

# ADAMS SUB ( 0174 )

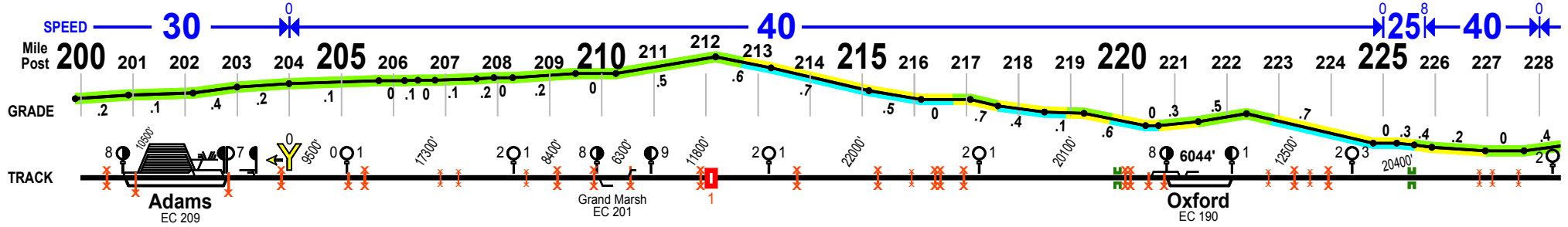
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## EASTWARD

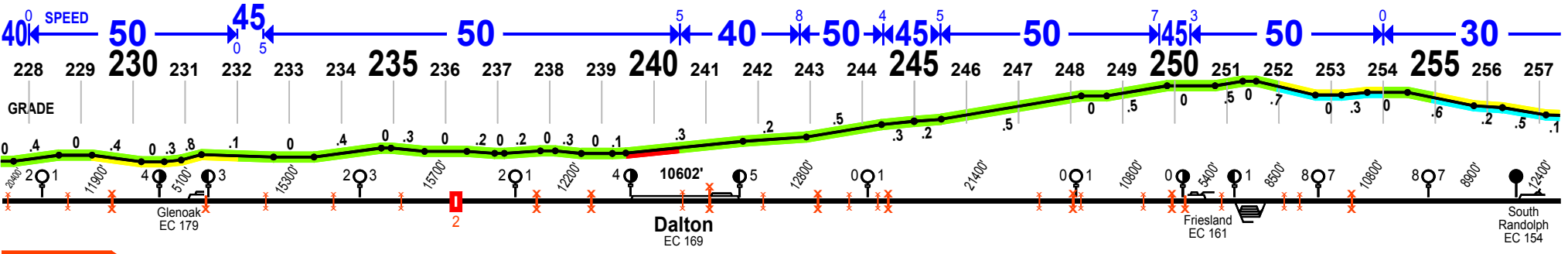
REFERENCE ONLY  
Mistakes Guaranteed  
ALL Footages are UNVERIFIED

Suggestions or Corrections  
to: [www.FOGCHART.com](http://www.FOGCHART.com)

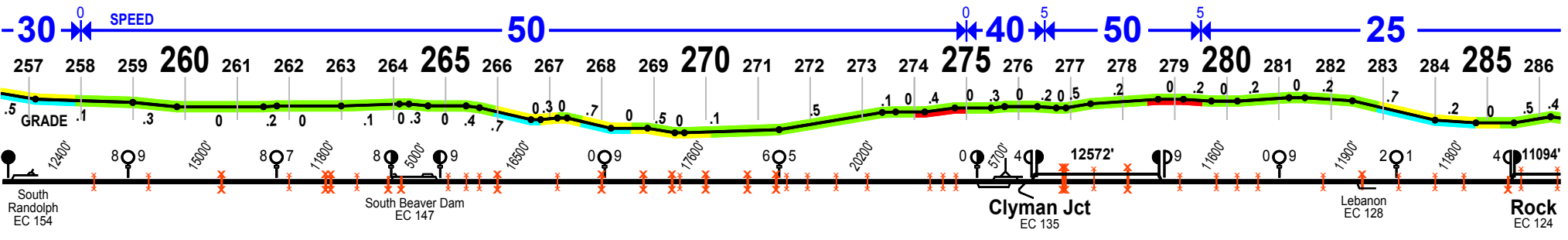
See KEY  
for Instructions  
on How to Use



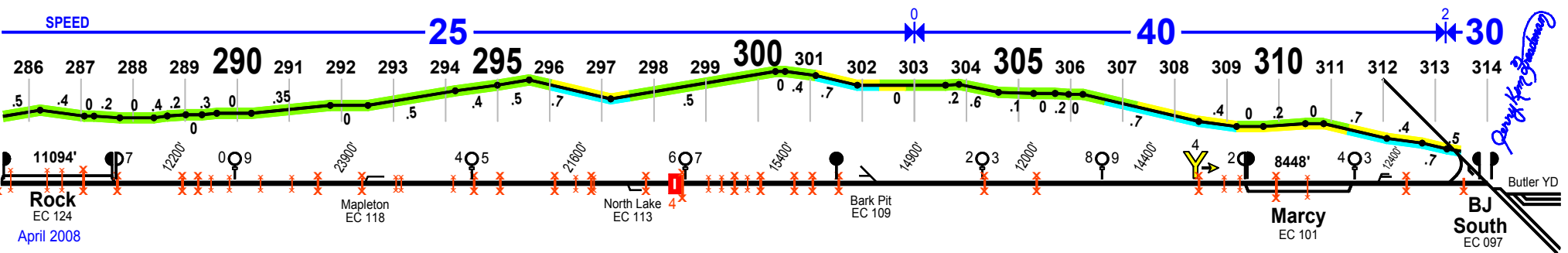
**EAST**



**EAST**



**EAST**



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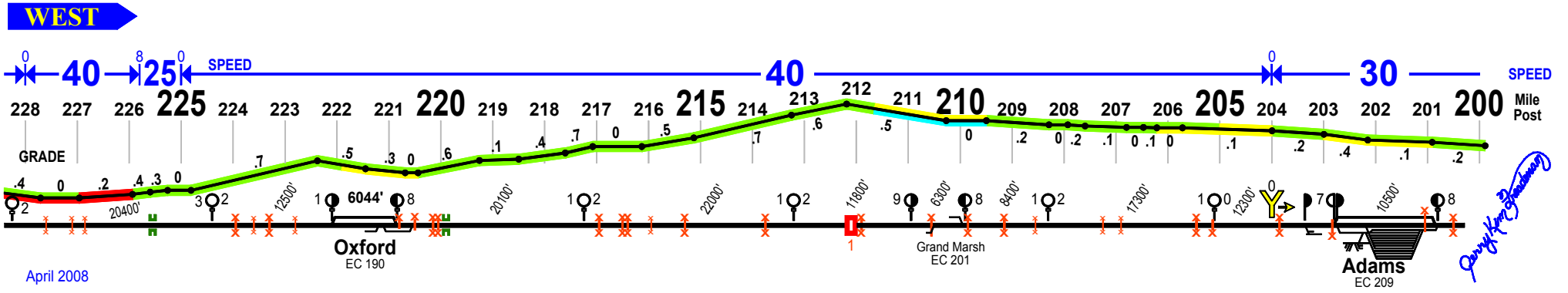
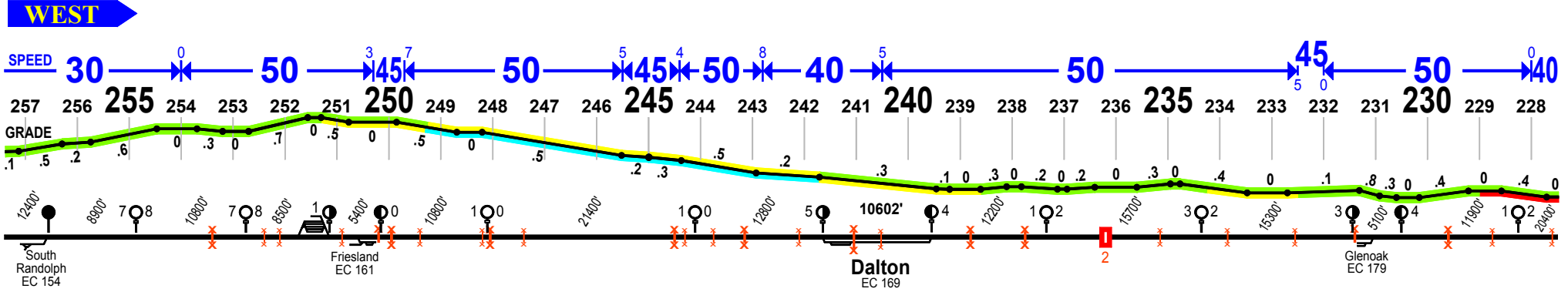
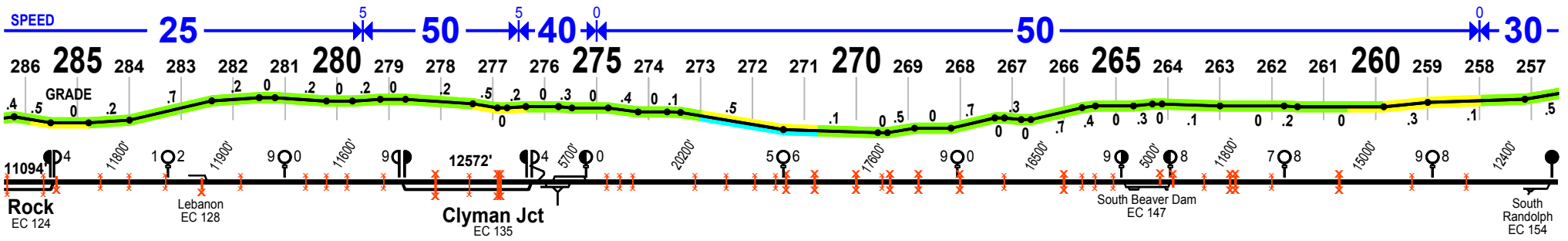
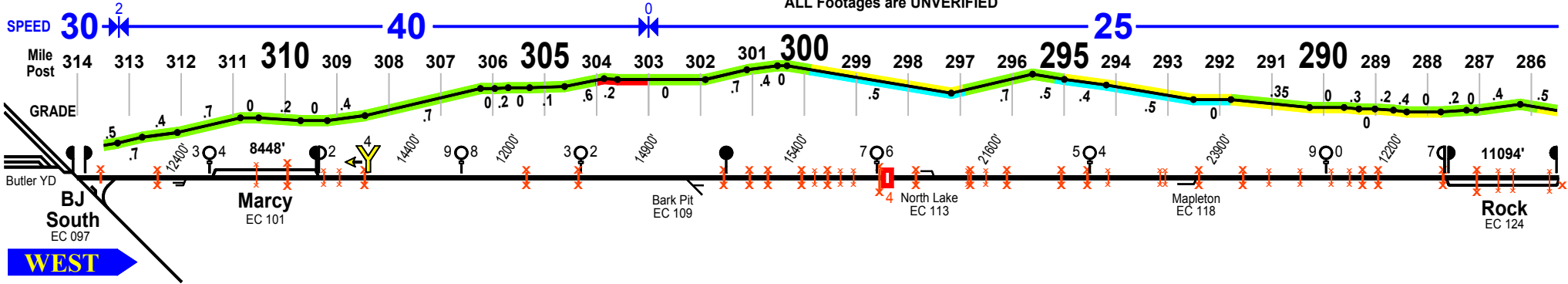
# WESTWARD

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*Quincy Hill*



With your Help  
by way of feedback  
Reporting changes, corrections,  
and suggestions. Our goal is to  
Produce an accurate real world  
Chart, that will assist road crews  
with territorial knowledge

## EMPLOYEE DRIVEN

### Symbols Used

- Detector Talker ( ALWAYS TALKS )  
Located at MP xxx.2
- Detector talk on defect only  
Located at MP xxx.5
- Private Road Crossing
- Public Road Crossing
- AEI Reader
- Bridge
- Yard Board  
Located at MP xxx.4
- Tunnel
- Knuckle Alley Watch your slack
- Absolute Signal both directions
- Directional Absolute Signal
- Directional Absolute Signal
- Intermediate Signal for both directions
- Directional Intermediate Signal
- Directional Intermediate Signal
- Absolute Signal & Intermediate Signal
- Intermediate Signal and Absolute Signal
- SPEED CHANGE at MP xxx.2

**REFERENCE ONLY**  
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**Special Note**  
The last digit for Intermediate signals designates  
Signals NUMBER not LOCATION. They are  
for most parts the same, but may be up to 2500 feet different.  
This holds true for Detectors as well.

# KEY to reading Mini Fog Charts

After 5 minutes of studying chart make up.  
Retrieving Territorial Data is fast and easy.

**Safety and Train Handling  
are the two most important  
issues these charts address**

## Train Handling Guide

Following Grade Color Scheme used for suggested General Train Handling

**Throttle Modulation** **Dynamic Braking** **Automatic Braking** **Dynamic & Automatic Braking**

NOTE: No Two trains handle the same. This is a General Guide line only, and for a Green Light run. Common sense required.

- Throttle Modulation, you will be in power.
- Dynamics will probably be need.
- Dynamics and Air may be required.
- Automatic Brake application might be in order.
- Drifting, or light throttle or maybe light dynamics.
- You'll be in Dynamic, and might need air also. The grade is noticeable.
- Shot of air may be better than Dynamics if you missed your lag using throttle modulation.
- Grade Change point from 0.4 % to a 0.9 % grade

**SOUTH**  
**NORTH**  
**EAST**  
**WEST**

### Direction

Charts are drawn for both Directions.  
Speeds, Footages, and Signal Numbers may differ.  
Grade will defiantly be different. Up is now down, and vise versa.  
Good all around idea to use chart that corresponds to direction of travel.

### Be Aware of

- ✓ Signals are for ALL MAINS & Controlled SIDINGS unless so noted.
- ✓ Footage between signals is an about sort of deal, and Not Verified
- ✓ Grade numbers might not be shown when room is unavailable
- ✓ Grade is Averaged at times
- ✓ Changes are made often, only your feedback will keep charts current
- ✓ **This does not replace or supplement your time table; this is only reference material for learning.**

### Hints & Tips

- ✓ Printed double sided, charts fit one sheet per direction.
- ✓ When printing, select NONE for Page Scaling, and select Auto-Rotate and Center.
- ✓ Good for tracking SLOW ORDERS. Laminated, a Dry / Wet Marker works great.
- ✓ Working on Color in Low Visibility, knowing distance to next signal can be handy.
- ✓ Bright colored removable labels are great for notes. I like the round florescent orange ones. They grab your attention. I use for Radio Channel changes, slow orders, x orders etc.

These are Grade & Speed Charts with a little extra  
Room limitations prevents more information.

Went with priority order of:

SPEED - GRADE - DETECTORS - SIGNALS - TRACK - XINGS - FOOTAGE

I hope you find charts helpful.  
For the most accurate charts possible,  
I will need to hear from you.  
That's how it works.

www.FOGCHART.com

*Garrett Kemp*