High Iron Simulations

Realistic Contemporary and Historical Scenarios for Train Simulator

Sherman Hill
Scenario Pack 01









About High Iron Simulations

We began serving the Train Simulator community in October 2012 by developing and publishing free Train Simulator scenarios to Steam Workshop — and we're pleased that our series of "Elphaba's Workshop" free scenarios have, through 2016, been downloaded by enthusiasts more than 700,000 times.

As a Train Simulator Partner Programme member, we now collaborate with Dovetail Games to produce realistic scenario packs for Train Simulator's popular North American routes. This is our fifth scenario pack, following the earlier releases by Dovetail Games of Feather River Canyon Scenario Pack 01; North Jersey Coast Line Scenario Pack 01; New York - New Haven Scenario Pack 01; and Donner Pass Scenario Pack 01.

The Sherman Hill route

Along the eastern rim of the great Rock Mountains, the Laramie Range rises up to challenge the transcontinental passage of Union Pacific's daily armada of trains, and the result is one of the greatest shows in all of American railroading – Sherman Hill.

Between Cheyenne and Laramie, Wyoming, a direct distance of 56 miles, the Union Pacific of today – just as it has been for more than a century – is an extraordinary steel conveyor of rail tonnage, a bustling and historic railroad that hosts upwards of 100 movements a day and that serves as one of America's most dynamic and important transcontinental rail lines. Union Pacific's original crossing of the Laramie Range was set down in 1868 and crested the high plateau at an elevation of 8.247 feet above sea level and at a remote, windswept place named Lone Tree Pass. Shortly after the railroad's completion, though, the summit was renamed in honor of the accomplished United States Civil War General William Tecumseh Sherman – and forever after, Union Pacific's line became known as Sherman Hill.

Union Pacific's original summit route had been both hastily and economically constructed and proved an operating bottleneck. As the twentieth century began, UP, under the reign of E. H. Harriman, relocated its main line a few miles to the south and constructed 1,800-foot Hermosa Tunnel. The new alignment allowed UP to reduce the line's ruling gradients, lower its summit to 8,015-feet, and also replace the original spindly Dale Creek trestle with a massive earthen fill. Following the line's relocation, UP, over the next two decades, double-tracked the route, including construction of a second bore for Hermosa Tunnel. Further change came to Sherman Hill in 1953 when Union Pacific opened a third track – called Track 3 or the Harriman Line – via a longer but lower-gradient alignment which allowed heavy westbound trains to work their way up a 0.8-percent grade rather than the direct route's 1.5 percent grades (eastbound, the ruling grade from Laramie had been 0.8-percent dating back to the turn-of-the-century line relocation).

Throughout the decades, Union Pacific's Sherman Hill has proven one of the continent's great showcases of big-time railroading, both in the amount of traffic in carries and in the motive power it has hosted. In the late steam era it was home to UP's trio of majestic and modern steam types, the stylish and fast FEF-class 4-8-4s, the dual-service 4-6-6-4 Challengers, and the biggest of the big, the Alco-built 4000-class 4-8-8-4 "Big Boys." Following the demise of steam, Sherman Hill hosted UP's remarkable and unique gas-turbine electrics, which culminated in the 8,500-horsepower General-Electric "Big Blows," as well as a fascinating array of diesels ranging from the 6,600-horsepower EMD DDA40X "Centennial" diesels of 1969 and hundreds of workhorse SD40-2s to today's ultra-efficient locomotives such as the GE "Evolution Series" and Electro-Motive SD70 family of locomotives.

The Scenarios

This pack includes 10 career scenarios based on authentic operations along the Sherman Hill route during the period from the late 1990s through present day. All scenarios in this pack require Dovetail Games' Train Simulator and Sherman Hill route. Select scenarios, as detailed in the descriptions on pages 3-6, also require Train Simulator's Southern Pacific Donner Pass route (for use of Southern Pacific equipment). The Union Pacific EMD SD60M used in two scenarios was originally available as DLC but is now included in all users' Steam-updated Sherman Hill installations.

Train Simulator and all required products are available at the Steam Store: http://store.steampowered.com

Our additional scenario packs are also available at the Steam Store: http://store.steampowered.com

For Train Simulator and scenario product support, visit: http://dovetailgames.kayako.com/

For the latest information on Train Simulator, visit Train-Simulator.com at: http://train-simulator

Sherman Hill
Scenario Pack 01



SH 1.01 Union Pacific Symbol Z-DVSC

The highest priority trains on the Union Pacific system are its "Z" symbol intermodals. You are the engineer of Denver to Salt Lake City Z-DVSC coming off the Denver line via the Borie Cutoff, ready to make the run over the Laramie Subdivision on a wintry afternoon. You are at Borie, awaiting clearance onto Sherman Hill Track 2 with a mix of third-generation Electro-Motive and General Electric diesel power.

Featured equipment: Union Pacific SD70M

Scenario duration: Approximately 80 minutes

Scenario requirements: Sherman Hill route



SH 1.02 Union Pacific Symbol GS-PXVT, Pt. 1

Union Pacific symbol GS-PXVT is a dedicated grain shuttle operating between central California and Hastings, Nebraska. You are the engineer of GS-PXVT, and with a trio of General Electric ES44ACs on the point and another GE as a rear DPU, you are ready to depart Laramie Yard and begin the eastbound run over the Laramie Subdivision and famed Sherman Hill. This is the first of a two-part scenario.

Featured equipment: Union Pacific GE ES44AC

Scenario duration: Approximately 40 minutes

Scenario requirements: Sherman Hill route



SH 1.03 Union Pacific Symbol GS-PXVT, Pt. 2

Union Pacific symbol GS-PXVT is a dedicated grain shuttle operating between central California and Hastings, Nebraska. You are the engineer of GS-PXVT, and in the first part of this two-part scenario you reached Hermosa, Wyoming. Now, with a delay for traffic about to clear, you're ready to continue the run to Cheyenne, Wyoming with four Union Pacific GE ES44ACs providing the power.

Featured equipment: Union Pacific GE ES44AC

Scenario duration: Approximately 25 minutes

Scenario requirements: Sherman Hill route

Sherman Hill
Scenario Pack 01



[SH 1.04] Cheyenne Refining

Immediately east of Union Pacific's sprawling Cheyenne Yard is a refinery and industrial district and as engineer of a UP Cheyenne switch job, you have been assigned to deliver some cars to the industries, then make pick ups and return to the yard. Your power is a venerable UP SW10 "Hammerhead" rebuilt EMD switcher. In this scenario, you begin with 1,000 points and deductions will be made for any operating errors.

Featured equipment: Union Pacific EMD/UP SW10 rebuild

Scenario duration: Approximately 45 minutes

Scenario requirements: Sherman Hill route



[SH 1.05] Wycon Hammerhead

The large fertilizer facility at Wycon, west of Cheyenne, is busy and Union Pacific has assigned one of its unique SW10 rebuilt "Hammerhead" switchers to the plant for switching duty. As engineer, you'll be pulling together the pick up for the next local freight and also distributing recently arrived cars at the plant. In this scenario, you begin with 1,000 points and deductions will be made for any operating errors.

Featured equipment: Union Pacific EMD/UP SW10 rebuild

Scenario duration: Approximately 50 minutes

Scenario requirements: Sherman Hill route



[SH 1.06] Laramie Third Trick

It is 1997, shortly after the merger of Southern Pacific into Union Pacific, and you are the engineer of the third trick switch job at Laramie, Wyoming. For power tonight you've drawn a Southern Pacific EMD SW1500 that has been reassigned to Laramie and you have a number of yard switching tasks to perform. In this scenario, you begin with 1,000 points and deductions will be made for any operating errors.

Featured equipment: Southern Pacific EMD SW1500

Scenario duration: Approximately 45 minutes

Scenario requirements: Sherman Hill route; Donner Pass route

Sherman Hill
Scenario Pack 01



[SH 1.07] Union Pacific Extra 3200 West, Pt. 1

Heavy traffic volume has required Union Pacific to operate an extra manifest freight between Denver's North Yard and Green River, Wyoming and you are the engineer of UP Extra 3200 West with a quartet of veteran UP EMD SD40-2 diesels as power. Having coming up the Denver line via Greeley, you are stopped at Speer, Wyoming, awaiting westbound clearance onto the Laramie Subdivision's Track 3. This is the first of a two-part scenario.

Featured equipment: Union Pacific EMD SD40-2

Scenario duration: Approximately 60 minutes

Scenario requirements: Sherman Hill route



[SH 1.08] Union Pacific Extra 3200 West, Pt. 2

Heavy traffic volume has required Union Pacific to operate an extra manifest freight between Denver's North Yard and Green River, Wyoming and you are the engineer of UP Extra 3200 West with a quartet of veteran UP EMD SD40-2 diesels as power. Having reached Dale in Part 1 of this two-installment scenario, you are waiting for clearance to proceed through the Hermosa tunnels and then continue on to Laramie via Track 3.

Featured equipment: Union Pacific EMD SD40-2

Scenario duration: Approximately 35 minutes

Scenario requirements: Sherman Hill route



[SH 1.09] East Slope Evening Climb

It is the late 1990s, shortly after the merger of Southern Pacific into Union Pacific, and on a warm summer evening you are the engineer of a westbound grain extra, ready to depart Cheyenne yard. As power for the relentless climb of Sherman Hill's east slope you have a Southern Pacific GE Dash 9-44CW on the point with a trio of EMDs trailing in the lash-up.

Featured locomotive: Southern Pacific GE Dash 9-44CW

Scenario duration: Approximately 60 minutes

Scenario requirements: Sherman Hill route; Donner Pass route

Sherman Hill
Scenario Pack 01



[SH 1.10] Utah Coal Eastbound

After the merger of Southern Pacific and Rio Grande into Union Pacific, coal mined in Utah regularly moved east via the Laramie Subdivision and you are the engineer of UP Extra 6050 East, about to bring a heavy unit train of coal down the east slope of Sherman Hill. You have been stopped in the siding at Buford, but with a trio of UP EMD SD60Ms on the point, are ready to begin the descent with a train bound for Cheyenne.

Featured locomotive: Union Pacific EMD SD60M

Scenario duration: Approximately 50 minutes

Scenario requirements: Sherman Hill route; Donner Pass route

Acknowledgements and Credits

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