

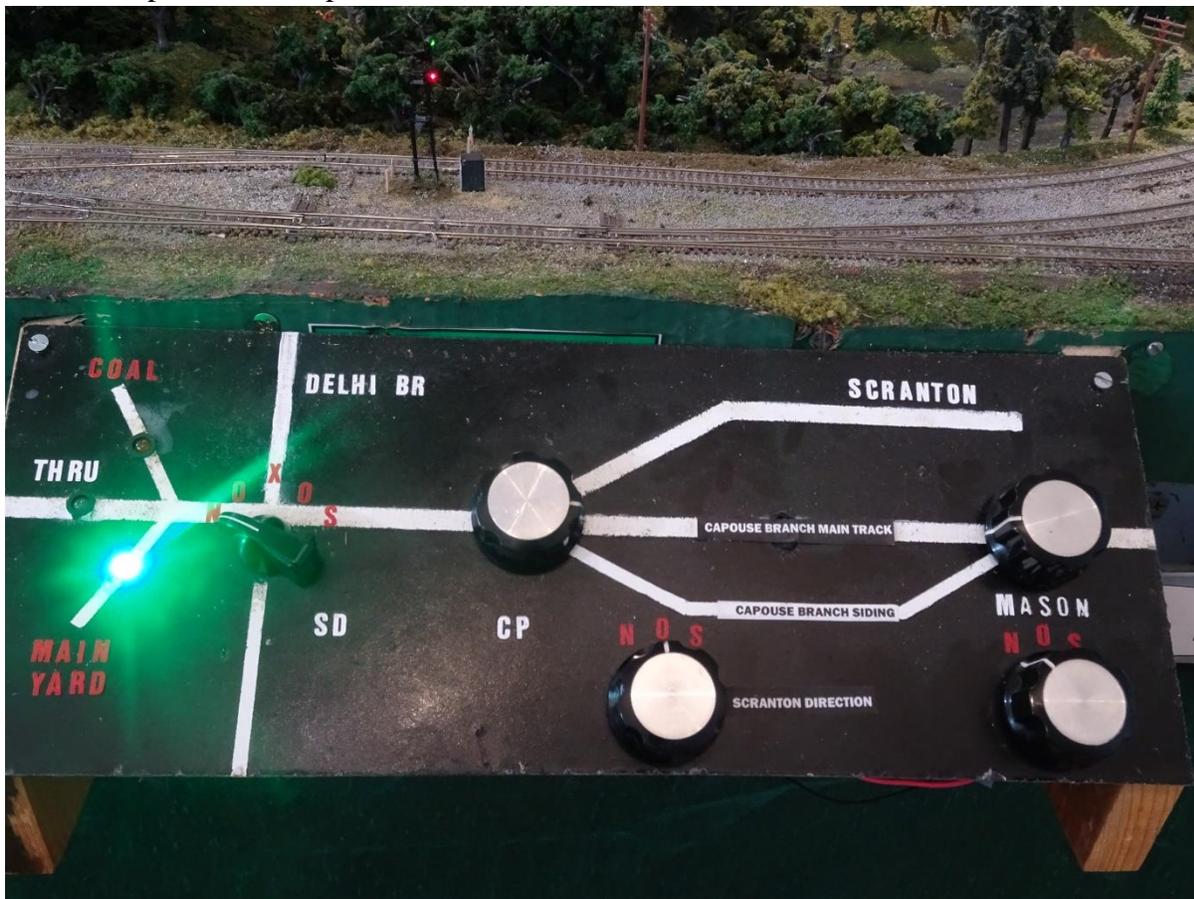
## Burnt Hills and Big Flats Railroad

### Traffic Control South of Mayfield Yards

Operations south of Mayfield Yard (SD, CP, CJ, and Mason) are controlled by Centralized Traffic Control. Train crews will receive a Clearance Form A and specification to “Follow Traffic Control signal indications”. The CTC Operator operates independently from the Scranton Dispatcher. The Operator should coordinate with the Mayfield Yard for entry and exit into the yard.

#### CTC Panel.

The CTC system is simplified in that there are no train detection circuits or pushbuttons to align a route. A picture of the panel is below.



From left to right:

- Indicator lights for the entry turnouts to Mayfield yard. These are controlled by Mayfield Yard and are for information only. In that case, we are lined to the Main Yard, the usual line up for a northward extra train. First class trains would be lined for “THRU”. Usually southward trains exit from the Coal Yard.

- A five position rotary switch for the SD interlocking. In this case, we have cleared for northward entry into the yard using “N”. “O” is off, red signals in all directions. “X” lines up the tower for the Delhi Branch setting both directions on the main to red. “S” lines up for a southward exit from the yard.
- CP turnout control. Three positions – Scranton, Capouse Branch Main Track, or Capouse Branch Siding. Here we are line up for a train to enter from the Capouse Branch Main.
- Scranton Direction. Three positions – “N” for northward, “O” for off, “S” for southward. This only affects the Scranton trackage.
- Mason Turnout Control. Two positions, Capouse Branch Main Track or Capouse Branch siding. Here it is aligned to Capouse Branch Main.
- Mason Direction (below the Mason Turnout Control). Similar to Scranton Direction - “N” for northward, “O” for off, “S” for southward. Here is it “N”.

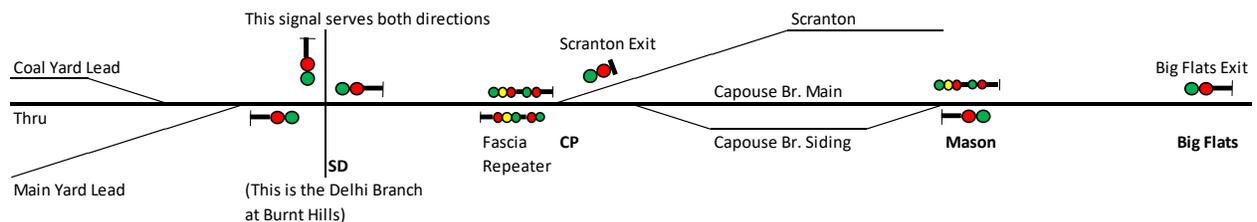
This alignment is for a train departing Big Flats northward, and proceeding to the Mayfield Main Yard. The signal seen above the panel is the signal for the Mason Turnout, here aligned to the Capouse Branch Main in a northward direction (Green over Red) while the next signal (CP tower) is not stop and is aligned for the Capouse Branch Main Track.

### Meets at Mason on the Capouse Branch

If a conflicting move is lined up, for example a southward train from Mayfield is lined into the Capouse Main Track, and a northward train from Big Flats is lined into the Capouse Main Track, the system is set up for Northward is the superior direction. Thus the northward train will receive a Yellow over Red signal to enter the Capouse Branch Main Track with a Red over Red at CP Junction. The southward train from Mayfield will receive a green signal to exit the Mayfield yard and a Red over Red at CP southward.

To properly allow the two trains to proceed, the southward train must be routed into Scranton or the Capouse Branch Siding.

### CTC Schematic with track and signals



Note there are not individual signals for the Capouse Branch Main and Siding exits, there is just one common signal. Train crews would need to look at the turnout position to see if they can exit. The CTC operator is stationed nearby, which should resolve any confusion.