



Colorado & Southern Railway Company

DISPATCHER STRATEGY

In TT&TO operation, dispatching is very different from what you may have experienced with CTC or radio-dispatched layouts. Here is a strategy for successfully dispatching the C&S Northern Division.

Preparation

1. Be familiar with the order of stations. The Train Sheet is a good prompt.
2. Know where trains can meet and where they can receive orders:
 - Fox, Broomfield, Valmont, and Niwot can accommodate long trains.
 - Orders can be delivered in Broomfield, Louisville, Boulder, and Niwot.
 - Not all trains pass through Boulder.
 - Trains in Boulder cannot leave without a clearance from the Dispatcher, creating an automatic “Wait” (Form E) at Boulder.
3. Study the Forms of Train Orders summary – when should each be used?
4. Begin 15 minutes before starting the fast clock – this simulates the dispatcher “turnover” as done by the prototype. Understand the Train Lineup for the session. Write your first orders.

TT&TO Fundamentals

1. Operating pace will be slower than on CTC or radio-dispatched layouts. Trains will wait, but train crews need time to think anyway.
2. Plan ahead. At a minimum, work one hour and write orders 30 fast minutes in advance. Sooner is even better.
3. TT&TO puts more responsibility in the engine cab – resist micro-managing or perfecting train flow with lots of orders. Less is more.
4. Regular (scheduled) trains don’t need orders; just write a clearance to get them going. Extra trains must watch out for regular trains.

5. Extra trains must be established by order. The dispatcher must protect opposing extra trains with orders, but not extra trains in the same direction. Train crews must protect (flag) for trains coming from behind if they are at risk of being overtaken. Protection for opposing extra trains must be in the establishing order.
6. Don’t be in a hurry to write orders – wait for situations to work themselves out. Example: multiple extra trains arriving at the same station for a meet with a regular train should resolve the meet without dispatcher help. Flagging and saw-bys may be necessary.

C&S Specific Advice

1. On the C&S Northern Division, Rice Yard is the “ruling grade” in operation flow:
 - Give priority to Rice Yard departures.
 - Rice Yardmaster should request extras (with engine numbers) one hour in advance.
 - Keep up with Rice Yard status and number of southward trains holding at Fox.
2. The Time Table schedule sets the tempo.
3. Write “Run Extra A to Z and return to A” orders for turns.
4. For opposing extra trains with local work, give one right over the other with waiting times so the inferior train can work against it. One train will end up waiting for the other anyway, so don’t worry about it.
5. The Valley Local works between Rice Yard and Utah Jct. There are no stations to deliver orders once it leaves the yard. Issue a Work Extra (Form H) order to the Valley Local, All Southward Trains at Broomfield, and All Northward Trains at Rice Yard. Limits for the order are between Rice Yard and Utah Jct.

FORMS OF TRAIN ORDERS

S-A.

FIXING MEETING POINTS FOR OPPOSING TRAINS.

- (1) No 2 meet No 1 at B.
Extra 652 north meet Extra 231 south and
Extra 232 south at B.

- (2) No 2 meet No 1 and No 3 at C and Extra 95 west at
D (and so on).

B.

DIRECTING A TRAIN TO PASS OR RUN AHEAD OF ANOTHER TRAIN.

- (1) Extra 594 west pass No 1 at J.

S-C.

GIVING RIGHT OVER AN OPPOSING TRAIN.

- (1) No 1 has right over No 2 G to X.

- (2) Extra 77 north has right over No 97 F to A
and wait at D until 10 20 a m for No 97.

- (3) Extra 72 south has right over Extra 91 north
A to R and wait at
N until 2 10 p m
P until 3 25 p m
for Extra 91 north.

E.

TIME ORDERS.

- (1) No 1 run 50 mins late A to G.

- (2) No 1 and No 3 wait at
N until 9 59 a m
P until 10 30 a m
R until 10 55 a m, etc.

- (3) No 2 wait at H until 9 59 a m for No 1.

G.

EXTRA TRAINS.

- (1) Eng 99 run extra A to F.

- (2) Eng 98 and Eng 99 run extra A to F and return to C.

- (3) After Extra 99 west has arrived at (or passed) G Eng
25 run extra G to B.

S-H.

WORK EXTRA.

- (1) Eng 292 works extra 6 45 a m until 5 45 pm between
D and E.

K.

ANNULLING A SCHEDULE.

- (1) No 1 due to leave A Feb 25 is annulled A to Z.

L.

ANNULLING AN ORDER.

- (1) Order No 10 is annulled.

O.

INSTRUCTING SUPERIOR TRAIN TO TAKE SIDING.

- (1) No 2 meet No 1 at B No 2 take siding at B.
- (2) No 2 meet No 1 at D 3 at C and Extra 95 west at B
No 2 take siding at D and B.

P.

SUPERSEDING AN ORDER OR A PART OF AN ORDER.

This order will be given by adding to prescribed forms
the words "instead of _____."

- (1) No 2 meet No 1 at C instead of B.

T.

CHECK OF TRAINS.

- (1) All first class trains due at C at or before 6 50 a m
(have passed) (have arrived) (have left); as circum-
stances require.
This may be modified by adding "except _____."