

Thoughts on Enola:

As you face the yard – **West is to your Right and East is to your Left!**

Your job is to direct the traffic in and out of the yard, interface with the dispatcher and the hostler.

It is ok to hold a train out until you are ready for it! The YM controls traffic in and out of both ends of the yard. It is helpful to let the hostler know what you are doing at Day. Inbound trains on AD2 (mostly the westbound terminating trains) will not impact the hostler. The hostler does work independent of you in moving power in and out of the yard and will use AD1 to move power in and out of the engine pit. In a perfect world, he should let you know before taking head room into your yard. If it appears that one of the tracks is going to overflow, you can change which track is assigned and move the cars accordingly.

Track AD2: All westbound terminating trains should pull in here and there power escape out through 111B and back to the pit (hostler control)

Track AD1: Bring BF4 (only eastbound termination) in on this track. Power can escape directly into the diesel pit without tying up Day.

LEN, YE and the HT are all turn jobs – the power and cabins that they come in with – they leave with

LEN: will have two additional locomotives added to its train before returning to Dillerville (hand off incoming engine to Hostler and he will add the appropriate electric locomotives (either the E44s or E3b/E2c set). Takes Lancaster and Greenwich – not Greenville.

HT: The Reading/Lemo turn. This train will shove in (power on the east) and needs to shove out (power on west end) Takes Lemo.

YEN: drops stuff from York and takes York.

EA and EM note the end that the locomotives go on, should be ready to go by 1130 or so.

Sorting the yard –

There are two westbound pickups for Conway cars GWC-1 (which will get a power change before working the yard) and BC-5. It may be easier to work GWC-1 at 111B – have the power back in to make the pickup (it will be limited to a max of 2x cars (the dispatcher will let you know). The BC-5 will most likely clear all the Conway cars. I have worked it on AD2 in the past, but it can also back in at 111B – it may have some set outs.

How to use the Yard –

The yard really can handle all the stuff that will be coming and going. Let the 1a crew do the sorting – you set the locations (below) and the 1a should be able to get the work done.

Basic line up in the yard is:

C6: Conway

C5: Northumberland/Buffalo

C4: Greenwich (head out or east) & Lancaster – any LIVE stock going to Lancaster is hot and should be at the very front – so a departing LEN train would look like-1st set of locomotives MUed to the L6a (that came down from Dillerville)-stock cars (if any)Greenwich cars-Lancaster cars

C3: York

C2: Bayview (head out or east) & Pot Yard

C1: Car Storage and or Meadows & handoff to local yard

L3: whatever is needed

L2: local traffic

L1: local traffic

Around 1300 or so start working on outbound trains. Hopefully there will be enough electrics in stock to make up the trains. Have the hostler bring 3 sets of electrics over and store on track 6. Build your out bound trains on AD1 and AD2 if it is clear of inbounds.

If the Greenville, Meadows, BayView\Pot Yard tracks get way too full, you can run the train early. Which means before 1300. You are in charge of getting the P-14, NY-4, B-2 (eastbound with electrics) and the BF-7 (westbound with diesels) assembled and with cabin. Usually have the BF double up to the cabin on departure. You will need to call the dispatcher to get a crew for these trains and he will ask you for a car count and which locomotives that you assigned to the train.

Notes: _____

