

Devan and Summersett

A layout for Operation

The D&S is basically a point-to-point layout (see D&S Plan V5.xlsx) set in UK outline but operated more like Aust/USA formats.

It is run with a timetable with a fast clock (<http://www.dotric.com.au/automation/fastclock.htm>) utilising wagon cards and waybills.

Shunting goods is the main focus of the D&S with 36 locations at the 4 stations for wagons to be set down and picked up together with 7 staging tracks at the main Tawnton station for distant locations.

The physical nature of the layout prevents following your train around but the train is handed onto the next operator especially regarding goods services and requires 6 operators to get the full benefit – one dispatcher who is responsible for signals & mainline junction and staging turnouts and five drivers – two at the main station and one each at the three terminal stations.

Each OP session of about 2.5 hours includes on average 9 passenger services and 6 goods that requires shunting and 3 through running trains from one end to the other.

95% of goods trains are driven by the receiving terminal station and all goods are driven into & out of Tawnton by terminal station operators. The 2 drivers at Tawnton do all Tawnton shunting.

Each train has a unique code: P = passenger: G = Goods with additional numbers/letters to follow ; eg GL2 means Goods Local2 and travels from Marabost – Watchit- Tawnton and return using this Train Order T.O

Page 1	T.O	GL2	Page 2	T.O	GL2
Marabost	LOCO 26	N 7:15	Watchit	LOCO 26	
PU's wagons to a maximum of 6			Dep Tawnton for Watchit FWD 9:52		
Dep Marabost for Watchit REV 8:00			SD Watchit & PU Marabost wagons to a maximum of 10 Deps 10:46		
<i>Advise Watchit train en-route ex West</i>			Then hand T/O to Marabost		
Arr Watchit Goods loop 8:10			Marabost LOCO 26		
Then hand T/O to Watchit			Dep Watchit for Marabost FWD 10:46		
Watchit LOCO 26			SD wagons; stable loco & brake van.		
Destination - Tawnton, etc East			Train Order GL2 Completed.		
SD & PU to a maximum of 12 4-wheelers. excluding Marabost & Mynend					
Dep Watchit for Tawnton REV 9:10					
<i>Advise Tawnton - train is en-route from West</i>					
Hand T/O to Tawnton.					
Tawnton LOCO 26 9:13					
Destination - Watchit & Marabost West					
SD & PU to a maximum of 14 4-wheelers.					
Watchit loading at the rear - depts. 9:52					
Then hand T/O to Watchit					
OP1A	PTO page 2		OP1A		

It is a doubled sided Order with each Operator named Marabost, etc, the times are based on the graph (Graph OP 1a.xlsx) for the session (the N 7:15 is a nominal start time). The session orders are found on Orders OP1a.xlsx

The graph shows- T.O's; the staging track it leaves and arrives at and the colour is the operator. Horizontal dotted lines indicates shunting required.

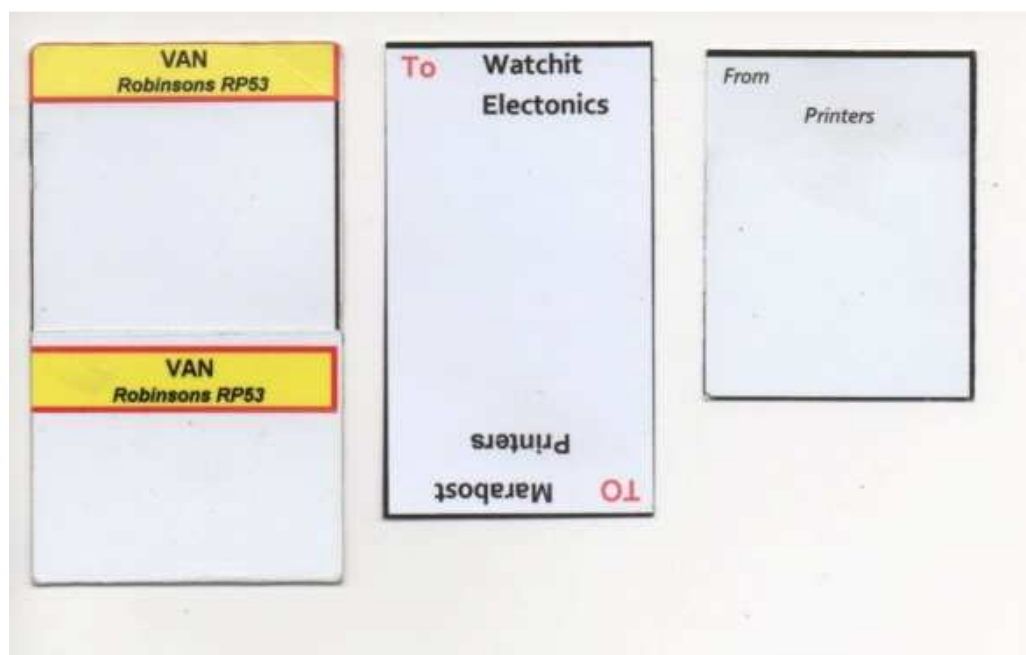
From all Train Orders, there is prepared a sequence list, one page per station Sequence Op1a.xlsx in time order to assist each operator. The following is for Charde

CHARDE		OP 1A		<i>Refer to TO for details</i>	
T/O	Start	Arr.		Dep.	
G13			Goods	2:08	Depart Newton Abbot
G15	***		Goods	3:30	Depart Tawnton ***
P18			2 coach	3:45	Depart Mynend
P2	***		DMU1	4:22	Depart Tawnton ***
P1			DMU2	5:06	Depart Newton Abbot
G41	***		Goods	5:25	Depart Tawnton ***
PM1	***		Main Pass	6:43	Depart Tawnton ***
GL5	7:15	N	Prepare for GL5 goods to Tawnton, etc. Refer to T.O		
P4	***		DMU1	7:30	Depart Tawnton ***
GL5			Goods	9:55	Depart to Tawnton
PM2			Main Pass	10:15	Depart Newton Abbot
GL5	***		Goods	11:05	Depart Tawnton ***

***** ALWAYS confirm with Tawnton that tracks are set for departing Tawnton. *** = T.O. will be handed to Charde Op**

Wagon cards and waybills. The wagon cards are folded with a pocket to hold the To Location instruction and from where to pickup the wagon

Left to right : wagon card with type and running number; To location; Pick up from location



As assembled



So this tells the sending station operator where to pick the wagon up from within their station, clipped with all other PU;s and handed to the next Operator who then sets the wagon down in the To location As this wagon came from Marabost to Tawnton, it is the Tawnton operator who sets it down into the staging track for Watchit and when the new train goes to Watchit, it will include all wagons destined for Watchit & then the Watchit Operator will set it down into the Electronics siding.

Some sessions can see well over 60 wagon movements in the main station of Tawnton

At the end of each session, it is my role to reverse trains - change loco & brake van end to end out & alter all wagon cards on those trains sent to storage and all those set down at the various stations.

At this stage, I do not have an industry requirement breakdown of vans etc, needed on a daily basis – another aspect of operations to be looked into.

Getting timings right so I don't have collisions at the diamond crossovers is "fun".

Ron Solly

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