

Scenario Gibbon.trk. Introduction

Overview

This scenario is designed to demonstrate the operation of the primary signal aspects under the **GCOR** (General Code of Operating Rules) system, as utilized across the Central and Western United States.

Gibbon Junction is one of the most critical interlocking points on the Union Pacific (**UP**) **Kearney Subdivision**. Located east of North Platte, this node manages the confluence of high-volume traffic from the Powder River Basin and West Coast ports, dispatching it toward the major hubs of Chicago (via Shelton) and Kansas City (via Denman).

Infrastructure & Operations

The area features a Triple Track Main Line configuration, fully bi-directional and governed by CTC (Centralized Traffic Control).

- West-East Corridor: Primary artery for transcontinental bridge traffic.
- Denman Junction (South-East): Lead to the Marysville Subdivision, the preferred routing for heavy southbound bulk traffic (coal and grain).
- Local Leads: Dedicated tracks serving the grain elevators located near the yard.

Traffic Classification & Right-of-Way

Dispatching must strictly adhere to the following service priorities:

- Z-Trains (Priority Intermodal): High-priority hotshots. They require absolute right-of-way and must maintain Maximum Authorized Speed (70 MPH) to meet contractual schedules.
- Passenger (Amtrak): The *California Zephyr* (A-06) is Superior by Timetable.
- Unit Trains (Coal/Grain): Bulk commodity trains characterized by high tonnage and lengths exceeding 6,500 feet (2,000m). These require advanced route planning to prevent "plugging" the interlockings.
- Manifest (Mixed Freight): Medium-priority traffic. Subject to being put "in the hole" (siding/auxiliary tracks) to allow superior trains to pass.
- Yard/Local (Switching): Units engaged in Flat Switching operations and industrial spot/pull services at the local elevators.

This simulation includes cutting and shoving (breaking/combining) operations, partially automated. Detailed instructions for these moves are provided in the "Notes" field of each train's schedule.

Technical Requirements (Train Director 3.9.13+)

To ensure full functionality, Train Director version 3.9.13 or higher is required. This allows for:

1. Opening Shunting Routes directly from the itinerary popup window.
2. Visualizing trains held at absolute signals with a flashing red icon.
3. The GCOR Signal Package (downloadable from the TD website) must be installed.

File Structure & Path Configuration

This scenario utilizes a modular folder structure for better resource management:

- *trainresources*: Rolling stock icons (.xpm).
- *resources*: Common graphical assets (track numbers, platforms, etc.).
- *localresources*: Scenario-specific assets (station signs, mileposts, line indicators).

IMPORTANT: For the program to render icons correctly, you must add the path for each sub-folder in the program settings. Go to *Edit -> Preferences -> Environment* and update the "Signal Scripts Directory" field.

Note: From TD version 3.9.12 onwards, entering the folder names is sufficient without requiring the full absolute path.