

## Radio Instructions

- **North End**—Mainline dispatcher, radio channel 1 (229 to North End...)
- **DI**—Gest Street yard master, radio channel 2 (229 to DI...)
- When running the main line, call out all signals. (229, clear Corby)
- All sidings are referred to as "Main Two" or "Track Two".
- When departing any yard or siding, always call **North End** for permission to enter mainline.
- If switching on the mainline, call **North End** for permission to occupy block, to have mainline switches thrown, permission to go past red signal to reconnect to your train or any other special conditions. Call in advance if switching on mainline so the dispatcher can line up all routes.
- If dispatcher gives you special orders, read back the orders to confirm.
- When job is complete, call **North End** and let dispatcher know your job is complete and you are off the board.



## Notes:

### Smartphone WIFI Throttle set up (Optional if you would like use your Smartphone)

1. For Android Phone down load **Engine Driver** app from Google Play Store or **WiThrottle** app for iPhone.
2. WIFI connection—when in the layout room connect to CNO&TP and add password **6110001218**.
3. Once connected to WIFI start app and connect to the **Stone Division**.

## Norfolk Southern Time Table

Stone Division:  
Loosely based on the CNO&TP line



Andre Stone 5/8/2018

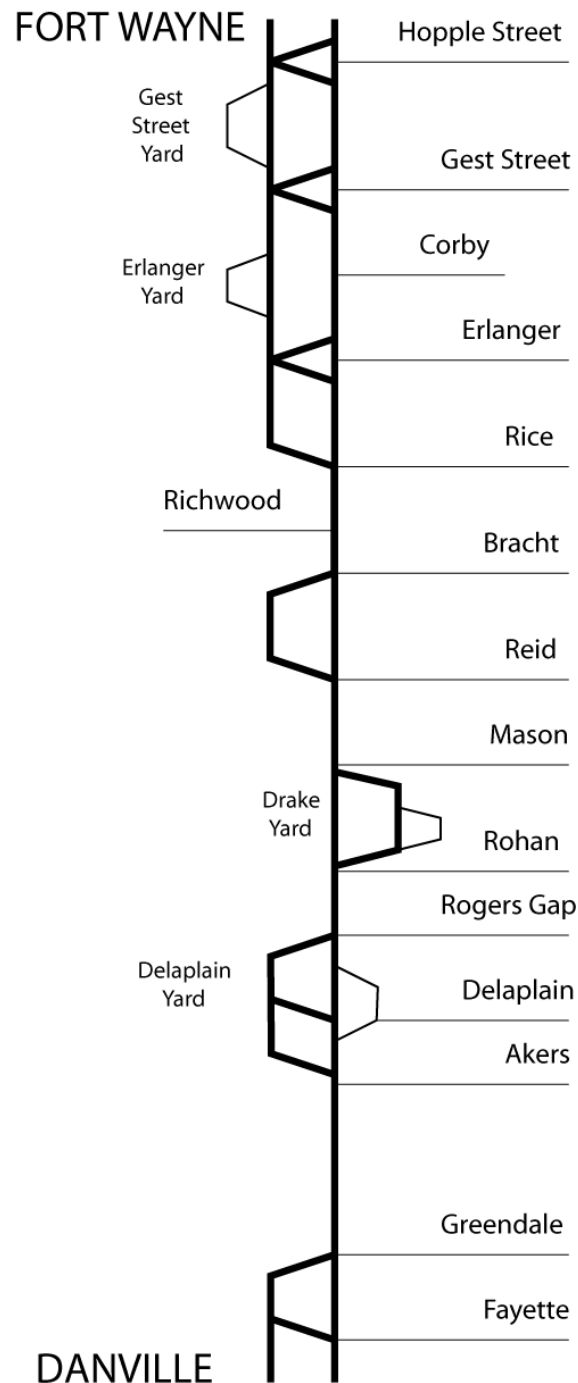
## Layout Outline

Track plan is linear and includes two staging yards (Fort Wayne and Danville), a division yard (Gest Street) and several local yards. There is more than 800 feet of single and double track mainline. A dispatcher uses a computer-based Centralized Traffic Control (CTC) system and signals to manage mainline traffic. Crews communicate with the dispatcher and yard master using two-way radios. A **Digitrax** Digital Command Control system (DCC) is used for power management, train detection and signaling.

## Operation

1. All road and switch jobs will be assigned a train, road number and switch list .
2. Check your train and review the switch list. Make sure lead loco has working lights, units are MU'd and there are no cars on the ground. And check air, fuel, water and lube (LOL).
3. Report to dispatch (**North End**) with the lead loco road number, consist locomotive numbers and car count.
4. Before departing or arriving Gest Street yard call yard master (**DI**) for permission and orders.
5. Once yard master (**DI**) clears your train to depart Gest Street yard, call dispatcher (**North End**) and look for your signal. If job requires switching on main, give dispatcher (**North End**) advanced notice.
6. Always follow the signals on the main. If you see a problem stop your train and call dispatch (**North End**). Report and follow instructions.
7. When finished with switching work make sure all switch points are **closed**.
8. Yard Speed: 10 SMPH (12-15% on throttle)
9. Road Speed: 30 SMPH (30-35% on throttle)
10. This is not a race. So take your time, be safe and have FUN!

## Stone Division Map



## Signal colors and lamps.

### One Head Signals

- **Green** - "**Clear**" Used to indicate clear or proceed.
- **Yellow** - "**Approach**" Used to warn the engineer of an impending stop or speed reduction for an occupied "block" ahead. Also used for low-speed movements.
- **Red** - "**STOP**" Used to indicate a full stop or other restrictive condition, or used as a "placeholder" light (when that part of a signal is unused but to confirm to the crew the signal is working, so as not to require guessing the rest of the combination in case of a light failure).

### Two Head Signals

- **Green/Red** - "**Clear**" Used to indicate clear or proceed.
- **Yellow/Red** - "**Approach**" Used to warn the engineer of an impending stop or speed reduction for an occupied "block" ahead. Also used for low-speed movements.
- **Red/Green** - "**Diverging Clear**" Taking a siding or crossover. Used to indicate clear or proceed.
- **Red/Yellow** - "**Diverging Approach**" Taking a siding or crossover. Used to warn the engineer of an impending stop or speed reduction for an occupied "block" ahead. Also used for low-speed movements.
- **Red/Red** - "**STOP**" Used to indicate a full stop.