

WELCOME TO THE PRR TOLEDO DIVISION

SOME INFORMATION YOU MAY NEED TO KNOW

The railroad is operated as close to the prototype without getting into Time Table and Train Orders and Fast Clocks. The trains are dispatched in sequence from various staging yards and Outer Yard. Via the dispatcher be verbal permission.

Lunch will be served after operating at the River Falls & Eastern RR prior to the start of operations. We will be taking a break halfway through the session. The bathroom is located in the train room. Snack, coffee, soda and bottled water will be available.

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 back to the dispatcher. Crews using crossovers must re-line any crossover used by them as work is completed and report same to dispatcher.

Yardmasters control all yard trackage within yard limits. Crews entering these limits are subject to the yardmaster's orders.

Train Markups: Trains will be run in sequence unless changed by the superintendent. As operators select the next train they are responsible for giving the dispatcher, in person, a markup prior to leaving staging yards or Outer Yard. This also includes road locals returning to their originating terminal.

OSing Trains: Crews will clear each location as indicated by the dispatcher using the provided radios. Once your train clears a previous block, you must not reverse movement without authority from the dispatcher. This also applies to trains entering yard limits.

Train consist Sheets: Each train has a Train Consist Sheet. Information pertaining to each train is located on this sheet. Coal trains will use wheel reports to handle all switching duties. All road trains and locals will use car cards and a switchlist in performing industrial work as well as pickups and setouts. Car Cards are in boxes located at staging or outer yard. Yardmasters will be issued a clipboard containing industrial switchlist. Make sure you review all the paper work prior to operating your train. Some locals, yards, and road freights have multiple sheets. Road crews must put the car cards in the appropriate box on arriving whether due to mechanical problems or handling switching must contact the dispatcher before continuing to the next block.

We would like to say "Thank You" for attending the session and most of all, we hope you enjoy yourselves.

Mike & Rose Finkler