

STANDARD CODE
FOR THE
**Eastern Kentucky
Subdivision**

RULES AND REGULATIONS



V. 3.1

THIS BOOK
is the property of

EK Subdivision
and is loaned to

NAME:

Who hereby agrees to return it to the proper officer when called for, or upon leaving this service, or pay for same.

EK SUBDIVISION

The rules herein set forth govern the railroad operated by the EK Subdivision . They take effect November 1st 1990, super-ceding all previous rules and instructions inconsistent therewith.

Special instructions may be issued by proper authority.

A.C. Hubbard, General Manager

GENERAL NOTICE

- Safety is of the first importance in the discharge of duty.
- Obedience to the rules is essential.
- Aisles should be free of obstructions.
- No food or drinks on the layout.

Special thanks to Donald Dunn for his assistance in producing this document.

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1-GENERAL RULES

1. Operators whose duties are prescribed by these rules must provide themselves with a copy.
2. Operators must be conversant with and obey the rules and special instructions. If in doubt as to their meaning, they must apply to proper authority for an explanation.
3. Accidents, defects in track, structures, electrical, or any unusual conditions which may affect the movement of trains, must be promptly reported by wire to the proper authority.
4. In the event of a derailment, operators must exercise care to avoid handling any piece of equipment and instead, report the defects to the proper authority. Please note that (with few exceptions) visitors are not allowed to handle equipment. When re railing, use care when touching. Some of the cars and locomotives have delicate details. Please call for help if you have a problem.
5. Any piece of rolling stock that derails three times during the operating session will be "bad-ordered" and switched out to the nearest reasonable siding or station until after the session, whenever possible. A bad-order waybill will be added to the card, listed with the described problem. If all else fails, any person desiring to remove faulty equipment from the layout must secure permission from the dispatcher.
6. The staging yard is the only location on the layout where rolling stock may be removed or added by hand. Any other equipment throughout the remainder of the layout must be moved with appropriate motive power, except in special circumstances (e.g. derailment) when permission is secured from the dispatcher.
7. All rolling stock in an operating session must meet national NMRA standards with regard to weight, coupler height, and trucks. All rolling stock will be equipped with Kadee-type knuckle couplers that maintain the proper height as determined by a Kadee Gauge. Any equipment problems may be cause for the removal of the rolling stock from the operating session. All wheels should be metal rather than plastic whenever possible.

2-COMMUNICATIONS

1. Operators are expected to use the minimum voice volume necessary when voicing questions or orders between participants.
2. The horn/whistle must be sounded at all places where required by rule or by law (when available).
3. The engine-bell must be rung when an engine is about to move and while approaching and passing public crossings at grade (when available).
4. The unnecessary use of either the whistle or the bell is prohibited.
5. The signals prescribed are illustrated by “o” for short sounds “—” for longer sounds. The sound of the whistle should be distinct, with intensity and duration proportionate to the distance the signal is to be conveyed.

<u>SOUND</u>	<u>INDICATION</u>
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- | | |
|------------|--|
| (a) o | Apply brakes. Stop. |
| (b) — — | Release brakes. Proceed. |
| (c) — — oo | Approaching public crossings at grade to be prolonged or repeated until crossing is reached. |
| d) ooo | When standing, back. |
| e) | Succession of short sounds for Alarm for persons or livestock on the track. |
6. All communication with dispatcher and crews is verbal.

3-MOVEMENT

1. All turnouts are manual controlled with Caboose Industries ground throws or sprung switches. (Note:some remote switches are in hidden staging) The handle color indicates the direction of the route. Green indicates normal direction. Red indicates the alternate route. Use care when throwing the handle, as they do not require much force to use. Clearance for turnouts will be approx. 4 inches from the frog.
2. Return Turnouts to the *NORMAL* (Green) position when finished. Switches must be left in proper position after having been used. Operators are responsible for the position of the switches set by them.
3. A switch may be left open for a following train when cleared by dispatcher.
4. Movements orders will be issued verbally by the dispatcher. They must be brief and clear, and acknowledged by train crew.
5. When uncoupling use a 'swizzle stick'. Keep in mind the delicate details and finish.
6. Throttles - The railroad uses Digitrax UT4 throttles. Digitrax Zepher is the command station, located at the east end of Hazard yard. A programming track is located on the work bench. The trains that run in this area are usually in the 10 to 30 mph range. Some of the engines are equipped with on-board Sound decoders and are programmed with a momentum rate. It may take a little time to get used to the momentum. Once you do, slow easy starts and stops will be automatic.
7. Spotting cars and conducting switching moves: operators are expected to use realistic train speeds and practices:
 - stopping before and after coupling (“ramming speeds” not allowed);
 - safe and slow speeds to assure minimum jostling of merchandise or passengers;
 - gradual acceleration and deceleration;
 - stopping at unprotected grade crossings before progressing.
 - Trains may not block grade crossings for more than 10 minutes, and switching moves
 - should avoid blocking grade crossings with standing cars whenever possible.
8. Speed Limits: The maximum speed limit for the layout is 35 mph. Yard limit is 10mph, RIP track is 5mph. Other speed restrictions are listed where appropriate.
9. Train Lengths: Prototype railroads have their own limitations on train lengths. If there are more cars blocked for a given destination than are allowed on a train, a second train will be dispatched to handle the extra traffic. For the EK Sub, main-line trains should not exceed 12 cars plus caboose and 2 locomotives. There are some exceptions, and these are listed where appropriate.
10. Equipment restrictions: Train and engine service employees must familiarize themselves with switching and proper train placement of hazardous materials cars. (See Train Placement/Switching Restrictions Chart, page 9). Do not move a car containing a hazardous material if it is not properly placed in a train.
11. Separate all dangerous commodities tank cars from locomotives and cabin cars by placing at least one non-dangerous spacer car between the dangerous car and both the locomotive and the cabin car.

Exception: This rule shall not apply when switching cars. If the train car count will not allow enough spacer cars per this rule, the train may proceed to its destination.

Note: If only one spacer car is available, place it between the locomotive and the dangerous car.

3-MOVEMENT

12. Separate all cars with a shift-able load, such as pipe or lumber, from locomotives, cabin cars, and dangerous cars by placing at least one non-dangerous spacer car between the car with the shift able load and the dangerous car, the locomotive, and the cabin car.
Exception: If the load is below the end walls or bulkhead of a gondola or flat car, this rule shall not apply.
Exception: Restrict speed to 15 mph when moving snow plows and Jordan spreaders with the blades or side blades leading. Restrict speed to 25 mph with the blades trailing.
13. Restrict speed to 15 mph when moving cranes and shovels then the boom is leading. When the boom is trailing, There are no restrictions. This rule shall apply when the equipment is loaded on a flat car or a gondola.
Exception: This rule shall not apply when the boom is detached.
14. Consider any lading that extends over the side of a car to be a High & Wide shipment. The Dispatcher shall issue verbal restricted movement instructions.
15. An occupied shoving platform is the same as an occupied caboose for the placement of a hazardous materials car in a train. A caboose may be declared 'unoccupied' for shoving or as a spacer car.
16. Placarded rail cars must not move in a passenger train.
17. When leaving a rail car placarded 'EXPLOSIVES' on any track, place it so it will be safe from all probable danger of fire. Do not leave these cars under a bridge or overhead highway crossing, or alongside a passenger shed or station, except for loading or unloading purposes.
18. Cars identified by train or yard documents as "Do Not Hump" are governed by the following handling instructions:
 - do not hump or switch detached from locomotive or switch with this car or kick other cars into this car.
 - Car may not be cut off in motion.
 - Car may not be struck by any car moving under its own momentum.
 - Car may not be coupled into with more force than necessary to complete the coupling.
19. Heavy Duty Flats, Schnabel and Span-Bolstered Cars: eight (8) or more axle Heavy Duty Flats, Schnabel or Span-Bolstered cars must be placed at or near the head end of train and must not exceed 40 Mph.
20. Inspection trip moves may be positioned at the rear of a train after:
 - train makeup and territory to be traversed is considered.
 - Must not be humped or flat switched with motive power detached.
 - Must not be coupled to cars with shelf type couplers (tank cars).

4-OPERATIONS

1. All rolling stock in an operating session must meet national NMRA standards with regard to weight, coupler height, and trucks. All rolling stock will be equipped with Kadee-type knuckle couplers that maintain the proper height as determined by a Kadee Gauge. Any equipment problems may be cause for the removal of the rolling stock from the operating session. All wheels should be metal rather than plastic whenever possible.
2. Standard time is used for operations.
3. Trains run sequential or as directed by the dispatcher.
4. All station names referred to, are labeled on the fascia. Hazard Tunnel is the starting point for direction, Left is NORTH and right is SOUTH.
5. Car cards and waybills – are the standard format with 4-turn waybills (available from Micro Mark).
6. Unit trains will have cards for the locomotive(s) and a multi block car card.
7. Each train will also have a train sheet attached with general instruction for that train. The car cards for the train will be kept together with a black binder clip.
8. Bill boxes on the fascia generally are one slot for each track or industry. Car cards in the slots should match cars on the respective tracks.
9. Switch list sheets are available for those wanting to use them.
10. Train instructions cards are in the lead locomotive card for each train giving general information for that trains movements.
11. Waybills will be turned between sessions. At that time some equipment may be swapped out. This will be done at the staging area.
12. Train paperwork: Train crews are responsible for keeping waybills in proper order. After receiving an assignment to crew a train, you must obtain your train's paperwork before departing with your train. Keep the train's paperwork with the train until you reach your destination.
13. When you set out cars, leave those car's cards in the appropriate set out box at that location.
14. When you pick up cars, obtain those car's cards from the pick up box at that location and insert them into the train's car card packet in proper order; that is, insert the car cards within the packet in the position corresponding to the picked up cars positions within the train, with the card for the front car on top of the car card stack.
15. When a train terminates, place the car card packet, in proper order, into the appropriate staging track car card box turned facing away from the aisle. Return the crew brief to the Dispatcher.
16. Short Circuit - All tracks are protected by an instant circuit breaker. In the event of a short circuit from running through a closed switch or other reason, the circuit breaker will trip, cutting all power to the track. Once the cause of the short circuit has been rectified, the circuit breaker can be reset, restoring power to the layout. Note that a short circuit anywhere on the main track will disrupt power to the entire main track. NOTIFY DISPATCHER IMMEDIATLY !
17. Operators are expected to use realistic train speeds and practices:
18. See rule 17

5-PLACARD CHART

Table V-1—Placement in Train Chart

							<p>Table Notes</p> <p>I. General</p> <p>(1) Each platform of an articulated intermodal rail car is considered as one car for train placement purposes.</p> <p>(2) A business car is considered an occupied caboose for train placement purposes.</p> <p>(3) A buffer car can be either:</p> <ul style="list-style-type: none"> • A non-placarded rail car; <i>or</i> • A rail car with a placard or marking shown in Column A. <p>(4) An engine (working or not working) must not be used as a buffer car.</p> <p>II. Any rail car placarded with square white backgrounds EXPLOSIVES 1.1, EXPLOSIVES 1.2, POISON GAS, or POISON must be next to and ahead of any rail car occupied by guards or technical escorts accompanying the car. Rail cars occupied by guards or technical escorts and equipped with a lighted heater or stove must be the fourth car behind any rail car placarded EXPLOSIVES 1.1 or EXPLOSIVES 1.2.</p> <p>III. Any rail car placarded RADIOACTIVE must not be placed next to a rail car carrying undeveloped film.</p> <p>IV. For residue tank cars placarded with a square white background, use Column C placement restrictions.</p> <p>V. Only Class 2.3, ZONE A and Class 6.1, PGI, ZONE A hazardous materials must be placarded with square white backgrounds.</p>
							
							<p>Note III</p> <p>Note II</p> <p>Note II and Note V</p>
							
							
							
							
							
							
							
							
							
							
							
							
							
							
							
							
							
							
							
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6-TRACK DIAGRAMS

EK SUBDIVISION - EK							
AUTHORIZED SPEED	MILE POST	STATION	Track Diagram		DTC/Yard Limits	AUTH FOR MOVE	NOTES
10	0VB240.9	Hazard Tunnel			Hazard	265-272	1, 2, 3, 4
	0VB241.3				Hazard	265-272	
	0VB243.3	1.9				105	
10	0VB243.2	BG			94 DISP TONE 5 84 ROAD	105	
	0VB243.2				94 DISP TONE 2 84 ROAD	265-272	
117.5 MILES PATIO TO BG							

STATION PAGE NOTES
<p>NOTE 1 – Speed Restriction in engine service area – 5 MPH</p> <p>NOTE 2 – Speed Restriction on RIP and Caboose tracks – 5 MPH</p> <p>NOTE 3 – All trains must have Clearance before entering Hazard Tunnel North or South bound</p> <p>NOTE 4 – Separate map for Lott’s Creek Branch follows EK Subdivision Map</p>

LOTTS CREEK EXTENSION							
AUTHORIZED SPEED	MILE POST	STATION	Track Diagram		DTC/Yard Limits	AUTH FOR MOVE	NOTES
			South				
RULE 46	0VB241.3	HAZARD YARD				105	
10	0WV241.3	HAZARD YARD				105	1,2
	0WV242.0				WABACO	120-132	
10	WV244.9	DUANE			WABACO	120-132	
RULE 46		END OF TRACK	END OF TRACK				

STATION PAGE NOTES
<p>NOTE 1 – Northward Trains and on-track equipment enter Hazard Yard must contact Hazard Yardmaster before passing MP 0WN242.0</p> <p>NOTE 2 – No Locomotives under Sigmon loader</p>

ROCKHOUSE SUBDIVISION - RH							
AUTHORIZED SPEED	MILE POST	STATION	Track Diagram		DTC/Yard Limits	AUTH FOR MOVE	NOTES
			South				
RULE 46		Hazard Yard	EK SD			105	
25	0VB243.2	BG			EDJOUET	265-272	1
	0VB243.5	Davidson Branch		94 DISP TONE 2 84 ROAD			
25	0VB244.4				EDJOUET		
25	0VG279.0	Camp Branch			PAT		2
	0VB280.4	Sapphire					
25	0VG282.0				PAT		
30	0VB247.3 0VB247.7	Buckeye	Buckeye Wye		COOLIDGE		3
	0VB248.5						
30	0VB260.1				COOLIDGE		
43.7 MILES BG TO RAPID LOAD							

STATION PAGE NOTES
<p>NOTE 1 – No Locomotives under Bluegrass Loadout</p> <p>NOTE 2 – No 6 Axle locomotives on loading track. All Loading will be performed by mine locomotives</p> <p>NOTE 3 – No Locomotives under Buckeye Loadout. Contact dispatcher before entering main line.</p>

7-DEFINITIONS

Block: Electrically isolated section of track, used for multi train operation, signaling systems, or to avoid short circuits.

Bad order: A piece of rolling stock that needs repair.

Branch: A short section of track that diverges from the mainline to serve a town or industry.

Blue flag: A blue flag or signal that is placed on a car or locomotive when workers are around or under it. When a car or locomotive is blue-flagged, then it must not be coupled to or moved in any manner. The only person allowed to remove a blue flag is the person who put it there in the first place.

Cabin: Caboose

Consist: the list and/or order in which multiple engines or train cars are lined up.

Cross Over: A track connection between two adjacent tracks.

DCC: Digital Command Control. All locomotives are controlled by this means. Locomotives can be addressed by using their engine number.

Engine: A machine propelled by any form of energy and used in train or yard service.

Extra Train: A train not authorized by a timetable schedule.

Frog: The point where the track's rails cross the turnout's rails in a switch.

Grade: Angle or rise or fall of tracks as they follow the land.

Hi Cube: An over sized boxcar usually used to haul auto parts.

Helper: Additional locomotive used to help a train get over a difficult or steep spot.

Ladder track: A series of turnouts providing access to any of several parallel yard tracks.

Main: A track extending through yards and between stations, upon which trains are operated by timetable or train order, or both.

Operation: Running model trains to simulate the prototype.

Placard: Label that indicates types of hazardous loads.

Restricted speed: Proceed prepared to stop short of train, obstruction, or anything that may require the speed of a train to be reduced.

Regular train: A train authorized by a timetable schedule.

RIP track: A small car repair facility, often a single track in a small yard. Name derived from "Repair, Inspect and Paint."

Superior train: A train having precedence over another train.

Schedule: That part of a timetable which prescribes class, direction, number and movement for a regular train.

Station: A place designated on the timetable by name, at which a train may stop for traffic, or to enter or leave the main track, or from which fixed signals are operated.

Siding: A track auxiliary to the main track for meeting or passing trains.

Shoving platform: For this layout, the car is a caboose used for reverse running or spacer car for switching.

Selective Compression - Creating or planning a small model scene, based on a much larger prototypical area, with the scale dimension of distance being significantly shortened for space considerations, while maintaining enough visual and operational similarities to make it recognizable and functional.

Turnout: A section of track used to switch a train from one track to another. Also called a *switch* in real life, but as a model railroad term, this is often confused with *wiring switches*.

Train: An engine, or motor car, or more than one engine, or motor car, coupled, with or without cars, displaying markers.

Unit train: A train composed entirely of one commodity, usually coal or mineral, and usually composed of cars of a single owner and similar design, and usually destined for a single destination.

Wye: a special type of turnout that forms a "Y" or "fork in the road" so that a train may be directed to the right or left. Also refers to a type of track arrangement forming a triangle that will allow a train to turn around.

Yard: A group of tracks where trains are sorted out, staged, and then recombined.

Yard Engine: An engine assigned to yard service and working within yard limits.

Yard limit: A portion of main track designated by yard limit signs (boundary)