

You will see by the Kennedy map, in Exshaw, there is the potential for a great deal of work to be done as there are quite a few industry leads and sidings. In actual fact it is my understanding that there is a switching crew permanently stationed there with their own switcher to perform all the switching necessary on a daily basis. They also go WB on the main and switch Baymag 2 N&S. That same crew will go EB down the long lead and do the necessary switching at the Continental Lime plant. That makes for a lot of front coupler work but it is possible with all the fixes available if you have problems performing these duties. When designing a WB work order, I kept the pickups for the whole complex on Exshaw 1 for the main line six axle motors to perform. They in turn would set out the necessary cars for the whole complex. On the EB run, Exshaw is the last stop so you could load up path "Gap to Exshaw" and purposely spend extra time there as though you were that permanent crew. The activity starts at Gap so you should start with a 10 - 15 car train and pick up additional cars at Gap. I have taken certain liberties with the loads in and out. For example, I use coal as the main powerhouse fuel although a coal car may have not have been in Exshaw for years. I do know that they experimented with burning old tires for a time. An excuse for gondolas loaded with old tires, I suppose. There are facing points to contend with but it is possible to switch with the engine front coupler and dragging cars back to Exshaw to run around. If you have poor results with the front coupler, do not check Continental or Baymag 2 for work. Those two industries are half the fun though. Just remember to assign 4 axle road switchers to the activity while in the appropriate box in the AG. Six axle locos are forbidden in all the sidings and spurs. I have excellent front coupler action when I use the CP GP38 # 3010 as the lead unit and the CP GP9U # 1648 as the helper.

Be well advised to switch Exshaw/Baymag/Lafarge/Continental with one engine. After arriving at Exshaw, disconnect the lead loco and do all the switching necessary with that one loco. There are some tight curves going into Baymag and one engine eliminates a lot of the bucking experienced with two locos.

Baymag, at one time, was a brick manufacturing industry that is pretty much shut down now but not in our little world. The same hopper cars used for cement can be used for the Baymag industry thereby saving the need for a different type of car.

Prototypically, the Lafarge shop track is used to store the loco out of the elements when not used but I placed a box car there. You never know when the shop crew need a wheel change or a spare part or two.

A couple years back there was an activity designed for the work at Exshaw. The whole activity was spent there in and around the yard. The activity was on the Train-Sim site. I have since lost the activity but if someone still has that activity, I would sure like to hear from them.

The route should have all the turnouts turned to manual, and signals to permissive. No attempt was made to place loaded vs empty cars at the different sidings.