



YARDMASTERS GUIDE

No. 7

Effective 12:01 AM, EASTERN STANDARD TIME,
Wednesday, June 13, 1956

South Central Region



FOR THE GOVERNMENT OF EMPLOYEES ONLY



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Superintendent

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

Section 1 -- Yard operations

1.0 Overview

The yardmaster shall control all track use and train movement within yard limits. No train shall move without the yardmaster's expressed permission.

1.1 Yard Limits

The yardmaster controls all trackage between yard limit signs. These signs are located trackside or overhead on signal bridges. The yard limit signs align with a signal to provide a specific visual definition of the place where transition occurs from the yardmaster's territory to the dispatcher's territory. Yard limit signs are white and V shaped.

1.2 Headroom

Headroom is permission to occupy a dispatcher-controlled track beyond yard limits that a train may temporarily need in order to perform its yard work. "Taking headroom", means that a train departs the yard to occupy the dispatcher controlled track and then reverses direction to re-enter the yard and vacate the dispatcher controlled track. Follow all rules and signaling devices on the occupied dispatcher controlled track.

Before you move a train out of yard limits, obtain permission from the dispatcher for "headroom" on the desired track (it is necessary to specify which track you want permission to occupy). When the train vacates the dispatcher controlled track, notify the dispatcher that you "release headroom" for the specified track. If you need to make multiple moves, ask for permission to "hold headroom" on the desired track. When you vacate the dispatcher controlled track for the FINAL TIME, notify the dispatcher that you "release headroom" for the specified track.

1.3 Yard Track Usage

The yardmaster can use any track under his control for any purpose at any time. There may be suggestions for track usage posted at a yard, but they are just suggestions.

NOTE: They are good suggestions, based on experience with what works well.

1.4 Early departure of trains

When the yardmaster has a train made up ahead of schedule AND that train has the maximum allowed number of cars, the yardmaster may call the dispatcher and request a crew for that train. The dispatcher will make an effort to provide a crew at his earliest opportunity. This may or may not be the next available crew, depending upon other conditions on the railroad.

1.5 Additional assistance

A yardmaster may, at any time and for any reason, ask the dispatcher for temporary help for his yard. The dispatcher will assign a road crew to serve as a yard crew until the yardmaster releases them back to the dispatcher for road crew service. This crew may do for drill work, hostler duties, paperwork assistance or local switching. The superintendent shall approve other uses before the yardmaster requests a crew.

Section 2 – Essential Paperwork

2.0 Overview

The following essential paperwork assists each yardmaster in doing his job.

2.1 Train Program

The Train Program sheet lists all passenger trains, scheduled freights, extra freights, and locals entering, departing, or passing through the yard. It includes blocking instructions, maximum train lengths (where applicable), Public Timetable times, and a guaranteed connection listing. It also lists any power restrictions for trains.

NOTE: A maximum train length of "No limit" means a train may take all available cars for the listed blocking. In addition, "DS limit" means to ask the dispatcher for the car limit of the train. You

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may ask the dispatcher for this limit IN ADVANCE of the actual departure time of the train for planning purposes.

2.2 Turnover Report

The turnover report contains additional notes or instructions passed on by the previous trick's yardmaster. This includes any notes on special movements that will happen during your trick, special track considerations (such as slow restrictions), notes on extras that you should expect to be run during your trick, etc. It may include instructions about certain power already assigned to be run on certain trains during your trick. In addition, it can have special instructions (from the Superintendent) on certain situations that may have been found to have been incorrectly handled by other yardmasters during previous tricks.

2.3 Wall Charts (Blocking Charts)

Blocking Charts, displayed on the wall behind or above each yard, contain the blocking instructions for trains. Rather than list all trains that have a certain blocking, they list a type of blocking for a series of trains. For example, series "R" may be for all trains to Rutherford Yard and series "W" may be trains for Washington, DC. The Train Program (see section 2.1) will tell you which blocking series to use for each train that departs your yard. Some locals require that you further block cars by industry. The Blocking Chart also shows this specific industry-by-industry blocking. If industry level blocking instructions are not on the Blocking Chart for a certain series, then you are NOT required to do industry level blocking for that train.

Section 3 -- Train composition

3.0 Overview

The yardmaster shall be responsible for all trains, passenger and freight within the yard limits. Wall charts posted above all yards show all arriving, departing and run-through trains for that yard.

3.1 Passenger Operations

When a passenger train needs to pass through your area or stop at a station in your area, give it precedence to ensuring timely passage. Passenger trains shall not move within yard limits without yardmaster permission. A copy of the Passenger Public Timetable is included on the yard's clipboard.

3.2 Freight Operations

3.2.1 Precedence

The Train Program (see section 2.1) lists a suggested order for the trains to depart. Run all trains listed on the "Scheduled Freights" section of the Train Program before the end of the trick (even if they are not at capacity). EXCEPTIONS to the suggested order may be made at the yardmaster's discretion (or superintendent's direction), especially if an arriving train is blocking a mainline track or contains cars needed to make a connection with another train. You may also make an exception if a departing train is not at capacity and the yard has unclassified cars that you can EASILY and QUICKLY place on the train. Do NOT hold a train to ensure that every unclassified car in the yard for those destinations make the train ("cherry picking") unless you are ensuring a guaranteed connection, or the Train Program or Superintendent specifically instructs you to do so.

3.2.2 Maximum train size

All trains going to staging have an authorized maximum number of cars (EXCLUDING LOCOS AND CABOOSE/CABIN) upon departure from your yard. To obtain this number, ask the dispatcher. Do not allow a train to depart your yard with more than the maximum number of cars. It MAY be necessary to remove cars from a train if the train contains more cars than allowed when leaving your yard. This rule applies even if the cars are for the correct destination. EXCEPTION: There is no maximum train size IF the train is not going directly to staging, but will stop at another yard first (staging is located at: Columbia; Washington DC; Harrisburg; Reading; Cumberland; and the N&W's Shomo Yard).

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3.2.3 Guaranteed Connections

The train program (see section 2.1) lists the guaranteed connections. Do not release trains with guaranteed connection UNLESS THE DEPARTING TRAIN IS ALREADY AT CAPACITY. This restriction means that you must hold the departing train until cars from the guaranteed connection have been added to the departing train, or the departing train is already at its maximum capacity.

3.2.4 Cabin/Caboose usage

All trains, other than ones doing drill moves, shall have a cabin/caboose attached. A local train (one that does not take more than one mainline signal) may attach the cabin/caboose next to the locomotive. Road trains shall attach the caboose at the end of the train.

3.2.5 Terminations

Any car with a "VIA" destination of your yard either terminates in your yard or goes on a local out of your yard. This can be determined by looking at the color of the "TO" line on the waybill. If the "TO" line is black, the car terminates in your yard. If the "TO" line is another color, the car goes on a local from your yard. Place cars that terminate in your yard on an appropriate track and leave them there at the end of the session. DO NOT flip (refold) waybills on freight cars.

NOTE: Some cars may have Routing Inserts routing them VIA Baltimore WM Yard or VIA Baltimore PRR Yard. See yard specific instructions for information on how to classify incoming cars arriving at Baltimore WM Yard or Baltimore PRR Yard with these inserts. Other yards should route them as they would any other car to that destination.

3.2.6 Blocking cars

Determine the proper sequence of car blocks for each train by referring to the Train Program (see section 2.1) and the Blocking Charts (see section 2.3).

3.2.6.1 Road trains

Form cars into blocks based upon the location stated in the color coded "VIA" line of the waybill. Take all cars for the first listed location block before adding cars for the next listed location block. Continue adding cars to a train for each successively listed location block until the train reaches the maximum number of cars for that train or the yard no longer has cars for the specified destinations.

3.2.6.2 Local trains

If cars with multiple "TO" destinations depart on the same train, form cars into blocks based upon the destination stated in the color coded "TO" destination line of the waybill. The wall charts will specify which cars you shall block by industry name within "TO" destinations and in what order. If the wall chart does not specify industry blocking, then, you do not need to blocked cars by industry.

3.2.7 Hazardous cars

Notations on car cards specifically identify hazardous cars. 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

For crew protection, place at least one idler car between any hazardous car and the locomotive or cabin/caboose. 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.

3.2.8 High and Wide cars

Blue car cards identify cars used for moving High and Wide loads. When inserting High and Wide loads into a train, also 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 two loaded High and Wide cars can serve as both the trailing idler for one load and the leading idler for the next load. When forming a local train scheduled to pick up a High and Wide load, place two idler cars into that train for each High and Wide load that the train is to pick up. Classify returned idler cars as you would any other car arriving at the yard.

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3.2.9 LCL cars

Cars designated as LCL have an LCL insert behind a green waybill. Give precedence to LCL cars over non-LCL cars for the SAME destination. Make every effort to ensure that these cars arrive in a timely fashion. When removing cars from a freight train due to the maximum size being exceeded (see section 3.2.2), do NOT remove LCL cars.

Section 4 -- Yard specific rules

4.0 Overview

The following rules apply ONLY to the specified yard. The yards are listed in this section in the following sequence:

- Baltimore PRR – Paragraph 4.1 on page 4
- Baltimore WM – Paragraph 4.2 on page 5
- Enola – Paragraph 4.3 on page 8
- Hagerstown – Paragraph 4.4 on page 9
- Rutherford – Paragraph 4.5 on page 10

4.1 Baltimore PRR Yard

4.1.0 Communications

Talk directly to the PRR Dispatcher. You do not need a radio headset for this position.

4.1.1 Track Usage

Because of the varying numbers of cars for each destination throughout the session and the limited number of tracks, there is no suggested track usage for this yard. You can and will need to use any track for different purposes throughout the session. However, it is prudent to keep tracks adjoining the mid yard crossover clear so that locomotives of incoming trains have an escape. It is also prudent to verify the car count for all incoming trains so that you can pre-position a yard switcher to move behind the train (into NB interlocking) if the train will not fit into the yard proper.

The yardmaster MAY block freight yard ladders at his discretion.

Do NOT block road crossings for extended periods.

The Baltimore PRR Yardmaster controls track from the signal at NB, around the loop in the tunnel up to, but NOT including the grade crossing at AX Tower. (The Baltimore WM Yardmaster controls track in the grade crossing and beyond.)

4.1.2 Power Assignments

4.1.2.1 Lurgan Power Foreman ON duty

When the Lurgan Power Foreman is on duty, contact the Lurgan Power Foreman for power assignments for ALL trains.

4.1.2.2 Lurgan Power Foreman OFF duty

When the Lurgan Power Foreman is NOT on duty assign power as follows:

4.1.2.2.1 Road power for Local trains

Some switchers are specifically identified as "yard switchers". The other switchers are "local switchers". Do NOT assign "yard switchers" to any departing train except BALT. The Train Program (see paragraph 2.1) may list other power requirements for individual trains.

4.1.2.2.2 All other road power

You may assign all other appropriate power to any train. The Train Program (see paragraph 2.1) may list other power requirements for individual trains.

4.1.3 Turning Steam Locomotives

Turn steam locomotives before you assign them to departing trains. Do NOT turn steam locomotives that you return light to Lurgan.

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4.1.4 Cabin Usage

Certain (wooden) cabins are specified for local use only. You may use these cabins on all locals, including BALT, the NB Local, B-93, and BP-102. Do NOT send a local use only cabin on a road train to Enola Yard. You may assign any other cabin/caboose to any train. If a train sets off an extra cabin/caboose, return it to the proper railroad, on the next appropriate train IN ADDITION to the normal cabin/caboose. Place this extra cabin/caboose in the train anywhere that you could place a freight car. The extra cabin/caboose does NOT count toward the maximum car count for that train.

4.1.5 Yard Crewed Locals

The yardmaster is responsible for running some local trains when the Train Program schedules them for the current trick.

4.1.5.1 BALT

"BALT", a transfer to Baltimore WM Yard. Power this train with "yard switchers". Coordinate movement with the PRR Dispatcher and the Baltimore WM Yardmaster.

4.1.5.2 NB Local

"NB Local" is a local to the NB (North Baltimore) industrial area. Run it anytime during the session as feasible. Power this train with the "yard switcher". Coordinate movement with the PRR Dispatcher.

NOTE: A cabin with antennas will NOT fit under the Greenfield Manufacturing building.

4.1.5.3 BP-119/BP-102

"BP-119" and "BP-102" are the locals to and from Washington, DC. Run them anytime during the session as feasible. Train BP-119 arrives from Washington, DC, with switchers. Use the same switchers to power train BP-102 returning to Washington, DC. Coordinate movement with the PRR Dispatcher. The yardmaster, dispatcher, or superintendent may elect to have a road crew operate either or both of these trains.

4.1.6 Passenger Trains

The passenger station at the rear of the yard is the Western Maryland's Hillen Station. The Baltimore PRR Yardmaster controls trackage for the station. Several Western Maryland passenger trains will enter the yard to stop at Hillen Station. These trains MAY have a set out or pickup of a baggage or express car. A PRR baggage or express car routed to Washington DC may be set out at Hillen Station. Place these cars at BP Interlocking for pickup by a PRR Mail and Express train at the time indicated in the Train Program (see section 2.1). Coordinate your movements with the PRR Dispatcher. In addition, a PRR Mail and Express train from Washington, DC, may set off cars at BP. The Baltimore PRR Yardmaster must retrieve these cars and place them on Western Maryland passenger trains at Hillen Station.

4.1.7 Routing Inserts

Several cars will come in with a front waybill that says "INTERCHANGE VIA BALTIMORE PRR YARD" and a note that the Baltimore PRR Yardmaster should remove that insert. Behind these inserts are "normal" waybills. Remove the inserts and put them in any available car card box for holding. Route such cars according to the waybills behind the inserts. This procedure models multiple interchange gateways.

NOTE: Do NOT remove inserts that say "INTERCHANGE VIA BALTIMORE WM YARD". Classify them for Baltimore WM Yard.

4.2 Baltimore WM Yard

4.2.0 Communications

Use the telephone to contact the dispatchers. No radio headset is required for this position. Signal the WM Dispatcher with 1 ring. The WM Dispatcher will signal you with 1 ring. Signal the PRR Dispatcher with 3 rings. The PRR Dispatcher will signal you with 3 rings. Before speaking, set the rotary switch to "WM" for the WM Dispatcher or to "PRR" for the PRR Dispatcher.

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4.2.2 Power Assignments

4.2.2.1 Lurgan Power Foreman ON duty

When the Lurgan Power Foreman is on duty, contact the Lurgan Power Foreman for power assignments for ALL trains.

4.2.2.2 Lurgan Power Foreman OFF duty

When the Lurgan Power Foreman is NOT on duty assign power as follows:

4.2.2.2.1 Reading road power

Return any RDG power in this yard on the next train with a destination of Rutherford Yard or Reading. You may service RDG power (send it to the service facility) before return. After servicing, return RDG power on the first appropriate train. Do NOT send RDG power to any other location.

4.2.2.2.2 All other road power

Assign the locomotives from the WM train from Hagerstown to the return trip back to Hagerstown. Do NOT assign any locomotives designated as "yard switchers" to any departing train. You may assign all other appropriate power to any train. The Train Program (see paragraph 2.1) may list other power requirements for individual trains.

4.2.3 Turning Steam Locomotives

Turn steam locomotives before you assign them to departing trains. Do NOT turn steam locomotives that you return light to Lurgan.

4.2.4 Cabin/Caboose Usage

You may assign any cabin/caboose to any train. If a train sets off an extra cabin/caboose, return it to the proper railroad, on the next appropriate train IN ADDITION to the normal cabin/caboose. Place this extra cabin/caboose in the train anywhere that you could place a freight car. The extra cabin/caboose does NOT count toward the maximum car count for that train.

4.2.5 Aux Yard

You are responsible for the "Aux" or "Auxiliary" Yard, the small, black-ballasted yard located beyond the passenger station, just before the tunnel on the WM main. There will be pickups and setouts for this yard. All setouts will say "Spot in Aux Yard" clearly on the waybill. Also, spot any bad order cars (with pink bad order inserts) in the Aux Yard.

4.2.6 Yard Entry Interlockings

When sending trains out of the yard:

- Contact the WM Dispatcher to release trains through Porters
- Contact the PRR Dispatcher to release trains through NB (including passenger trains needing to pass thru NB going to or from the Baltimore WM Passenger Station)

4.2.7 Track names leaving yard and permissions

In addition to the mainline track that leaves the yard at EG (under the bridge), there is a direct track into NB interlocking from Yard Track 10. This direct track is the "Escape Track" and trains shall obtain PRR Dispatcher permission before passing the signal and entering NB. Also, a crossover exists between Yard Track 10 and the WM main between the Aux Yard and passenger station. This is the "Aux" crossover. The Baltimore WM Yardmaster controls track from the signal at NB, past the passenger station, to and including the grade crossing at AX Tower. (The Baltimore PRR Yardmaster controls track beyond the grade crossing.) The WM Yardmaster may use this track at any time for any purpose; however, he should be prepared to permit immediate access to the passenger station for timetable passenger trains.

4.2.8 Routing Inserts

Several cars will come in with a front waybill that says "INTERCHANGE VIA BALTIMORE WM YARD" and a note that the Baltimore WM Yardmaster should remove that insert. "Normal" waybills are behind these inserts. Remove the inserts and put them in any available car card box for

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holding. Then, route such cars normally according to the waybills that were behind the inserts. This procedure models multiple interchange gateways.

NOTE: Do NOT remove inserts that say "INTERCHANGE VIA BALTIMORE PRR YARD". Classify them for Baltimore PRR Yard.

4.2.9 Classification Track Map

The following is to be used ONLY AS GUIDANCE. Any track may be used at any time for any purpose.

Baltimore WM Yard		Classification
TRACK MAP		
Track Number	Destinations or Usage	
10	Baltimore PRR	Washington
9	Hagerstown	Shomo Yard
8	Cumberland	Hopper only
7	Cumberland	Freight only
6	Baltimore WM	
5	Rutherford	
4	Reading	
3	Lancaster Philadelphia	Enola Yard
2	Baltimore WM	
1	Baltimore WM	

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4.3 Enola Yard

4.3.0 Communications

Talk directly to the PRR Dispatcher. You do not need a radio headset for this position.

4.3.2 Power Assignments

4.3.2.1 Lurgan Power Foreman ON duty

When the Lurgan Power Foreman is on duty, contact the Lurgan Power Foreman for power assignments for ALL trains.

4.3.2.2 Lurgan Power Foreman OFF duty

When the Lurgan Power Foreman is NOT on duty assign power as follows:

4.3.2.2.1 Electric Locomotives

You may use Electric Locomotives ONLY on trains that run between Enola Yard and Columbia staging (trains that run VIA Lancaster or VIA Philadelphia).

4.3.2.2.2 Reading road power

Return Reading road power (and caboose) that enters the yard on a transfer from Rutherford Yard on the SAME transfer going back to Rutherford Yard. Do NOT store Reading road power in the yard.

4.3.2.2.3 All other road power

Do NOT assign any locomotives designated as "yard switchers" to any departing train. You may assign all other appropriate power to any train. The Train Program (see paragraph 2.1) may list other power requirements for individual trains.

4.3.3 Caboose/Cabin Usage

You may assign any cabin/caboose to any train.

4.3.4 Service Tracks

You are responsible for servicing the car shop, machine shop, outdoor crane, oil, sand, and coal tipple. You may ask the PRR Dispatcher for a road crew to do servicing if you do not have time. Switcher(s) should be used, not road power, to service these areas.

4.3.5 Catenary

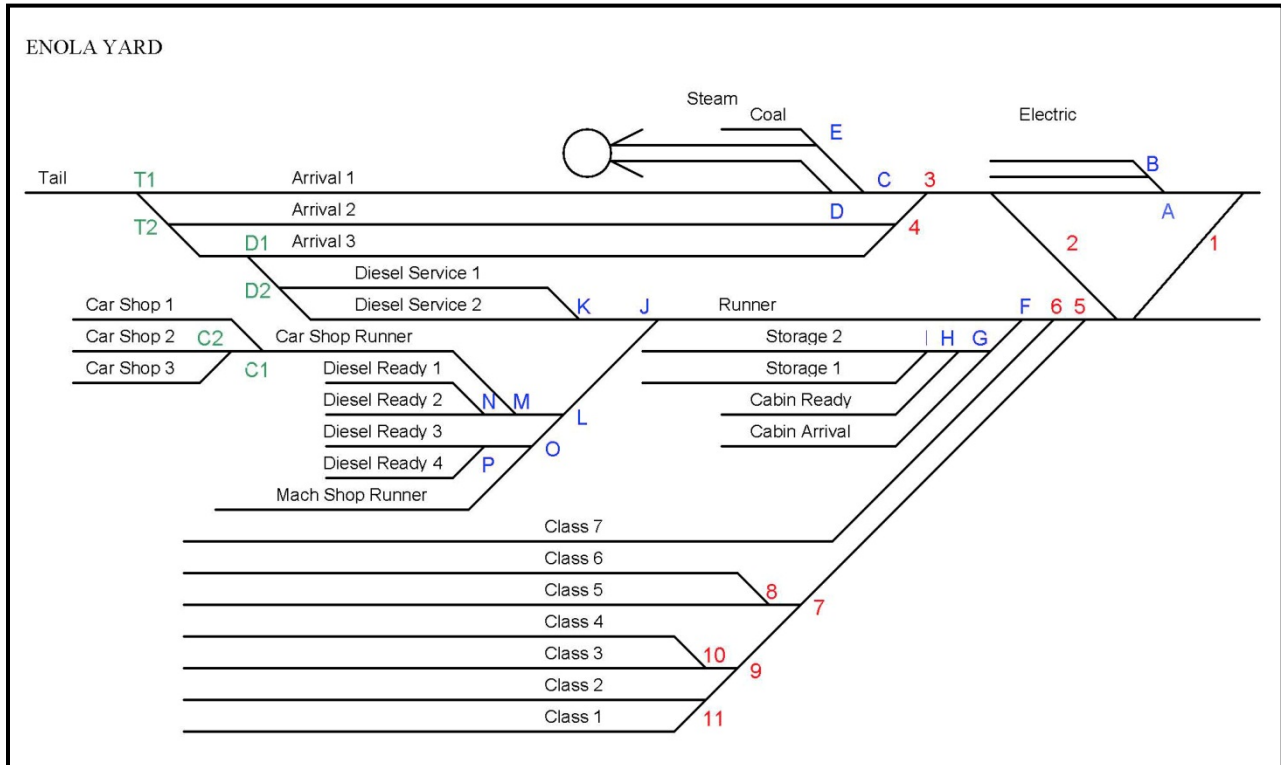
(Invisible) catenary (REQUIRED TO RUN ELECTRIC LOCOMOTIVES) exists ONLY on the two tracks south of DAY, the crossovers at DAY, the electric storage tracks, the three arrival tracks, and the arrival tail track. Catenary does NOT exist on the diesel servicing tracks, steam tracks, or yard classification tracks. You may NOT run electric locomotives (without a diesel/steam locomotive to push/pull them) at any location without catenary.

4.3.6 Control Panels

Switches 1-4 are controlled by a main panel at the yardmaster's area. This panel has the capability to remote these switches to the classification crew's panel. An LED will indicate when these switches are remotored. Switches 5-11 are ONLY on the Classifications crew's panel. Switches A-I are controlled ONLY by a panel at the yardmaster's area. Switches J-P are controlled by a main panel at the yardmaster's area. This panel has the capability to remote these switches to a panel for the Lurgan Power Foreman located beside the turntable controls. An LED will indicate when these switches are remotored. Switches T1-T2 are located on a panel at the end of the yard for road crews to control. Switches D1-D2 are located on a panel on the far aisle for road crews to control. Switches C1-C2 are located on a panel on the far aisle for the switching crew to control.

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4.3.7 ENOLA Yard Schematic



4.4 Hagerstown Yard

4.4.0 Communications

Talk directly to the WM Dispatcher. You do not need a radio headset for this position.

3.4.1 Track Usage

Because of the varying numbers of cars for each destination throughout the session and the limited number of tracks, there is no suggested track usage for this yard. You can and will need to use any track for different purposes throughout the session.

4.4.2 Power Assignments

4.4.2.1 Lurgan Power Foreman ON duty

When the Lurgan Power Foreman is on duty, contact the Lurgan Power Foreman for power assignments for ALL trains.

4.4.2.2 Lurgan Power Foreman OFF duty

When the Lurgan Power Foreman is NOT on duty, assign power as follows:

4.4.2.2.1 Local train power

Some switchers are specifically identified as "yard switchers". The other switchers are "local switchers". Do NOT assign "yard switchers" to any departing train except. The Train Program (see paragraph 2.1) may list other power requirements for individual trains.

4.4.2.2.2 All other Western Maryland road power

Do NOT assign any locomotives designated as "yard switchers" to any departing train. You may assign all other appropriate power to any train. The Train Program (see paragraph 2.1) may list other power requirements for individual trains.

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4.4.3 Turning Steam Locomotives

Turn steam locomotives before you assign them to departing trains. Do NOT turn steam locomotives you return light to Lurgan.

4.4.4 Caboose Usage

You may assign any caboose to any train. If a train sets off an extra cabin/caboose, return it to the proper railroad, on the next appropriate train IN ADDITION to the normal cabin/caboose. This extra cabin/caboose may be placed anywhere in the train that a freight car may be placed. The extra cabin/caboose does NOT count toward the maximum car count for that train.

4.4.5 Passenger trains

Do not start to drill passenger trains until at least 10 minutes after their arrival. Turn all passenger trains on the wye so that they are ready for their crews at least 10 minutes prior to scheduled departure times.

NOTE: Some passenger trains will have cars that need to be set out at locations designated on their waybills.

4.4.6 N&W's Shomo Yard (staging)

N&W's Shomo Yard (staging) interchanges with the Western Maryland at the "tail" of the wye. All trains going to and from Shomo Yard require power and caboose changes. Store N&W power and cabooses at the engine facility. Returned them to Shomo Yard on the next N&W train with that destination.

4.5 Rutherford Yard

4.5.0 Communications

Use the telephone to contact the Reading/Western Maryland Dispatcher. You do not need a radio headset for this position. Signal the dispatcher with 2 rings. The dispatcher will signal you with 2 rings.

4.5.2 Power Assignments

4.5.2.1 Lurgan Power Foreman ON duty

When the Lurgan Power Foreman is on duty, contact the Lurgan Power Foreman for power assignments for ALL trains.

4.5.2.2 Lurgan Power Foreman OFF duty

When the Lurgan Power Foreman is NOT on duty assign power as follows:

4.5.2.2.1 Western Maryland road power

Return any WM power in this yard on the next train with a destination of BALTIMORE WM yard. WM power may be serviced (sent to service facility) before return. After servicing, return WM power on the first appropriate train. WM power shall NOT be sent to any other location.

4.5.2.2.2 Pennsylvania road power

Return Pennsylvania road power (and cabin) that enters the yard on a transfer from Enola Yard on the SAME transfer going back to Enola Yard. Do NOT store Pennsylvania road power in the yard.

4.5.2.2.3 All other road power

Do NOT assign any locomotives designated as "yard switchers" to any departing train. You may assign all other appropriate power to any train. The Train Program (see paragraph 2.1) may list other power requirements for individual trains.

4.5.3 Caboose/Cabin Usage

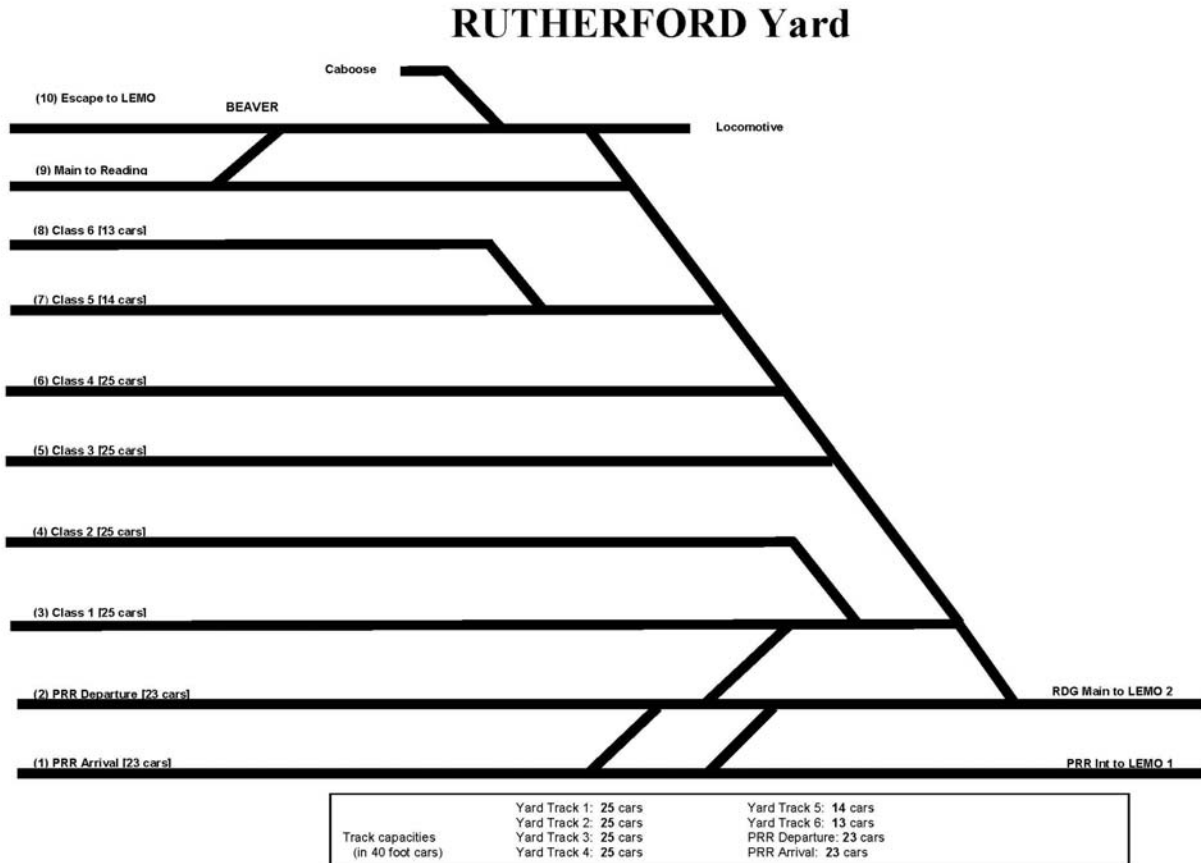
You may assign any cabin/caboose to any train. If a train sets off an extra cabin/caboose, return it to the proper railroad, on the next appropriate train IN ADDITION to the normal cabin/caboose. Place this extra cabin/caboose in the train anywhere that you could place a freight car. The extra cabin/caboose does NOT count toward the maximum car count for that train.

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4.5.4 Service Tracks

You are responsible for servicing oil and sand for the yard. Use switcher(s), not road power, to service these areas.

4.5.5 RUTHERFORD Track Schematic



<http://www.pamodelrailroads.com/jwarner>

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