

**St. Louis—San Francisco Railway
Missouri Pacific Lines
Missouri-Kansas-Texas Lines
Terminal Railroad Association
of St. Louis**

OPERATING INSTRUCTIONS

**SOUTH PARK
YARDMASTER**

**Effective
Monday, Aug 1, 1976
At 12:01 A.M.
Central Standard Time**

SUPERSEDING PREVIOUS INSTRUCTIONS

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Table of Contents

Welcome	3
Operating Rules	4
Instructions	5
Location Codes.....	7
South Park Yard	8
Beaver Cove Transfer..	11
Zone 1	12
Map	13

Revised August 1976

(2018)

Welcome Aboard!

Greetings, and welcome to the Eagle River Division. Today's shift begins at 6 A.M. and ends when it ends. This book contains important information and tips regarding your job.

Please read the entire book to familiarize yourself with the railroad, its trains, and general operating instructions. If you are new to operations, don't worry if it doesn't all make sense right now.

Good communication between you and the dispatcher is important. Use the telephones located at W. Ferritin, South Park, and Riverside to place or receive calls. Crews at Oak Hill and Anheuser-Busch may communicate directly with the dispatcher.

When called for your job, complete the work described in this book and on your train manifest or switch list, and have a safe, accident-free journey.

Refer to the instructions for information on controlling your train, interpreting the manifests, etc. The ERD does not run on a "fast clock", so you may use your watch, phone, or provided wall clocks to keep time.

Report to the dispatcher when you have completed your work, indicating your availability for the next train.

When not operating a train, please relax in the crew area. You will have time to catch up with fellow operators over lunch or when they are done operating their train.

Operating Rules

1. In case of doubt or uncertainty, the safe course must be taken.
2. Trains must not exceed maximum authorized speeds and must obey signal indications.
3. Dispatcher authorization is required to occupy the mainline between control points (CP) to perform work. Dispatcher authorization is required to place dispatcher-controlled switches into manual position for local control.
4. Although not recommended, it is okay to place hazardous cars directly behind engines or directly in front of cabooses.
5. Car and engine placement must not foul access or switches. All switches must be returned to their normal position when all work is complete.
6. Trains must not depart from yard departure tracks until verbal or signal authorization is obtained.
7. If equipped, bells must be sounded within yard limits while arriving or departing the yard and at industrial spurs when crews are on the ground. Horns must be sounded before road crossings and bridges. Bells are not required while performing work in yards.
8. Food, alcohol, tobacco, and cell phones are prohibited while on duty. Non-alcoholic drinks are permitted in the train room but should be kept in the provided holders.
9. Operators must exercise caution to avoid damage to track, structures, locomotives, rolling stock, scenery, etc. Asset protection is a priority.

Instructions

TRAIN ASSIGNMENTS

Train assignments are given by the dispatcher prior to scheduled departure. Prior to departure, crews must read the train instructions on the manifest, inspect the train for defects (low hanging couplers, derailments, etc.), and insure the train is entered into their throttle.

Acquiring your Train

Lenz Throttles

Use the “A” key to scroll through the list of locomotives in your throttle’s stack. Ask for assistance if it is not found.

CVP Wireless Throttles

Power on the throttle. Press the green key and then enter your locomotive’s number. Press the green key again.

Once you have control of your locomotive or loco consist, test headlight operation, direction, sound if applicable.

TRAIN OPERATIONS

All crews must check their train against the manifest before moving their train to confirm that the correct cars, locomotives, etc. are in place.

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

Trains operating within yard limits do not require dispatcher authority. Upon arrival at your destination, insure that the rear of

your train is past the control point so that mainline signals can be cleared.

Requesting “track authority” (a/k/a “Track and Time”)

Crews must request “Track Authority” from the dispatcher whenever track is required to perform work. Track Authority should be requested, and is granted between Control Points (CP). While track authority is authorized, crews have permission to use mainline switches in manual mode if this is an option at their location.

Dispatching your Train

...is something the dispatcher does on this railroad. You do not need to take any action with your throttle to “dispatch” a train when your job is complete.

COMMON DECODER FUNCTIONS

F0	Headlight
F1	Bell*
F2	Horn*
F3	Short Horn*
F8	Mute*

Additional functions are available on some locomotives.

***Only on Sound-Equipped Power**

TRACK NUMBERING

Industry Spur tracks are numbered from the aisle. The track closest to you should be track number 1.

Yard tracks are numbered from the main line. As a result, track numbers at W. Ferritin and South Park yards will increase as they approach the aisle.



Locations

Origin—Destination Codes

AB	Anheuser-Busch
BC	Beaver Cove
EF	East Ferritin
FSY	Ferritin Steel Yard
KTS	M-K-T Staging
MPS	MOPAC Staging
OH	Oak Hill
SPY	South Park Yard
WF	West Ferritin
Z1	Zone 1
Z4	Zone 4



SOUTH PARK YARD

SPY

Yardmaster

The South Park Yardmaster manages and coordinates all activities in combining rolling stocks into trains, and breaking down trains into individual railroad cars, and switching trains from track-to-track in the rail yard. Additionally, the yardmaster is responsible for delivery and retrieval of rolling stock to and from local South Park industries (Zone 1).

Yard Tracks

South Park Yard consists of a Yard Main, an Arrival-Departure Track; five classification tracks numbered 1 through 5, one drill track for working local industries, one power track for locomotives and one caboose track.

Arrival-Departure (A-D) Track

The A-D track is connected to the main at the east end of the yard. Additionally, one crossover and one double-crossover connects the main to the A-D track.

Classification Tracks

The five stub-ended classification tracks connect to the yard lead at the east end of the yard. Track #1 is closest to the A-D track. Track numbers increase as they move farther from the A-D tracks and approach the aisle. Cars are classified according to destination. Each classification track is equipped with a Kadee delayed uncoupler. Yellow ties mark the delayed uncoupler locations.

Power and Caboose Tracks

The locomotive or power track is limited in capacity at South Park. Locomotives may need to be stored wherever feasible. The Zone 1 switch lead is sometimes used for this. The caboose track is accessible from both the east and west and runs parallel to the yard ladder track.

Yard Limits

The eastern yard limit is the repeater signal 104 just west of control point 103 (at Meramec Station Rd). This CP marks the beginning of CTC and the west end of Riverside Siding.

Turnouts and Switches

Yard Ladder: Yard ladder turnout switches are controlled by a rotary switch located on the fascia. Toggle switches switch between tracks 1 and 2, a second toggle controls access to the east end of the caboose track from the A-D track.

Another toggle controls the crossover between the main and A-D track. All points throw at once on the double-crossover when the toggle switch is moved. All other turnouts are manually thrown switches located at the turnout.

Train Movement

Arriving trains use either the main or the A-D track. Arriving trains will either terminate or turn at South Park Yard. If terminating, road locomotives should be removed and taken to the power track; cabooses go to the caboose track for terminating trains.

Communication

A phone is provided for communication with the dispatcher. Communication with arriving and departing train crews is direct verbal. Incoming trains will be held at CP 103 until the dispatcher is notified that the South Park yardmaster has granted permission to enter the yard. The dispatcher must be notified when trains have permission from the yardmaster to depart the yard. Trains cannot depart the yard until authorized by the yardmaster and the dispatcher. Dispatcher authorization may be granted by signal indication at CP 103 (west end of Riverside siding). Any signal other than red over red at eastbound Signal 104 is permission to continue into CTC territory.

Local Industries

The South Park Yardmaster is responsible for car delivery and retrieval from local customers located in the local Zone 1 switching district. The yard switcher may be used to perform this work; no caboose is required within yard limits.

Transfers

One transfer (#BCTX) departs South Park Yard to work the MP/M-K-T Interchange Track located at Beaver Cove. The transfer returns to the yard and the cars are classified. The yard engine may be used for this run if desired. A caboose is required on the end of the train. This train must proceed east past CP107, then back down the MOPAC branch toward Beaver Cove and the interchange track.

Switch Lists and Daily Report

Computer-generated switch lists dictate car movement for building outgoing trains and sorting incoming rolling stock.

See the Yardmaster Turnover Report for a summary of expected train movements.

BEAVER COVE TRANSFER

BCTX

Transfers cars from South Park Yard to the MP/M-K-T interchange track at Beaver Cove.

Cars are typically classified on SPY Classification Track 1.

Caboose is required on end of this train. Yard power may be used for this transfer, or alternate SLSF power assigned.

Upon arrival at CP107, pull last car of your train (caboose) past the control point signal. Once your caboose is east of the signals, contact the dispatcher to throw the turnout for the Mopac branch to Beaver Cove, and back your train westward to the interchange track.

When finished, depart Beaver Cove with your power on the rear (West end) of your train, backing it over the Mopac Branch to the signal for CP107. Contact the dispatcher for the signal and turnout. The dispatcher should return the turnout to normal and clear the westbound signal for you to return to South Park Yard once you have cleared the turnout, but a gentle reminder might help expedite this move.

Upon return to SPY, cars from this train are classified according to the train's manifest.

See the Crew Assignment Information sheet for this train for more information.

South Park Industries

ZONE 1

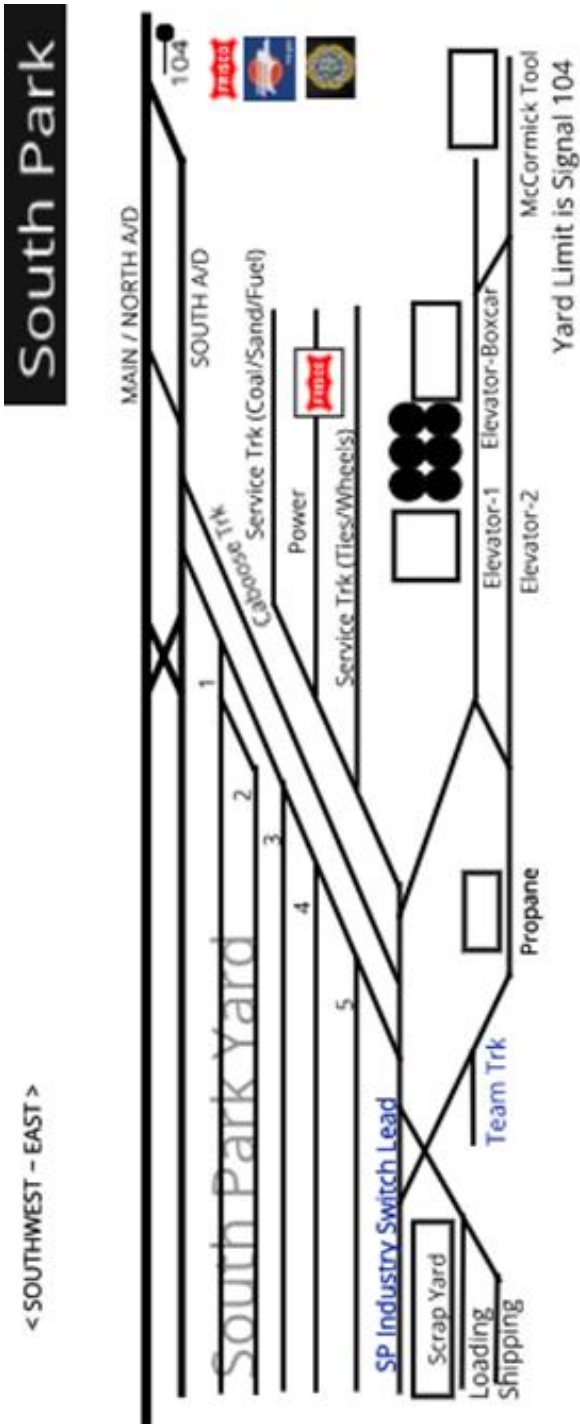
The division headquarters is located in South Park. A classification yard, car service facility, tie service, and several industries are located here.

The South Park Yardmaster is responsible for ensuring that local Zone 1 industries and railroad services are switched as required.

INDUSTRY SPURS

- Midwest Scrap Tracks 1 & 2
- Team Track
- Commercial Propane
- SLSF Tie & Wheel Track
- SLSF Fuel Service Track
- McCormick Tool
- COOP Elevator Grain Tracks 1 & 2
- COOP Elevator Boxcars





YARD TRACK ASSIGNMENTS

1. For BEAVER COVE (MP/M-K-T)
2. For EAST FERRITIN (T.R.R.A.)
3. For WEST FERRITIN (Steel Mill)
4. For ZONE 4 (Cement/Quarry)
5. For ZONE 1 (Local)

Track 1 may also be used for temporary storage of cars needing sorting.

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And  *Keep it*

