



Introduction

Welcome to the Southern Pacific Railroad's Cascade Subdivision. This is one of the most scenic stretches of rail line in the western US states, and best of all, it comes complete with heavy duty mountain railroading. The line was completed in 1926, making it a pretty young mountain crossing when compared to some of the other mountain crossings in North America. The original purpose was to design a railway line which by-passed the heavy gradients the Southern Pacific had to deal with between Dunsmuir, CA and Eugene, OR on the Siskiyou Line. Before long, the Siskiyou Line, which was the original SP mainline to Eugene, became a secondary thoroughfare. The new Cascade Line had much lower ruling gradients, and thus permitted a faster movement of trains between Eugene and the California Border.

The Cascade Line is an impressive feat of engineering, with several bridges spanning gaps in the route, and 19 tunnels between Oakridge and the Cascade Summit alone. The purpose of the line was to provide direct access to the city of Portland, OR, its port, and the Columbia River. Prior to the merger of the Union Pacific and the Southern Pacific in the mid-1990's, SP trains would have interchanged with the UP and the Burlington Northern in Portland. Today, under UP's control, through traffic on the line still goes Portland, and now Seattle as well. The majority of the traffic on the Cascade Line is general merchandise, and forest products in particular. There are countless forest-based industries along the right of way, including lumber yards, veneer manufacturing, and woodchip processing. There are also several interchange points along the line, including BNSF in Klamath Falls, Chemult, and Eugene.

Installation

The installation routine will automatically detect your Microsoft Train Simulator install path, so all you have to do is start the install.

To run Cascades Crossing, you only need to start Microsoft Train Simulator, and select the route from the route list on the left hand menu of the main screen.

Uninstallation

To uninstall this software, you may do so by selecting the Cascades Crossing icon on your Start Menu, and click the "Uninstall Cascades Crossing" option.

Support

Online support is available for this product, and it is located here: <http://www.mapleleaftracks.com/support.html>

Our support section will provide you with information regarding technical issues, gameplay issues, warranty, and software updates. A direct link to our update section is located on your Start Menu.



Route Timetable

Milepost	Station	Type
649.7	Eugene Yard	Interlocking / Yard
647.3	Eugene	CTC Siding
645.1	Judkins	CTC Siding
644.3	Springfield Jct.	Interlocked Junction
620.4	Springfield	Unsignalled Siding / Yard
615.1	Natron	CTC Siding
609.9	Dougren	CTC Siding
600.6	Minnow	CTC Siding
595.4	Crale	CTC Siding
590.9	Hampton	CTC Siding
585.6	Lookout	CTC Siding
580.5	Oakridge	CTC Siding / Yard
575.3	Pryor	CTC Siding
569.3	McCredie Springs	CTC Siding
564.2	Heather	CTC Siding
560.4	Wicopee	CTC Siding
554.8	Fields	CTC Siding
546.0	Cruzatte	CTC Siding
540.8	Abernethy	CTC Siding
536.7	Cascade Summit	CTC Siding
528.6	Crescent Lake	CTC Siding / Yard
514.8	Mowich	CTC Siding
513.2	Gilchrist Jct.	Unsignalled Siding
503.3	Chemult	Interlocked Junction / CTC Siding
498.0	Diamond Lake	CTC Siding
492.6	Yamsay	CTC Siding
483.4	Lenz	CTC Siding
474.5	Fuego	CTC Siding
465.3	Calimus	CTC Siding
456.7	Chiloquin	CTC Siding
447.2	Modoc Point	CTC Siding
438.9	Algoma	CTC Siding
434.1	Wocus	CTC Siding
429.5	Klamath Falls	Interlocked Junction / Yard

Subdivision Instructions

Maximum Authorized Speed for Trains:

Speed on other than main track :

Remotely-Controlled Turnouts, Crossovers, and Sidings.....	25
Exceptions:	
Diamond Lake and Wocus.....	12
Eugene.....	8
Lenz, Fuego, and Chiloquin.....	10
Klamath Falls Yard Tracks, except 1 and 2.....	5
Eugene Yard, within engine service and One-Spot facilities.....	5
All other tracks, Cascade Subdivision.....	10

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Remotely-Controlled Turnouts, Crossovers, and Sidings.....	
Exceptions:	
Diamond Lake and Wocus.....	
Eugene.....	
Lenz, Fuego, and Chiloquin.....	
Klamath Falls Yard Tracks, except 1 and 2.....	
Eugene Yard, within engine service and One-Spot facilities.....	
All other tracks, Cascade Subdivision.....	

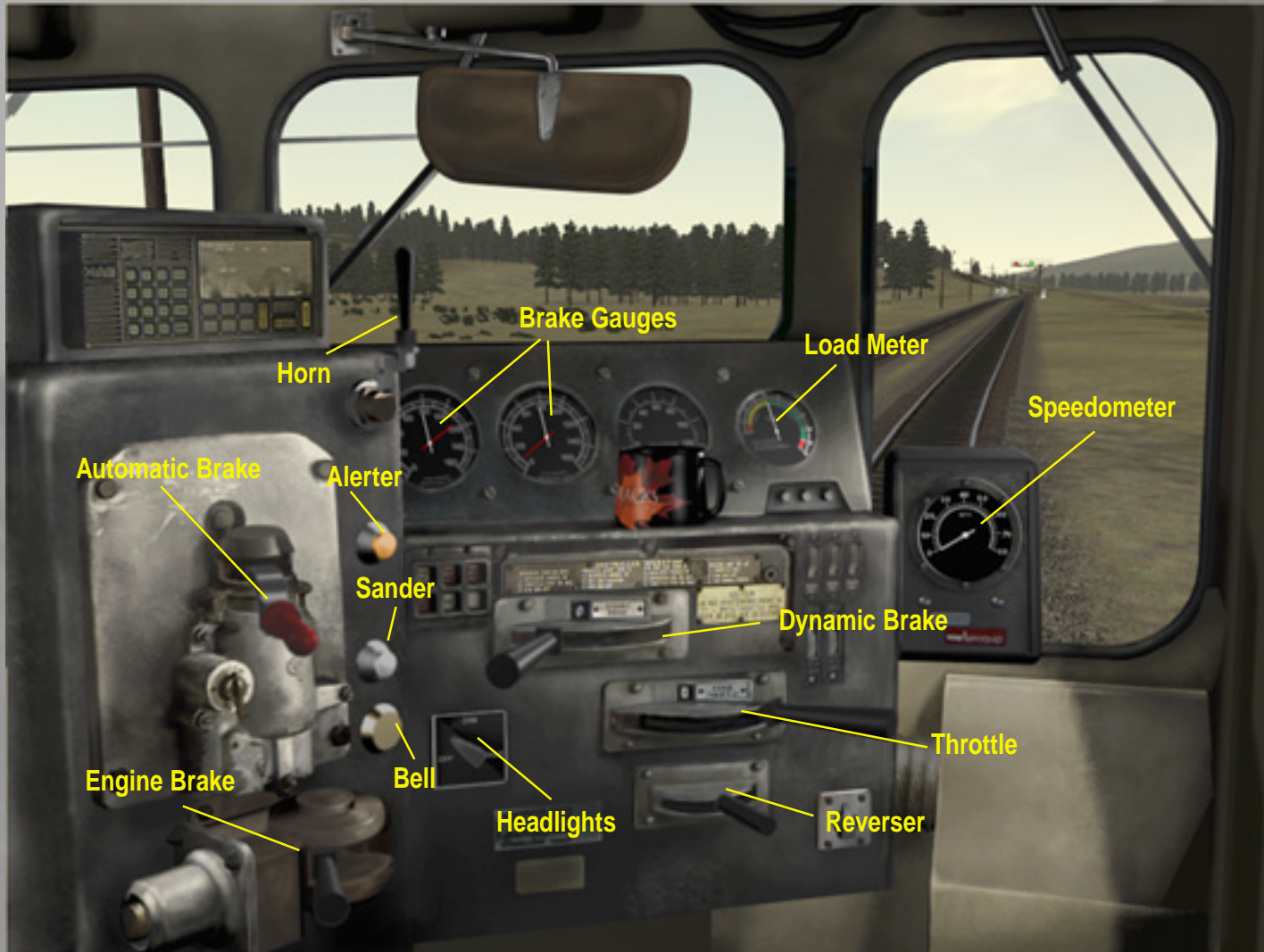


Signal Aspects

Rule	Name	Signal Aspect	Indication
9.1.3	Clear		Proceed.
9.1.4	Approach Diverging		Proceed, prepared to advance on diverging route at next signal at prescribed speed through turnout.
9.1.5	Advance Approach		Proceed, prepared to stop at second signal. Freight trains exceeding 45 mph must reduce speed by at least 10 mph before passing next signal unless next signal displays a Clear, Approach Diverging, or Advance Approach.
9.1.7	Approach		Proceed, prepared to stop at next signal. Trains exceeding 40 mph must begin reduction to 40 mph as soon as engine passes signal displaying Approach indication.
9.1.8	Diverging Clear		Proceed on diverging route not exceeding prescribed speed through turnout.
9.1.9	Diverging Advance Approach		Proceed on diverging route not exceeding prescribed speed through turnout and prepared to stop at second signal unless next signal displays a Clear, Approach Diverging, or Advance Approach.
9.1.11	Diverging Approach		Proceed on diverging route not exceeding prescribed speed through turnout and prepared to stop short of next signal.
9.1.13	Stop and Proceed		Stop, then proceed at restricted speed.
9.1.14	STOP		STOP

Cab Interiors

EMD GP60, SD40T-2, SD45R, SD40-2M



Cab Interiors

EMD SD70M



Cab Interiors

GE C44-9W



Credits

Development Team

James Hunt - Route design, 3d artwork, and activities

Andy Hockin - Route testing, train physics, activities, logic programming

Jason Dilworth - Route design, 3d artwork, sounds, documentation, activities

Colin Graham - Product Testing and QA

Danny Beck - 3d artwork and locomotive cabviews

Special thank you goes out to Jonny Beck, Danny's big brother, for his invaluable assistance with physics, lighting and product testing.