

Train Dispatching: (Clinic by Rick Kang and "Breezy" Gust)
Coordinating/Orchestrating the safe (no collisions) and
efficient (everyone kept moving) movement of trains (on
main track) by

1. Authorizing movements on main track (applying
appropriate Control and Protection space/time elements).
2. Tracking movements across the district in timely manner.
3. Modifying movements as conditions change.

Dispatchers plan, anticipate, seek alternative solutions.

Get blank paper and pen.

We'll scan a variety of topics for YOU TO SELECT FROM.

We'll tally votes and try to cover the most popular today.

More on Tuesday (10-11 PM). Session notes e-mailed,

or questions: contact Rick Kang epoguy@gmail.com

Volunteer note taker today?

POTENTIAL Train Dispatcher SESSION TOPICS:

1. How trains are generated: sources of traffic, the "Call" procedure:

Need for "lineup" of trains to be called from terminals and interchanges.

Creation and Use of Call Slip ("Soup Ticket")

2. Select a Dispatching System: what are your criteria for selection for your layout?

Contrast Staff-Token-Register, Manual Block, Timetable, Train Order, Interlocking, CTC, Direct Traffic Control, Track Warrant Control, D-251 (double track), Permits, etc.???

Adapting Train Dispatching to non-linear trackplans (loop).

Layout reference basics: Stations (locations), Clocks (time)

3. Create timetable schedules...but not too many, and perhaps only in one direction. What "class" of train?

Create a "Service Plan" for your Op Session.

4. Create a Trainsheet, Use a Trainsheet. (spreadsheet)

Other methods of Tracking: Icons, graphical, free form
Create a Train Movement Graph (string chart) for your Op
Session, beforehand, and then a live one during session

5. The significance of reliable (prompt and frequent) OS
reports:

Who makes reports, where/how many , Order Operators?

Training reporters to follow format of trainsheet.

Initially specify: Location, Direction, ID

6. How to protect extras from opposing extras:

Concepts of First is Last and Last is First,

protect over entire district including endpoints,

protect through yard limits,

use of registers.

Check opposite side of trainsheet and check live train orders.

7. Issuing orders/authority:

Writing as you talk: dictating/transcribing.

Transmission speed, spelling ordinary words to slow

transmission and clarify verbiage.

Bookkeeping: The Clearance Record and Group Address
record pages in the Train Order Book

Transcribing Train Orders in manifold: address sequence
(restricting vs. helping orders), copies for crew members
including helper engr and file, pasting copy in Train Order
Book rather than transcribing multiple times.

8. Use/Types of Clearances: Tally sheet, not permission slip. How to address (train vs eng), How to create Sections, Second clearances, New clearances, Operator's clearances

9. Use of the Train Order signal: Clearance or No Clearance, not permission to depart. Normally red or green? Hazards and protection of delivering Restricting order at point of Restriction

10. Dispatching Strategies/Tactics: Criteria for operational planning of ongoing movements

11. Where should DTC block boundaries be? (at stations (fouling point either/both ends) or between stations)

12. TWC rollups and not issuing advance authority (avoid box 2 or 4 combined with box 7)

13. CTC/Interlocking signal criteria: (see Seth and others)

1. True interlocking protection plus follow up protection.
 2. Reliable detection circuits for all cars/locos, over all track segments including OS segs.
 3. Graph generation or other methods to track movements and designate train IDs.
 4. "Time" feature if signal is knocked down by DS
 5. Correct combinations of signal aspects displayed for all route and occupancy conditions
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OTHER TOPICS YOU'D LIKE TO DISCUSS???

You're welcome to leave me note for Tuesday's session.