

PRR/RDG/WM South Central Region -- OPERATORS GUIDE

Section 1 -- General Operations

1.0 Overview

This guide covers all rules necessary for engineers to operate on the railroad.
Appendix A contains a list of common definitions.
Appendix B explains how to use Digitrax throttles.
Appendix C contains an explanation of train symbols.
Appendix D shows track diagrams and interlockings names.

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.

1.5 Cabin/Caboose Usage

In this paragraph, use of the term caboose means cabin or caboose. A caboose is required for all freight trains operating on the mainline. The caboose shall be at the end of the train EXCEPT for a local train with fewer than 8 cars that may have a caboose next to the locomotive OR at the end of the train. It is not necessary to keep the caboose with the train while drilling industries. Light engine moves do not require a caboose.

1.6 Helper Operation

Road crews are responsible for helpers attached to road trains. Road crews are therefore responsible for obtaining all clearances and following all instructions. All trains with helpers shall operate at no more than medium speed.

1.7 Train Sheets

Train sheets are the header sheets found on the callboard. After your train terminates, return train sheets facedown to the callboard.

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

2.0 Overview

The following rules govern all communications on the railroad.

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.

Section 3 -- Local Operations

3.0 Overview

Local operations are the drilling of industries. Drilling involves pickup of cars already spotted at industries and setout of cars in your train at the industries. Do NOT flip any waybills.

3.1 Permission

You do not need dispatcher or yardmaster permission while drilling on industrial track. Obtain permission only before re-entering controlled trackage. Return the switch at the point between industrial and controlled track toward controlled track unless otherwise instructed.

3.2 Car Cards and Waybills

The "TO" line of the waybill will show the proper industrial area for the car. The "RECEIVER" line of the waybill will show the proper industry for the car. The principle of industrial drilling is: do pickups first so that there will be room to do setouts. Add to the train from the industrial spots all cars identified on car cards in the PICKUP side of the box. Check these cars for possible setout at other industries in the same industrial area. Set out cars from the train at the proper industry and place their car cards in the SETOUT side of the box. The order of car cards in the PICKUP and SETOUT boxes does NOT matter.

3.3 SETOUT Precedence

When there is not enough space to set out all cars, determine which cars to set out by their precedence. The levels of precedence, from highest to lowest are:

"Overdue Shipment"

"LCL - EXPEDITE"

Other cars with loads

Other cars that are empty (MTY).

It does not matter which cars with the same level of precedence get set out if all will not fit.

Do NOT remove the "LCL" or "Overdue Shipment" inserts.

3.4 Maximum Number of Cars

The SETOUT side of the car card box for each industry group contains a reference card listing the maximum number of cars for each industry in the area. If the number of cars in the train for any industry exceeds that industry's maximum, take those additional cars with the train when it leaves after inserting an "Overdue Shipment" insert behind the waybill. The inserts can be found on the callboard at the dispatcher's table.

3.5 Blocking Cars

It is NOT necessary for local crews to block cars by destination.

3.6 Car Card Order

When leaving the industrial area, make sure that the car cards are in the same order in the stack as the cars are on the train (locomotive, first car, second car ... last car, caboose/cabin).

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3.7 Maximum Train Length

The train sheet has a maximum number of cars (excluding locomotives and caboose/cabin) for that train when leaving an industrial area. Contact the SUPERINTENDENT for permission before picking up more cars than the number listed on the train sheet.

3.8 Hazardous cars

Hazardous cars are specifically identified as such on their car cards. There are two types of hazardous cars:

Cars containing shiftable loads not constrained by bulkheads.

Cars containing dangerous cargo or the residue of dangerous cargo.

Place at least one idler car between any hazardous car and the locomotive or cabin/caboose for crew protection. Use any other non-hazardous car in the train as an idler. For short local trains that do not have enough cars to provide protection, use any available extra empty car as the idler.

3.9 High and Wide cars

Blue car cards identify cars used for moving High and Wide loads. Do not pick up a High and Wide car unless you are operating a train whose work description includes specific instructions to move High and Wide cars. When moving High and Wide loads, ALWAYS place an idler car, usually an empty flat car, at each end of the High and Wide car. If more than one High and Wide car is in the same train, one idler car between the two loads can serve as both the trailing idler for one load and the leading idler for the next load. After setting out High and Wide cars, return idler cars to your destination yard.

3.10 Hand Brakes

Hand brakes are installed at all mainline locations where trains must be left on a grade while drilling industries. Use the hand brakes by following these steps in this order:

- A. Stop the train with the axle of a car that will remain on the train over the brake.
- B. Set the brake ON (raise the brake using the labeled control).
- C. Cut off the power and any cars needed for the local work.
- D. Complete the local work.
- E. Reconnect the power and detached cars to the train.
- F. Release the brake (lower the brake using the labeled control).

Section 4 -- Interlocking Rules

4.0 Overview

The following rules govern operations within interlockings.

4.1 Permission

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

4.2 Reverse Movements

Do not make reverse movements within interlockings until after you obtain the dispatcher's authorization. Before you make multiple reverse movements obtain specific permission from the dispatcher to make multiple moves.

4.3 Holding interlocking limits

Do not hold an interlocking (including stops during drill moves) until after you obtain the dispatcher's authorization to hold the interlocking.

4.4 Stopped Signals

When the dispatcher authorizes a train to pass a stopped signal, operate that train at restricted speed.

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Section 5 – Audible Warning Signal Rules

5.0 Overview

The following rules govern operation of the bells, horns and whistles on locomotives.

5.1 Bell

Ring the bell when passing:

A stopped train.

A station platform.

5.2 Horns and whistles

Horns are on diesel locomotives. Whistles are on steam locomotives. The warning sounds, consisting of groupings of specific sequences of long and short blasts are identical for all locomotives.

After a moving train comes to a complete stop, sound this warning:

1 short blast —

Before moving a stopped train, sound these warning signals:

Forward 2 short blasts — —

Reverse 3 short blasts — — —

From a moving train:

Before applying brakes so that a helper may attach, sound this warning:

1 long blast —

When approaching a grade crossing, and at other places where a “W” signpost is positioned at the right side of the track, sound this warning:

2 long blasts, 1 short blast, 1 long blast — — — —

NOTE: At a grade crossing, hold the last long blast until the locomotive clears the crossing.




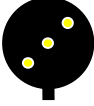








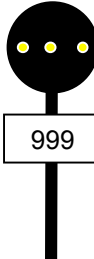

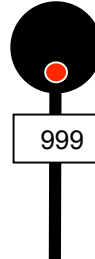
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Section 6 -- Signal Rules

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.			

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6.2 Dummy Masts

To verify which position on a signal bridge controls your track, count the tracks, starting from the right, until you reach the track you currently occupy. The controlling signal is the one in the position with the same count, starting from the right. If any track going under the signal bridge is not controlled by a signal on that bridge, then instead of a signal, a dummy mast will occupy that position. The dummy mast displays a blue reflective plate instead of a signal head.

6.3 Dark Signals

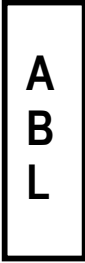

The dispatcher shall grant verbal permission before you may pass any dark (non-lighted) signal. Make all movement past dark signals at restricted speed.

Lights on Block Limit signs are present to enhance visibility only and if not lit are not considered to be dark. Report unlit sign lights to the maintenance supervisor (superintendent).

NOTE: red paper stickers do NOT count as dark signals.

6.4 Signs

Supplementing the primary signals, auxiliary signs provide constraints to permissions.

NAME	INDICATION	COMMENTS	ASPECT
Approach Block Limit	Proceed prepared to stop at the block limit. Unless already granted dispatcher permission to proceed beyond the block limit, trains exceeding medium speed must begin to reduce to medium speed as soon as the engine passes the ABL sign.	The sign may be on either side of the track. If it is between two tracks, then it applies to the track it is positioned closest to.	
Block Limit	Unless already granted dispatcher permission to proceed beyond the block limit, all trains shall stop.	The sign may be on either side of the track. The station name is on the sign. Both the yellow light and the red light are always on. The red light is centered. The yellow light may be on either side. The sign applies to the track on the side of the yellow light.	

6.5 Reverse Movements

The dispatcher shall authorize all reverse movements between interlockings.

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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Appendix A -- Definitions

TERM	DEFINITION
Block	A section of track between interlockings where movements are authorized by signal indication or the dispatcher's verbal permission
Cabin	PRR name for a caboose
Car Card	A 2 x 3.5" card that contains identifying information for a car (or block of cars).
Car Card Packet	A group of car cards (one for each car or block of cars in the train). Car cards in the packet MUST be kept in the same order as the cars in the train
Clear (Report Clear)	The ENTIRE train has passed the specified location
Consist Card	An insert to a locomotive card indicating that the locomotive is electronically connected to another locomotive as part of a Multiple Unit (MU),
Double	To couple cars on one track to cars on another track
Drilling	To switch cars (in yards or at industries)
Dummy Mast	A mast displaying a blue reflective plate instead of a signal head, and used as a placeholder for a position on a signal bridge marking a track that is not signaled from that bridge.
Foul	Obstruct
Hand Switch	A switch not under dispatcher control. Operated by toggle on a local control panel.
Headroom	A length of track into which a train may move beyond its current position in a forward direction, then reverse on any track
High and Wide	A load, on a freight car, that extends beyond the normal safety height and width clearance limits, hangs over the sides of the car, or extends beyond the end of the car's floor or bulkheads. A car carrying such a load. A train moving a car carrying such a load.
Home Signal	A (dispatcher) controlled signal of an interlocking
Idler Car	A car placed at each end of a loaded High and Wide car to provide a safety space into which overhanging or shifting loads can project without damaging other equipment.
Industrial Track	A track that serves industries
Interlocking	An interconnection of signals and switches whose movements must succeed each other in a predetermined sequence to assure that signals cannot be displayed simultaneously on conflicting tracks and that switch appliances cannot be moved under a train.
Interlocking Limits	Tracks between opposing home signals of an interlocking
LCL Card	An insert into a car card indicating that the card has a "less than car load" shipment (section 2.3)
Light engine	A locomotive or set of locomotives without any cars, with or without an attached caboose/cabin.
Locomotive Card	A 2 x 3.5" card that contains identifying information for a locomotive, including a DCC address
Main Track	A track on which train movements are authorized by signal indication or verbal permission of the dispatcher
Medium Speed	Approximately 1/2 maximum authorized speed (section 1.8)
Normal Speed	Maximum authorized speed (section 1.8)
Overdue Shipment Card	An insert into a car card indicating that the card has a priority shipment (section 2.3 and 2.4)
Pick Up	Add one or more cars to a train
Restricted Speed	Be prepared to stop before any/all track obstructions (including other trains, cars, improperly aligned switches, etc.) before the next signal (section 1.8)
Service Card	An insert into a steam locomotive card indicating that the locomotive will need serviced soon
Set Out	Drop one or more cars from a train
Siding Track	A track adjacent to the main track, controlled identically to a main track
Signal Aspect	Appearance of a signal (what it looks like) that conveys the indication
Signal Indication	Required action (what it means you should do) conveyed by a signal aspect
Staging Area	A yard that simulates a non-modeled location where trains originate and terminate
Tail Room	A length of track into which a train may move beyond its current position in a reverse direction, then forward on any track
Train Sheet	Header card from the callboard that contains all pertinent information about a train
Train Symbol	Identity (name) of a train. Located on the train sheet
Waybill	A color-coded paper, inserted into a car card, that shows the car destination and contents
Yard Limits	Boundary of yard territory. Designated by white, V-shaped "Yard Limit" signs

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Appendix B -- Digitrax Throttles

There are three main DT Series throttle types being used (DT100R, DT300R, DT400R). There is also one UT Series throttle (UT4R). The Digitrax UT4R throttle has only one knob and controls one train. All Digitrax DT series throttles are capable of being used right or left handed and therefore can control 2 trains at once. Unless you have consisted locomotives on your train, select only one locomotive at a time. Turning the knob on either the right or left side makes that side active and all future commands will be for that side. Do NOT put sideways pressure on the knobs, especially when using DT100R throttles. They have plastic shafts and you will strip them. Digitrax recommends a two handed approach -- but one handed is OK if you are careful not to put too much pressure on the knobs. All throttle types vary slightly in use, so the details are explained separately below.

DT100R

If you press the wrong button with this throttle, wait six seconds without touching anything, and it will reset itself.

Note that some buttons on this throttle have multiple functions. Thus, in the following instructions, whether you need to press <SEL> (select) or <SET> (set) you would press the same button. Likewise, if you need to press <MODE> (mode) or <DISP> (disposition), you must use one common button for these two commands.

When you press <SEL>, you enter the Select Mode. For Select Mode functions to perform correctly, you must plug in to the loconet FIRST, before you press <SEL>. From Select Mode, you may do either one of two things: You may either select control of a new locomotive, or you may release control of (dispatch) an already selected locomotive.

When using functions, some functions, like the headlights, toggle on and off each time you press the button. Other functions, like the whistle, stay on while you hold the button and turn off when you release it (like a push to talk button).

Selecting a locomotive	Plug throttle into loconet jack. Turn the knob you want to use. Press <SEL> button once. If selecting a two digit address, the screen MUST have a colon (:) in the center and the red EXP LED must be out. If selecting a four-digit address, the screen must NOT have a colon in the center and the red EXP LED must be lit. Four-digit addresses are higher numbers than two-digit addresses (so scroll up to them – when you reach the four-digit range, the colon will disappear and the red EXP LED will glow.). Use the left knob to select the first two digits of the address. Use the right knob to select last two digits of the address. (Both knobs will change only the left two digits while in two digit (:)) mode). When the desired locomotive DCC code shows, press <SET> button (same button a second time). The top light by the throttle knob you are using will light to confirm that you successfully made a selection.
Dispatching a locomotive	Plug throttle into loconet jack. Turn the knob you want to use counterclockwise until the screen shows "SP00" to zero all power to the locomotive. Press <SEL> button once. Press <DISP> button (<DISP> must be pressed fairly quickly [within about two seconds] after pressing <SEL>). The top light by the throttle knob you are using will go dark to confirm that the dispatch occurred.
Controlling functions	Press <FUNC> button to enter function mode (center of display will show "FN"). Press <F0>, <F1>, <F2>, <F3>, <F4> as desired. To access higher functions, HOLD IN <FUNC> button while pressing <F5> to <F8>.
Reversing direction	Press <<->> button on correct side of throttle. The top light by the throttle knob you are using will switch from red to green or vice versa.
Controlling speed	Adjust with knob.
Consisting locomotives	Plug throttle into loconet jack. Select TOP locomotive on right side. Select BOTTOM locomotive on left side. Make sure locomotives move in the same direction on the track. Press <MODE> button repeatedly (usually twice) until screen shows dot under "MU". Press <+> button.
De-consisting locomotives	Plug throttle into loconet jack. Select TOP locomotive on right side. Select BOTTOM locomotive on left side. Press <MODE> button repeatedly until screen shows dot under "MU". Press <-> button.

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DT300R

Note that some buttons on this throttle have multiple functions. Thus, in the following instructions, whether you need to press <SEL> (select) or <SET> (set) you would press the same button. Likewise, if you need to press <MODE> (mode) or <DISP> (disposition), you must use one common button for these two commands.

When you press <SEL>, you enter the Select Mode. For Select Mode functions to perform correctly, you must plug in to the loconet FIRST, before you press <SEL>. From Select Mode, you may do either one of two things: You may either select control of a new locomotive, or you may release control of (dispatch) an already selected locomotive.

When using functions, some functions, like the headlights, toggle on and off each time you press the button. Other functions, like the whistle, stay on while you hold the button and turn off when you release it (like a push to talk button).

Selecting a locomotive	Plug throttle into loconet jack. Press <SEL> button. Use left knob to select first two digits of address. Use right knob to select last two digits of address. Press <SEL> button.
Dispatching a locomotive	Plug throttle into loconet jack. Press <SEL> button. Press <DISP> button (<DISP> must be pressed fairly quickly [within about two seconds] after pressing <SEL>).
Controlling functions	Press <FUNC> button to enter function mode (center of display will show "FN"). Press <F0>, <F1>, <F2>, <F3>, <F4> as desired. To access higher functions, HOLD IN <FUNC> button while pressing <F5> to <F8>.
Reversing direction	Either push throttle knob twice OR press <←→> button on correct side of throttle.
Controlling speed	Adjust with knob.
Consisting locomotives	Plug throttle into loconet jack. Select TOP locomotive on right side. Select BOTTOM locomotive on left side. Make sure locomotives move in the same direction on the track. Press <MODE> button two times until screen shows "MU" in center display. Press <+> button.
De-consisting locomotives	Plug throttle into loconet jack. Select TOP locomotive on right side. Select BOTTOM locomotive on left side. Press <MODE> button two times until screen shows "MU" in center display. Press <-> button.

DT400R

Selecting a locomotive	Plug throttle into loconet jack. Press <LOCO> button. Type in address of locomotive on button pad. Press <ENTER> button.
Dispatching a locomotive	Plug throttle into loconet jack. Press <LOCO> button. Press <DISP> button.
Controlling functions	Press number on button pad corresponding to desired function.
Reversing direction	Either push throttle knob twice OR press <←→> button on correct side of throttle.
Controlling speed	Adjust with knob.
Consisting locomotives	Plug throttle into loconet jack. Select TOP locomotive on right side. Select BOTTOM locomotive on left side. Make sure locomotives move in the same direction on the track. Press <MU> button. Press <+> button.
De-consisting locomotives	Plug throttle into loconet jack. Select TOP locomotive on right side. Select BOTTOM locomotive on left side. Press <MU> button. Press <-> button.

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UT4R

Selecting a locomotive	<p>Plug UT4R into loconet jack. Use dials to select locomotive address. Press the <SEL> button.</p> <p>----- OR -----</p> <p>UNPLUG UT4R from the loconet. Use dials to select locomotive address. PLUG UT4R back into the loconet.</p> <p>In either case, you will get a green LED to show that you have successfully selected the locomotive. NOT getting the green LED is an indication that the locomotive is selected on another throttle.</p>
Dispatching a locomotive	<p>UNPLUG UT4R from the loconet. Press and HOLD the <DISP> button. Plug UT4R back into the loconet.</p> <p>You will get a red LED to show you have successfully dispatched the locomotive.</p>
Controlling functions	<p>Press an <F0> through <F6> button for functions 0 through 6. Press and HOLD the <SHIFT> button while pressing an <F7> through <F12> button for functions 7 through 12.</p>
Reversing direction	<p>Use the three position toggle switch to control direction by moving the switch to the opposite end position.</p> <p>NOTE: The center switch position is "braking mode" which will stop the locomotive. When the switch is in the center position, the power knob is inactive.</p>
Controlling speed	With the reversing toggle switch in either end position, use the large power knob.
Consisting locomotives	Not supported by this throttle.
De-consisting locomotives	Not supported by this throttle.

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Appendix C -- Train Symbols

All Northbound trains have an odd ID number.
All Southbound trains have an even ID number.

Any train listed as "XXX/YYY" means it first runs as "XXX", then turns and becomes "YYY" at a location given on the bottom of the train sheet. For example, "PRR YB-1/YB-2".

All Passenger trains have a numeric designation. No routing information can be obtained from this number. Examples would be "PRR 59" and "WM 6".

Some locals have alphabetic designations such as "BALT" or "HARRIS". Others have standard road train designations.

Extras will run as the railroad (PRR, WM, or RDG), the word "extra" (can be abbreviated with an "X"), and a direction "N" or "S". For example, a Pennsylvania northbound extra would be "PRR X-N" or "PRR Extra N".

Unit trains will run as extras with the type of unit train added between the railroad and the "extra". For example, the Western Maryland Coal Extra southbound to Spring Grove is "WM Coal X-S".

Road trains have a 1 or 2 position alphabetic designation, followed by a dash and a 1 or 2 digit numeric designation.

Pennsylvania Railroad road trains have a 1 or 2 position alphabetic designation, followed by the numeric designation. "P" trains run on the Philadelphia division (to and from Lancaster). "B" trains run on the Baltimore division (to and from Baltimore PRR). "YB" trains run between York (Spring Grove) and Baltimore PRR.

Reading Railroad road trains have 2 position alphabetic designations, followed by the numeric designation. "AJ" trains ("Alpha Jets") run between Rutherford and Baltimore WM (all will be even numbered). "JH" trains run between Reading (Jersey City) and Rutherford (Harrisburg) (all will be odd numbered). "HJ" trains run between Rutherford and Reading (all will be even numbered). "HB" trains run between Rutherford and Baltimore WM (all will be even numbered). "BH" trains run between Baltimore WM and Rutherford (all will be odd numbered).

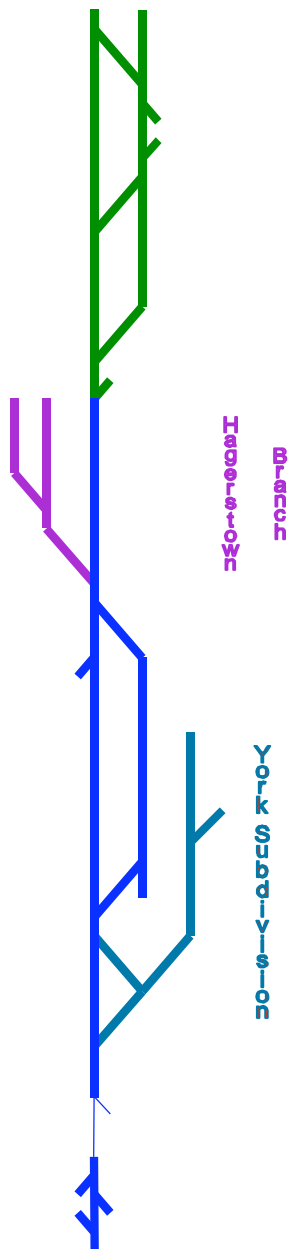
Western Maryland road trains have 2 or 3 position alphabetic designations, followed by the numeric designation. "AJ" and "WAJ" trains ("Alpha Jets") run between Baltimore WM and Rutherford (all will be odd numbered). "WM" trains run between Hagerstown and Baltimore WM (both even and odd numbered). "BT" run between Baltimore WM and Cumberland (Thomas, WV) (all will be odd numbered). "TB" trains run between Cumberland and Baltimore WM (all will be even numbered). "HY" trains run between Hagerstown and York (all will be even numbered). "YH" trains run between York and Hagerstown (all will be odd numbered).

Non-standard symbols may be used for special circumstances.

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Appendix D -- Track Diagrams/Interlockings

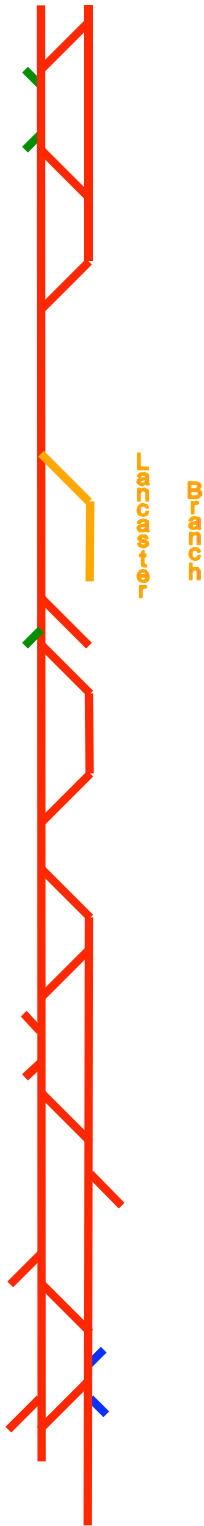
1.0 Reading/Western Maryland



Int.	<u>Name</u>	<u>Location</u>	<u>Station</u>
	Rutherford		Rutherford Yard
X	Lemo	Lemoyne	PRR Connection
X	Carlisle		
X	Lurgan		Lurgan Roundhouse PRR Connection
X	Town	Hagerstown	Cumberland Staging Hagerstown Industrial/Station
X	Edge	Edgemont	Hagerstown Branch Connection
	Hanover		Hanover Industrial
	NY	North York	PRR Connection
	SY	South York	PRR Connection
	SG	Spring Grove	Spring Grove Station PH Glatfelters Industrial York Station
X	Porters	Porters Sideling	Helper pocket York Subdivision Connection
	EG	Emory Grove	Baltimore WM Yard
X	NB	North Baltimore	Baltimore WM Yard/Aux Yard PRR Connection Baltimore WM Station Hillen Station

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1.1 Pennsylvania



<u>Int.</u>	<u>Name</u>	<u>Location</u>	<u>Station</u>
	Enola		Enola Yard
X	Lemo	Lemoyne	RDG Connection Marysville Industrial
X	NC	New Cumberland	
X	Wago	Wago Junction	Lancaster Branch Connection
	Lanc	Lancaster	Lancaster Branch
X	Lurgan		Lurgan Roundhouse WM / RDG Connection
X	Man	Manchester	
X	MW	Mount Wolf	
X	Emig	Emigsville	
	NY	North York	York Industrial
	SY	South York	Spring Grove Industrial
X	GR	Glen Rock	
	NF	New Freedom	New Freedom Industrial
	Park	Parkton	Parkton Industrial
X	Tim	Timonium	
X	NB	North Baltimore	NB Industrial WM Connection Baltimore PRR Yard Hillen Station