

St. Louis & North Arkansas Template Guidelines

General

There is no AI traffic in this version of the template. A later version will add some AI traffic.

Since this route has no signals and all switches can be operated manually, there are really no rules you need to follow. Here are some guidelines, for the paths and the regions.

If you want to run a local switcher that shuffles cars in town, choose any of the three paths (two start in Seligman, two start in Eureka, and one starts in Berryville), and then simply check the box next to the name of the start region (to select all tracks in that region). For instance, to run a local “Seligman Switcher” you would select one of the Seligman paths, then check the box next to Seligman, which will cause all the Yard and Industry tracks in Seligman to be selected for possible work. Remember, the program will select cars from Yard tracks, to be delivered to various Industry tracks.

If you want a longer run, you should decide if it will be a “Turn” (out and back), or a one-way run. If a one-way, you should select Yard tracks only in the originating town, and check the “Allow setouts to come from Yard tracks in different regions” box. For instance, if you’ll start your run in Berryville (using the Berryville EB path), check yard tracks in Berryville, but DON’T check yard tracks in towns further down the line. If you want to start by doing some local switching in Berryville, also check some Industry tracks in Berryville. Why not check yard tracks in, say, Eureka Springs? Because, if you don’t plan on returning to Berryville, the program could call for pickups in Eureka Springs to be delivered to Berryville, and, well, you aren’t going back there. Also of course only check regions you’ll pass on your route. For example, if you’ll be running from Berryville to Eureka Springs, don’t check tracks to work in Seligman.

Another thing to look for is whether the spurs are “trailing point”, i.e. can be switched using the rear coupler. There are runaround tracks near some of the spurs so you probably CAN work facing point switches if you don’t mind using your front coupler and running around the cars. Probably though on a route this short trains would be scheduled in each direction. So in the “Regions” section below, we’ll give you information on any spurs in any of the regions which will be “trailing point” in only one direction (and, we’ll tell you which direction, of course!)

If you’ll be running a “turn”, you should also check “allow setouts to come from yard tracks in different regions.” You don’t need to avoid checking yard tracks in different regions, as long as you’ll be working (running to) the regions, you’ll be able to do all the needed work. And of course you needn’t worry about trailing point/facing point

switches, since any facing point switches in one direction, will be trailing point switches when you make the return run!

If you don't want to pick up cars at an originating point and then deliver them to various towns, or industries in towns, but, would rather be a "roving switcher" going from town to town doing pickups in yard tracks in those towns and deliveries to/pickups from industries in those same towns, then just leave the "allow setouts to come from yard tracks in different regions" UNCHECKED. That way you'll get pickups coming from yard tracks, to be set out in the same towns.

Yet another idea would be to deliver cars from a starting town, to various towns, with the idea being that another switch job would pick up those cars in those towns and deliver them to industries and/or make the pickups at the industries in those towns. To do that, check the "allow setouts to come from yard tracks in different regions" box. Then, check only yard tracks in the originating town, and check only one Industry track, but make that an industry track that's actually in a yard, in each town. This will cause the program to call for a string of pickups in the originating town (perhaps, Seligman) and deliver cuts of cars to the yards in various towns, perhaps Eureka Springs and Berryville.

Finally, for a "switching challenge royale", you could simply check EVERY region, check the "allow setouts to come from yard tracks in different regions", select a random starting path, then do your best to drive the route and do the work. You MAY end up having to run the route in both directions (turning on a wye somewhere) to complete the work order though!

The Paths

The paths you can choose from in this template mainly represent starting points. You can go any way you want, and can return, or not, as you see fit. Since there are wyes in many locations, you can run any of these paths as a "turn" (where you run out and back) if you wish.

Seligman N

This path starts in Seligman, with your engine facing North. This makes it easier to do pickups on the Team Track (used as a yard track in this template. The East Yard Track and Frisco Back Track can be switched from either direction. So you can begin assembling your train right away, using your rear coupler, but will have to turn on the wye, so you can shove your train (caboose first, engine last) north up the main, to drag on East to do your work.

The path actually runs to Berryville, and doesn't take the branch to Eureka Springs. So, if you wish to go to Eureka Springs, you will need to throw the switch at Junction. Same thing if you wish to work Freeman or Railhead: throw the manual switch at the junction at Freeman, or follow the path into Berryville. You could turn on the wye at Junction if you only wanted to run to Junction and back, run to Walden and back (there's a wye

there), or turn at Eureka Springs, Freeman or Berryville, as you wish. You could run this as just a Seligman Switcher if you only checked tracks in the Seligman region to work. Or run the entire line.

Seligman S

Same as Seligman N, except the locomotive is facing South. This way you're ready to shove north up the main and then drag east to do work. However you'll have trouble working Team Track if you select those Yard tracks for work. You might want to select only the East Yard Track and Frisco Back Track as "Yard Tracks" with this path, or be prepared to use your front coupler, or turn on the wye (twice: once to do the pickups using your rear coupler, again to shove north so you can drag east after passing the switch to the eastbound main). You can work the Frisco Back Track by crossing the Frisco Main via the "Shoofly Track".

Eureka WB

Start on the Eureka Springs engine track. This path proceeds west at Junction, into Seligman. Of course since the switches can be operated manually you needn't actually go westbound. You could run East if you wished, or, run to Junction and return, or to any town and return.

Eureka EB

Same as Eureka WB: start on the Eureka Springs engine track. This "Path" runs east into Berryville. Again you could opt to go west instead by throwing the switch at Junction. And run to any town of your choice.

Berryville WB

Start in Berryville, at the depot track. The path runs west, into Seligman. Of course, you can run to Railhead, or work Freeman. The path won't take you in to Eureka Springs, but again, simply throw the switch manually at Junction if you need to run to Eureka Springs. You could turn at Eureka Springs, or after working continue Westbound all the way to Seligman. You might even turn at Seligman and run back! Again, thanks to Andre's use of manually operable switches, you can take your train anywhere you like on this route.

The Regions

Seligman

This region is the entire town of Seligman. The "Frisco Back Track", "Team Track" and "East Yard Track" are designated as "Yard" tracks, so if you check any of those tracks to work, you may be called on to pick up cars on those tracks, and deliver them to Industry tracks in Seligman and/or other regions you've checked to work. The East Yard Track

can be worked from either direction. The Frisco Back Track and Team Track, are facing point switches if your locomotive is facing South, or are trailing point switches (can be worked from the rear coupler) if your locomotive is facing North. The Frisco Back Track in this template models a track on which the Frisco will set out cars for the St. Louis and North Arkansas to pick up, to be delivered to points on your railroad. The Frisco Pass Track is classed as an “Industry” that will accept any type of car, and will be the destination where you set out cars that will be forwarded on to the Frisco.

W Main

This “region” consists of all the spurs on the western main line, that being the line between Junction and Seligman. It includes the following spurs you can work (all considered “Industry” tracks):

- Pender: Pender Spur. This is trailing point when working in the Eastbound direction. There is a runaround track there.
- Beaver: Beaver Team Track. This is trailing point when working in the Westbound direction. There is a runaround track there.
- Gaskins Switch: Trailing point when working in the Eastbound direction. NO runaround track nearby! Suggest you service this spur ONLY when running East.
- Junction Spur Track: Trailing point Eastbound, but not as important as there is a wye right there (at Junction).

Walden

This region consists only of the town of Walden. Although small, there is a fair amount of industry in this town, as well as a runaround track and a wye, so you can run out-and-back to Walden from any originating point.

- Walden Team Track: trailing point in Eastbound direction.
- Walden Spur Track: trailing point in Eastbound direction.
- Butler Creek Lumber Spur: trailing point in Westbound direction.
- Butler Creek Lumber Siding: can be worked in either direction.

Eureka (Eureka Springs)

Includes all the yard tracks and spurs in Eureka Springs. Eureka Springs Pocket Track and Eureka Springs House track are designated as “Yard” tracks, so the program may call for cars picked up there to be delivered to various industries. “Middle Track” is the yard track designated to RECEIVE cars (i.e. it’s an “Industry” track that can accept any type of car). There is a wye in Eureka Springs so you can work any of the Industry spurs, it doesn’t matter whether they’re facing or trailing point.

E Main

This is the eastern section of main line, between Junction and Freeman (the junction with the branch line to Berryville).

- Tunnel Switch: Just East of the tunnel, trailing point in the Eastbound direction, no runaround track nearby and a significant grade. Highly recommend this only be worked when running in the Eastbound direction.
- Grandview – there is a runaround track but no wye here.
 - King’s River Tie Co. Trailing point in the Eastbound direction.
 - Grandview Team Track. Trailing point in the Westbound direction.

Freeman

This region includes the actual town of Freeman, and, the railhead ... current end of the line. The only spur in Freeman is the Tie and Supplies track. It’s trailing point when working Eastbound, but can be “finessed” as there’s a wye right there, and a runaround track. Railhead, being at the end of the line, has empty cars which constantly need to be replaced with loaded rail and tie cars. You need to either shove cars ahead of your locomotive (and use your front coupler), or, back up the line, to service this “spur” at the end of the line (it’s not an actual spur, its simply the end of the line). There’s no track to help you shuffle cars, so you’ll need to drag the cars sitting at Railhead to Freeman, and do your work reconfiguring the cars there, then shove them back to Railhead (with the loads furthest East).

Berryville

There are two siding tracks in Berryville Yard. Berryville Yd Track 1 is designated as a “Yard” track, so cars there may need to be delivered to industries in Berryville and/or elsewhere. Berryville Yd Track 2 is designated as an “Industry” track that will accept any type of car, to model a track in the yard where cuts of cars coming in from elsewhere will be stored for later delivery elsewhere.

All the industries in Berryville are south of the yard and wye. Some are trailing point, some facing point, but there’s a runaround track there and a wye so any of them can be worked.