



# Class 08 Train Operating Company Pack

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## 1 Background

The story of diesel shunting traction begins right back in the early 1930s, by designers at the London, Midland & Scottish Railway Company. They were however quickly followed by other competitors that made up the 'Big Four' companies on the railways at the time.

With the advent of Nationalisation, diesel shunting technology was far from established with vast amounts of work being spent on design and technology. However, despite a plethora of designs, modifications, and variations, the diesel shunting locomotives found around the country today are all descendants from the LMS design of the 1930s.

In a much refined form, the accepted design became standard when in the 1950s British Railways ordered and had built well over 1000 of the 0-6-0 diesel electric units by various workshops around the country.

These locomotives measured 29ft 3in in length with cab at one end and a full height bonnet at the other. This compartment houses the engine, generator, control equipment, and radiator at the very front. Access to this various equipment is via hinged panels on either side and on the roof.

Forward visibility from the cab is very restricted, but at the time was accepted by the drivers whose previous experience had been obstructed by the boilers of their steam locomotives.

Most of the initial machines were delivered in BR Black, before changing to BR Green in the late 1950s. Further builds began carrying BR standard blue from 1966 until privatisation commenced. By the end of 2003, it would be hard to find a shunting unit not in their owner/operator colours.

Although there is no present plan to replace this work horse of the railway, companies such as EWS who hold a vast number of the remaining fleet still in operation, are initiating various refurbishment programmes to further modernise these almost 60 year old locomotives.

<b>Year Introduced:</b>	1953-59	<b>Cylinder Bore:</b>	10in
<b>Wheel Arrangement:</b>	0-6-0	<b>Cylinder Stroke:</b>	12in
<b>Height:</b>	12ft 8 5/8in	<b>Brake Type:</b>	Dual (originally vacuum)
<b>Length:</b>	29ft 3in	<b>Brake Force:</b>	19 tons
<b>Width:</b>	8ft 6in	<b>Min Curve neg:</b>	3 chains
<b>Weight:</b>	48-49 tons	<b>Engine Output:</b>	400hp
<b>Wheelbase:</b>	11ft 6in	<b>Power at Rail:</b>	260hp
<b>Wheel Diameter:</b>	4ft 6in	<b>Tractive Effort:</b>	35,000lb
<b>Fuel Capacity:</b>	668 gal	<b>Maximum Speed:</b>	15-20 mph

## 2 Class 08 Shunter Liveries

### 2.1 Class 08 EWS v2



### 2.2 Class 08 Freightliner V1



### 2.3 Class 08 Freightliner V2



## 3 Scenarios

The Class 08 TOC Pack contains:

- Two short tutorials to teach the basics of driving.
- Three career scenarios. Whilst driving the career scenarios you will be awarded a score. If you complete the career system scenario and are connected to the Internet your score will be uploaded to a leaderboard.
- The three career scenarios are also presented as standard scenarios.
- Quick Drive information for Edinburgh – Glasgow. This allows you to select the Class 08 shunters through the Quick Drive menu.

The scenarios are described below:

### 3.1 08 Training – Moving and Stopping

Learn the very basics to get your locomotive moving, how to stop and how to reverse.

### 3.2 08 Training – Changing Junctions and Coupling

Learn the basics of how to navigate through a yard and how to couple and uncouple.

### 3.3 08 Hunter Graveler

The track around the refinery has been reballasted but the yard is now a mess! Bring the ten empty MFA ballast wagons to a siding ready for onward transport.

There are ten MFA wagons numbered 391401 to 391410 around the yard. To help you look they are in rakes of 1, 2, 3 and 4 wagons. Bring the ten wagons (in any order!) to Grangemouth Siding 18 then uncouple your engine to complete the challenge. You have free reign of the whole yard.

### 3.4 08 Intermodal Ballast

Grangemouth Intermodal Yard has been cleared and is due to have new ballast laid. Drop off full ballast wagons so the workmen can start.

### 3.5 08 Ready to Rubble

Grangemouth Refinery is undergoing some rebuilding works. Bring some empty wagons to the building site which will be used to clear away any rubble then return with full wagons.