

2. OPERATIONS - PASSENGER TRAIN SCENARIOS – 3/02 revised six month use

PASSENGER TRAIN CHECK-OFF REFERENCE

TR#	NAME	Staging OUT	Sched OUT-SW215	Works
#1	EB18 Swallowtail	5:46	5:50	Johnson PU/DR
#2	WB21 Wautagan	6:36	6:40	Rogers PU, Heaton PU, Johnson PU
#3	WB37 Pocohantas	6:45 to depot	7:05	Johnson PU, invert in staging
#4	WB99 Fast Mail	7:08	7:15	None, all clear, 2 loops
#5	EB62 Stemwinder	7:46	7:50	Heaton DR, Johnson DR
#6	WB77 Powhatan	8:31	8:35	Johnson DR, light engine return

1 person required/ 2 People preferred – 3 hour session– engineer, conductor may double as 3rd yard crew when not on mainline or doing car set-ups. Crew position rotation to occur upon release time for 99; if used, PASS Crew #2 runs 99 section 1 if in 2 parts.

6 through-service passenger trains builds – 4 start / terminate in staging, two starts/terminates in depot.

2 EB / 4 WB – all passenger trains must cross Alsop gorge on bridge.

- CREW BUILDS TRAINS IN STAGING YARD FROM OFFLINE EQUIPMENT, INVERTS OR REMOVES BY HAND
- MAINLINE SWITCH ALIGNMENT BY DISPATCHER, PASSENGER MOVEMENT REQUIRES CLEAR TRACK ORDERS BY TOWER
- EQUIPMENT FOR THIS SESSION – review specific consists. ***Hostler, passenger engines will require couplers on head-end except N&W Js used on 37/77, and through non-stop 99***
- PRE-STAGING CARS ON LAYOUT – 1 REA express reefer at Johnson depot REA 314 siding, 1 diner at Rogers depot through siding 324 side, 1-2 Pullmans in stub by themselves at Johnson 438, full N&W train in other 438 track, two express cars at Heaton.
- Note: any through sidings used for passenger movements must be functional and open during these runs. Freight movements must be in clear and static during passenger switching ops in that area.

IMPORTANT: PASS CREW SHOULD START SIMULTANEOUS CONSIST BUILDS OF BOTH #18 AND #21 AT 5:30 SHARP using staging tracks 1-2-7-8. STAGE ALL PICK-UP CARS ON LAYOUT AS NOTED ABOVE IF NOT ALREADY IN PLACE BEFORE 5:45. THEN BEGIN TO GET 99 ready with car selection. Build consist orders correctly with headend REA/baggage-comb/coach/diner/Pullmans/obs to be sure to do switching work in order and properly. You can build train 22 from 18/21/99 components and the pick-ups. 37/77 uses N&W club equipment.

A TRAIN IS CONSIDERED "OUT" when it passes points of 215 crossover.

CREW: Therefore, leave minimum 4 minutes to get there from staging. Hold for clearance behind 215 points regardless of track you are on until TOWER OKS mainline movement.

GENERAL NOTES TO PASSENGER CREWS

- 1) Passenger trains have priority, but do not underestimate need to efficient work! Watch the clock during switch movements as delays will affect the remainder of the evening's session.
- 2) Passenger consist can be at the discretion of passenger crew leader re: line, brand (except N&W train already in depot).
- 3) Passenger engines will be assigned by hostler unless previous agreement with hostler is made.
- 4) Hostler has final say over power used based on needed performance. Engine call is 15 minutes before departure.
- 5) Crew is to have engine backed onto train no later than 7 minutes before departure.
- 6) Crew is to notify dispatcher of ready to leave staging 5 minutes before departure and begin run from staging when tower has lined switches to yard main immediately there after. Remember your scheduled OUT notice is at the 215 crossover points near the wye and your train should be in motion over them exactly at that time.
- 7) EVERY passenger train forward movement after a stop is only with tower permission first.
- 8) EVERY engine / switch movement is via track warrant by tower to crew. Notify tower immediately of completion of work and time remaining on schedule of stop (i.e. 18 seconds)
- 9) Remember, switch crews are usually in CLEAR TRACK while you run. Notify tower of passing a track that a switch train is on so they can get back to work ASAP.
- 10) This is work but supposed to be fun. There will probably be problems. Deal with them as best as possible; NOTES TO CREW will help with movements. **END**

PT.1 – EB #18 “Swallowtail Limited” with steam power – 50 MPH

BUILD IS 5-7 passenger cars including 2 express reefers, will interchange at Johnsons depot

ON-TIME SCHEDULE OUT **5:50** – DISPATCHER note yard crew clear track orders to active trains at 5:45 (1 minute before leaving staging) and 5:48 (2 minutes before train arriving at speed to 215 OUT position). All CLEAR TRACK orders should be approved/verified before train goes OUT.

STOPS - 1– Run Time: 25 minutes total (back in at aprox. 6:15)

HOSTLER – ENGINE IS MAINLINE, FRONT/REAR COUPLERS

TOWER ROUTING: call on demand from staging at 5:46. OUT yard main at 5:50 via 211/312/398 EB, loop layout to 345 and pull into depot for 5 minute work stop. Tower permission for switch move using outside main (by engineer or by station switch crew), complete work and notify tower. 15 second air test, then outbound via 311 (no more than 5 minutes after arrival). Make 1 EB loop layout again to 316/315/211/yard main and back into staging. Train terminated, no rerun of locomotive. Engine moved to hostler by engineer, conductor readies next outbound train.

NOTES TO CREW – Have assigned engine from hostler ready on your train in staging at 5:40. 5:46 depart staging, 5:50 exact time over SW215 on yard main to start evening session. 50MPH run to depot. Work is pick up 1 REA car (in REA track), drop two REA cars for movement into REA track. Work can be done using depot switcher (operated by yard crew or hostler based on crew availability) or by using engine consist in and back. Max work time is 5 minutes including 15 second brake test. Return to staging to terminate.

JOHNSON DEPOT Suggestions – This movement is crucial to keep on time, and depot switcher will used if at all possible.

if using yard switcher, station switcher crew will have REA car already pulled from 314 siding and stored **behind** WB switch engine at 342 passenger stub lead. Upon arrival, notify station crew, uncouple mainline engine and two lead REA cars (be sure rear of train is clear of 343), forward these through 311, go backward on main to 344/345 connection, leave 2 REA cars on outside main between crossovers and uncouple engine. Pull forward past 344 points. At the same time, yard switcher reverses from 343 past 344, opens switch and pushes forward to couple the 1 REA pick-up to back of mainline engine. Bring engine to 311 and reverse to recouple to train. Start air test. At the same time, yard switcher will run WB 344/345 (both open) to get around 2 REAs, close both crossovers, pick-up cars and back WB past 345, open 345 and push cars past 345, close 345 and wait for train to leave. After departure (5 minutes after arrival), yard switcher will open 314 and push pick-ups into REA track, pull switcher clear of traffic. If using road engine – track warrant outside main, run engine only around train, leave REA setouts and headend cars and uncouple active passenger cars and pull them into depot stub 342/438. Now with engine behind headend cars (2 REA, baggage), use this consist to pull 1 REA from stub 314, push 1 past 314, back up and set out 2 REA drops in 314, back and collect

pickup and leave at depot. Uncouple engine, run back to 342/438 and get rest of train from stub, push onto consist, run engine around again via 344/311, notify tower of departure time (15 seconds after brake test).

TIME CHECK-OFFS: conductor – mark exact times, please for future reference

Engine on Train TIME _____ Engine type _____ verify front coupler _____

Out over SW215 _____

Depot arrival _____ T

Drop 2/Pickup 1 REA car (check) _____

Depot depart _____ T

SW215 Arrival _____ T

Staging arrival _____ T

Total elapsed time for run _____ min

PT.2 – WB #21 “Wataugean” steam or diesel power, HOSTLER – 338 tunnel clearance

3-5 cars start including at least 2 baggage cars and 1 RPO as head-end, 6-10 car max at end, interchange at Rogers, Heaton, and Johnson depot plus fuel stop. 50 MPH speed

ON TIME SCHEDULE OUT **6:35** – DISPATCHER note clear track orders to active yard trains at 6:28; to all trains in service at 6:31. IF #11 is not done work in Rogers by 6:30, clear all sides and it MUST BE ROUTED DIRECTLY INTO I/O STORAGE UNTIL PASSAGE IS COMPLETE. It will go back out after #22.

STOPS -3– Run Time: 39 minutes total (back in at aprox. 7:15PM). Most active pass train.

HOSTLER – ENGINE IS BRANCHLINE, 338 TUNNEL CLEARANCE, FRONT/REAR COUPLERS

TOWER ROUTING: call on demand from staging at 6:28. OUT yard main at 6:35 via staging to 212 into Rogers siding- work time is 6 min. max to pick-up diner (track warrant to run engine around via 347/318 and back, through 338/427 and back). Once done, tower clearance needed to leave Rogers. Run WB 347/337/334 inside to Heaton depot siding 396/399. Track warrant 335/427 during this move. 4 min for pick-up of 2 express cars, drop baggage, using station switcher at ready upon arrival. Tower clearance will be needed for double main use by switcher for work and to leave during Heaton stop/hold other traffic. Train stays on inside loop to 316/344, back train into Johnson depot, after 7:05 - 4 minute stop to run engine for coal/water at Gallagher. Outbound via 345, outer loop run 427/312/211/yard main back to staging. *Run Time 34 minutes (back in at aprox 7:15) TIME IS CRITICAL AS OUTBOUND FREIGHTS ARE WAITING FOR ROGERS WORK TO FINISH!*

NOTES TO CREW: - Have assigned engine from hostler ready on your train in staging before 6:30. You have 6 min. to pick-up diner at Rogers (uncouple and run engine around train via 347/318 – ask tower clearance – pull diner out via 324, and back it past 318/push-past 347 and drop diner on inside main. Back engine via 347, grab head-end cars ONLY on train, pull engine forward with these headend cars through 338 and into tunnel to clear 338, close 338 and back to couple headend cars to diner and push this consist through 347 to couple to remainder of train still waiting at Rogers. Notify tower, leave 15 sec for air test. Out via 347/337/334 and into Heaton depot siding 396/399 for pick-ups. Station switcher and cars positioned for WB pick-up will be occupying the inside main at this location. Uncouple engine and pull forward with front consisted car. Pass 401 and make reverse move to outside main. Drop headend car and pull forward. Switch engine will push pick-ups onto engine. Reverse into 399 and pick-up train. 15 sec for air test, stay on inside loop to 316/344 and enter siding, back consist into Johnson depot and wait for #37 to depart, then 4 more minutes to run engine for fuel at Gallagher for 60 sec. NOTE: (if no station switcher, switch in Pullmans from rear station stub as well), outbound 345, non-stop outer run to 427/312 to staging. Turn engine directly over to hostler who will be waiting with powered #99 for immediate exit.

TIME CHECK-OFFS: conductor – mark exact times, please for future reference

Engine on Train TIME _____ Engine type _____ verify front coupler _____

Out over SW215 _____ T

Rogers arrival _____ T

Pickup diner _____ proper position

Rogers depart _____ T

Heaton arrival _____ T

Pick up express _____

Drop express _____

Heaton depart _____ T

Johnson arriv _____ T

#37 leave _____ T

Fuel stop _____

Pick-up Pullman _____

Johnson deprt _____ T

SW215 Arrival _____ T

Total elapsed time for run _____ min

PT.3 – PASS CREW 2 ONLY - WB #37 “Pocahontas” steam limited,
HOSTLER/CREW engine call is 6:50 at Johnson

pick-up 2 REA cars and N&W consist. Leave depot at 7:05 with N&W J-class or when #. 55 mph, no interchange, stop at Heaton.

ON TIME SCHEDULE OUT **7:05 from depot siding** – DISPATCHER note clear track orders to active trains at 7:00; 7:03 – these must remain as CLEAR until 99 is passed as well. **ENGINE is on train by 6:50 sharp**

STOPS -1– Run Time: 12 minutes total (back into staging at aprox. 7:20PM).

HOSTLER – ENGINE IS BROADWAY J CLASS or N&W GPs (if you’re a spoil-sport).

TOWER ROUTING: ON DEMAND for crew 6:50. Wait for arrival of #21. OUT 7:05 SHARP from depot stub side via 438/342/343/345 routing to main. Around any traffic to Heaton, 30 second stop, then inside main via 312/215/251/146/153 into staging. *Run Time 12 minutes (in staging at aprox 7:20) NOTE: TRAIN WILL NEED TO BE HELD STOPPED SOMEPLACE CLEAR ON THE MAINLINE OR INTO I/O YARD IF 99 HAS LEFT STAGING ALREADY and #21 is still out as well. ALLOW #21 to access staging FIRST if time is crunching.*

NOTES TO CREW: By 6:35, request J-class 4-8-4 engine from hostler, pick-up engine at coal dock by 6:45, out to main via 315/316/344 to station lead, back up through siding to 314 and first pick up 2 REA in REA track with road engine, pull these and engine forward to 343 and back onto waiting N&W train in siding 342/438 by 6:59 to wait for #21 to arrive. Station / yard crew can prepare engine as above if no pass crew is available yet. Tower clearance needed to move train outbound via 343/345 once #21 arrives. One quick on inside main stop at Heaton, 30 seconds, then into staging if clear. **Hold at TBA assigned location for 99 if ordered by tower. PASS CREW – VERY IMPORTANT. Before 8:20PM, INVERT ENTIRE CONSIST, BUT LEAVE PICK-UP REAs IN STAGING YARD. ALSO HAVE ENGINE TURNED AND FACING FORWARD FOR EXIT OF STAGING YARD TO RETURN TO DEPOT AS #77.**

TIME CHECK-OFFS: conductor – mark exact times, please for future reference

Engine on Train TIME _____ Engine type _____ verify front coupler _____

Out over SW345 _____ T

Heaton arrival _____ T

Heaton depart _____ T

SW215 Arrival _____

Total elapsed time for run _____ min

INVERTED BY HAND FOR EXIT inc. engine by _____ PM

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#4 - WB #99 "Mail / Express" 60 mph, steam or diesel, HOSTLER - SPEED**8-14 cars including baggage/express reefers, no interchange. TRAIN HAS PRIORITY OVER ALL MOVEMENTS. HOSTLER – engine to staging by 7:05**

ON TIME SCHEDULE OUT **7:20 SHARP** , out of staging by 7:16. **DISPATCHER: note clear track orders MOVEMENT HOLD for ALL** active trains at 7:13; 7:18 – layout remains in CLEAR until 99 is passed twice. **TOWER:** Establish full routing and ensure clear track before releasing train to mainline.

ROUTING: Two loops WB, no stops, 315 out/312 in, routed around switching trains at Rogers, Haynes, Gillam, Hyder and Heaton.

NOTES TO CREW: Highball at dispatcher order, check switch routings in real time during passage and prepare for emergency stop if routing is incorrect. Run time for two loops - *11 minutes total max. Once terminated, remove all equipment from layout.*

TIME CHECK-OFFS: conductor – mark exact times, please for future reference

Engine on Train TIME _____ Engine type _____ verify front coupler _____

Out over SW215 _____ T

Loop 1 (SW316) _____ T

SW215 Arrival _____ T

Total elapsed time for run _____ min

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5 – EB #68 “Stemwinder Local” steam or diesel power,

Reuse 3-4 cars from #18/21, plus the Heaton REAs, NKP Pullman, club 1 REA for set-outs

ON TIME SCHEDULE OUT **7:50** - DISPATCHER note clear track orders for active trains at 7:45; 7:48

ROUTING – EB 211/312 to Heaton for stop and drop REA cars on inner track, elapsed time 45 seconds, out 334 to 337/437, back into Gallagher 60 sec, EB 318/427 outer to Gillam sidings, hold in Gillam for oncoming Red Ball if need be, outer loop to 345 into depot, work stop 3 min (drop Pullman, 1 express car into depot stub siding only), recouple and back train up to 344, inbound 316/315 to staging. *Run Time 25 minutes (back in at aprox 8:15)*

NOTES TO CREW: OUT 7:50 – leave staging by 7:46. EB 312 to Heaton, no pick-up, 45 sec stop, tower clearance after drops made into 396 and 10 second brake test, out via 334 to 337/437, then back into Gallagher for 60 sec. stop. tower clearance for exit, then out EB 318/427 to outer loop, dispatcher will notify you wait in Gillam sidings for WB Red Ball freight if needed. Tower clearance then out to 345 and into depot, 3 minute stop, IF NO STATION SWITCHER - power inverted via outside main and REA / NKP Pullman switched out and returned to depot stub siding (do not switch REA movement into REA siding). Tower clearance after engine is recoupled to train, back up through 344, then forward through 316/315 to staging. *Terminate, remove all equipment from layout.*

TIME CHECK-OFFS: Engine on Train _____

Out over SW215 _____

Heaton arrival _____

DROP REAs _____

Heaton depart _____

Gallagher arr. _____

Gallagher dept. _____

Gillam siding in _____ at tower direction only

Gillam sidng out _____

Johnson arrival _____

Drop Pullman,REA _____

Johnson depart _____ to back toward 344 and exit

SW215 Arrival _____ Total elapsed time for run _____ min

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#6 – WB #38 “Powhatan” steam limited.

Out 8:35 with N&W J-class. 50 mph, no interchange, terminates at depot.

ESTIMATED SCHEDULE OUT 8:35 – DISPATCHER note clear track orders to possible conflicting train movements at 8:30; 8:33. Note run is very short and only ties up the wye and station tracks in and back.

ROUTING: OUT 8:35 via 315/316/344/ back-up 343/342 to terminate in stub. Schedule engine return to service with hostler and tower, return engine to steam facilities. *Run Time 10 minutes*

TIME CHECK-OFFS: Engine on Train _____

Out over SW215 _____

Depot arrival _____

Depot depart _____ engine only, back-up move

SW215 Arrival _____ Total elapsed time for run _____ min

IN BETWEEN RUNS – pass crew can work in yard or pick up freight extras.

REMEMBER: MOST LOCAL/FREIGHT SCHEDULING is ruled by passenger movements. BE ON TOP OF THE TIME ISSUES!