

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 Headlight

The lead locomotive of all trains and all light locomotives shall display a headlight in the direction of travel while moving.

1.4 Staging

The dispatcher controls all staging tracks. Before aligning switches for departure or entrance, moving a train from a departure track or entering any track in a staging area, obtain permission from the dispatcher. Card boxes at the staging areas contain locomotive cards and car cards for each train. There are 2 side by side boxes for each track at Columbia, 2 stacked boxes for each track at Cumberland, and 1 box for each track at Harrisburg; Washington DC; and Reading.

1.4.1 Departing

Pick up the locomotive and car cards for your train (from BOTH boxes if there are 2). Select the locomotive on your throttle. **After obtaining dispatcher** permission to depart, align all switches for your track. When the switches are properly aligned, the **GREEN** LED indicator for your track will turn on. Then turn on staging area track power for your track by inserting a plug in the proper receptacle on the control panel. When your locomotives depart the staging track, remove the power plug and return it to the top "OFF" receptacle. Do NOT realign switches.

1.4.2 Entering

NOTE: Crews of trains about to enter Reading, Harrisburg and Washington DC staging must **STOP** their train as the locomotive is passing the display cases

behind the Baltimore WM Yard. Then go into the other room to align switches and set up power for the track authorized by the dispatcher.

1.9 Maximum Speeds

Normal Speed passenger 45 MPH.
 freight 40 MPH.

[Indicated by a clear signal]

Medium Speed 25 MPH.

[Indicated by an approach signal]

Restricted Speed 15 MPH (includes all movements within yard limits, on industrial tracks, on running tracks and by dark signals).

[Indicated by a restricted signal]

Section 2 -- Communications

2.1 Dispatchers

2.1.1 Radio

Normally, contact a dispatcher using two-way radio. When working with the Reading/Western Maryland Dispatcher, use channel 5. When working with the Pennsylvania Railroad Dispatcher, use channel 8.

Section 3 – Passenger Operations

3.0 Overview

Passenger trains run on a Public Timetable. The same rules that govern freight train movement also govern ALL passenger train movement.

3.2 Yardmasters

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

Section 5 -- Interlocking Rules

5.1 Permission

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

Section 7 -- Signal Rules

... See reverse of this sheet ...

7.6 Hand Switches

Clearance onto a dispatcher-controlled signaled or running track includes permission to operate all hand switches on that track. Before operating a manually controlled crossover, you need permission onto BOTH tracks. Unless instructed otherwise, return ALL hand switches on controlled track to normal position after you clear them and notify the controlling dispatcher after you have done so.

Section 7 -- Signal Rules

7.0 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.

7.1 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.			