

BH&BF Op Session Briefing

Train Crews. All train crews require a Clearance Form A prior to leaving their origination. The Clearance Form A will specify, in addition to the usual prototype information, your DCC engine address, and any staging tracks used at the beginning and/or end of the run. Extra Trains north of Mayfield also require a "Form 19" train order authorizing the train to run Extra from A to B. Paperwork for trains leaving Mayfield is picked up at SD Tower (Southbound) and the Mayfield Yard Office (Northbound). CTC is in effect Mayfield south and TT&TO north of Mayfield.

Color Coded Tacks. Car forwarding is accomplished using color coded tacks. Color is town, letter / number is siding within town. Once delivered, a car remains in place to the end of the session. Only pick up cars as train length allows (specified in train instructions). There are maps at each town that show the tack designations for each siding. Pickups are those cars with DIFFERENT tacks than the tack for that siding. BH&BF cars with no tacks are empties, and are to be left wherever convenient, with minimal movement.

Yard Operations. There are three locations with Yard Limits: Mayfield, Big Flats and Sidney. The Mayfield Coal Yard handles southbound traffic, Brown, Black and White tack colors. Mayfield Main Yard handles northbound traffic, the "rainbow" tack colors (Red, Pink, Yellow, Green, Blue). Local Mayfield cars are Silver. No yard crews are stationed at Sidney or Big Flats. There are directions on the Sidney town map for which tack colors go to which track in Sidney Yard. Note that trains and locomotives within yard limits must clear for First Class Trains per Rule 93.

Communications. A five station intercom set is used between the operators and the dispatcher. Train Crews communicate with the dispatcher via an operator at a train order station. In an "emergency" a Train Crew may walk to a trackside phone (the Dispatcher's Desk). It is assumed that short range engine radios and/or "talk back speakers" allow communications between the Yardmaster and the train crews when within Mayfield yard limits.

Train Order Signals. There are five train order signals north of Mayfield. They have one head in each direction on a single mast. Aspect is set by the Operator who covers the station, per direction from the Dispatcher. A red signal implies there may be a train order for your train.

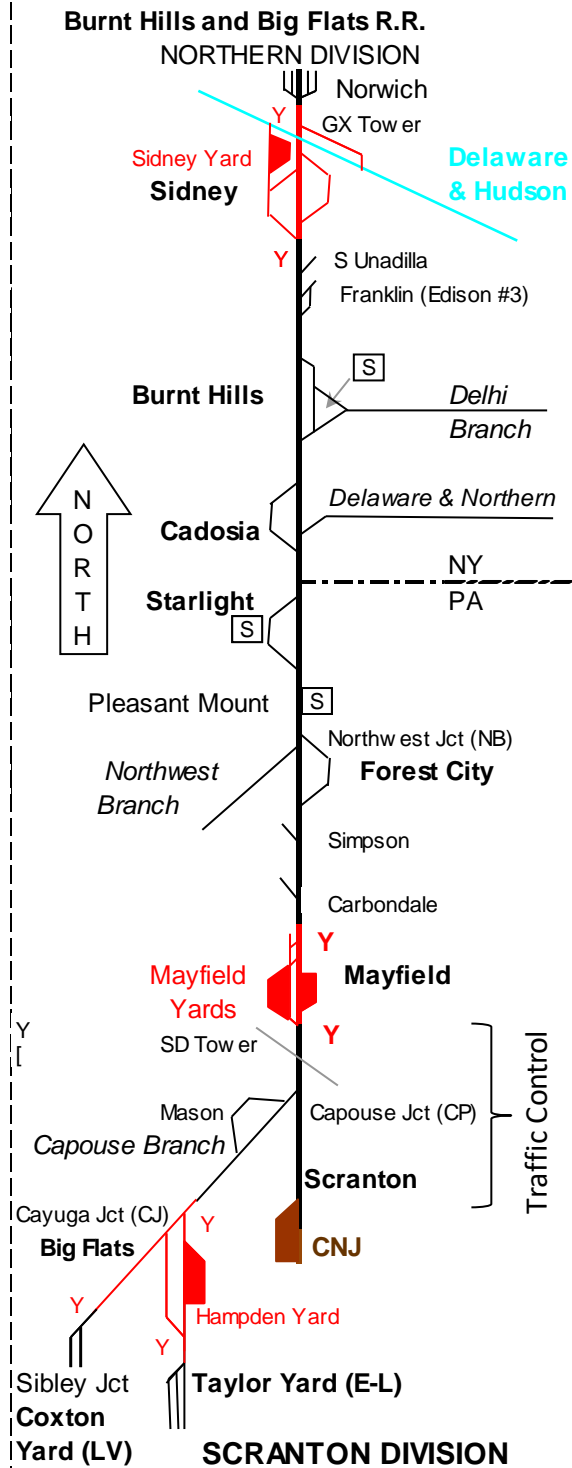
CTC Signals. These signals have head(s) in one direction per mast. The CTC system is simplified, it does not have track detectors and does not have a full complement of signals at CJ tower. The CTC Operator issues Clearance Form A's orders.

Interlocking Signals. There is an interlocking signal on the Delhi Branch for the crossing with the Mayfield south yard lead. This indicates for both directions on the Delhi Branch and is controlled by the CTC operator. There is an interlocking signal at GX Tower in Sidney with the (dummy) D&H mainline. The indication is controlled by the turnout position for the D&H connection track.

Operator(s). Operators north of Mayfield provide OS reports from their stations to the Dispatcher. These operators deliver orders from the Dispatcher to the train crews. There are clips near each train order signal for holding orders. Operators also control their train order signals.

Dispatcher. The Dispatcher uses Form 19's and modified Form A's to control train movements north of Mayfield. Pre-printed orders are handed off from the Dispatcher to the Operators. Register books are not in use, if there is a question on if a train has passed, walk to the Dispatcher's Office.

Uncoupling. Bamboo skewers or plastic toothpicks are used to uncouple cars.



Turnouts. Almost all turnouts are manual. Push the points or the piano wire spring with your finger or uncoupling skewer. There are some hard-to-reach turnouts operated remotely at local panels: D&H interchange, EL Taylor Yard, Mayfield south approach (three turnouts), Mayfield north approach, and the Delhi Branch wye. There is a warning buzzer that sounds when the Mayfield approach turnouts are not set for their "normal" (inbound) positions.

Throttles. Easy DCC plug in throttles are used. Directions for acquiring locos are shown on the back of the throttle. The Coal Yard operator uses the two throttles on the base unit. Throttles not in use should be set to Engine 1. Bell is function 1, Horn is function 2.

Station and Tower Operator Assignments (in priority order):

- 1st CTC Operator (SD, CP, CJ, Mason)
- 2nd Mayfield North, Cadosia, Starlight, Carbondale
- 3rd Sidney, Norwich

The dispatcher will serve as Operator for unfilled positions, and always is the Burnt Hills Operator.

Intercom Assignments:

- 1. Norwich and Sidney
- 2. Cadosia to Mayfield Yard
- 3. CTC (SD / CP / CJ Towers)
- 4. Mayfield Yardmaster
- 5. Scranton Division Dispatcher