

MAPLE LEAF TRACKS SOLDIER SUMMIT

Also called “Grassy Pass”, “Soldier Summit” got its name after a number of soldiers stationed around Salt Lake City wished to join the Confederate forces at the start of the American Civil War. They had to leave immediately during the winter and some died on the summit due to the cold conditions. A graveyard still marks a spot near the Summit.

History of the joint operation:

The Utah Railway Company was incorporated on January 24, 1912, in the State of Utah under the name of Utah Coal Railway Company. On May 4, 1912, it was amended to Utah Railway Company. The company's main desire was to build a railroad by the shortest, most direct route making connections with other coal distributing railroads. The first proposed route started from a point near Spanish Fork, and then went through Spanish Fork and Huntington Canyons to Mohrland and Hiawatha. But after the in-depth surveys were done, they found it more practical to go through Carbon County. This line that the Utah Railway now proposed would somewhat parallel the D. & R.G. at a lesser grade and cross over it at Castle Gate. After about ten miles of grading of this line, the D. & R.G. made a proposal; they would complete their improvements and double track over the summit to Thistle. Then give the Utah Railway trackage rights on both, if the Utah Railway would give them trackage rights on their line from Thistle to Provo; forming a joint-operated, double-track line. After extended negotiations and government interventions, these arrangements were formed into a trackage agreement dated November 1, 1913 that could continue into perpetuity.

More information on this from: <http://www.trainweb.org/utahrails/rr/utah.html>



What MLT Did:

Maple Leaf Tracks version of this route covers the entire operating area of the Utah Railway and DRGW joint trackage from Provo, Utah to East of Price, Utah. About 100 miles of DRGW main. The associated branch lines and Utah RR main from Martin to Mohrland is also built. About 50 miles of branch. Most of the operation is heavy unit coal trains from the various coal loaders and helper service to get the heavy trains over the summit on the 2 to 2.4% grades. The era is mid 90's before the SP logos began taking over the DRGW.

Equipment includes 3 loco types from each RR. The Utah RR locos include the SD40m-2 (4 numbers), SD45-2 and F45 as supplied by a lease agreement through Morrison Knudson. The DRGW locos include the SD40T-2, SD50 and GP40-2 all with 3 numbers each, totaling 15 different locos. There are several different coal hoppers and a number of DRGW railcars.



Route Requirements:

The route does not require a special tsection file or Xtracks to operate but will work if these were installed previously. It is highly recommended that the MSTs "BIN" be installed as it fixes a number of MSTs issues and stabilizes the sim. Some areas of the route are highly detailed and well populated and the quality of the trains may slow sim operation. Some adjustments to the MSTs options may be needed for best performance.

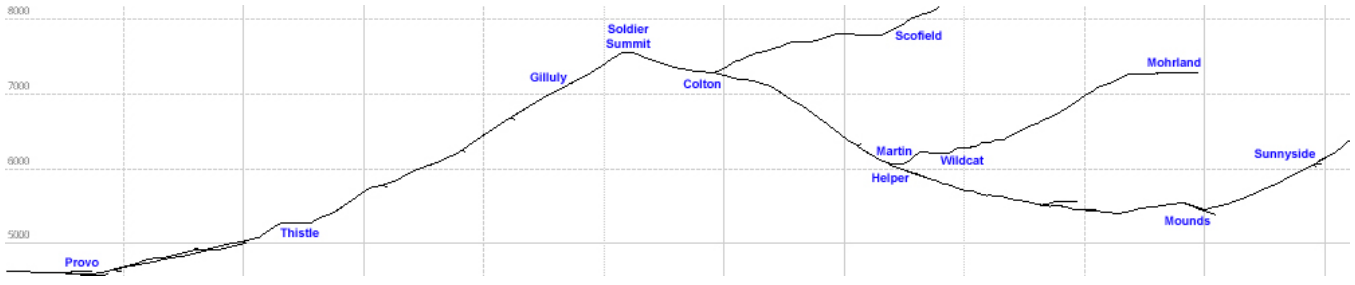
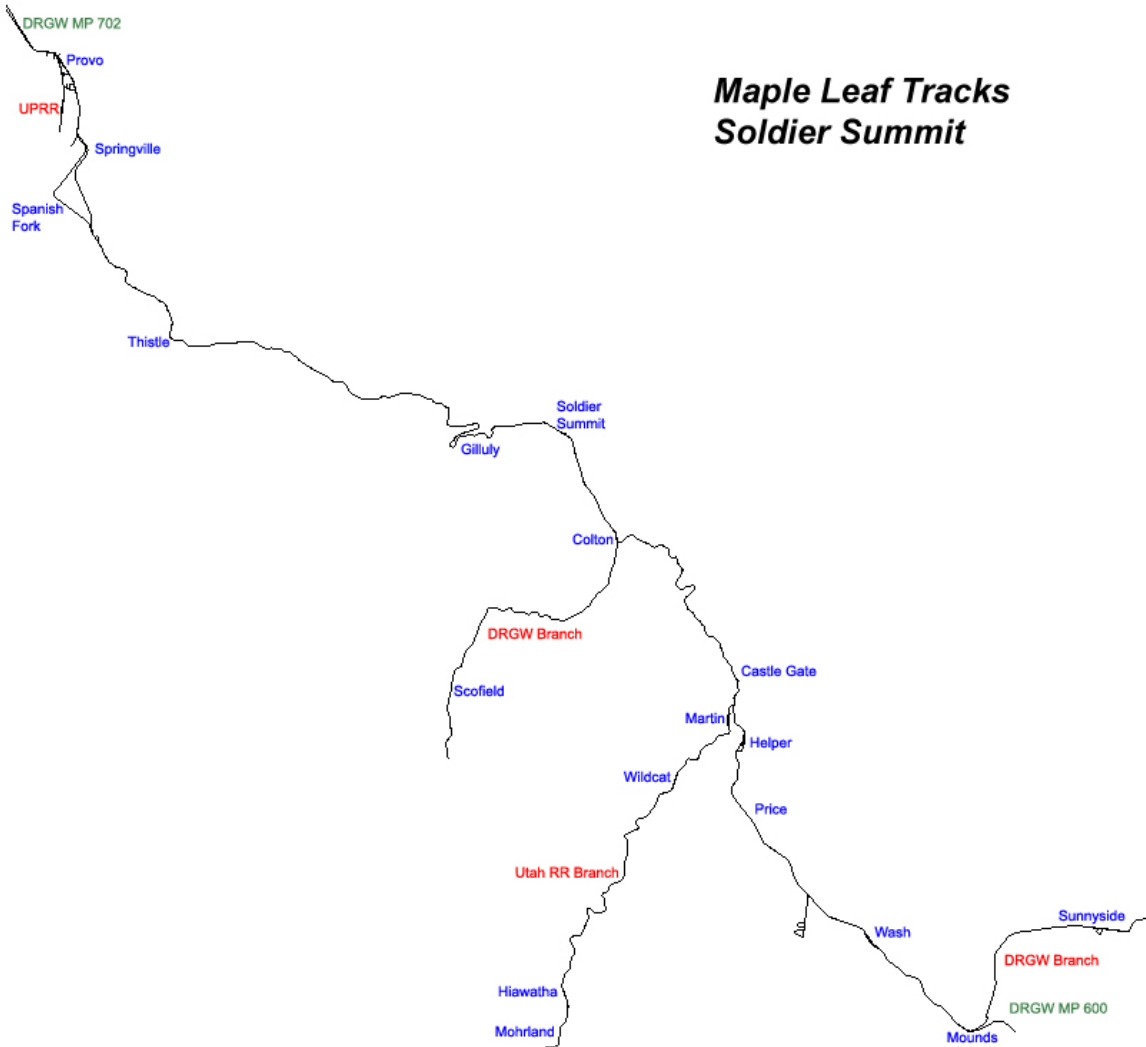
The Route was developed on the following system, which operates extremely well and did not crash with full settings:

Intel Core 2 Quad CPU
Q9550 @ 2.83GHz
3.25 GB RAM
ATI Radeon 4850, 512 RAM
Dual 250 GB HD

Also tested on with reduced settings:

Intel P4 2.8 GHz
2 GB RAM
ATI 3650 Pro, 256 RAM
80 GB HD

Maple Leaf Tracks Soldier Summit



BLOCK AND INTERLOCKING SIGNALS

In these illustrations, letter plates will appear only on those aspects whose indications are thereby modified.

Special application signals, Rules 406A, 407A and 408A, will appear only on subdivisions or at locations so specified in special instructions.

Signal indications provided for under Rules 406A, 407A and 408A will be used in all CTC territory and will be illustrated in this book as a part of Rules 406, 407 and 408.



Flashing Light

405 Clear Signal



Proceed.

407 Clear to Medium



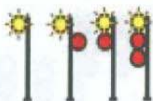
Proceed, approaching next signal at medium speed.

408 Clear to Slow



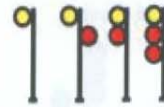
Proceed, approaching next signal at slow speed.

409 Advance Clear to Stop



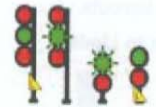
Proceed, next signal is displaying Clear to Stop, be prepared to stop at second signal.

410 Clear to Stop



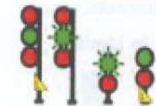
Proceed, preparing to stop at next signal.

411 Limited to Clear



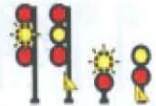
Proceed, limited speed passing signal and through turnouts.

411 Limited to Clear



Proceed, limited speed passing signal and through turnouts.

415 Limited to Stop



Proceed, limited speed passing signal and through turnouts, preparing to stop at next signal.

416 Medium to Clear



Proceed, medium speed passing signal and through turnouts. medium speed.

420 Medium to Stop



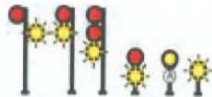
Proceed, medium speed passing signal and through turnouts, preparing to stop at next signal.

421 **Slow to Clear**



Proceed, slow speed passing signal and through turnouts.

425 **Slow to Stop**



Proceed, slow speed passing signal and through turnouts, preparing to stop at next signal.

426 **Restricting Signal**



Proceed at restricted speed.

428 **Stop and Proceed Signal**



Stop, then proceed at restricted speed.

429 **Stop Signal**



Stop.

Unless required to clear a switch, crossing, controlled location, or spotting passenger equipment on station platforms, a train or engine not authorized by Rule 564 must stop at least 300 feet in advance of the STOP signal.

DRGW RR Specific Signs



Lift Flanger Warning



Speed Marker



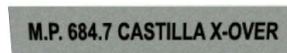
Milepost Marker



Location Sign



Derail Marker



Junction Marker

Very good Grade Charts and information at:

<http://www.idrgw.com/>

More information can be found at:

<http://www.drgw.net/>

<http://www.trainweb.org/utahrails/index.html>

<http://www.mtnwestrail.com/utah.htm>

<http://www.drgw.org/>

<http://www.coloradorailfan.com/default.asp>

Route Build:

Andy Hockin

<http://www.mapleleaftracks.com/>

Locomotives:

Ed Sketcher

<http://www.edstrainonline.com/>

Railcars:

Ian Dodd

