Railroad L

And Their Impact to Model Operations

Rules

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Interaction Expected!



LDSIG & OPSIG Purpose:

- The Layout Design SIG's prime purpose is to aid efforts to design and create layouts that achieve owner's layout goals, avoid common design flaws, and include *prototypical* and model design features that maximize operating and visual interest.
- The principal purpose of the **Operations SIG** is to discuss, develop and disseminate ways of operating model railroads to realistically emulate *practices of the prototype railroads*. This includes... the methods and procedures used by the real railroads and ways of most practically and realistically adapting them to the model world.

Union Work Rules

- Different based on railroads
- Different based on era
- Determines who does what jobs
- Increases interest in operations without the cost of added track
- Improves mental "link" to the prototype
- Makes the real railroaders in your group happy

Why Did the Railroads Follow These Rules?

It cost the railroad extra money to violate these rules



Into the Clear



Blue Flagging – more an FRA rule



Starting Time of Yard Crews



Putting Power on the Train



Pulling a shifted load or Bad Order



Pulling a shifted load or Bad Order



Caboose Assignments



Caboose Placement with Pusher Engines



Blocking of Train The Night Crawler at East Berlinton



Blocking of Train The Night Crawler at Danhill



Reciprocal Switching Agreements



Reciprocal Switching Agreements



Helper Engines











Passenger Switching



Hours of Service



Other Local Work Rules

- If an engineer changes engines 3 times or more, he gets extra hours pay for every change after that
- Air Pay = no car man and crew makes the joint
- Road crew works a combination of more than 7 or more switches and stations, means crew gets way-freight rates (work 3 places and does 4 switches)

Questions? Discussion?

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