

The train crew will record the Track Authority on a Track Authority Form and then read it back to the dispatcher. If the read back is correct, the train is cleared to proceed after the track route is aligned. See the supplement on Track Authority for more information.

The Dispatcher should exercise the following priority when routing trains on the mainline:

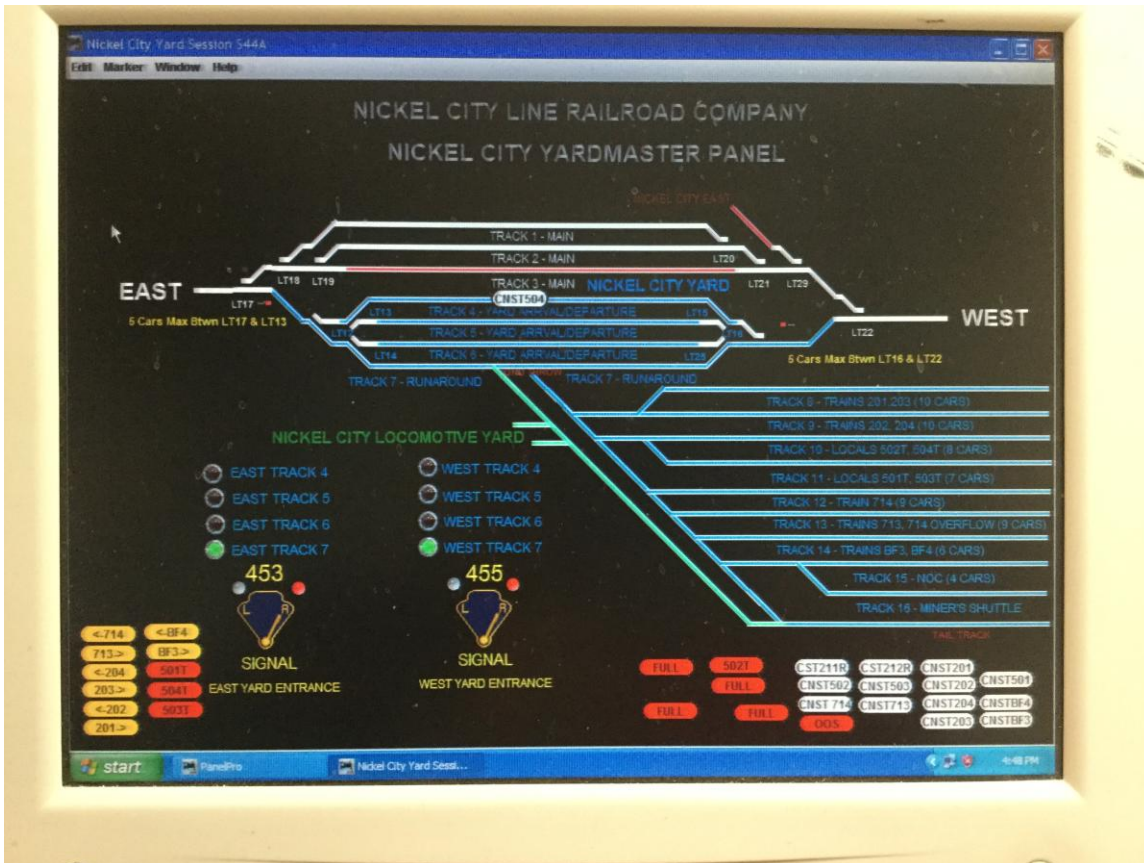
Eastbound trains are superior to Westbound trains

- 1st Priority – Long distance passenger trains
- 2nd Priority – Commuter trains
- 3rd Priority – Through trains (freight, coal, ore, intermodal, etc)
- 4th Priority – All other trains (freight, coal, ore, intermodal, etc)
- 5th Priority – Local or Way Freight trains

Dispatchers communicate with train crews on the assigned Road radio channel.

Yardmaster

The Yardmaster maintains overall control of Nickel City Yard. All staging yards are considered part of the mainline and are controlled by the Dispatcher. Yardmasters work 8 hours shifts (4 real hours). There is one shift per session.



Nickel City Yardmaster's Screen

The Yardmaster's screen displays a schematic of Nickel City Yard. The console is laid out as the yard is seen from the Yardmaster's side of the layout with East to the left and West to the right (this is the reverse orientation of the Dispatcher's console). Yard racks and turnouts are displayed in blue. Powered turnouts controlled from the Yardmaster's screen are shown with their turnout number next to the turnout. Yardmaster controlled turnouts are LT12-LT16, and LT25. Ground throws in the yard are not shown. Green track icons and turnouts refer to the locomotive yard. Mainline turnouts are shown in white and are controlled by the dispatcher. The yard crew may use locomotive tracks for runarounds with the permission of the Hostler.

Turnout Control (Arrival / Departure)

On the turnouts serving the arrival and departure tracks, there are route buttons for the east end and west end of the yard. Arrival / departure tracks are Tracks 4 to 6 and 7 which should be used for run arounds as needed and for building the main line and industrial locals. To set a route for west bound trains, left click on the lamp for EAST TRACK 4, 5, 6 or 7. The lamp will light and the route is set. Selecting another track in the same manner will deactivate the previous lamp, light the new lamp and set the new route. The same procedure is used for arriving east bound trains using the West Track lamps 4 through 7.

Yard Entrance Signals

In addition to turnout controls, the yardmaster has two entrance signals, #453 and #455. Signal 453 protects the east end of the yard. Signal 455 protects the west end. The yardmaster should ensure that these signals remain red until he / she is ready for a train to arrive. When the yardmaster has aligned a route for an arriving train, the yardmaster, then left clicks on the appropriate signal to clear the train into the yard. This also clears signals on the mainline telling the train crew to proceed. Once the train has entered the yard, the signal should be set back to red.

Storage Tracks 8 through 16

Ground throws control tracks 8 through 16. The yard engine crew throw these ground throws as needed, returning them to the Green position when work is complete.

The Yardmaster authorizes trains to enter and depart the main yard; controls the main yard turnouts in order to route arriving and departing trains into and out of the yard; coordinates yard engine movements of freight cars with the yard locomotive crew; assigns departure tracks for departing train consists; authorizes locomotives to enter and exit the main yard when traveling to and from the locomotive yard; and coordinates all departing and arriving train movements with the Dispatcher; controls signals at each entrance and exit to the yard. Yardmasters communicate with the yard locomotive crew and all trains in the yard on the Yard radio channel.

Screen Markers

The Yardmaster uses screen markers track train locations on the Yardmaster's console. When trains are parked on any arrival, departure or storage tracks, a yellow marker with the Train's number is placed over the occupied track. When a consist is assembled (no

locomotive present) for a train, the yardmaster will use the white markers (denoted as 'CNST') to place on the track where the consist is located. If a storage track is full, the yardmaster will place a red 'FULL' marker on the track at capacity.

Departing the Yard

When a train requests to enter the mainline, the Yardmaster sets the assigned departure route in the yard and contacts the Dispatcher via telephone to see if the mainline is clear. If the Dispatcher clears the train to enter the mainline the Yardmaster will authorize the train to depart the yard and inform the train crew to switch to the road channel. Here is an example:

Engineer: "Train 301 to Yardmaster"

Yardmaster: "Go Ahead 301"

Engineer: "Train 301 is ready to depart the yard on Track 5."

The Yardmaster contacts the Dispatcher to get mainline clearance. If clearance is obtained, the Yardmaster aligns the turnouts so Train 301 can depart the yard.

Yardmaster: "Roger 301, you are cleared to depart Track 5. Contact the Dispatch on the road channel prior to departure."

Engineer: "Roger Yardmaster, copy Train 301 cleared to depart Track 5 and contact Dispatch on the road channel. Train 301 out."



Nickel City Yard

Arriving in the Yard

When trains are scheduled to arrive in Nickel City Yard, the Dispatcher shall contact the Yardmaster by telephone to see if clearance to enter the yard is available prior to clearing a train to proceed to the Yard. If clearance is obtained the Dispatcher will advise the Engineer to contact the Yardmaster on the Yard Channel after departing their last cleared position on the mainline but prior to arriving at the yard. The Yardmaster will align the appropriate turnouts and set the entrance signal to green.

The Yardmaster shall keep arrival and departure tracks clear as much as possible. Yard crews are recommended to pull entire consists of arriving trains off arrival tracks to the storage tracks where cars will be switched out and stored.

Car Pull Limits

The yardmaster and yard crew shall note the 5 car pull limit on either side of NC Yard due to the short yard lead. On the west end of the yard, if the yard crew needs more room for switching, the yardmaster will contact the dispatcher to request use of the mainline at CP22 for 'Headroom'. Once switching is complete and the mainline is clear, the Yardmaster will advise the dispatcher via telephone. **Due to the steep grade on the east end of NC Yard, it is not advised that train crews request 'Headroom' past CP17.**

Blocking

Blocking is only required for Trains 502T and 504T. Below is the blocking chart for these trains:

BLOCKING CHART FOR TRAINS 502T AND 504T

← EAST (TOWARDS HARRISBURG (EAST STAGING))

WEST (TOWARDS SHEPPARDSFIELD) →

MR MILLS RIVER	MS MONSERRAT	BR BRISTOW	CC CHESSIE CITY	CV CANOVA	LV LAUREL VALLEY	SP SHEPPARDSFIELD	
							

Hostler

The Hostler’s job is multi-faceted. First, the Hostler maintains the Locomotive Yard. This includes preparing locomotives for departure by retrieving the requested locomotive(s) from their storage track(s), placing them in the proper facing direction, MUing them, and routing them to the locomotive yard to be handed over to the Train crew at the Crew Yard Office.

Second, the Hostler retrieves locomotives arriving into the Locomotive Yard at the Crew Yard Office. Locomotives are turned, refueled, serviced and washed, then stored on the appropriate storage track, which is powered off.

Third, the Hostler programs all DCC throttles for all train crews whether the train is in the Locomotive Yard, on the mainline or in a staging yard. The Hostler refers to the Hostler Power Desk Assignment sheet which lists each locomotive and its associated DCC address as to which train it is assigned to. Appendix D provides a sample Hostler Power Desk Assignment Sheet.

Fourth, the Hostler operates the lighting controls for the layout. The Hostler raises and lowers the track lighting and activates the blue lights in accordance with the time of day.

Finally, the Hostler monitors the Operations Call Sheet and calls train crews at their scheduled times. The Hostler assures that train crews sign in; are provided their assigned switch lists and throttles; sign out after completing their assignment; and throttles are de-selected from the DCC system.

Hostler duties are divided into two hour shifts, two shifts per session.

Power conservation is also the responsibility of the Dispatcher. Each staging yard track has a power cutoff switch. While trains are parked on a staging track, track power is turned off. Prior to a train departing the staging yard or shortly after arriving in the staging yard, the Dispatcher will cut off power to the staging track. Toggle switch position also serves as an occupancy indicator. When a staging track is occupied, the toggle switch for that track is in the off or down position. When a staging track is