

# Ohio Rail Activity Creation Templates

*For Activity Generator version 3 and later, Ohio Rail build 10, by Rich Garber.*

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## Ohio Rail Activity Creation Templates

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### Template Requirements

- To run this template you will need:

<i>Description</i>	<i>File names</i>
Full install of the freeware Ohio Rail route, build 10	or10_1_105634.zip (install first) or10_2.zip (install second)
Patch for Ohio Rail Build 10	or_b10_v1.zip
WV&O Rolling Stock Pack	oh_wvo_106473.zip
OR&W Rolling Stock Pack (v2)	oh_orw2.zip
Steam/add on rolling stock pack for Ohio Rail (adds a lot of car types used in this template).	or_steam.zip

All of the above files are freeware and are available at [www.avsim.com](http://www.avsim.com)

### ***HIGHLY recommended but not required:***

Rich Garber's Ohio Rail Upgrade	Ohio Rail Upgrade.exe
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Payware, available from Rich Garber's site, <http://www.edmfamily.com/msts/oh.htm>

This upgrade adds high quality scenery and removes most of the signals and dispatcher-controlled switches from the branch lines, making running switching activities much easier.

### ***Installation/Known Issues***

To install this template, simply unzip this entire .zip file into your \Train Simulator folder, saying "yes" to any overwrites.

***There is a bad VWOSW1500.eng file that is included with the rolling stock pack*** posted at Avsim. Use of this file will cause Activity Generator, and MSTs, to hang. We have included the fixed/updated file with this template. If you install this by unzipping into your Train Simulator folder AFTER installing the route and all rolling stock packs, this problem will be corrected for you automatically. If you don't install it this way, or, have a problem with this file, you'll need to find the file WVOSw1500.eng in this .zip distribution, and copy that file over the file of the same name in folder \Train Simulator\TRAINS\TRAINSET\WVOSW1500, saying "Yes" to overwrites.

## ***General Template Notes***

### **Rolling Stock packs.**

This template package includes templates to generate both Northbound and Southbound activities for both the Ohio River & Western (OR&W or ORW) and the West Virginia & Ohio (WV&O or WVO) railroads. Starting points are provided for every town in the route. Nearly all conceivable activities for this great route can be created/generated using this template package and Activity Generator version 3 or later, from main line runs, long distance locals, to turns and plant or single town switch jobs. There are more paths and starting points in this template package, than any other I've created to date.

I included railcars from the Ohio Rail Steam Add-on pack. There are no steam-based activities in this template, although you can generate these simply by choosing a steam engine as the player locomotive. The add-on pack is necessary because there are a great many railcars in that pack with specific cargos appropriate to the many industries on the route.

### **Signals and Switches.**

Rich Garber is a route and activity creation wizard, and so the signaling system on this route works better than nearly any other MSTS route. For this reason I recommend that you leave the signals and switches in their default states in most cases.

There are some instances though where you will need to use AG's "Convert Signals to Permissive" and/or "Convert Switches to Manual" features. If you are working in one of the many branch lines, such as Swik or Sarahville for example, you can do this conversion without concern, as there is no AI traffic running on these branch lines. If you purchased Rich Garber's Ohio Rail Upgrade (this upgrade is what inspired me to create this template) then you'll rarely need to do this as most of the switches are manual when needed and the signals have either been removed, or you can get dispatcher permission to pass them when needed by using the "Tab" key to request permission. However if you don't have the upgrade you'll likely have to convert the signals for the branch line work – even down in Swik there are some signals and switches for the switchbacks that are under dispatcher control in the non-upgraded version.

Also some of the industries are on opposite sides of the track from where the player path is, and you may need to operate some dispatcher-controlled crossover switches to reach them and perhaps get past a signal which the dispatcher won't grant you permission to pass. For instance, to work the west side of Dale when running Northbound, or to get into the wharf area by Enocell Barging on the WV&O you will need to do this. In these cases, I recommend starting with switches/signals in their normal/default mode, then, save when needed, convert, and reload the save. You may need to reverse direction

briefly for the save to take effect. Be sure to watch out for AI traffic when crossing the main line! Once safely on a branch line you won't have any encounters with AI traffic. Then once back on the normal path on the main line, save again and convert the switches and signals back to their default modes.

If you do experience problems with AI traffic on the main line (and none of our testing has uncovered any) you can always check the "Check here to generate an Activity with NO AI Traffic" box and generate the activity again.

## **Activity Creation Thoughts/Suggestions.**

I received some great suggestions via email and various forums about the types of activities people would like to create for this great route using an AG template. Although not a prototypical route, the route uses real geography and prototypical track arrangements for railroading in the era modeled. The default rolling stock and locomotives I used for the template are designed to represent circa 1955- 1965. But any era can be modeled.

### **Era Modeled – Steam & Diesel**

Since this is a diesel template, if you aren't running steam you may not want to check the "coal service" industries for work, since it is unlikely there will be a need to deliver coal to these locomotive coaling stations. However servicing the coal MINES is of course completely prototypical, and in the era modeled, coal wasn't traditionally handled via unit trains as is common today, but rather gathered from numerous small mines on a regular basis and finally assembled into larger trains in various yards to be hauled to power plants, an operation easily modeled with Activity Generator and this template.

### **Use of Template Paths and Start Points**

Some of the "paths" you can use are very long: the northbound Marietta – Cambridge path runs the entire length of the Ohio River and Western, from the yard just south of Marietta, all the way to Cambridge, the northernmost reach of the OR&W in the current route. However that doesn't mean you need to run that whole length. Selecting a path only really controls where you start and which direction the locomotive is facing – so with this path you'll start in Marietta Yard facing north. If you checked only tracks in Marietta Yard to work, you'd have a yard switch job, which would start, and end, in Marietta Yard (remember the activity will end as soon as all the pickups and setouts have been completed, if you use the default ending mode). Or if mainline running is more to your taste, you could start with cars already on your train (setting "Initial train length" to a number greater than zero), perhaps use the "Choose Locomotives" feature to put more power on the train and a caboose on the end, then choose the only "work" as being one or more Cambridge yard tracks. This would basically mean hauling that train all the way to Cambridge with no switching enroute, until arriving in Cambridge where you'd have

setouts on the Cambridge yard tracks you selected. Or you could run and work to any intermediate town on the main line, either with or without switching. You get the picture.

### **Suggestion for Prototypical Activity: Logging job and Mainline Service**

One user wrote me to say that it would be more realistic for the logging areas like Otten Lumber (a branch off Unionville) to use their own dedicated locomotives within the logging area. In the steam era a geared steam locomotive like a Shay would be typical. The logging loco would pick up empties from the local logging yard and deliver those to the logging areas; then, haul the loaded log cars out of the logging area back to the yard. It might take several trips for the small locomotive to do this with the switchbacks and grades involved. But that logging locomotive wouldn't run on the main line. Rather, the logging locomotive would stay within the logging area working only between the logging yard and various logging areas. Another job with mainline power would deliver more empties to the Logging Yard and pick up the loads the local logging switcher had set there. How would a scenario like that be simulated with this template?

#### ***Generating the local logging area job.***

First, you could create an activity that started in Unionville (the town to the north of the Otten Lumber logging areas on the logging branch). Use the logging yard as “source” tracks and the various logging areas (only) as the “work” tracks. Because AG fills the “Source” tracks with whatever types of cars are needed by the “Industry” tracks that have been chosen to be worked, this will cause AG to place empty log cars in the logging yard and call for pickups and setouts in the logging area (since the logging area tracks were “Industry” tracks AG will ONLY call for the correct type of car to be picked up from or set out to those tracks. You might use “Assemble Train” as the “end” event to prevent the activity from ending as soon as you pick up or set out your last car in the logging area for the most realistic activity (one in which you'd “tie up”, or end your run, back at the log where you started). Haul the log cars back to the logging yard, assemble the train, and the activity will end. Use “Change Engines” to select an appropriate sturdy (and likely older) switch engine or engines, whether steam or diesel, for this job.

#### ***Generating the mainline job that services the logging yard.***

Next, pick one of the “turns”, or a through train, that will work Unionville, either from the Northbound or Southbound templates. So you could start in Florence Yard and work to Unionville and back, or (probably a little easier) start in Marietta Yard and work to Unionville and back. Set up your “source” tracks for Marietta Yard or start with a train already built by putting a number in the “initial train” box. Then check only the “Logging Yard” tracks to work. When the “Logging Yard” tracks are used as “Work” tracks, only logging empties will be delivered to them, and log loads will be picked up from there. Note how using these tracks as “Work” tracks rather than “Source” tracks causes the tracks to have loaded log cars, rather than log empties, placed on those tracks – an important observation on how Activity Generator works.

You could run to Unionville and deliver empties and pick up loads and end the activity, or, run a turn with “Assemble Train” as the ending – picking up cars in the Logging Yard and returning to Marietta with the loads. An example of the settings used to build this activity is shown in Figure 1 below:

Figure 1 – Creating a “Turn” to supply the logging area from Marietta Yard.

## Summary

As you can see, there is a lot of variety in the activities you can create. Starting in the Marietta Refinery could mean picking up cars there and continuing on to work, or, just working the refinery. It’s fun to select the locomotive and caboose based on what you’ll do using the “Change Engines” feature – a “plant switcher” or yard job probably wouldn’t have a caboose, whereas a through freight (during the era modeled) usually would – and if there is a reverse move to protect, you’ll definitely need it.

## MSTS Bin.

There are plenty of wyes to turn on so you can run most of the turns with steam or diesel locos. However if you have MSTS Bin, you can use two diesels back to back like the prototype, then for the return run switch cabs and run around your train to head back. Or just to avoid using the front coupler. I highly recommend MSTS Bin for the front coupler improvements, cab switching, greater stability of MSTS and greatly improved frame rates. But that's up to you of course, Skyline Computing doesn't support MSTS Bin.

## Car Type Codes and Descriptions.

Because the WV&O and OR&W templates were created separately, we sometimes ended up with different car type codes for the two templates. Not all of these are necessarily used.

<i>Car Type Code</i>	<i>Description</i>
BAL	Hopper, Ballast Load
BX	Box car
CHM, TCHEM	Tank car, Chemicals, loaded
CHMT, TCHMT	Tank car, Chemicals, empty
CK	Hopper, Coke Load
CL	Hopper, Coal Load
CMT	Covered Hopper, Cement Load
CMTX	Covered Hopper, Cement Empty
CRT, CRATE	Flat car, Crate load
CVH	Covered Hopper
CVL, COV	Flat car, large covered load
FE, IRON	Hopper, Iron Ore
FMT, F	Flat car, empty
GMT	Gondola, empty
HPMT	Hopper, empty
L	Lumber Load
LG	Log Load
LGMT	Log car, empty
LI, LIME	Hopper, Lime load
OMT	Tanker, oil empty
OT	Tanker, oil load
SA	Hopper, Sand load
SCP	Gondola, Scrap Load
STL	Coil steel
GRN	Grain hopper
RFR	Reefer
SND	Hopper, Sand Load
T	Tank car

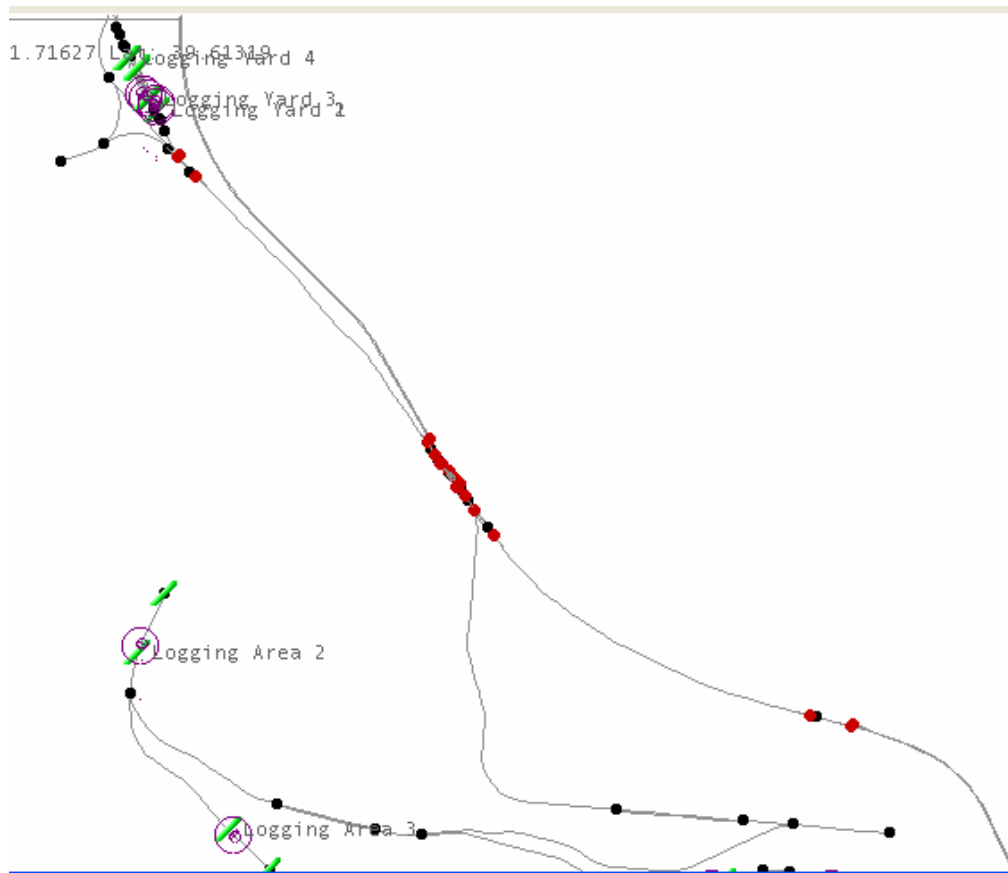


## OR&W Northbound Activity Creation Template

### *General Notes*

Rich Garber's signaling system works well and you should be able to leave the signals and switches in their default modes. Most of the signals have been removed from the branch lines and the switches there can be operated manually so for the most part you should be able to generate and run activities without converting the signals to permissive or the switches to manual.

However at certain junctions between the branch lines and main line it may be necessary to convert signals to permissive or switches to manual. If you do this we recommend leaving them this way while working the branch line but restoring them back to default once back on the mainline. For instance to get between Unionville and the logging yard there, and the logging areas just south of there, and indeed to get INTO that branch if on a mainline run, say, between Marietta Yard and Cambridge, you will likely need to convert switches to manual and signals to permissive to navigate the signal cluster in the middle (red circles):



For any regions indicated here as “optional entry regions” or for working on the other side of the main line (from the player path) you may also need to make these changes temporarily to get to the tracks needing to be worked.

## ***Path Specifics***

*Note: some paths have been added since this template was created, so there are a few more paths available than are described here.*

### **Caldwell to Cambridge**

This path starts in the town of Caldwell. There is no yard track immediately where you start so it would probably be best to start with a train already built (set the initial cars in the player consist greater than zero). While you could pick up cars to set out in Caldwell in Florence Yard, if you wanted to do that you would probably be better off using the Florence to Cambridge path. To work the “Porcelain Goods Maker” and the other industries on the south side of the tracks you may need to convert switches to manual and signals to permissive. Be sure and set them back once you head up the main line towards Cambridge if you decide to run that far (you COULD use this path simply as a “Caldwell Switcher”).

### **Cambridge switcher**

Start in Cambridge yard with a train already assembled, or assemble the train from the yard. You can work all the industries in Cambridge and Byesville if you like. To cross the mainline and get onto the Byesville branch you may need to convert signals to permissive and/or convert switches to manual.

### **Ephraim – Florence**

Start in the Mt Ephraim Logging area, near the Logging Yard, with a train already assembled or building your train from cars in the Logging Yard. This path runs north into Mt. Ephraim proper where you can service the industries or the coal mine, and then returns south all the way to Florence and Caldwell. There are reverse points in the path to run you around the wye. This could just be a Logging Area switcher, a Mt. Ephraim local, or make the full run to tie up in Florence or do setouts/pickups in Caldwell/

### **Florence – Ephraim Turn**

You can start in Florence with a train already assembled, or build your train in Florence yard. You run to Mt. Ephraim where you can work the logging area by either backing into it or turning at the wye in Mt. Ephraim and then heading into the logging area. Since

the logging area is on a branch a “turn” from a major yard like Florence is probably the way this area would be serviced.

### **Florence to Cambridge**

Start in Florence yard. You can service Caldwell or run up the main line to Cambridge. Most of the industries in West Florence will be facing point so be aware of that if you choose to work them (they are easier to service in the southbound template). OR you could use this path as simply a “Florence Turn”. You can run around your train if continuing north after servicing West Florence using the runaround track near Florence Aux Staging.

### **Marietta – Sarahville Turn**

Simple: start in Marietta Yard, run to Sarahville. There are no signals on the Sarahville branch so once you get into the branch you can turn on the wye there and do your work in any manner you choose. Then you can run back to Marietta to tie up if you like. You might want to use the “Assemble Train” ending to keep the activity from ending when you complete your last setout or pickup in Sarahville. That way the activity won’t end until you place all the cars you picked up in Sarahville in order somewhere – you could do that in Marietta Yard to “tie up” and end your turn job.

### **Marietta – Swik Turn**

Simple: start in Marietta Yard, run to Swik. There are no signals on the Swik branch so once you get into the branch you can work the switchbacks and turn on the wye there and do your work in any manner you choose. Then you can run back to Marietta to tie up if you like. You might want to use the “Assemble Train” ending to keep the activity from ending when you complete your last setout or pickup in Swik. That way the activity won’t end until you place all the cars you picked up in Swik in order somewhere – you could do that in Marietta Yard to “tie up” and end your turn job.

### **Marietta branch local**

Start on the Marietta Branch near Delaney Steel with a train already assembled. You will be facing west on a track with a runaround track adjacent to your starting point, so you can work from either end of the train and run around cars as needed to service Delaney Steel and the other industries there on the East end of the Marietta branch. Or just start there and proceed westward and service Merriam, Devola and Bessco. There is a reverse point west of Devola that will cause signals to clear all the way to Marietta Yard if you’d like to work that far or return the local to Marietta Yard. You might want to end with “Assemble Train” to make sure you finish in Marietta Yard.

### **Marietta branch turn**

Start in Marietta Yard and run up the Marietta Branch, working the industries there, then return to Marietta Yard (if you wish).

### **Marietta to Cambridge**

The longest run (of course you don't have to run all that way!). Start in Marietta Yard, work north into Florence, following the main line to the left/west into Cambridge. Or just work as far as you'd like. You could even make this a through main-line freight, with the source tracks in Marietta Yard only, or the train already assembled, and all setouts in Cambridge on the Inbound or Interchange tracks.

### **Marietta to Ephraim**

Start in Marietta Yard, working all the way north, except at Florence take the right/east path to head up into Mt. Ephraim.

### **Marietta Unionville Turn**

Start in Marietta Yard and work into Unionville and back. To work the logging area there you will probably need to convert signals to permissive, and it may be necessary to convert switches to manual depending on whether or not you hit the reverse point. Once back on the main line returning towards Marietta yard (if you decide to do that), you should save and exit and convert signals and switches back to default to keep from running afoul of AI traffic.

### **Reiner to Cambridge**

Start further north, in Reiner, just south of Reiner Yard. You can either start with a train already assembled, or build your train using Yd1, Yd2 and Yd3 as source tracks. You can reverse or turn on the wye to work the coal mines up the Reiner branch (there is another wye down by the mines to turn back the other way if you like).

### **Sarahville Switcher**

Start in Sarahville at the entry to the branch (assuming a road crew has left the train there and tied it down ready for you to start your switching work). You should start with a train already assembled, in other words use a number greater than 0 for “Initial Player Train”. This path works only the Sarahville branch. There is a wye in Sarahville so you can turn your engines as needed to service the industries.

## **Swik Switcher**

Start at the “bottom” of the Swik branch near the engine house. You can start with a train already assembled, source your train from the lower Swik yard tracks (Swik RR yd 1 & 2) or run light engines up to the “upper Swik Yard”, tracks Yard 1 – 4 (where local turns are likely to leave off cars for a Swik switcher) to source your train. This job works the Swik branch, only.

## **Unionville NB**

Start on the Unionville branch just off the mainline, facing north. You can start with your train already assembled, or source your train from tracks Logging Yard 1 – 4. Heading north you’ll hit a reverse point, when you back up towards the logging area you’ll hit the second reverse point to head north up onto the main line. You can work the logging areas, or not, at your option. If you have any problems with the signals at the junction of the branch and main lines, just convert the signals to permissive and switches to manual. Be sure to convert them back if you will be heading north up the main line. This path can also be used as just a Unionville local switch job. Or work all the way to Caldwell or Cambridge! The choice is yours.

## **WVO Southbound Template Notes**

### ***General notes.***

If you are running the Ohio Rail Upgrade released in 2007 by Rich Garber, a great many of the branches have had their signals removed and switches converted to manual, making it much easier to run activities on the branch lines. However, if you don’t have the upgrade and are just running Ohio Rail 10, and even if you DO have the upgrade, in some cases to get into some of the branches or work in them, you will need to use Activity Generator’s “Convert Switches to Manual” and “Convert Signals to Permissive” features. We recommend you first try getting dispatcher permission to pass a red signal (by using the “Tab” key) before converting the signals to permissive. When using this feature you should restore the signals and switches back to their defaults once you get back on the main line.

Every path is set up so that you can start with your train already built (by setting the “Initial Player Train” to a number greater than 0). For some paths this is recommended.

## **Running turns:**

To make sure the activity doesn't end after your last pickup outbound, if you want to run a turn all the way back to the point of origin (for example, starting in Zanesville Yard, working out and back and not ending until tying up at Zanesville Yard), we suggest using the “assemble train” activity ending when generating this activity and then assemble your train in Zanesville Yard after returning. When Activity Generator version 4 comes out you'll be able to select a “Destination Track” where all pickups at industry tracks need to be set out, so that could be a track in the yard or region where you started. In that case the activity will end when the cars picked up on the industry tracks have been set out on that chosen track but the order in which they appear in the train won't matter.

In our testing the AI traffic seemed to work ok even with the turns. However if you have problems with AI traffic we recommend simply generating an activity without AI traffic.

## ***Region Notes.***

Most of the regions are named after the town where the associated industry spur tracks are, with just a couple of exceptions:

**Piers.** In the area of McConnelsville, but on the “other side of the tracks”, are a number of industries along the Ohio River, the largest of which is Enocell Barging. The region where these spurs can be reached is called “Piers” in this template. In most cases you will need to set switches to manual and signals to permissive in order to get into this region to work.

**Hawkins Pier.** This is the pier area just north of Marietta near the refinery. It's really a part of the refinery branch, all northbound paths run through the refinery branch in case you have work there. These are mainly trailing point spurs in this southbound template.

**Z Branch Upper.** The part of the Zanesville Branch closest to the main line, just south of the Zanesville Yard. Northbound trains out of Marietta could service the industries there with a reverse move that isn't too long. Southbound trains could service this area too but will likely need to reverse to get back onto the main if it is necessary to continue south for further work.

**Z Sub.** This is the Zanesville Sub/Zanesville Branch that runs down to the steel mill and other industries.

***Path Notes.*****Cambridge South.**

Potentially the longest run in the southbound template. Start in Cambridge (an interchange point with the OR&W and division point for the WV&O) and run south. Can be a mainline run all the way to Marietta Yard, or just work as far as Zanesville – or anywhere in between, depending on where you call for work.

**Hawkins Pier SB.**

Start in Hawkins Pier (near the refinery at North Marietta) facing south. Most of these spurs are trailing point. It is probably best to start with cars already in your train since there is no yard in Hawkins Pier. Either just switch the pier as a local switch job, or return to Marietta Yard.

**McConnelsville SB**

Start in the yard in McConnelsville. Either head directly onto the mainline working southbound, or work in McConnelsville or the pier region ... or both. You could run this as a McConnelsville local job, a McConnelsville-Pier switcher, or a local from McConnelsville southbound as far as Marietta.

**Refinery SB.**

Start in the refinery facing south. This could be simply a refinery plant switcher, or, a local job servicing Hawkins Pier as well as the refinery, or, a train to Marietta Yard. It is probably best to start with cars already on your train when generating activities using this template.

**Zanesville – Limestone Turn.**

Start in Zanesville Yard, run to the limestone mine, and return.

**Zanesville – Marietta.**

Start in Zanesville, work southbound, as far as Marietta if desired.

## **Zanesville – McConnellsville Turn**

Zanesville is a pretty large town and the nearest town to the division point at Cambridge. This job starts in Zanesville Yard and heads south to McConnellsville. You can work the piers across from McConnellsville if desired, or just deliver cars to McConnellsville Yard for the McConnellsville local to deal with, and return cars from McConnellsville to Marietta.

### **Zanesville Branch Job.**

Start in Zanesville yard, facing south. Head down the Zanesville Branch into the Zanesville Sub, and return if desired. The primary Zanesville town local.

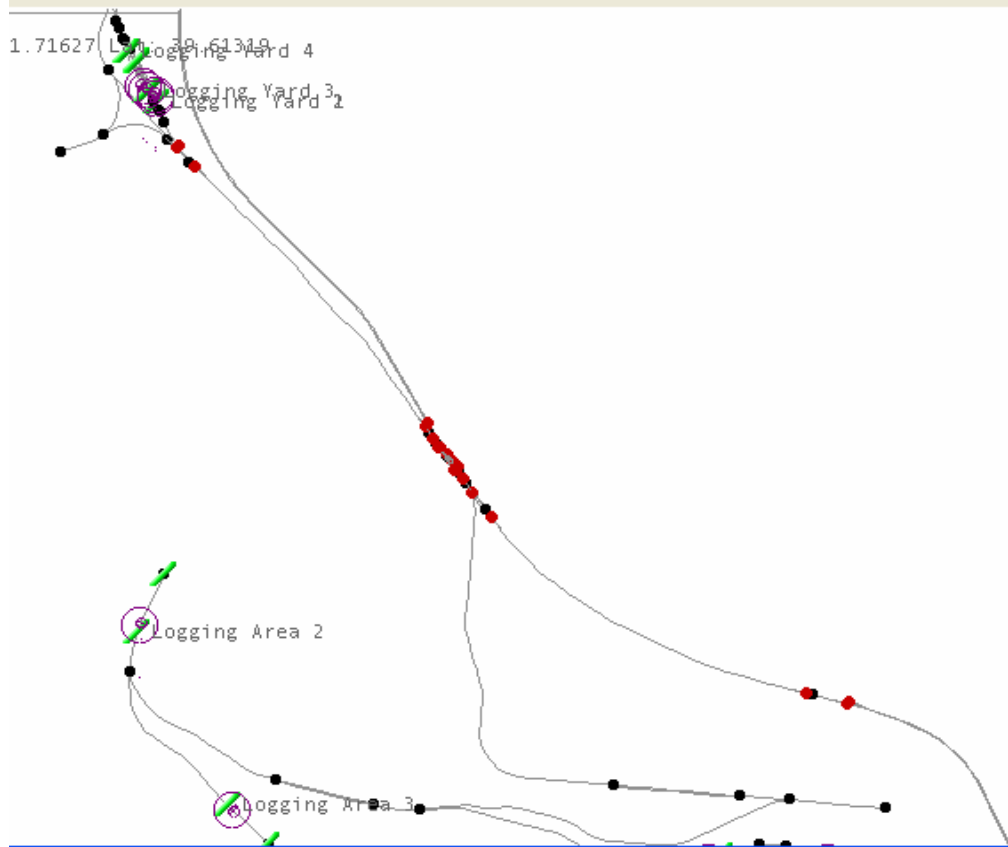
## **OR&W Southbound Activity Creation Template**

### ***General Notes***

Rich Garber's signaling system works well and you should be able to leave the signals and switches in their default modes. Most of the signals have been removed from the branch lines and the switches there can be operated manually so for the most part you should be able to generate and run activities without converting the signals to permissive or the switches to manual.

However at certain junctions between the branch lines and main line it may be necessary to convert signals to permissive or switches to manual. If you do this we recommend leaving them this way while working the branch line but restoring them back to default once back on the mainline. For instance to get between Unionville and the logging yard there, and the logging areas just south of there, and indeed to get INTO that branch if on a mainline run, say, between Marietta Yard and Cambridge, you will likely need to convert switches to manual and signals to permissive to navigate the signal cluster in the middle (red circles):





In order to work some spurs on the opposite side of the main from the player path, or to enter some of the branch lines, you may also need to make these changes temporarily to get to the tracks needing to be worked. As you approach a branch you need to work, use the Switching driving aid to see if the switch is thrown for your movement. If it isn't try and throw the switch manually. If you can't, convert the switch to manual.

## ***Path Specifics***

### **Cambridge South**

The longest southbound run. Start in Cambridge yard and interchange heading south. You can opt to work the Byesville branch – if you do you'll probably need to convert signals to permissive and switches to manual to get into the branch. You can work the industries in Cambridge also. Or start with a train already assembled for a mainline run.

### **Florence South**

Start in Florence Yard facing south. You can work the town of Caldwell or head out on the main. To reach some of the Caldwell industries you may need to convert signals and switches.

## **Marietta – Tessmocker**

Start in Marietta yard, heading to the Tessmocker coke plant to work the plant (and return if desired).

## **Mt. Ephraim Local**

Start in Mt. Ephraim Yard heading southbound. You can work the coal mine at Mt. Ephraim and/or head into the Mt. Ephraim Logging area further to the south to work, and return to Mt. Ephraim yard.

## **Mt. Ephraim South**

Start in Mt. Ephraim Yard heading southbound. You can work the coal mine at Mt. Ephraim and/or head into the Mt. Ephraim Logging area further to the south to work. This runs the full length of the OR&W, finally terminating in Marietta Yard (of course you don't need to run that far, the activity can end when you complete your last pickup or setout).

## **Reiner South**

Start in the yard at Reiner. You can work the Reiner branch coal mines, you may need to convert signals to permissive and/or switches to manual to pass the signal at the entrance to the branch. This path could be a Reiner local job possibly servicing the coal mines and bringing the coal loads back to Reiner Yard, or, you could start in Reiner and head south onto the mainline all the way to Marietta, with or without servicing the coal mines.

## **Sarahville South**

This could be a local Sarahville switch job, or, this could represent a return train from Sarahville running into Marietta yard. There is no yard in Sarahville so you should start with cars already on your train. You could also work Sarahville AND return to Marietta.

## **Swik South**

Start in the lower Swik RR yard. You can start with a train already built or build your train in the upper or lower yards (or both) at Swik. The "lower yard" consists of tracks Swik RR Yd 1 and Swik RR Yd 2. The "upper yard" consists of "Yard 1" through "Yard

4". This path can be a local Swik switch job, or, head south all the way to Marietta, working Dale if desired on the way.

## Tessmocker Switcher

Start in Tessmocker, work the plant. Probably best to start with a train already built, or use "Tessmocker 5 Staging" as a "Source" track.

## Unionville South

Start in the "logging yard" in Unionville facing southbound. This could be a local switch job servicing Unionville and the logging areas on the branch line, or, head south towards Marietta Yard (either with work in the logging areas or not). There is a wye in the logging area and another near the start point in Unionville so you can turn as needed. You may need to convert the signals to permissive and switches to manual either to run through the signal complex below to get to the logging area, or to get onto the main line after working the logging area.



## WVO Northbound Template Notes

### ***General notes.***

If you are running the Ohio Rail Upgrade released in 2007 by Rich Garber, a great many of the branches have had their signals removed and switches converted to manual,

making it much easier to run activities on the branch lines. However, if you don't have the upgrade and are just running Ohio Rail 10, and even if you DO have the upgrade, in some cases to get into some of the branches or work in them, you will need to use Activity Generator's "Convert Switches to Manual" and "Convert Signals to Permissive" features. We recommend you first try getting dispatcher permission to pass a red signal (by using the "Tab" key) before converting the signals to permissive. When using this feature you should restore the signals and switches back to their defaults once you get back on the main line.

Every path is set up so that you can start with your train already built (by setting the "Initial Player Train" to a number greater than 0). For some paths this is recommended.

### **Running turns:**

To make sure the activity doesn't end after your last pickup outbound, if you want to run a turn all the way back to the point of origin (for example, starting in Marietta Yard, working out and back and not ending until tying up at Marietta Yard), we suggest using the "assemble train" activity ending when generating this activity and then assemble your train in Marietta Yard after returning. When Activity Generator version 4 comes out you'll be able to select a "Destination Track" where all pickups at industry tracks need to be set out, so that could be a track in the yard or region where you started. In that case the activity will end when the cars picked up on the industry tracks have been set out on that chosen track but the order in which they appear in the train won't matter.

In our testing the AI traffic seemed to work ok even with the turns. However if you have problems with AI traffic we recommend simply generating an activity without AI traffic.

### ***Region Notes.***

Most of the regions are named after the town where the associated industry spur tracks are, with just a couple of exceptions:

**Piers.** In the area of McConnelsville, but on the "other side of the tracks", are a number of industries along the Ohio River, the largest of which is Enocell Barging. The region where these spurs can be reached is called "Piers" in this template. In most cases you will need to set switches to manual and signals to permissive in order to get into this region to work.

**N Marietta.** This isn't really much of a region, just a couple of spur tracks you pass going north out of Marietta, just before getting to the refinery. To work this area you will likely need to convert signals to permissive and signals to manual.

**Hawkins Pier.** This is the pier area just north of Marietta near the refinery. It's really a part of the refinery branch, all northbound paths run through the refinery branch in case

you have work there. To work Hawkins Pier using the Northbound paths you'll generally need to use the front coupler for some of your switching work.

**Z Branch Upper.** The part of the Zanesville Branch closest to the main line, just south of the Zanesville Yard. Northbound trains out of Marietta could service the industries there with a reverse move that isn't too long. Southbound trains could service this area too but will likely need to reverse to get back onto the main if it is necessary to continue south for further work.

**Z Sub.** This is the Zanesville Sub/Zanesville Branch that runs down to the steel mill and other industries.

### ***Path Notes.***

### **Marietta-McConnelsville Turn**

Start in Marietta Yard, work up to McConnelsville. You can end your run at McConnelsville (or sooner) or turn at McConnelsville and return southbound.

### **Marietta – Pier turn.**

Start in Marietta Yard, work into the pier area (Enocell Barging and nearby industries) across from McConnelsville. There is no wye to turn in the piers so if you will be running back south you'll either need to use MSTs Bin to change cabs or turn on the wye at McConnelsville. You can do work in McConnelsville also but you will need to convert signals to permissive and switches to manual to cross over the main line and get into the branch.

### **Marietta – Refinery Turn.**

Start in Marietta Yard, run to the refinery and back to Marietta Yard (if desired). You can also work Hawkins Pier – probably easiest to do after turning on the wye in the refinery.

### **Marietta NB.**

The longest Northbound run in this template (of course the activity can end after our last pickup so there is no need to run the whole length if that's not what you want to do). Start in Marietta Yard and run all the way to Cambridge, to set out cars to be interchanged with the OR&W there.

## **McConnellsville Dodger**

Start in the yard in McConnellsville and work the McConnellsville area. Can just be a McConnellsville switcher, or you can elect to also work the piers across from McConnellsville. There is a path to get you in to the piers but you may find it easier to convert the switches to manual and signals to permissive to get to Enocell Barging and other riverside industries. When doing this look out for traffic on the main line!

## **McConnellsville NB**

Start in the yard in McConnellsville. You can do work in McConnellsville before continuing north, or just head directly north. Work Zanesville, the upper Zanesville branch, or all the way to Cambridge.

## **Refinery NB**

Start in the refinery north of Marietta. This can simply be a local plant/refinery switcher and just pickup cars and set them out at the refinery. Or you can head north and work other industries. If heading north or working Hawkins Pier, it probably isn't prototypical to pick up cars like hopper cars etc. that might need to be set out at the other industries north of the refinery, so we'd recommend starting with cars already on your train.

## **Zanesville NB.**

Start in Zanesville Yard. You have a choice: you can make this a local Zanesville job, by calling for work in "Z Branch Upper" and "Z Sub". There is a wye at Zanesville yard so you can head south into the branch even though this is part of the "Northbound" template. Or, you can work the yard, only, and make this a transfer run to Cambridge. Still another option is to do both: do some local pickups and setouts in Zanesville, then reblock your train and head to Cambridge.

## **Zanesville Sub NB**

Start down in the Zanesville Branch on the Zanesville Sub. This could either be a switch job for the steel mill, or a local switch job. There is no real "yard" near this start point so it is probably best to start with cars already in your train. You can either end by tying up your train in the Zanesville Yard, or press on all the way to Cambridge.