

PRR/RDG/WM South Central Region – OPERATORS GUIDE (Extract for New Operators)

Section 1 -- General Operations

1.1 Control of track

The yardmaster controls all track within the yard limits, as designated by trackside white, V-shaped signs. The dispatcher controls main, staging, siding and running tracks located outside of yard limits. Neither the dispatcher nor any yardmasters directly control industrial tracks.

1.2 Permission to Move

All trains must have permission before moving on all controlled trackage. Dispatcher permission is required on staging, running, siding and mainline trackage. Yardmaster permission is required on yard trackage. On signaled track, the proper signal gives permission to enter that track. Headroom or tailroom moves require separate permission.

1.3 Staging

The dispatcher controls all staging tracks. The road crew shall properly align all switches before entering or departing staging areas. You may obtain staging track numbers from the dispatcher or from wall charts above staging areas. The road crew shall turn on staging area track power by inserting a plug in the proper receptacle on the control panel. Set the power to 0 (zero) and dispatch the train from the throttle before leaving a train in the staging area. Place the track power plug in the top "off" receptacle when you no longer need power on the staging track. Card boxes at the staging areas contain locomotive cards and car

cards for each train. There are 2 boxes for each track. Make sure that you take all cards for each train. Split card packets between boxes and face them away from the aisle when you terminate a train on a staging track.

1.4 Leaving cars on track

Obtain permission from the dispatcher or a yardmaster before leaving any cars (including caboose/cabin) on dispatcher or yardmaster-controlled track.

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1.8 Maximum Speeds

Normal Speed	passenger 45 MPH, freight 40 MPH. Indicated by a clear signal.
Medium Speed	25 MPH (includes all trains with helpers attached). Indicated by an approach signal.
Restricted Speed	15 MPH (includes all movements within yard limits, industrial tracks, running tracks and by dark signals). Indicated by a restricted signal.

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Section 2 -- Communications

2.1 Dispatcher

Contact the dispatcher using two way radio. When initiating contact with the dispatcher, use your railroad and train symbol ("PRR train B-93 to Dispatcher"). Do NOT relay any other message (such as requests, reports or questions) until the dispatcher confirms the contact.

2.2 Yardmasters

Contact yardmasters directly without using the radio (yardmasters do not use radios). Always talk to a yardmaster before entering yard limits.

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Section 4 -- Interlocking Rules

4.1 Permission

Do not move a train into interlocking limits without a proper signal indication or verbal permission of the dispatcher.

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Section 6 -- Signal Rules

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6.6 Hand Switches

Do not operate any hand switch on signaled track without PRIOR permission from the dispatcher. Return ALL hand switches to normal position on controlled track after you clear them unless instructed otherwise.




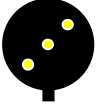








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Section 6 -- Signal Rules

6.0 Overview

Signals are located either overhead and slightly to the right of the track or on a stand to the right of the track. A proper signal gives permission for the train to pass that signal.

6.1 Signal Aspects

NAME	INDICATION	PRR	ASPECT WM	RDG
stop	Stop.			
approach	Proceed prepared to stop at the next signal. Trains exceeding medium speed must begin to reduce to medium speed as soon as the engine passes the approach.			
clear	Proceed not exceeding normal speed.			
restricted	Proceed at restricted speed.			
Stop and proceed	Stop, then proceed at restricted speed.	