

Operating the Cedar Valley Short Lines

Rationale`:

The Cedar Valley is set in the late 1950's in West Virginia and is based on Tony Koester's famous Allegheny Midland. It is a Class 1 railroad operating between the Chesapeake & Ohio to the South and the Nickel Plate & Norfolk & Western to the North. It also interchanges with the Western Maryland so apart from CV equipment that of the other railroads will be seen.

Off-layout destinations to the North are represented by the 9 **North Staging** tracks (underneath the window) at **Connellsville** and to the South by the 9 **South Staging** tracks at **Richmond** (under the coal branch adjoining the garage).

Operations:

The main business of the CV is as a bridge line transporting the connecting railroad's freight and passengers from north to south and vice versa, transporting coal extracted from the local area either **north to the Great Lakes** (Lake Coal) via Connellsville or **south to Tidewater** (Tide Coal) via Richmond. Most trains therefore operate from staging to staging, representing connections with the other railroads. There is also substantial traffic generated by the coalmines of the area (Silver Springs & Antonia No.1) as well as local freight and passenger trains that require transport and switching of freight and passenger rolling stock.

Timetable and Train Orders:

Trains operate in accordance with the timetable and amendments thereto (train orders) issued by the Dispatcher.

Meets and Passes:

Meets and passes between trains require that first class (passenger and express freight) trains have priority over second class (normal freight) and third class (Coal Loads/Empties) trains.

Classes of Trains:

First: Passenger & Express Freight
Second: Normal freight
Third: Coal loads and empties

Terminals & Branch Operations:

Responsibility for operations within yard limits at Cedar Valley, South Fork/Middleton & Silver Spring Junction lie specifically with the respective yardmasters who have the authority to accept/ dispatch trains, operate the turnouts, block and otherwise make up/break up trains. Train crews must request approval from yardmasters before entering the final single line trackage before the relevant terminals.

The yardmaster at Silver Spring Junction is also specifically responsible for the Silver Spring branch as well as the Western Maryland interchange below

Turnouts:

All turnouts except where remotely operated are by CV developed slide switch throws. These switches should be gripped low down between thumb and forefinger to avoid breaking off the targets, the targets should be turned to show red when set to the diverging route and the switch must be returned to the normal (Through) route after exiting. Note that the switch must be pushed/pulled to the limit of its travel to ensure correct electrical routing is achieved.

Control:

CVP Easy DCC is used. All throttles must be returned to the 99 allocation when not in use and stored in the fascia-mounted holders. Any radio throttles should be switched off when they are not to be used for some time.

Electrical Security:

Any locomotive or car that moves beyond the foul point approaching turnouts set for

the other direction will cause a short circuit, so shutting down the whole layout. Foul points are indicated by a red marker, ground signal or a yellow painted tie.

Train Numbering:

200 series: operate from staging to the adjoining terminal by yardmasters who add/drop cuts; assign crews to operate to the other terminal where they detrain. The Receiving yardmaster or Hostler adds/drops cuts and runs the train into staging.

300 series: run from staging by yardmasters as before, then operated by local crews to terminate within the modelled area, switching towns as required **by switch lists/bills of lading.**

400 series: originate and terminate within the modelled area

500 series: branch line and trains to/from **WM and B&O interchanges.**

North Bound trains are odd numbered

South bound trains are even numbered

Car Cards:

Are no longer used on the railroad. Rather all trains will have instructions as to delivery or collection of cars included in the Train Orders.

Depots:

Heading north from **Richmond** (South Staging) (adjoining the garage) we have:

Cedar Valley: terminal with connection through **Idden** (under Silver Spring mine) to **Middleton**. Yardmaster in charge, adjoins South Staging, has minimal engine servicing & turning facilities, ice house, freight house, main line & passing tracks, arrival & departure tracks, 3 classification tracks and branches to **Valley Center** and **Boyd Gap**

South is left, North is to the right.

Grant is the next location north with a coal dump track and is adjacent to the

southern Western Maryland staging track and Interchange.

Craig is reached after transiting Coal Creek tunnel. It has one industry spot and may hold a helper engine.

Silver Spring Junction is the next depot with main line, secondary (or passing) track, depot track, 3 industry spots and is the junction for the Silver Spring branch.

South is to the right, North is to the left.

After traversing the steel trestle bridge over Coal Creek **Altapass** is next station with an escape or pocket track for helpers returning from Summit. Provision also exists here to reverse a train by using the two designated turnouts.

North is to the Left, South to the Right

Summit with its long passing siding. is the highest point on the CV and is reached through the wall. Trains transiting Summit may be seen on the B&W monitor on the upper fascia over South Cedar Valley.

Next is **Glady** then another tunnel takes us to

South Fork,

the south end of Middleton. Joint yardmaster with Middleton, mallet servicing and storage, The Antonia branch diverts here.

Middleton, terminal, joint yardmaster with South Fork, 3 classification tracks and shares 17 industry spots with South Fork.

Adjoins **Connellsville** (North Staging). Note: track 1 may be used as a continuous run track to Cedar Valley via Idden (under coal branch) for restaging.