

Gatsme Lines
Train Descriptions

(In numerical order)

As of March 23, 2007

#2 – *Pacemaker*—One of the New York Central’s name trains makes its way onto the Gatsme Lines. This through passenger train runs eastbound across the system out of Collinwood Yard to Union Station. At Union, it may or may not exchange some head end cars. After that, it continues eastbound to Harrisburg Staging to tie down. **Level Green**

HBL 4/5-Hepburnville Local—This train starts in Susquehanna Junction and works its way north on the L&S to Hepburnville. Train orders indicate working all of the tracks in the Cabb Mfg. Industrial complex as well as Bay Pharmaceutical. Do NOT work the tracks on the east side of Hepburnville; they will be serviced by other trains. There may be some inter-industry moves with this train. You should not need to go out on the mains too often if you use the long tail track to Thorndyke Mills as storage. Work slowly and plan out your moves. You should have a GP7 or equivalent size locomotive, as extra room is sparse. Return southbound back to Susquehanna. **Level Red**

#6 – *The Allegheny Flyer EB*—This train starts in Collinwood Staging. It’s one of the crack passenger trains still left running by the Gatsme Lines. It is the Cleveland to New York long haul passenger train. Upon arrival in Union you will swap out head-end cars. You will have no further setouts or pickups and only a few select station stops. You will be routed at Susquehanna Junction to reach the hidden yard in Newberry. **Level Yellow**

#7 – *The Allegheny Flyer WB*—This is the counterpart to #6. It is one of the final gasps of passenger traffic left on the line. This train originates out of Newberry Yard (hidden staging) and will be directed onto the westbound mainline. In Union, you will swap out head-end cars and proceed to Collinwood Staging to terminate. **Level Yellow**

GQL 8/9 – Grover Quarry Turn—This is one of the oldest trains in the schedule, but it now originates in Gateway West. You will travel eastbound to Susquehanna where you may need to pick up additional cars to Grover. You will then be routed up the branchline to Grover. Once at Grover you will work the Quarry at the south end of the town and Christy Coal. You may need to move a car away from the freight house to work the siding, and you WILL need a handle to reach the car on the coal pit. Finish your run by returning southbound and proceed back to Gateway West. **Level Yellow**

PWS 10 – Port Washington Switcher—You’ll need a head start when you run the local switcher on the waterfront. Switch out the cars at the local industries before PPT 50 arrives. Coordinate with PPT 50 to get your new cut of cars for spotting. When we get busy enough, the “car ferry” will get its own dedicated switcher, but for now use the idler flat cars to work one car off at a time. Also, depending on how busy you are, you may need to clear up for the Corporal RDC to make a station stop. Help get PPT 51 put back together and out the door and you’ll be all done. **Level Red**

DPW 11 – Port Washington Dock Switcher—This train is annulled as of now (7/1/04), but when in service, it will be the sole switcher for the PW dock. **Level Yellow**

SO 12 – Empty Can Milk—Your job is to replace all of the milk cars along the L&S for the morning milking. The train originates out of Susquehanna with only a caboose. Run northbound to Marsh Hill where you will pickup your empty cars. Scatter these along the line at Ralston, Grover, State Line and Southport as you see fit. Your train will then terminate in Southport. **Level Red**

STL 13/14 – State Line Local—This train is one of the few that originate out of Southport Yard. You will run southbound out of the yard to State Line where you will work the team track and NY Penn Bottling. Make sure you spot the cars correctly at NY Penn, some are for outbound loading, and others go on the supply track. Return northbound to Elmira and work the sidings there. If Southport Yard gives you cars, work the siding in Southport with van Dyne Fuel and American Pipe & Supply. If not, simply return to the yard. **Level Yellow**

BEL 16/17 – Bellefonte Local—This train runs on the GL&E from Susquehanna to the Bellefonte Branch. Switch all of the sidings on the branch, but make sure that the hopper cars for the limestone company stay on the branch, rather than on the siding. You'll need to call Sunbury Tower to throw the switch to the mainline. When you're done, turn the train and return to Susquehanna Yard. **Level Yellow**

MIC 20/19 – McIntyre Coal Turn—This train, also known as the Mickey, has one of the longest runs on the layout. Starting in Gateway West Yard, this train brings empty hoppers up to McIntyre Coal Mine and brings back loaded coal cars. The tonnage limit on this train is only 8 cars—mind too, that the car cards have 4 cars per card listed. It gets a little tricky switching at the mine due to the curves, so you may need to use a couple cars as a handle. The train returns all the way back to Gateway West Yard. **Level Yellow**

BCG 21 – WB Sunbury Coal Loads—This train is pretty straightforward as you originate in Harrisburg Yard (staging) and bring loaded hoppers westbound into Gateway West. **Level Green**

BCG 22 – EB Sunbury Mtys—The reciprocal train to 21, this train resets the empty hoppers back to the Allegheny coalfields. Running eastbound from Gateway West to Harrisburg Yard, this train has no setouts or stops along the line. **Level Green**

CCG 23 – WB Collinwood Coal—This train is about as special as its name; but it is the tail end of an interesting run. Since this train only returns to Collinwood Yard from Gateway West, it has been added to the Penn Elec Coal Turn to give the operator more to do. You'll run a total of three different trains. This one is the end of the run back to the staging yard. **Level Green**

CCG 24 – EB Coal Mtys—See above. This train is the beginning of the loop of three trains. This one starts in Collinwood Yard (staging) and proceeds to Gateway West...a run of about 8 feet! However, you will then be given the Penn Elec Coal Train where you will run most of the Gatsme Lines territory! See PEL 30/29 for more information. **Level Green**

SS 25 – WB Newberry Coal Loads—This train supplies coal from the heart of the Allegheny Mountains. Running out of Newberry Yard (staging) the train runs west to Gateway West Yard. **Level Green**

SS 26 – EB Newberry Coal Mtys—Continuing the cycle of loads and empties, SS 26 returns empty hoppers to central Pennsylvania. Running from Gateway West to Newberry staging, this train is usually routed down the dyke branch in Susquehanna. **Level Green**

SS 27 – Sodus Point Mtys—Returning from the lake, these hoppers are bound for Gateway West. Starting in Sodus Point (staging) SS 27 runs the entire L&S main and most of the GL&E main line. **Level Green**

SS 28 – Sodus Point Coal Loads—This is the train that represents what the former Elmira Branch is all about! This train starts out in Gateway West and runs east to Susquehanna. From Susquehanna, SS 28 runs the entire length of the L&S to reside in Sodus Point (staging). **Level Green**

PEL 30/29 – Penn Elec Coal Turn—This odd numbered train (done so to maintain the coal trains in the twenty series of numbers) is the middle train of the Collinwood/Penn Elec triad. The train supplies coal loads to Penn Elec Power located just outside of Southport Yard. Running east over the GL&E and north over the L&S to Southport Yard, you will be directed to the Penn Elec branch. At the plant you will drop off the loads and pick up the empty hoppers there (the cards may be on the other side of the aisle at McIntyre Coal). Then, proceed south and west back to Gateway West Yard. Don't forget to finish out your run with CCG 23. **Level Yellow**

NGG 31 – Nessie WB—Nessie is one of the trains that helps to setup the Cedar Haven/Lake City loop of traffic. You will originate in Newberry Yard. Nessie provides the empty grain cars for Winter's Grain in Lake City. In addition to supplying these cars, the westbound Nessie is responsible for the setout of cars for local cars around Haven Yard. Work with the Haven Tower operator to coordinate your moves. **Level Yellow**

NGG 32 – Nessie EB—Obviously, this train is the eastbound counterpart to NGG 31. This train will originate out of Gateway East Yard. You won't have the same responsibilities as Nessie WB, but you still have to work Halsey Siding on the other side of Haven Yard. The switching here is pretty straightforward, but don't get caught taking the REA car with you (card has blue outline) or the Operations Superintendent will come looking for you! Make your radio call at Black River and Susquehanna Tower will bring you down the dyke branch to tie up in Newberry Yard (staging). **Level Yellow**

GMT 41/42 – Lake City Grain Local—This dedicated train has one purpose-to serve the Winter's Grain complex in Lake City. You will originate in Haven Yard. The Haven Tower operator will help you get your train together. Proceed west onto the NYC Lake City Branch. Complete your work at Winter's and turn the train to return to Haven Yard. **Level Yellow**

HYC 44 – Haven Yard Crew—This operator runs only during the second trick. As the tower for the area, you will work under the Dispatcher's orders to move trains through the area. In addition, you will need to sort outbound cars for Port, Lake City and Gateway Yard. Coordination with the crews of Nessie WB and the Black Lock Freight is essential to minimize the amount of time these trains are held up on the mains. Finally, make sure that you work the local industries of the S&T Interchange track, Weary Warren, and Public Coal. **Level Red**

PPT 50/51 – Port/Pequea Turn—One of the more unique trains on the line, PPT 50/51 transfers freight from Gateway East to the waterfront. Leave your block of Pequea Creek cars to the side and arrange with the PWS 10 crew to give them their block of cars. Work the industries in PC and then combine your pickups with Port's pickups for you to bring back to Gateway East. **Level Red**

#57 – Cleveland Limited—The counterpart to #2, this crack NYC Passenger train cuts through GL&E territory on its way to Cleveland. This train starts in Harrisburg Staging and runs westbound to Union Station. Once there, it may or may not switch out head end equipment before it proceeds to tie up in Collinwood Staging. **Level Green**

JYC 61/62 – Transfer Freight—One of the newest trains on the schedule, this train runs from Sunbury Yard westbound to the New Castle Leg. It will cut through Union Station to Wallace Junction and take the viaduct to Transfer. It will work the local freight industries there before returning to Sunbury. Don't forget to walk down the mainline to the Binford siding! On the return trip, make sure you take the right track over the viaduct and return on the NKP (East) mainline past Union. **Level Yellow**

SPL 77 – Southport Local—This train has a short run but is a busy switcher around the Southport Yard area. Swap out the cars for the local industries and terminate in Southport. The Southport Yardmaster may or may not have cars for you for the van Dyne Fuel Siding—check with them before starting. Check with the Dispatcher before signing up as the Tower operator often runs this train. **Level Yellow**

NCT 80/81 – B&LE Local—One of the few non-Gatsme Lines trains, this train is currently annulled (1/26/06) as the New Castle leg is built. When completed, your locomotive will be removed from the Greenville Shops ready tracks or roundhouse and will make the local pickups along the B&LE. Transfer these cars into Gateway East and pickup your cars to setout along the line. Remember that you need to work the Shops area too. When finished, return your locomotive and caboose to the appropriate tracks at the roundhouse before you tie down. **Level Yellow**

MHL 91 – Marsh Hill Switcher—Running this train means that you will be having a busy day, as you are also the L&S Dispatcher. You'll not only need to route trains through the area, but you'll have to switch out the local cars. Stay on your toes as you keep the milk cars rotating, the local pickups and setouts all while running the L&S! **Level Red**

MHL 92/93 – Marsh Hill Turn NB—This train starts as a transfer run from Newberry staging to Susquehanna Jct. After it switches cars at Susquehanna, the train proceeds north on the L&S to Marsh Hill. Co-ordinate the swap of cars and turning of the train with the Marsh Hill Tower. Make sure that you keep the car (and work the siding) for the east side of Hepburnville. MHL 93 will give up its cars once again in SJ, and take cars bound for Newberry back into the loop. **Level Yellow**

MHL 95/96 – Marsh Hill Turn SB—“The Expediter” mimics much of MHL 92/93, but it has the added duty of picking up the loaded reefers at NY Penn Bottling in State Line. The train originates in Sodus Point staging and swaps all of its cars at Southport. It has some unusual setouts/pickups along the rest of the line, so pay attention to your train orders. Swap out the block of cars to Marsh Hill and pickup any bound for Southport. Swap cars again in Southport and return to the interchange staging. **Level Yellow**

#111 – Early Bird—This is the early morning pickup for all of the milk on the northern half of the L&S. The train starts out in Sodus Point (staging) and works its way south to Marsh Hill. Along the way it makes all station stops (see Train Header Card for details) and picks up any milk reefers along the way. Once at Marsh Hill, work with the Tower there to shift out the milk cars for the creamery. Finish your run by going to Susquehanna (making stops along the way) to turn as train #112. Oh, and remember to have your coach(es) behind any milk cars as they hold the marker lights for the train! **Level Yellow**

#112 – Day Bird—This train is the continuation of #111. You'll turn on the wye at Susquehanna and make your way back north. This time, after passing Marsh Hill, you'll pass Masten Junction and head on to S&NY territory. You'll make a station stop at Ellenton and turn the train for a return to Marsh Hill as train #113. **Level Yellow**

#113 – Day Bird—This is the final leg of the Early/Day Bird trifecta. You'll run at medium speed (if you're running a steam engine backwards) south from Ellenton to Marsh Hill and on to Susquehanna Junction. When the wye at Marsh Hill becomes operational, you'll turn the locomotive there. Otherwise, the locomotive will turn and tie down in Susquehanna on the Commuter Tracks to layover until evening. **Level Yellow**

#114 – Night Owl Express—After laying over in Susquehanna Junction, #114 does not have the milk responsibilities that the Day Bird has. Running north on the L&S the Night Owl has limited stops on its way to Marsh Hill. From there, it continues on the S&NY to Ellenton. Turn the train and be ready to depart as #115. **Level Green**

#115 – Night Owl Express—This trip is short and sweet—run reverse at medium speed from Ellenton to Marsh Hill Jct. Turn the train one more time and be ready to proceed north as #116. **Level Green**

#116 – Night Owl Express—The final leg of this run takes you from Marsh Hill to Sodus Point staging. Run north while making the appropriate stops. Southport Yard will direct you into staging for the evening layover. **Level Green**

#122 – Morning Doodlebug—The morning commuter on the L&S Branch, this train will give you a good tour of the line. This train runs north from Susquehanna making all the station stops up to Southport. Once at Southport, the train turns to return as Train #123. **Level Green**

#123 – Morning Doodlebug—As the continuation of #122, this doodlebug starts in Southport and runs southbound all the way back to Susquehanna Junction. Once there, it turns to depart as #124...sound familiar? **Level Green**

#124 – Morning Doodlebug—The next to last leg of this group of trains, 124 runs north from Susquehanna to Marsh Hill. However, instead of continuing up the L&S, you'll take Masten Junction to the S&NY. A stop at Ellenton will end your run as 124—you'll return to Susquehanna as 125. **Level Green**

#125 – Morning Doodlebug—To finish up your now lengthy run, the doodlebug runs backwards to Marsh Hill. When the wye is completed, you'll turn the train, but for now you'll run at a mandatory medium speed back to Susquehanna where you will terminate on Commuter Track #1. **Level Green**

#127 – Afternoon Doodlebug—The afternoon counterpart to #122-125, this doodlebug starts in Sodus Point and works south to Susquehanna Junction. Make your station stops and learn the line on the leisurely ride down the branchline. You'll turn in Susquehanna and continue as #128. **Level Green**

#128 – Afternoon Doodlebug—This train runs north from Susquehanna Junction to Marsh Hill and on to the S&NY as the only afternoon passenger service. Once you reach Ellenton, be ready to turn and return as train #129. **Level Green**

#129 – Afternoon Doodlebug—Now it is time to return to Susquehanna from the S&NY. Once reaching SJ, you’ll turn one last time to return to Sodus Point as #130. **Level Green**

#130 – Afternoon Doodlebug—You’ll finish up your run by running north one more time from Susquehanna all the way to Southport (making plenty of station stops along the way, of course). Once in Southport, you’ll be directed to park in the Sodus Point Yard (staging). **Level Green**

SNL 174/175 – Susquehanna & New York Local—The “Sunny L” is based upon the prototype trains that ran on the Elmira branch in the 1940s. The train starts out as a transfer run from Newberry Yard (staging) to Susquehanna Junction. It will swap cars and run north to Marsh Hill Junction. From there, you’ll follow Masten Junction to the S&NY branch. Work all of the local industries on the line (except for the coalmine)—you may need to be clever to get all of the moves in. You may have to worry about a doodlebug or two depending upon how busy you are. Turn the train and return as #175 back to SJ. Swap cars again and return to Newberry Junction staging to tie down. **Level Yellow**

SRL 203 – Sandy Run Local—This short train starts out is Susquehanna Junction. From there you will work Plank Manufacturing in Sandy Run. Then, you will get permission from the SJ Tower to cross the mains and work the local siding in Susquehanna (Talley Coal, Vallamont Grocery, etc). Return to the yard and you’re all done. Check with the Dispatcher before marking up as the Susquehanna Yard crew often runs this train. **Level Yellow**

CLS 220/221 – Cold Spring Coal Turn—This is one of the trains that was the Elmira branch’s lifeblood – running coal. You’ll start in Gateway West and run eastbound to Black River – make your radio call and get permission up the branchline. At Marsh Hill you’ll be directed onto the S&NY branch. Run up to Ellenton and shift the cars out of Cold Spring. Spot your cars there and turn your train to return to Gateway West. **Level Yellow**

SD 222/223 – Branchline Coal—This newer train runs in a very different pattern than anything else on the railroad. Originating in Sunbury Yard, the train runs west to Signal 18. Once there, contact SJ Tower to be routed to the L&S Branch. The train will run northbound and terminate on the inside siding at Sodus Point. The two trains run at different times on the schedule. The return train runs this route south and east. **Level Yellow**

BLE 224/225 – B&LE Coal Turn—This train supplies the Greenville Shops and local area with coal. This train is actually a B&LE train that is running with permission over the GL&E. This train originates in Sunbury Yard and runs westbound. At Union, you will be routed through the yard to the B&LE lead. Go down the subway and spot your cars. Pickup the waiting empties and return to Sunbury Yard. **Level Yellow**

PW 226/227 – Port Washington Coal Turn—This coal train is interesting as it runs from Gateway West and goes to Port Washington. The fun begins as you start to switch out and spot to the coal cars by the dock. You’ll only be able to take two cars on each move – don’t run onto the wooden wharf! When complete, turn the train and return to Gateway West Yard. **Level Yellow**

COL 228 – EB Collinwood Transfer—This eastbound move transfers from Sunbury Yard to Ashtabula before returning to Gateway West. **Level Green**

COL 229 – WB Collinwood Transfer—This train runs from Gateway West to Ashtabula before transferring to Sunbury Yard. This train sets up the coal from two other trains out of Sunbury. **Level Green**

ALK 230 – Avon Lake Coal—This train runs coal from Gateway West to Ashtabula. [Level Green](#)

ALK 231 – Avon Lake Mtys—This train runs empties from Ashtabula to Gateway West. You'll then take out the Mickey to run it over the line. See MIC 20/19 for more. [Level Green](#)

PCL 232 – Port Clinton Coal—This train transfers coal loads from Northumberland staging to Gateway West. [Level Green](#)

PCL 233 – Port Clinton Mtys—As the counterpart to 232, this train returns empty hoppers to Northumberland staging. [Level Green](#)

BYB 247 – Sunbury-Cleveland Runner—This through train serves to bring offline cars from Sunbury Yard to Gateway East. All cars are dropped off in GWE and any cars bound for Collinwood Yard are picked up. The train then ties down in Collinwood Yard (staging). [Level Green](#)

BYB 248 – Cleveland-Harrisburg Runner—The complimentary train to #248, this train originates in Collinwood Yard (staging) and exchanges cars in Gateway East. From there, the train runs eastbound to Harrisburg Yard (staging). [Level Green](#)

RAL 291/292 – Ralston Local—Another of the oldest trains on the schedule, the Ralston Local starts out transferring cars from Sodus Point (staging) to Southport Yard. After swapping cars, the Local heads south to Grover to work the freight house. Then, it is on to Ralston to work the local industries (except the team track). Turn the train for the return trip to Southport. Switch your cars in the yard once more, and take the interchange cars back to Sodus Point staging. [Level Yellow](#)

SO 310/SJ 311 – Southport Transfer—This train is one in a series that transfers local cars from Susquehanna Junction to Southport Yard. Then, 311 returns back to Southport with a cut from Susquehanna. Pay attention to the dispatcher's orders and cruise the line! [Level Green](#)

SO 312/SJ 313 – Southport Transfer—See Train # 310/311. [Level Green](#)

SO 314/SJ 315 – Southport Transfer—See Train #310/311. [Level Green](#)

GS 350/351 – Gateway-Susquehanna Runner—This series of trains transfers freight between Gateway East Yard and Susquehanna Junction. There are no setouts along the line, so you get to enjoy the scenery en route. Make sure you follow the dispatcher's orders to make your meets and have fun. [Level Green](#)

GS 352/353 – Gateway-Susquehanna Runner—See Train #350/351. [Level Green](#)

GS 354/355 – Gateway-Susquehanna Runner—See Train #350/351. [Level Green](#)

400 – The Sergeant—This express passenger set of trains (#400-403) serves most of the GL&E line. This train originates in Transfer and proceeds eastbound making several station stops along the way. You'll finish your work as #400 at Susquehanna Junction with a station stop and a turning of the train. [Level Green](#)

401 – *The Sergeant*—At this time, this train's orders are altered. For now, you will run from Susquehanna to Union. You will turn at Union and setup as Train #402. **Level Green**

402 – *The Sergeant*—401's return trip, this express runs from Union back to Susquehanna. Turn one more time at Susquehanna and prepare to leave as 403. **Level Green**

403 – *The Sergeant*—After your train is turned at Susquehanna Junction, you'll run westbound back to Transfer while making a few stops along the way. Tie down on the appropriate track, and call it a day. **Level Green**

451 – *The Corporal RDC*—This train is usually made up of a two RDC unit. You'll originate in Susquehanna on the Commuter Tracks. *You'll need to be a master (or be willing to become one) of consisting and de-consisting locomotives with a Digitrax handset.* Run west from SJ and make your designated stops. This train terminates in Union, but you'll need to de-consist the two RDCs before you finish this train. The rear RDC will leave as train #452. **Level Red**

452 – *The Corporal RDC*—This train is interesting as you get to cause the Port and Pequea switchers problems as you weave in and around them, that is, if they haven't already finished their work! Run eastbound from Union Station and proceed with dispatcher's permission down the Port Washington branch. You'll make a quick stop at Port Washington for a station stop and then proceed to the west end of Pequea Creek. Be sure that you are routed along the BACK line in Pequea. The line is twisty and you must proceed slowly through the area (yes, you will fit). When you reach the Wayne Street shelter, turn and be ready to depart as 453. **Level Red**

453 – *The Corporal RDC*—This time, the RDC will be routed along the FRONT side of Pequea Creek trackage. Make your station stop at Pequea Creek East and proceed to the end of the Port Washington lead. Get routed back up the lead and back over to Union Station. Consist with the lead RDC unit and be ready to depart as train #454. **Level Red**

454 – *The Corporal RDC*—The final leg of this adventure 454 runs east from Union (with 2 RDCs) and makes the appropriate station stops on the way back to Susquehanna Junction. Arrive on the Commuter Track and tie down for the next session. **Level Red**

GSF 475 – *Black Lock Freight*—You'll be busy with this train as you originate out of Sunbury Yard and work your way west to Black River. At BR, you'll work the Bennis Millwork siding before proceeding to Cedar Haven Yard. Once there, you'll not only have to setout your block of cars for Port Junction and Lake City, but you'll have to pickup about 8-10 cars bound for Gateway Yard. Work with the Haven Tower crew to expedite your drop offs and pick-ups. Have fun and try not to tie up the mains too long. Continue your run and terminate in Gateway East Yard. **Level Yellow**

GSF 476 – *Black River Freight*—The orders for this train are pretty simple: originate in Gateway East and run eastbound to Black River; switch the freight house and continue east to tie up in Sunbury Yard. Just remember to notify both GL&E Dispatcher and SJ Tower that you're working in Black River. **Level Yellow**

LCL 495/496 – *Lake City Turn*—Originating in Haven Yard, head westbound to the Lake City Branch. Work the local industries at Port Junction on your way to LC. Follow your orders in LC and turn to return east back to Haven Yard. **Level Yellow**

500 – *Major Commuter*—This short 'clocker' originates in Ashtabula and runs the layout eastbound making station stops along the way. Run all the way to Sunbury, where you will be directed to run the inside loop back to where you started. **Level Green**

501 – Colonel Commuter—The westbound counterpart to #500, the Colonel starts in Northumberland staging. Running westbound, you should pass the 500 somewhere on the line. Return to the loop staging, and park back where you started. [Level Green](#)

502 – Major Commuter—See #500. [Level Green](#)

503 – Colonel Commuter—See #501. [Level Green](#)

510 – Major Commuter—See #500. The evening version. [Level Green](#)

511 – Colonel Commuter—See #501. The evening version. [Level Green](#)

512 – Major Commuter—See #500. The evening version. [Level Green](#)

513 – Colonel Commuter—See #501. The evening version. [Level Green](#)

571 – Buffalo Day Express—This PRR prototype train starts out of Buffalo Staging and runs eastbound to Harrisburg staging. [Level Green](#)

574 – Southern Express – Buffalo Section—This train is part of the 574/580 meet. You will originate in Buffalo staging and travel eastbound to Susquehanna Junction. Once there you will have the cars from 580 added to your consist. Continue eastbound to Harrisburg staging where you will tie up. [Level Yellow](#)

575 – Northern Express – Buffalo Section—A unique train on the Gatsme Lines, this passenger is based upon a prototype PRR train that ran through the area. Running westbound out of Harrisburg staging, this train stops in Susquehanna. Once there, it will cut off the appropriate section of cars for #581. Continue westbound to Union for a station stop. Turn the train and then back into Buffalo staging for later. [Level Yellow](#)

576 – Baltimore Day Express—The counterpart to 571, this train will run from Harrisburg staging westbound to Union Station. There it will turn and back into Buffalo staging for later. [Level Yellow](#)

580 – Southern Express – Erie Section—With 580, you'll originate in Union and run eastbound to Susquehanna Junction. Once there, you will be directed to cut off your locomotive as your cars are added to the 574. Once the cars are joined up, your run is finished. [Level Yellow](#)

581 – Northern Express – Erie Section-- The second half of the 575/581 set, this train actually starts in Susquehanna Junction with the extra cars from #575. Be ready to run right behind 575 as you go to Union Station to terminate. [Level Green](#)

JCS 773/774 – Junction Transfer—This simple train originates in Sunbury Yard. You'll run with a cut of cars to Susquehanna Junction where you will swap cars and return to Sunbury Yard. [Level Green](#)

JCS 775/776 – Junction Transfer—See JCS 773/774 for description. [Level Green](#)

JCS 777/778 – Junction Transfer—See JCS 773/774 for description. [Level Green](#)

801 – Sunbreak West—One of the feeders for the REA operations, the Sunbreak West runs from Harrisburg (staging) on to Union Station. With a couple of coaches and a string of REA cars, the Sunbreak West is the crack morning express. You'll have a pickup of REA cars in Susquehanna Junction, but other than that, you'll have just a couple of station stops on your way to Union Station. Tie down in Union and you're all done. **Level Yellow**

802 – Sunbreak East—A fast express from Erie to Harrisburg, this train has limited stops and only a little work along the line. 802 originates in Union Station and runs eastbound. Make sure you pick up your REA car(s) from Halsey Siding near Cedar Haven and continue on to Harrisburg Yard (staging) making the appropriate stops along the way. **Level Yellow**

804/805 – REA Peddler—One of the newer trains on the GL&E schedule, this train combines some online switching as well as a nice run across the layout as you replace REA cars. Starting out in Union Station, proceed eastbound to Halsey Siding just outside of Cedar Haven. Work the team track there and move on to Susquehanna. SJ Tower will move you up the L&S where you will work the Hepburnville Station Track. You will turn at Marsh Hill while you coordinate with MH Tower to spot/pickup cars for the freight house. On your return trip, another setout at Susquehanna Station Track (and turn the steam engine if you have one) before proceeding west back to Union. Follow what your car cards have laid out for you and have fun with this one! **Level Red**

894/895 – REA Transfer – AM—This new train starts out in Union Station. You will run from Union westbound to the Erie & Ashtabula branch. Work the REA station in Transfer following the specific orders there and the local switcher. Build the outbound train and return to Union. **Level Red**

896/897 – REA Transfer – Mid—See #894/895 for description. **Level Red**

898/899 – REA Transfer – Mid—See #894/895 for description. **Level Red**

WXE # -- Wreck Train—This unique train uses the assigned motive power's number for the train number. This train will originate from Greenville Shops. Pickup any outbound cars from the car shop tracks as well as your consist. Proceed to Gateway East where you will drop off the cars from the shop tracks. Continue over the GL&E to Susquehanna and then all the way up the branchline to Southport. Once you have turned, coordinate with the Southport crew to pickup any RIP cars, cars without paperwork, or any paperwork without cars. Return southbound at restricted speed to Susquehanna where you will repeat the process. Continue along the GL&E back to Union, and pick up cars/paperwork from that area as well. Return to Greenville where you will spot the RIP cars at the car shop tracks. Replace your consist and tie down. **Level Yellow**

WXO # -- Work Train—This train also originates out of the Greenville shops area. The assigned motive power's number will be used for the train number. You will run as assigned by the Dispatcher to a designated location. You will remain in that area while 'repairs' are made for 10 real time minutes. At the end of such time, you will be directed where to turn your train and return to Greenville. **Level Yellow**