

M-K-T St. Louis Subdivision Dispatcher Tips and Comments



- St. Charles siding – note that there are two sidings at St. Charles (north or “wall” siding, and south or “belly” siding). Trains 101 and 103 need to be routed into the north/wall siding if they have drops for NS interchange. The St. Charles local will need to occupy both sidings during his work.
- Trains 101 and 103 will need to stay on the main at Boonville to access the UP interchange track in the event that they have drops.
- Pay attention to the train lengths when routing trains into staging. Try to put the longer train (most notably the coal trains) into tracks of sufficient length.
- Block 13 (the East approach block to FY) should be clear before any movement from the Columbia branch or Westinghouse is performed.
- For both east and west movements out of staging, it is beneficial to inform the locomotive engineers whether they are to take the sidings in Boonville (eastbound out of Sedalia) or St. Charles (westbound out of Baden Yard).
- If trains cannot proceed immediately into Franklin Yard, they need to hold in Boonville (west) or Mokane (east). Otherwise they will clog the single main approaches to the yard.
- Take care not to put too many trains on the railroad at one time. The St. Louis Sub was a sleepy line, and trains should be well-spaced.
- If you use the magnetic board, the little cabooses are to track the progress of the train as it “OS”s. Place the train ID marker to the point where you have cleared the train, and use the caboose to chart train movement.

Rule One is to relax and HAVE FUN!