

Description of NoWhere Line Trains

Symbol	Name	Summary
BB	Bigburg Local	Yard & local switching
CR	Coal Run	Mainline & branch
FE	Freight East	Mainline & yard
FER	-Run-through	Mainline (no switching)
FW	Freight West	Mainline & yard
FWR	-Run-through	Mainline (no switching)
---	Hungry Hobo	Excursion service
HHB	Bigburg	(diesel)
HHL	Local	(steam)
HHS	Smallville	(diesel)
SV	Smallville Local	Yard & local switching
TS	Timesaver Local	Switching & staging
UB	Upper Branch	Branch line freight
UI	Upper Industrial	Yard & local switching
WW	W-W Local	Local turn
---	Yard Transfer	Mainline transfer
YTB	Bigburg	& local switching
YTS	Smallville	

Scheduled Trains:

Trains CR, FE, FW, HHB, and HHS operate as authorized on the timetable.

All other trains operate as extras (lower class).

Tracks must be clear of non-authorized trains and equipment 5 minutes in advance of the time stated in the timetable.

Eastward trains are superior to westward trains of the same class.

The railroad clock starts at 12:00 and runs at wall-clock rate (1:1 ratio).

Train Authorization:

Each train running on the railroad must carry a train routing card with it. Routing cards are obtained at the point of origin. Upon termination, return the card to the point of origin for reuse.

Suggestion: Study the route described on the card before operating the train.

Additional trains might be authorized verbally during the session.

General Instructions:

Dispatching is informal (verbal).

At junctions and train meets, coordinate with other crews.

Obtain clearance from the Dispatcher to operate on the railroad.

Obtain clearance from the appropriate yardmaster to operate within the yard limits.

The maximum mainline train length is 5 50-foot units, unless arrangements have been made with the Dispatcher. Longer trains will not fit into passing areas.

East is to the right when facing the railroad.

In double track locations, track 1 is always nearer the front.

After passage, return track switches to their normal position.

All operating trackside signals indicate track position; some indicate occupation.

Red = Stop; Green = proceed with caution.

At Branch, do not store cars on the main and run-around tracks; other (scheduled) trains may be operating there.

At Branch, the main track handles 4 cars for run-around moves.

The throttles are Digitrax UT1 and UT4; instructions are on the backs of the throttles.

Traffic Generation:

Car movement is authorized by its car card.

There is a waybill for each car spotting location; it is not possible to overload a location.

When a car is spotted, place its card facing the layout.

Waybills can be recycled to generate traffic.

All empties should make their way to Loop.

Traffic Frequency:

FE & FW – run a sweep every 45 minutes.

HHB,HHL,HHS – each runs once (or as needed).

CR – runs once.

WW – runs as needed.

YTB & YTS – run as determined by traffic.

UB – may have to run frequently depending on the traffic for the branch line.

FER & FWR – run to keep mainline busy.

The NW Line



The NoWhere Line working to be NearSomeplace

Time Table No. 12

In Effect October 2, 2009

For the government and
information of
employees only.

Railroad Standard Time

Scheduled Train Departure Times

	0:00	0:15	0:30	0:45	1:00	1:15	1:30	1:45	2:00	2:15	2:30	2:45	3:00
<i>Origin</i>		<i>Loop</i>			<i>Loop</i>	<i>Branch</i>		<i>Loop</i>	<i>Staging</i>	<i>Branch</i>	<i>Loop</i>		
Freight		FE-1			FE-2			FE-3			FE-4		
Freight									CR				
Passenger						HHS				HHB			

Scheduled Freight Service

Eastward Read Down Westward Read Up

FE-1	FE-2	FE-3	CR	FE-4	FW-1	FW-2	FW-3	CR	FW-4		HHS	HHB	HHS	HHB
0:15	1:00	1:45		2:30	0:30	1:15	2:00		2:45	Loop		2:20		2:19
										Triple				
0:16	1:01	1:46	2:00	2:31	0:28	1:13	1:58	---	2:43	BigBurg		2:20		2:19
										Crossover				
										East Switch				
0:19	1:04	1:49	2:01	2:34	0:27	1:12	1:57	---	2:42	Midland		2:20		2:19
										West Switch				
								Meet		East Switch				
										<i>Track 1 Track 2</i>				
										↔ <i>Wye</i> ↔	1:19		1:19	
			2:02		0:24	1:09	1:54	---	2:39	Smallville		1:20	2:21	2:18
								Meet		West Switch				
								2:23		East Switch				
										Interchange				
0:20	1:05	1:50		2:35						Slope				
										West Switch				
										↔ <i>Reverse</i> ↔ Middle Switch			1:18	
										East Switch				
										Summit Switch				
0:21	1:06	1:51	2:03	2:36	0:23	1:08	1:53	2:22	2:38	Tunnel ↘ ↙ Tunnel	1:21	2:22	1:17	2:17
										Summit Switch				
										Helix				
			2:10					2:20		Branch	1:23	2:24	1:15	2:15

Passenger Service

Eastward Westward