

# FITCHBURGH NORFOLK & WESTERN CO.

WESTWARD--Hancock Tunnel to Basalt--READ DOWN

EASTWARD--Basalt to Hancock Tunnel--READ UP

**Time Table No. 60**

**STATIONS**  
(Car Copy in Parens)

2nd Class		3rd Class			First Class		Distance from Hancock Tunnel		Distance from Basalt		First Class		Third Class		2nd Class				
No. 51	No. 45	No. 41	No. 71	No. 37	No. 75	No. 5	No. 3			No. 4	No. 6	No. 42	No. 38	No. 72	No. 78	No. 46	No. 52		
1st Ash Freight	Fast Calif. Freight	Fast Park Local	Lakeside Turn	Valley Local	Aspen Turn	Salt Lake Limited	Pacific Express			Atlantic Express	Denver Flyer	Park Local	Valley Local	Lakeside Turn	Aspen Turn	Denver Fast Freight	Salt Lake Freight		
Exa 1	3rd out	Turn	Turn	Turn	8:00 a	Exa 3	1st out	← Engine No. →		4th out	5th out	8:30 a	8:15 a	9:00 a	Turn	2nd out	Exa 2		
1:00p	9:00 d	Turn via Sherrod Loop								3:40p	6:00 d								
2:50p	10:45 d	This crew will do local switching on Smuggler Branch and Fitchburg								4:20a	6:40 d								
4:30p	12:10p	This crew will do local freight work in Basalt and Roaring Fork Valley								4:50p	6:55 d								
Depart	Depart	Depart	This crew will do local switching at Aspen								5:35p	7:40 a	0.0						
4:40p	12:20p	12:30p									Depart	Depart							
4:55p	12:30p	1:15p									5:45p	7:50 a	3.4						
5:20p	12:45p	3:25p									6:10p	8:25 a	10.0						
5:25p	12:50p	3:35p									6:15p	8:35 a	18.0						
<table border="0" style="width: 100%;"> <tr> <td style="width: 50%; text-align: center;"> <b>VALLEY DISTRICT</b>                      Fitchburg (15)                      Lakeside  <b>SMUGGLER BRANCH</b> </td> <td style="width: 50%; text-align: center;"> <b>VALLEY DISTRICT</b>                      Taylor Park                      Crystal City (10)                      Pearl Pass                 </td> </tr> </table>																		<b>VALLEY DISTRICT</b> Fitchburg (15) Lakeside <b>SMUGGLER BRANCH</b>	<b>VALLEY DISTRICT</b> Taylor Park Crystal City (10) Pearl Pass
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5:50p	1:30p	4:15p	Depart	12:30p	8:00 a	6:25p	8:45 a	24.4			Depart	Depart							
		Arrive	4:00p																
6:00p	1:45p	This crew will do local freight work in Basalt and Roaring Fork Valley																	
		Arrive	1:00p	8:15 a	6:35p	9:05 a	28.0	Att. Aspen Lv.		4.1	2:45p	4:45p							
		DRGW Station	1:15p	11:00 a	6:45p	9:10 a	28.0	Lv. (15) Att.		4.1	2:40p	4:40p							
6:15p	2:10p	This crew will do local switching on Smuggler Branch and Fitchburg																	
		Arrive	1:30p	11:30 a	7:00p	9:20 a	32.1	Basalt (15)		0	2:30p	4:30p							
6:20p	2:15p	This crew will do local freight work in Basalt and Roaring Fork Valley																	
8:30p	5:15p	This crew will do local switching at Aspen																	
Arrive	Arrive	This crew will do local freight work in Basalt and Roaring Fork Valley																	
		Arrive	7:05p	9:25 a	8:30p	10:45 a					Depart	Depart							
		Arrive	8:30p	10:45 a							Depart	Depart							
		Arrive	Glenwood Spr. (C.M.R.R)								Depart	Depart							
		Arrive	Grand Junction								Depart	Depart							

**It's 1926 and the crew for the Fitchburg Northern's popular Wild Flower Special has just come on duty at Aspen. The Engineer is out oiling his engine, and the Conductor is having a coffee at the depot. The Aspen Operator listens politely for a moment on the Dispatcher's open telephone line and then says:**

**Operator: "Aspen."**

**Dispatcher: "Hello Aspen."**

**Operator: "I've got the Wild Flower crew with five cars looking for their orders."**

**Dispatcher: "He's on duty at 10 AM? Still got Engine 56?"**

**Operator: "Yes."**

**Dispatcher: "Alright, 19 East copy 1."**

**Operator: "Go ahead."**

**Dispatcher: Order number 114, To C&E Eng. 56 at Aspen.**

**Eng. 56 (F-I-V-E S-I-X) run psgr extra Aspen (A-S-P-E-N) to Pitkin (P-I-T-K-I-N) and return to Aspen (A-S-P-E-N). Meet Extra 42 (F-O-R-T-Y T-W-O) West at Lakeside (L-A-K-E-S-I-D-E), signed TGR.**

**Operator: "Order number 114 To C&E Eng. 56 at Aspen."**

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**Dispatcher: "Complete at 10:05 AM, TGR."**

**Operator: "Complete 10:05 AM, TGR."**

**Dispatcher: "OK."**

**Operator: "Do you still have that slow order on Pearl Pass from the derailment?"**

**Dispatcher: "Yes"**

**Operator: "Alright, then, I've got a Clearance Form A for Psgr Extra 56 East, with orders 114 and 108."**

**Dispatcher: "Okay at 10:07 AM, TGR." Let me know when he's on the move."**

## **DISPATCHING USING TIMETABLES & TRAIN ORDERS (From the Delaware & Hudson Rule Book and elsewhere)**

**TRAIN**—An engine or more than one engine coupled, with or without cars, displaying markers. (Note: A lighted headlight sufficed for head end markers on the D&H in the 1980s.)

**TIME TABLE**—The authority for the movement of regular trains subject to the rules. It contains classified schedules, also special instructions relating to the movement of trains and engines. These were usually called “Employee’s Time Tables.”

**SCHEDULE**—That part of a time table which prescribes class, direction, number and movement for a regular train. (In other words, the schedule pages.)

**DISPATCHER**—coordinates all train movements, either by sequence, timetable and fast clock or other operating system. (NMRA Achievement program definition)

*Also...* Ensures safe and efficient movement of trains, engines and equipment. Schedules the movement of trains to provide for safe meets and passes; Issues train orders to authorize extra trains, meet special circumstances or modify schedules; Manage unexpected events and emergency situations; arrange for the use of track by maintenance crews to permit timely maintenance while minimizing train delay and providing protection for such operations.

*Towermen and/or Operators were key to train order and schedule train operation, so we add the following descriptions:*

**TOWERMAN** operates one or more towers (control panels); sets up the appropriate route at the correct time under the direction of the timetable or Dispatcher; reports (called “OS” or short for “On sheet”) train passings to the Dispatcher if required. (NMRA Achievement program definition) Note: The D&H used the title “Operator” for Towerman positions (see below).

**OPERATOR**—(short for telegraph operator) The operator copies train orders from the Dispatcher and hand-delivers them to the Conductor and Engineer; “OS’s” train departures to the Dispatcher.

Note: The D&H usually combined the work of a station Agent (preparing waybills for Train Crews) and Operator under the title-Agent-Operator. The D&H also employed a “traveling Agent-Operator” who followed trains operating “over east” from Whitehall to provide waybill support to the crews, copy train orders when needed, and “OS” train arrival and leaving times to the Dispatcher from the various towns. This concept is readily adaptable to model railroads.

**OK**—Use of the word “OK” was specifically defined on railroads to mean “correct” or “permission granted.” Its casual use to mean

### **Superiority of trains**

71. A train is superior to another train by right, class or direction. Right is conferred by train order; class and direction by timetable. Right is superior to class or direction.

71A. (SINGLE TRACK) Direction is superior as between trains of the same class.

72. Trains of the first class are superior to those of the second; Trains of the second class are superior to those of the second; and so on.

72A. (SINGLE TRACK) Trains in the direction specified by timetable are superior to trains of the same class in the opposite direction.

73. Extra trains are inferior to regular trains.

82. **Time Table Schedules**, unless fulfilled, are in effect for 12 hours after their time at each station.

201. For movements requiring their use, **Train Orders** will be issued (by the Dispatcher) by authority and over the signature of the superintendent or designated train dispatchers and only contain information relevant to such movements. (They were usually issued only to Operators or if necessary, directly to Train Crews.)

**220. Train orders once in effect continue so until fulfilled, superseded or annulled.**

Train orders were either Form 19 (19Y on Canadian roads) or Form 31 (19R). Form 19 orders required a yellow train order board to be displayed, and orders could be “hooped up” to the moving train. Form 31 required a red train order board to be displayed and the conductor’s signature.

Most orders were Form 19. The dispatcher wrote the order in his train order book, and the Operator copied in “manifold,” that is with an appropriate number of carbons inserted in a Train Order pad, typically a minimum of three copies: one each for the Conductor, Engineer, and Operator. All numbers and station names were spelled out as the Dispatcher issued the order, and spelled out again as the operator repeated it.

Several abbreviations were permitted in train orders, including: C&E for “Conductor & Engineer;” Opr. for “operator;” Eng for “Engine;” No. for “number;” Mins for “minutes;” Frt for “Freight;” Psg for “passenger;” Com for “Complete.” The abbreviations originated in telegraph days, and carried on after telephones replace telegraph. Except for C&E, which was pronounced “See and Eee,” all other abbreviated words were pronounced out in full.

The telephone exchange of copying an order was prescribed by the rule book and went something like this, once contact with a particular operator was established.

**Dispatcher:** “19 north copy one” (or “copy two” or “copy a bunch” if it was for multiple trains)

**Operator:** “OK” (The Operator would first display his train order board at yellow, *then* say OK.)

**Dispatcher:** “Train order number 76 To C&E Eng. 2306 at Corinth.”

“Eng. 2306 T-W-O T-H-R-E-E N-O-U-G-H-T S-I-X run extra Corinth C-O-R-I-N-T-H to Hadley H-A-D-L-E-Y. Signed JGC.” (Superintendent’s initials written in the body of the message)

**Operator:** The operator would then repeat word-for-word, again spelling out numbers and stations.

The Dispatcher underlined each word in his train order book as it was repeated. If the repeat was correct, he then said, “Complete at 10:35 AM, JGC,” again using the Superintendent’s (or the dispatcher’s, depending on the road) initials.

The operator wrote this time and his name at the bottom of the train order.

“Eng. 2306” as it was addressed in the order, is now “Extra 2306 North” and would be addressed as such in any additional orders.

A “Clearance Form A” would then be issued, listing all orders for Extra 2306 North, and let’s suppose Order No. 42, a speed restriction addressed to all Northbound trains at Corinth. While the Dispatcher could initiate it, the Operator usually requested the Clearance, as follows:

**Operator:** “I have orders 76 and 72 for Extra 2306 North.”

**Dispatcher:** “Clear at 10:37 AM, TGR.” Technically, the Dispatcher should have said, “OK at 10:37,” but we often used “Clear.” The Clearance form was signed with the Dispatcher’s initials. Clearance forms sometimes listed a time for “the next train ahead from this station left at      (time) .”

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