

WELCOME TO THE RIVER FALLS & EASTERN RAILWAY COMPANY

SOME INFORMATION YOU MAY NEED TO KNOW:

This railroad is operated as close to the prototype without getting into Time-Table – Train Orders and Fast Clocks. Trains are dispatched in sequence from various staging yards and Robertstown Yard via the dispatcher through verbal permission.

We will be taking a break halfway through the session. The bathroom is located in our home on the left, just off the kitchen. Snacks, coffee, pop and bottled water will be available compliments of my lovely wife, "Dalene".

DISPATCHER & YARDMASTER LIMITS: The dispatcher will control all main and secondary tracks. Road crews must not enter, crossover or operate trains, without dispatcher authority. Road crews must repeat verbal instructions issued back to the dispatcher. Crews using crossovers or switches must re-line same as work is completed and report same to the dispatcher.

Yardmasters control all yard tracks within yard limits. Crews entering these limits are subject to the yardmaster's authority including Diamond Coal Company's yard crew. Crews must work with this yard crew entering or leaving Blue Creek Yard though Valley View.

TRAIN MARKUPS: Magnetic name tags will be issued to each operator and must be placed next to the train, which they are operating. Operators are responsible for moving these tags as trains are assigned. Crews will give a train markup to the dispatcher before leaving crew room. Crews returning on road locals, coal or coke jobs back to their originating terminal can use the block-line to relay this information.

OSing TRAINS: Crews will clear each location as indicated by the dispatcher using the block-line phones. Once your train clears a previous block, you must not reverse movement, without authority from the dispatcher. This applies to trains entering yard limits and any incidents, which may occur on the layout.

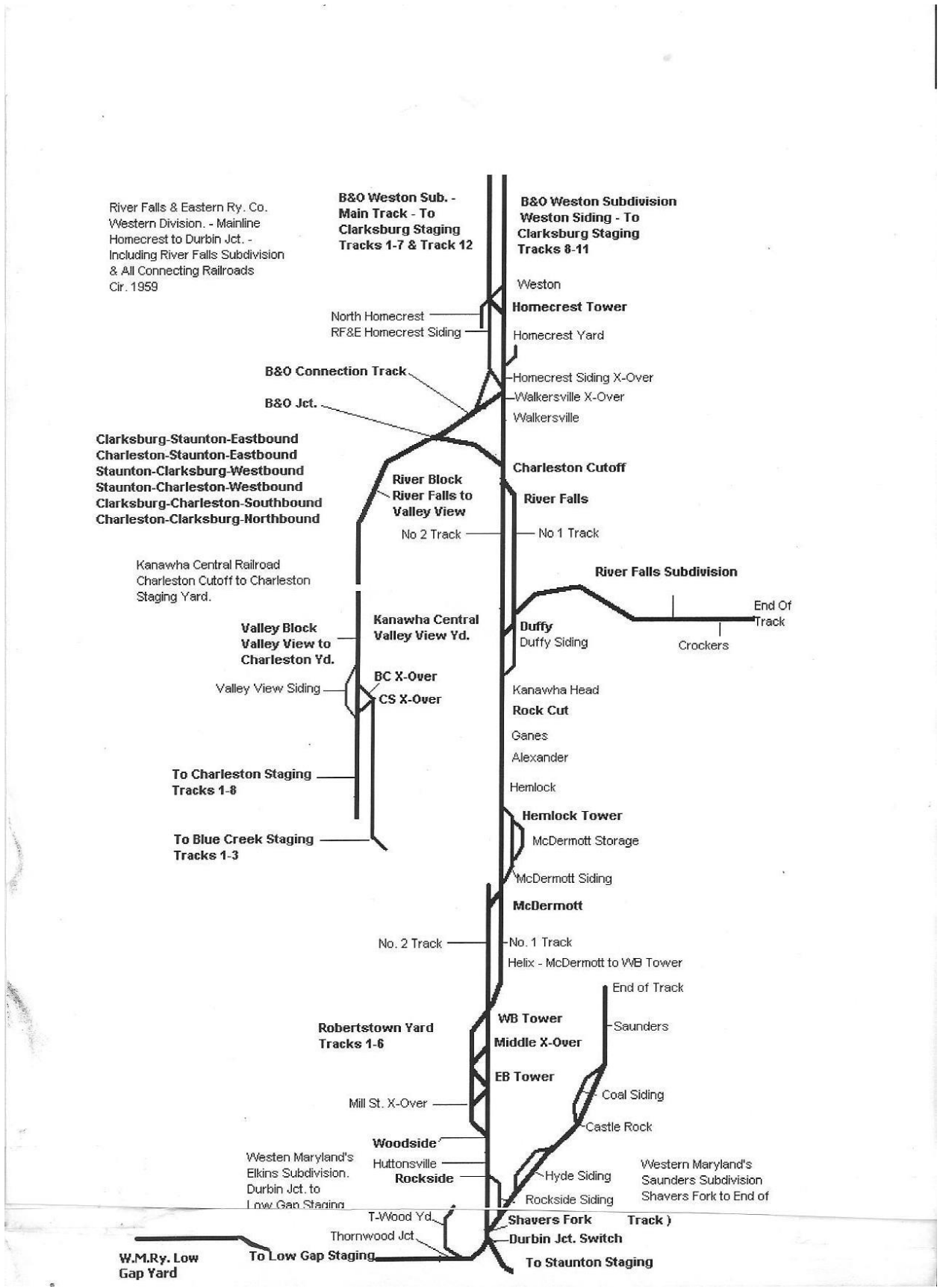
TRAIN CONSIST SHEETS: Each train has a Train Consist Sheet. Information pertaining to each train is located on this sheet. Read this information before going to the train room. Coal and coke trains will only use wheel reports handling switching duties. Trains handling CC&WB will be issued a waybill box holder and wheel report indicating pickups and setouts at various locations. This waybill box is to be used to hold waybills, which includes a waybill clip for holding the waybill box and waybills. Industrial road locals will use switchlists when switching industries. Yardmasters will be issued a clipboard containing industrial switchlist. Situation Cards are drawn when the caboose clears Duffy Block Station (Bottom) and Shavers Fork Tower (Top) bringing into play actual situations taken from the prototype. Two of my regular operators will be stationed one at each end of the train room to help and answer questions.

SPEEDS: My engines are speed-stepped close to (30 mph) for main track speeds, while yard engines are speed-stepped at (15 mph). It is up to the engineer not to exceed (30 mph) on the road going downhill. Four speed detectors are located at various locations and will beep, if this speed is exceeded. Trains must not exceed (10 mph) within yard limits. Temporary speed restrictions are indicated by yellow speed signs entering the restriction and green resume signs denoting the end of the restriction. Track work is still ongoing at various locations.

DELAYS IN BLOCK: Trains making emergency stops between blocks, either from an incident or handling industrial switching must contact the dispatcher before continuing into the next block.

Dalene and I would like to "Thank You" for attending this 3ROPS session and hope you enjoy yourselves.

Larry & Dalene Hickman



River Falls & Eastern Ry. Co.
Western Division. - Mainline
Homecrest to Durbin Jct. -
Including River Falls Subdivision
& All Connecting Railroads
Cir. 1959

**B&O Weston Sub. -
Main Track - To
Clarksburg Staging
Tracks 1-7 & Track 12**

**B&O Weston Subdivision
Weston Siding - To
Clarksburg Staging
Tracks 8-11**

**Clarksburg-Staunton-Eastbound
Charleston-Staunton-Eastbound
Staunton-Clarksburg-Westbound
Staunton-Charleston-Westbound
Clarksburg-Charleston-Southbound
Charleston-Clarksburg-Northbound**

Kanawha Central Railroad
Charleston Cutoff to Charleston
Staging Yard.

**Valley Block
Valley View to
Charleston Yd.**

**To Charleston Staging
Tracks 1-8**

**To Blue Creek Staging
Tracks 1-3**

**Robertstown Yard
Tracks 1-6**

Western Maryland's
Elkins Subdivision.
Durbin Jct. to
Low Gap Staging

**W.M.Ry. Low
Gap Yard**

To Low Gap Staging

River Falls Subdivision

End Of
Track

Hemlock Tower

McDermott

WB Tower

Middle X-Over

EB Tower

Shavers Fork

Durbin Jct. Switch

To Staunton Staging