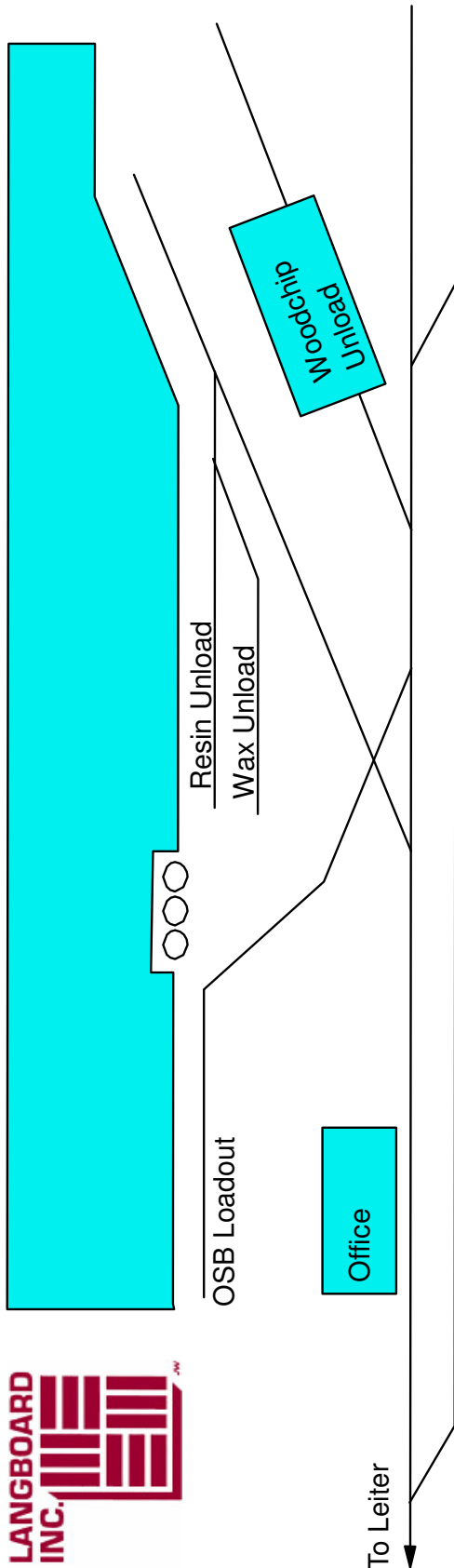


# Crater Creek Branch



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February, 2018 Update

# Welcome Aboard !

Good morning, and welcome to the BNSF Fall River Division! Your shift today begins at 6:00 A.M. sharp, and ends at 6:00 P.M. Below are a few tips to get your job done, read carefully and don't hesitate to ask questions if you have them.

First, read this entire book to become familiar with the railroad, trains, and general operating instructions. Don't be too intimidated, the more you operate the more you'll understand how the railroad operates. It just takes time, and there is always help available.

Using your two-way radio (and headset), switch to the designated channel to communicate with the dispatcher. Other channels may be used for train/crew operations so the dispatcher and other crew members aren't bothered.

The Traffic Manager will call you in the crew lounge with your assignment. Complete the required work as described in this book and on the train manifest - have a safe journey.

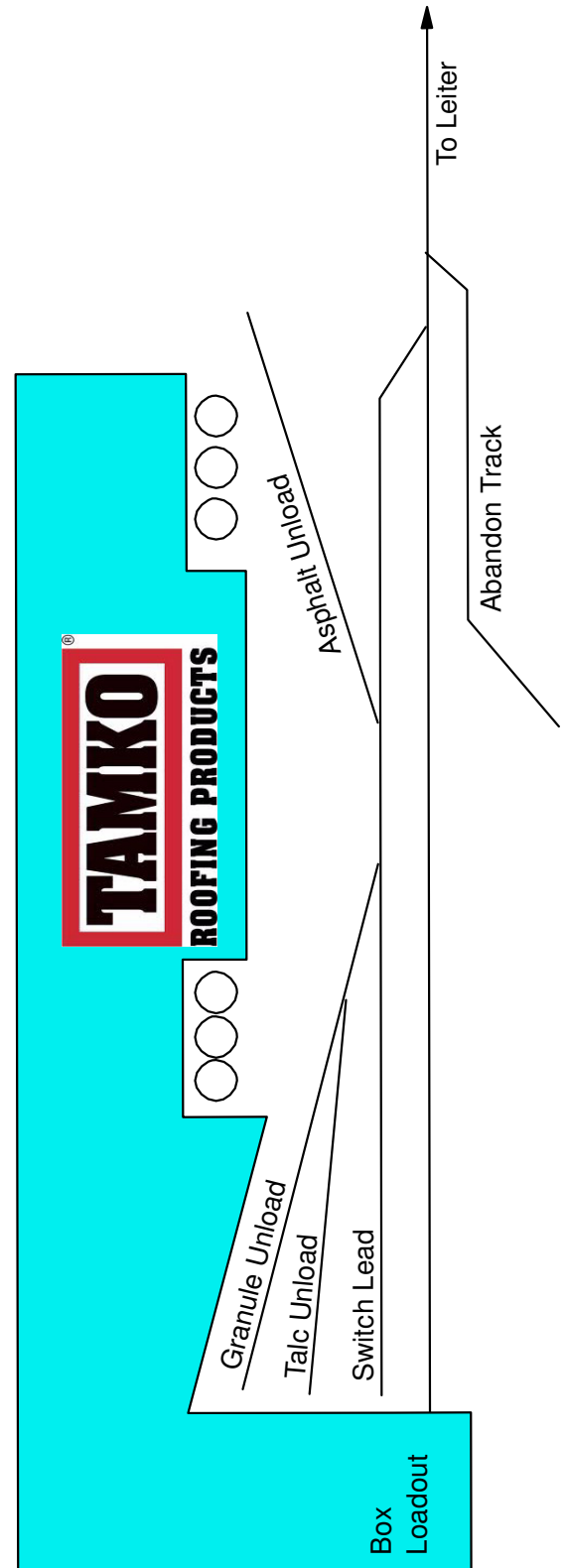
Refer to the instructions for information about acquiring your train, using the manifests, etc. Use the railroad clocks located in the fascia, not your wristwatch, to keep time.

When your work is complete, report to the Traffic Manager indicating your availability for the next train.

When you're not operating a train, relax in the crew area and take a break - you deserve it. Your fellow operators will catch up with you there after they are done operating their train.

Don't hesitate to ask for help. Have a good shift !

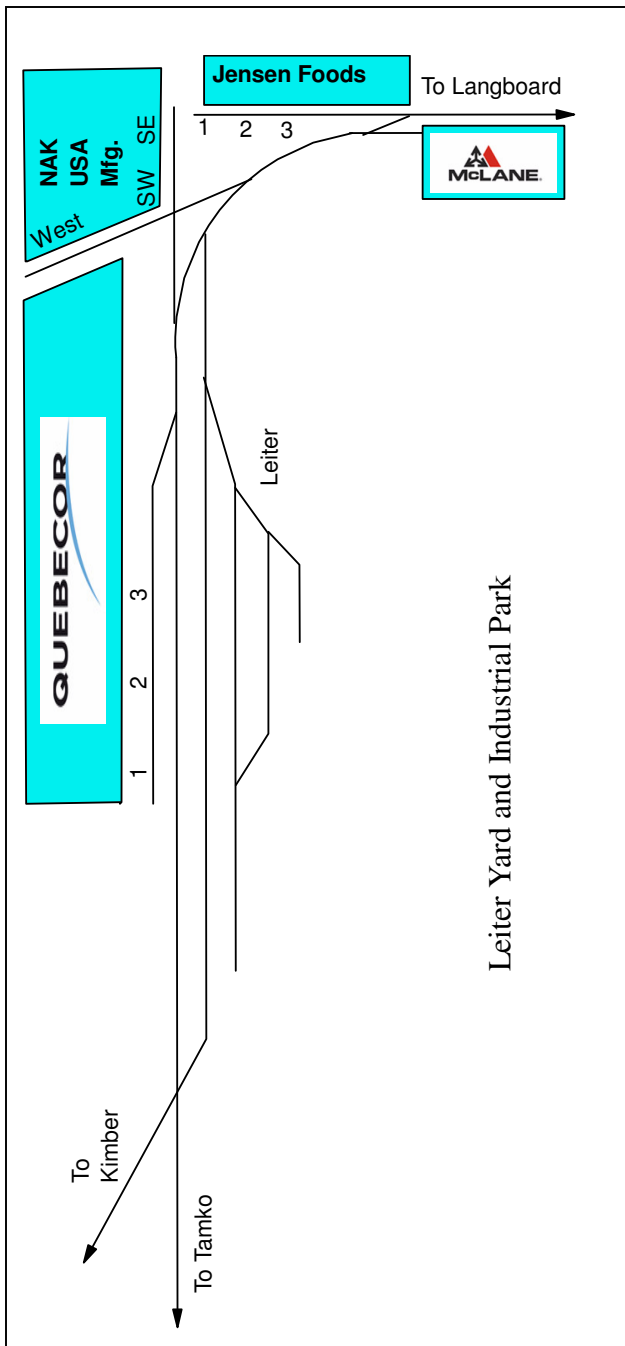
# Crater Creek Branch



# Crater Creek Branch

## Special Instructions

- ▶ Caboose must be used when switching Tamko and for the trip to Langboard
- ▶ Six axle power is not permitted on the branch line.



# Operating Rules

1. In case of doubt or uncertainty, the safe course must be taken.
2. At the beginning of a run, or if more than three cars are set-out or picked-up, an air-brake test (15 min. fast clock) is required.
3. Trains must not exceed maximum authorized speed as prescribed in the timetable and by signal indications.
4. Dispatcher authorization is required to occupy the mainline between Control Points (CP) to perform work. Dispatcher authorization is required when placing dispatcher controlled control point (CP) power switches into "manual" position. All power switches must be placed back into "power" position when use of the switch is complete.
5. Hazardous cars must not be placed directly behind engines, or directly in front of caboose.
6. Car/Engine placement must not foul access or switches. All switches must be returned to their normal position (either lined for the main, or siding) when all work is complete.
7. Trains must not leave the departure track(s) until the dispatcher has provided authorization as indicated at the "Begin CTC" signal.
8. If equipped, bells must be sounded while in yard limits or when crews are on the ground. Horns must be sounded before road crossings.
9. Food, alcohol, tobacco, and cell phones are prohibited while on duty.
10. Operators must exercise caution to prevent damage to track, structures, scenery, etc. Asset protection is a priority.

# Instructions

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## Train Assignments

Train assignments are given by the Traffic Manager prior to scheduled departure time. Prior to departure, crews must read the train instructions on the manifest, inspect the train for defects, perform an air-brake test, and acquire the train using the Digitrax throttle.

## "Acquiring" Trains

Acquiring a train is simply activating your wireless throttle to take control of the engines. Follow these simple steps:

- ▶ Dial in the consist or loco number (number on consist or engine card . If 2 or 3 digits, precede with the digits 0 0. eg. 0025.
- ▶ Plug in the throttle.
- ▶ The status LED will turn green.
- ▶ Unplug the throttle.

You now have control of the engine consist. Test functions such as headlight operation, forward and reverse, sound if applicable, etc.

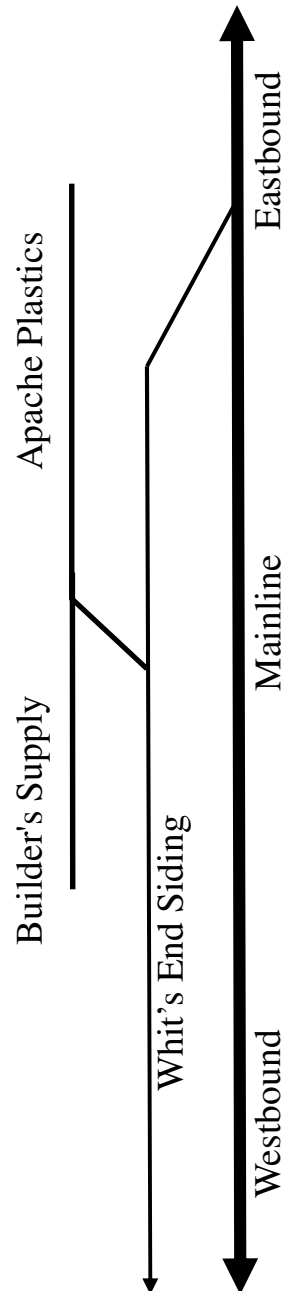
## Train Operations

Crews will find their trains at crew change points around the layout. All crews must check their train against the manifest to determine that the correct cars, engines, etc. are being utilized.

When you are ready to proceed, contact the dispatcher and report that you are ready to depart. The dispatcher will determine your route and will set the appropriate signals for mainline movement. Refer to the Signal Aspect Table for additional information and signal definitions.

# Whit's End Map

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# Whit's End

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## Special Instructions

- ▶ All industry and mainline switches must be lined for the mainline prior to the train's departure.

# Instructions Con't

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Trains do not require authority when operating within yard limits. Upon arrival at your destination **Pull the rear of your train past the control point (also referred to as the plant or OS section) to clear the signals.**

When track is required to perform work, crews must request "Track Authority" from the Dispatcher. Track Authority should be requested, and is granted between Control Points (CP). While Track Authority is authorized, crews also have permission to use the mainline switches in the manual mode.

## "Dispatching" Trains

Dispatching a train is simply deactivating the wireless throttle. To dispatch the engines:

- ▶ Press/Hold "DISP" Button
- ▶ Plug Throttle Into Jack
- ▶ Release "DISP" Button
- ▶ The status LED will turn RED
- ▶ Return all throttle digits to "0"

## Defect Detector(s)

Detectors are used to verify speed, axle count, and to identify problems. Use the manifest to verify the axle count is correct. When a Detector reports a defect, notify the Dispatcher and take the following actions:

- ▶ **Hot Box:** Proceed no faster than 5 mph to the next available location and wait 30 fast minutes for cool-down. If PSC coal car, replace car with load or MT "protection car."
- ▶ **Dragging Equipment:** Immediately stop and walk train to inspect/repair car (30 fast min).
- ▶ **Shifted Load:** Immediately stop and walk train to inspect/repair car (30 fast min).

# Crew Positions

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Summary of crew positions/ responsibilities:

**Superintendent** - Responsible for the overall operation of the railroad. All positions report to the BNSF Fall River Division Super.

**Traffic Manager** - Responsible for the safe arrival and departure of trains from the Traffic Center. Generates train manifests, manages crews, and supervises the Assistant Traffic Manager.

**Assistant Traffic Manager** - Assembles departing trains and classifies arriving trains to and from the Traffic Center. Handles trains between the Traffic Center and all crew change points.

**Yard Master** - Manages all operations in the Fall River Yard. Classifies arriving trains, prepares trains for departure, assigns tracks for arriving and departing trains, prepares paperwork, and supervises the Fall River Switch Crews and Hostler.

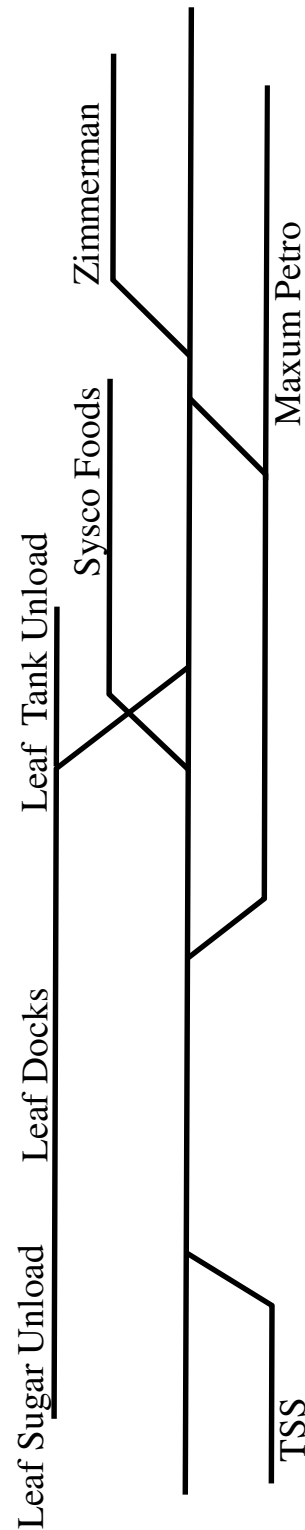
**Fall River Switch Crews (2)** - Classifies arriving trains, prepares trains for departure, works the West end of Fall River Yard and the Intermodal Yard.

**Hostler** - Responsible for servicing all engines arriving and departing Fall River. Manages power assignments and prepares engines and consists for departing trains.

**Kimber Switch Crew** - Responsible for managing the yard at Kimber and services all Kimber customers. Assists through trains with arriving and departing cars for Kimber. Prepares and runs the "Auburn Turn" local to service customers in Auburn, Rocky, and CEMEX.

# Auburn Map

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# Auburn

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## Special Instructions

- ▶ Tracks at Rocky may be used for storage and sorting of cars in Auburn.
- ▶ Six axle power and cars longer than 65 feet are not permitted past Rocky and into Auburn.
- ▶ “Off spot” cars should be stored on the run around tracks near Rockman Sand and Gravel. Do not block road crossings.

# Crew Positions

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**Kimber Crawler (turn)** - Switches all customers between Fall River Yard and Kimber. Turns train in Kimber and continues to switch customers on return trip to Fall River Yard. This may be a two-person position.

**Deckers Dodger (turn)** - Switches all customers between Fall River Yard and Deckers. Turns at Deckers and continues to switch customers on return trip to Fall River Yard.

**PSC Coal Train** - Picks-up empty coal cars from the PSC Power plant at Calhoun. Loads coal at Black Diamond Coal Mine, and returns to PSC Power plant to deliver coal loads.

**Dispatcher** - Responsible to manage the safe and efficient movement of all railroad traffic on the BNSF Fall River Division.

**Helper Service** - Provides "help" to eastbound trains between Kimber and Winston. Crews use helper set(s) stationed at Kimber.

**Crater Branch** – Interchanges cars with Kimber Yard, and provides switching services to industries located on the branch line. After completion of work, crews may return to the “extra board.”

**Road Crews “Extra Board”** - Receive work assignments from the Traffic Manager. Road crews run through-trains (such as Intermodal, coal, merchandise, unit, specials, etc.) over the division. Road crews also may be assigned small switch jobs, MOW jobs, etc. at the direction of the Superintendent or Traffic Manager.

# BNSF Fall River Division

Westward ↓		Kimber Subdivision	↑ Eastward		
Speed Zone	Mile Post	Stations	Rule 6.3	Siding Length	Miles
10	0.0	Fall River (Y) <i>* Crew Change</i>	RL		121.2
25	0.3	Union (J) (UP)	CTC		120.9
45	2.4	Sage	CTC	1550	118.8
40	17.8	Whit's End	CTC		103.4
25	20.6	Winston	CTC	1940	100.6
25	25.0	Overlook	CTC	1645	96.2
25	26.0	MRL Jct (J)	CTC		95.2
25	31.3	Jordan Jct (J) UP	CTC		89.9
25	32.6	Kimber	CTC		88.6
60	34.0	W. Kimber	2 MT CTC	1450	87.2
60	36.1	Joder	2 MT CTC	1703	85.1
60	39.3	Ardmore	2 MT CTC	6620	81.9
50	41.2	Blk Diamond Jct. (J) <i>Black Diamond Mine</i>	CTC		80.0
25	57.1	Rocky Jct (J) <i>Rocky Branch</i>	CTC		64.1
50	58.8	Richland <i>* Crew Change</i>	CTC		62.4
50	121.2	Tacoma	CTC		0.0

**Frequencies:** Road Channel, 7-00

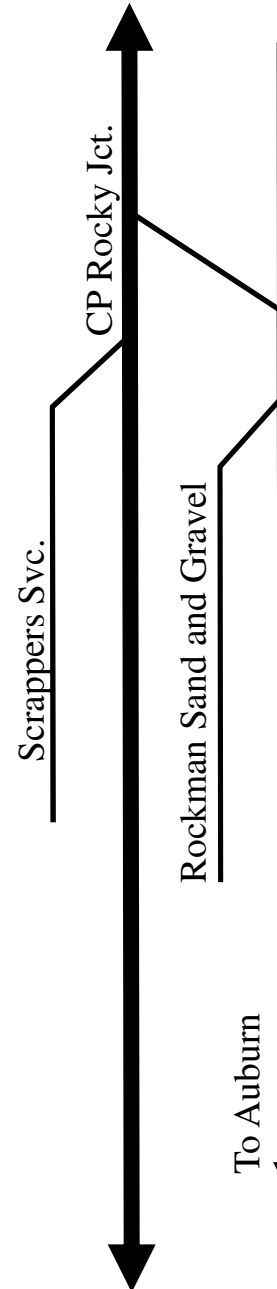
**Maximum Speed:** 60 mph

**Rule 1.4:** UP trains use BNSF track between Fisher Jct. and Black Diamond Mine, under BNSF Dispatcher authority.

**Defect Detector:** MP 23.7

**Notes:** Double track mainline between Black Diamond Jct. and Kimber will be referred to individually as "North Track" and "South Track."

# Rocky Map





# Rocky

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## Special Instructions

- ▶ Cars must not be stored on the engine run-around/lead track in Rocky. These tracks are used for rock trains and local freights performing run-around moves.
- ▶ Cars must not be stored on the Rockman loading tracks. A spot behind Rockman is reserved for sand loading and unloading.
- ▶ All industry switches must be lined for the siding and/or mainline prior to the train's departure.

# BNSF Fall River Division

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Westward ↓		<i>Horton Subdivision</i>		↑ Eastward	
Speed Zone	Mile Post	Stations	Rule 6.3	Siding Length	Miles
40	30.5	Burlington	CTC		0.0
25	18.4	Calhoun <i>* Crew Change</i>	CTC		12.1
25	18.2	Deckers <i>Industrial Spur</i>	CTC		12.3
25	18.1	PSC (J) <i>Power Plant</i>	CTC		12.2
40	14.1	Horton (JX) (IAIS Xing)	CTC	1324	16.4
10	0.0	Fall River (Y) <i>* Crew Change</i>	RL		30.5

**Frequencies:** Road Channel, 7-00

**Maximum Speed:** 40 mph

**Notes:** IAIS trains must pull up to BNSF Xing signals to activate.



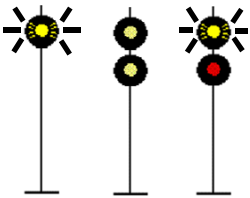
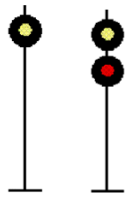


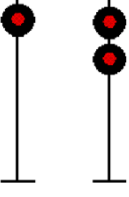
Westward ↓		<i>Lincoln Subdivision</i>		↑ Eastward	
Speed Zone	Mile Post	Stations	Rule 6.3	Siding Length	Miles
40	44.0	Lincoln	CTC		0.0
40	3.5	No Name <i>* Crew Change</i>	CTC		40.5
10	0.0	Fall River (Y) <i>* Crew Change</i>	RL		44.0

**Frequencies:** Road Channel, 7-00

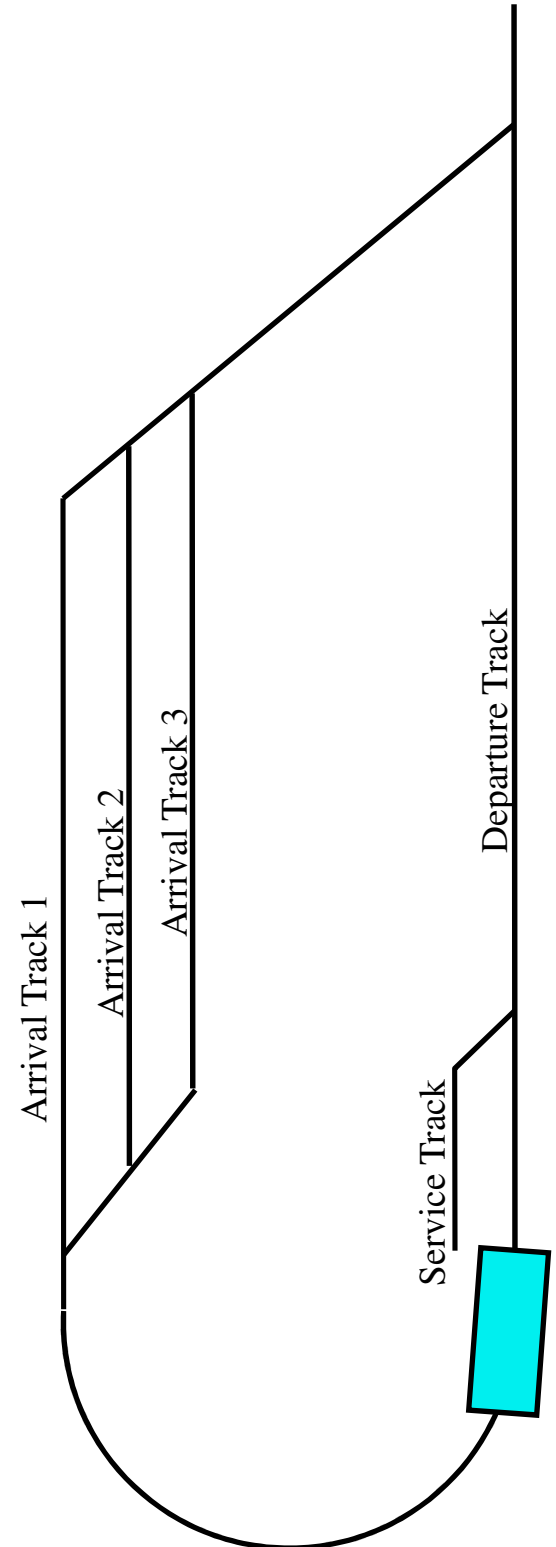
**Maximum Speed:** 40 mph

**Notes:**

# Signal Indications

	<p><b>Clear</b></p> <p>Proceed.</p>
	<p><b>Diverging Clear</b></p> <p>Proceed on diverging route at prescribed speed.</p>
	<p><b>Approach Medium</b></p> <p>Proceed prepared to pass next signal not exceeding 40 MPH and prepare to enter diverging route not to exceed 25 MPH.</p>
	<p><b>Approach</b></p> <p>Proceed prepared to stop at next signal. Trains exceeding 25 MPH must immediately reduce to that speed.</p>
	<p><b>Diverging Approach</b></p> <p>Proceed on diverging route at prescribed speed prepared to stop at next signal. Trains exceeding 25 MPH must immediately reduce to that speed.</p>
	<p><b>Stop and Proceed</b></p> <p>Bring train to a complete stop, then proceed at restricted speed. Where signal masts display a "D" or "G" plate, trains do not have to stop and must proceed at restricted speed.</p>
	<p><b>Stop</b></p> <p>Bring train to a complete stop.</p>

# Black Diamond Mine Map



# Black Diamond Mine

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The BNSF and UP load coal at the Black Diamond Mine.

## Special Instructions

- ▶ BNSF Dispatcher will line trains into Black Diamond Mine arrival tracks. Crews must switch the tracks to enter the mine load track.
- ▶ While entering the load track, train crews **MUST** use the surveillance system to check empty coal cars for unauthorized trespassers. If trespassers are located in cars, stop train, back into arrival track, remove trespasser, and notify the Dispatcher who will contact the authorities.
- ▶ Only one train is permitted to use the load track at any one time.
- ▶ Crews must load the proper coal loads. Check the designation on "the box" and/or the back of the load to ensure the proper coal is loaded.
- ▶ Track authority from the BNSF Dispatcher is required before departing the mine departure track. Trains must only depart on proper signal indication.

# Train Symbols

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## Descriptive Designations:

A	Amtrak or Passenger
B	Bare Table Intermodal
C	Loaded Unit Coal
E	Empty Unit Coal
G	Loaded Unit Grain
H	High Priority Manifest
L	Local Train
M	Regular Merchandise
O	Officer Special
S	Intermodal Stacks
T	Transfer Train
U	Unspecified Unit Train
V	Vehicle Manifest
W	Work Train
X	Empty Unit Grain
Z	Priority UPS Intermodal

## Origin - Destination Codes:

BLK	Black Diamond Mine
BUR	Burlington
FAL	Fall River
HIN	Hindman (Union Pacific)
LIN	Lincoln
MAR	Marshal (Union Pacific)
PSC	Public Service Company
ROC	Rocky
TAC	Tacoma

## Example:

```
H LIN FAL
|   |   |
|   |   |----- Destination
|   |----- Origin
|-- Description
```

# Deckers and PSC

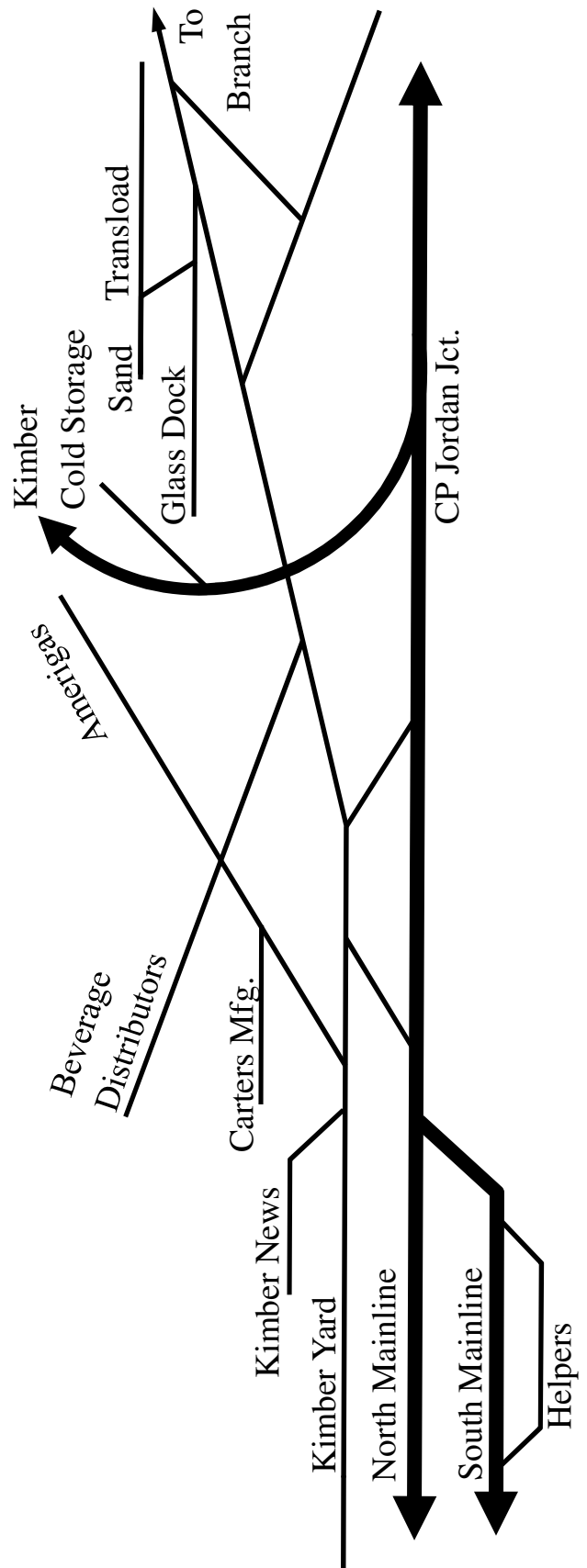
## Deckers Special Instructions

- ▶ Locals must not obstruct the mainline to switch Deckers.
- ▶ The Calhoun storage tracks may be used for sorting and storage of Deckers cars.
- ▶ Track authority from the BNSF Dispatcher is required before departing Deckers. Trains must only depart on proper signal indication.

## Public Service (PSC) Special Instructions

- ▶ Arriving coal trains are to drop all coal loads on an empty loop track. PSC switch crews will unload cars.
- ▶ BNSF crews must not store power on PSC property. After dropping cars, power must be stored on the Calhoun storage/yard tracks.
- ▶ Track authority from the BNSF Dispatcher is required before departing the PSC property. Trains must only depart on proper signal indication.

# Kimber Map



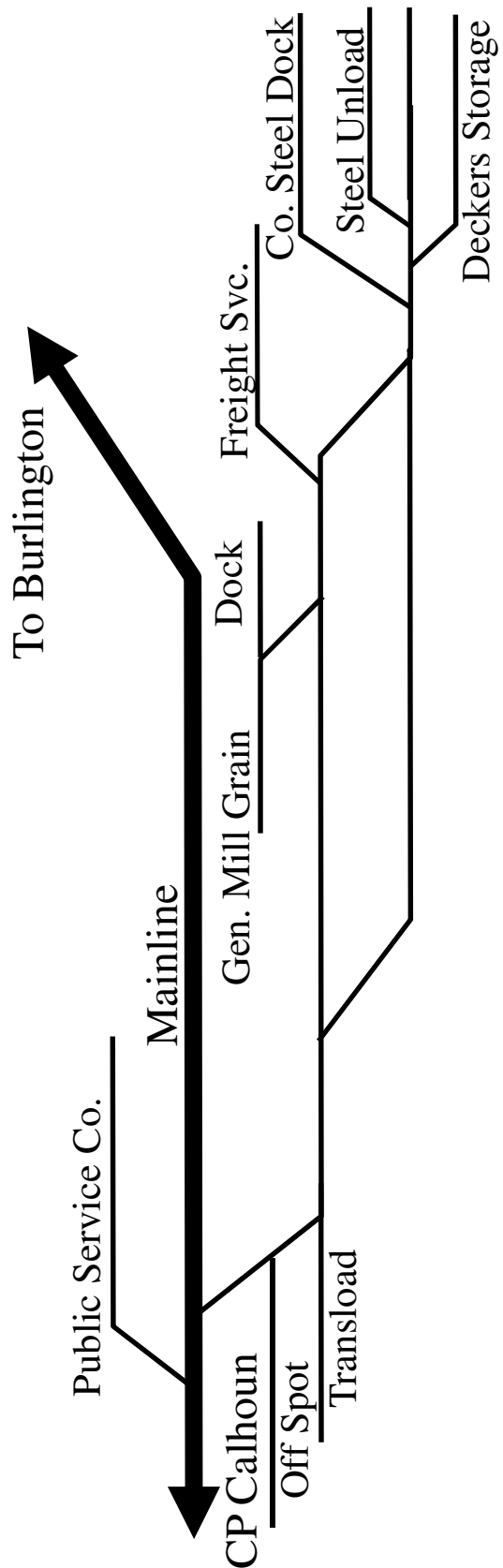
# Kimber

In addition to industrial switching activity, the Crater Creek Branch Line originates here. Kimber is also the origination point for the "Auburn Turn."

## Special Instructions

- ▶ Dwarf signals protect the movement over the crossing to the UP arrival and departure tracks. Movement is not authorized if the dispatcher has set a route for the UP, indicated by a RED signal aspect on the dwarf. BNSF crews only have authority to pass the dwarf signals if the signal aspect is GREEN.
- ▶ Wye tracks may be used as necessary. The tail track switch is located on the fascia.
- ▶ All mainline and siding switches must be lined for the main prior to the train's departure.
- ▶ Close clearance between the north yard track and city buildings. Crews must use caution.

# Deckers Map



# Horton

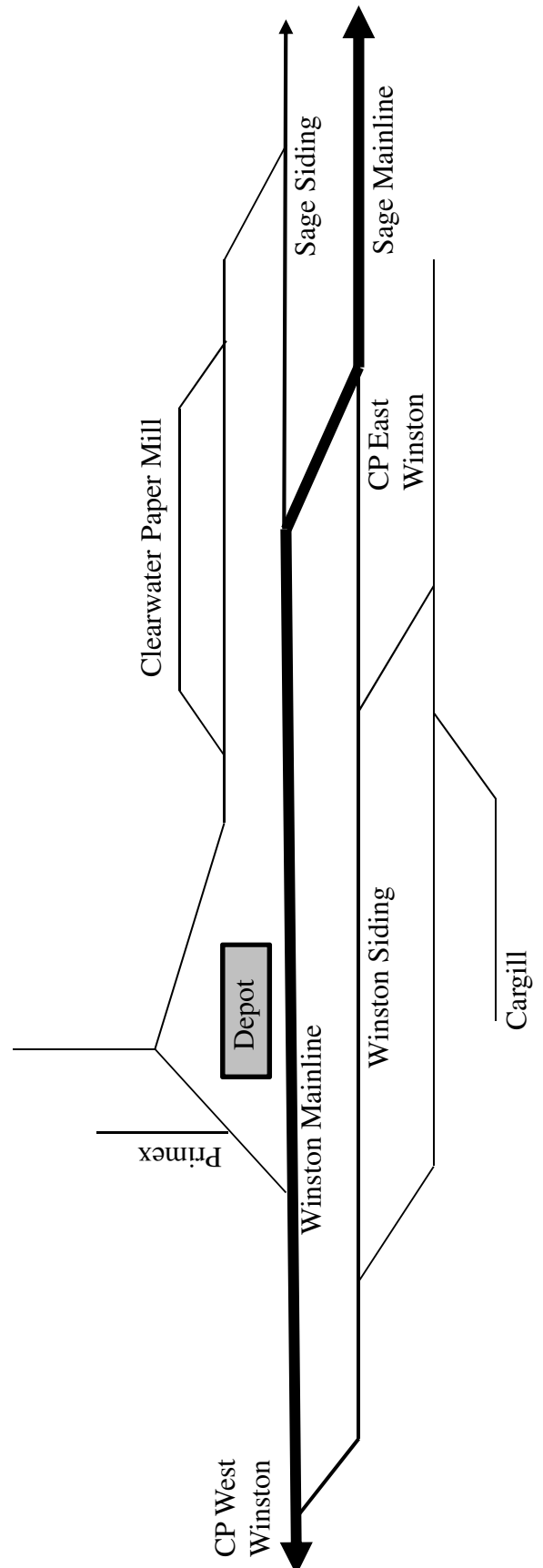
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## Special Instructions

- ▶ The "Horton Yard" is used for overflow or "off spot" cars. Cars should only be taken from or set-out in the yard as indicated on train manifests.
- ▶ The BNSF interchanges with the Iowa Interstate Railroad (IAIS). All movements on the interchange track should be coordinated with IAIS Horton crews (if on duty).
- ▶ IAIS trains must pull up to BNSF Xing signal to activate. If the signal aspect remains red, the BNSF Dispatcher has the route already reserved for BNSF train movement over the crossing.
- ▶ IAIS crews do not need to communicate with the BNSF Dispatcher, unless there are problems with the BNSF mainline crossing.
- ▶ To protect the BNSF/IAIS crossing, the "brake" must be used when storing cars on the "IAIS mainline" track. Additionally, the turnout must be set to the interchange track.
- ▶ Cars stored on the interchange track may foul the brewery switch. BNSF crews may use the interchange track and IAIS mainline to switch the brewery.
- ▶ IAIS crew may use the interchange track, however, they are not authorized to use the BNSF siding at Horton, or foul the West Horton plant.

# Winston Map

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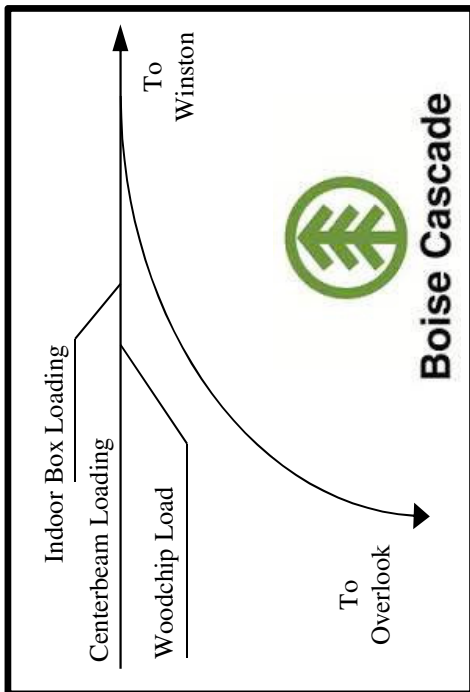


# Winston

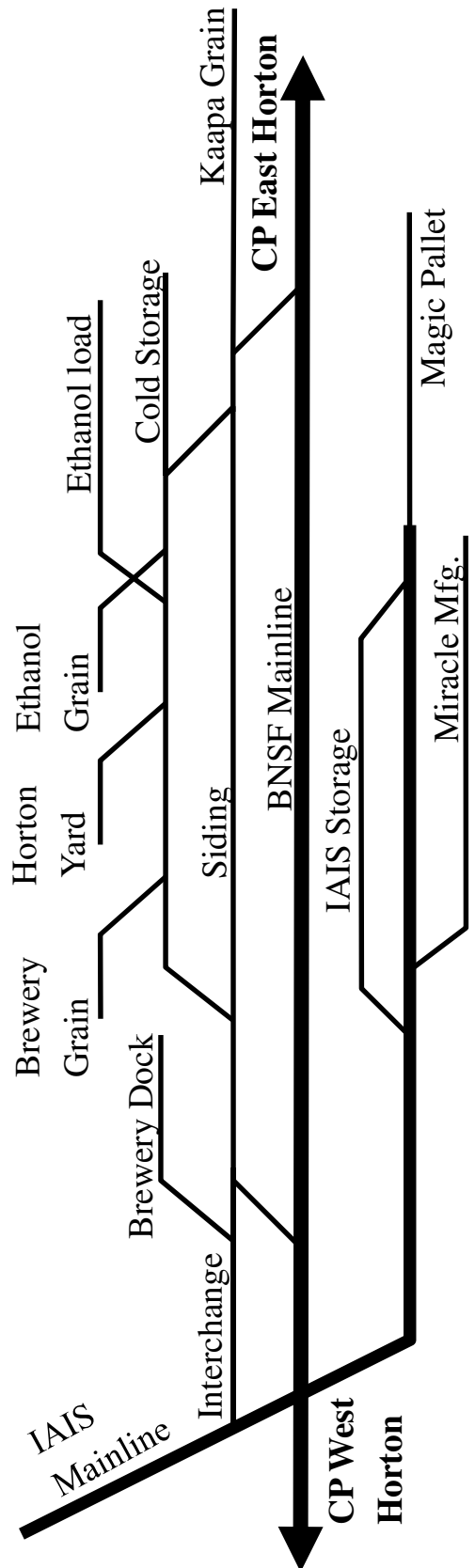
## Special Instructions

- ▶ The Winston Depot is located on the mainline. All passenger trains and specials using the depot must use the mainline.
- ▶ Mainline "brakes" are located West of Boise Cascade and East of Whit's End. Both locations are located on the mainline, near Winston.
- ▶ Wye tracks may be used as necessary. The tail track switch is located on the fascia.
- ▶ Kimber Crawler should take only cars for the MRL Interchange and Kimber down the hill to Kimber Yard. Other cars may be stored anywhere (except the mainlines and sidings) for the return trip to Fall River.
- ▶ All industry switches must be lined for the siding and/or mainline prior to the train's departure.

**Winston Boise Cascade Map**



# Horton Map



# Fall River

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Fall River is the Division headquarters and contains a classification yard, engine service facility, car service facility, intermodal services, and several industries.

## Arriving/Departing Trains

All arriving and departing trains in Fall River are required to use A/D tracks 1-4. Assignment of tracks are made by the Yard Master. The Yard Master must communicate with the Dispatcher regarding the arrival and departure of all trains.

Trains must not leave the departure track(s) until the dispatcher has provided authorization as indicated at the "Begin CTC signal."

## Fall River Industries/Switching

The Yard Master is responsible to ensure that industries, interchanges, and railroad services are switched as required.

## Union Junction

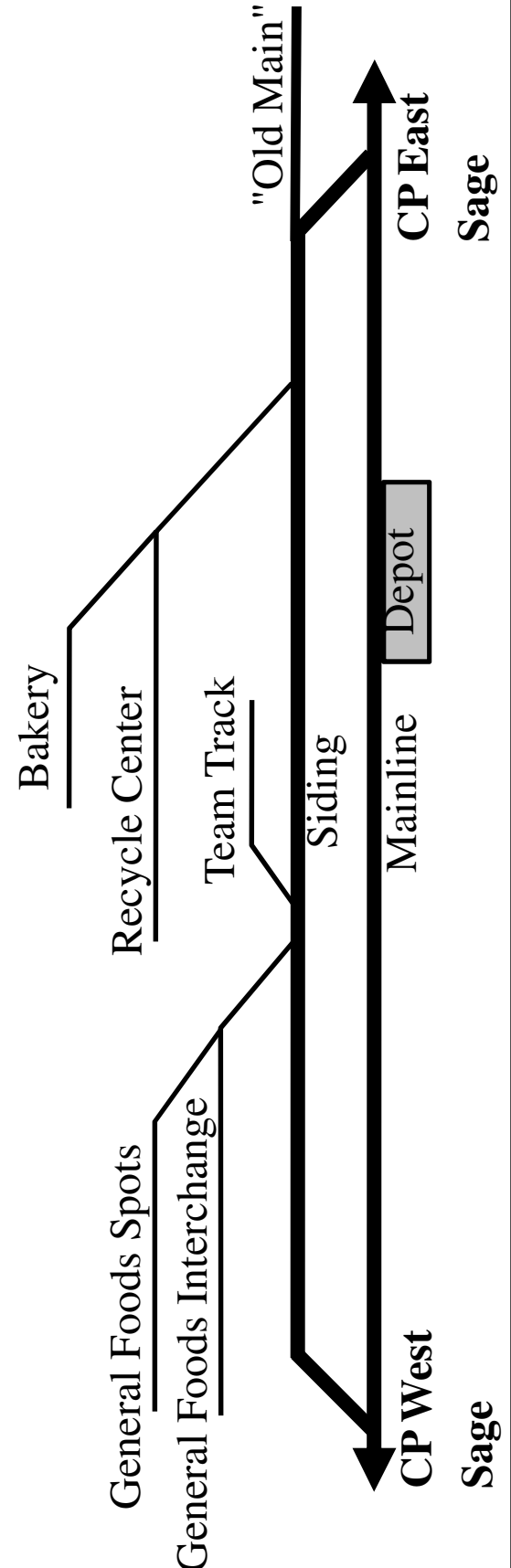
Union Pacific and Amtrak crew work with the BNSF Dispatcher to coordinate traffic through the Junction. Union Station tracks are accessible via the junction. Crews may use the "old main" as necessary for switch moves, as indicated by a restricting signal. No interaction by the Fall River Yard is necessary.

## Intermodal Facilities

Intermodal (containers and trailers) trains may originate or be destined for the intermodal service yard.

# Sage Map

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# Sage

General Foods operates a Trackmobile between their industry track and the interchange track. Be on the lookout for General Foods activity on the siding track.

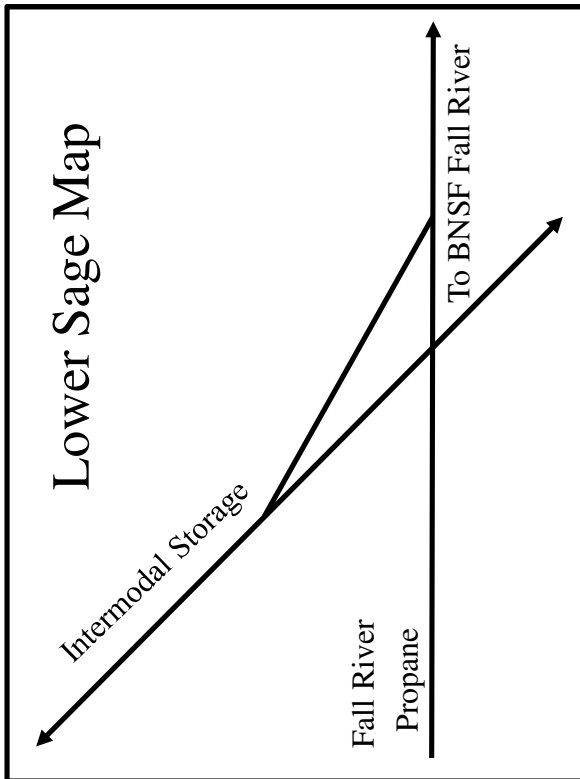
Cars are not to be stored on the General Foods switch lead East of the General Foods interchange track.

All cars pulled from General Foods spots must be weighed per instructions at General Foods.

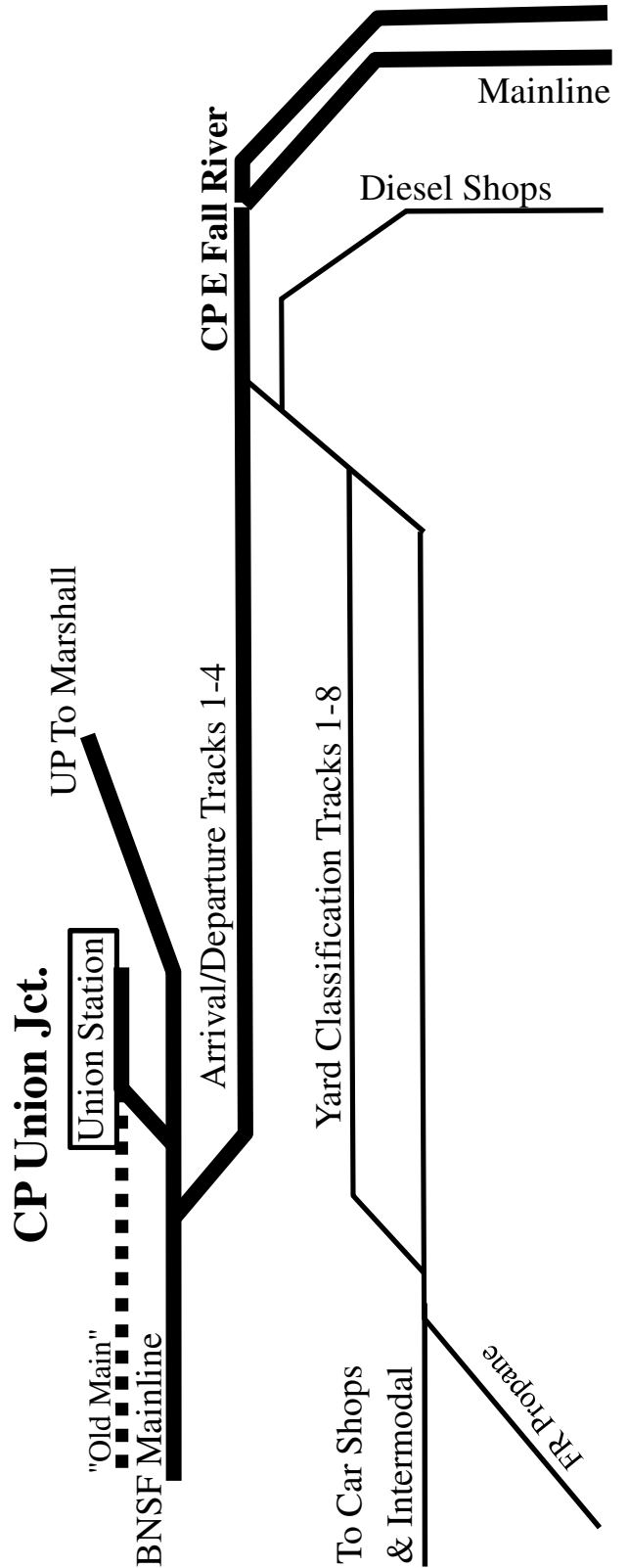
The "Old Main" may be used as a switch lead. Restricting signals through the N side of E. Sage plant must be given by the Dispatcher.

# Lower Sage

The lower Sage industries are switched by the Fall River yard switchers (west end).

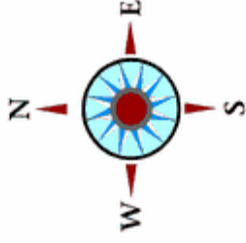


# Fall River Map

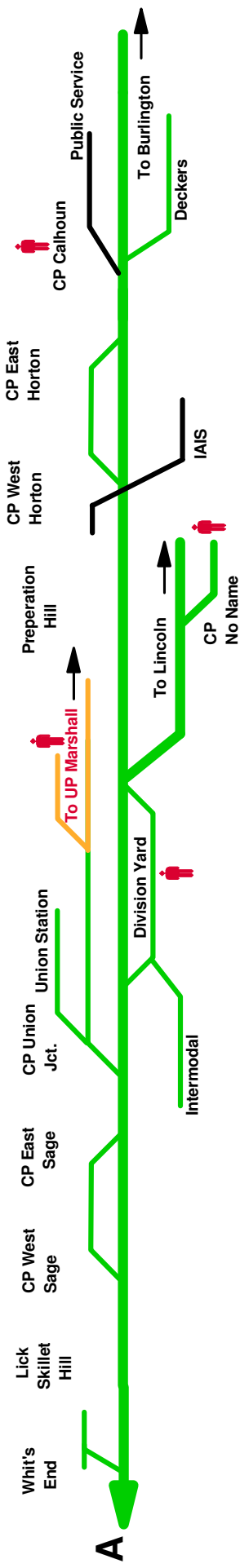




# Fall River Division



## Fall River



**BNSF** █

**Union Pacific** █

**Private Lines/Other Railroads**

**Crew Change** █

**We Can Move Your World.**

