

# Capouse Junction Improvements

## Burnt Hills & Big Flats RR Ops Dept Briefing

The original model layout 3 foot by 6 foot (plus a 1 foot long extender) section has been replaced by a new 3 foot by 11 foot plus an extension peninsula. This has replaced 1982 Code 80 rail with Code 55, eased grades from 3 percent to 1.5 percent, increased the area for Scranton, and allowed for more running length and scenery.

### THE BASICS FOR THROUGH TRAIN CREWS.

1. There are ONLY two locations where the tracks go from one side of the central divider to the other. One is between Burnt Hills and Franklin which is near the end of the peninsula and is easy to negotiate. The other is (less than ideally located) at the base of the peninsula and cuts between Mayfield and Capouse Junction.
2. Capouse Junction has added a passing siding and a new Coal Breaker (Riverside Breaker). The Junction is now out in the open and you don't have to slide by the Coal Yard operator to get to the junction turnout. It should be obvious which track goes to Scranton (still the left hand track).
3. The section across the route of the peninsula is protected by CP Tower and SD Tower. When SD Tower at the south end of Mayfield tower is set to Mayfield Exit, the signal at CP (Capouse Jct) is double red. This lets a northbound train know to not enter the backdrop hole. When SD Tower is set to Mayfield Enter, the signal at CP is green over red, letting the northbound train know the interlocking is clear to proceed to Mayfield. There is a sign at CP with an explanation of the signal color meanings.
4. When leaving Mayfield, SD Tower is Red when SD is set to Mayfield Enter. Neither an outbound train or yard crew should cross SD tower when the signal is red.

### PROTOTYPE CONSIDERATIONS

Capouse Junction on the NYO&W did have a fair amount of trackage. Note the three tracks in the photo from

[https://books.google.com/books?id=s29REKqvYekC&pg=PA92&lpg=PA92&dq=new+york+ontario+and+western+railroad+capouse+branch&source=bl&ots=C5q3yuri7F&sig=FUZV-0rcDns22JHUBv3aJyHxUfY&hl=en&sa=X&ved=2ahUKEwjQiLeVxJfdAhUPPq0KHT\\_BDXcQ6AEwBXoECAYQAO#v=onepage&q&f=false](https://books.google.com/books?id=s29REKqvYekC&pg=PA92&lpg=PA92&dq=new+york+ontario+and+western+railroad+capouse+branch&source=bl&ots=C5q3yuri7F&sig=FUZV-0rcDns22JHUBv3aJyHxUfY&hl=en&sa=X&ved=2ahUKEwjQiLeVxJfdAhUPPq0KHT_BDXcQ6AEwBXoECAYQAO#v=onepage&q&f=false)



The Capouse branch left the New York, Ontario and Western main line at the aptly named Capouse Junction, seen here. The Delaware, Lackawanna and Western Railroad also operated over this branch between Capouse Junction and Cayuga Junction at Keyser Valley via trackage rights. (Ontario and Western Railway Historical Society collection.)

There was an interchange between the D&H and NYO&W in Jermyn PA called “Jermyn Transfer”. The two railroads ran parallel, and a center track between the two served as the interchange track. Jermyn borders Mayfield to the south. This arrangement also formed the basis for the Capouse Junction trackage.

The peninsula involves five stretches of track running the length of the peninsula

1 and 2. Tracks from Burnt Hills out and back, heading for Sidney

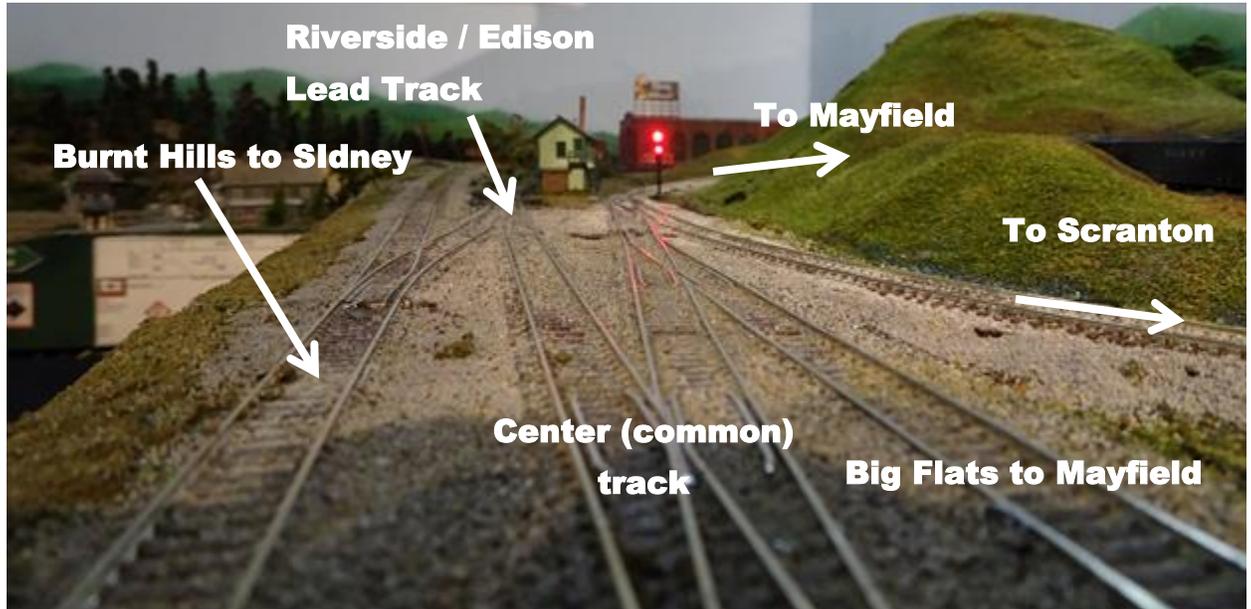
3 and 4. Tracks from Mayfield out and back, heading for Big Flats

5. Mainline to Scranton from Mayfield

Scenery-wise this becomes a challenge of five more or less parallel tracks, plus I wanted to minimize walking around the peninsula, which in the old arrangement had to be done multiple times.

Two answers were arrived at. The Burnt Hills trackage was put on its own side of a central divider and is 12 inches wide. Two tracks on the other side of the divider were brought together scenically as double track, though not operated as such. This arrangement allows for the following

- A continuous run connection with turnouts in the open rather than hidden
- An empties in – loads out arrangement for Riverside Breaker and Edison No. 3 Power
- Single scene – three tracks wide with center track as siding / runaround for both mains
- Makes Capouse Junction look “busy”.

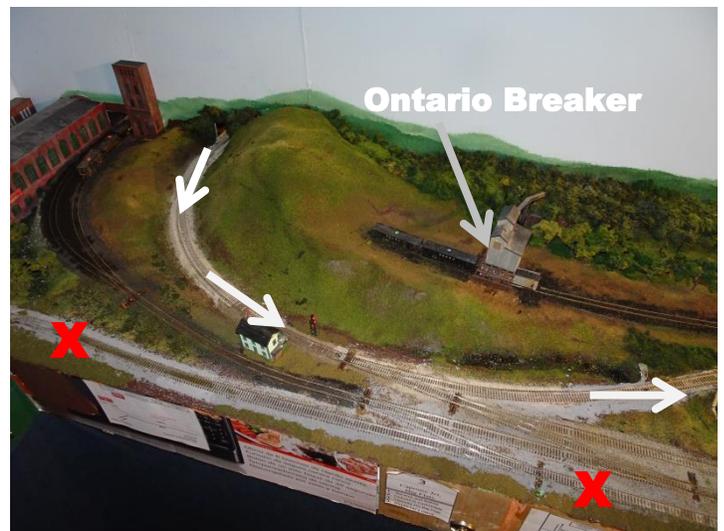


### The trip from Mayfield to Scranton for the Mine Run



Be sure you have your orders before departing! Pull up to SD Tower as you leave Mayfield Coal Yard southbound to get your orders, and check the dwarf signal there. If it is Green, you may proceed through the interlocking and know there are no opposing trains as you head towards the backdrop.

As we pass through the backdrop, we approach Capouse Jct tower. We note the northbound signal is red over red, protecting our approach. We take the first turnout to the left, which puts us on the main heading up the hill to Scranton. Note the location of





the Ontario Breaker, where we will drop empties with Brown O tacks, and pick up loaded hoppers as train length allows.

The main proceeds up hill (not prototypical, but . . .) and crosses Keyser creek on a truss bridge on the way to Scranton. Scranton is on an extension to the peninsula at a slight angle to maximize space available for the model railroad, while providing sufficient aisle widths.

### The trip from Mayfield to Big Flats for the Mine Run

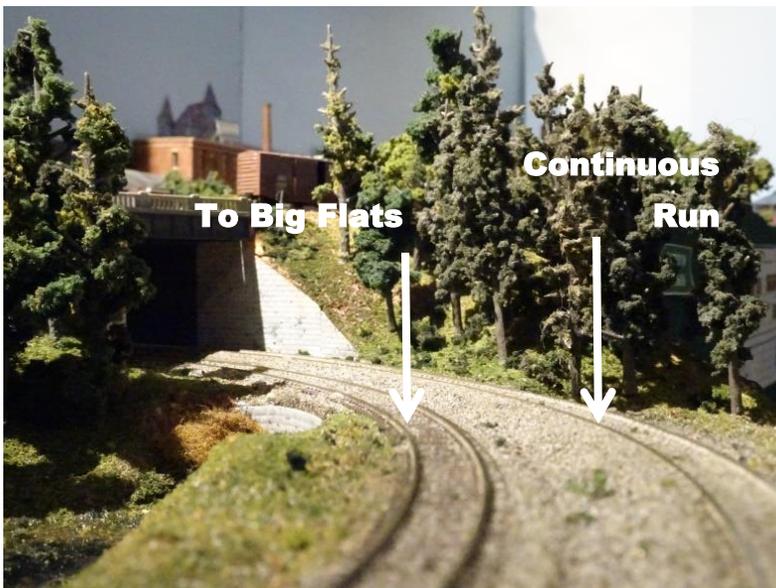
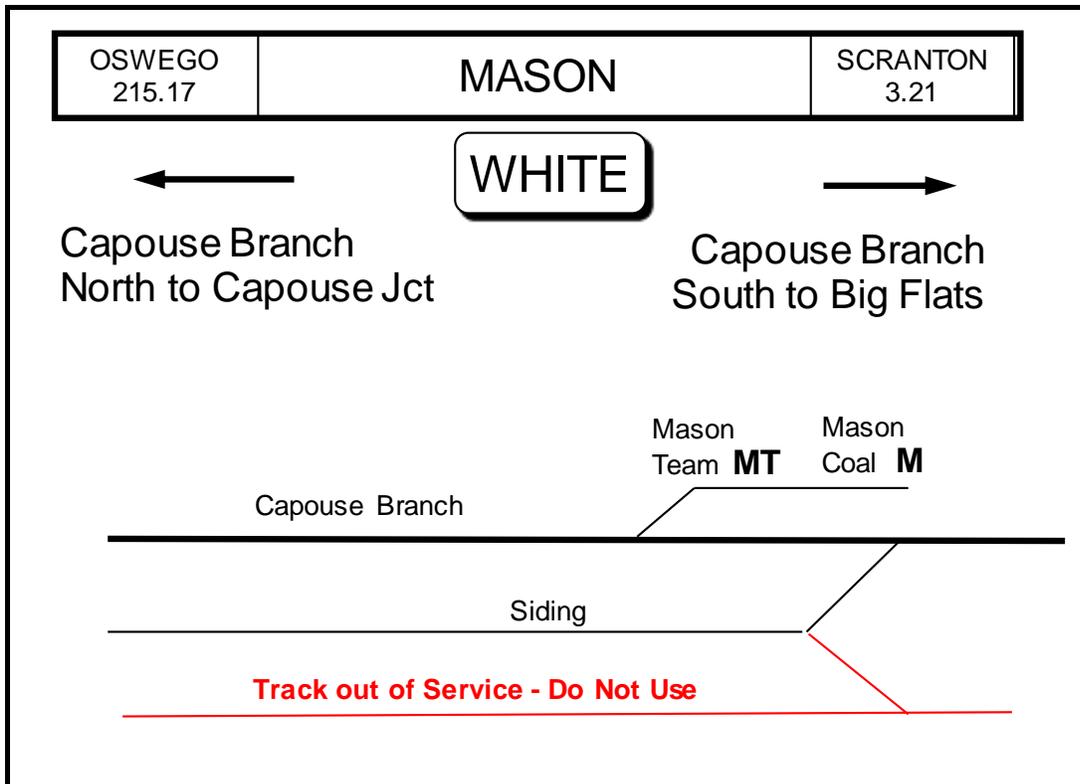


The run starts off the same in Mayfield. Be sure you have your orders before departing! Pull up to SD Tower as you leave Mayfield Coal Yard southbound to get your orders, and check the dwarf signal there. If it is Green, you may proceed through the interlocking and know there are no opposing trains as you head towards the backdrop.

This time at Capouse Junction, we take the right hand leg of the first turnout. This puts us on the Capouse Branch. Yes, this is the branch, although most traffic goes this way. The Branch was built by the NYO&W to reach coal breakers, but it ended up with interchanges with the Lehigh Valley and Lackawanna. The LV connection was an odd switchback through a coal breaker as the LV and NYO&W both built trackage to reach the breaker, but not necessarily aligned for connection.

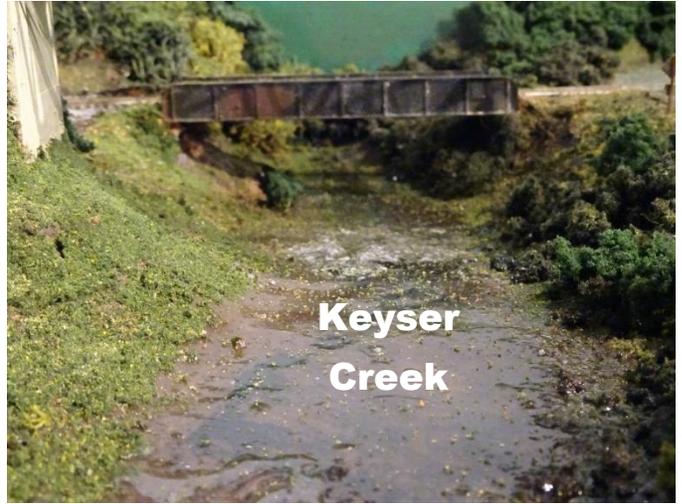
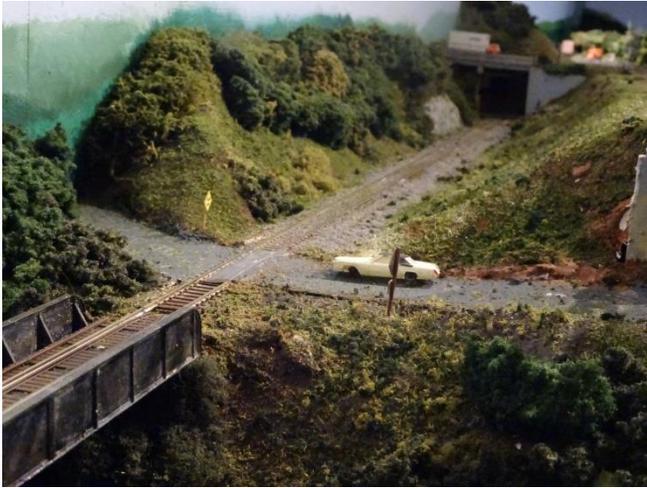






The continuous run connection is not used during operating sessions, but if you enter the center track coming from Mayfield, and then take the wye turnout at the end of the center track to the right, you will make another lap of the layout.

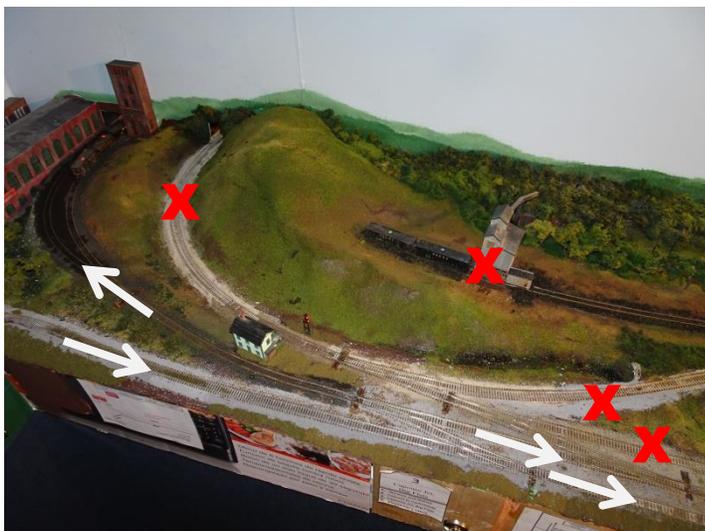
The Capouse Branch makes a curve to the left and you go under a bridge on the left hand track. You stay on this side of the center divider and emerge against the backdrop. The Capouse Branch runs roughly parallel to the backdrop and crosses Keyser Creek.



The track then goes behind the backdrop behind Ontario Breaker, and emerges in Big Flats. Note the only time you need to go from one side of the peninsula to the other is the run between Capouse Junction and Mayfield.

The return trip from Big Flats is just run in reverse order to the above description. Mason may be switched as a trailing point on the return run. If you did not pick up loads at Riverside on the southbound leg, if you have time, you may pick up loads at Riverside, but this requires a runaround move on the center track.

### The trip from Sidney to Burnt Hills for the Red Local and Edison Coal



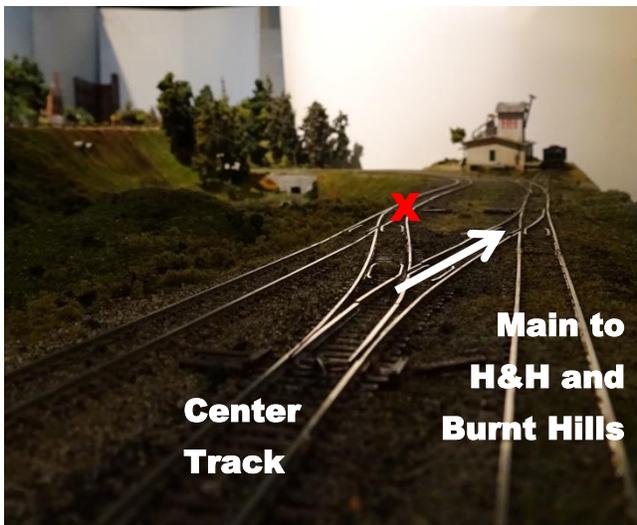
As you enter the new peninsula from South Unadilla, you pass a trailing point crossover. This leads to the Edison Number 3 power plant. This plant is strictly fictional, there would be no good reason (demand, cooling water) at the prototype location.

The Burnt Hills (aka Red) Local services the power plant, and so do a northbound and a southbound coal train.



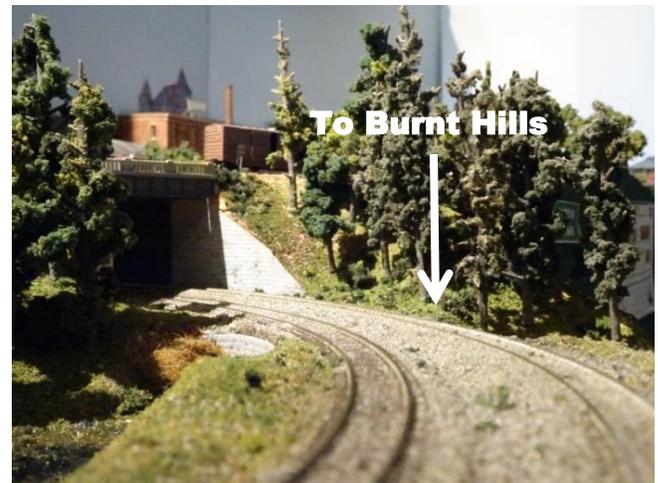
There spur divides into two tracks heading for the unloader at Edison No.3. Loads are dropped on the right hand track, pick up any empties on the left hand track as train length permits. Of course, DO NOT pickup loaded hoppers waiting to be unloaded!

The center (common) track may be used as a runaround to service Edison No. 3 when heading northbound.



At the south end of the center track, there is a wye turnout. ONLY take the wye turnout to the right. Ignore the inner track. Note the siding at Franklin for the H&H Feed Mill. This is a facing point turnout southbound and would require use of the center (common) track as a runaround to service this industry.

After passing H&H, the track curves left, goes under a road bridge. It will come out THE OTHER SIDE of the center dividing backdrop at Burnt Hills.



Here is an overview, simplified version of the track on the peninsula, looking from the Capouse Junction side. Green tracks are used when running between Mayfield and Scranton or Big Flats. Red tracks are used when running between Burnt Hills and Sidney. The black tracks are common tracks, which includes the loads in empties out arrangement, and the center passing/ runaround track.

