



**SIERRA CENTRAL RAILROAD**

**REALISTIC OPERATIONS**

**RULE BOOK**

**AS APPROVED 3/2/07**

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# CH 1: OPERATIONS OVERVIEW

This document has been created to demonstrate the procedures for operating a typical session. These procedures were created and documented by the operations committee for the general membership.

1. Run cleaning train on the mainline and clean the yards manually.
2. Set-up cars in staged trains according to the sequence timetable.
3. Double check to see that all trains are staged according to the Train Set-up Check List.
4. Check locomotives off according to the Trainmaster's sheet and place them accordingly.
5. Conduct a meeting with all participants to review the call board assignments and any general announcements.
6. Trainmaster calls the Yardmasters and Hostlers (if any) and gives them proper documentation.
7. Begin operating by using the sequence timetable and Trainmaster's judgment.
8. Call Engineers by order of the call board and give them a train card with appropriate duty and ~~any~~ special instructions (if any).
9. The Engineer must then proceed to check in with the Dispatcher to receive a train order for mainline clearance.
10. Once granted, the Engineer must Contact the Yardmaster to confirm that he has permission to leave the yard. Once the train has finished assigned duties, the Engineer must request permission from the Yardmaster to enter a yard upon completion of his assignment.
11. The Engineer must then return the train card to the Trainmaster and await the next assignment in the designated crew areas.
12. When the session is finished, remove all personal equipment.

## **CH 2: POLICY**

1. Members who are not operating or who are inactive in the session should avoid interaction with operators.
2. Members not actively operating shall not interfere with the dispatcher during prototype operations.
3. The trainmaster of the session has the ultimate responsibility for the operation.

# CH 3: DEFINITIONS

## **Car card:**

**Fast Clock:** A sped-up clock which simulates the faster passing of time to extend timetable operations.

**Operation:** The operation of trains according to a pre-defined plan, usually emulating prototype practices. Various types of operating methods include:

**Operating trains by Waybill:** The movement of trains according to a schedule or other method following prototype practice whereby freight car destinations are assigned based on matching predetermined car loading requirements with available car types in a random fashion. A fast clock and timetable may also be incorporated.

**Running trains:** The movement of trains according to one's fancy without regard to prototype practice.

**Sequence train movement:** The movement of trains according to a pre-arranged series of facts or rules.

**Operations period:** A predetermined amount of time when operations take place.

**Rolling Stock:** A collective term for the cars used by or owned by a railroad.

**Core cars:** Certified privately owned cars that are loaned to the club for a predetermined time frame. Cars may be used for any purpose. This also includes any club owned cars.

**Open House cars (Show Cars):** Certified cars used in trains that are run during special events. Cars are privately owned and do not stay on layout at completion of special event, but return home.

**Operations cars:** Certified privately owned cars that are loaned and remain at the club during the predetermined operations period. At the end of the operations period the cars are returned to their owners.

**Schedule:** That part of a timetable which prescribes class, direction, number and movement of a regular train.

**Siding:**

**Signal:** A device which communicates conditions affecting train movement to the crew.

**Timetable:** The authority for the movement of regular trains subject to the rules. It contains the classified schedule of trains with special instructions relating thereto.

**Train card:**

**Train orders:**

**Turnout:** The device which separates one set of rails into two or more tracks, often called a “switch”.

**Waybill:**

**Yard:** A system of tracks within defined limits provided for making up trains, storing cars, and other purposes.

# CH 4: TRAIN SET-UP CHECK LIST

## **Oakland Pier:**

Set up 8-10 passenger and express cars to be used on train number 100. These same cars will serve as the consist for train number 101. Provided there enough operators these cars should be spread out in the Oakland Pier area for a Switch Engine to assemble into the train. This train can also be made from a single members passenger “Show” Train if there is one available. If this option is utilized it would be best to have that individual assemble the train on a track with locomotives ready to go.

## **Desert Yard:**

Set up 15 freight cars of any era on Track #2 for the SJSL.

Set up 10 freight cars of any era on Track #4 for the Oakland Hauler to pick up.

Set up 15 freight cars of any era on Track #5 for the LAPT.

## **West Oakland/Martinez:**

Set up 10 freight cars randomly on the industry tracks in West Oakland, and Martinez these cars will be switched out by the West Oakland Local.

## **Sacramento Passenger Yard:**

Set up the Track Cleaning Train on Track #3. This should include the brass tank car of cleaner and 2-3 flatcars with rolling cleaning pads.

## **12<sup>th</sup> Street Yard:**

Set up 10 freight cars of any era on Track #1 for the Oakland Hauler.

Set up 10 freight cars of any era on Track #3 for the Oroville Turn.

Set up 10 freight cars of any era on Track #4 for the TSPO.

## **Oroville:**

Set up 10 freight cars randomly on the industry tracks in Oroville. These cars will be switched out by the Oroville Turn.

## **Portola:**

Set up 10 freight cars of any era on Track #1 for the Bieber Turn.

Set up 15 freight cars of any era on Track #2 for the SLSJ.

Set up 10 freight cars of any era on Track #4 for the POTS.

## **Bieber:**

Set up 15 freight cars of any era on the Bieber Passing Siding for the PTLA.

Set up 10 freight cars randomly on the industry tracks in Bieber. These cars will be switched out by the Bieber Turn.

# CH 5: TRACK ASSIGNMENTS

## Desert Yard

PTLA	1
SJSL/SLSJ	2
Oakland Hauler Inbound	3
Oakland Hauler Outbound	4
West Oakland Local Outbound	3
West Oakland Local Inbound	4
LAPT	5

## Portola Yard

100/101	Passing Siding
Bieber Turn	1
SLSJ/SJSL	2
TSPO/POTS	4

## 12<sup>th</sup> Street Yard

Oakland Hauler	1
Oroville Turn	2
TSPO	3
POTS	4

## Sacramento Yard

Cleaning Train	3
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## Oakland Pier

100	2
101	3

## Bieber

LAPT	Passing Siding
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# CH 6: SCRR TRAIN DESCRIPTION

## Oakland Hauler:

The Oakland Hauler is used to move cars for destinations in West Oakland and Martinez from our main classification yard at 12<sup>th</sup> Street. Upon arrival at Desert Yard the Oakland Hauler will pick up cars left by the West Oakland Local and return to 12th Street Yard. Leave the cabooses on the train you brought in. There will already be a caboose on your train going back to 12th Street. Always remember to call the local Yardmaster for permission to enter or leave a yard, and contact the Dispatcher for authority on the Main Line. All trains will operate according to the instructions on the *Train Card*.

## West Oakland Local:

The West Oakland Local (WOL) is a local switching job. WOL picks up its locomotive on the Roundhouse Track at the Oakland Pier and goes to Desert Yard to pick up its train left by the Oakland Hauler. The WOL cannot leave until the Oakland Hauler arrives. The WOL then switches all industries at West Oakland and Martinez.

Once all work is done the WOL returns to Desert Yard leaving its train and caboose on the designated track to be picked up by the Oakland Hauler the next day. Always remember to call the local Yardmaster for permission to enter or leave a yard, and contact the Dispatcher for authority on the Main Line. All trains will operate according to the instructions on the *Train Card*.

## Oroville Turn:

The Oroville Turn is a local switching job. The train departs from 12th Street Yard eastbound for Oroville. The Oroville Turn switches all industries at Oroville and returns to 12th Street Yard. Always remember to call the local Yardmaster for permission to enter or leave a yard, and contact the Dispatcher for authority on the Main Line. All trains will operate according to the instructions on the *Train Card*.

## Bieber Local:

The Bieber Local is another local switching job. It departs from Portola Yard with cars for Bieber's local industries. After switching out all cars at Bieber the local returns to Portola Yard. Always remember to call the local Yardmaster for permission to enter or leave a yard, and contact the Dispatcher for authority on the Main Line. All trains will operate according to the instructions on the *Train Card*.

### Train #100:

Train Number 100 is one of the Sierra Central's premier passenger trains. It departs from the Oakland Pier stopping at all stations between Oakland and Portola. Contact the Portola Yardmaster for instructions on where to leave the train. He may choose to leave it on the Main Line or bring it into the yard. Always remember to call the local Yardmaster for permission to enter or leave a yard, and contact the Dispatcher for authority on the Main Line. All trains will operate according to the instructions on the *Train Card*.

### Train #101:

Train number 101 is the Sierra Central's other premier passenger train, and the westbound counter part to number 100. After new power has been put on the train at Portola, 101 departs westward for Oakland Pier stopping at all stations between Portola and Oakland. Always remember to call the local Yardmaster for permission to enter or leave a yard, and contact the Dispatcher for authority on the Main Line. All trains will operate according to the instructions on the *Train Card*.

### SJSL (San Jose-Salt Lake):

The SJSL is a through freight that has departed San Jose earlier today and needs a crew change in Oakland 16<sup>th</sup> St. "Desert" Yard. You will be responsible for taking the train to Portola CA, where another crew will be waiting to take it to Salt Lake City from Portola. Always remember to call the local Yardmaster for permission to enter or leave a yard, and contact the Dispatcher for authority on the Main Line. All trains will operate according to the instructions on the *Train Card*.

### SLSJ (Salt Lake-San Jose):

A very tired crew just brought the SJSL into Portola from Salt Lake City UT. You will be responsible for handling this through freight to Oakland 16<sup>th</sup> St. "Desert" Yard where it will receive a new crew to take it into San Jose. Always remember to call the local Yardmaster for permission to enter or leave a yard, and contact the Dispatcher for authority on the Main Line. All trains will operate according to the instructions on the *Train Card*.

### TSPO (12<sup>th</sup> Street-Portola):

The TSPO is a low priority freight hauling cars from 12th Street Yard to Portola Yard that are destined for points east that may include but are not limited to Bieber, Quincy, and Reno. The TSPO doesn't do any work between 12th Street and Portola but may occasionally be required to pick up cars at Oroville; if this is necessary you will be contacted by the dispatcher and given further instructions. Always remember to call the local Yardmaster for permission to enter or leave a yard, and contact the Dispatcher for authority on the Main Line. All trains will operate according to the instructions on the *Train Card*.

### POTS (Portola-12<sup>th</sup> Street):

The POTS is another low priority freight used to haul cars from Portola Yard to 12th Street Yard destined for points west that may include but are not limited to, Oroville, Oakland and Los Angeles. The POTS will not usually do any work on its trip. If there is any work to be done you will be contacted by the Dispatcher with further instructions. Always remember to call the local Yardmaster for permission to enter or leave a yard, and contact the Dispatcher for authority on the Main Line. All trains will operate according to the instructions on the *Train Card*.

### PTLA:

You are the Sierra Central crew that is taking over the PTLA, which departed Portland yesterday, and has arrived at Bieber today courtesy of the Great Northern Railroad. You will be responsible for getting safely to Desert Yard where a new crew will take over to continue the journey to Los Angeles. Always remember to call the local Yardmaster for permission to enter or leave a yard, and contact the Dispatcher for authority on the Main Line. All trains will operate according to the instructions on the *Train Card*.

### LAPT:

You are the third crew to get this train, which departed Los Angeles yesterday in route to Portland, Oregon. You will be responsible for taking it all the way to Bieber, CA where a crew from the Great Northern will take it the rest of the way. Always remember to call the local Yardmaster for permission to enter or leave a yard, and contact the Dispatcher for authority on the Main Line. All trains will operate according to the instructions on the *Train Card*.

### 12th Street Switcher(s):

A yard switch engine is responsible for breaking up inbound trains and reassembling them into outbound trains according to the cars destination. You will be responsible for building the following trains:

Oakland Hauler, Oroville Turn, and TSPO.

In addition to building these trains you will act as Yardmaster coordinating movement of trains on the mainline and helping crews to line switches as necessary. If you need to use the mainline for any reason remember to contact the Dispatcher.

### Portola Switcher:

A yard switch engine is responsible for breaking up inbound trains and reassembling them into outbound trains according to the cars destination. You will be responsible for building the following trains:

Bieber Local and the POTS.

In addition to building these trains you will act as Yardmaster coordinating movement of trains on the mainline and helping crews to line switches as necessary. If you need to use the mainline for any reason remember to contact the Dispatcher.

### Hostlers:

Hostlers are used to move locomotives and cabooses according to instructions given by the Yardmaster. Always remember to call the local Yardmaster for permission to enter or leave a yard, and contact the Dispatcher for authority on the Main Line.

The Yard switch engine will serve as Yardmaster at each of the following locations:

Portola Yard

Oakland Pier

12th Street Yard

There are no yardmasters at West Oakland, Desert Yard, Oroville, or Bieber.

There will also be a "Station Master" that will settle all disputes, should they arise, and his/her decision is final.

When in doubt...*"Read your card!"* And have fun.

# CH 7: SCRR SEQUENCE TIMETABLE

## REVISED 9-21-06

DESCRIPTION	DESIGNATION	#CARS
1. <b>OAKLAND HAULER</b> 12TH STREET TO DESERT	T F	10
2. <b>PTLA</b> BIEBER TO DESERT	T F	15
3. <b>WEST OAKLAND LOCAL</b>	L F	10
4. <b>100</b> OAKLAND PIER TO PORTOLA	T P	
5. <b>BIEBER TURN</b>	L F	10
6. <b>SLSJ</b> PORTOLA TO DESERT	T F	15
7. <b>OROVILLE TURN</b>	L F	10
8. <b>SJSL</b> DESERT TO PORTOLA	T F	15
9. <b>101</b> PORTOLA TO OAKLAND PIER	T P	
10. <b>TSPO</b> 12TH STREET TO PORTOLA	T F	10
11. <b>POTS</b> PORTOLA TO 12TH STREET	T F	10
12. <b>LAPT</b> DESERT TO BIEBER	T F	15

**Legend: T – Through**

**L – Local**

**F – Freight**

**P - Passenger**

# CH 8: TRAINMASTER'S LOCOMOTIVE CHECK LIST

Trainmaster,

Use this form to assign locomotives to trains as each member arrives. Write the locomotive number(s) on the line. Give the dispatcher a copy of this sheet. Retain each sheet for several weeks to aid in getting each members equipment reasonably equal run time. There will be freely mixed eras until further notice.

## ***Oakland Hauler***

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1 Medium steam engine or 2 diesels (i.e. 2-8-2, any GP or SD series locomotives)

## ***PTLA***

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1 Large steam engine 2-3 diesels. (i.e. 2-10-2, 2-8-8-2, F units, GP's or SD series locomotives or pair of modern locomotives.)

## ***West Oakland Local***

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1 Small steam engine, 1 small diesel (i.e. 2-8-0, 1 GP7/9 any ALCO S series locomotive)  
Steam engine must have working couplers on both ends.

## ***Train #100***

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1 Large steam engine, 2-3 diesels (i.e. 2-10-2, F units, GP or SD)

## ***Bieber Local***

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1 Small steam engine, 1 small diesel (i.e. 2-8-0, 1 GP7/9 any ALCO S series locomotive)  
Steam engine must have working couplers on both ends.

## ***SLSJ***

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1 Large steam engine, 2-3 diesels. (i.e. 2-10-2, 2-8-8-2, F units, GP's or SD series locomotives or pair of modern locomotives.)

## ***Oroville Turn***

---

1 Small steam engine, 1 small diesel (i.e. 2-8-0, 1 GP7/9 any ALCO S series locomotive)  
Steam engine must have working couplers on both ends.

## ***SJSL***

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1 Large steam engine, 2-3 diesels. (i.e. 2-10-2, 2-8-8-2, F units, GP's or SD series locomotives or pair of modern locomotives.)

## ***Train #101***

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1 Large steam engine, 2-3 diesels (i.e. 2-10-2, F units, GP or SD) the same units used on #100 could be used on this train, having different locomotives will help with the illusion of different trains.

## ***TSPO***

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1 Medium steam engine or 2 diesels (i.e. 2-8-2, any GP or early SD series locomotives)

## ***POTS***

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1 Medium steam engine or 2 diesels (i.e. 2-8-2, any GP or early SD series locomotives)

## ***LAPT***

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1 Large steam engine 2-3 diesels. (i.e. 2-10-2, 2-8-8-2, F units, GP's or SD series locomotives or pair of modern locomotives.)

# CH 9: COMMITTEE MEMBERS

1. Pat Benefield
2. Tim Grover
3. Scott Inman \*
4. Joe Melhorn
5. Bob Rhower
6. Bob Schott
7. Brian Zine

\* Committee Chairman