

Hamilton-Norfolk Template Guidelines

General Notes

In most cases you should check the “allow setouts to come from yard tracks in different regions” box. When you do this, you should generally check all the yard tracks in the region where the path originates (starting point), and be sure NOT to check yard tracks in the other regions further down the line.

A set of maps for the various paths you can choose from is included as a pdf file with the .zip file.

Path Specifics

Combs-Parkersburg

The job starts in the siding near Combs Quarry, heading East to Parkersburg. The Combs Siding track is designated as a “Yard track”, so you should definitely select that track to work if running this path, your setouts will come from here. To have setouts in other places than just Combs, you’ll need to check the “allow setouts to come from yard tracks in different regions” box. Be careful NOT to check any of the “yard” tracks in Parkersburg Yard to work. This job ENDS in Parkersburg yard, and so you won’t be able to pick up cars in Parkersburg Yard and set them out anywhere else (other than other industry tracks in Parkersburg). Generally you’ll have work at the quarry. You might pull ahead engines only, pick up cars in the quarry scheduled for pickup, then pick up and cars from Combs siding needing to go the the quarry, and push them back up the branch into the appropriate spur. Then gather up any other cars destined for points between Combs and Parkersburg (or, destined for Parkersburg).

Parkersburg East-West Interchange

This is a basic yard switching job. If you check all the yard and industry tracks to work in Parkersburg, you could end up with a fairly challenging line-up of cars to shuttle between the Eastbound and Westbound yards, and the Parkersburg industry tracks. All switches can be operated manually so you shouldn’t have any MSTs problems completing any workorder you come up with.

Parkersburg Interchange Turn

You need to be sure and check the “allow setouts to come from yard tracks in different regions” box. This job gathers up cars in Parkersburg yard and takes them to be interchanged with another railroad at Interchange 1 and 2. You may also have work at Corning Glass. When you’ve assembled your consist at Parkersburg, follow the dispatcher path to the Interchange. You might consult the .pdf map. First you’ll bear left up the West leg of the wye. This will enable you to back into the interchange tracks, servicing them with your rear coupler. Continue to back towards Corning glass. Corning Glass will be a trailing point spur when you back in, do any work needed there. Then pull ahead, this time taking the closer (East) leg of the wye, back to Parkersburg.

Parkersburg – KenWal Turn

This job works West of Parkersburg. Since it’s a turn but there’s no wye on the KenWal end, you should select at least two locomotives, with one on each end facing in each direction. Be sure to check the “allow setouts to come from yard tracks in different regions” box. There are no other yard tracks along this route to worry about checking (or not checking). Depending on your workorder this can be a challenging job. The map can help.

The first industry you’ll come to will be DuPont. You can’t switch DuPont Works 1 or 2 spurs on the outbound run, as these face the “wrong” way ... they’re best accessed when heading Eastbound. You CAN switch the DuPont Works 3 track if you have work there. If you head in to DuPont on the way out (the switch can be thrown manually) then the DuPont Works 3 track will be a trailing point spur. If you’ll be returning then the best approach is to do set outs at DuPont Works 3 on the outbound (Westbound) run, and then do the pickups on the return (Eastbound) run.

Next, if you have work at Borg-Warner (1 or 2), head on up the branch (on your left just past DuPont, the switch can be operated manually). Do pickups and setouts for Borg-Warner, then reverse (back) up the branch back to the main line ... don’t try and service L.B. Foster Steel on the outbound run, the spur is facing the wrong way.

Next, back on the main, pull forward to KenWal Rope Manufacturing. Do any KenWal work you have, then you should block your train (put the cars in order) so that any cars destined for L.B. Foster are at the east-most end of the train. Run around your train. Now you’ll be “heading” the other way (although, unfortunately, in MSTs you can’t actually jump into the other, now forward-facing, engine, as would be done in the “real world”).

Note: If you dislike front coupler work, you can run this turn, but you should NOT check DuPont Works 1 or 2, or L.B. Foster Steel to be worked.

Drag your train “ahead” (Eastbound) using your front coupler. If you have work at L.B. Foster, then use the manually operable branch switch to shove up the branch. If you’ve blocked your train as suggested, you can cut off the rest of your train so you’re only

shoving the L.B. Foster cars up the branch. With the cars on your front coupler, you'll be facing the correct way to do pickups and setouts at L.B. Foster. After that work, head out of the branch, pick up the cars you left on the main, and do any work at DuPont Works 1 and 2. Also any pickups you still need to do at DuPont Works 3.

Parkersburg – Rayon Turn

A better “turn”, since there's a wye, with manual switches you can use to turn around. Again, check the “allow setouts to come from yard tracks in different regions” box. There are no other yard tracks (except the ones at Parkersburg) you'll need to worry about being careful not to check.

You'll assemble a train at Parkersburg Yard, then haul it to the American Rayon Industries Industrial Park, where all the switches can be operated manually. There's a runaround track and a wye so you have a lot of freedom to complete any given workorder in any order you choose.

The Rayon area is fairly complicated, and the locations of the spurs and the best way to service them is best understood using the maps included in the .pdf with the template zip file. Using the wye, you can avoid any rear coupler work should you so desire. There's also a run-around track available (“American Rayon Industries” spur) you can use to get on either side of the cars, as needed to service the various spurs, some of which face one way, others, the opposite. Whether you work with the front coupler or always stick to the rear, you should probably turn on the wye for the return trip. It's easiest to work A.B. Chance Plows after turning on the wye, running in the reverse direction. If you block your train when you have the chance (probably back at the “American Rayon Ind.” Spur) so that your A.B. Chance Plows setout are at the head of the train, then you won't have to shove the whole train up the Plows spur to set the cars out.

Parkersburg – Willow Island Turn

This is an Eastbound run. Assemble your train at Parkersburg East Yard, then proceed East, switching industries along the way. Consult the .pdf map to see which spurs can be serviced during the outbound (Eastbound) run, which need to be serviced on the return (Westbound) run, and which can be serviced in either direction.

You needn't run all the way to Willow Island. How far you'll go depends on which regions/spurs you choose to work. As with the other jobs, be sure and check the “allow setouts to come from yard tracks in different regions” box. There is also a yard track (“Willow Island Storage Spur”) at Willow Island. You shouldn't check this yard track to be worked, as doing so might cause SwitchList Generator to call for setouts at some of the spurs that can only be worked in the Eastbound direction, such as Fenton Glass, Johns-Manville, and others (or if you DO check that yard track, be sure NOT to call for work on any of the main line spurs that can be worked only in the Eastbound direction).

Note that just before the junction to the Willow Island Branch is a siding called “Waverly Storage Siding”. As the name implies, you can use the siding to store cars that won’t be needed up the Willow Island Branch, i.e., pickups made along the Eastbound run, and setouts destined for main line spurs such as Demuth Glass 1 & 2. Also if you want to be really efficient, you can do your setouts at Cabot Corp. Carbon Black on the outbound run, then the pickups on the return run.

There’s a wye at the branch entry (the junction with the main), but the wye has dispatcher controlled switches (you can’t throw them), so you need to follow the path. Take the branch to the left (the switch will be thrown for you). Service American Cyanamid on the way up the branch. Then work Willow Island Power, Pleasant’s Power, and Eureka Oil Distributors (the furthest up the branch) if necessary. After the work, since there’s no wye to turn on up the Willow Island Branch, shove your train back down the branch (towards the main line). This time the dispatcher will throw the switch to the East leg of the wye. After backing up that leg, you’ll be able to drag forward, and work any spurs as needed on the westbound run.

Willow Island Switcher

You can work Willow Island only (there’s plenty of switching to do there!), or, you can head Westbound towards Parkersburg yard and switch some industries along the way. If you’re going to do work outside Willow Island, you should check the “allow setouts to come from yard tracks in different regions” box. Otherwise it doesn’t matter. If you DO check the box, be sure NOT to check any of the yard tracks in Parkersburg to work (the job path starts at Willow Island).

Either way you SHOULD check the “Willow Island Storage Siding” track (the only yard track) to work. Your setouts will come from there. This can be a good, challenging switch job, with or without mainline running. If you call for work at any of the American Cyanamid spurs, you’ll need to run around those cars and do some front coupler work since there’s no turning wye up the Willow Island Branch.