

Heavener Yardmaster's Playbook

Welcome to Heavener Yard on the Kansas City Southern 3rd Subdivision, 1982. You'll find the yard as it was configured in 1982.

Yard Overview

- Heavener Yard is double ended.
- There are two dedicated crews/jobs, one on each end:
 - The Drill crew works the [south](#) (right) end. The job breaks down incoming trains and pulls cars off of through trains that work Heavener. The job then classifies those cars by destination.
 - The Trim crew works the [north](#) (left) end. The job builds outbound trains and adds cars to through trains working Heavener.
- You as Yardmaster (YM) oversee both of these jobs and handle communication with inbound train crews, and the Dispatcher (via telephone).
- There are 8 classification tracks where cars are stored by destination.
- There are two tracks on which trains working Heavener stop to be worked. The "RD" track is the third track back, the "Siding" track is the second track back.
- There is a "loop track" for building trains, holding cuts of cars, runarounds, etc.
- The track closest to the aisle is the main line. It does not connect to the yard and is managed by the dispatcher.
- There are local industries to be switched in Heavener. There is a separate switchlist for that. This work is typically done by the Drill during quiet times, but can be done by anyone, including the YM, at YM discretion.
- The YM has a laminated single-page "[Worklist](#)" that outlines all of the work to be done and the general order in which to do it.
- The Drill and Trim also each have one-page "Worklists" that list the trains to be worked and how many cars the Drill needs to pull from each.
- There are two [RFID readers](#) in the Yard, one on the Trim end and the other on the Drill end.
 - These are used in lieu of printed switchlists to indicate where each car is to go (whether to a classification track in the yard, or outbound on another train).
- As a backup to the RFID readers, The YM has a full printed switchlist for each train to be worked.

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- The YM also has a “wheel report” which lists every car in the yard, where it is going and what train it is going out on.
- There is a screen projected on the yard valence which provides a real time list of every train now on the sub or yet to run, and its current location, to help you plan.

Typical Shift

- At the start of the shift there are usually two trains ready to depart northbound, and a train on the RD track (#82) which needs to be worked.
- First order of business for the Trim is to build the Waldron Dodger (see [Worklist](#) for details).
- The Drill can begin to pull cars off the south end of #82 (the number to pull is on the Trim worklist) and run them over the RFID reader to determine where to set each car out to.
 - Regardless of a train's direction (northbound or southbound), the Drill ALWAYS pulls cars off the south (right) end of every train.
- Once done building the Waldron Dodger, the Trim should pull the track indicated on his Worklist over the readers, and add cars to the north (left) end of the train being worked.
 - Regardless of a train's direction, the Trim ALWAYS adds cars to the north (left) end of the train – either behind the locomotives or ahead of the caboose.
- Trains will continue to arrive in the general order shown on the [Yardmaster's Worklist](#) (the exact order can vary depending on traffic).
- Besides the Waldron Dodger, the Trim also needs to build, **and block**, the Sallisaw Dodger.
 - This should be started no later than 10 am RR time but can start as soon as the Trim has time to do it.
 - The printed switchlist for that train shows the blocking (by town order).
- Have the Drill job switch the local Heavener industries during slack times. There is a separate switchlist for that.

4th Sub Crews

- Our crews work the 3rd sub only – they don't run south of Heavener yard onto the 4th sub (towards Shreveport). The KCS 3rd sub crew pool runs from Heavener (your yard) to Watts, and vice versa.
- Southbound train crews terminate in Heavener, then mark up for another northbound, or a local if it's time, and head out.
- When your crews finish switching out a southbound train, make sure the locomotives are released from any throttle, contact the dispatcher, and the “4th sub crew” (the computer) will run the

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train into staging. (If for some reason the train doesn't depart, contact the Maintainer or Superintendent.)

- Northbound trains are the opposite. The dispatcher will call you to ask if you can take a northbound train that works Heavener, and ask which track (siding or RD track) you'd like the train on.
- Once you give the dispatcher the ok, the 4th sub engineer (the computer) will run the train to the appropriate track, and (hopefully) stop in the right place. Once he stops and sounds his horn you can take control.
- If the train doesn't stop where you want it to, feel free to operate it using your yard throttle. You may need to press "STEAL" on the throttle to acquire it from the computer.

Tips & Pointers

- Keep your Drill and Trim crews aware of what is coming up and what they should be working on, so they can concentrate on their switching duties.
- It is recommended that the caboose be replaced on the train before the drill starts to classify the cars since the train can't depart without it.
- You have a wireless throttle you can use to help hostile/move locomotives (including power for through trains sitting in your yard) etc. or even do the local switching if the Drill job is busy.
- There is a whiteboard near the engine facility (on the valance) that lists the locomotives in your engine facility. **Dial up the CIRCLED number for the consist on your throttle** (so if the consist says 4004 799 dial up 0799 on a throttle to operate those locomotives.)
- **IMPORTANT: Remind crews terminating in Heavener to release their locomotives when they stop**, so you (and later the 4th sub crew) can control their train. The computer will be unable to move that train because the human operator always takes precedence.
- Likewise, BE SURE AND RELEASE ANY LOCOMOTIVES YOU USE, AFTER USE.

To release a locomotive, simply dial up "0000" on your throttle.

Heavener Yard Work Schedule

Trim: Pulls track indicated under "Trim" below. For numbered trains (1, 2, 81, 82) add cars to the north (left) end of trains. For the Dodgers (SSD, FSD, WD) see instructions below. Use RFID reader to determine which cars to add. Leave cars with Heavener as destination in yard, add others to train. **Build Waldron Dodger FIRST. Build Sallisaw BY 11 AM.**

Drill: Pulls cars from trains and classifies them. Return any cars not bound for Heavener to train. Pull cars from south (right) end of train, pass over reader to determine where to classify each car. Number of cars to pull is shown on Drill work schedule.

Using the RFID readers: Touch "Start Read" on screen when ready to pull cut over reader. After cars have passed over reader, touch "Stop Read". Last car to pass over reader will be at top of list. As each car is set out or added to a train, touch that car's row on screen.

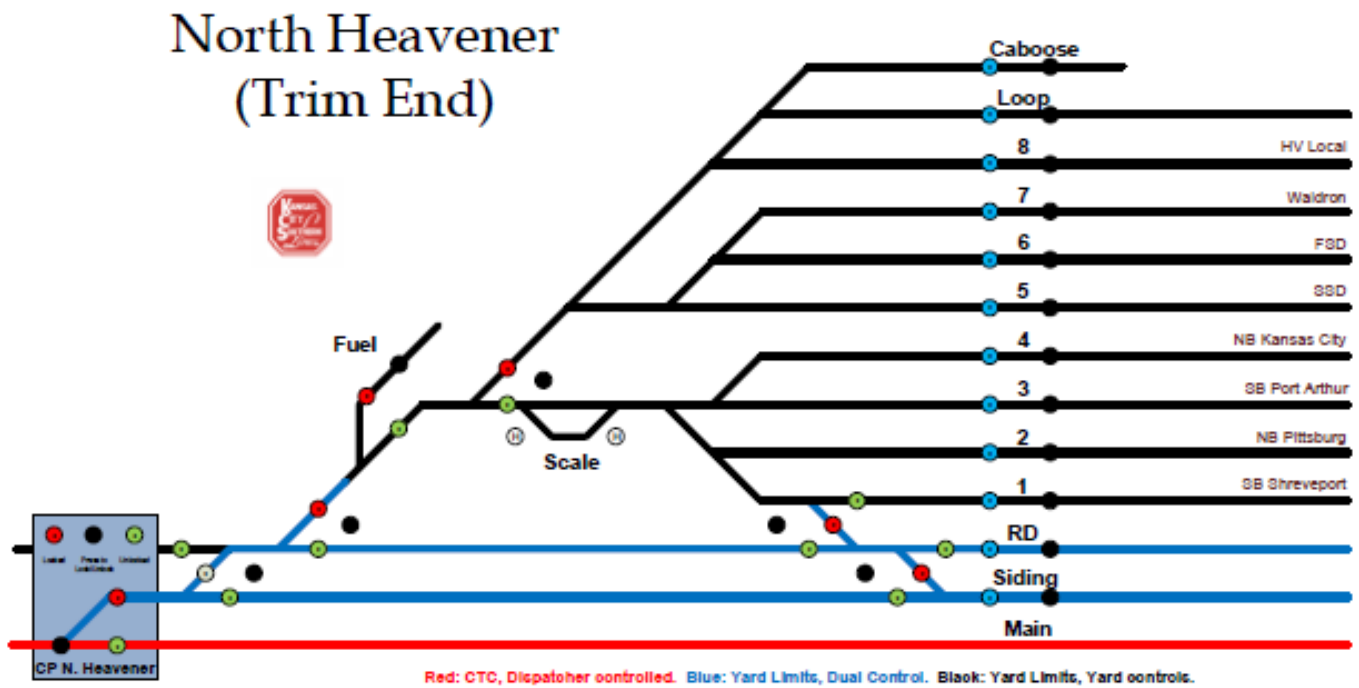
Note: Train order below is approximate and will vary based on traffic and workload.

| Train | Lead Unit | Consist Address | Departure Direction | Trim: Pull cars from track below to add to train | Drill: Pull cars from train as noted below |
|------------|------------------------------------|-----------------|----------------------|--|---|
| WD | <i>See switchlist for consist.</i> | | SB -> | 7 Waldron. Build FIRST. All cars to north of loco. | <i>(no work for Drill)</i> |
| 82 | 686 | 0082 | NB <- | 2 NB Pittsburg | Pull (typically, 12) cars from south end of train. |
| 1 | 679 | 0001 | SB -> | 3 SB Port Arthur | Pull (typically, 12) cars from south end of train. |
| HVS | <i>Your choice.</i> | | | 8 HV Local (<i>has separate switchlist OR use reader, Drill & Trim to partner as needed</i>). Do when convenient. | |
| SSD | <i>See switchlist for consist.</i> | | NB <- | 5 SSD - <i>Build and block per switchlist in yard.</i> | <i>(no work for Drill)</i> |
| FSD | <i>Work w/ crew.</i> | | NB <- | 6 FSD. <i>Add all cars to right/south of train.</i> | Pass all cars in train over reader. Cars not bound for Heavener go back on train. |
| WD | <i>See switchlist for consist.</i> | | (Tie up at Heavener) | <i>(no work for Trim)</i> | Pass all cars in train over reader, then classify. |
| 81 | 670 | 0081 | SB -> | 1 SB Shreveport | Pull (typically, 12) cars from south end of train. |

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|------------|----------------------|------|----------------------|---------------------------|--|
| 2 | 658 | 0002 | NB <- | 4 NB Kansas City | Pull (typically, 12) cars from south end of train. |
| SSD | <i>Work w/ crew.</i> | | (Tie up at Heavener) | <i>(no work for Trim)</i> | Pass all cars in train over reader, then classify. |

Heavener Yard Schematics/Control Panels



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South Heavener (Drill end)

