

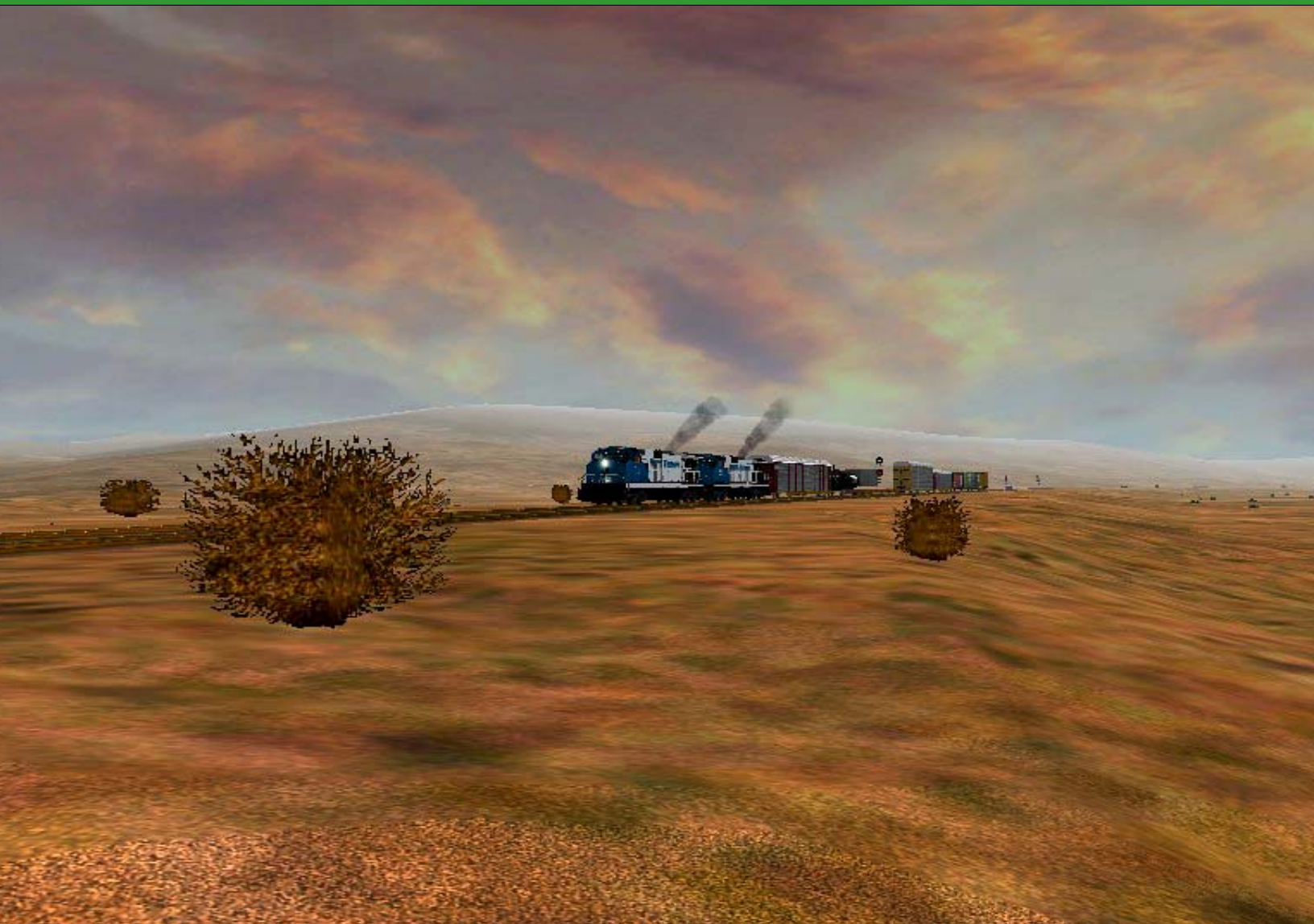
# FULL BUCKET LINE

## VERSION 3.00

# SCHEMATICS AND GOODS FLOW CHART

*Schematics & Goods Flow Chart © K R Wilson-Smith*

*Full Bucket Line © Björn Arit*







# INTRODUCTION



# **FULL BUCKET 3.00 SCHEMATIC TRACK DIAGRAMS**

## **GENERAL NOTES**

Schematics are a graphical representation of the layout of a route. The “trade-off” is that, for ease of reading and economy of space, they do not represent the actual distances and angles that occur in real life.

When driving a train or exploring a route, schematics serve to provide a guide as to the route options available, by indicating the directions to be taken at switches or points, and junctions.






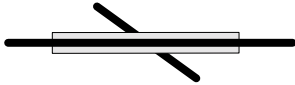

## **THE SCHEMATICS**


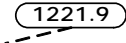
Some schematics are considerably compressed (for example Lake Hurst) so they are able to fit on one page.

Feature-wise, the schematics are orientated in the general direction of the actual route - orientation is indicated by the Compass Rose. General track orientation (within limits) is also correct on each Schematic.

Explanations of the conventions used in the Full Bucket Line Schematics are given below.

## **TRACK CONVENTIONS**

DESCRIPTION	SCHEMATIC
RAILWAY LINE	
JUNCTION	
SIDING/LINE NAME	
CONTINUATION OF LINE ON ANOTHER SCHEMATIC	
INDICATES CONSIDERABLE DISTANCE TO NEXT SCHEMATIC FEATURE	
LINE OVERPASS	
TURNTABLE	










END OF LINE/BUFFER STOP	
APPROXIMATE MILEPOST INDICATION	

## FEATURE CONVENTIONS

The Schematics have also been enhanced by the inclusion of number of features – it is hoped that these will make them both more useful and informative.

The intention of including these conventions is twofold – to help those running activities to recognise features in relation to the tracks when they are driving, and secondly, to assist Activity Developers by making their tasks easier! For the latter I have also included a Goods Flow Chart.

Explanations of the conventions used in the Full Bucket Line Schematics are given below.

STATION PLATFORM/NAME	
DIESEL REFUELLING POINT	
COALING POINT	
WATER POINT	
SERVICE POINT	
PASSENGER STATION	
INDUSTRY (heavy, manufacturing, processing, agriculture etc)	
BULK FUEL/CHEMICAL STORAGE	
GOODS FLOW KEY	





The "Goods Flow Charts" can be used to determine the possible origin and destination of the various goods moved – this should assist in both putting together the concept of an activity, as well as determining the type of rolling stock to be used.

I would welcome any comments on this approach, especially as to its practicality and usefulness, which would assist me with future Schematics. Please let me know via NERR.

Lastly, a word of thanks to Bjorn for an excellent well balanced route. Any errors are my own – again please let me know so I can correct them!

Enjoy!

Kevin Wilson-Smith  
NERR 239





# FULL BUCKET LINE

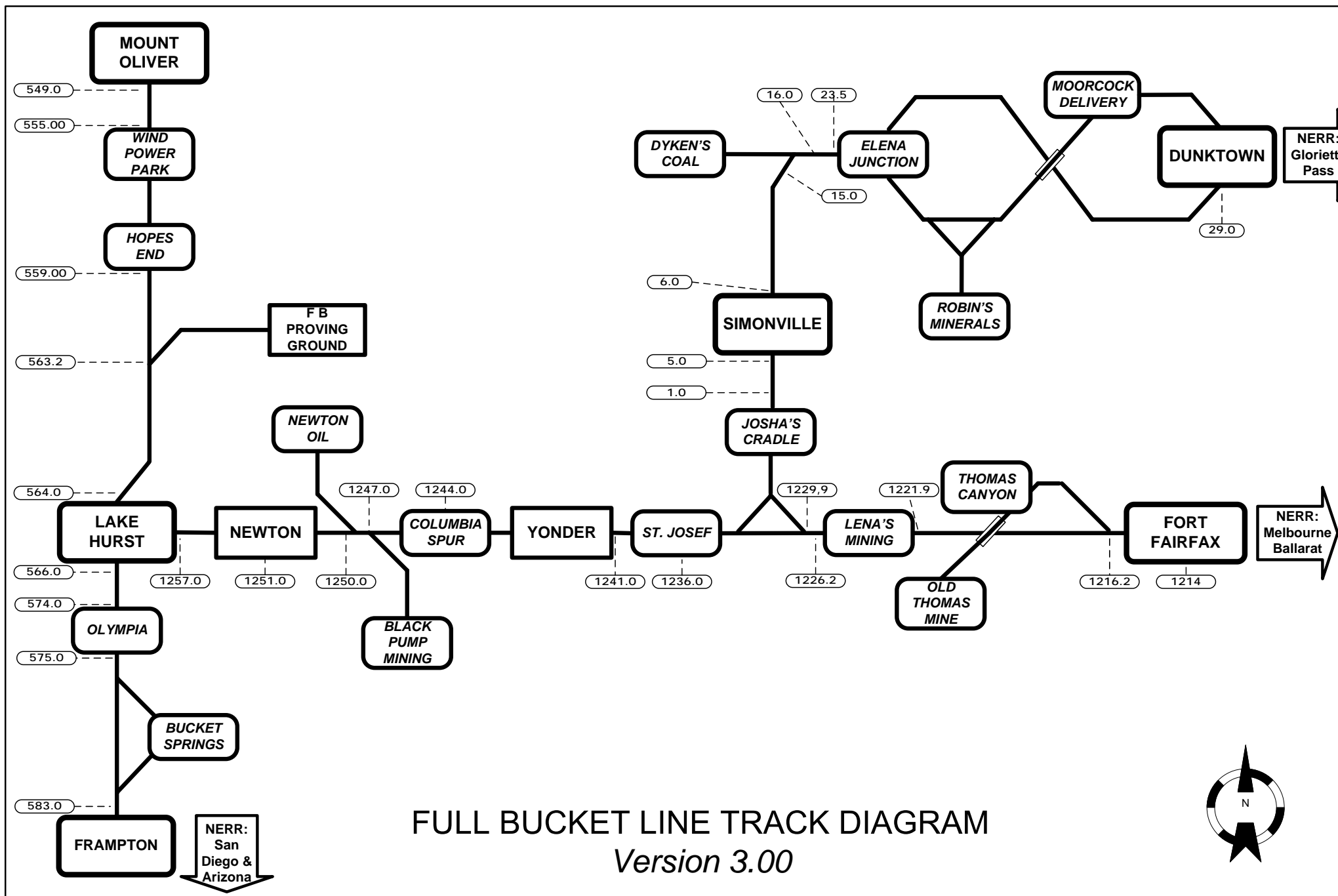
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# SCHEMATICS

*Schematics & Goods Flow Chart © K R Wilson-Smith*

*Full Bucket Line © Björn Arit*

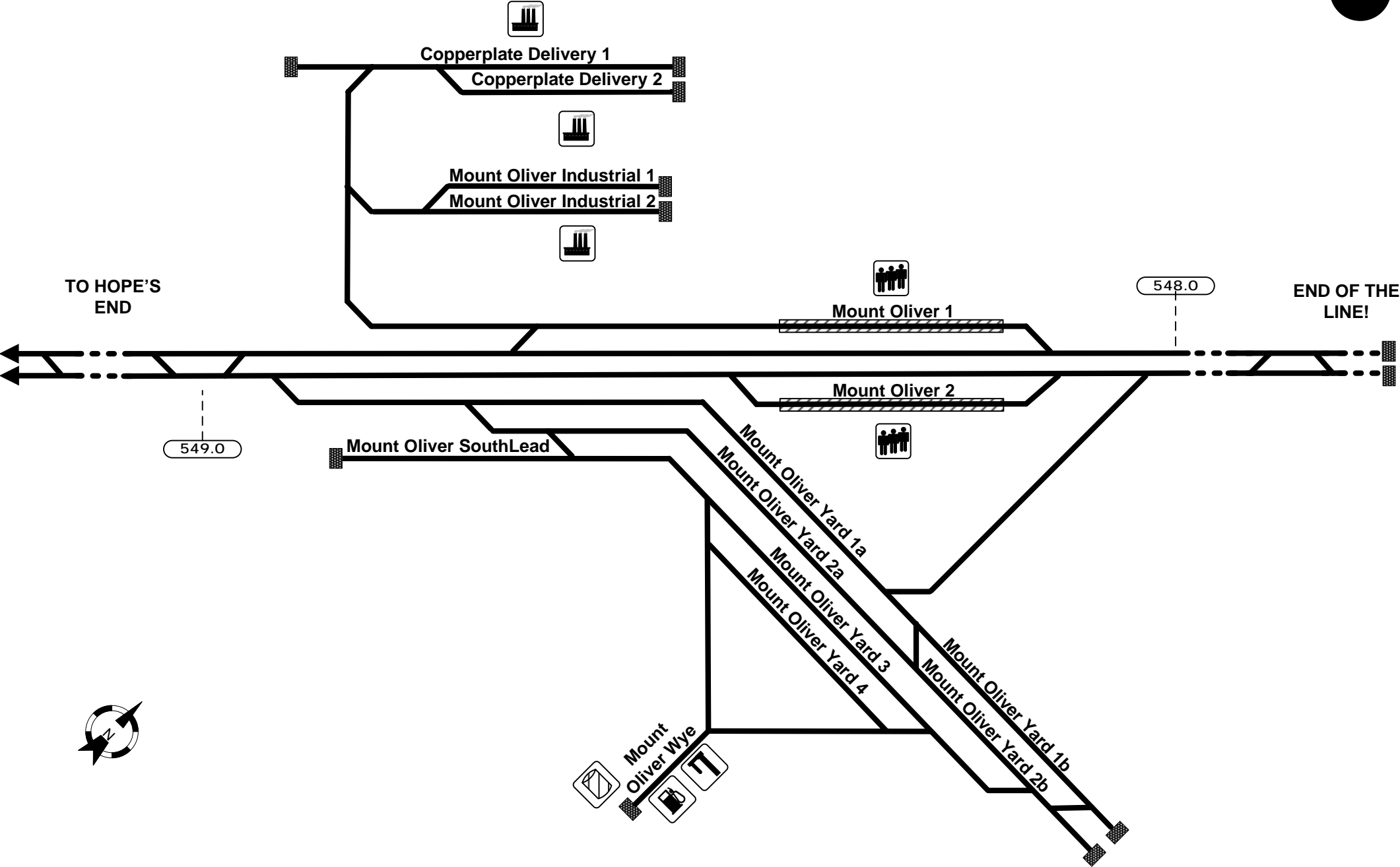






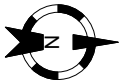
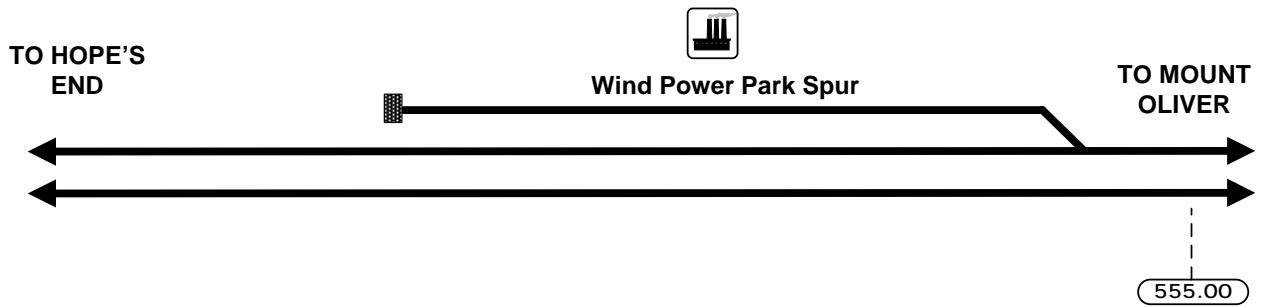
# MOUNT OLIVER

1



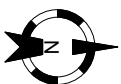
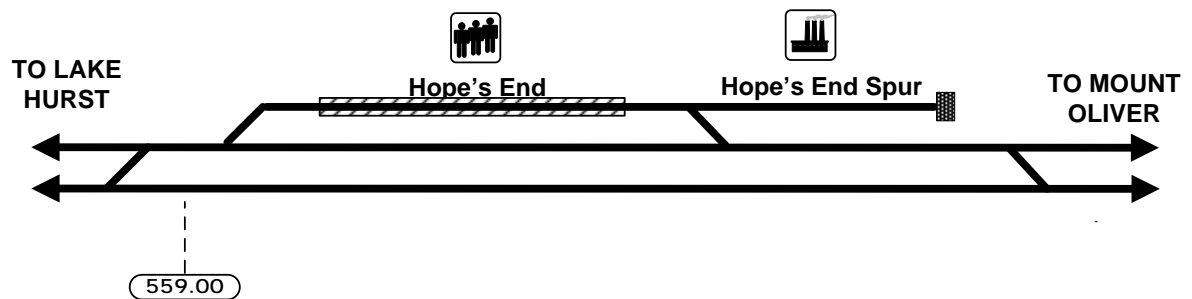
## WIND POWER PARK SPUR

2



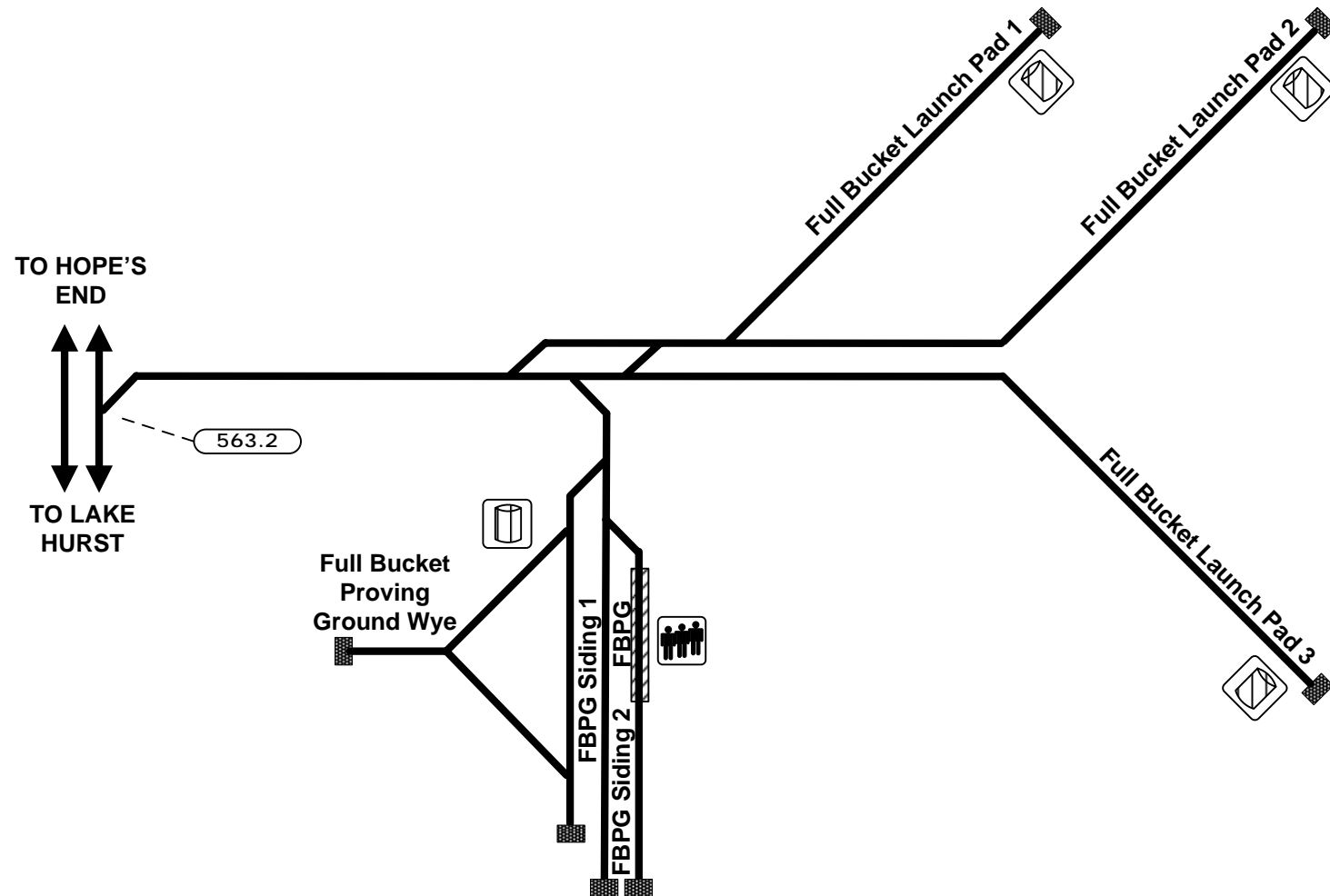
## HOPE'S END

3



# FULL BUCKET PROVING GROUND

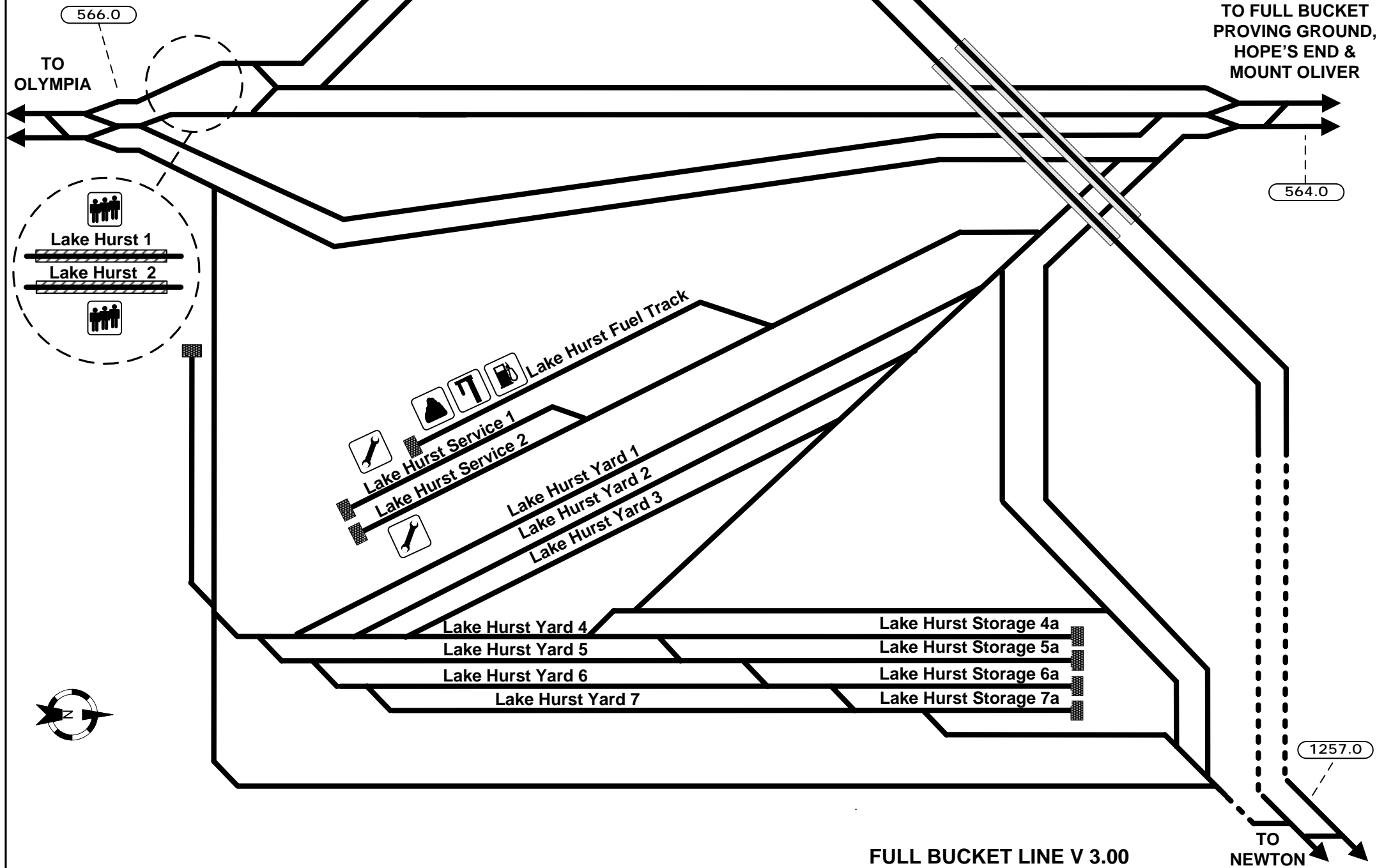
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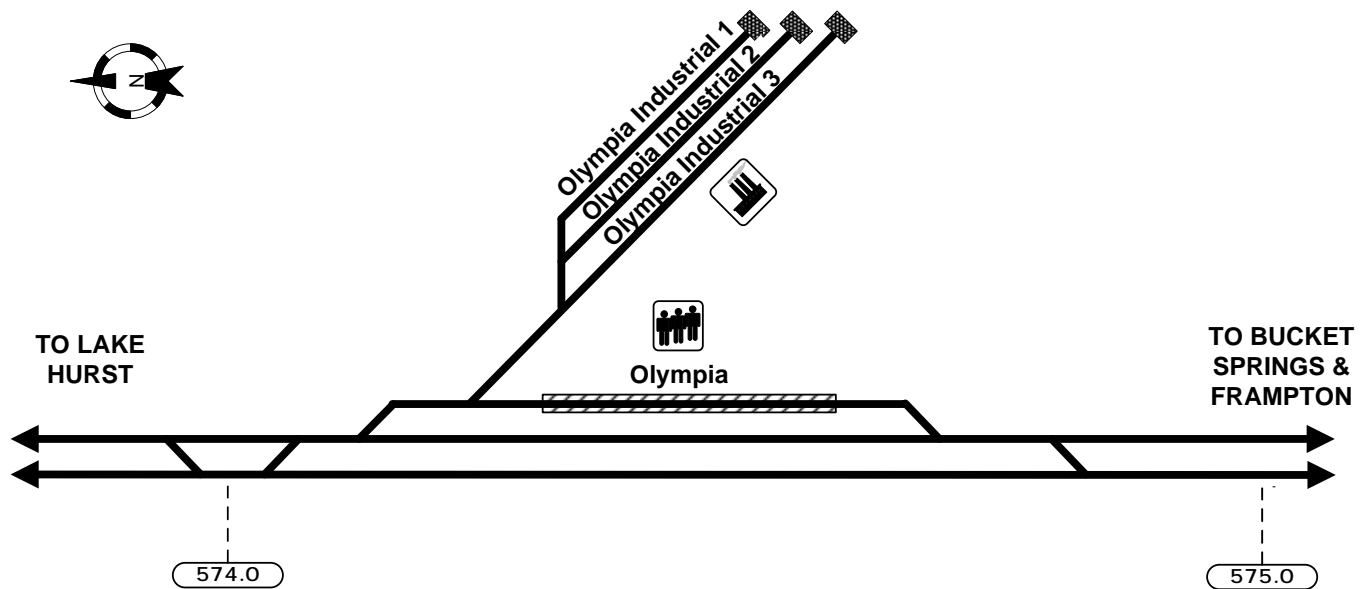
# LAKE HURST

4



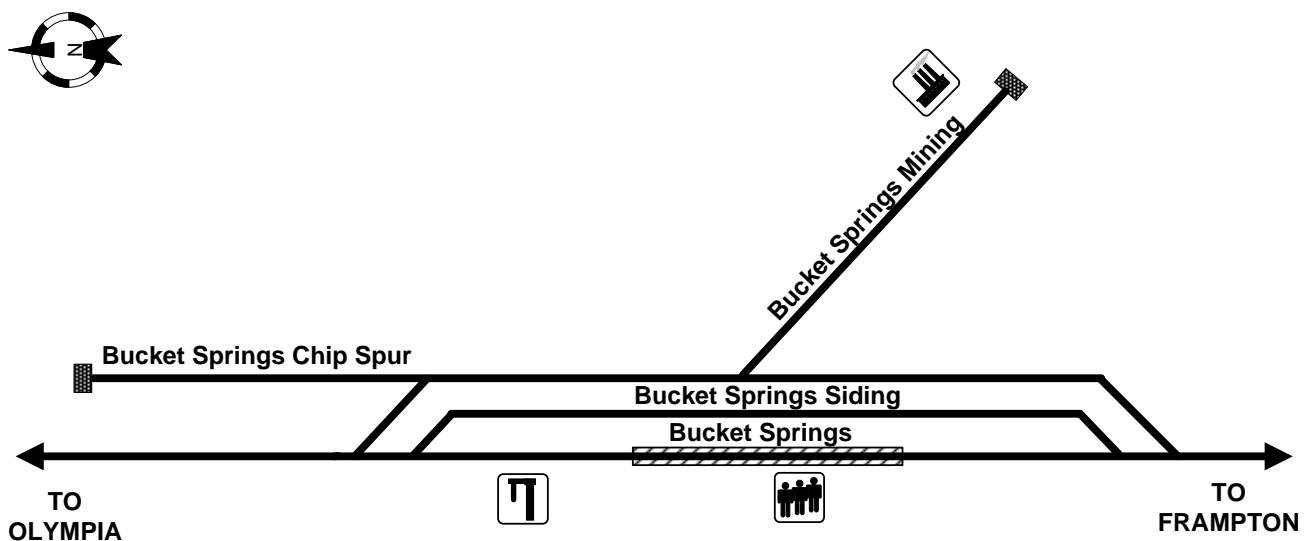
# OYLMPIA

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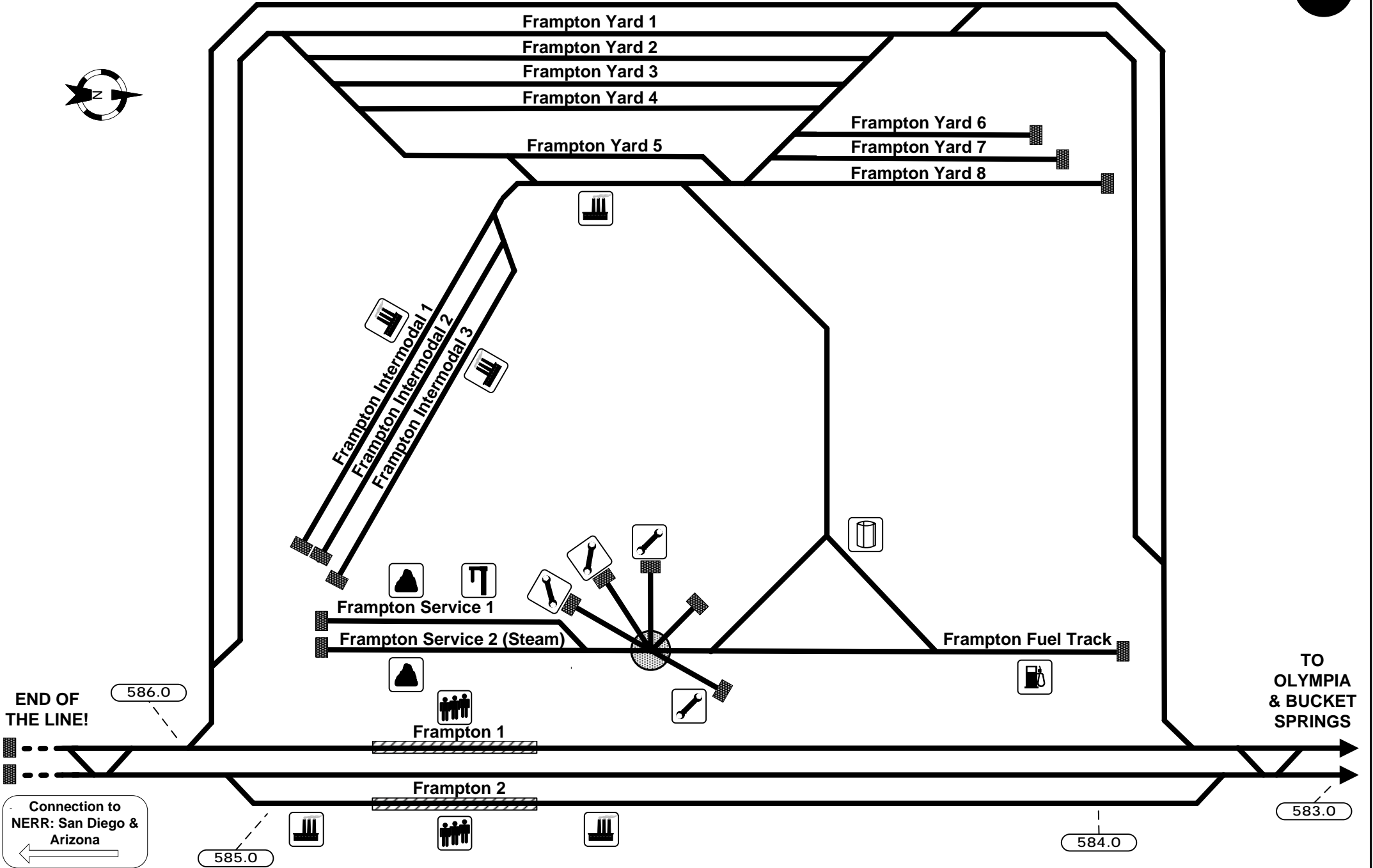


# BUCKET SPRINGS

6



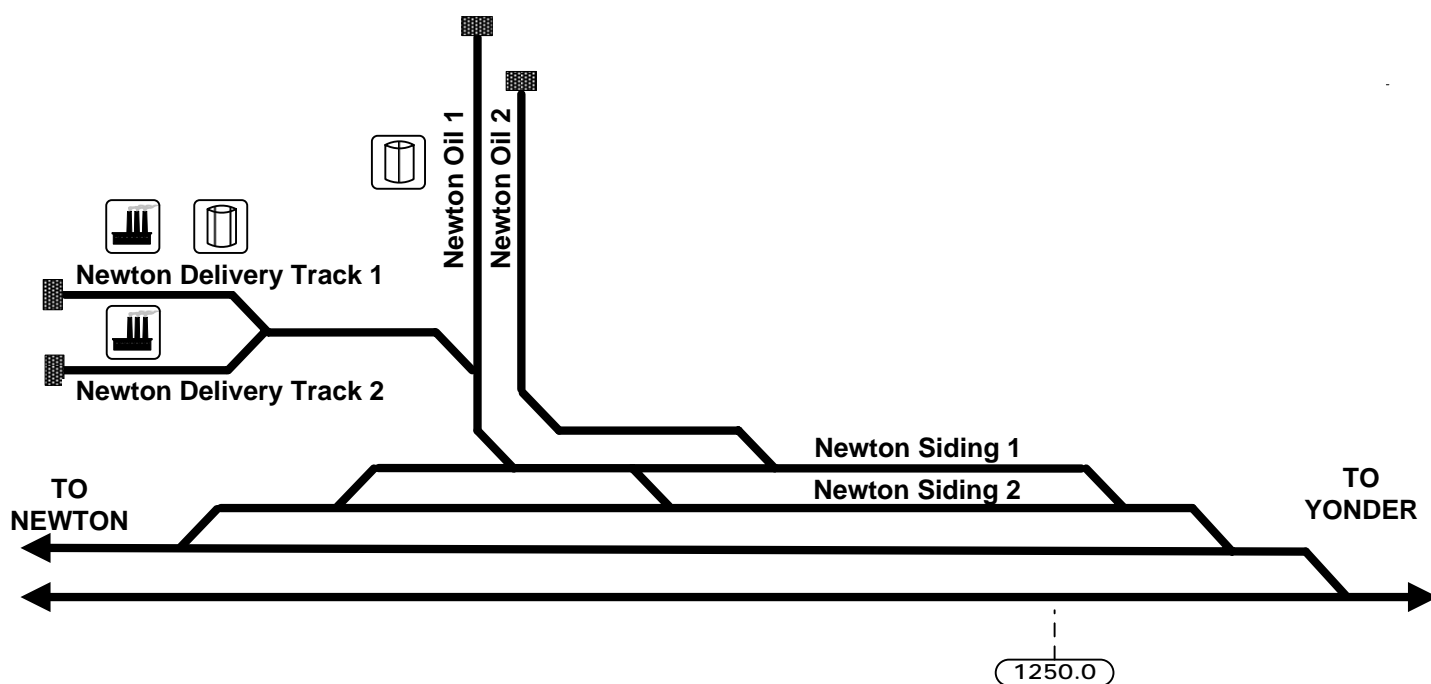
FRAMPTON





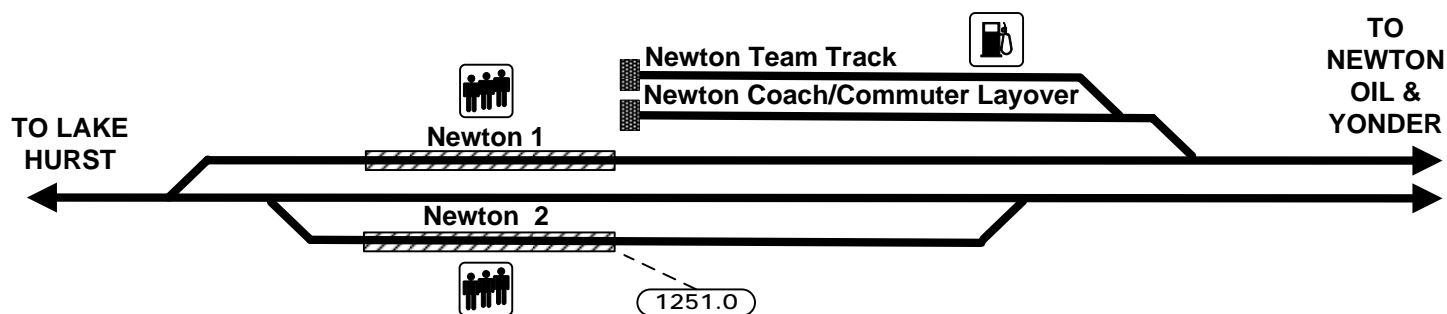
# NEWTON OIL

9



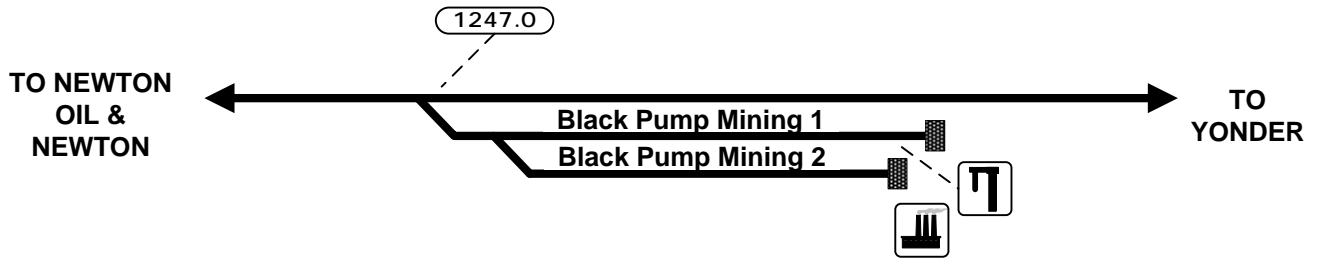
# NEWTON

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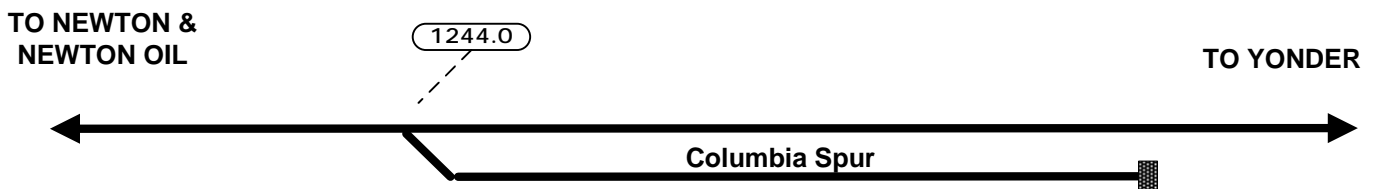
# BLACK PUMP MINING

11



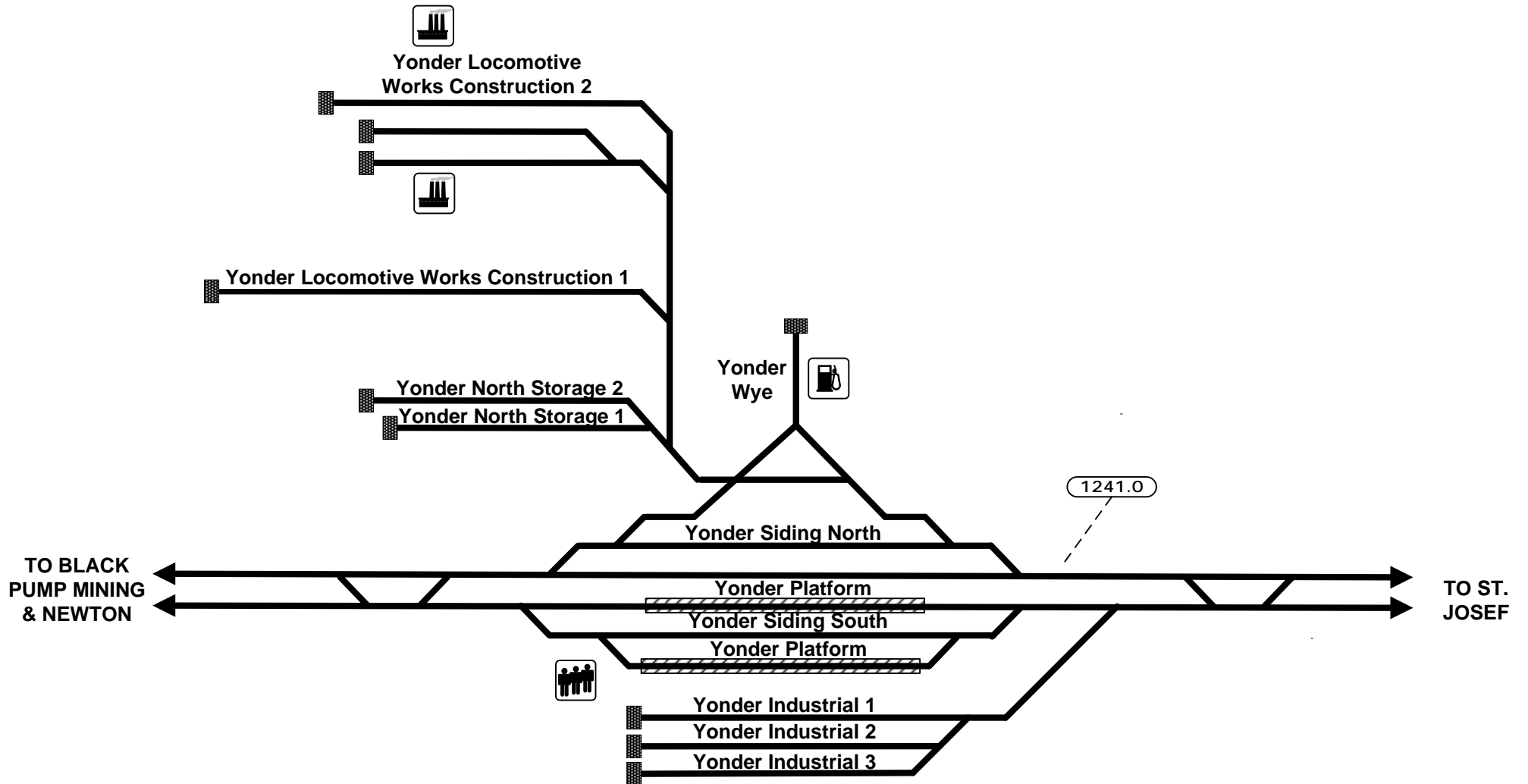
# COLUMBIA SPUR

12



# YONDER

13

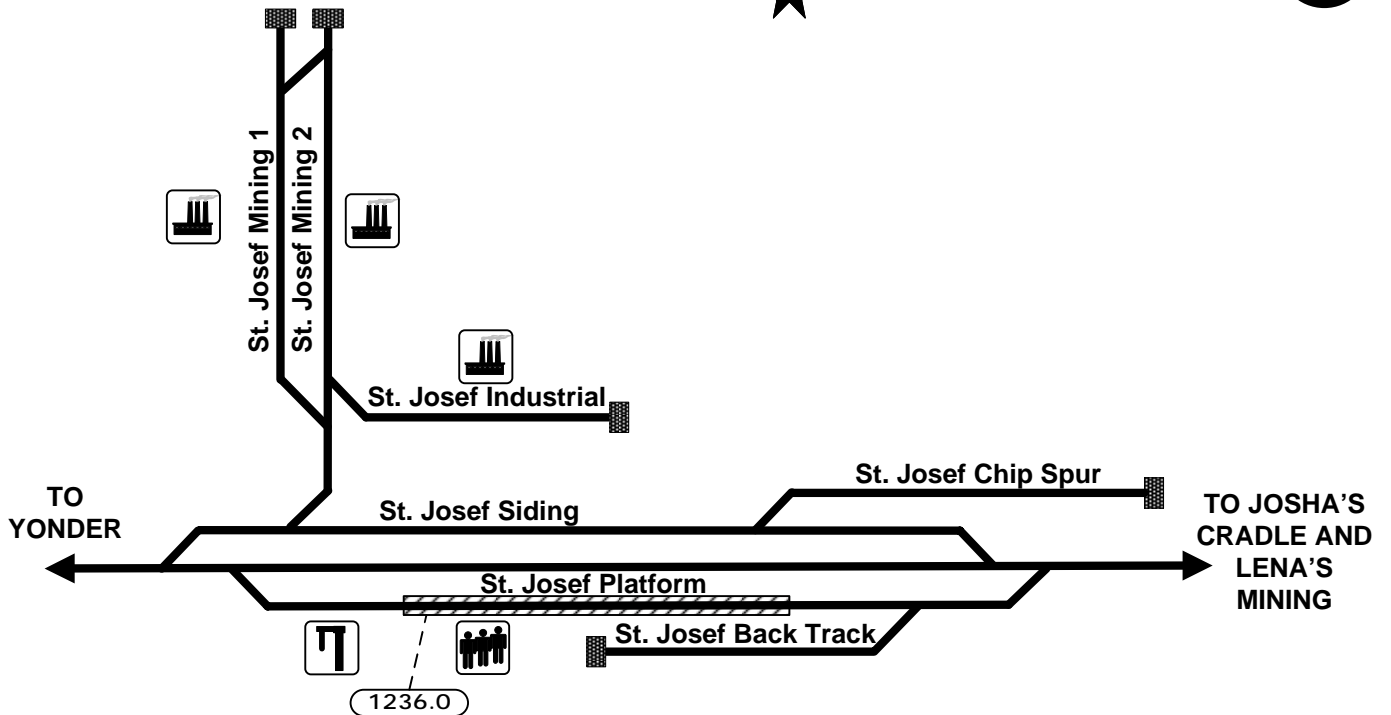




## ST. JOSEF



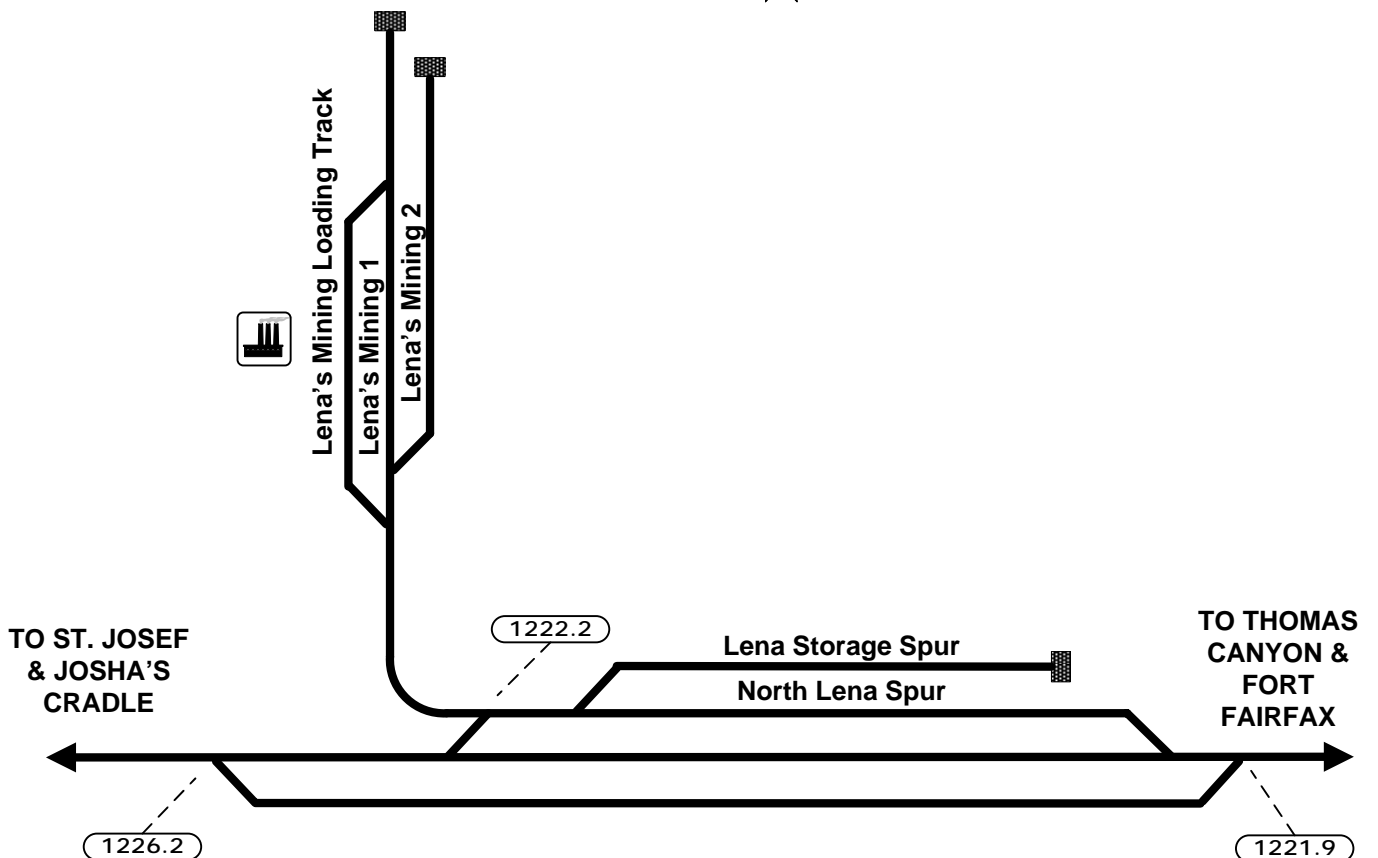
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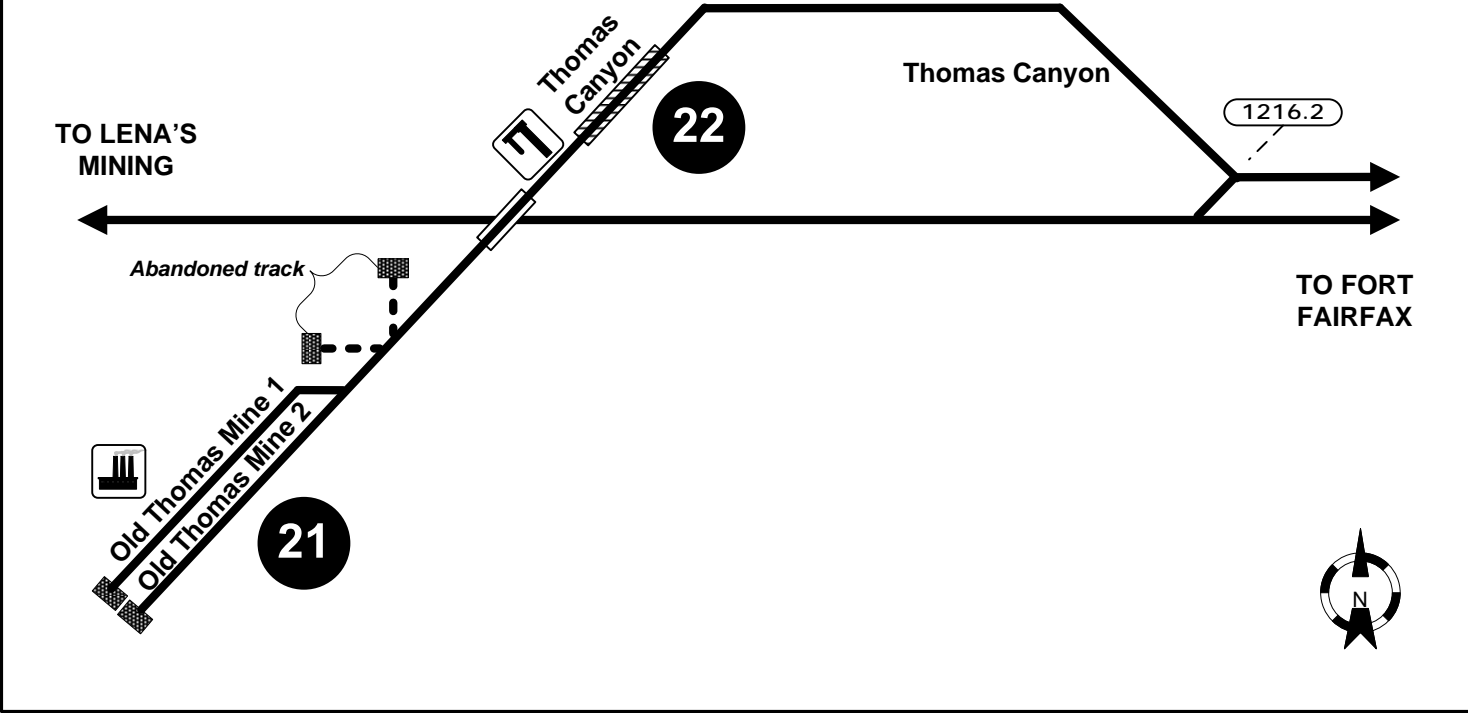
## LENA'S MINING



20

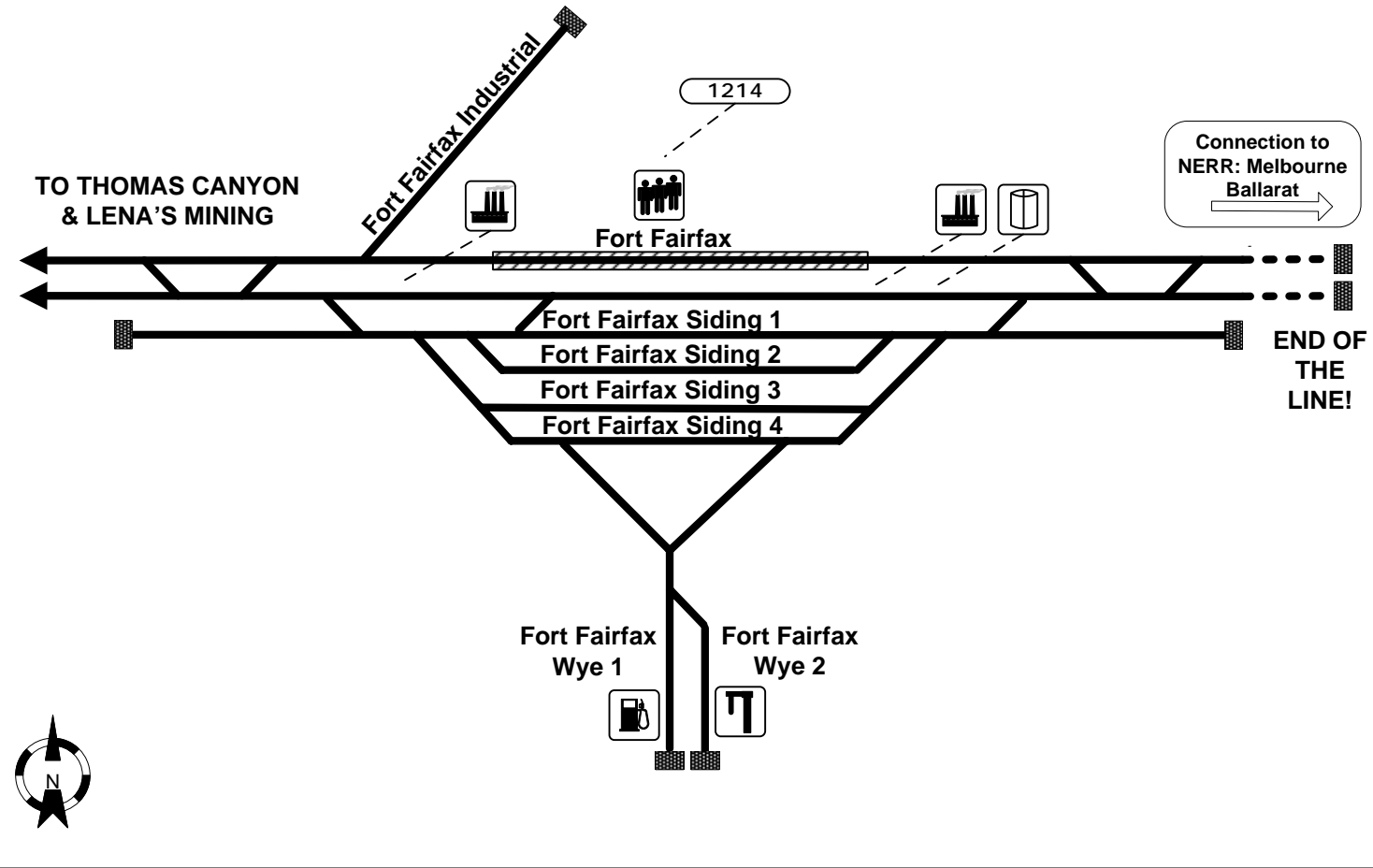


# THOMAS CANYON/OLD THOMAS MINE



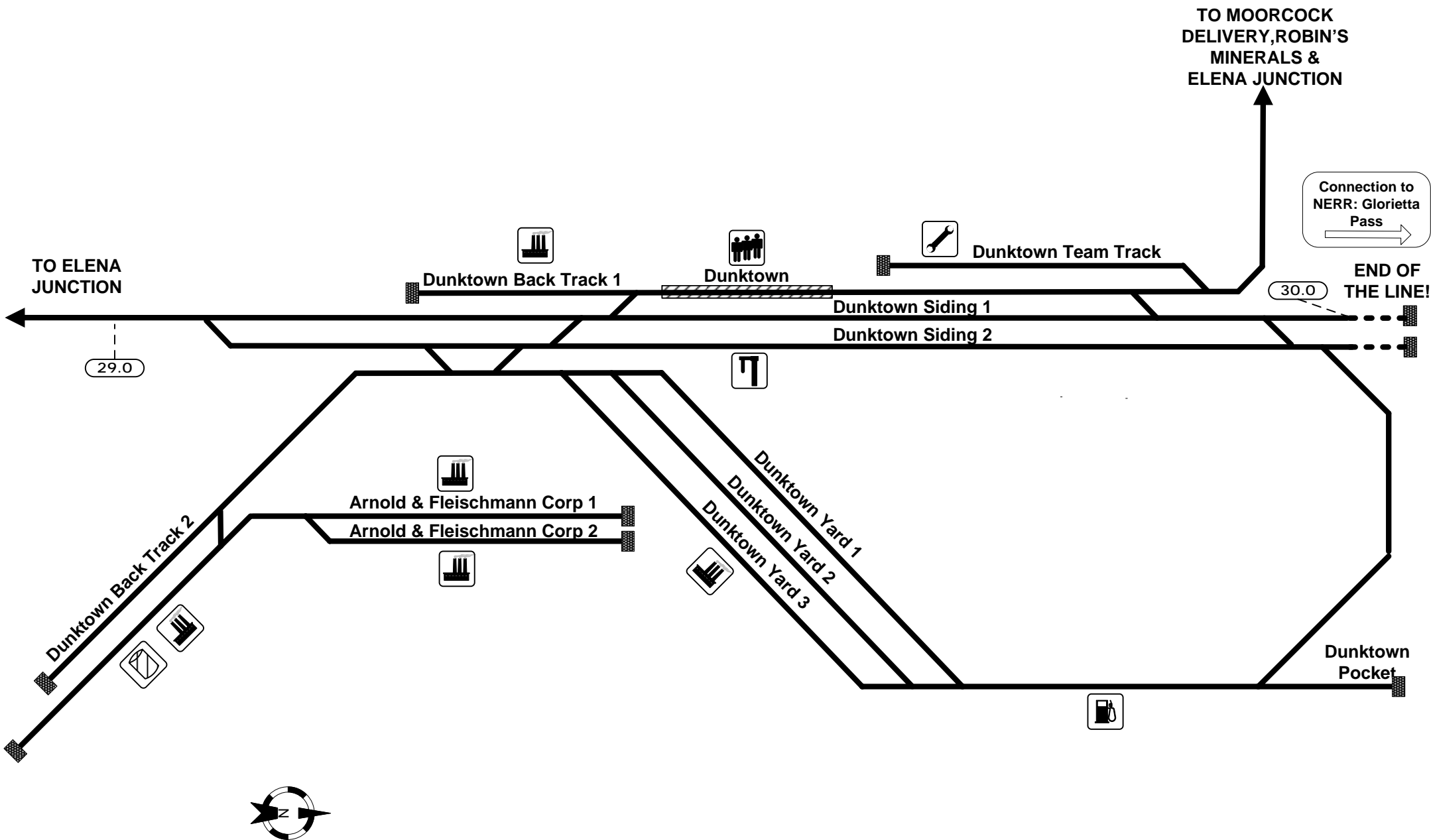
# FORT FAIRFAX

25



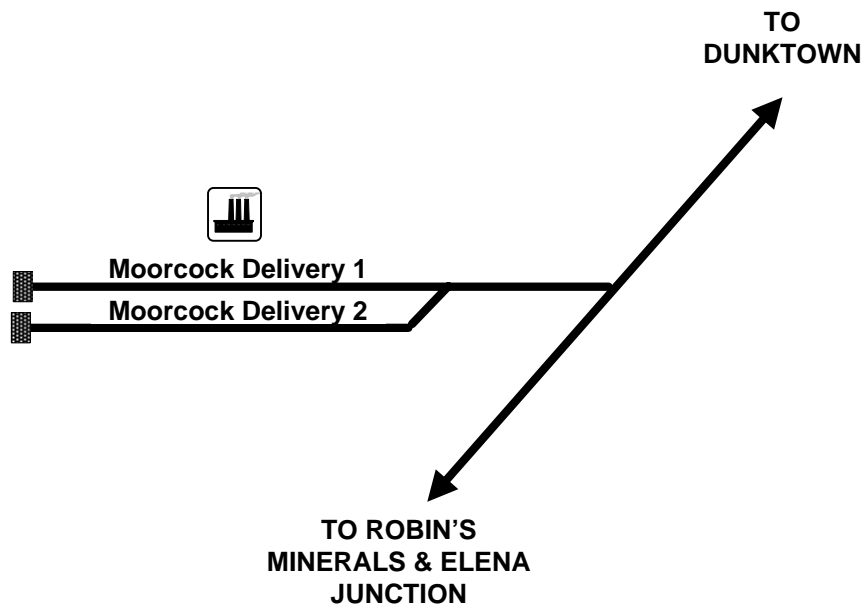
# DUNKTOWN

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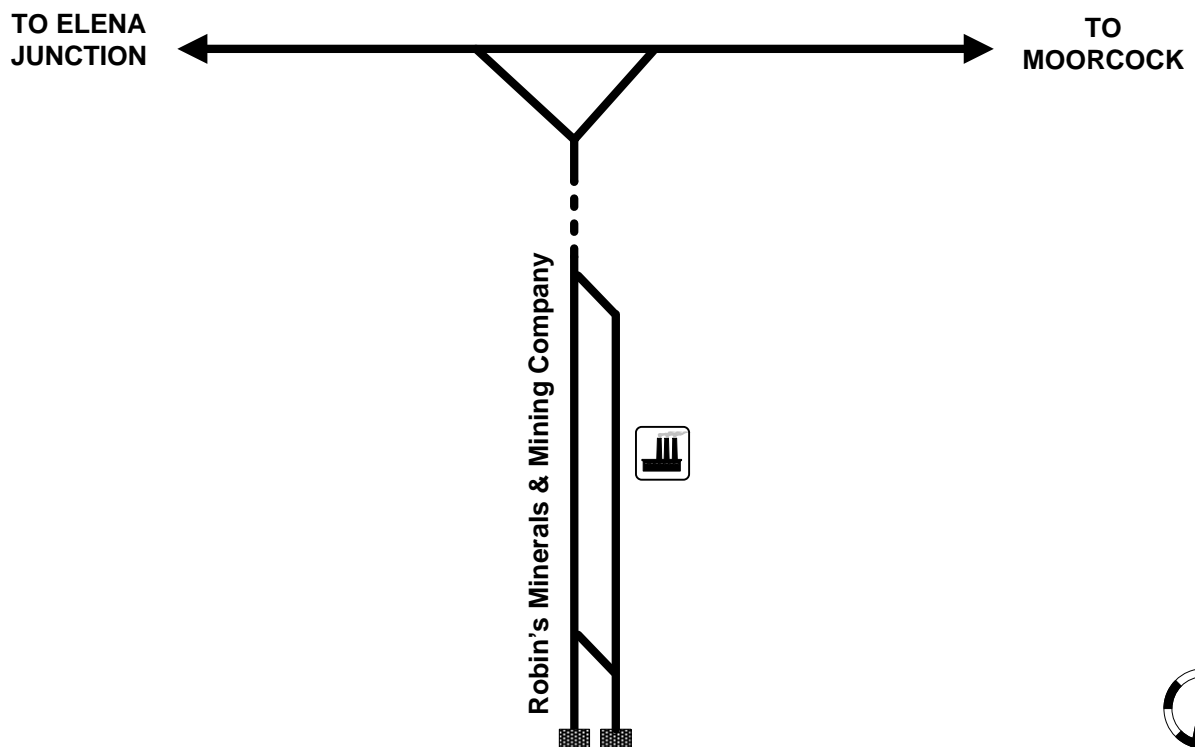
# MOORCOCK

23



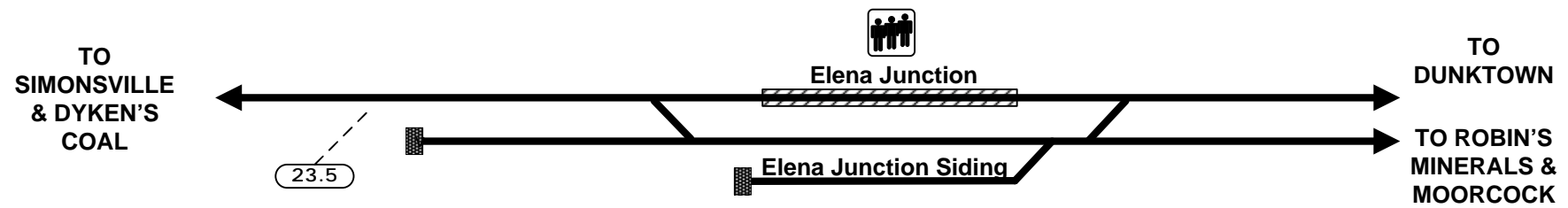
# ROBIN'S MINERALS AND MINING COMPANY

19

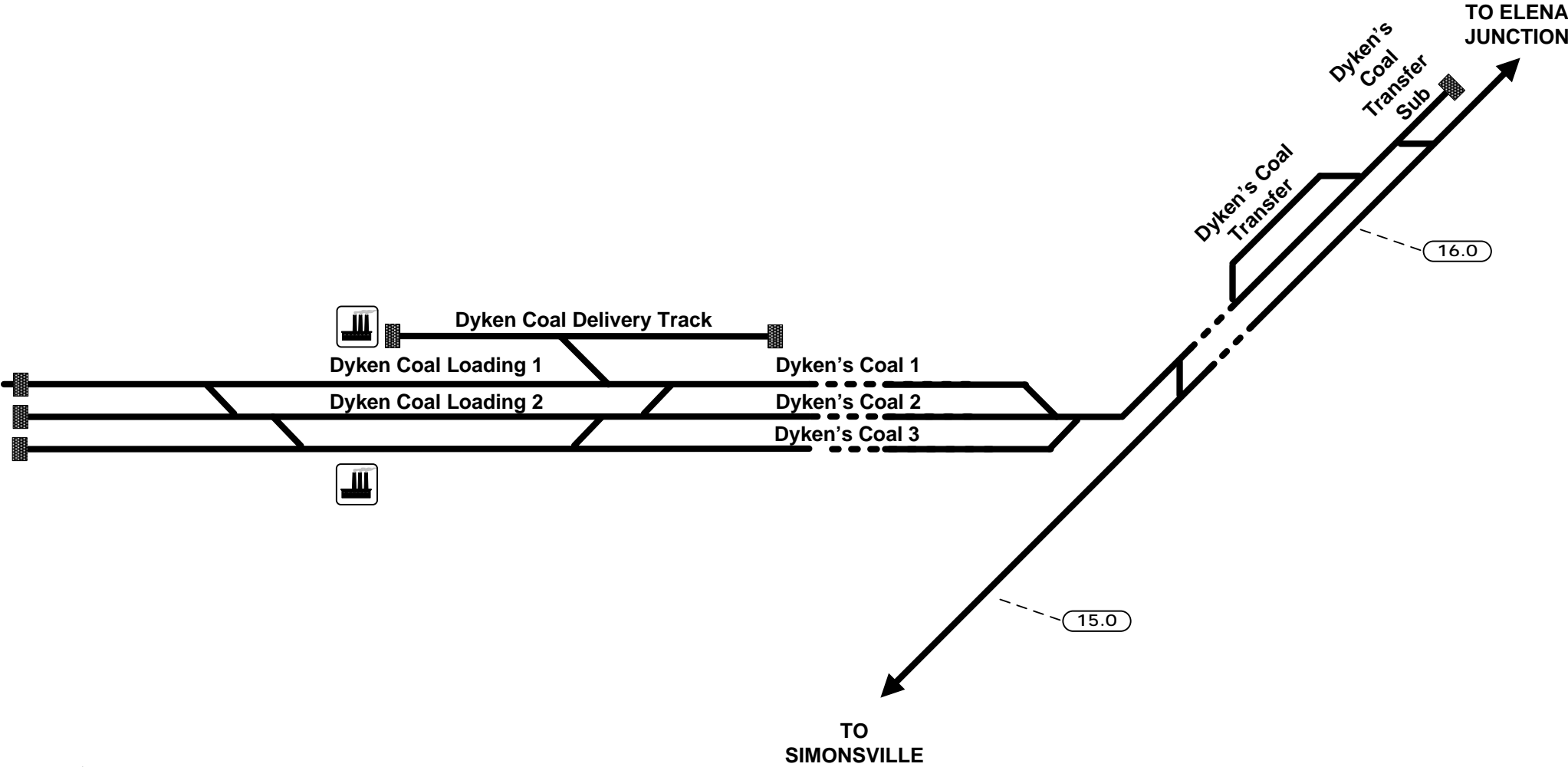


# ELENA JUNCTION

18



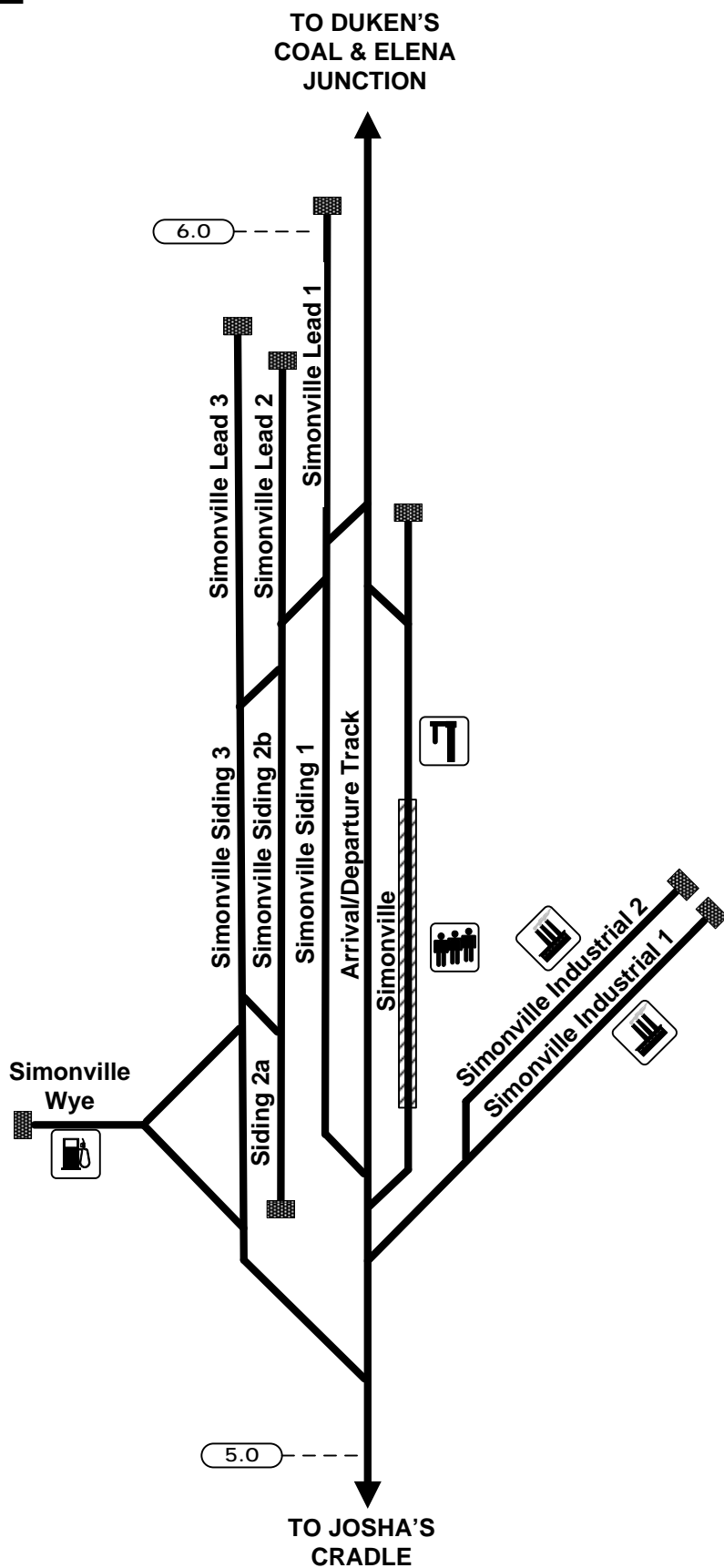
DYKEN'S COAL



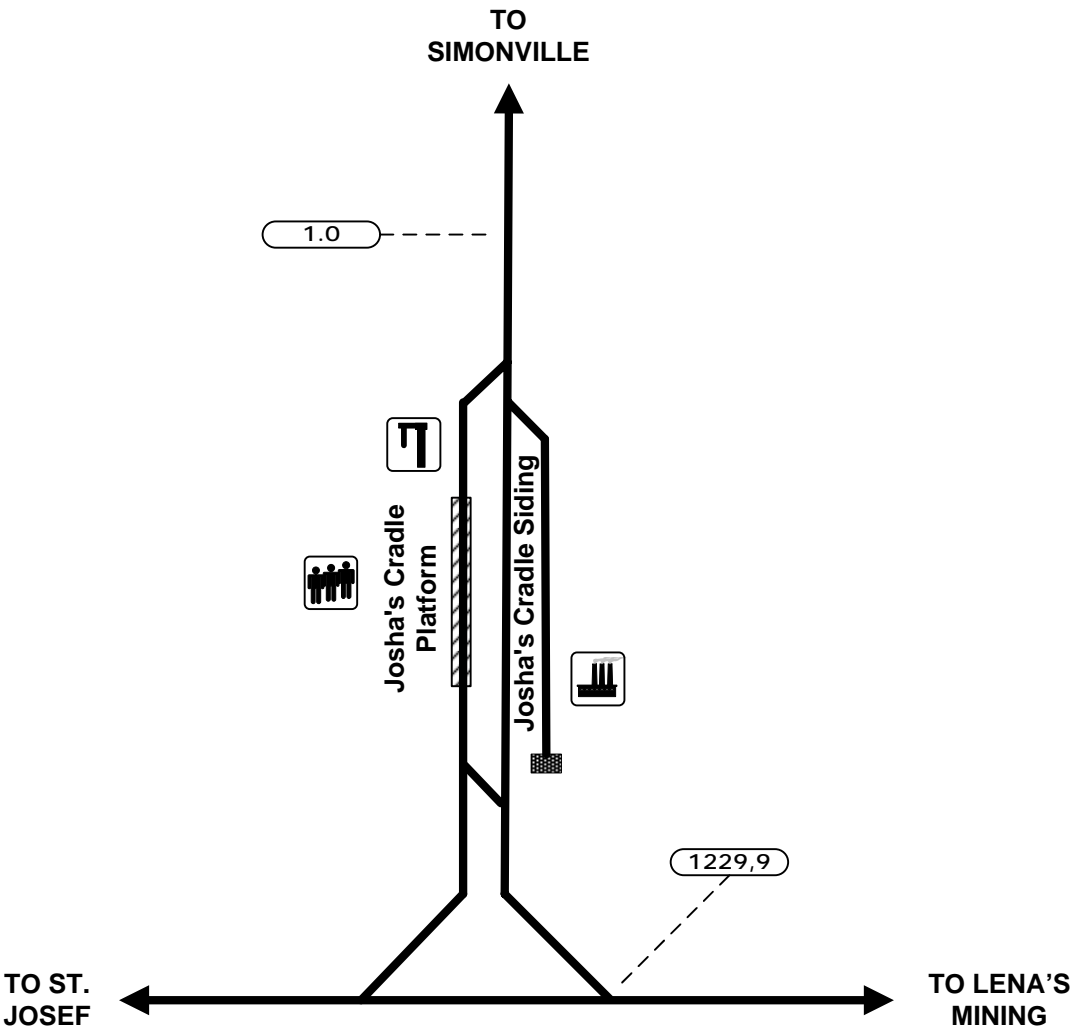


# SIMONVILLE

15



JOSHA’S CRADLE



# FULL BUCKET LINE

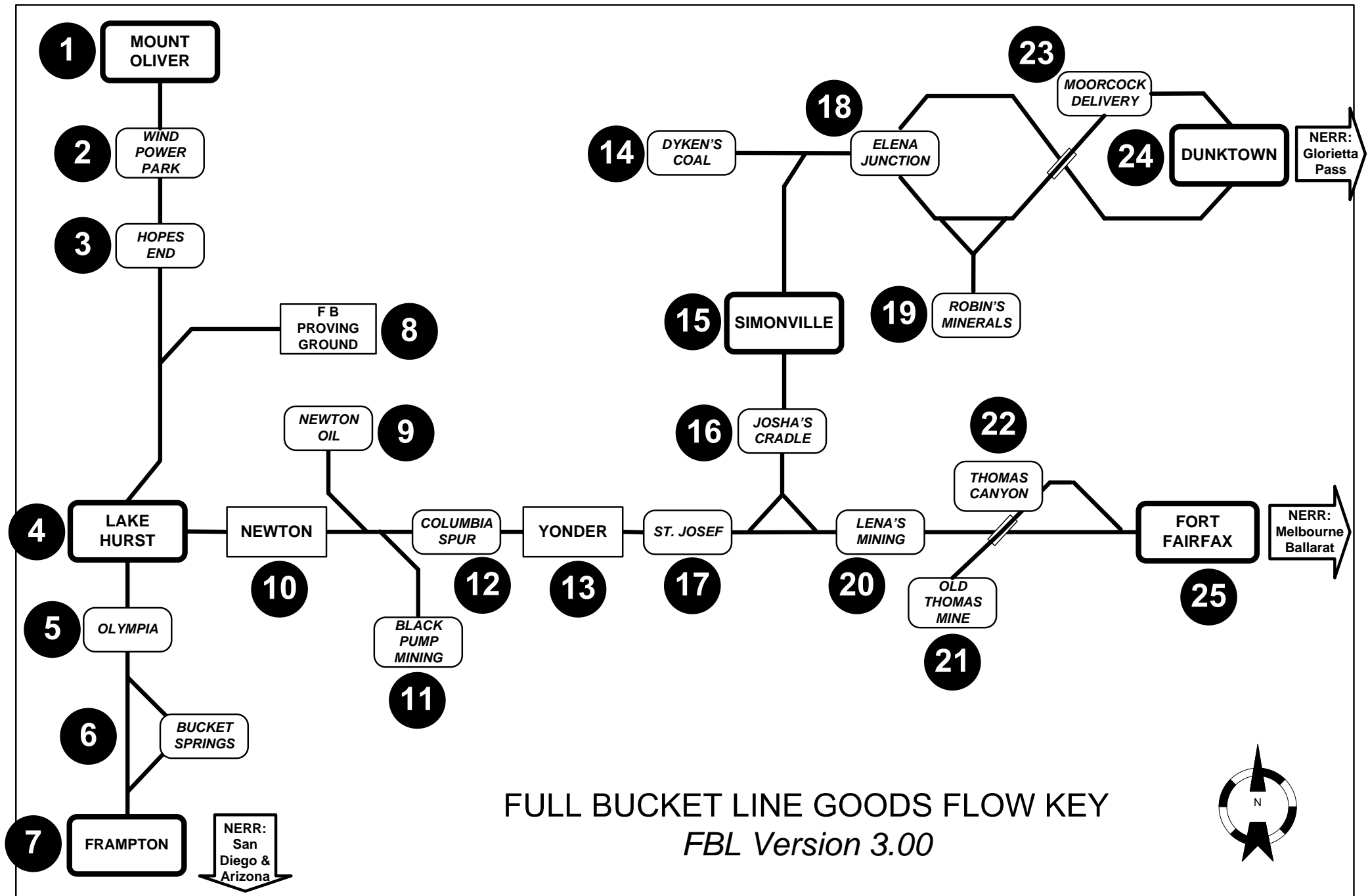
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# GOODS FLOW

*Schematics & Goods Flow Chart © K R Wilson-Smith*

*Full Bucket Line © Björn Arit*





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