



**Pacific Northwest On30
Modular Group**

The Route from Here to There and
All Points In Between

Employee Timetable No. 14
In Effect 12:01 AM 31 January 1925

Name:

FOR THE GOVERNMENT OF
EMPLOYEES ONLY
Not for the public

Guide to Basic Operating Procedures

Simplified Operating Rules

Rule S-71.
A train is superior to another train by right, class, or direction.
Right is superior to class or direction.
Direction is superior as between trains of the same class.
(Eastbound Superior)

Rule 73.
Extra trains are inferior to regular trains.

Rule 81.
A main track must not be occupied without authority and it must not be fouled until, by observation or protection by flagmen, the engineer or the conductor as the case may be is assured it is safe to do so.

Rule 83.
A train must not leave its initial station, or a junction, or an intermediate station where schedules originate or terminate, until it has been ascertained whether all superior trains due have arrived or left, or that it has authority to proceed.

Rule 93.
Within yard limits engines may use main track without train-order authority, clearing or protecting against first-class trains and without flag protection against second and inferior class trains, extra trains and engines.

Rule 99
A train occupying the main line without authority must send out flag men in both directions to protect against overtaking and opposing trains.

Miscellaneous Procedures

Operator looks generally North
East is right West is left

Throwing turnouts –
Ensure method of turnout throw is known before manipulating, if unsure ask.
Give crew time to walk to and from turnout, they can't fly!
Simulate prototype operations, stop train to throw turnout, allow crew to get onboard.
At end of train if throwing turnout back to main, stop train again to allow crew to reboard.

Always ensure turnouts are thrown back to main or normal position!

Sounds –
Ensure sound volumes are reasonable and automatic bells/whistles disabled.
Bell must be sounded when:

- Arrival or departure at yards
- At road crossings and passenger platforms

Whistle Signals
o = short --- = long

o	Stop, apply brakes
o o	Forward from stop
o o o	Reversing (w/bell)
--- --- o ---	Crossing at grade (w/bell)

Speed-
In yard and industry areas 5MPH
Mainline Passenger 25MPH, Freight 15MPH

Coupling-
Stop half car length from car, couple at less than 4MPH. Check all couplings and simulate brake tests (45-60 seconds) before departing. For uncoupling use skewer or magnet if available.

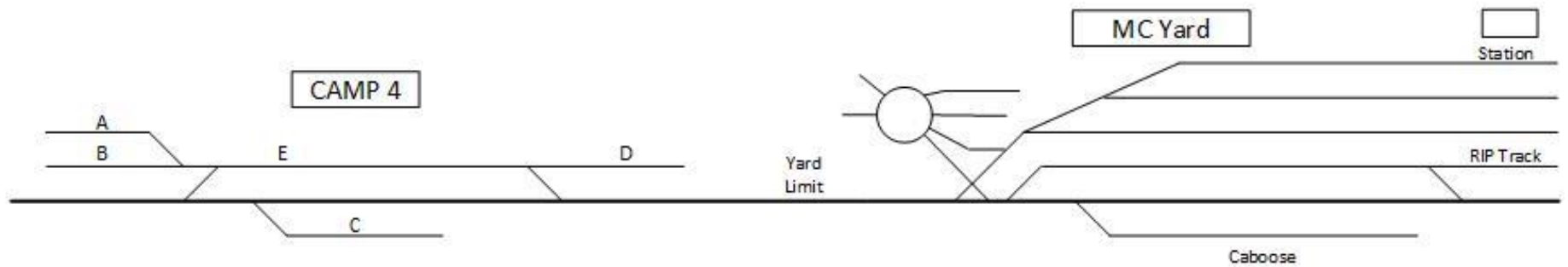
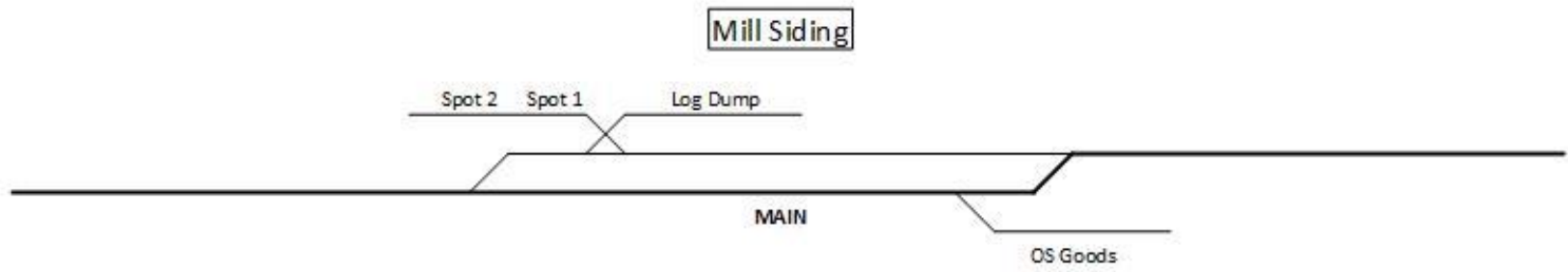
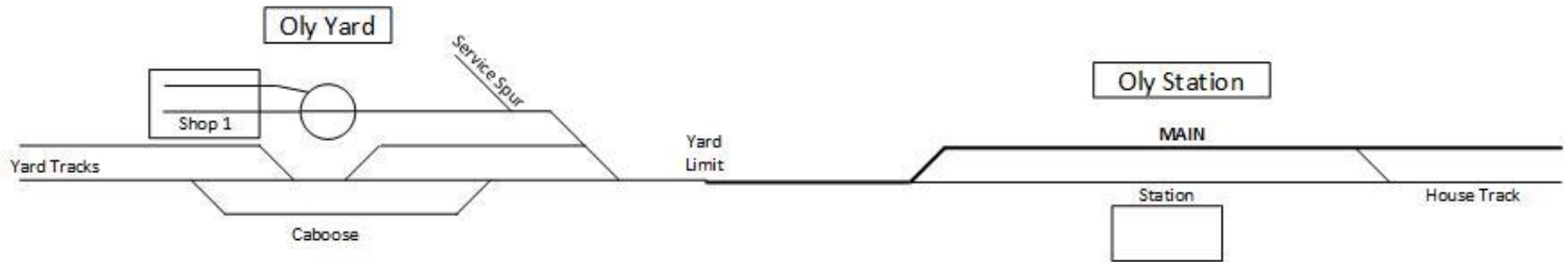
Flags –
Use flags to control train movement as required per Rule 99.
Red flag is “stop”. Self explanatory.
Blue flag is “do not move car”. Use for example during repair/inspection or when a combine car is being used as an office or for mail sorting while on a siding.
When switching a module and using the main, post a flagman (red flag) no more than 8” into the next module on the main for safety.

General –
Avoid placing cabs on top of modules, use cab pockets if available.
Do not touch locos that are not yours if possible, use couplers to push if stalled. If derailed, get permission or allow owner to reraill loco.
Treat rolling stock similarly, gently use roofwalk or coupler to nudge as necessary.
Be observant at all times for turnouts that are thrown against you. Stay with your train and pay close attention while moving.
Report bad order equipment to the owner, provide specific documentation of problem if possible.

WiFi= PNWOn30 “4TrainTime”

Rule G – HAVE FUN

Pacific Northwest On30 Modular Railroad



WEST ↔ EAST