Colton and Northern

An All Aboard Presentation

By Richard Garber



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1 Introduction

Welcome to All Aboard's second route for RailWorks, the Colton & Northern. A little longer and with more industries, I hope to present a stronger railroading feel for a North American route. There's plenty of mainline in this route but I would classify the Colton & Northern as mainly a switching route. With 30 industries, this route is bound to appeal to those who like to get their hands dirty with uncoupling and pushing rolling stock up and down sidings. I don't want to get to long winded with this introduction so let's roll up the sleeves and get ready to railroad!

1.1 Enhancements

While the route is fully populated with scenery, two additional enhancements to Colton & Northern can be applied:

From **3DTrains**:
Rural Landscapes http://www.3dtrains.com/products/rs1/rural_landscapes1.shtml
Scaleroad http://www.3dtrains.com/products/rs1/scaleroad.shtml

3DTrains Rural Landscapes foliage pack comes in two varieties and is focused on trees. The hi-res version, which I highly recommend, is available from the 3DTrains main product pages. A lower resolution is included in this add-on.

3DTrains Scaleroad pack also comes in two varieties. The hi-res version, which I highly recommend, is available from the 3DTrains main product pages. A lower resolution is included in this add-on.

If you already have these items, you do not need to purchase them again as RailWorks will make automatic use of them.

1.2 Background to my research

After releasing the Rascal & Cottonwood, a few friends and I were discussing what should be my next release. It was a cheerful gathering when the subject of David Penn came up. The room quickly grew silent. Mr. Penn, as we addressed him, was a cheerful man who often drifted into detailed stories from his past about a stretch of rail between two towns named Colton and Westin.

His stories were always told with great clarity that we never suspected them to be anything but the truth. However, when we did our own research on the rail line David spoke of, we couldn't find anything in any railroad literature that attested to the route's existence. At length, we discussed it, and decided I should try once more to learn of the truth of this matter. David often spoke fondly of a man named Kyle Ferguson who was an engineer on the Colton & Northern. Maybe he could clear up the confusion. David's widow, who still survives, knew of Kyle and gave me his telephone number.

I was somewhat hesitant to think I could do the Colton & Northern. How difficult would it be to base a route on what might be no more than folklore? Puzzled as I

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was, I made the phone call. Kyle Ferguson explained to me in a rough raspy voice, interrupted only by his smoker's cough, that he understood my dilemma. He confirmed David's part in the history of the line and his being an engineer with one of the railroads that ran the route. This came as quite the shock for me that someone could actually attest to its existence. It piqued my interest even further. So I just had to ask him to tell me as much as he could about the Colton & Northern. In the hours I spent on the phone with Kyle he gave me more than enough information. More amazingly he says the route still survives!

Every so often during the call I had with Kyle, I would ask him if he would even just tell me which state the Colton & Northern resided in, I could then locate it on a map. Instead of answering me directly, he would instead get overly animated and with exasperation say, "It's there right there on the map!" Kyle is elderly and I didn't think it would do him any good to rile him any further so I would drop the question. But oddly, and just like David, his intimate recall of the topography, the surrounding communities, and its history was profound and matched David's recall exactly.

As RailWorks doesn't require me to plug in coordinates, building this route based on Kyle's and David's description won't be a problem. As I built the route, I would send pictures to Kyle and he would suggest I raise this a little bit or make that a little lower until it was perfect. Kyle also put me in touch with other people who told me many stories from the days of the Colton & Northern. And when I sent them pictures of my progress, after Kyle's inspection, they would all respond "perfect!" Yet to this day I have been unable to find any conclusive evidence that the Colton & Northern was, or is, real.

The history of the Colton & Northern line is intriguing. Two towns, some odd number of miles apart had little to do with each other. Nothing connected them except for some backwoods roads and a few small communities between. Westin, the northernmost town, decided that if it could expand, north was the way to go. Colton, the southernmost town, saw no reason for expansion at all. And if it did, they would want a rail line to head south. As fate would have it, a series of raw material discoveries did bring interest from the railroads. These quiet communities, nestled in the hills of somewhere, suddenly awoke to progress.

Speaking with Kyle and his friends, and this is where you can play a role in this too, they say the Colton & Northern route lives on and is still getting the job done. Diesels are pulling trains to over 30+ businesses along the Colton & Northern. For Kyle's story telling I was even able to recapture over 20 typical assignments the engineers of the Colton & Northern likely faced.

You're going to love this route! But before I prattle on too long of my own adventures in discovering the Colton & Northern, let's move on to the history and more!

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1.3 History of the Colton & Northern

While the Colton & Northern may look and feel like a contemporary route in North America, the truth is it can't be proved that any of it ever existed. What I'm about to share with you is a story told to me by many people who swear this is all true.

You see, before the Great War, World War 1, coal was becoming a big commodity as the country began its industrial revolution. It was only natural that coal execs were always looking for the next big coal strike. As it were, just north of Colton and south of Westin, coal was found in the hills of Pine Bluff.

Even today, Pine Bluff is just a small town. Back then it was even smaller. In fact, you didn't go to Pine Bluff for coal; it was a town with a small lakeside resort. That's right, a place to get away from it all. However, one day, company execs from a popular coal mining company took to hiking into the Pine Top area which is a small nearby community of gold prospectors. The hikers noticed the shape of the tallest mountain in Pine Top and thought it looked perfect for a hidden coal reserve. Weeks later, they brought up a prospecting crew and after securing mining rights, mined for coal. Within time, they found coal.

There already was a small railroad line in Westin and it stretched northwards. Would you have guessed there wasn't any rail service to Colton from Westin back then? There wasn't any reason for it. But after the word got out that Pine Bluff had coal, railroads in the area of Colton became interested.

Now before I go any further with this "could be" folklore tale, I have to tell you that the line from Westin and northward was none too popular with the folks that either rode it or serviced it. When it comes to railroading, all railroads get mired in politics. That particular line, was the victim of a big railroad fight between two railroads, each trying to outdo the other for trackage into a city just north of Westin. Because of this fight, very little money was spent on the Westin line itself and hence the line saw very little servicing of the right of way. Besides that, the rail itself wasn't of the gauge needed to support fully loaded coal trains and this caused track speed to be kept low to avoid damaging this lighter gauged rail.

So, of course this concerned the coal mining execs that would regularly visit the Westin rail yard only to see a yard full of coal cars waiting to be moved. Up to that time, the Westin Yard mostly saw logging cars from the nearby logging industries. The extra coal traffic was creating a bottleneck for the Westin line and nobody had a solution. The coal execs became very concerned their coal bonanza would only waste away in the Westin yard.

It was soon learned that another railroad, which operated south of Colton, was approaching state commissioners and these same coal-mining execs about a plan to run a rail line from Colton to Westin. You would think this would have seemed like a gift from heaven for the coal mining execs but it wasn't received that way at all. No sir! These coal execs were adamant that the rail line from Westin needed to be improved instead. Why move coal south, they argued? Well, in those days when steam engines were a bit smaller, they were making a good argument as heading south and then eventually north would have taken considerably longer. Surprised by this response, the railroading execs were then none too pleased that their own plan to build the line from Colton to Westin could amount to nothing. However, in weeks

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to come they decided to go ahead with their plan, insisting to themselves the coal mining execs would soon come around to their way of thinking.

It took a little longer than it should've but eventually the rail line was laid between Colton and Westin. It took longer than a couple of years due to having to dig two tunnels into the mountainside; but the mainline was in finally in place. The story goes on to explain that even as the Westin line fell further into disrepair, the coal mining execs still stubbornly clung to the belief that the Westin line was still the best way to go.

Much of what happened since the opening of the Colton to Westin line left little for fanfare. But the marvel of Pine Bluff happened again. A company survey technician from a well-known limestone mining company was hiking just north of Pine Bluff when he spotted what looked to be limestone deposits. Immediately he checked into securing mining rights with the state and after doing some research found that the limestone deposits were only the surface of what amounted to a large limestone reserve. Before long, this limestone mining company was moving heavy equipment and buildings up the steep road from Lancaster to Pine Bluff to build the largest limestone mining and refining facility in the region.

You can imagine the excitement this caused the railroad execs who built the line from Colton to Westin. Smoke-filled rooms with whiskey flowing freely amongst the company execs prevailed until agreements were hammered out. Before long, trains with limestone were rolling along the rails of the new line. The limestone was taken from Pine Bluff to Westin where the engines were turned around, and then journeyed down the mountain to Colton. None of this went unnoticed by the coal execs who still muttered about the miserable condition of the Westin line and the many delays and derailments the deplorable track condition caused.

It wasn't too long after that, that the coal mining execs were also in hysteria as mining research led to second coal strike within the Westin Heights area. As exciting as this should be, the coal execs also realized this would cause even more bottlenecks at Westin with their insistence that the coal be moved north out of Westin. And that's what happened.

In early 1918, as the Great War waged on, the coal execs finally relented and decided they were going to have to move the coal south through Colton. Entry into the Great War was soon inevitable. Negotiations between the coal company and the railroad execs representing the Colton to Westin line began in earnest. This inflamed the Limestone company execs who argued the extra traffic would create bottlenecks in Colton.

I have to tell you that this fight didn't go unnoticed by the people who lived along the right of way. You've heard of the cattle and sheep wars out west? That's what this became. Folks who worked either for the coal company or the limestone company began fighting as they saw their livelihoods affected by this transition. Fortunately, the railroad companies themselves weren't sitting around waiting for things to cool down. Newer steam engines with greater hauling capacity were ordered and the railroad execs proved the new equipment could move the extra tonnage minimizing delays. This quickly smoothed over any ill feelings and life along the line returned to normal.

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In late 1918 The Great War ended, then in 1921 limestone was found in Chambersburg which rekindled the fighting over traffic bottlenecks again. Now I would be lying if I didn't tell you there were a few suspected killings over this matter the first time around. Though it was never proven, the fear that the Chambersburg limestone discovery would fuel similar disputes had some fearing that this little bit of progress wasn't worth the trouble.

But also in 1921, great events happened. The war economy turned into a bustling economy for the whole country. People invested and spent money like there was no tomorrow. Cities grew, music became louder and faster, and women started wearing funny looking dresses. With everything happening so fast, industry growth did likewise. In Westin and Colton, foundations were laid for bigger industries. Farming grew plentiful in the valley near Dugan County. Small communities like Tucker, Lawrence, Penn Heights and Shiloh saw growth where only a short time before they were hardly noticed.

"Nothing can go wrong when you're that strong" they sang just before the depression of 1929 hit. The Westin and North line went into bankruptcy and any future hope for coal to move north out of Westin was dashed. While in Westin they lamented the loss of the line, the railroad execs for the Colton to Westin line announced they planned to double-track the whole line. Most of this went unnoticed by the communities as they struggled to just get by during the Depression years. However, the timing was bad and the double-track expansion was soon abandoned.

Like everything else, the Colton and Northern line struggled. The closing of the Westin and North line meant that the logging industry would need to use the Colton and Northern line as well. Investment in new steam engines was slow, and so the rail line bogged down due to the extra traffic. Passing sidings were built as a temporary relief measure in lieu of the double-tracked mainline that never materialized.

The next few years saw little change but then in the mid thirties an ominous sign loomed that just maybe the Great War wasn't the last one after all. Nervous heads twittered and fretted as the sound of Iron Crosses and heavy machinery moved across the fields of Europe. A new conqueror threatened the peace. With the invention of the radio, the populous was better able to keep abreast of newsworthy events and a real fear replaced the nervous jitters. We know from history that a sleeping giant was about to awaken.

The War Department was generously funded in 1940 and where there were no significant Military preparations before, it was happening now. The country retooled itself for war and suddenly coal and limestone was needed in abundance again. Men readying themselves for war needed transportation and the railroads were ready to answer the call. And the barely surviving Colton and Northern rail line ramped itself up for what was to become the greatest mobilization of industry the world had ever seen.

1941 ended with a bang and the country was at war again. Steam trains puffed through the hills and valleys to Colton bringing loads of coal, wood and limestone to fire industries to build tanks, airplanes and other such weapons of war. Other industries retooled for war and so brought materials and goods to Colton and the

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yard there was expanded to accommodate the incoming surplus of outgoing rail cars. The line prospered once again, earning itself a permanent place in history.

After WW2 ended, the permanence of the Colton and Northern line was assured. While the railroad mergers, which happened decades later, were somewhat unkind to the railroad industry in general, the Colton and Northern saw its fair share of takeovers, but survived. The modern years for the Colton and Northern line had its own worries. With the many types of industry that depended on bulk delivery of coal withered, the coal industry sank into retreat and has not ever really recovered. Long coal trains that once ruled the Colton and Northern line are scarcely seen nowadays though it does happen still, on occasion. Limestone is still in demand but as the country is choked from one recession to the next; even limestone deliveries are down significantly. Yes, the line still survives today, if only because there is still just enough needed from each of the raw minerals that keeps the trains going, though they are fewer and shorter than once was.

Such is the history of the Colton & Northern. When exactly the line began to be referred as the Colton & Northern isn't known for sure. Some believe that it happened when the Westin line, long neglected and forgotten, was revitalized in the 1960's and was assumed to be a part of the Colton to Westin line. Revitalized, the Westin line never became the solution it was envisioned to be by the coal execs. These days, the line is used for local deliveries and a tourist excursion or two, but it never became the connecting bridge line the original coal execs thought it would be.

1.4 Colton & Northern Today

To this day, the stories of the Colton & Northern continue. Maybe it's a simply a nice tradition that people like to keep up, anyway, I will relay it to you as the story has been told to me.

Currently, a modern class railroad owns the Colton & Northern line. I can't tell you which one it is because this is where the narration gets murky. Follow me on this. The folklore surrounding the Colton & Northern is quite well known throughout the country. Depending on who is telling the story, the railroad in the region of the storyteller usually becomes the owning railroad of the Colton & Northern line. And I have heard some even tell the modern version, where the owning railroad will even be one of those small "mom and pop" railroads if you can believe it. This means that whatever railroad brand name you prefer on your copy of the Colton & Northern will likely to be correct!

So as it stands, the Colton & Northern survived the train mergers that dominated the 70's through the 90's. When the millennium arrived, the Colton & Northern crossed the century mark but several things happened. First, the rail yards were narrowed. Much of the yard and servicing track was ripped up and disposed of. The abandoned railroad servicing structures were either torn down or refurbished for whatever use seemed justifiable. The old dilapidated structures used in the heyday of steam were also torn down. The Colton Rail Yard still houses a repair facility and supporting shops. The small roundhouse and servicing sheds found at the northern end of the Colton yard are still in use, but are also scheduled to be torn down eventually. The Westin Yard lost most of its facilities except for the turntable and one engine shed.

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It's not unusual for the average person who lives along the line today to have little memory or knowledge of the keen role that the Colton And Northern line played in history with so much of the rail line lost to downsizing.

The number of customers for the line is down from its heyday during the war years. People have little regard for the existence of the line and some even argue that the train whistles should be silenced when the trains move through the towns. Even in modern folklore the reality of things present slip into story and railroading along the Colton & Northern is just as much taken in as a nuisance for the average person as loud rock music from the car behind is to you.

Kyle Ferguson, who is a popular character in the story of the Colton and Northern line, fondly remembers the day when he was an engineer on the line. "Back then we were something. We were important. But now, nobody remembers us." Such is the sad affair of most railroads in America and the Colton & Northern is no exception. But the men and women who make up the railroad and ride the line are of the same breed as their distant brethren.

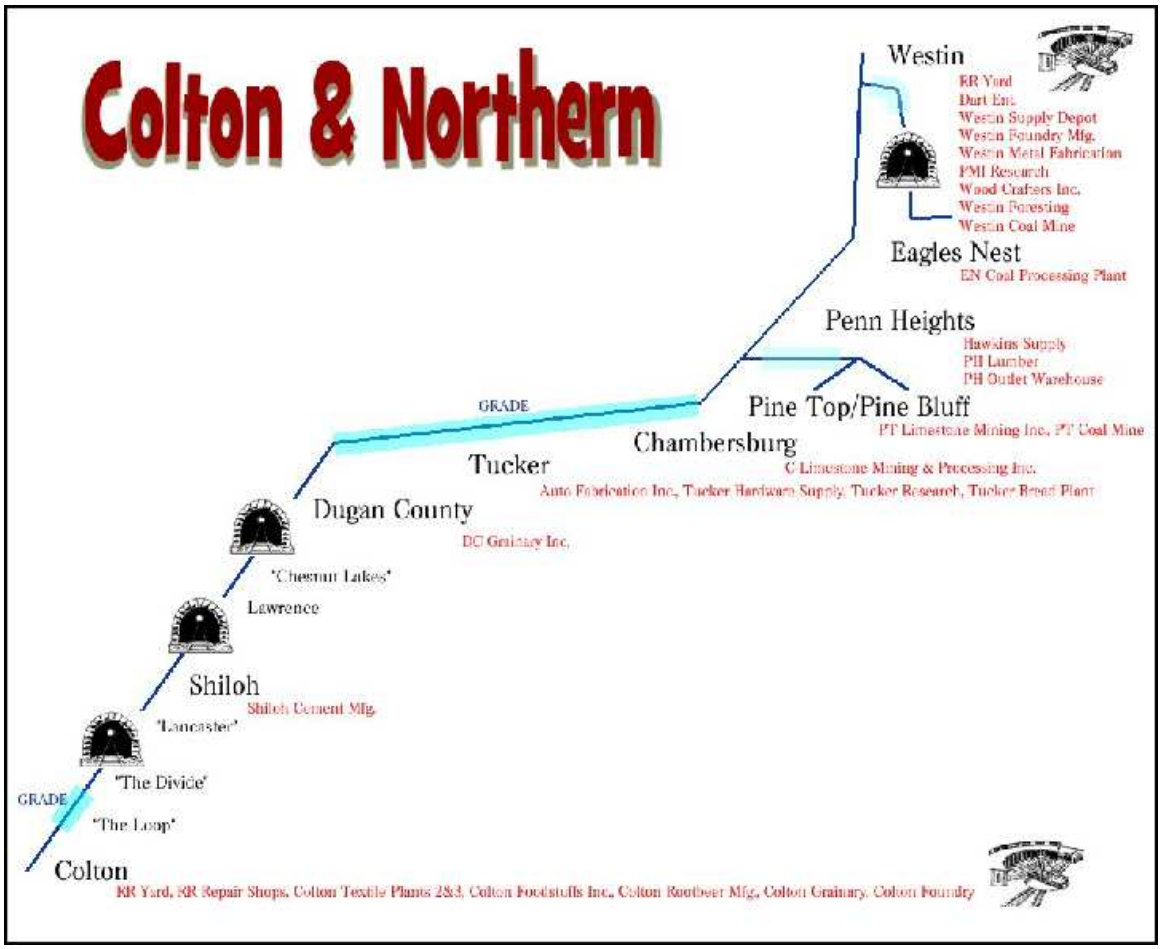
You too have a chance to be a part of that heritage when you climb aboard your engine and push the throttle forward. It's a tough job where the hours are long and the work is hard, but you're proud of your part in keeping the railroad going and the line open. So don your engineer cap and punch the time clock, it's time to go to work. The story of the Colton & Northern is about to continue and you're the reason why. Within moments you'll throw the virtual switch to open the world of the Colton & Northern into your home. And none other than the yard foreman will be there waiting for your arrival with the day's manifest in hand.

It's time to roll!

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2 Colton & Northern Charts

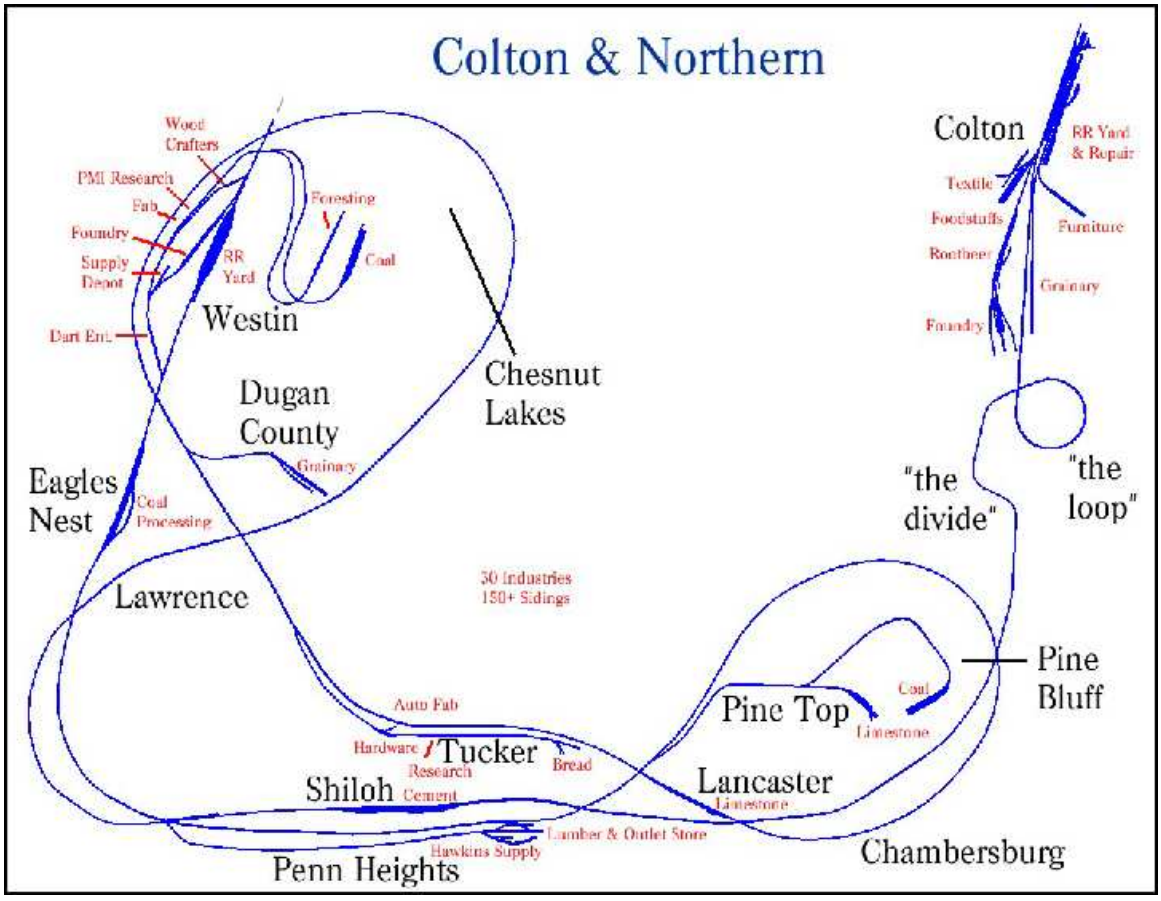
2.1 Map 1



This chart depicts the linear progression of the Colton & Northern. Listed beside each town are the accompanying industries and railroad facilities. The light blue highlight indicates that a grade is present for the duration of the highlight. The turntable clipart indicates a working turntable is present in that town.

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2.2 Map 2



This chart shows the Colton & Northern as it is represented in RailWorks. You can access a similar map while you are driving the route by pressing the 9 key. If your mouse is equipped with a mouse wheel you can zoom in and out of your current map location with a twist of that wheel.

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3 Scenarios

Before you run any of the scenarios that recreate the standard operating procedures which are implemented on the Colton & Northern, you should read this section. In here I will briefly relate to you why and how the engineers on the Colton & Northern did their work. Keep in mind first that these instructions are a composite of the different railroads that operated along the Colton & Northern.

First and foremost, of all the regulations, is 'safety first'. Derailments have been few along this line but they have happened, and some with near catastrophic consequences. So be careful out there when you're driving your train.

1. Track mainline speed for the Colton & Northern is 40 mph. The railroads that operated on the Colton & Northern never saw a reason to lay high speed or heavier rail. Especially in the summer when the rails get hot, speeds above 40 mph cause the rails to expand. Too much expansion and they begin ripping at the ties loosening the spikes and a heavy train will turn the rail easily. So always keep your speed on the mainline to 40 mph and less. With that said, the track can withstand speeds of up to 45 mph but this is not recommended!

2. Yard Speed is at 15-20 mph. Generally the smaller yards should see an engine doing a maximum of 15 mph. In larger yards, a 20 mph speed is acceptable but not advisable. With people moving about and clutter more likely to happen it's better to be safe. However 20 mph is acceptable if done reasonably.

3. Branch line speed should be anywhere from 15 mph to 25 mph. Here discretion is advisable. If you leave any parked freight on the mainline while doing branch line operations, the dispatcher encourages you to get about your business quickly. In all cases, the train dispatchers must be aware that you left parked freight on the mainline. As you traverse a branch line, the train speed will also take into consideration the length of your train. Naturally, if your train is longer, it is advisable you use slower speeds. Branch lines typically incur more interaction with road vehicles who do not always acknowledge train right-of-way. Hence, discretionary speed is highly advisable at all times.

4. Treat spurs and any smaller sections of track like industry entry points as the same as yards. Though less travelled, and more out of the way than spur lines, some industries do have road vehicular movement which could impede your safety. Once again, discretion over speed is advisable but should be limited to a maximum of 15 mph in most cases.

5. Whistle blowing. This is an ongoing issue between the communities and the railroads and is no exception here. Until provisional ordinances dictate otherwise the continued use of the train horn is mandatory, even at inconvenient hours.

Use these rules and your comfort zone with the Colton & Northern rail line will be high. Though each railroad, depending which era you speak of, is likely to have some variation of the rules to contend with.

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The pattern of operations for the Colton & Northern line is fairly predictable. Most freight operations were localized to the respective industries. Mainline operation, where a train simply passes through a region, didn't happen very often on the Colton & Northern with Westin being the end of the line. Only in the most modern extreme sense when the Westin line was revitalized, do we see more mainline operation take place. So the bulk of your operations on the Colton & Northern will likely be of the switching variety with minimal transport of freight between Colton and Westin. By no means am I suggesting that longer haul simulations don't take place in these reconstructions. Standard type runs which typify repeatable weekly or monthly tasks; indication is that mainline running wasn't the norm. However take great pride that you will be doing reconstructions of what makes American railroading world renowned with its usage of large powerful engines that do battle with the many elements of what typifies American railroading.

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4 Scenario Walk-Thru

4.1 Colton Shops (Repair Shop Pickup-Delivery)

Description: 3 coal cars are repaired and ready to be set out.

Your start point is the Colton Engine Shed. Proceed forward to couple to cars in the Repair Shed (front coupler). Push the cars straight out to the Repair track #8 and uncouple. Return to Repair Track #5 and couple to waiting cars (front coupler). Pull cars to the Repair Shed and uncouple. Return engine to Roundhouse #23 track. Scenario ends automatically.

4.2 Colton Yard Parts Assignment (Pickup/Delivery Parts in Colton RR Yard)

Description: Deliver repair parts within Colton RR Yard

Drive engine forward to far end of yard and then back into Yard track #3 to couple to the waiting boxcars. Pull boxcars forward to clear Yard #3 and then backup to Parts #13 track (wooden depot) dropping off designated boxcar. Pull forward again with the remaining boxcars until you clear the switch to track #10, and then backup to Parts #10 track and drop-off remaining boxcars. Return engine to Roundhouse #23 track and scenario will end.

4.3 Colton Granary Delivery (Deliver 7 grain cars to Colton Grain)

Description: Take the 7 grain cars in the Colton RR Yard to Colton Grain. Observe branch line speed - 20 mph

Drive engine forward to far end of yard and then back into Yard track #3 to couple to the waiting covered hoppers. Pull hoppers forward to clear Yard #3 and then backup to Colton Auxiliary track (#16). Pull the train forward down the branch straight ahead dropping off covered hoppers at Colton Granary #1. Pull straight ahead after uncoupling from the covered hoppers and use the run-around track to return the engine to the engine shed track #17. Scenario ends automatically.

4.4 Colton Granary Pickup (Pickup 10 grain cars from Colton Grain)

Description: Ten grain cars are needed to be picked up from Colton Grain. Bring the grain cars back to the Auxiliary track specified in the instructions.

Drive engine to the far end of the yard and continue on down the branch until you arrive at Colton Granary #4 and couple to the covered hoppers waiting. Pull the covered hoppers straight back to Colton Auxiliary track beside the Repair shed and uncouple. Return engine to engine shed track #18, activity will end.

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4.5 Colton Foundry Delivery (Deliver 12 coal cars to the Colton Foundry)

Description: From the coal processing plant, Eagles Nest, 12 coal cars were delivered to be taken to the Colton Foundry. Branch speed is 20 mph

Your start point is at one end of the Colton RR Yard track #2 where you pull forward to couple with 12 full coal cars also waiting on Yard track #2. Push these cars through the end of the yard to the branch line which goes to the Colton Foundry. Push the coal cars carefully into Colton Foundry #6 and then uncouple. Return the engine the same way you came to Engine Shed track #17. Scenario ends automatically.

4.6 Working the Colton Textile Mill (Handle scheduled drop-offs)

Description: The Colton Textile Mill has a short delivery to be made. It can be a little tricky. Branch speed is 20 mph.

Your engine starts at the track parallel to the Repair Shed. The next track over Aux #16 has 1 full coal car and 3 boxcars waiting pickup. Back your engine up to couple with the front coupler to the coal car. Then back through the switches you came through and proceed down the track you started on to the far end of the yard so you can backup to the 2 boxcars on Aux #16. Your train configuration should be one coal car in front with two box cars being pulled behind. Proceed to the Colton Textile Mill and drop off the coal car on track #5 (Coal). Back your train up through the preceding switch and then move forward again throwing the switch to couple with the 2 boxcars on Colton Textile #4 track. Pull back through the switch again and enough so that you can deposit the 2 boxcars on Colton Textile #2 track. Backup your train which should only have the 2 original boxcars in tow to the Colton Textile #4 track again. Straighten the switch behind you so you can backup the boxcars into Colton Textile #6 track. Uncouple from the boxcars and retrace your path back to the Colton Yard. Continue on through and stop at the track parallel and in front of the Yard tower. The scenario will end automatically.

4.7 Shiloh Cement Delivery (Take 3 coal hoppers to Shiloh Cement)

Description: Shiloh Cement is running low on coal. Taking 3 coal hoppers to Shiloh Cement is your assignment. You're already coupled to the coal cars so get going. Mainline track speed is 40mph, observe signals.

Your engine is coupled to 3 coal hoppers destined for Shiloh Cement. Proceed via the mainline to Shiloh Cement at 40 mph. Drop off the 3 coal hoppers at the coal bin and move forward to execute a run-around. As soon as you clear the switch the activity will come to an end successfully.

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4.8 Shiloh Cement Delivery Return Trip (Bring back to Colton RR Yard empty hoppers from Shiloh Cement)

Description: Bring back to Colton RR Yard the 5 empty coal hoppers from Shiloh Cement. Mainline track speed is 40 mph, observe signals.

This is a sequel to Shiloh Cement Delivery. Picking up where you left off, back your engine through the run-around track at the coal bin at Shiloh Cement. Back up until you clear the Shiloh Cement track #4 switch. Then, precede onto Shiloh Cement track #4 and couple to the 5 empty coal hoppers. You will be running back to Colton long-hood forward. Pull your train from Shiloh Cement track #4 onto the mainline, observe signal and 40 mph speed limit, all the way back to Colton RR Yard. Precede onto yard track #3. After uncoupling from the coal car the activity will end automatically.

4.9 Delivery to Shiloh Cement #2 (Take covered hoppers to Shiloh Cement)

Description: 14 covered hoppers are waiting on the Colton Yard auxiliary track. Couple to them and run them up to Shiloh Cement. Mainline speed is 40 mph. Observe signals.

From Colton Yard Engine Shed move straight ahead until you reach the far end of the yard. Precede just far enough to backup into the Colton Auxiliary Track #16 and couple to 14 covered hoppers. After coupling leave the yard and head to Shiloh Cement Track #3. Uncouple from the covered hoppers and the activity will end.

4.10 Delivery to Shiloh Cement #2 (Part 2) (Return Trip to Colton Yard)

Description: 14 covered hoppers are returning to Colton Yard with you. Track speed is 40 mph, observe signals.

At Shiloh Cement you are coupled to 14 covered hoppers to be taken to Colton Yard (track #2). Proceed forward onto the main and drive the engine back to Colton Yard (track #2). Uncouple from the covered hoppers and the scenario will end.

4.11 Dugan County Granary Drop-Off (Drop-off covered hoppers at Dugan County Granary)

Description: Part of your run to Tucker includes a Dugan County Granary drop-off of 6 covered hoppers. You're presently stopped on the mainline at Dugan County before uncoupling the 6 grain cars from the train. Do the drop-off and then couple to the train.

The train starts off stopped at the Dugan County Staging area. First uncouple the 6 covered hoppers destined for Dugan County Granary. Then proceed ahead to Dugan County Grain. This scenario offers a puzzle of sorts because the destined siding (track #4) doesn't have an end around to manoeuvre your engine out from. Therefore you will need to stop the train before the siding switch and throw it so you can run your engine around the train and push it from behind into the destination siding (track #4). After pushing the covered hoppers into track #4, reverse the engine back out onto the main and couple to the rest of the train. The scenario will end successfully.

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4.12 Tucker Auto-Fab Drop-Off (Drop-off 1 boxcar to Tucker Auto-Fab)

Description: Your train is stopped at Tucker Staging en route to Westin to do a single drop-off at Tucker Auto-Fab. This is a little challenging because the boxcar to be dropped off is in the middle of your train.

To accomplish this scenario you will need to pull part of the train and the boxcar into the auxiliary siding and execute an end-around after dropping off the cars. Come up from behind the train and couple to the boxcar uncoupling from the rest of the cars on the auxiliary track. Pull the box car beyond the switch to the drop-off siding. Then push the boxcar into the siding. Uncouple from the boxcar and then approach the remaining cars on the auxiliary track pulled in with the boxcar and then push those remaining cars back out onto Tucker Staging. Scenario ends automatically. Good luck!

4.13 Coal Thirsty Pine Bluff (Delivery empty coal hoppers to Pine Bluff Coal Mine)

Description: Your train is momentarily stopped before the Pine Top junction awaiting permission to enter the Pine Top area before you head on to Pine Bluff Coal Mine. Observe mainline and branch line speeds (40/20 mph respectively).

This is a tricky scenario. If you simply pull the train into the Pine Bluff Coal Mine siding, your engine is trapped from getting out. Instead the empty coal cars need to be pushed into the siding requiring you to make an end-around manoeuvre at the auxiliary track just before the mine. After you push the empty coal cars into the destination siding, reverse your engine out to just before the bridge and the scenario will end automatically.

4.14 Limestone Delivery To Pine Top (Take 6 empty limestone hoppers to Pine Top Limestone)

Description: Your train is momentarily stopped before the Pine Top junction awaiting permission to enter the Pine Top area before you head on to Pine Top Limestone Mine. Observe mainline and branch line speeds (40/20 mph respectively).

This is a tricky scenario. If you simply pull the train into the siding, your engine is trapped from getting out. Instead the empty limestone cars need to be pushed into the siding requiring you to make use of the end-around track within the limestone facility. But it's not that simple because the track is in use. So before you can make the end-around manoeuvre you will need to set the blocking cars on the extra track with no name. With the blocking cars out of the way, then execute the end-around. Once that it is done you will need to backup the train so you can make an approach to the destination siding and push the empty limestone cars into the siding. After you push the empty limestone cars into the destination siding, back your engine out to just before the bridge and the scenario will end automatically.

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4.15 Pine Area Deliveries (Deliver 8 empties (4 each) to each industry respectively)

Description: Your train is momentarily stopped at Pine Bluff staging to make two deliveries. 4 empty coal and limestone hoppers are to be delivered to Pine Bluff Coal Mine and Pine Top Limestone.

Two deliveries highlight this scenario with 4 empty coal hoppers destined for Pine Bluff Coal Mine (track #4) and 4 empty limestone hoppers destined for Pine Top Limestone (track #2). Begin by uncoupling the last of empty limestone hoppers (red #536528) from the white coil car. Note that three extra cars that won't be delivered will need to be brought along for the switching manoeuvres and must be returned to the train for transporting. Proceed forward and bring the whole train to a stop within the Pine Bluff Auxiliary siding. Uncouple from the train and quickly execute an end around error should the off-path warning message appear. From behind the train push the train so that the lead empty coal hoppers can be uncoupled on track #4 at the Pine Bluff Coal Mine. Back what remains of the consist back to just before the Pine Top/Pine Bluff junction switch. You may need to backup a bit further to trigger the reversing point seen in the F3 dialogue. Remember to throw the switch to Pine Top Limestone. Manoeuvre your train forward so the three extras are deposited onto the run-around track. Uncouple from them and then back the 4 empty limestone cars enough so you can place the empty limestone hoppers on track #2.

You've completed the deliveries but now you must get ahead of the extras and couple to your train still on the Pine Top Staging section of the mainline. So first uncouple from the 4 empty limestone hoppers and backup enough so you clear the switch for track #2 and manoeuvre your train to do an end-around of those cars you left on the run-around track. Couple them to the back of your engine and then back out of the Limestone Mine all the way back to the cars left on the mainline. As soon as you couple to those cars the scenario will end.

4.16 Penn Heights Delivery/Pickup (Deliver 2 boxcars and pickup 2 boxcars from Hawkins in Penn Heights)

Description: Replace the 2 boxcars at Penn Height's Hawkins with 2 boxcars you've brought up from Colton. 20 mph branch line speed. Observe signals.

You're taking a small train to Weston with one of your stops being in Penn Heights. The manifest reads to pickup 2 boxcars at Hawkins and set 2 out at Hawkins. With such a small train it's more expedient to clear the main tracks and back the whole train up onto the Penn Height's branch. Maintaining a slow speed 15mph to 20 mph backup to Hawkins pushing the last three cars (i.e. 2 coil cars and the caboose) past the Hawkins switch. Uncouple the two coiled cars and caboose from the rest of the train and proceed forward until the last boxcar clears the switch. Throw the switch to Hawkins and back the train slowly into the spur until you couple with the 2 boxcars there to be picked up. Proceed forward again and enough so that you can couple the two last boxcars to the coil cars. Push them back enough so you clear the Hawkins switch when you uncouple the last 2 boxcars from the first 2 boxcars. Proceed forward just enough to clear the switch and then throw the switch to Hawkins again. Back the train up and set out the 2 boxcars which will complete your assignment in Penn Heights. Re-couple with the rest of the train and proceed forward onto the

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mainline where the scenario will end as you begin the rest of your trip to Westin. The scenario will end automatically.

4.17 Coal Pickup From Eagles Nest (Pickup 8 coal hoppers from Eagles Nest and take to Weston)

Description: Your engine is stopped waiting for permission to proceed, just south of Eagles Nest. You're assignment for this run is to pickup 8 coal hoppers from Eagles Nest and take your train to Westin Yard. When the scenario begins, that is your permission to proceed. Observe signals and mainline speed (40 mph). Yard speed is 15 mph.

In this scenario you are stopped before Eagles Nest with Eagles Nest being your last pickup before entering Westin. Begin by moving forward to the next staging area and then backing up your train to couple with the 8 coal cars on the Eagles Nest #7 track. After doing so, proceed forward and into Westin to yard track #1. Uncouple from the train and move northward to the latter part of the yard so you can backup your engine past the signal tower and into the Engine Shed. But keep going as you need to turn the engine around on the turntable. Stop before the turntable and move the table so the tracks connect. Use G or Shift+G to do this. When the tracks are aligned, move forward and as best you can, centre the engine on the turntable and apply the brakes. Use G or Shift+G to turn the table again so the engine is turned around completely and the tracks are aligned. Move into the Engine Shed and the scenario will end successfully.

4.18 Coal Run Pine Bluff to Westin (Take 8 coal cars from Pine Bluff Mine to Westin Yard)

Description: Arriving at Pine Bluff Coal Mine from Westin you are facing the wrong way for the return trip to Westin. Use the turntable at Pine Bluff to turn your engine around. Then take the 8 coal cars on track #1 and deliver them to Westin Aux at Westin Yard.

Earlier this morning your engine arrived in Pine Bluff only to find you had to wait an hour before Pine Bluff was able to ready it's last loaded coal hopper for transport. With the pickup ready to be transported your first thing to do is turn the engine around on the turntable. Now pick up the 8 coal cars on track #1. Then proceed to the Westin Auxiliary at Westin Yard. Track speed is 40 mph mainline but remember the Pine area branch line is 20 mph. Observe signals.

4.19 Westin Coal Foundry Delivery (Take 10 coal hoppers to Westin Foundry)

Description: Westin Foundry is asking for 8 more coal cars to be delivered to their site. That's your job, so off to it!

From the refuelling centre manoeuvre your engine in front of the ten coal cars waiting at Westin RR Yd Aux track. After coupling to the train proceed forward down the tracks to just after the switch leading to the Westin branch. Back your train into the branch and continue to back the train up through the series of switches that lead to the Coal Foundry. Track speed here should be 15 mph. The destination of the train

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is the #2 track. Uncouple from the train after stopping and then proceed forward back through the branch (maintaining 15 mph) until you merge with the mainline. Then back the engine up into the yard and to the control tower. The scenario will end.

4.20 Westin Bluffs Coal Pickup (Bring back from Westin Bluff 8 coal hoppers)

Description: Westin Bluff is situated in the hills just beyond Westin. Take the Westin branch to Westin Bluff Coal Mine. Bring back the 8 coal hoppers ready for transport.

In this scenario you run a complete circuit with only an engine up to the pickup and then a return trip with 8 coal hoppers in tow. The sanding station is your starting point in Westin Yard. Proceed out of the yard and to the Westin Branch. Going up to the Westin Bluffs Coal Mine you will run your engine long hood forward. Midway through the branch you will come to a junction, be sure the switch is pointing you away from the Westin branch. Though it's not posted, you can accelerate the engine up to 30 mph. But be warned the distance to the coal mine isn't long. When you pass through a short tunnel the coal mine is nearby. Slow transit speed to 15-20 mph and couple up with the 8 coal cars on track #7. After doing so, ease your throttle forward and proceed back down the way you came. When you merge into the mainline, stop the engine and reverse the train into the Westin Yard. Drop-off the train on Westin RR Yd Aux and uncouple from it. The scenario will end.

4.21 Take Train To Westin (Take 40 freight cars to Westin)

Description: 40 freight cars have been assembled and are bound for Westin. Observe track speed (40) mph and signals.

Starting from the control tower, move your engines forward to position the engines to couple with the 40 car freight on Colton Yard track #1. After joining with the 40 car freight proceed to Westin. Upon entering the Westin Yard area a message will appear to proceed straight ahead to reach the final destination marker. When you reach the final destination the scenario will end automatically.

4.22 Grain Delivery To Colton (Take 23 covered hoppers to Colton)

Description: A grain train moved in partly from north of Westin and local granaries has accumulated enough empties to be moved to a regional classification yard south of Colton. The next stop for these grain hoppers as part of that move is Colton.

Starting from Westin your engine is already coupled to the freight cars to be moved to Colton. Proceed to Colton. When you reach the final destination the scenario will end automatically.

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5 Credits

One of the more exciting parts of doing a route for me is taking the time to look back on to a project like this and remembering what led to its completion and the people who helped me get the route to its completion. One person in particular who helped me tremendously was Marc Nelson (3DTrains) who contributed and allowed me to use his packages: ScaleRail, Scaleroad and Rural Landscapes. With Marc's contribution, the Colton & Northern has taken on a polished look. I can't thank Marc enough for being a partner in providing these invaluable resources for my route projects. I'm sure you'll agree the realistic looks of his offerings bring an immersion factor of great proportions as you drive the route.

I'd also like to thank and give credit to a new friend, Cecil, who has provided plenty of friendship and support these months while the Colton & Northern was in development. A fellow developer who is working on his own route, we have exchanged numerous emails and a telephone call to talk about some of the challenges. Cecil has been a good ear and has offered some of his testing talents in lending a hand for the Colton & Northern completion. Cecil and I plan to collaborate on my next route project, an old-timey western route trackplan featuring some of Cecil's rolling stock.

Ed Hawkins and I have worked together in some capacity or other on most of my All Aboard projects. Ed was beneficial to me in his participation in proofreading this manual, especially the discussion of the Colton & Northern history. Ed turns my chaotic way of expressing myself into something much more readable. I do like to sound literate and Ed does a great job in making sure that happens. Thanks Ed!

I want to honorably mention again my friend Marc Nelson. Yes, he's the same guy I just mentioned in the first paragraph but in another capacity. He deserves mention again outside of his 3DTrains business. It was Marc who took upon himself to create a sky dome for use with my sky textures. He graciously allowed me to include his sky dome in the Colton & Northern route. The sky dome is what you see when you look up at the sky. Thanks Marc!

Finally I wish to thank our Lord above for the blessings He has shown me in doing this route. There's no possible way to write briefly the number of hurdles (I.e. personal distractions) that arise when working on a project that takes this long to build. Incalculable issues always arise in a project like this and through prayer, through patience and knowing He will provide, great things happen. His expression comes through in that the right person with the right answers come along and well, you just never know where the next blessing is coming from. I always like to include my favorite verse from the Bible as a reflection of my gratitude in my work:

For God so loved the world that he gave his one and only Son, that whoever believes in him shall not perish but have eternal life. (John 3:16)

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6 Other items that may interest you

6.1 RailWorksAmerica.com



www.railworksimamerica.com

The primary goal of this site is to offer a positive environment for the development of American content for Railworks (although non-American content is quite welcomed also), as well as make available some help in the enjoyment of the sim in the Forums, and offer a content rich site for ideas, tips, and downloads.

If you're looking for a forum to share your positive experiences with RailWorks and to be a part of a growing site of enthusiasts, come visit. Registration is free. Approval is by validated email so check your email (spam folder) if your registration is slow coming back to you. All posters first post goes through an approval process.

RailWorksAmerica is forum where you can feel at home talking about RailWorks without the negativity found in so many other forums. Be sure to read the forum rules before posting.

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6.2 Rascal & Cottonwood



Looking for more route experience for RailWorks? Look no further than All Aboard's Rascal & Cottonwood. The first in my route trackplan ideas, the R&C is a 20+ mile route which is richly detailed. And with the Colton & Northern installed, the Rascal & Cotton becomes even better because much of the enhanced features for the Colton & Northern also enhance the Rascal & Cottonwood (Note that you always want to install the R&C first before installing the Colton & Northern).

For more information regarding the Rascal & Cottonwood, come to the All Aboard site at:

www.allaboardrails.com

6.3 Rural Landscapes



www.3dtrains.com

Containing 188 realistic trees, with high resolution textures for all four seasons, Rural Landscapes is a must-have for any route builder or scenery artist.

- · 188 individual trees common to North America,·
- · Includes various groupings, fruit groves and tree lines
- · High resolution textures for all four seasons
- · Complete listing of tree type and species in HTML format

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6.4 Scaleroad



www.3dtrains.com

Based on typical US standards, Scaleroad comes in a variety of widths and surface types, including concrete, asphalt, dirt and gravel, allowing route builders to quickly create virtually any road system in RS.

- · Over 400 individual roads, junctions, bridges and crossings
- · Includes over 150 US-based road signs
- · Separate US and UK traffic paths using existing RS vehicles
- · Detailed usage instructions and How-To Guide

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