

3. FREIGHT / YARD SCHEDULE – 3-02 Revised six month run

SHORT CREW STAFFING – 1 freight/1 pass / 1 yard crews – 1 / 2 people per crew

FULL CREW STAFFING – 2 freight crews, 2 passenger crew w/station switcher, 2 yard crew, 1 / 2 people per crew

CLEAN-UP STARTS 5:30 SHARP or before when module owners have failed to remove personal equipment.

FRIEGHT CREWS – will run freight trains on schedule, often based on prior or future passenger movements. Stay within the time parameters whenever possible. Two-man preferred so one person is engineer and one is switchman/brakeman/conductor. One-man crew acceptable if needed.

EB – Eastbound toward RAMEY * WB – Westbound toward ROGERS

TRAIN IS CONSIDERED “OUT” when it passes points of 215/213 crossovers.

CREW: leave minimum 3 minutes to get there from staging/yard. Hold for clearance behind 215/213 switch points regardless of track you are on until TOWER OKS mainline movement.

GENERAL NOTES TO FREIGHT 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. Note your CLEAR TRACK location at each siding being worked.
- 2) Freight consists will be at the discretion of yard crew leader re: line, brand. Read consist notes when taking possession of your train to be sure it is ready.
- 3) Freight 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 5 minutes before departure.
- 6) Crew is to notify dispatcher of ready to leave staging 5 minutes before departure and will begin run from staging when tower has lined switches to yard main immediately thereafter. Remember your scheduled OUT notice is at the 215/213 crossover points near the wye and your train should be in motion over them exactly at that time.
- 7) ALL Freight train forward movement after a work stop is only with tower permission first.
- 8) Freight engine / switch movement is via track warrant from tower to crew. Notify tower immediately of completion of work to be able to continue or return to yard.
- 9) Remember, freight switch crews are required to be in CLEAR TRACK while passenger trains run in that area. Notify tower of train passing the track that your train is on so you can get back to work ASAP with a fresh warrant until ready to return.
- 10) Return movement is ONLY by notifying tower and getting through clearance to either yard or assigned next location.
- 11) 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**

5:30 CLEAN-UP - by yard crew (HD switching power-single unit) if not already done

Empty entire reefer track, empty 1 build siding in switch yard, then begin build-up of Local Freight 1 first, and then local 2, etc, YARD CREW uses inner switch track (153/177) to move into/out of staging and track 5 in staging as its long train switch tail when needed. Note ALL PASSENGER TRAIN BUILD-UPS ARE on staging tracks 1-and-8 due to full yard. Staging track 5 is OPEN at all times for switch crew; DO NOT BUILD OR PARK ON IT.

5:30 SET-UP – by passenger crew or road crew 2 (HD power from hostler, single unit - staging area passenger trains)

Build up passenger train consists 1 and 2 from available equipment. Passenger road power is responsibility of hostler, request exceptions with his approval only. PASSENGER CAR POSITIONING FOR SESSION AS FOLLOWS – 1 REA car at REA track Johnsons (#1 -18), 1 Pullman in station stub (#2-21), N&W consist in station stub (#3-27), 1 diner in Rogers 325 depot siding (#2-21), 2 NYC express cars in place for pick-up at Heaton (#2-21).

5:40 CLEAN-UP (sharp or earlier OR as soon as CU1 is back) CU2 OUTBOUND EB (big power only, no caboose); annulled if sidings are already clear

OUT VIA 312/ INBOUND WB – PICKUP everything in Heaton rear yard sidings, keep all PACEMAKER cars at rear. Behind engine will be club cars (for yard drops) and then personal cars (to staging), so keep PMKRS at rear of this train for switch-out to Redball Express later in the session. LEAVE express cars in depot siding in place for operations, but all other Heaton cars in this area should be off the layout. Bring train in engine first via 337/347/318/251/253 to I/O track 2. Engine and club cars pull forward, and be directed to leave club consist where yard crew 1 decides then return engine back to hostler. Yard crew 2, immediately PUSH personal cars and Pacemakers into staging track 7 Time s/b 15 min

FREIGHT SET-UP DONE ON SUNDAY BEFORE SESSION BEGINS

Club cars in place for switching at * DEPOT, DAIRY, ROGERS BACK SIDINGS, GALLGHER COAL, HAYNES all, ALSOP all, GILLAM INDUSTRIAL inside only, HYDER MINE all, HEATON REAR, RAMEY LOGGING both sidings, ENGINE SERVICE TRACKS (STEAM & DIESEL), 141 REA, 131 YARD INDUSTRIES. Heaton – remove all cars from layout in station stubs except express cars for switching clearance.

FT.1 LOCAL TRAIN – #11 GILLAM/ROGERS LOOP follows Passenger 18 out EB by 2 minutes (5:57). CONSISTS 28 cars for drops -crew 1

CHECK YARD BUILD – 3 blocks in order – 1 block of 14 empty coal hoppers for Hyder switchouts, PLUS block of 6 mixed industrial cars for Gillam, PLUS block of 8 cars as listed for Haynes drops that include cars for both Haynes and Alsop Industrial service. Use Yard or I/O track 2 for build.

TOWER ROUTING: EB 312/401 to Gillam – work is done between 401/335 (track warrant). THEN 335 to Haynes. Work is done between 398 /345 (Track warrant). Traffic escape is back into 335/398 or forward into 336/345. THEN across Alsop Gorge to 337/347 - clear all crossovers. Work is between 212/338 (track warrant minus 347/318/212). THEN 212/251/253 into I/O track 3 to drop off any pick-ups from modules. Estimated run time – 32 minutes total (back in at approx. 6:30PM).

POWER REQUIREMENTS – On train 5:50. 28 cars, no pedestal-mount or 16-wheel tenders

NOTES TO CREW – STOP 1 - Arrive at Gillam and request verbal warrant to work Gillam outside sidings. DROP 14 empty hoppers at Gillam siding 3 stub - 1.) Pull through 366/365/364 to siding 2 and out 361/360 to get entire train past 366 - 2.) break 14-car hopper string at 361 and push block of hopper cars back into through siding 1 - 3.) pull forward through 360 and run engine around train on outside main to 366. – 4.) Couple to rear 8 cars with cabooses and break train up into three sections. - 5.) pull these back and recouple to string of hoppers. - 6.) Request clearance to pass 398 and pull entire string back across 365 and then push hoppers into rear siding stub. 7.) Uncouple, pull remaining 8 cars back across 366 and push to drop on outside main. Back engine to 366/365, run around train and couple. DO NOT PASS 401/335 points during this move without permission. Also DROP 6 mixed heavy-industrial interchange into Gillam siding 2 as already placed. Once Gillam drops are COMPLETE, request tower clearance to pass 335 (hold based on traffic). STOP 2 - Verbal track warrant to work Haynes 331 - REMOVE string of cars from Haynes interchange track only, DO NOT SWITCH MILL, and DROP off your 8 remaining cars into Haynes interchange track. Couple train together and request tower permission to cross Alsop Gorge, tower will line mainline switches. STOP 3 - Take Haynes pick-ups EB and cross over bridge via 337/347 to Rogers inside siding. Clear all crossovers and notify tower of same- if need be, even push some cars back toward Hoyt/338 as needed for more car storage room while working Rogers. Pick up Rogers back-siding tank and specialty cars, and any ice house reefer cars (via 320) and add front of train. RETURN - Couple train, notify tower for INBOUND clearance. Return is via 212/251/253 inbound routing, hold but move when requested – you are blocking passenger

train 18 if you are late. Any Rogers and Haynes personal cars are dropped into I/O yard track 3 and moved to staging track 4. Pick-ups are left in I/O yard for reclassification. Turn engine over to hostler. END RUN .

Remember: STAY CLEAR OF 401/335 crossover switch points while switching Gillam. STAY CLEAR OF 334/335 crossovers while switching Haynes unless permission from tower OK to block. DO NOT COMPLETELY CROSS GORGE WITHOUT PERMISSION. STAY CLEAR of 338/212 when working Rogers.

HAYNES - your in-service "CLEAR TRACK" order is either back to Gillam sidings 335/398 or to run over bridge and INTO 336/345 SIDING if passenger traffic is oncoming. ROGERS - back-down past 338 into tunnel and park as close to 334 as possible.

CHECK-OFFS – by conductor (engineer if one man crew)

_____ DROP 14 empty hoppers in Gillam stub Siding 3

_____ DROP 6 mixed interchange, Gillam Siding 1

_____ Tower ok for movement to Haynes

_____ DROP 8 mixed interchange, Haynes interchange track

_____ PICK-UP – all cars on long Haynes interchange track,

DO NOT SWITCH mill tracks

_____ Tower OK movement into Rogers

_____ PICK UP cars at Rogers rear side and ice plant (not dairy)

_____ DROP – cars at Rogers if directed by train order, leave these in 320 siding, do not block grade crossing.

_____ Tower OK for INBOUND via 212/251/253 – I/O yard track #3, engine to hostler

_____ **YARD WORK** –remove caboose, reefers to platform for icing, generator car to yard office track 221/238

FT.2 LOCAL #12 RAMEY GILLAM TURN – CRITICAL out WB no more than 3 minutes after PASSENGER #18 leaves (6:00PM sharp) – crew 2

CHECK YARD BUILD: CONSISTS of 7 cars for drops at logging area tracks in this order – 3 boxcars, 2 empty flats, 1 flat of pipes, one gravel car, caboose. Build is in I/O yard if possible.

TOWER ROUTING: WB 213/212/318/338 to outside at 398/401 to 421/428 - TRAIN MUST FIT INTO THIS WORK AREA; NO WORK UNTIL PASS18 HAS LEFT JOHNSON DEPOT.

Track warrant outside main between 401/311 needed for work. Once work is complete, engine reverse move via 428/421. Reverse train and pick-ups back EB to Gillam siding 2. CROSSOVER MAIN MOVEMENT Gillam industrial cars across both mains into facility; will use 398 to crossover, return with Gillam pick-up cars. ADD to previous pick-ups, reinstall caboose and notify tower. Return is EB via 335/338 or 336/344 via tower direction based on traffic. Estimated run time – 25+ minutes total (return is aprox 7:05). All other trains have priority over this turn; may be waiting a little if things get crazy...

POWER REQUIREMENTS – On train at 5:50. Double-ended single engine, 14 cars max, West outbound /East return. MUST fit in tight siding areas. Train should be ready in yard at 5:30.

CREW: Work yard through 428 with permission only, only escape is back into logging tracks or outside main of depot (311/344). Ramey - Switch ALL industries, PICK UP and DROP all, Gillam – String DROP/PICK-UP.

NOTES TO CREW: Tower clearance needed for ALL mainline running. STOP 1 - Upon arrival at Ramey logging area, wait for passage of PASS 18 and then request tower for verbal permission to work through the 421/tunnel/427/428/311 area. NO CROSSOVER 427. Be ready to escape from traffic back into logging area. Switch out all similar cars in sidings 426/425; rear track is logging team track, front track services cannery boxcars. Get all pick-ups coupled together in 428/421 bypass for EB move, switch caboose onto EB rear (think about it – tricky). Get engine positioned on front of train EB. STOP 2 - Request permission to forward to Gillam. Run outside main to Gillam outside sidings and pull into Siding 1 via 366/365. Drop train here. Bring engine around using inside main to 366, open 365 and get caboose, then 364 to hook up to Siding 2 cars for delivery into Gillam facility. Request permission to exit backwards WB with drops for Gillam, cross outside to inside main at 398. Switch in and pull out cars in Gillam industrial using caboose end of engine. Request tower permission to return with pick-ups, cross outside to inside main at 398 and push these through 366/365 onto other pick-ups. Due to possible traffic, request tower to make runaround, back to 365, run around using

using Siding 3 to 361/361 and back onto train. RETURN - Request permission to return with train. Train will return EB using 335/338 or 336/344 based on tower designation. Then via 213 in yard for reclassification.

YOUR in-service clear track at Ramey is only 421/428 or at depot 311/344 with permission. At Gillam, clear track is into Sidings 1 and 2 or Industrial park.

CHECK-OFFS – _____ Departure time (at 215)
_____ Arrival at 338, tower permission
_____ Arrival at Ramey, tower permission to switch
_____ PICK-UP & DROPS – logging team track
_____ PICK-UP & DROPS – cannery
_____ Built for EB movement to Gillam, tower permission
_____ Arrival at Gillam, siding 2
_____ PICK-UP & DROPS – Gillam industrial, tower permission
_____ Built for EB movement to yard, tower permission
_____ Arrival at Yard
_____ **YARD WORK** – *remove caboose, reclassify cars.*

FT.3 LOCAL #22 ROGERS/JOHNSON TURN “LONG RUN”– crew 1 or 2. Out WB 1 minute after Passenger train #21 leaves Rogers area (approximately 6.55PM).

CHECK YARD BUILD: Consists of 21 cars for drops EXACTLY in this order behind engine- 3 reefers, 3 standard boxcars (40’ or 50’), one loaded lumber car, two gasoline tank cars, 3 idler flats, 2 full coal hoppers, 2 40’ or shorter covered hoppers, one flat w/equipment load or piggyback, one 50’ boxcar, 3 additional boxcars any type, caboose. Train is to be made ready for exit on I/O track 2 no later than 6:35.

TOWER ROUTING: WB from I/O YARD ONLY via 253/251/212/318, works Rogers and Gallagher, tower permission inside main track warrant, when complete, tower permission exit 347 for inside loop tunnel; to outside (crossover at 334 or 398 or 401 based on traffic) to 311/313/343. Drops consist at 326 for station leads. Temp drop at 336 and engine-only routing WB to 331 Haynes for mill work with outside main track warrant 337/334. When complete, forward routing EB 337/switch recombination will require INSIDE/OUTSIDE main runarounds and Gorge tie-up for 10 minutes. When complete, train is to be on inside main for WB movement, route train 338 through tunnel/conditional track warrant is 337/398 to work Alsop/train has priority over COAL 41. Part of train is left between 338/334 blocking inside main for 9 minutes. Inside main work at Alsop / track warrant 338/353. Once done, track warrant for outside main reverse engine move 334/337/back 338 to get engine running reverse back onto train for return to yard. Tower clearance for return 338/315/211/ yard as directed – 40 minutes total (back in yard by aprox 7:35).

POWER REQUIREMENTS – on train at 6:40. Steam or diesel, 25 cars max, must be able to work inside main tunnel. Switches Haynes using front of engine, Alsop using rear, reverse return to yard – mill and ramp clearance done with idlers.

NOTES TO CREW: LONG RUN - Out 251/212/318 STOP 1 - pick-up all/drop first three reefers at dairy, request inside main track warrant. Leave remaining train between 212/347 and pulls forward to drop loaded lumber and 3 boxcars at Gallagher between 338/325 points, do not block grade crossing, run engine and dairy pick-ups out 338, back through 347 to remainder of train. Notify tower of outbound movement STOP 2- outbound 347 around layout to outside routing into 311/313 street running through 343. Tower permission as needed to open 336 for clearance. DROPS entire remainder of yard-built train (14 cars) into team track 326. Remainder pulled to 336, uncouple all but engine. STOP 3 - get tower permission for forward over Alsop Gorge to Haynes and conditional track warrant for outside main 334/337. Work Haynes interchange siding and mill with previous set-outs - remove 2 empty coal hoppers replace with full coal hoppers, remove empty boxcar, replace with full boxcar, remove two loaded flats replace with

empty flats. IMPORTANT: Critical that train is in order for Alsop drops. Prepare for EB exit as follows - Haynes pick-ups, followed by two loaded hoppers, two idler flats, 2 boxcars. Reverse engine to cross over Alsop Gorge. STOP 4: Reorder train as follows – 1.) NOTIFY tower for permission to use inside/outside mains for switch work. If 99 is within 10 minutes of leaving, pull EB through 345 and back WB into siding to wait. - 2.) once clear, pull EB, cross 344, close and leave Haynes and Alsop cars on outside main between 346 and 337, then run engine around train to 336. - 3.) From 336, leave caboose and pick up 3 reefers and couple to rear of train. - 4.) From 336, pick up caboose, couple to reefers and pull entire consist back across 337, then push forward onto inside main. -5.) NOTIFY TOWER outside main is clear again. STOP 4 - with engine forward, pull train through 338 / tunnel and leave Haynes drops on inside main near 334. Work WB with string of caboose, 3 reefers, 2 boxcars, interchange idler flats and two loaded hoppers and switch out Alsop coal and industrial drops. DO NOT CROSS 353, as COAL 41 maybe using it as a tail. Couple these pick-ups BEHIND the Haynes mill pickups and notify tower for runaround engine movement between 334/337. 9.) back 338 to train and notify tower for EB return. RETURN Note engine is still facing WB, so steam run is in reverse. Notify tower to return to yard via 338/347/212 with hot dairy and Haynes/Alsop picks-up. Routing is to either I/O or to yard with immediate reefer set-outs by yard crew. Turn engine/caboose over to hostler.

YOUR in-service “clear tracks” * at Rogers – between 318/338 (after Gallagher drops is 338/334. * at Johnsons depot - between 336 SIDING & STATION SWITCH LEADS 345. NO CARS LEFT IN STREET BETWEEN 313/343! Stay between 336/ 345 if traffic is oncoming. * at Haynes (engine only) – into 331. * at Alsop – inside main between 338/334. After cars are dropped into each siding area (Rogers/Johnson/Haynes/Alsop), request tower clearance for next engine move.

CHECK-OFFS – _____ CHECK CONSIST ORDER BEFORE DEPARTURE
 _____ Departure time (at 215)
 _____ PICK-UP all / DROP 3 reefers at dairy 321
 _____ Tower permission: engine run-around movement

____ DROP 4 cars – 3 boxcars/1 loaded lumber - at Gallagher depot between 325/338. Engine and reefers 338/347 to train.

____ Tower ok 347/338, departure WB to 311/313 depot street trackage to 343/336

____ DROP 14 interchange cars in depot team track 326

____ Drop 3 reefer and caboose at 336

____ Tower permission for engine to Haynes 331

____ Conditional track warrant 337/334. CLEAR FOR TRAFFIC

____ Engine only work Haynes interchange.

____ Tower permission Alsop Gorge / inside-outside main

____ Conditional track warrant 313/334. CLEAR FOR TRAFFIC

____ Run engine around cars, add reefers & caboose IN order

____ Move coupled cars for WB movement 338 tunnel/334.

DO NOT LEAVE CARS INSIDE TUNNEL!

____ take block of cars WB for Alsop 351, remember – idlers and boxcars must be to WB side of hoppers going up the ramp

____ DROPS/PICK-UPS 350 & 351 Alsop, coupled to train

____ Conditional track warrant 334/337. CLEAR FOR TRAFFIC

____ run engine 334/337/338 for reverse EB return to yard

____ Notify tower for clearance to return to yard

____ (reversed engine, pull EB via 338/315/211/yard

____ engine to hostler

____ ***YARD WORK*** – immediately move dairy reefer pick-ups to platform for icing, remove caboose, reclassify

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FT.4 – (coal extra) #41 HYDER COAL RUN – out EB at 7:00 or so. TRAIN LEAVES 1 MINUTE AFTER FT.3 #22 LEAVES (WB) AND WAITS IN GILLAM SIDINGS. MINE WORK COMMENCES ONLY FOLLOWING station stop of PASSENGER #21 at Heaton; #22 has priority to work Alsop to 353. Tower permission for crossovers required – crew 2 /annulled if only one freight crew is on hand.

CHECK YARD BUILD: Consists of heavy (Y6b or MU diesel) power, 7 empty hoppers, caboose. Build is via I/O 5 or yard.

TOWER ROUTING: 211/312/427 EB to Gillam, into siding with cars if clearance is needed by passenger movements. MUST WAIT ON PASSAGE OF TRAIN #21 BEFORE WORK STARTS. This train clears out/switches empties at Hyder mine using forward/back through 401/427, inside main track warrant 427/335 until arrival of 22. 427/353 during 22 movement, tower clearance needs to be verified to each move through crossovers. Intermediate set-outs to be made at Gillam outside sidings, 1/2 or single string is ok, but do not cross 335 for any reason. Note – CE41 may only work backward (WB) while #22 is working at Alsop. Once built, return is EB via 335/ tunnel/ 347/212/251/253 to I/O track 4 with all Hyder coal loads. Estimated run time- 45 minutes (back in at approx 7:45).

POWER REQUIREMENTS – on train at 6:45. Big Steam or diesel, 35 cars max, must be able to work inside main tunnel. Switches Hyder tipple in WB direction forward and reverse.

NOTES TO CREW. 1 STOP Coal train is used to clean out all Hyder loads (coal cars only) using 401/398 only to crossover (TOWER CLEARANCE ON THIS) and replace these with empties brought over and from previous Gillam drops. Loads can taken into Gillam sidings and interchanged with empties in sections or done as a single string so long as train does NOT CROSS 335! DO NOT LEAVE ANY CARS ON OUTSIDE MAINLINE! Upon arrival of #22 for Alsop industrial work, train can use 353 as temporary tail; push Gillam industrial drops further into siding if needed. Request all crossover movements to get train back into outside sidings. Once complete, get tower permission to couple all pick-ups into single train on outside main between 398/335 (engine end for EB movement). Tower notified train ready for return movement. CLEARANCE REQUIRED. Train returns EB on inside main via 335/ tunnel or 335/ Alsop Gorge based on traffic. Inbound routing should be via 212/215 to I/O tracks to drop Hyder loads. (other than cars inside facility, Gillam track area should now be completely empty for return of any personal cars (on Thursday night if session is past 9:00)

CLEAR TRACK ORDER – into Gillam sidings in segments or 427/398

CHECK-OFFS – _____ Departure time (@215)

_____ OUTBOUND to Gillam sidings, wait for completion of passage of #21 express car work at Heaton.

_____ Track warrant both mains 427/335 for 10 minutes.

_____ Reverse move engine only. OPTION 1 – leave 4 cars and use entire rest of train and caboose to PICK-UP 14 dropped hoppers from Gillam siding 3. Drag outside main and use 398 crossover to push all empties through to inside main. Notify tower, double main track warrant is OVER. Inside track warrant unless superseded by traffic. Reverse back to 427 as needed. Double main track warrant is OVER.

_____ OPTION 2, move train across main in strings of 10 cars or so. Request clearance for each crossover.

_____ DROP/PICK-UP by track using push-through or push-pull

_____ Notify tower for all crossover move to return Hyder sections via 401. Train escape is into Gillam sidings and between 401/427. Completed cars movements should be stored into both Gillam through sidings and not Siding 3 stub.

_____ Once through tracks under tipple are switched, there are 4 loaded cars left at 377 small loader. PICK-UP 4 empties from Gillam sidings for this 377 stub drop with engine placed on **EB** end. Tower permission, back cars to 398, crossover, switch 4 cars into stub (Must wait on #22 if it is working Alsop or work through open 353).

_____ Tower permission for movement to outside, return backing over 398, forward to Gillam sidings.

_____ Tower permission to build train on outside main.

_____ Tower permission INBOUND – to I/O 4

YARD WORK – leave entire in I/O 4, remove caboose.

FT.5 – #44 Da Big Switcher- OUT 1 minutes after return of #99 at #211 inbound - either WB from Yard OR out EB from Depot stub if done with Johnson station switcher crew. (Time out approximately 7:20PM).

CHECK YARD BUILD: If leaving yard -1 caboose on ready track at 213. Consists of light-duty engine and caboose only, switch work. Or use Johnson station switcher with depot caboose if station crew is active.

TOWER ROUTING: FROM YARD: WB 212/318/347/338. FROM DEPOT: EB 311/427 / reverse 427/318/347/338. Works cars at Gallagher into Rogers via 325. Takes pick-ups WB 338/tunnel/to outside 421/428. Wait for clearance, then 311/343 (drops pickup cars at 342/438 depot siding). Works depot sidings with cars within 326, places those pick-ups for return into 438 stub as well. Temporary Track warrant outside main between 311/421 needed, runaround via depot siding 313/343. When ready, pulls pickups to 336, request engine run-around move 336/345. Move is backward in yard via 344/316/315/211/213/yard track. Estimated run time – 35 minutes total (return time is approx 7:55, hold for Redball #55 if it is imminent or moving).

POWER REQUIREMENTS – 19 car max, switch design (if in yard, engine on train at 7:10; if depot switcher, on call immediately following passage of 99 inbound through 211.

NOTES TO CREW: Regardless of start, engine and caboose will move WB past 318 to siding to be worked, return EB via 211 to yard when done. STOP 1 - 325 DROPS/PICK-UPS. Request inside track warrant 347/334. Works Rogers pick-up. setouts into 325 siding (2 boxes to grocer/1 box and loaded flat to furnace co.). Notify tower for clearance. Forward via 338/tunnel or 337/gorge to outside 421/428 for clearance. Once clear, forward consist across bridge to depot siding 311/343 to drop pick-ups off into 342/438 open siding. PICK-UP cars in 326. Request track warrant 336/345 for 10 minutes to work Gallagher tipple using three idler cars and loaded hoppers. Once done, move consist toward 343 do not block grade crossings. Work depot industrial street trackage as shown below. Do not leave train in street longer than necessary. Once completed, pull consist of pick-ups to 336. Request tower permission for engine runaround 336/345. Couple engine to train and request tower permission to return to yard. NOTE: during most depot work, your track warrant is for depot siding trackage between 336/343 to 313 AS LONG AS NO PASSENGER TRAINS ARE RUNNING. Request permission anytime you need to cross 313/311, 344/345 and 336, telling tower of location. If passenger trains are in service, YOUR in-service “clear track” is BETWEEN 336/345 if passenger traffic is working depot, OR backed into station siding 437 if passenger train engine change or fuel required. YOU MUST HOLD STILL WHEN PASSENGER TRAINS ARE IN STATION AREAS unless you are the

station switcher, in which case you will be providing service to passenger trains as well as this switch service. Do not block depot street from 313 to 434 unless actively switching those sidings. This train works the depot sidings as follows at engineer's and tower's combined discretion, again all engine run-around moves using the outside main are only with tower permission. Using the following order to work most effectively-

- 1) use idler cars to remove cars in Gallagher coal ramp for yard return, add two full hoppers with idler cars to Gallagher coal ramp, bring empties and idler cars back with returning train.
- 2) switch two loaded covered hoppers into/from X342 siding, bring pick-ups to yard with returning train.
- 3) switch loaded flat, 50" box into/remove existing cars from 342 tail track, bring pick-ups to yard with returning train
- 4) switch 3 boxcars/remove existing on 433-434 pass-through siding, bring pick-ups to yard with returning train
- 5) switch fuel service gasoline tank/remove all work cars on 437 siding, bring work pick-ups to yard with returning train

Cars removed and idlers will be coupled into train and caboose for return back into yard via 344/316/315/211/213. Caboose location and engine-front direction is optional but must be at the front of consist.

CLEAR TRACK ORDERS – at Rogers, between 318/338, at Johnsons -break-up between siding 326 and open depot siding. NO street parking.

- CHECK-OFFS –
- CHECK CONSIST ORDER BEFORE DEPARTURE
 - Tower permission time to begin
 - work cars 325 from Gallagher side, tower permission
 - WB tower permission to 428
 - WB tower permission to 326
 - ENGINE reverse to get idlers/hoppers
 - PICK-UP/DROP hoppers – Gallagher coal tower.

_____ PICK-UP/DROP 432 covered hoppers and stub track

_____ PICK-UP/ DROP 433/434 boxcars

_____ PICK-UP/ DROP 437 tank

_____ COMPLETE TRAIN couple for outbound return EB

_____ notify tower for engine reverse move and return.

_____ **YARD WORK** *remove caboose, reclassification*

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FT.6 – LOCAL #66 HEATON SWITCHER TURN – out EB 1 minute after CE60 coal has left Gillam for its return. (approximately 7:40PM or so)

CHECK YARD BUILD: CONSISTS of Heaton drops from staging, 10 club cars including generator for drops – Heaton cars (moved from staging to I/O or yard track) at rear, also 5 boxcars, generator car from tower yard track, 4 misc. cars in front and add caboose. Build is in yard tracks or I/O track 2. NOTE: Redball 55 is coming together at the same time...

TOWER ROUTING: EB 211/312 from yard to Heaton. If late and Redball #55 is to be in motion within 5 minutes of exit, hold train at 427/398 inside main for passage. Once passed, tower permission to work 396 area, track warrant is between 401/334 when working. Drops cars in sections, must be clear of depot and into sidings if passenger traffic is inbound. Club freight cars may be used as idlers to place longer Heaton cars into center sidings, then push club cars into rearmost (closest to edge) siding. WB reverse move for light engine /caboose back into yard or engine terminal at hostler's direction. Estimated run time – 30 minutes (back at 8:10) but if late will need to be in siding and clear for Redball movement at approx. 8:11.

POWER REQUIREMENTS – on train at 7:25. Steam or diesel, 25 cars max, must be able to work Heaton Y trackage. EB direction reverse switch moves only, WB light engine caboose return.

NOTES TO CREW. Train is used to return Heaton personal cars and interchange club cars. **STOP 1** Single area switching and light engine return, but needs to be aware of express-speed traffic at all times. Out 312 inside main to pass over 398. Tower permission to work Heaton sidings via 396/track warrant is 401/335 and can leave part of train on inside main WB of 401 if needed. Move caboose into station team siding. BE READY TO RUN ENGINE INTO OPEN HEATON STATION STUB SIDING IF DIRECTED BY TOWER TO CLEAR 401. Heaton personal cars go into two sidings at back, piggybacks to pig terminal area, club cars are placed on the rearmost siding. When done, move caboose into station through siding, recouple engine to WB end and request inbound engine movement via 312/211/ engine terminal. (All Heaton cars except Pacemakers and express cars should be back in place (those will return before Thursday night if session is past 9:00)

CLEAR TRACK ORDER – into Heaton sidings in segments or 427/398

CHECK-OFFS – _____ Departure time (@215)

_____ OUTBOUND EB to Heaton, wait for completion of passage of #55/#99 before car work at Heaton if those departures are imminent.

___ Track warrant inside main 401/335.

___ Drop caboose station stub.

___ Switch in Heaton cars to rear sidings

___ Switch in club cars to rearmost siding

___ move caboose to depot through siding (393/399) and
couple engine for WB movement back to yard

___ Request permission for return.

___ Engine to terminal.

FT#7 HOT THROUGH-MAINLINE FAST SERVICE – #55 REDBALL EXPRESS**OUT PROMPTLY WB at 8:02 Updated with icing info**

CHECK YARD BUILD: BEGIN THIS BUILD BEFORE 7:30. Personal reefer block will come outbound from staging, add all reefers that have come with previous trains or are in the 141 pocket tracks for a total of 36 hot reefers, 3 Heaton Pacemakers, 7 other cars. Longest train of session. Fastest freight of session.

TOWER ROUTING: MANDATORY MAINLINE TRACK WARRANT FOR DUAL LOOPS from 8:00 to 8:18 or return/also MANDATORY MAINLINE TRACK WARRANT on a second single loop for 8 minutes. Train leaves WB from reefer track, clear all mainline trains, set switches in advance! In/out at various crossovers to pass switch traffic, two loops around then back in via 312/211/213/224/226/127, engine exits to required engine service terminal. Yard Crew will move cars in blocks to reefer track for icing. Yard crew ices, hostler adds FRESH POWER facing south, outbound with 36 reefers WB repeat 1 loop as before, then back in via 427/312/311/yard main to 177 train staging areas for break-up. ALL track clearance is given to #55 as long as not in conflict with 99. YARD CREW – after build, work on this when inbound will be removal of rear 10 cars breakup / ice platform rotation / ready for out. From staging, club cars back to 127 icing platform, Pacemakers to TR#8 build. Read ALL NOTED below.

POWER REQUIREMENTS – TWO DIFFERENT ENGINES OR SETS. 1st on train or in 213/221 tail at 7:50 latest. Big steam or diesel consist, speed required, 50 cars max, must be able to make time. 2nd engine in pocket 221/238 for placement on finished icing run by 8:30PM. 40 cars max. No forward coupling needed on these consists.

NOTE TO ENGINE CREW: Verify beginning movement and track routing set-ups with tower as needed. This is a non-stop run in and out run, on mainline 12 minutes total first move, 6 minutes total second move.

CHECK-OFFS – NON-STOP, verify with tower for safe passage before leaving yard as you will be at speed until return to yard.

 CHECK CONSIST ORDER BEFORE DEPARTURE

 36 reefers

 7 overnight service or cattle boxcars

 3 Pacemakers

 1 caboose

 Departure time (at 213)

 2 LOOPS - 47 cars total.

CLEAR TRACK ORDER – all others must clear except 99

___ HIGHBALL out at exactly 8:02PM, return by 8:15PM. Maintain 45 minimum MPH speed.

___ Return to reefer track via 224/226C/127/151. Clear 224 completely.

ENTIRE STRING MUST BE ICED IN 24 MINUTES. BE READY TO RECREW

___ HOSTLER – turn, fuel or replace engine, ready for WB exit at 8:30PM in 213/221 tower siding.

___ FRIEGHT CREW on engine at 8:31PM

___ once iced, tower permission to move onto train, back onto caboose and pull forward via 213 to 211 for immediate departure.

___ HIGHBALL out 1 minute after caboose is on. Verify with tower switches are lined for single loop before exit. NON-STOP back to staging.

___ enter 312/211/yard main/177, leave engine and consist.

REDBALL 55 YARD WORK & ICING INSTRUCTIONS – SEE YARD INSTRUCTIONS FOR BUILD AND RETURN. ENGINE CREW – NOTE FOLLOWING FOR REFERENCE AS WORK COMPLETES!

___ CLEAR THESE TRACKS PRIOR TO WORK ON #55. >> INBOUND track 224/226/127/151/152/177 tail * 213/221 tail * 223/225 rotation track * 117/148/151 rotation track * 224/through/128 rotation and ice platform track * Caboose in pocket 151 * Have both switchers ready by 8:10 at 213/221 pocket for immediate work. * USE TIMER as your work is to ICE CYCLE 6 CARS TIMED AT 2 MINUTES per six, for a total of 18 minutes including switch engine movement.

- 1) Upon return of #55, remove rearmost 10 cars and move into a nearby siding temporarily. You will need the Pacemakers for the final train of the night, so don't bury them.
- 2) Break up 1 - pull 1st 12 section (12 rearmost cars) backward through 223 using tail, then push these 12 forward through 223/225, spot first 6 cars of 1st 12 at platform, uncouple 1st 12 and reverse engine.

- 3) immediately back through 223, forward 224/226c, pull 12 more cars (2nd 12) back through 224, push 2nd 12 cars forward to clear switch 224, uncouple
- 4) BACK engine 224 to 223 then couple forward to 1st 12 now at platform, open 117, spot second 6 of 1st 12 to platform, uncouple
- 5) Back engine out 223 and move to 224 2nd 12, count time 2 minutes, now close 225, push forward through 224 to 2nd 12, use string onto push 1st 12, push 1st 12 completely clear of 117, uncouple and back 2nd 12 to close 117 and spot the 1st 6 cars, uncouple.
- 6) back engine through 226, grab final 12 reefers (3rd 12), back through 223, push 3rd 12 into siding ahead of 225, uncouple
- 7) Back engine past 223, forward 224 for 2nd 12, spot final six of 2nd 12 at platform, uncouple
- 8) back engine 224 to 223, count 2 minutes, open 225 and couple 2nd and 3rd sections, push front 6 cars of 3rd 12 to platform with 2nd 12 now pushing through toward 127, uncouple
- 9) request tower permission for yard main runaround, out 213, into 147 to 152, reverse to pass 151 to get 1st 12, reverse with 1st 12 through 151 and into tail, push forward 151 to 127, push 1st clear of switch, uncouple
- 10) reverse again 127 to 128, grab 2nd 12 and 3rd 12 as a string, pull final 6 for icing, notify tower you are 4m from departure.
Hostler/crew – add engine to lead via 224/226 immediately
- 11) after 2 min, pull 2nd 12 and 3rd 12 via 128/151/152/153 into tail to clear switch, push 2nd / 3rd onto 1st to complete train. Crew will pull forward and back into 151 to pick-up waiting caboose.
- 12) As soon as caboose is added, train is outbound, highball WB, will return to staging yard in 6 minutes.
- 13) From staging, using yard switcher to pull caboose and club reefers back into icing platform leads between 224/225 and 223/225. Caboose to siding. Personal cars off layout.

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FT.8 – FINAL LOCAL TRAIN – #66 MR. CLEAN. OUT EB 8 minutes after return of REDBALL 55 1st lap

YARD BUILD: IMMEDIATE yard crew - add Pacemakers for Heaton at rear, three idler flat if no other cars, otherwise, any personal cars returning to GILLAM/ HAYNES /ROGERS no ALSOP/HYDER coal. **CONSISTS of personal member's cars located in I/O yard, Pacemakers from #55, and Gillam industrial pick-up.**

TOWER ROUTING EB 211/312 to 396 to drop Pacemakers at Heaton (all Heaton cars should now be back that module). Leave remainder at 427/401. Move quickly on inside main to 353, remove club Gillam industrial setouts, drag to 399, run engine around using 399/396 Heaton depot track. Couple together past 401, hold for Redball #55 2nd run passage (will be on outside main), tower permission to cross 401 to outside main. To 331/336. Drop personal cars into Haynes interchange if needed. Request tower permission to cross to inside siding at 337/347. PICK-UP CLUB and DROP PERSONAL cars into Rogers 320 area. Return to yard via 212/213. Estimated run time 22 min.

POWER REQUIREMENTS – 15 car max, switch design steam or diesel, works front and back.

NOTES TO CREW: This is a clean-up return move, drops Heaton Pacemakers at Pacemaker dock, may not have any other drops if no personal cars were being used for the session; if so, will need idlers. After dropping Pacemakers, leave train between 401/427. Pick-up Gillam industrial cars (6 total) and pull backward on inside main. Run engine around these cars using 399/393/396 Heaton through depot track. Couple together and push back clear 401. Tower permission to cross to outside main. To 331 and back any Haynes personal cars into Haynes interchange track. Tower permission forward into Rogers siding via 337/347. Train will NOT WORK this area if no personal cars for Rogers are returning. Pick up club cars in rear sidings off 320, switch in Rogers personal cars into proper locations. Notify tower and return to yard to terminate. Turn engine over to hostler.

**CLEAR TRACK ORDERS – as per tower permission. Your clear track is
* at Heaton/Gillam back-up between 427/401/sidings * at Haynes
back up between 335/398 or 336/345/or 331 sidings * at Rogers
between 338/212**

CHECK-OFFS – _____ CHECK CONSIST ORDER BEFORE DEPARTURE

_____ Departure time (at 215)

_____ DROP Heaton Pacemakers. Verify with tower for safe passage before leaving yard for Gillam pick-ups.

_____ DROP Gillam industrial; run engine around using Heaton depot through siding

_____ PICK-UP – Gillam industrial and back to Heaton

_____ Run engine around using Heaton depot through siding and couple together

_____ wait between 401/427 for #55 passage.

_____ Tower permission to cross 401 to outside main to 336.

_____ DROPS (if needed) Haynes personal cars

_____ Tower permission, crossover 337/347 to Rogers

_____ PICK-UPS – Club cars on Rogers rear tracks

_____ DROPS – Rogers personal cars

_____ INBOUND – to yard via 212//213/yard track

YARD WORK – *remove caboose, break up for yard sorting.*

FT.9 COAL EXTRA TRAIN #81 – OUT WB 12 minutes after #55 1st passage (at 8:25 or so), and after Pass 62 has finished work at Heaton. No later than 8:30 or work is postponed until Thursday etc. Crew 1 / train is annulled if only one crew on hand for session and COAL4 did not work.

BUILD: All loaded cars going back to Hyder. CONSISTS of all Hyder removed loaded cars in I/O yard, powered with big steam or multi-unit diesel.

TOWER ROUTING: WB 212/347/338 inside main through to 334. Wait for Redball 55 2nd passage here and #62 to finish Heaton. Works entire inside main from 338 to 427. All other traffic except Heaton express car return is routed to outside main during this movement. Return is WB via 312/211/213 to yard trackage with empty hoppers.

POWER REQUIREMENTS – on train at 8:10 or 5 minutes after return of #55 1st passage. Big Steam or diesel, 35 cars max, must be able to work inside main tunnel. Switches Hyder tipple on WB side forward and reverse.

NOTES TO CREW: 1 STOP - After waiting for clearance, pull clear of 335. Uncouple block of loaded cars for tipple, leaving caboose and 4 loaded cars behind, pull past Hyder switches WB (closest to Heaton). Work loads back under tipple, leaving empties visible on WB side of building. Open WB and EB switches for each through siding and push empties out EB to inside main using inbound loads, uncouple empties clear of mainline switch, then pull forward and drop loads. Watch length of each string as they only fit one way! Once complete, run engine back to empties and couple these to the remaining 4 cars and caboose. Pull train forward to 401. Uncouple engine and notify tower to open switches 401 and 335. Crossover and run backward (EB) to 335, notify tower to close switches. Push train past 401 toward 427. Uncouple caboose and 4 loads, pick-up empties in stub 377 track drop loads into same. Couple pick-ups and caboose to train, drag back past 401. Uncouple engine and back past 335. Notify tower to open 335/401 again and run engine WB around train through 401. Notify tower to close switches, couple train together and request return routing to yard. Train inbound is 312/213/235 to long siding for coal empties. Turn engine over to hostler at engine facility.

CLEAR TRACK ORDER – for Redball and #62- into inside main between 347/334 * during mine movement – between 335/427 unless otherwise directed.

CHECK-OFFS – _____ Departure time (@215)

____ OUTBOUND to 334, hold for Redball and #62. OR EXPRESS CAR WORK AT HEATON IF REQUIRED.

____ Track warrant – inside main 335/427.

____ Pull train minus caboose and 4 loads past Hyder east end switches.

____ Push tipple empties out to inside main, reinstall Hyder personal loads. NOTE: Hyder empty cars are to be kept to east (Heaton) side of tipple.

____ Once complete, request open 401/335, reverse engine only.

____ Push train forward past tipple and uncouple.

____ PICK UP empties, DROP last 4 Hyder loads into stub.

____ Couple train and pull backward to clear 401. Uncouple engine end run past 335.

____ Request tower open 335/401 for engine run-around movement, forward engine through 401.

____ Close switches, back to train, request return to yard.

____ Inbound movement to 312/211/312/235/114 to drop club empties.

____ YARD WORK – leave consist in siding, remove caboose.

END OF FRIEGHT SESSION!