

Eagle Point Railroad Visiting Engineer's Abbreviated Operating Guidelines

Safety chains are required between every car.
Rules of other railroads do not apply at EPRR.

Engineers must always be able to stop their train in 1/2 of the distance you can clearly see or less than fifty (50) feet.

Locomotive owners are responsible for actions of any engineer operating their equipment. Engineers must be 15 or older and pass exam to operate alone. A qualified conductor is required if there are any youth passengers on the train or more than one loaded passenger car. **Youth, under 10, ride in front of adults.**

Mainline Movements: 6 MPH

All engineers must have a familiarization ride prior to operating alone.

Trains must have a safety inspection before operating on mainline; see Yardmaster.

You must have a radio or radio operator behind the engineer. EPRR is on 5-0. A dispatcher will be assigned during peak operating times on run days. Use the block signal system at all times.

Please report via radio, any mainline derailment (include close milepost) that will take more than a minute to correct; advise when clear and moving.

Buttons & Markers along right-of-way:

Gray button post, ignore, it is for trains moving in other direction.

Green button, used to capture block ahead, light will turn yellow

Red button, at end of block, releases signal block you are leaving.

Orange button controls motorized turnout ahead (on side of turning route).

Blue marker next to the track indicates slow order **3 MPH**.

Blue marker **ON** the track indicates **track closed**, do not move marker.

Red marker, indicates that track ends in 50-100'.

The dispatcher's orders take priority over block signals. Train movements on the mainline are bi-directional and block signals are used to control train movements. Signaled blocks are between sidings and junctions on the mainline.

Block Signals: (What the signal indicates when you arrive.)

Green = clear block, okay to capture and proceed on yellow.

Yellow = block occupied by train ahead, STOP, wait for green signal.

(When waiting at yellow, please wait 5 seconds after turning green to capture.)

Red = Train coming towards you, wait for green signal.

Following Trains (second unit). You may follow another train **Only IF** the lead train acknowledges you, you stay within sight and are no closer than 60' when moving. Second train clears signals.

Yard Movements: 4 MPH

The 700' loop around the shop is the Eagle Point Loop and is operated bi-directionally (west side of loop signaled). Do not stop on loop without permission.

Trains on the shop loop have the right-of-way over all trains coming onto or crossing the loop from mainline or yard tracks.

DO NOT block loop to load or unload trains. Cross track only when no train is coming from either direction.

Trains stopping for fuel, water or parking need to use a siding or a yard.

Passenger station tracks are for loading and unloading passengers, **not for parking**, please use yards.

