

Operating Instructions CB&Q Yard Ottawa

At the beginning of the day, the yard is set with pickups for today's train 85 ready and the setouts from yesterday's train 86. Train 85 will do their own pickups and setouts. The first priority is to take the switch engine down to Ottawa Silica and pull outbound cars for CB&Q trains 85, 86 and the Roustabout. The only cars at LOF for the Q are outbound auto glass – all others are handled by the CRI&P. The CRI&P is a competitor, but Ottawa Silica and LOF are such important customers that delaying or holding up the other railroad will not be tolerated. It is possible for both railroads to work in the area if one is at LOF and the other is at Ottawa Silica since the leads are in opposite directions. By the time the outbounds are sorted, train 85 should be out of town and will have left a sizable cut in the yard. All outbound cars will need to be sorted for either train 85, 86, or the Roustabout. The inbound cars in the yard are for either Ottawa Silica/LOF, the downtown industries or Via: Roustabout. The switcher crew needs to be aware of the timetable scheduled times for passenger trains 133 and 134 and keep the mainline clear during those times or have suitable flagging protection. The Roustabout crew will show up after 133 comes through and will run that train to Wedron, Mendota and return. The Roustabout crew can be used to build their outbound train and sort their inbound cars when they return. Once the Roustabout returns, there will be cars needing to be delivered to local industries. The end of the day will have all inbound cars at their proper locations and the outbound cars sorted for pickup by tonight's train 86 or tomorrow's train 85. Train 86 will do their own pickups and setouts.