

OPERATING RULES

Rules (Operating) For Passenger Engineers

1. Check engine thoroughly before signing Release Slip for Engine Yard Service Master.
2. Obtain "Scheduled Run Card" for train you are assigned to, from Station Master, upon arrival at passenger terminal.
3. a. Couple to assigned train as smoothly as possible without jerking and without endangering the lives on board.
b. Build up all possible drawbar slack for ease in starting long or heavy train.
4. Check departure time with Master Clock and study Scheduled Run Card.
5. Depart *exactly on time*, smoothly and with a gradual increasing of speed, obeying speed limit signs and signals.
6. Scheduled Stops must be approached with a gradual slowing down. Starting procedure to be same as 5.
7. Signal indications are to be obeyed. GREEN is clear, AMBER is caution, RED is stop.
8. In the event some of the cars are derailed, train is to be brought to a stop as quickly as possible without further damage to cars. A red Flare must be set out 523 scale feet from rear and from front of train. (In daytime, red flags may be used.)*
9. Emergency stop requires placing of flare 523 scale ft. from rear of train. (In daytime, red flags may be used.)
10. At the end of run, make written report on engine's performance and on any repairs that should be made and turn it over (with engine) to Engine Yard Service crew at passenger terminal.

Rules (Operating) For Freight Engineers

1. Check engine thoroughly before signing Release Slip for Engine Yard Service Master.
2. Obtain "Scheduled Run Card" for train you are assigned to from Freight Yard Master, upon arrival at Freight Lead-Out Track.
3. Couple to assigned train as smoothly as possible to avoid damaging cargo or livestock. Build up all possible drawbar slack for ease in starting long or heavy train.
4. Check departure time with Master Clock and study Scheduled Run Card. Cars to be dropped off will be at head end of train. Cars to be picked up will be placed at head end of train. Twenty minutes (scale time) will be allowed for dropping and picking up cars at each siding.
5. Depart exactly on time, smoothly and with a gradual increasing of speed, obeying speed limit signs and signals.
6. Scheduled Stops must be approached with a gradual slowing down. Starting procedure to be the same as 5.
7. Signal indications are to be obeyed. GREEN is clear, AMBER is caution, RED is stop.
8. In the event some of the cars are derailed, train is to be brought to a stop as quickly as possible without further damage to the cars. A red Flare must be set out 523 scale feet from rear and from front of train. (In daytime, red flags may be used.)*
9. Emergency Stop requires placing of flare 523 scale feet from rear of train. (In daytime, red flags may be used.)
10. At end of run, make written report on engine's performance and on any repairs that should be made and turn it over (with engine) to Engine Yard Service crew at end of Freight Lead-In Track.

NOTE: Engineer operating articulated locomotive must not enter a curve on double track when another train is approaching. The overhang of the articulated locomotive is too great for clearance.

Rules (Operating For Freight Yard Switcher

1. Obtain "Freight Car Consist" Card from Freight Yard Master and arrange cars according to order listed on card. Twenty scale minutes before train departure time, the cars assigned to that particular train must be moved to the Freight Yard Lead-Out Track.
2. As soon as an Inbound Train has entered the Freight Yard Lead-In Track the cars are to be switched by the Yard Switcher to the Yard Tracks for classification. Cars requiring major repairs or overhauling are to be moved to the Car Repair Tracks.

Rules (Operating) For Passenger Yard Switch Engineers

1. Obtain "Passenger Car Consist" Card from Station Master of Passenger Terminal and arrange cars according to order listed on card. Twenty scale minutes before train departure time the cars assigned to that particular train must be moved to the Lead-Out Track at Passenger Terminal.
2. As soon as an In-Bound Train has entered the Passenger Terminal, the cars are to be switched by the Yard Switcher to the Yard Tracks for cleaning, minor repairing and arranged for the next trip. Cars requiring major repairs and overhauling are to be moved to the Car Repair Tracks.

Duties of Engine Yard Service Master

1. Store engines according to classification (Passenger, Freight, Switcher, Repair, Scrap) and in the numerical order in which they are to be used, repaired or scrapped.
Two tracks are to be used exclusively for passenger engine storage; two tracks are to be used exclusively for freight engine storage; one track is to be used for switcher storage; one track is to be used for engine repair and one track is to be used for engine scrapping.
2. "Release Slip" signed by Freight or Passenger Engineer requesting engine for scheduled run, must be permanently filed according to engine number in the Engine and Car Records File.

Restrictions of Equipment

1. It is the duty of the Dispatcher to advise all engine crews of restrictions imposed on any equipment due to flanges, radii, rail weight, clearance, or other limitation. Crewmen operating such equipment in restricted areas, causing derailment or wreck shall be subject to whatever disciplinary action is required.*
- *A) In the event of a collision involving two trains, both engineers must appear before a Board of Inquiry which shall determine the cause, who is to blame, and the punishment to be meted out.
B) All minor wrecks shall be investigated by the Division Superintendent in whose division the wreck occurred. He shall determine the cause, who is to blame and the punishment to be meted out.

The end of an era. Ties remain but almost all of the rails have been pulled up. It can be expected that the Western Valley will again someday resume operation with fast freights and limiteds.

