



Georgia Northeastern Railroad

Operating Rules

Effective June 1, 2013

These rules are established for the safe and efficient operation of the Georgia Northeastern Railroad (GNRR). Common sense and good judgement must be used in the absence of specific rules. Any accidents or incidences must be reported. The primary goal of the operating session is to have fun and enjoy operating on my layout.

I. METHOD OF OPERATION

1. **Movement Authority**-All trains must contact the control station (layout owner) before occupying any main tracks and trains will be governed by verbal instructions of the control station. Such system will constitute a Verbal Block System (VBS). Crews will sign out for a block(s) prior to departing and sign in the block(s) when completed.
2. **VBS Block Limits**-
Marietta Block (MA) from Elizabeth Yard to Highway 53.
Tate Block (TA) from Hwy 53 to Long Swamp Creek Bridge.
Marble Hill Block (MH) from derail on Marble Hill Lead to end of the line track bumper in Marble Hill.

II. SPEEDS

1. Trains and engines must move at a speed that will permit stopping within one-half the range of vision, but NOT EXCEEDING 15 MPH.
2. Maximum speed for coupling is 3 MPH.

III. TRAIN CREW INSTRUCTIONS

1. The Engineer is responsible for the general direction, speed, and safe operation of the train or engine.
2. The Conductor shall coordinate all movements and direct the Engineer to accomplish the required work.
3. A Safety Stop shall be performed one car length prior to coupling to any standing car.

4. The Conductor shall provide verbal instructions to the Engineer indicating the direction and distance in car lengths and/or feet to stopping or coupling.
5. The Conductor shall provide point protection for all shove moves and verify switches are properly lined.
6. The Conductor shall request “Red Zone” prior to placing themselves in a fouling position on or between equipment.

IV. INSTRUCTIONS RELATING TO OPERATING RULES

1. **Headlights-** The headlight must be displayed “bright” on the leading end of every train.
2. **Ditch Lights-** Ditch lights shall be illuminated on the front of the locomotive when traveling on the main line and through all grade crossings.
3. **Bell-** The engine bell must be rung when an engine is about to move, except after momentary stops in continuous switching movements. It must be rung while approaching and passing through grade crossings.
4. **Horn Signals-** The horn shall be sounded approaching all grade crossings. The sounding of the horn with two long, one short, and one long blast shall be sounded before entering the crossing with the last long blast prolonged until the locomotive occupies the crossing.
5. **Whistle Post Signs-** A whistle post sign indicated with a “W” are located approximately three cars lengths away from all grade crossings.
6. **Grade Crossings-** Grade crossings may not be blocked for more than 10 fast clock minutes. No cars shall be left less than 50’ away from any grade crossing.
7. **Switches-** The normal position for switches is for straight away movement and shall be lined in that position when not in use. When lining switches, assure the points fit properly.

8. **Derails-** The normal position of derails is in the derailing position, and shall be returned to normal when not in use.
9. **Clearance Point Indicators-** A painted yellow tie indicates the clearance point for equipment on all sidings.
10. **Blue Flags-** Blue signals displayed signify that workmen are on, under, or between rolling stock. When displayed the equipment must not be coupled to and must be removed only by the same craft or group that displayed them.
11. **End of Train (EOT) Protection-** A flag or EOT device shall be attached to the last car in the train to provide end of train protection.
12. **Hazardous Materials Placement-** Placarded hazardous materials cars must be separated by at least one car from the locomotive. See Switch List for cars indicated “HZ”.
13. **Shove moves-** When shoving into all buildings, movement must be stopped before entering and the crew must ascertain that all equipment is clear before spotting/pulling cars. A Safety Stop shall be performed two car lengths before the end of any siding to control the movement.
14. **Facility fence gates-** Gates are normally in the closed position. The crew shall open the gate prior to entering the siding for that facility. Control panels for the gate are located on the fascia and indicate the proper direction to turn the handle to open. Stop when the gate reaches the full open or closed position. Crews shall close the gate once switching is completed and the siding switch is returned to normal.
15. **Overhead rolling doors-** Two industries are equipped with operating overhead rolling doors. The doors shall be opened prior to lining the switch to the industry. Crews shall open the door by turning the operating knob disguised as a roof top ventilator counterclockwise to open the door. Stop once the door is fully opened.