



TGO Challenge – Filling in the Route Sheet

You've decided on your start point, selected an end point and having pored over the maps you now know how you're going to join them. It's time to put that information onto your Route Sheet.

This document aims to provide you with information on how to fill in the TGO Route Sheet; before you start this task, please ensure that you have read and understood the information provided in the Event Details, which describes how to go about planning your route and the subsequent vetting process. If you have any queries that aren't answered by the Event Details, you can direct them to the coordinators, ask in the Facebook Group or on the Message Board.

This document is primarily aimed at people who are not familiar with filling out the Route Sheet (those new or relatively new to the Challenge, or those who haven't entered the Challenge for a few years). Challengers who have completed many Route Sheets possibly don't need all the guidance provided in this document, but we would ask that everyone, including experienced Challengers, reads the section on GPX files (which has changed this year) and runs through the [Checklist](#) before submitting their Route Sheet.

Clicking on any [blue text](#) in this document will give you additional information. Useful contact information and phone numbers can be found in the Resources section of the website.

COMPLETING YOUR ROUTE SHEET

Once your route has been planned you need to submit it to us on the current year's Challenge [Route Sheet](#). This is central to how the Challenge is organised, so it needs to be clear, concise and accurate. We cannot accept routes presented in any other form or on a Route Sheet from a previous year.

The Route Sheet is available as a:

Word document – if possible, please use this version as it can be easily annotated for use at Challenge Control. Apple Mac users and those using Open Office or other alternatives to Microsoft Word may find the formatting is altered. If you cannot get it back into the two-page format the coordinators will adjust it once the route has been signed off. Please submit these as Word documents and not PDFs.

Editable PDF – this is an alternative if the Word version doesn't work for you.

If you cannot complete either of the versions above, you can handwrite your route sheet and send it to the coordinators as a scanned email attachment (no photos please) or by post.

When completing the route sheet bear in mind who will be using it:

You and your group as an aide memoire summarizing each day's route and when you are due to phone Challenge Control.

Vetters use it to trace your route when they review it.

Challenge Control – if worried about you it is their first port of call.

Emergency Services if a search is initiated.

No jokes please – they might amuse us or your vetter but may not seem so funny if the sheet is being looked at by the emergency services . . .

The following pages explain what is needed in each section and why and gives examples of how to present each day's route.

GPX FILES

Our trial of requesting GPX files found that they were useful for both vetters and Challenge Control. Those who use digital mapping are therefore asked to give access to their GPX files.

If possible, please submit the main route as a single GPX file, with each day clearly identified as a sub-file within it (e.g. Fri12 Main; Sat13 Main, etc); however, we will accept separate GPX files for each day (again, please clearly identify each day and whether it is the main route or FWA for that day).

FWAs can be sent as separate GPX files, with each file name clearly identifying the day and that it's a FWA (e.g. Fri12 FWA).

Files can either be:

Stored in a cloud-based folder that can be shared (e.g. Dropbox, Google Drive) with a hyperlink to the folder included at the bottom of your Route Sheet; or

If comprised of 3 or fewer separate GPX files: sent as an email attachment along with your Route Sheet

Note that we require the same amount of route description and ascent/distance figures on the Route Sheet as usual. We may be able to reduce the information required on the Route Sheet in the future as the system evolves, but at present, the Route Sheet remains the primary document for describing your route.

SUBMITTING YOUR ROUTE

Once your route sheet is complete, please use the checklist below before sending it to the coordinators at tgochallenge@gmail.com.

We acknowledge all routes so if you have not heard from us within 3 days please contact us by phone or text on 07786 628 105, 07714 329 917 or 07769 952 085.



Map reading – Kasia Grabska

ROUTE SHEET CHECKLIST

Format

- Only 2 pages
- No boxes removed – (size of empty boxes can be reduced if needed).
- Mac users – do not send as a “Pages” document. Please convert to .docx or .pdf.
- Use only place names found on 1:50,000 maps.
- Deferred routes – highlight changes in a different colour.

Start/Finish Points

- Places and dates tally with the written text.

Names

- Names of all group members

Dinner Requests

- Please indicate your preference in the box provided and refer to the paragraph FINISHING YOUR CROSSING in the Event Details, page 12.

Ferry Crossings

- Please indicate in the box provided if you plan to use the Loch Ness crossing.

Distance and ascent

- Required for all days and FWAs.
- Distance to nearest 1 km.
- Ascent to nearest 10m.
- Metric measurements only.

Grid references

- Use two prefix letters and only six figures (eg NH 068 312).
- In main description use only when a place name is not available.

Main route

- Only one please (escape routes from ridges or summits to FWAs are acceptable).
- Clear concise description (see examples).
- Highlight any summits over 600m (e.g. Munros, Corbetts and Grahams) in bold type.
- Use mainly place names, and grid reference only where needed for clarity.

FWAs

- Suitable FWAs are provided – see list and advice on page 6 of the Event Details.
- Each FWA (or section of multiday FWA) appears under the relevant day and has distance and ascent figures.
- Multiday FWAs give overnight halts and, if appropriate, link to/from the main route.

Overnight halts

- Town/villages – name of place and establishment you intend to use with phone number (if known)
- Wild camping – description and 6 figure grid reference with prefix letters (eg Loch Mhoicean NH 068 312)
- No need to state “wild camp” – it’s usually obvious!

Phone in points

- Minimum 4, maximum 6.
- Maximum 4 days apart if possible.
- Do not include your start or finish points.
- Give place and date – use day of arrival to phone in, not following morning.
- Only where mobile signal or access to landline or wi-fi.

GPX files

- If including, please follow guidance on page 1

TGO CHALLENGE 2024: COMPLETING YOUR ROUTE SHEET

Start/finish points

Date you plan to sign out.
Date you plan to reach the coast – not date you will report to Challenge Control (if different).
Information used when preparing start and finish lists.


Name(s) – Group leader first

Dinner request(s)

Please indicate dinner preferences for each person.

Loch Ness Ferry

Please indicate if planning to use the ferry. Give date and time if appropriate.

TGO CHALLENGE 202x ROUTE SHEET					
	START POINT:	FINISH POINT:	Name(s) – group leader first	Dinner – Tue, Wed, Thu, Fri or none	Loch Ness ferry
	DATE:	DATE:	1. 2. 3. 4.		Date: AM PM:
Page 1	DAILY ITINERARY WITH FOUL WEATHER ALTERNATIVES (if needed) See planning notes and use the checklist before submitting to the coordinator. Routes with insufficient detail or FWAs will be rejected.			DISTANCE (km) & ASCENT (m)	OVERNIGHT HALT (name & grid ref.)
THU 9 th MAY	FWA:				

Main route

Not an essay! - concise and clear so it is easy for your vetter and Challenge Control to use. See examples.
Place names with a small amount of description – limit the use of linking words e.g. “follow”, use compass points e.g. N, SE for significant changes of direction
Use only place names on 1:50k OS maps as these are what vetters and Challenge Control use.
Keep grid references to a minimum using only when no place name is available. When essential use the two prefix letters and only give 6 figures – e.g. NN 185 462.
Grid references take much longer to locate than place names and require more vetters time to check them.
One main route only – no multiple variations (exception is escape routes from ridges or summits to FWA).
Alternative routes cause confusion and take more of the vetters’ valuable time.
Highlight any significant summits over 600m (eg Munros, Corbetts, Grahams) in **bold**.

FWA

Should link to and from main route.
For multiday must be contiguous with previous days FWA and may need a second FWA if main route covers high/exposed ground on subsequent days.
Need to have a FWA for any time you might be on high/exposed ground and for fording significant unbridged water-courses (see Event Details)
Can get complicated! Talk to coordinators if stuck.

Ascents and distances

Metric figures only.
Distance to nearest whole kilometre.
Ascent to nearest ten metres.
Ascent is total of all climbs during the day and is never 0!
Accurate figures show you have planned carefully and taken in to account the effect of distance and ascent on the length of your day.

Overnight halt point Wild camps/ bothies

Place name and six figure grid reference (e.g. Glen Loyne NH 092 055).
No need to state “wild camp” – it’s usually pretty obvious!

Villages/towns.

Name of town/village – no grid reference needed.
Type of accommodation (hotel/hostel/ B&B/campsite) if known.
Name and phone number of any establishment already booked.
If bookings are made after submitting your route please let us know details.
Place names rather than just grid references give Control a quick overview of your route. We realise you may stop short or continue further along the following day’s route.
Accommodation details are useful if Control need to trace you. We will check with them before worrying your emergency contact.

FRI 24th MAY						
	FWA:					
PHONE-IN POINTS: minimum FOUR, maximum SIX - need to be reliable mobile reception or wi-fi / landline available				PLANNING METHOD: Please state if manual (eg OS map and contour counting) or digital (eg Anquet, Memory Map)		
DATE	LOCATION	DATE	LOCATION			
1.		4.				
2.		5.				
3.		6.				
Do you have GPX files to share with your vetter? Y/N <input type="checkbox"/> Please give a link to a shared file or folder below (e.g.Dropbox, Google Drive). Alternatively, email files to tgochallenge@gmail.com . File names should include your group leader's surname and first initial. Your vetter needs to see individual days and FWAs.				Questions:		



Phone in points

Minimum of 4, maximum of 6.
 No more than 4 days apart.
 Solo walkers/ high level routes encouraged to phone informally between official phone ins.
 Check if on the phone in list. If not should be where mobile signal is likely or landline or wi-fi available.
 This is our primary safety system.
 Control will have sleepless nights if you can't phone or forget!
 Sometimes difficult to identify 4 days on high routes – discuss with coordinators if problems.

GPX files

Indicate if you are providing GPX files, and if you are providing via a cloud based folder (rather than email), provide a link to where the file(s) are stored. Each day and date, and associated FWAs, should be clearly identified within the file(s) provided.

Planning method

State whether manual (eg map and string/wheel) or digital (Anquet, MemoryMap etc.).

Digital methods usually give higher ascent figures so your vetter needs to know when assessing your figures.

Sample days

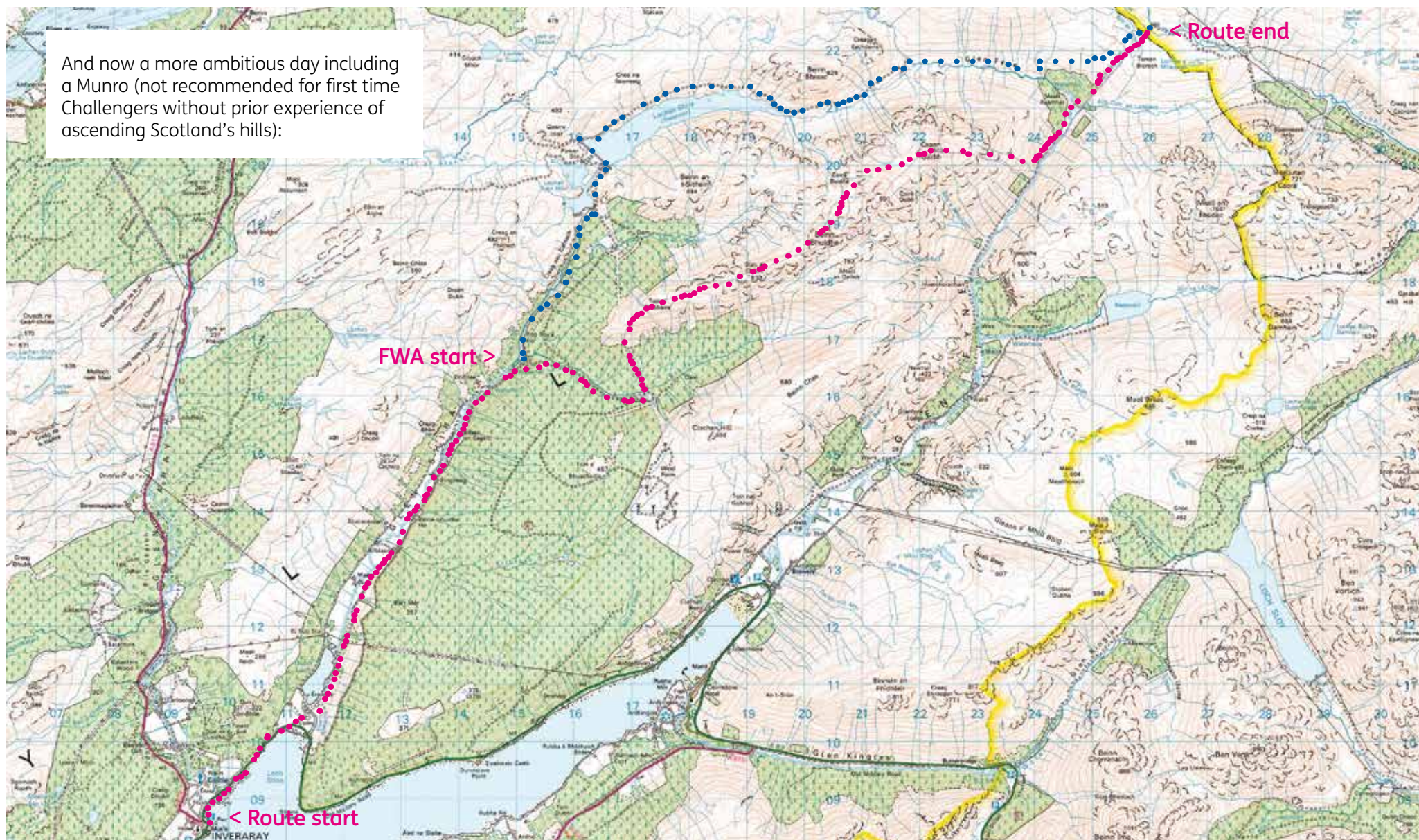
Firstly a relatively simple day from Dornie:



FRI 10th MAY	Dornie – minor road Bundaloch – path E River Glennan to Camas-Iuinie and Glen Elchaig – bridge at NG 968 278 –track E then NE to Iron Lodge – path NE to Loch Mhoicean	22	710	Loch Mhoicean NN 068 313
	FWA: Not required			

COMPLETING YOUR ROUTE SHEET – SAMPLE DAYS

And now a more ambitious day including a Munro (not recommended for first time Challengers without prior experience of ascending Scotland's hills):



SUN 12 th MAY	Inveraray – road N - track E side Glen Shira then track ESE from NN 158 164 to ascend firebreak at NN 172 160 – Toma'Phioaire – ridge NE to <u>Beinn Bhuidhe (M)</u> - E to Glen Fyne then NE by Allt Chaluim – camp near track end Allt nan Caorainn	26	1220	Allt nan Caorainn NN 260 224
	FWA: As above to Elrigbeag then track Glen Shira to dam – N shore Lochan Shira – N bank River Fyne then contour 350m to campspot as above	28	490	As above