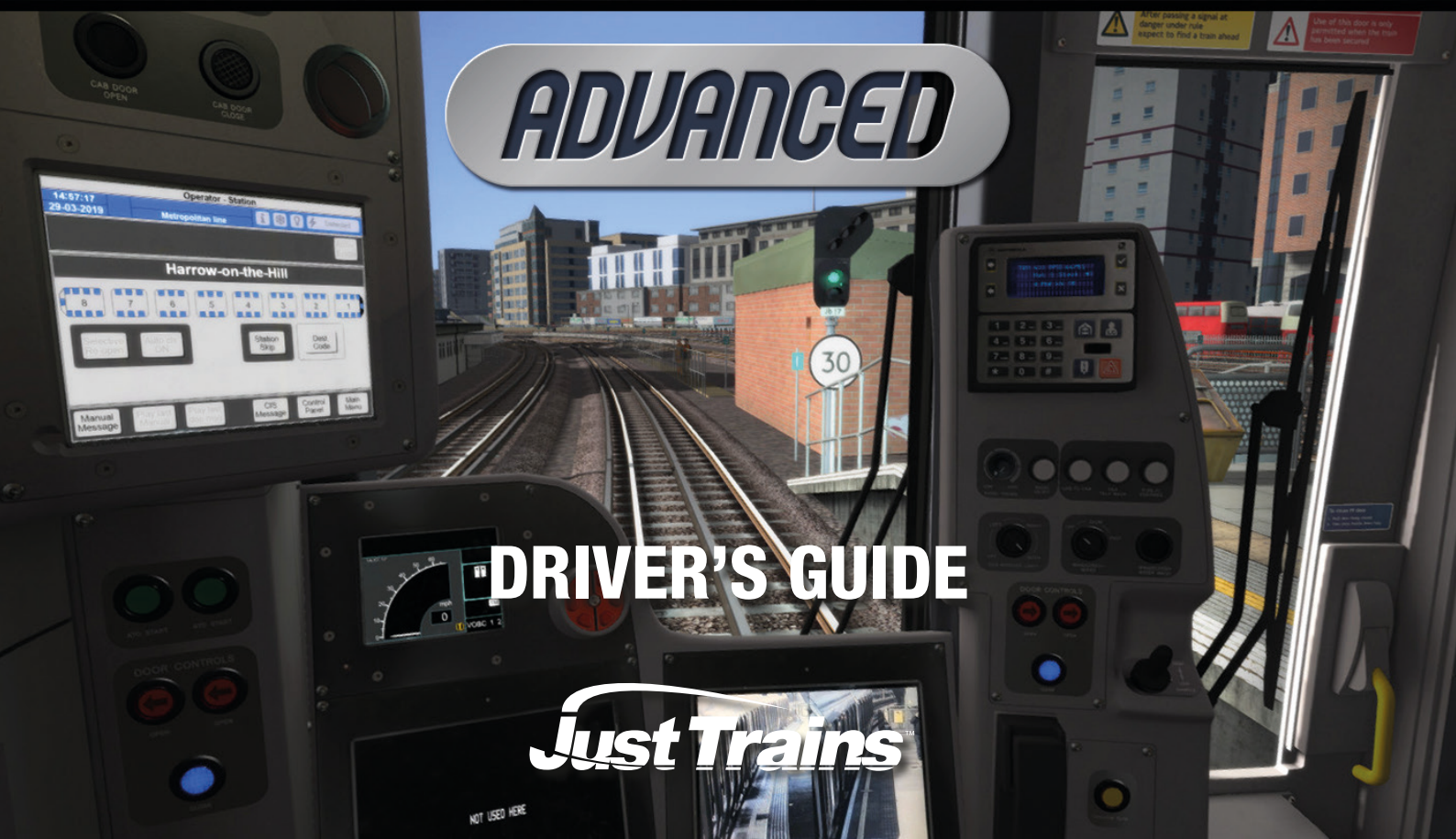
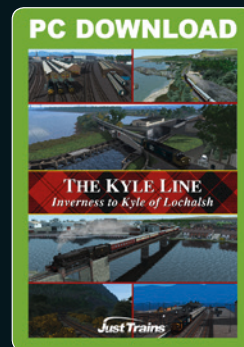
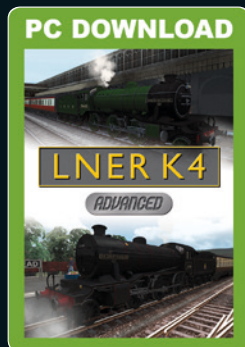
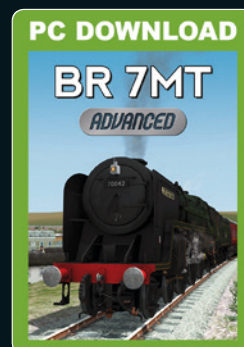
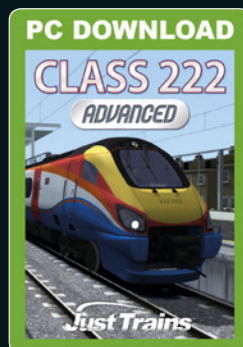
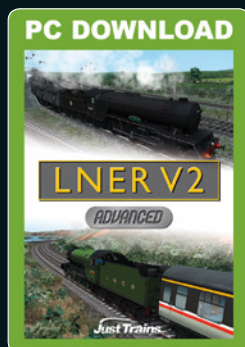
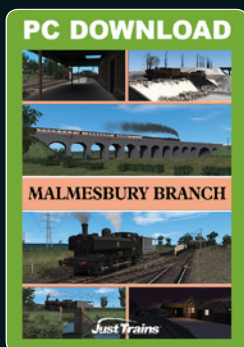
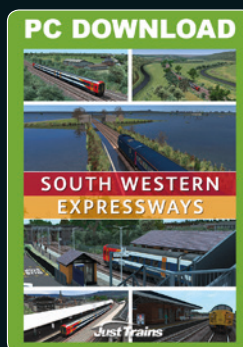
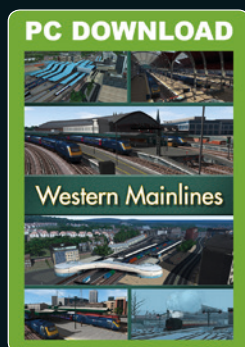
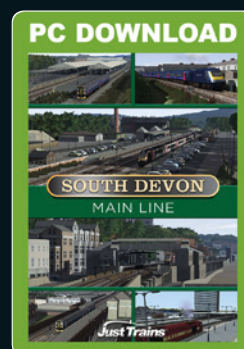
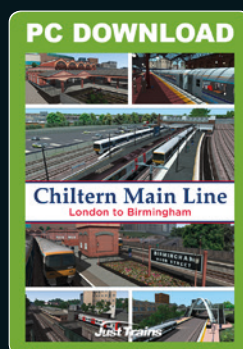
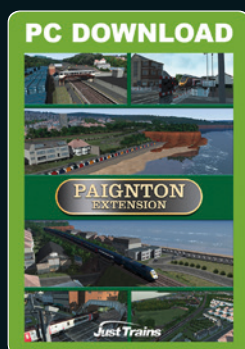
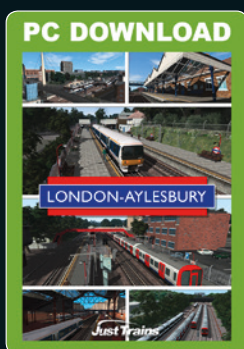




S8 Advanced Underground Stock



The Spirit of Train Simulation



Available to buy online at www.justtrains.net

Just Trains™
www.justtrains.net

S8 Advanced Underground Stock

Driver's Guide

Advanced London Underground passenger train expansion for Train Simulator

CONTENTS

INTRODUCTION	5
INSTALLATION, UPDATES AND SUPPORT	6
CAB CONTROLS AND INSTRUMENTS.....	7
Important notes	7
Cab – upper left.....	7
Cab – lower left.....	8
Traction Brake Controller (TBC).....	8
Cab – centre console.....	9
Cab – upper right.....	10
Cab – lower right	11
Cab – right side	12
Corridor panel.....	13
Cab sun blinds.....	15
Signalling Interface Device (SID)	15
TRAIN CONTROL AND MANAGEMENT SYSTEM (TCMS)	18
Operator – Login screen.....	18
Operator – Destination screen.....	19
Operator – Station screen	20
Main Menu screen	21
Control Panel screen	22

DRIVING THE S8 ADVANCED	23
Looking around the cab	23
Stopping in the precise platform location	23
Passenger door operation	25
Tripcock reset	26
One Person Operation (OPO) system	27
Passenger Emergency Alarm (PEA).....	28
Time to drive!.....	28
SCENARIOS.....	31
QUICK DRIVE	35
FAQS.....	36
CREDITS	37
COPYRIGHT.....	37



INTRODUCTION

S8 London Underground stock has been in service since 2010 and is used on the Metropolitan, District, Circle and Hammersmith & City lines. The S Stock ('S' stands for 'Sub-surface') has less seating than previous trains but is capable of faster acceleration and has more room for standing passengers.

S8 stock has air conditioning and low floors to facilitate access for disabled passengers. It is possible for passengers to walk from one car to the next while the train is moving.

The S8 will operate on any third- or fourth-rail route but Just Trains Metropolitan Line has been specifically developed for the S8 and the Just Trains London-Aylesbury route includes the section of the Metropolitan line which runs beside the main line route. These routes include custom London Underground signalling and various invisible markers which allow the functioning of S8 features such as the tripcock safety device, door opening interlock and the simulated in-cab video screens which display at stations. Certain advanced features of the S8 will not function on routes that are not specifically designed for it.



INSTALLATION, UPDATES AND SUPPORT

You can install this add-on as often as you like on the same computer system. To re-download the S8 Advanced software:

1. Click on the 'Account' tab on the [Just Trains](#) website.
2. Log in to your account.
3. Click on the 'Your Orders' button.
4. A list of your purchases will appear and you can then re-download the software you require.

Uninstalling

To uninstall this product from your system, select the appropriate option for your version of Windows from the 'Control Panel':

- 'Add or Remove Programs' (Windows XP)
- 'Programs and Features' (Windows Vista or 7)
- 'Apps & features' (Windows 10 or later)

Select the product you want to uninstall and then select the 'Uninstall' option, following the on-screen instructions to uninstall the product.

Uninstalling or deleting this product in any other way may cause problems when using this product in the future or with your Windows set-up.

Updates and Technical Support

For technical support (in English) please visit the [Support](#) pages on the Just Trains website.

As a Just Trains customer you can obtain free technical support for any Just Trains or Just Flight product.

If an update becomes available for this software, we will post details on the Support page and we will also send a notification email about it to all buyers who are currently subscribed to our monthly Newsletter and emails.

Regular News

To get all the latest news about Just Trains products, special offers and projects in development, sign up for our [Newsletter](#) and regular emails.

We can assure you that none of your details will ever be sold or passed on to any third party and you can, of course, unsubscribe from this service at any time.

You can also keep up to date with Just Trains via [Facebook](#) and [Twitter](#).

Just Trains on Twitch

You can view regular Just Trains Twitch feeds with exclusive previews on the [Just Trains Twitch channel](#).

CAB CONTROLS AND INSTRUMENTS

Important notes

All the functions described here are only available on the Just Trains London-Aylesbury add-on or the Chiltern Main Line London-Aylesbury Extension. These routes have been specifically set up to accommodate the Advanced features of this S8 software. The S8 can be used on other routes, but with less features operating.

Although many switches, instruments and indicators are animated in this S8 software, limitations of the host simulation mean that not all are functional.

To use the full range of features available in S8 Advanced, you should ensure that Expert mode is enabled in the Train Simulator Gameplay settings. Whilst the [F4] HUD controls can be used to drive the locomotive, we recommend that you use the mouse to click/drag items in the cab or use the keyboard controls. The [F4] HUD panel may not show the same settings (such as lever positions) as the in-cab controls if you are attempting to use both the simplified HUD controls and also the in-cab controls.

Cab – upper left



1. CAB HVAC (Heating, Ventilation, Air Conditioning) controls – mode control will vary the speed of the circulation fans in the cab.
2. Main line air gauge – shows the air pressure in the main line. The main line air supplies items such as suspension and braking operation.
3. Left CAB DOOR OPEN and CAB DOOR CLOSE buttons (or use [Ctrl]+[U] to open and [Shift]+[U] to close).
4. TCMS (Train Control and Management System) display – see the [Train Control and Management System](#) section of the manual for further details.

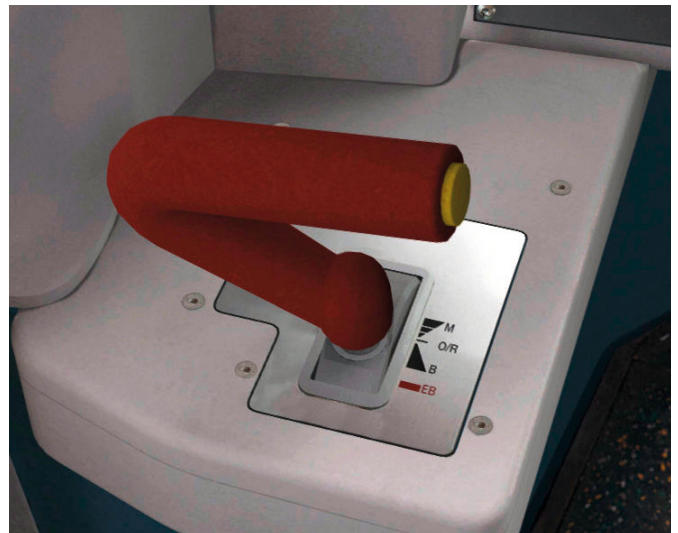
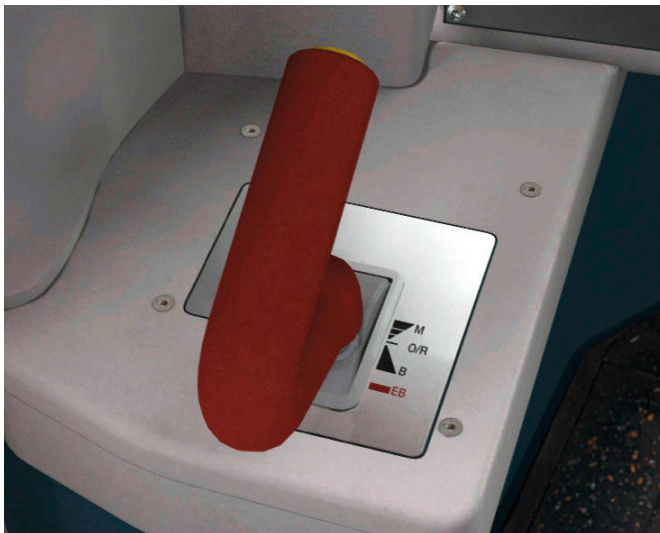
Cab – lower left



1. ATO (Automatic Train Operation) START buttons – animated but non-operational.
2. Twin left-side passenger doors OPEN buttons.
3. Left-side passenger doors CLOSE button.

IMPORTANT! Press the [T] key before pressing the OPEN buttons. The left-side passenger doors can also be opened by pressing the [T]+[U] keys and closed by pressing the [R] key, but the doors will AUTOMATICALLY close after 40 seconds. When the doors have closed you need to press the blue CLOSE button to confirm that the doors are closed, otherwise the train will not allow you to move off.

Traction Brake Controller (TBC)



M = Motor

O/R = Off and Release

B = Braking (progressive)

EB = Emergency Braking

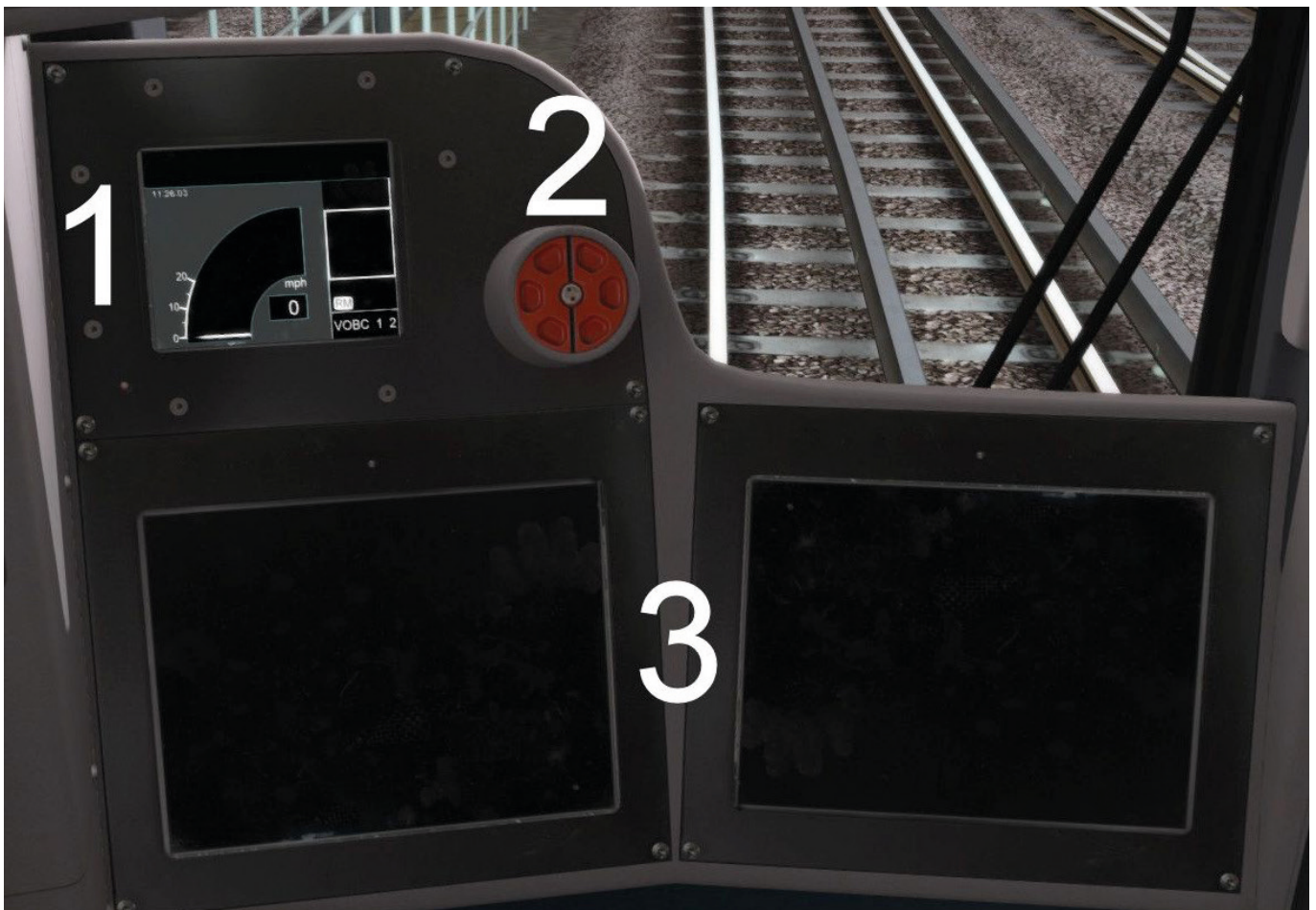
Moving the Traction Brake Controller forward from its centre position applies power to the train. Moving it backwards from the centre position applies braking.

The TBC also includes the 'Dead Man's Handle' safety system. When the handle is in the position shown in the left image above, the train, if stationary, will not move even if the TBC handle is moved forward to the Motor position. If the train is moving and the handle is moved or allowed to move to that position, emergency brakes will be automatically applied. To allow the train to move or continue to move, the handle must be constantly in the position shown in this image on the right above.

In the real world the handle cannot be locked in the engaged position, but using [Shift]+[E] in this simulation will keep it engaged so you do not have to hold down the [E] key all the time you are driving.

If the train is powered up and the handle is not engaged, you will hear an initial warning alarm after 60 seconds; this is a safety feature as the S8 is a One Person Operation (OPO) train. If you do not cancel this alarm by moving the handle to the engaged position, you will hear a rapid alarm after a further 20 seconds. If it is still not cancelled after another 30 seconds, an automatic alarm message will be sent to the current control centre via the radio and you will see an alert on the radio display. The message is sent automatically in case the driver is incapacitated.

Cab – centre console



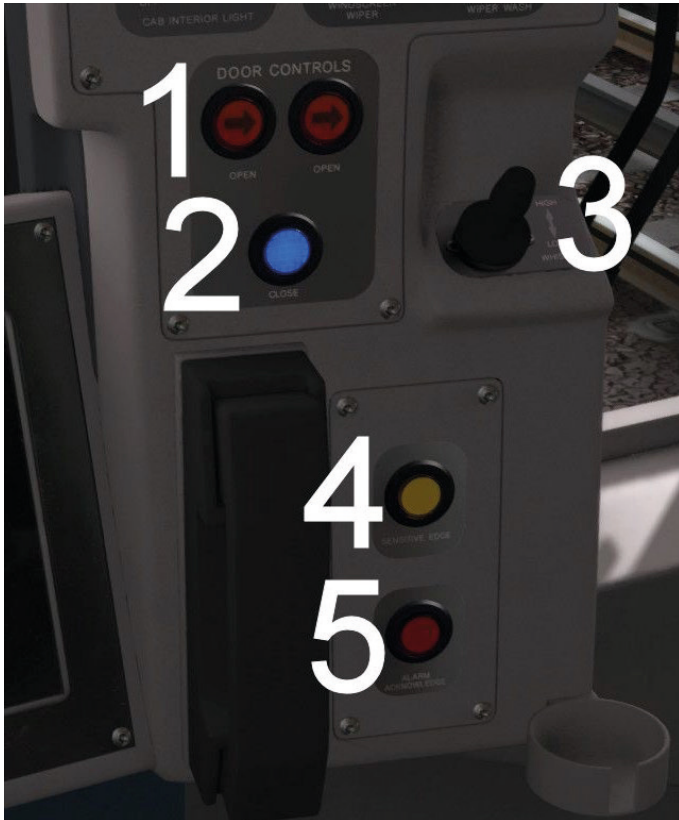
1. Signalling Interface Device (SID) – displays features such as the speedometer, driving mode and time. See the [Signalling Interface Device](#) section for more details.
2. Emergency brake plunger.
3. Left and right video screens. In the real cab these display live video showing the platform where the train is stopped to ensure safe train operation. Unfortunately there is no option in Train Simulator to show live video in the cab so these screens show a generic static platform image when the train is stopped in the correct position at a station. When you are not in a station these displays are turned off.

Cab – upper right



1. Radio – displays the train number and driver's personal radio number when entered in the Login screen on the TCMS. It also displays the current radio centre to which the radio is tuned and will show an OPO (One Person Operation) alarm message if the OPO safety system is triggered.
2. RADIO VOLUME and RADIO SELECT buttons – animated but non-operational.
3. CAB TO CAB, PEA TALK BACK and PUBLIC ADDRESS buttons – animated but non-operational.
4. CAB INTERIOR LIGHT control – OFF-LEFT-RIGHT-BOTH.
5. WINDSCREEN WIPER control – this has three settings (OFF-SLOW-FAST) and controls all three windscreen wipers. The WINDSCREEN WIPER WASH control is animated but non-operational.

Cab – lower right

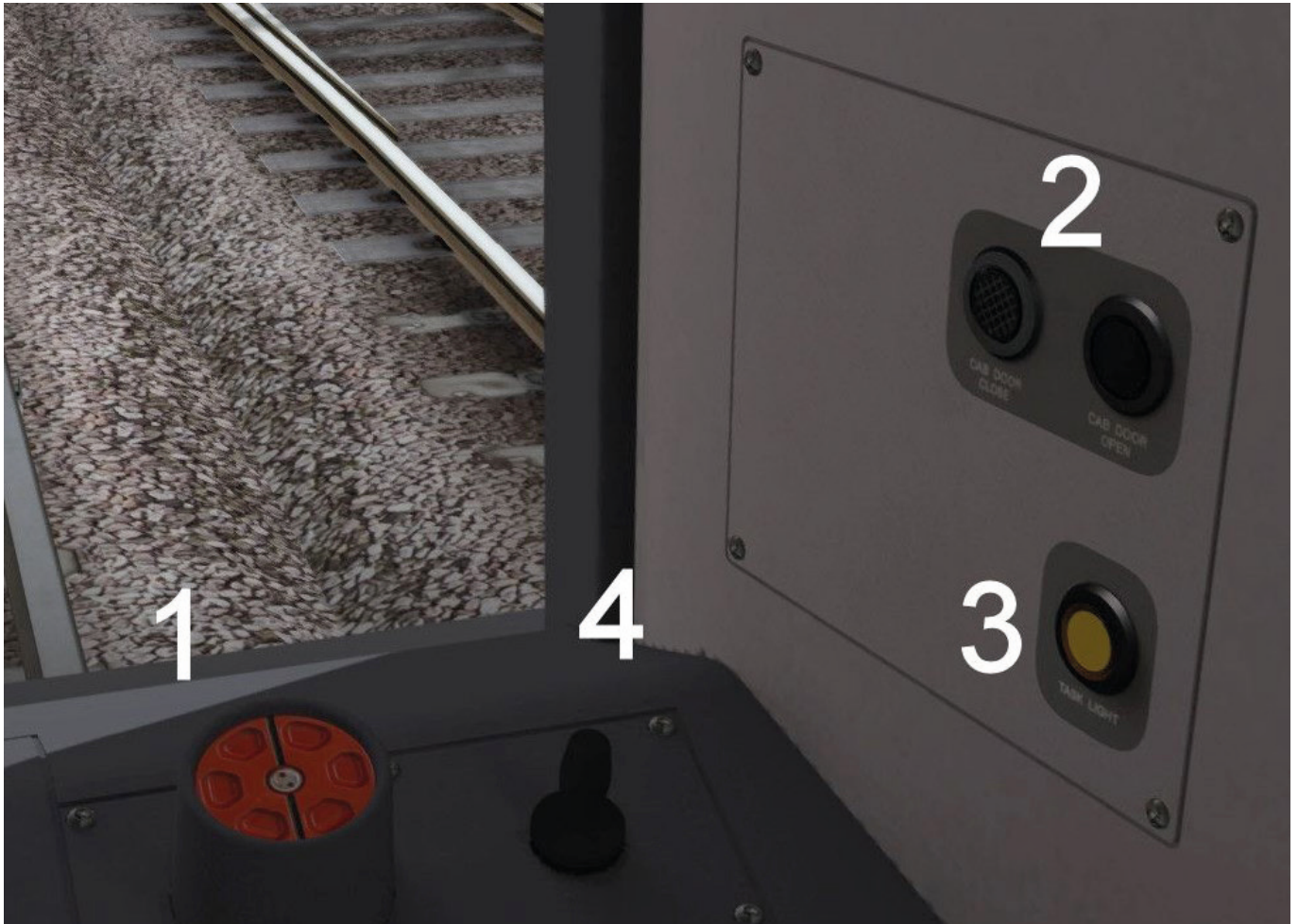


1. Twin right-side passenger doors OPEN buttons.

IMPORTANT! Press the [T] key before pressing the buttons. The right-side passenger doors can also be opened by pressing the [T]+[O] keys and closed by pressing the [R] key, but the doors will AUTOMATICALLY close after 40 seconds. When the doors have closed you need to press the blue door CLOSE button to confirm that the doors are closed, otherwise the train will not allow you to move off.

2. Right-side passenger doors CLOSE button.
3. Train whistle – push handle forward for HIGH whistle and pull it back for LOW whistle.
4. SENSITIVE EDGE alarm light and alarm acknowledge button.
5. Alarm event light and ALARM ACKNOWLEDGE button.

Cab – right side

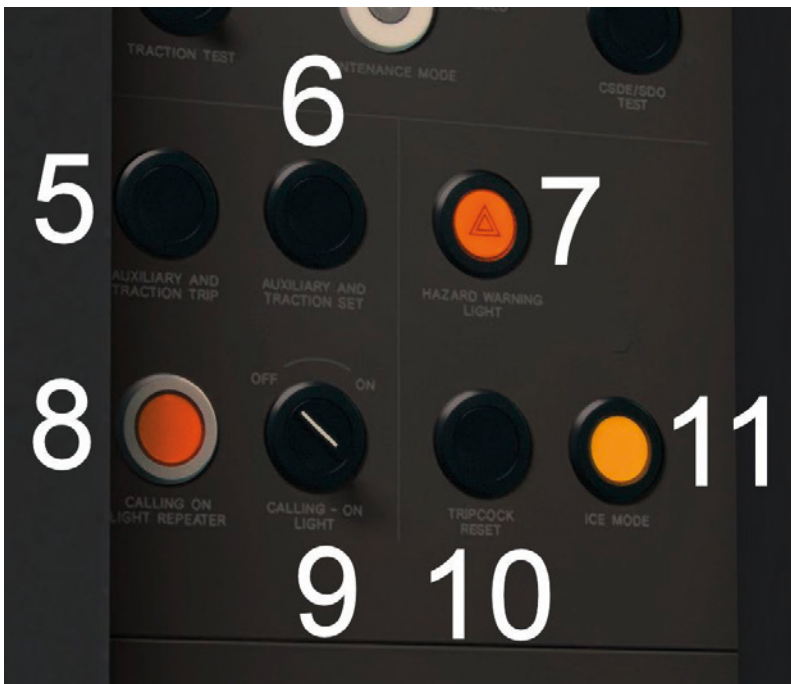


1. Emergency brake plunger.
2. Instructor's side CAB DOOR OPEN and CAB DOOR CLOSE buttons (you can also use [Ctrl]+[O] to open the cab door and [Shift]+[O] to close it).
3. TASK LIGHT on/off button.
4. Train whistle – push handle forward for HIGH whistle and pull it back for LOW whistle.

Corridor panel



1. TRACTION TRIP button – animated but non-operational.
2. TRACTION TEST switch – animated but non-operational.
3. MAINTENANCE MODE key switch – animated but non-operational.
4. CSDE/SDO test button – animated but non-operational.



5. AUXILIARY AND TRACTION TRIP button – animated but non-operational.
6. AUXILIARY AND TRACTION SET button – animated but non-operational.
7. HAZARD WARNING LIGHT indicator and button – flashes both headlights on and off when pressed.
8. CALLING ON LIGHT REPEATER indicator.
9. CALLING – ON LIGHT switch. To operate this, the train must be stopped. Move the Master Control Switch (MCS) to INTER, move the train key to TRAIN SECURE and turn the CALLING – ON LIGHT switch to ON. The indicator next to it will illuminate and the rear of the train will display a half moon yellow light in the upper headlight on the instructor's side.



10. TRIPCOCK RESET button – must be pressed when you have had a tripcock event.

11. ICE MODE button – animated but non-operational.



12. OTHER CAB ON indicator light – non-operational.

13. MASTER CONTROL SWITCH (MCS): SHUTDOWN – PROTECTED MANUAL – AUTO – TRIPCOCK. In the RESTRICTED MANUAL area: FORWARD – INTER – REVERSE. Use the [W] key to rotate the switch clockwise and the [S] key to rotate it anti-clockwise.

14. Train key: OFF-ON-TRAIN SECURE. Drag the key with your mouse or use [Shift]+[W] to turn it clockwise and [Shift]+[S] to turn it anti-clockwise.

Cab sun blinds

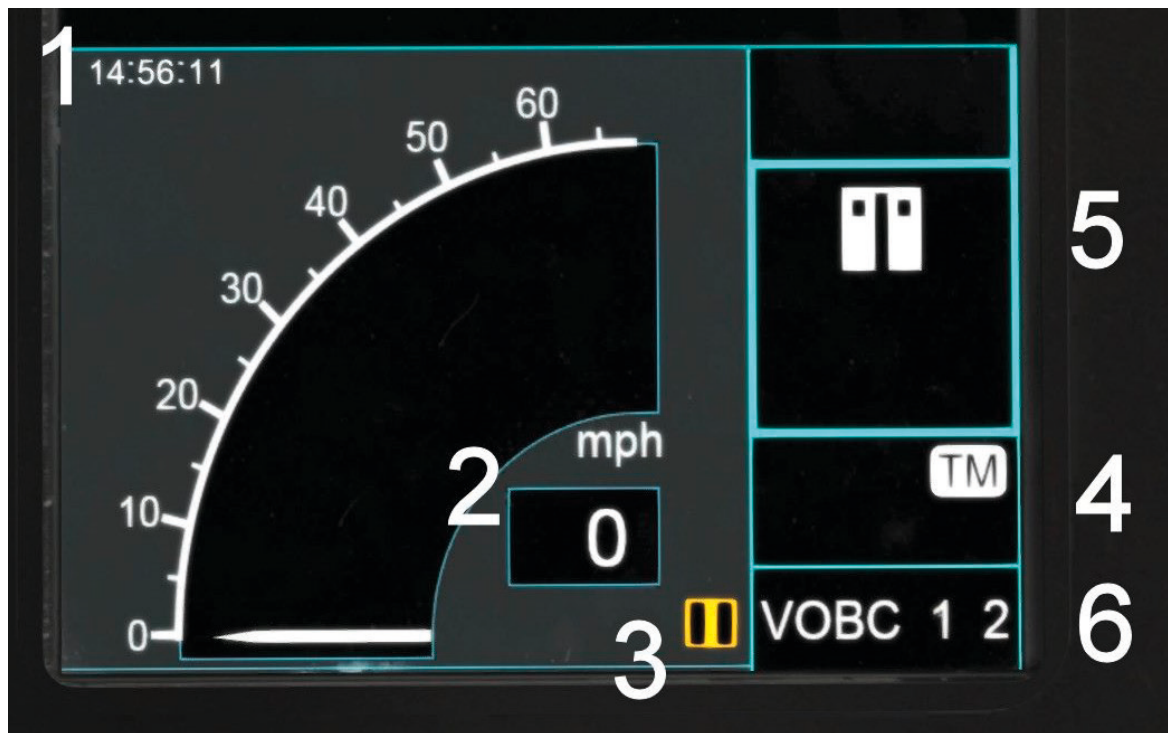


Click and drag on the sun blinds at the top of each window to move them up and down.

Signalling Interface Device (SID)

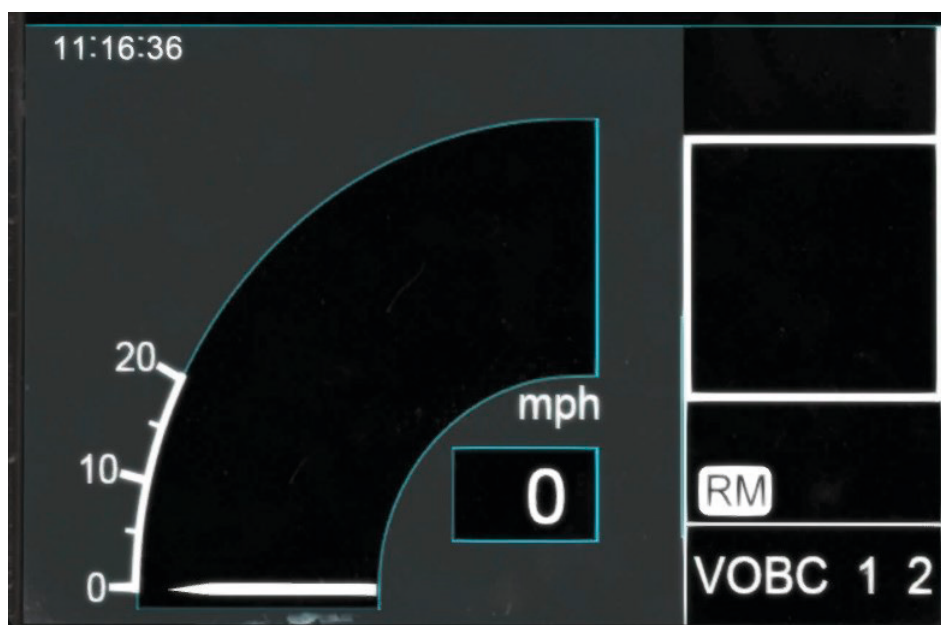
The SID is located to the upper left of the two video screens and provides vital information to the driver, including:

- Clock – in hours, minutes and seconds
- Analogue speedometer – this has a range of 0-65 MPH in all modes apart from RESTRICTED MANUAL (RM), where the range is 0-20 MPH, although the train will only allow a maximum of 10 MPH.
- Digital speedometer – displays actual speed in digital format
- Weak Field icon, if activated
- VOBC (Vehicle On Board Computer) 1 and 2 indications (non-operational, used for ATO operation on real train where implemented)
- Driving mode set by the Master Control Switch:
 - PM – PROTECTED MANUAL (non-operational in this simulation)
 - ATO – AUTO (non-operational in this simulation)
 - TM – TRIPCOCK
 - RM – RESTRICTED MANUAL FORWARD
 - INT – RESTRICTED MANUAL INTER (part-operational in this simulation)
 - REV – RESTRICTED MANUAL REVERSE
- SCAT (Speed Control After Tripping) icon, if activated
- CSDE (Correct Side Door Enabled) icon – indicates that the passenger doors can be opened. The CSDE icon will only show when your speed is under 3 MPH or when you are correctly stopped position-wise and the Traction Brake Controller is in the braking arc.



1. Clock
2. Analogue and digital speedometers (0-65 MPH)
3. Yellow Weak Field icon
4. MCS mode (in this case TM, i.e. TRIPCOCK)
5. CSDE (Correct Side Door Enabled) icon
6. Indication that VOBC (Vehicle On Board Computers) 1 and 2 are in operation

In the following image you will note that the analogue speedometer range is 0-20 MPH. This happens when the train is in RM (RESTRICTED MANUAL) mode:



In the following image you can see the small square icon (1) like a speedometer which indicates that the train is in Speed Control After Tripping (SCAT) mode:



TRAIN CONTROL AND MANAGEMENT SYSTEM (TCMS)

The TCMS is where you set the train up for your journey and where you can operate various systems, view the status of items such as door positions and also see various alarm alerts. It has several screens and its operation is fairly logical.

Note that not all the various options and systems are available or operational.

Apart from various buttons, the TCMS display automatically extinguishes when the train is travelling above 3 MPH. It fully displays once more when the train speed falls below 3 MPH.

To enter data in the TCMS data entry areas, mouse-click on the area in which you want to enter the data and use the TCMS keypad to enter it. You can go back by using the TCMS keypad left arrow button. You can clear entries by pressing the 'Clr' button on the TCMS number pad. When you have entered all the required data, press the 'Confirm' button to enter the data and move to the next screen.

Operator – Login screen

Here you enter the duty number, your personal handheld radio number and the train number. Press 'Confirm' when you are finished.

The image shows the 'Operator - Login' screen of the TCMS. It features three input fields on the left: 'Duty number:' with the value '213', 'Hand held radio number:' with the value '44856', and 'Train number:' with the value '413'. To the right of these fields is a numeric keypad with buttons for digits 1 through 9, 0, a 'Clr' (clear) button, and a left arrow button. At the bottom center of the screen is a 'Confirm' button.

Operator – Destination screen

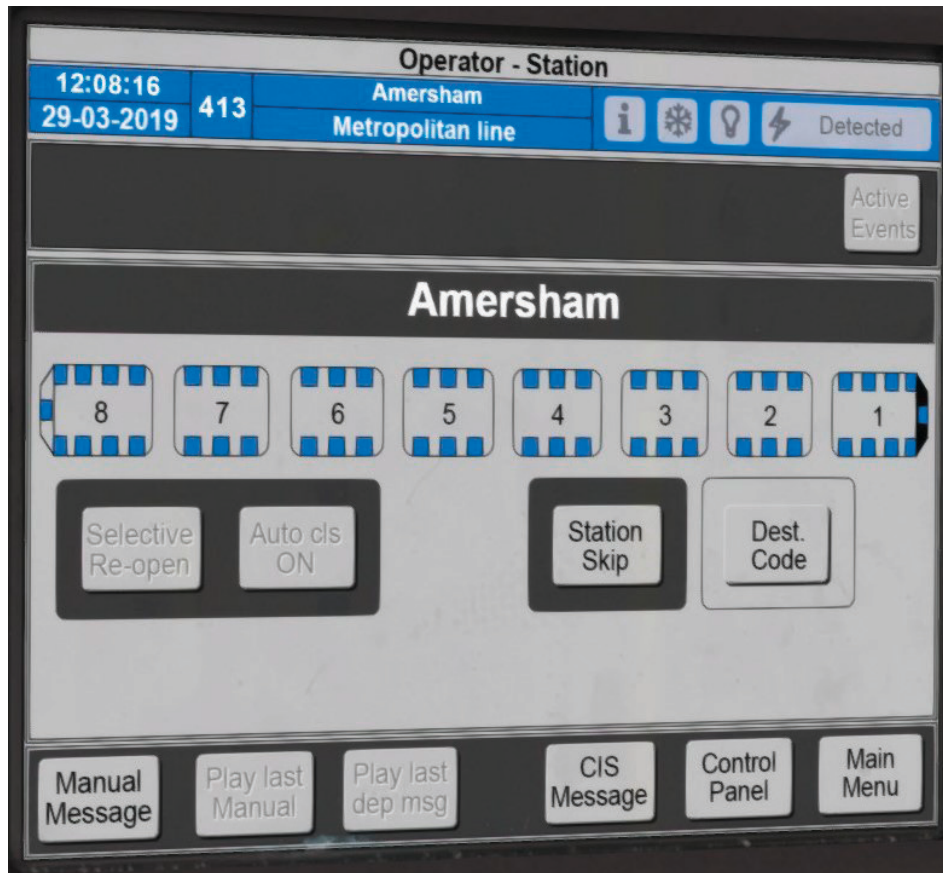
Here you enter the destination code from the list on the lower half of the screen. You can scroll up and down the destination list using the up and down arrows at the bottom of the screen. Enter the destination code using the TCMS keypad and press 'Confirm'. 'Next dest. code' entry is non-operational in this simulation.

The screen displays the 'Operator - Destination' interface. It includes a 'Destination code' field with the value '1' and a 'Next dest. code' field. Below these is a list of destinations with columns for 'Dest.' and 'Name'. To the right is a numeric keypad with buttons for digits 1-9, 0, a 'Clr' button, and a left arrow button. At the bottom are four arrow buttons (up, down, left, right) and an 'All Dest.' button, followed by 'Back' and 'Confirm' buttons.

Dest.	Name
1	Amersham Fast Met from ALD
4	Amersham Semi Met from ALD
6	Amersham Slow Met from ALD
14	Chesham Fast Met from ALD
17	Chesham Semi Met from ALD
19	Chesham Slow Met from ALD
25	Harrow Fast Met from ALD
27	Harrow Slow Met from ALD

Operator – Station screen

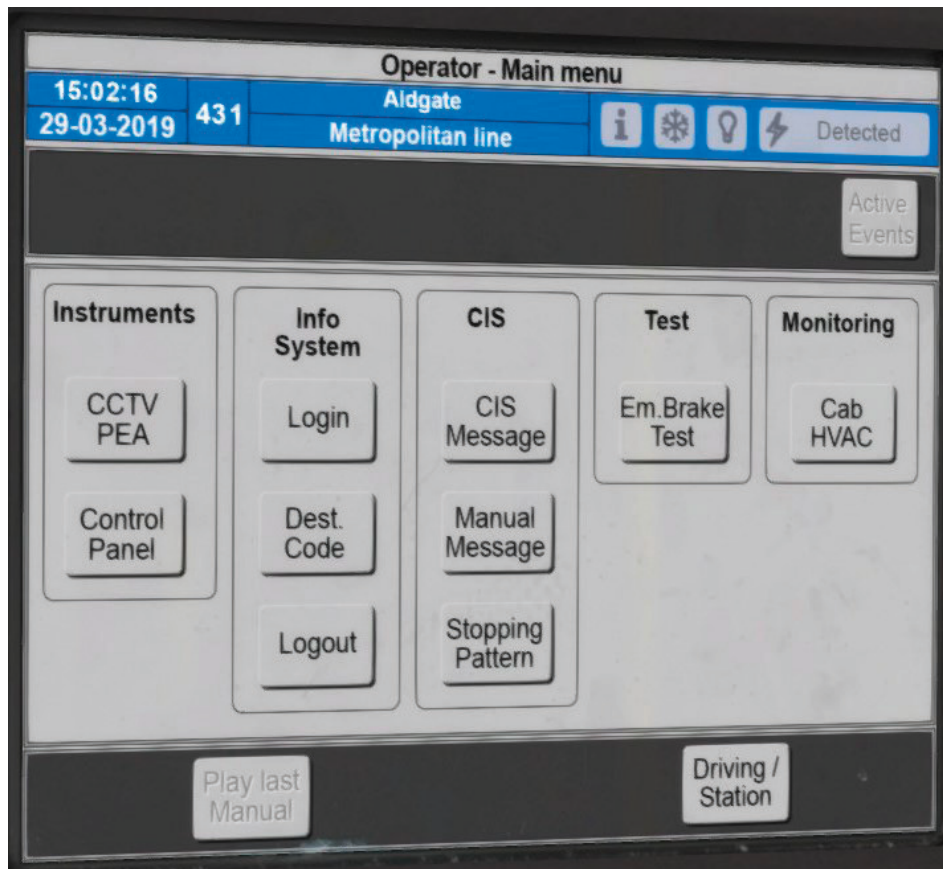
This is the normal TCMS screen that you will see during your journey.



The screen shows:

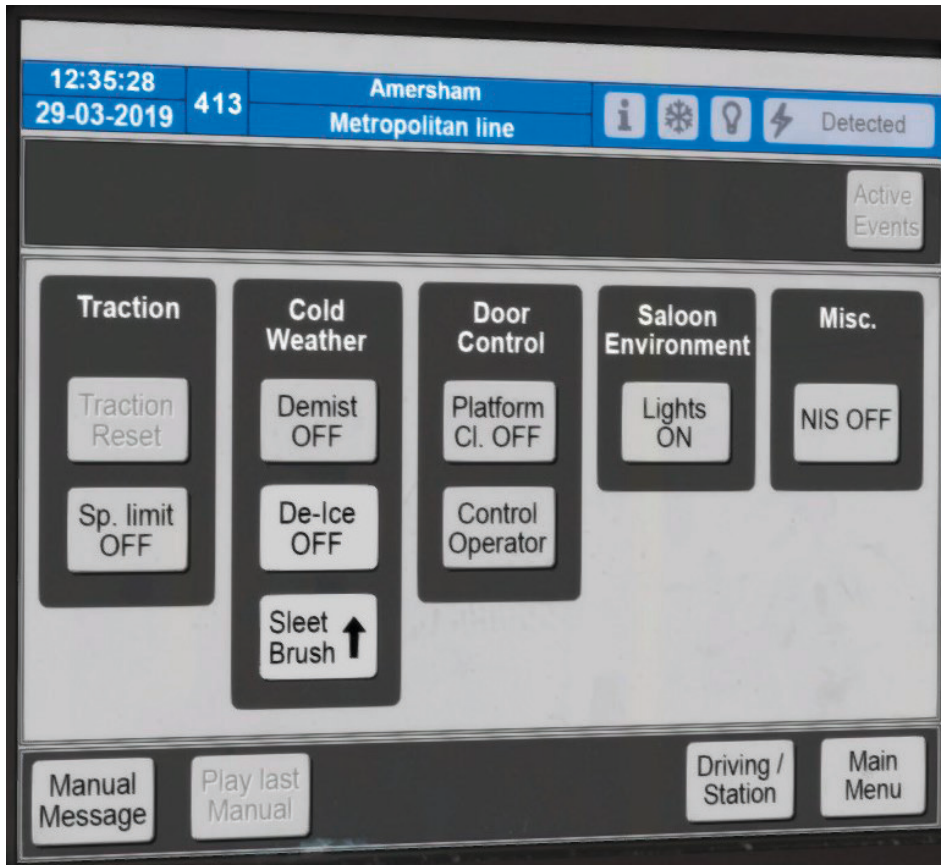
- Time
- Date
- Running number
- Ultimate destination station of this service
- Name of the line on which you are running
- Sleet brush and de-icing operation status
- Active Events – this will illuminate if you receive an Active alert. It will show red until you press the ALARM ACKNOWLEDGE button in the cab. It will then change to yellow until the issue is resolved.
- The name of the station you are at or the one you have left previously
- Carriage numbers, with 1 being the driving unit
- Cab and passenger door status:
 - Blue = shut and proved locked
 - Red = unlocked but could be closed
 - Orange = door affected by Sensitive Edge alert
- 'Dest. Code' will take you back to the Destination entry screen
- 'Station Skip', 'Manual Message' and 'CIS Message' are all non-operational in this simulation
- Main Menu – takes you to the Main Menu screen
- Control Panel – takes you to the TCMS Control Panel screen

Main Menu screen



All the functions on this screen are non-operational in this simulation apart from the 'Driving / Station' button which takes you back to that screen location.

Control Panel screen



All the functions on this screen are non-operational in this simulation apart from the 'De-Ice ON/OFF' and the 'Sleet Brush UP/DOWN' functions. Pressing the 'Driving / Station' or 'Main Menu' button will take you back to the respective screen.

Pressing the Sleet Brush icon will lower or raise the sleet brushes; all the trains in the fleet are equipped with these brushes. You will see the lower half of the snowflake icon illuminate when the brushes are down.

Pressing the 'De-Ice ON/OFF' button will activate the de-icing system but ONLY on those trains in the fleet which have de-icing cars. The top half of the snowflake icon will illuminate when de-icing is operating. On the outside of the de-icing car the ODIL (Outside Door Indicator Lights) will illuminate blue when de-icing is operational.

Unit/train numbers 21001 to 21055 are de-icing cars. You can set the train number in the Train Simulator editor. The de-icing cars are numbered 23XXX and not 25XXX and have a blue dot next to the carriage number.

DRIVING THE S8 ADVANCED

Looking around the cab

You will need to zoom your view in and out and move around the cab to perform various operations.

Use your mouse wheel to zoom in and out incrementally.

Hold down the right mouse button and move your mouse around to pan your view.

Use the UP and DOWN arrow keys on your keyboard to zoom either fully in or out.

Use the right arrow key on your keyboard to move to the instructor's side of the cab from the driver's side. Press it again or press the left arrow key on your keyboard to move back to the driver's side.

Stopping in the precise platform location

It is vital that you stop the S8 in the precise location on the platform. Failure to do so will mean that the doors cannot be operated, the video screens will not display and you will not see the CSDE (Correct Side Door Enabled) icon on the SID which indicates that the doors can be operated.



If you do not see these indications, you are not stopped in the exact location required at the platform. But how do you know where to stop?

Each platform that the S8 uses has a stopping chevron:



The train must be stopped in the correct position in relation to this chevron. Here is how to do it in this simulation:

When the stop chevron is on the instructor's side of the train, this is how it should look. Basically, you are stopped at the end of the first green square on the chevron.



When the stop chevron is on the driver's side of the train, this is how it should look.



You are stopped at the end of the first green square on the chevron, but to be able to see the chevron and stop at the correct location you **MUST** shift your viewpoint from the driver's side to the instructor's side and then look left. Press the right arrow key on your keyboard to shift your view to the right and the left arrow key to move back to the driver's side.

Passenger door operation

It's very important that you operate the doors correctly. They can either be opened and closed from the cab, by using the door OPEN and CLOSE buttons, or by keystrokes on your keyboard.

Note that in this simulation it is possible to open the doors on the side of the train that is **NOT** at the platform, so please use the correct keys to open doors on the correct side of the train.

Door operation with cab buttons

You need to stop the train in the correct location in relation to the stopping chevron. You will then see an image on one or both of the video screens, depending on the station, and the CSDE icon will show in the SID. When they are visible, press [T] on your keyboard and then press the left-side or right-side red door OPEN buttons. The doors will open, you will hear the doors opening alert, and if you look at the TCMS you will see that the door icons have changed from blue to red to indicate that they are open.

The doors will close automatically after 40 seconds. When the doors have closed you will see the door icons on the TCMS are still red. This means the doors are not proved locked, so you need to press the blue door CLOSE button to prove and lock the doors. After a short delay the blue door CLOSE button will illuminate, the red door OPEN buttons will extinguish and the TCMS door icons will turn blue. If the doors are not proved locked, the train will not allow you to move off.

Door operation with keystrokes

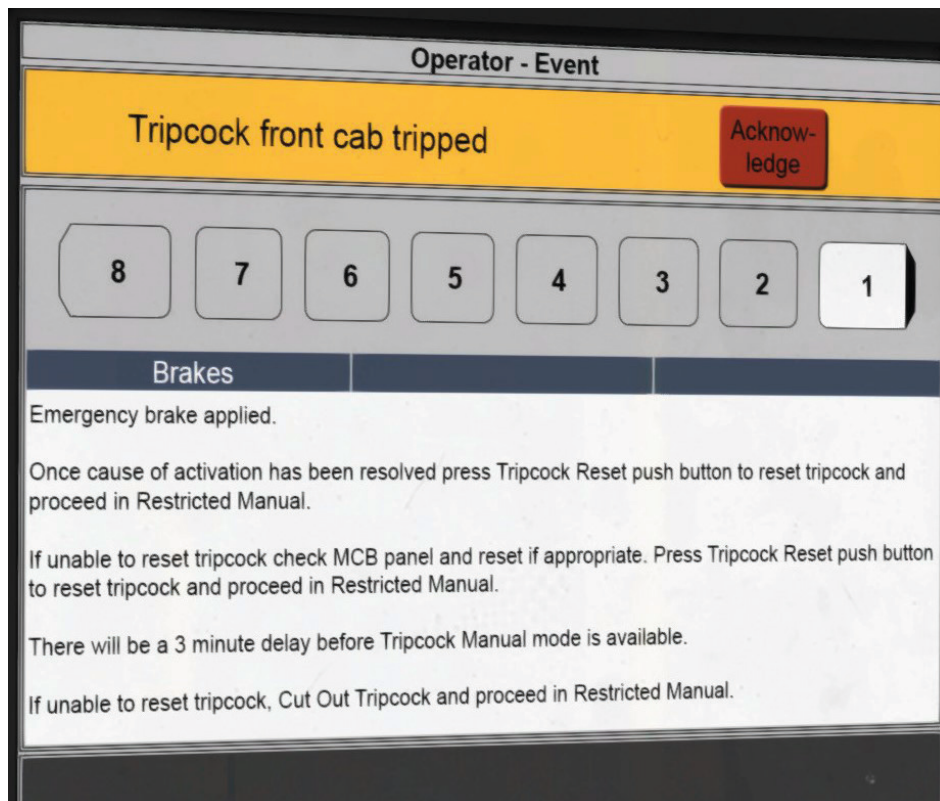
You need to stop the train in the correct location in relation to the stopping chevron. You will then see an image on one or both of the video screens, depending on the station, and the CSDE icon will show in the SID. When they are visible, press [T]+[U] for left-side door operation or [T]+[O] for right-side door operation. The doors will open, you will hear the doors opening alert, and if you look at the TCMS you will see that the door icons have changed from blue to red to indicate that they are open.

The doors will close automatically after 40 seconds. When the doors have closed you will see the door icons on the TCMS are still red. This means the doors are not proved locked, so you need to press the [T] key on your keyboard to prove and lock the doors. After a short delay the blue door CLOSE button will illuminate, the red door OPEN buttons will extinguish and the TCMS door icons will turn blue. If the doors are not proved locked, the train will not allow you to move off.

Note: You do not have to wait for the doors to close automatically after 40 seconds. You can use the [T] key to close them and that will also prove the doors are locked.

IMPORTANT! When running a scenario, do not drive off until the red task bar in the F4 menu has completed and/or you get a scenario message to proceed.

Tripcock reset



If you get tripped, by passing a signal at danger (SPAD – Signal Passed At Danger) for example, you will need to carry out a specific procedure to be able to resume your journey:

When you have passed a red signal and the train has automatically applied emergency braking, you will hear an audible alarm and you will see an Active Event message on the TCMS.

Let the train come to a halt. Press the ALARM ACKNOWLEDGE button on the lower right console to cancel the audible alarm and press the red 'Acknowledge' button on the TCMS panel.

Disengage the Dead Man's Handle, i.e move it to align fore/aft and move the TBC handle back to just inside the braking zone.

Press the TRIPCOCK RESET button on the corridor panel.

Move the MASTER CONTROL SWITCH knob to RESTRICTED MANUAL – FORWARD.

Re-engage the Dead Man's Handle and apply power. The train will accelerate up to a maximum of 10 MPH.

You must proceed in RM FORWARD mode for a minimum of three minutes and see two stop signals showing a clear or caution aspect. If you pass two clear stop signals before the three minutes are up, you still cannot come out of RM FORWARD mode and into TRIPCOCK mode until the three minutes have passed.

Stop the train just one carriage short before the second clear signal, move the MCS to TRIPCOCK and proceed as before.

One Person Operation (OPO) system

The S8 is a One Person Operation (OPO) train. It only has the driver and no dedicated guard, so to ensure safety it has an OPO system fitted.

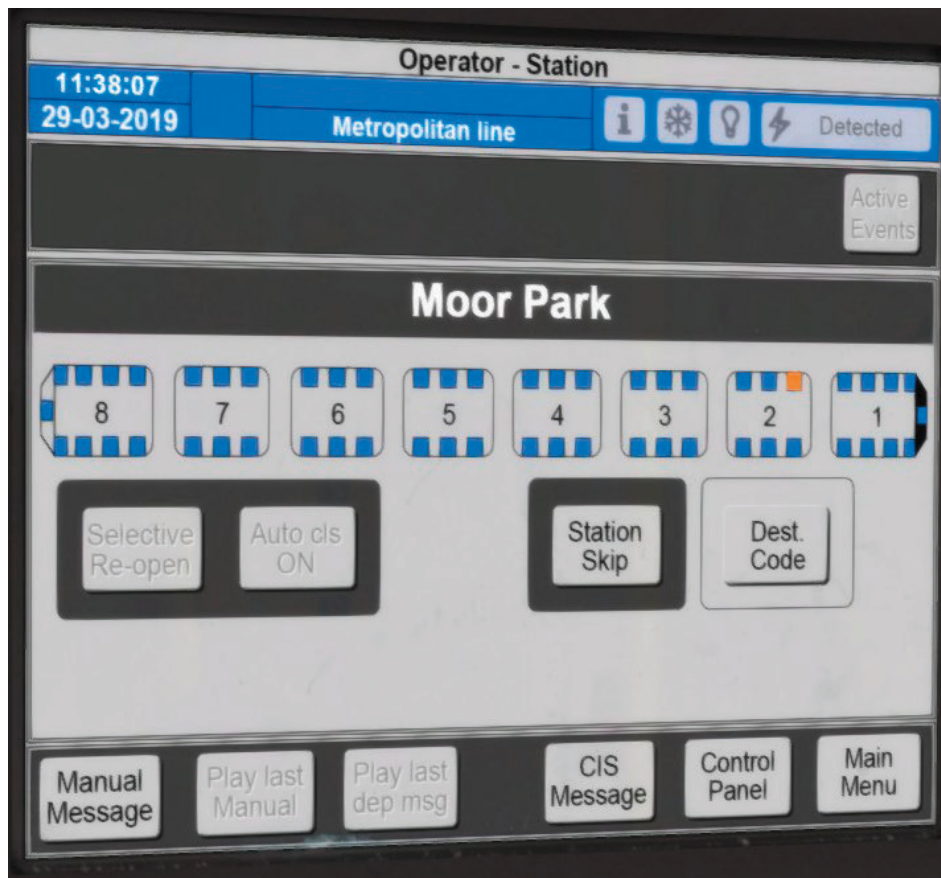
The Dead Man's Handle feature on the TBC is part of this OPO system, as are the Sensitive Edge protection that detects anything caught in the passenger doors when the train moves off from a station and the in-cab video screens showing the platforms. All three of these features are included in this simulation, although the in-cab video screens are limited in operation as described earlier.

The platform video screens can display up to eight images but they may only display two images on one screen, depending on the station.

Sensitive edge (SE) system

This system only operates from the time when you see the blue door CLOSE button illuminated in the cab to when the last carriage has cleared the platform.

If the doors detect an object caught in them, the SE alarm will illuminate (there is no audible alarm) and the train will automatically apply emergency braking. The TCMS screen will show which door is affected by highlighting it in orange (see carriage No. 2 in the image below).



To cancel the alarm, press the SENSITIVE EDGE alarm button in the cab. When all is verified as safe, disengage the Dead Man's Handle function on the TBC, move the TBC to the braking arc, move the TBC forward to M (Motor) and drive away.

Passenger Emergency Alarm (PEA)

This system is active at all times in normal train operation. If a passenger presses the PEA in a passenger carriage this will immediately apply emergency braking and set off the audible alarm in the cab.

The TCMS will load the CCTV/PEA screen. This shows a video (non-operational in this simulation) of the carriage where the PEA has been activated and highlights the door of the affected carriage.

When you have verified that it is safe to move, press and hold the apostrophe [''] key on your keyboard. This will press and hold in the yellow PEA override button on the end of the TBC to temporarily release the brakes. Move the TBC to power the train away to the next station. Stop in the station and press [Ctrl]+[Shift]+[P] to cancel the event.

Time to drive!

For this lesson we will use the included scenario 'JT S8 – 437 07:14 Amersham-Aldgate'

The scenario loads with you outside the train. Press [1] to enter the driving cab. Note that this scenario completes at Harrow-on-the-Hill station where another driver takes over.



First, set the CAB INTERIOR LIGHT switch to RIGHT. This will ensure that you can still see when the train is powered up.

Look to the right to the door passageway to see the control panel and then either use the [Shift]+[W] keys to move the train key to ON or click on it and drag it to ON with your mouse.

Press the [W] key four times to turn the MASTER CONTROL SWITCH (MCS) to the FORWARD position in the RESTRICTED MANUAL area, or move the switch with your mouse.

Move your view back to the front.

If you hear a “beep beep beep” alarm, that’s the OPO alarm. Press the [E] key on your keyboard for one second and then release it (or twist the Dead Man’s Handle on the TBC) to silence the alarm. Do this again every time it sounds.

You will see that the Train Control and Management System (TCMS) is displaying the Operator – Login screen. On the TCMS keypad, enter 239 to enter the duty number.

Enter your hand held radio number on the TCMS keypad. In this case enter 16445.

On the TCMS keypad, enter 437, which will show as the ‘Train number’ entry on the screen. 437 is the running number for the service and is used by staff to see which service the train is running. This number is displayed above the cab on the front and rear of the train.

After entering all three numbers above, press the ‘Confirm’ button.

The Operator – Destination screen will now display. Here you enter the code that will show the train’s final destination on the outside display. Use the Down arrow on the screen to scroll down to 212 ‘Aldgate Slow Met from AME’. Enter 212 on the TCMS keypad and this will show in the ‘Destination code’ box. We do not use the ‘Next dest. code’ box. Press ‘Confirm’. This will display ‘Aldgate’ and ‘All stations’ on the two lines of the exterior destination displays.

You will now see the TCMS ‘Operator – Station’ screen. The front of the train is carriage 1 and has the black cab area showing at the front.

Press [Shift]+[E] on your keyboard to lock the driving control into the Dead Man’s Handle override position. The handle will twist and stay 90 degrees right. You do not have to lock the handle. You can hold the [E] key down constantly to give the same effect, but as soon as you release the [E] key there will be an emergency brake application. If you use [Shift]+[E] you will see a notification briefly in the top right area of the Train Simulator screen.

Move the Traction Brake Controller **promptly and fully forward** either by dragging it with your mouse or by using the [A] key. As you start to move and reach 3 MPH the TCMS screen will go black and will not be usable until the train is running below 3 MPH again. The train will accelerate up to a maximum of 10 MPH (note that the speedometer scale shows a maximum of 20 MPH and not the normal 65 MPH speed scale when the train is running in TRIPCOCK mode).

Drive into Amersham station and slow down as you approach the far end of the platform. Brake by dragging on the Traction Brake Controller with your mouse or by using the [D] key.

Move your viewpoint to the instructor’s side of the cab and look 45 degrees left so you are in the correct position to see and stop at the stopping chevron. See the [Stopping in the precise platform location](#) section for how to stop and position your train correctly. If this is not done correctly, you will not see the Correct Side Door Enabled (CSDE) icon display on the Signalling Interface Device (SID) and the exterior view video screens (simulated) in the cab will be blank.

When you have stopped, press [Shift]+[E] to release the Dead Man’s Handle override.

Press the [T]+[U] keys to open the doors. You will see the two red OPEN lights illuminate on the left-side DOOR CONTROLS panel and all the left-side doors will show red on the TCMS display. The station name will now also show on the TCMS.

Whilst the passengers are going about their business, move the MCS to TRIPCOCK by dragging it with your mouse or pressing the [S] key once.

The doors will close automatically after 40 seconds. When the doors have closed you will see the door icons on the TCMS are still red. This means the doors are not proved locked, so you need to press the blue door CLOSE button to prove the doors are locked. After a short delay, the blue door CLOSE button will illuminate, the red door OPEN buttons will extinguish and the TCMS door icons will turn blue. If the doors are not proved closed, the train will not allow you to move off.

Press [Shift]+[E] to move the Traction Brake Controller to the Dead Man’s Handle override position.

If you have received the “Right away driver” scenario message, move the Traction Brake Controller **FULLY** forward either by dragging it with your mouse or using the [A] key to motor forward. With the MCS in the TRIPCOCK position you can drive at a maximum speed of 60 MPH (with respect to the maximum line speed allowed, of course).

Note: If the train is on an incline and you fail to drive forward immediately, you will experience automatic emergency brake application along with a TCMS 'Train Rollback' warning on the Operator – Event screen. This is to stop the train rolling backwards. If you receive this alarm, press 'Acknowledge' on the TCMS screen when the train has come to a halt, move the Traction Brake Controller to the Brake area, move the MCS to any other mode (the yellow 'Active Events' warning on the TCMS will extinguish) and then re-select the mode required (normally TRIPCOCK). Then drive away as normal, ensuring that you apply power swiftly to prevent rollback happening again.

As you accelerate away, the TCMS screen will go out and the video screens will go blank when the last carriage is clear of the station platform, as indicated by the '8' lineside marker.

Start to slow down by reducing power and braking where necessary as you start to approach Chalfont & Latimer station. Be aware that this section has a downhill gradient. You should aim to enter the platform at no more than 20 MPH.

Once stopped, carry out correctly the exact same procedures that you did at Amersham and then depart to Chorleywood station.

Once stopped correctly at Chorleywood station, carry out the exact same procedures that you did at Amersham and then depart to Rickmansworth station. Be aware that there is a 25 MPH speed limit outside the station so be sure to slow down in time to meet this restriction.

Once stopped correctly at Rickmansworth, carry out the exact same procedures that you did at Chorleywood and then depart to Moor Park station. Be aware that the 25 MPH speed limit is still in place until you see signage to indicate otherwise.



Sensitive Edge alert! You will see a Sensitive Edge warning pop up as you depart the station and the brakes will apply automatically. Carry out the procedure as previously detailed (see [page 27](#)) to allow you to proceed.

When you are ready, continue towards Moor Park. Be aware that at Watford Junction South you will be changing over tracks with a maximum speed limit of 25 MPH, so ensure that you are at 25 MPH before that.

Stop at Moor Park station and carry out the normal procedures when stopped at a station. When these are completed, depart for Northwood station and then drive the rest of the scenario. Ensure that you observe the various speed limits!

Well done! You have completed your first drive of the S8! Practice makes perfect, of course, so the more you drive the more familiar you will become with the S8's features and their operation.

SCENARIOS

Please note that the following scenarios only run on Just Trains' London-Aylesbury route add-on which is not supplied with Train Simulator or with this S8 Advanced software.

The London-Aylesbury route is available as an add-on for Train Simulator or as an extension for Just Trains' Chiltern Main Line route if you already have Chiltern Main Line installed.

Standard scenarios

JT S8 – 437 07:14 Amersham-Aldgate

Duration: 60 minutes

Difficulty: 3

Drive train 437 from Amersham to Harrow-on-the-Hill on a glorious Autumn morning.

JT S8 – At the End of the Day

Duration: 50 minutes

Difficulty: 3

Drive train 402D on its last working of the day from Amersham back to Harrow-on-the-Hill before working empty back to Neasden Depot.

JT S8 – Early Start

Duration: 50 minutes

Difficulty: 3

Take train 437 empty from Neasden Depot to Wembley Park before working a service to Amersham.

JT S8 – Empty to Rickmansworth

Duration: 40 minutes

Difficulty: 3

Drive train 471 from Amersham to Harrow-on-the-Hill before returning the empty stock to Rickmansworth sidings.

JT S8 – Lazy Sunday Afternoon

Duration: 35 minutes

Difficulty: 3

Drive train 413 from Harrow to Amersham.

JT S8 – Rickmansworth Start

Duration: 40 minutes

Difficulty: 2

Drive train 460 from its start of service in Rickmansworth South sidings for a quick trip up to Amersham and back.

JT S8 – Saturday Night in London

Duration: 40 minutes

Difficulty: 3

Take an evening train from Amersham to Wembley Park on a Saturday night. The clubbers are out in force and heading into the city!

JT S8 – Snow Sunday

Duration: 38 minutes

Difficulty: 2

Drive an S8 from Wembley Park to Amersham on a snowy Sunday in February. Thankfully things are running pretty smoothly, considering the conditions!

JT S8 – Total Chaos

Duration: 45 minutes

Difficulty: 4

When things go wrong, they really go wrong! A major signalling failure at Harrow has just cleared and trains are up to an hour late. You will drive from Wembley Park up to Amersham, dealing with the traffic en route. Platform 4 is currently out of use at Harrow due to the signalling issues.

JT S8 – 426 07:18 Harrow-Amersham

Duration: 35 minutes

Difficulty: 3

Drive train 426 from Harrow to Amersham on a morning peak service in 2017.

(S8) Train 443 0645 Neasden Depot to Uxbridge

Duration: 40 minutes

Difficulty: 2

Drive train 443 from Neasden Depot to Uxbridge.

(S8) Train 406 1147 Amersham to Aldgate

Duration: 50 minutes

Difficulty: 2

Drive train 406 from Amersham to Aldgate.

(S8) Train 433 2056 Aldgate to Uxbridge

Duration: 59 minutes

Difficulty: 2

Drive train 433 from Aldgate to Uxbridge.

(S8) Train 436 2308 Uxbridge to Harrow-on-the-Hill (ECS Harrow-on-the-Hill to Neasden)

Duration: 40 minutes

Difficulty: 2

Drive train 436 from Uxbridge to Harrow-on-the-Hill and then, with empty coaching stock, from Harrow-on-the-Hill to Neasden.

(S8) Train 442 0754 Aldgate to Amersham

Duration: 80 minutes

Difficulty: 2

Drive train 442 from Aldgate to Amersham.

(S8) Train 442 2051 Amersham to Watford ECS

Duration: 20 minutes

Difficulty: 2

Drive train 442 from Amersham to Watford with empty coaching stock.

(S8) Train 473 1052 Baker Street to Harrow-on-the-Hill

Duration: 25 minutes

Difficulty: 2

Take control of an S8 on a slow stopping service from Baker Street to Harrow-on-the-Hill.

(S8) Train 473 1133 Harrow-on-the-Hill to Neasden ECS

Duration: 10 minutes

Difficulty: 2

Having just driven from Baker Street to Harrow-on-the-Hill on the service scenario, your next task will be to take the S8 back to Neasden Depot.

(S8) Train 403 1501 Aldgate to Chesham

Duration: 85 minutes

Difficulty: 2

Drive train 403 1501 from Aldgate to Chesham.

(S8) Train 405 0711 Neasden to Baker Street ECS

Duration: 20 minutes

Difficulty: 2

Drive train 405 from Neasden to Baker Street with empty coaching stock.

(S8) Train 405 1654 Chesham to Aldgate

Duration: 80 minutes

Difficulty: 2

Drive train 405 from Chesham to Aldgate.

(S8) Train 435 0614 Uxbridge to Aldgate

Duration: 60 minutes

Difficulty: 2

Drive train 435 from Uxbridge to Aldgate.

(S8) Train 424 1518 Watford to Baker Street

Duration: 42 minutes

Difficulty: 2

Drive train 424 1518 from Watford to Baker Street.

Free Roam scenarios

Click on a train and take it for a drive!

Note: As these are Free Roam scenarios you must remember to ensure that the route has been set correctly to avoid being directed into sidings or derailed on junctions set against the train.

QUICK DRIVE

This train is Quick Drive enabled.

To access this option from the Main Menu, press the 'Drive' button and then the 'Quick Drive' tab at the top left.

The Quick Drive menu

The top left area on the menu is where you select the train you wish to drive.

When you click on the menu directly to the right of the train picture, it shows the variations/consists available for the selected train in the right-side area of the menu. Click on the consist that you want to drive.

Changing your train

If you want to drive a different train, click back on the top left train picture. The right side of the menu will change and will display all the trains you have installed in Train Simulator.

Use the 'Page' button located at the top middle of the pictures to scroll through them all.

All installed trains which have Quick Drive enabled are displayed. If the train does NOT have Quick Drive enabled, it will NOT be displayed in the Quick Drive menu.

Selecting your route

When you have selected the train and consist you wish to drive, you then need to select the route.

In the middle left area are the route selection menus. Click on the middle far left route picture. This will change the right-side area of the menu to display the routes that you have installed in Train Simulator.

Choosing departure and arrival stations

Click on the route 'map' image directly to the right of the route picture. This will show the available departure and arrival points for the route. You can select them by clicking on the ones you want.

Changing the time and weather

Controls for changing the time of day and weather conditions are on the lower left area. You can use these to adjust the time and weather settings as you wish.

Driving

When you have made all your selections, press the 'Drive' button on the lower right side of the menu and Train Simulator will load your settings.

IMPORTANT – Filters

In the Standard and Free Roam 'Drive' menus there are various locomotive and route filter options along the top of the right side. We strongly recommend that these are all set to 'None' unless you are experienced in using them.

If you set a filter and forget to remove it, there is a strong possibility that not all the available locomotives and/or routes will be displayed in the menu.

FAQS

Q: Why can't I see the S8 stopping chevron from the driver's side view when stopped in the correct position at the platform?

A: This is an issue with trying to fit a functional cab that is around 2.5m wide on the real train onto a PC screen that is much smaller! You need to move your viewpoint to the instructor's side to enable you to see the stopping chevron and stop accurately.

Q: Why is the same platform image displayed on the video screens at different stations?

A: This is a limitation of Train Simulator.

Q: Why is the image on the video screens a still image and not a video?

A: This is a limitation of Train Simulator.

Q: Why do the front and rear carriage doors not open at some platforms?

A: This MAY happen at some stations and this is down to the way Train Simulator has to be set up to stop people on the platform walking off it.

Q: I pass a speed limit sign and accelerate right away as per normal London Underground procedure, but I get a 'Speeding' message. Why is this?

A: This is a limitation of Train Simulator where the signalling is set to Mainline practice, in which you wait until the end of the train has passed the speed limit sign. To avoid getting speed penalties in scenarios we suggest that you do not increase your speed until the rear of the train has passed the speed limit sign.

CREDITS

S8 Advanced – Underground Stock

Models and textures	Tom Williams, William Stead, Dan Holmes
Coding and scripting	Tom Williams, Dan Holmes
Sounds	Tom Williams, Dan Holmes, Searchlight Simulations
Scenarios	Mark Walker, Thomas Harrison
Texturing variations	Rob Skipworth

Just Trains

Project Management	Alex Ford
Project research	Alex Ford
Installer	Martin Wright
Manual	Alex Ford
Artwork	Fink Creative
Technical Support	Craig Haskell

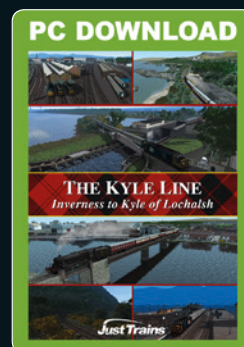
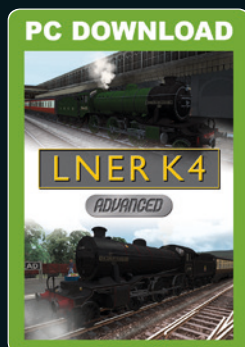
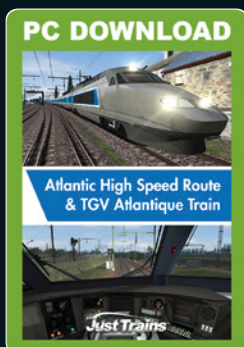
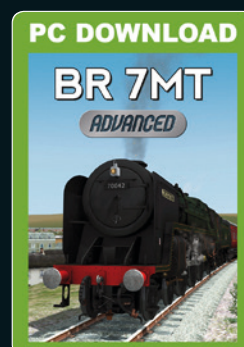
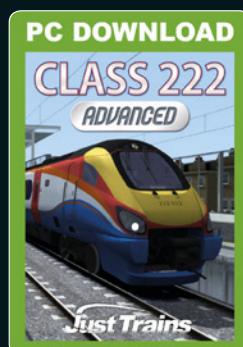
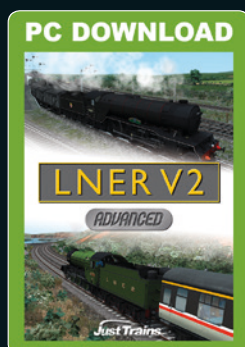
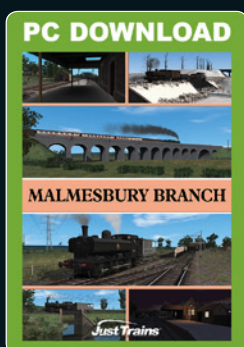
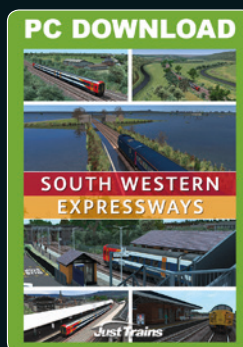
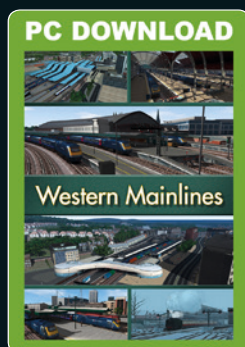
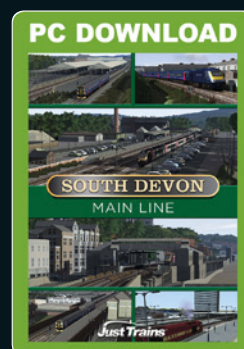
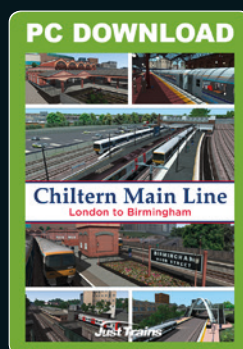
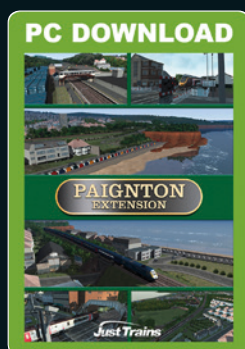
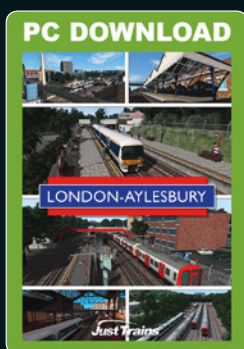
Special thanks to Chris Cobley for his knowledge, time and commitment to this project and to all our dedicated testers.

COPYRIGHT

©2019 Just Trains. All rights reserved. Just Trains and the Just Trains logo are trademarks of JustFlight London Limited, St. George's House, George Street, Huntingdon, PE29 3GH, UK. All trademarks and brand names are trademarks or registered trademarks of the respective owners and their use herein does not imply any association or endorsement by any third party.

Note: One or more textures on some of the 3D models in this product have been created with images from Textures.com. These images may not be redistributed. Please visit [Textures.com](https://www.textures.com) for more information.

The Spirit of Train Simulation



Available to buy online at www.justtrains.net

Just Trains™
www.justtrains.net

