

Introduction to the Norfolk Southern Purdue District

The Norfolk Southern Railway's Purdue District runs from Abbot, Mo., where it connects with NS's Des Moines District south to Purdue, Kan., where it connects with BNSF Railway and Union Pacific Railroad. Points north of Abbot and south of Purdue are represented by staging. The layout is on two levels connected by an eight-foot-diameter helix; north staging is on the lower level, south staging on the upper.

With a few exceptions, towns are in alphabetical order from north to south. Major classification yards are located at Abbot and Purdue, with a secondary classification yard at Lester, where the Purdue District connects with the short-line Missouri, Texas & Western Railroad (MTW).

The Purdue District uses car cards and waybills for car forwarding, and dispatching is done by Track Warrant Control using FRS radios for communication. Trains operate with Digitrax DCC throttles according to sequence rather than by timetable, and all trains are considered extras for traffic-control purposes. Trains are operated without cabooses.

Through trains operate between staging yards, with stops for simulated crew changes at Abbot and Purdue. Forwarders, which may work at Lester en route, originate at Abbot and Purdue. All local trains operate as turns.

Key Purdue District connections are with the Union Pacific River Subdivision at Abbot Yard; the St. Louis Southwestern Railway (Cotton Belt), which interchanges with the Purdue District at Fuller; and BNSF and UP at Purdue.

From north to south, here are the major points on the Purdue District layout:

North staging: Des Moines, Detroit

Abbot: classification yard, diesel shop, Spectrum Logistics, UP connection

Lard Hill: south end of Abbot yard

Denton: passing siding, industries

Fuller: Cotton Belt crossing and interchange, industries

Inglewood: short passing siding, industries

Jackson: passing siding

Lester: yard, passing siding, industries, MTW connection

(The MTW serves the towns of St. Andrews, Margate and Tracy.)

Hill: helix

Miller: passing siding, industries

Rome: passing siding, industries, Ameren power plant

Union Gap: industries

Wayden: passing siding, industries

Youngstown: southward trains contact Purdue yardmaster for permission to enter yard

Purdue Industries: north end of Purdue yard, satellite yard, industries

Purdue: classification yard, diesel shop, connection to Ford Yard and Ford plant, connections to BNSF and UP

South staging: McAlester, Oklahoma City, Dallas, Houston, Galveston

Ford Motor Company is one of Norfolk Southern's biggest customers, with through trains and locals serving the Ford truck plant at Purdue via Ford Yard. The Ford auto racks and parts trains are the hottest trains on the Purdue District.

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The Purdue District's three-hour operating sessions roughly follow the three shifts of a normal railroad day, one shift per hour (roughly).

Crews who want to change jobs (from yard to road or vice versa, for example) can do so at "shift-change".

All road crews will have an opportunity to operate at least one local freight and/or industry job and a variety of through trains.

Road crews generally go on duty at Abbot or Purdue, although some local crews go on duty at Lester.

Jobs

Yardmaster Abbot

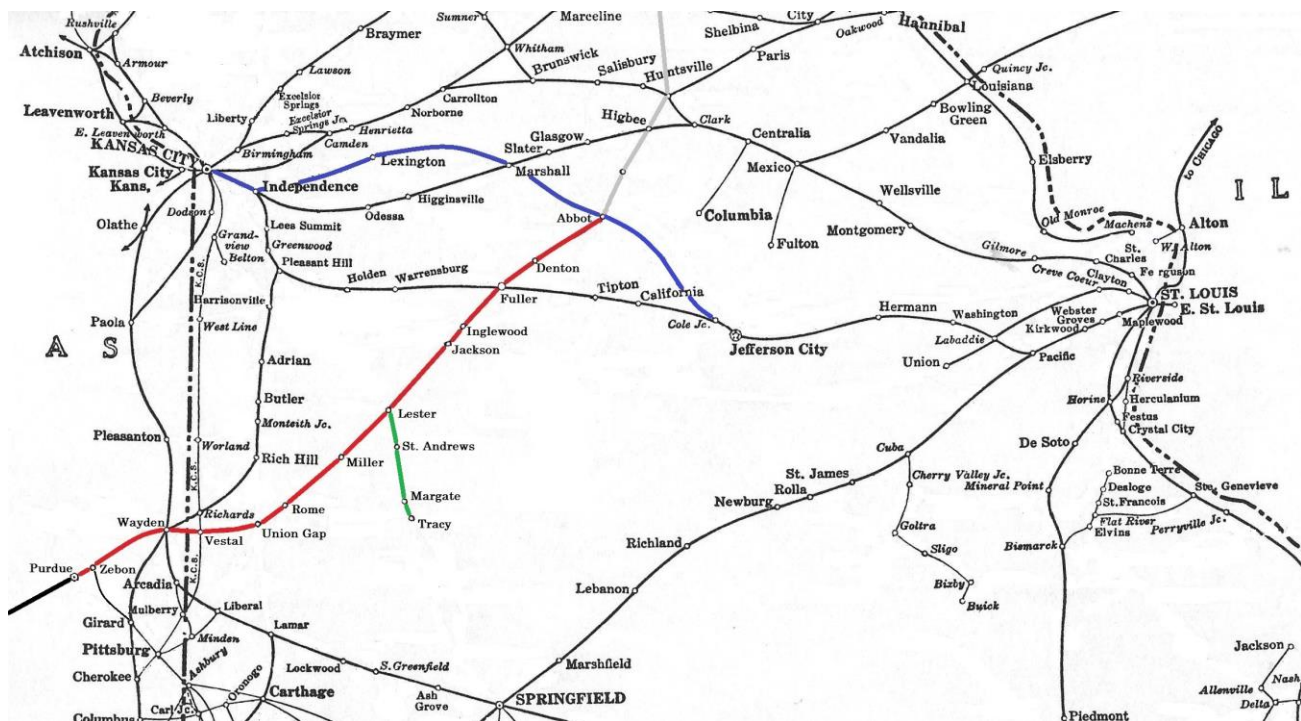
Yardmaster Purdue

Staging trainmaster

Apprentice dispatcher

Eight road crews

Norfolk Southern Railway Purdue District Map



- NS Purdue District
- NS Des Moines District
- UP River Subdivision
- Missouri, Texas & Western
- Other lines