

LAYOUT DESCRIPTION

The layout consists of various-sized modules totally measuring 33 feet long by 13 feet wide.

The modules are made up of the yards (Y-1,2&3 & YB-1,2&3), west corners (A-1 thru 4), the backside (T-1&2, Interchange & R-1&2) and the east corners (B-1 thru 4). Future modules are planned for Jackson & St. Clair.

TRACK

The main running tracks consists of two mainlines running around the layout, Westbound track #1 (2nd track from the edge) & Eastbound track #2 (closest to outside edge). A local track is inside the mainlines.

Crossover switches connect the mainlines & local track at multiple locations.

YARDS

There are two yards on the layout:

Pontiac Yard

-Made of 6 yard tracks to store trains, an A/D track (arrival/departure), 3 loco service tracks & a caboose track.

Outside Yard

-Used as one of 3 yards depending on which is needed for train – Jackson Yd, Pontiac South Yd or St. Clair Yd.

-Made of 5 tracks. Tracks #1&2 for the various towns; tracks #3,4&5 are staging for 'round-about (thru) trains.

STATIONS

There are two stations each representing multiple locations (a third station will be added later).

-First station (represents Jackson, Pontiac or St. Clair) located on track #1 at outside yard on YB-2.

-Second station (represents Stockbridge, Pinkney, South Lyon, Walled Lake, Rochester, Romeo, Richmond) located at EB main on modules B-1&2.

INDUSTRIAL AREAS (area, module, #tracks, min-max #cars) (Ind, name, min-max #cars, car types, #tracks)

Pontiac East (rear area of rt. ½ of Y-2, Y-1 & B-4, 3 tracks, 9-12c) 6 car train

-Brewery & Food co. (5, cov. gons, box) - 1 tr; -JPS RR supply yard - (2-3, gons, box, flats, tank) - 1 tr,

-Blackies Junk Yard (2-4, gons) - 1 tr.

Pontiac West (rear area of lf. ½ of Y-2 & Y-3, 7 tracks, 12-18c) 6 car train

-W. Pontiac Whse (4-5, boxcars) - 2 tr, -Marathon Oil (6-8, tanks) - 2 tr, -Pont Pwr & Light coal sup. (12-16, coal hop) - 2tr; -Pont Pwr & Light supply tr (1, flats, gons, box) & Const. co. (1-3, flats gons, box) - 1 tr.

Black Diamond Mine (on A-1&2, 3 tracks, 16cars) 12-16 car train

-loaded coal hoppers

Midwest Industries - Rochester/Romeo (on A-3&4 & T1&2, 4 tracks, 15-20c) 12 car train

-MW mfg. ind. (2-3, box, gons, flats) - 1 tr. (on A-3); -Grain silo (3-4, cov. hoppers) - 1 tr. (on A-4);

-Rochester/Romeo mfg. & exchange - (9-13, TOFC, boxcars, tank car, gons), - 2 tr, (on T-1&2)

Interchange (4 tracks) 2 – 6 car trains

-MOW track (4-5, MOW cars) - 1 tr; -Interch. (6 var. Pontiac cars, each tr) - 2 tr. (spare on fiddle yard - 1 tr.)

Rockville (on R-1&2, 6 tracks, 16-20c) 12 car train

-Pipe yd, Steel yd (6, flats, gons) - 2 tr, -Freezer whse (2-3, refers) – 1 tr; -Team track (3-5, various) - 1 tr, ,

-Lumber prod. & Ind. supplies (3-4, flat & box) - 1 tr; -Plastic ind. (2-3, cov hopper & box) - 1 tr.

Jackson (lf. end track #1 on YB-3 & tr#2 on YB-2, 2 tracks, 6+3 #2 tr cars) *also used by St.Clair 9 car train

-Jackson ind. (9, Misc. cars) - 2 tr. Future ind. TBD

St. Clair (rt. end track #1 on YB-1 & tr#2 on YB-2, 2 tracks, 5+3 #2 tr cars) *also used by Jackson 8 car train

-St.Clair ind. (8, Misc. cars) - 2 tr. Future ind. & RR ferry TBD

FIDDLE YARD (under construction)

Interchange module track connects to 3 tracks. Future plans will have 2 locations to 2 tracks each, 2-10' sidings, 6-7' sidings & a thru/lead track at the sidings. This will allow more diversified trains. 'Round-about thru trains will NOT use this yard but the space here may free up track #3 in the outside yard for 2 additional freight trains.

TRAIN OPERATING PROCEDURES on the JACKSON, PONTIAC & ST. CLAIR RR

Procedures on the JPS RR allow both railroad operations (approx. duplicating real life operations) and casual "circle burning" runs allowing non-scheduled trains to run. Both types must follow operating rules on the layout & are limited to tracks to be used. Each train must have a "train order" describing its operations & restrictions.

ALL TRAINS

- Engineers must stay outside the layout, follow instructions given by the yardmaster, dispatchers & train orders.
- You cannot leave/enter a yard until OKed by the YM & DSP. The DSP controls all RR traffic & all powered switches to/from the mainlines. The YM controls all main yard traffic & switches within the main yard.
- OPS engineers. throw manual local track switches only! Return switches to normal (green) position after use.
- Thru train eng. throw manual outside yd switches only! Return switches to normal (green) position after use.
- Generally, right hand running on mainlines, takes precedence, Eastbound tr #2 (going right, nearest edge) & Westbound tr #1 (going left, 2nd track from edge).
- The EB track #2 and WB track #1 are the only mainlines shared by operations & round-about trains.
- All block signals (small blocks, set on track) must be obeyed:
Red (on your track) – complete stop; Yellow (beyond switch ahead) – proceed ahead slowly thru crossover.
- Engineers must request OK to leave/re-enter yard, mainlines & work areas; stopping short of required turnout.

'ROUND-ABOUT TRAINS

- These trains are considered "thru-trains" by the DSP & use only mainlines not the local track.
- They start & end on tracks #3, 4 & 5 in the OUTSIDE YARD. Usually 2 - 11 car freight trains each (half the track length) on tracks #4 & 5 & a passenger train facing east on track #3. Face WB on tr #5, EB on tr #4.
This tracks allow four freight trains & one or two passenger trains that circle the layout.
- Trains longer than half the track length may be run but if other people need a track to run their trains, the first train must be removed after running to accommodate others.
- Absolutely no train shall be longer than the length of the clear space on tracks # 4 or 5.
- Track #1 shall always be kept clear to allow passenger trains to the station & switching at Jackson & St. Clair.
- Track #2 shall be used for a run-around for switching & the remainder of exchange cars at Jackson & St. Clair.

PASSENGER TRAIN(S)

- Start on track #3 of the outside yard facing east. If a second train is run it faces west on the same track.
If either train doesn't fit on the track, the 1st starts on track #2 at the start of the session & is cleared when done.
- If there is only one passenger train, it will be turned at the end of its run to proceed in the opposite direction.

OPERATIONS (switching) TRAINS

- Locos start in the loco yard, get a caboose, move to A/D track, get a consist from the YM, run on mainlines to the area described on train order, move to local track work to exchange cars. Only these trains use the local track, (described & limited on train order) when exchanging cars, to allow other trains space to operate.
When done, train returns to yard A/D track to drop consist & starts a new assignment or parks loco & caboose.
- Yard switcher has only use of yard east end except in rare cases. Most all OPS run to/from yard on A/D track.
- OPS work is at Pontiac, Black Diamond Mine, Midwest Ind., Interchange, Rockville, Jackson & St. Clair.
- The coal train must switch cars on the Pontiac local before & after switching at the mine.
- Interchange train & Pontiac local run in two sections to avoid long switching lengths, no caboose on local.

SPECIAL TRAINS

These trains start & finish operations at the fiddle yard & include:

- MOW train which operates on the mainlines & turns around at the main yard.
- other special trains such as a wreck train, circus train, snowplow train, etc.
- 3rd section trains running to/from the main yard as thru trains to rotate switching consists (future).