

## **Smaller Operations Session:**

Position 1: Humboldt Switcher - Build Up Trains

Position 2: Glanford Switcher - Switch Industries 9 to 15 (7 industries)

Position 3: Barton Switcher - Switch Industries 18 to 24 (8 industries)

Position 4: Main line train - Humboldt to Glanford - Loads for Glanford and Barton

Main line trains perform deliveries from Humboldt to the local yard and pick up cars from the local yard that need to return to Humboldt.

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## **Local Yard Switching Procedures:**

- A. The switchlist has a column labelled "Take or Leave" - this is the instruction as to what needs to remain at the customer's facility. There are 2 choices - "Take All Cars" or "Leave 1 Car"
- B. "Take All Cars" - simply remove all cars that are at the customer's facility and place them on the "Outbound to" track as noted on the switchlist (ie. Humboldt)
- C. "Leave 1 Box" - remove all cars, but if there is still a box car (or other type of car as noted on the switchlist), simply leave it behind. The customer is not finished loading or unloading that car.
- D. The car that is to be left is the one that is closest to the mainline.
- E. The switchlist has the customer's spotting order listed - for example, "BOX[GRN, Red] OLD[BOX]" - that means that closest to the main line should be the green box car, then the red box car, then the old box car that you were asked to leave

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## **An operating session begins with:**

- A. The Humboldt switcher building trains
- B. The local yard switchers can begin removing cars from industries and placing them on the outbound tracks
- C. The main line train can start pulling cars from the outbound tracks at Humboldt, deliver them to the appropriate local yard track, and then pick up the cars from the local yard's "outbound to Humboldt" track, and deliver them back to Humboldt
- D. Main line trains must not be longer than 8 cars (50 foot boxcar equivalent) and must have a caboose while on the main line

## **An operating session ends when:**

- A. All cars that were to be removed from the industries have been removed
- B. All cars that were to be delivered to the industries have been delivered
- C. All cars that were on the "outbound to Humboldt" tracks have been taken back to Humboldt
- D. The "outbound" yard tracks (Glanford, Barton, Grand Falls etc) at Humboldt are empty

## **An operating session may be paused by:**

- A. Putting "blue flag" signs which say "Men at Work" at the beginning and end of each siding that is part of the operating session where cars from the operating session are present
- B. As is practice in prototype, no one is allowed to go past a blue flag sign
- C. Once the session resumes, the official operator can then remove the blue flag from his area and continue the operating session

**Main Level Operations Session:**

Position 1: Humboldt Switcher - Build Up Trains

Position 2: Grand Falls Switcher - Switch Industries 2 to 7. (6 industries)

Position 3: Glanford Switcher - Switch Industries 9 to 15 (7 industries)

Position 4: Barton Switcher - Switch Industries 18 to 24 (8 industries)

Position 5: Rocktonwood + Hillsburg Switcher - Switch Industries 100-109 (7 industries)

Position 6: Main line train - Humboldt to Glanford - Loads for Glanford and Barton

Position 7: Main line train - Grand Falls, RocktonWood, Hillsburg Harbour

Position 8 (extra): Passenger Service between Union Station and Hillsburg

Position 9 (extra): Transcontinental between Logan's Creek and Humboldt

Main line trains perform deliveries from Humboldt to the local yard and pick up cars from the local yard that need to return to Humboldt.

Extra trains are not part of the operating session and are free to travel at their leisure in order to provide an extra level of challenge to abide by superiority of trains.

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