

VMRR Main Layout General Orders of Operation DCC

Last updated 9-29-11

Mainline Normal Operating Direction

North to south past Queens Gate (Yards and Station)

North to south past Obarek Junction

Normal operating direction will take priority on the main line

Normal approach to upper level will flow out of Obereck Junction (with two tracks over diamond having priority over single track) and return down to lower level at switch #70

Upper level inner loop may be run in either direction (Dispatcher discretion)

Mainline Reverse Direction Operations

All reverse moves will be made on sidings, although dispatcher has authority to allow traffic to move on main.

Upper level traffic may run in reverse but only at dispatcher discretion.

Make up of a Train

A train will consist of a DCC engine or powered unit (RDC, Doodle-Bug, etc...), if train has cars added to it, it must have an end unit on it with a resister wheel set or a unit that picks-up power from track for detection

Operating train must function without incident; we will follow a three strike rule for all trains, meaning if your cars un-couple 3 times you must remove said cars, if you train have 3 more additional issues you will be asked to remove it from mainline operations, at that time one of the club board members will offer help to correct the problems your train may be having

Dispatch orders

Dispatcher on duty will have full authority over the whole railroad, only to be superseded by the Executive board members

Dispatcher will have authority over all trains in operation on mainline and yards unless the traffic volume requires the need for a yard master

Yard Master's authority will supersede Dispatcher's for all yards while on duty

All orders given by dispatcher and/or yard master to any train operator will be repeated back to dispatcher and/or yard master and not executed until dispatcher or yard master replies with a "That is correct"

All operators will follow the orders given to completion and call dispatcher and wait for further orders

Signals

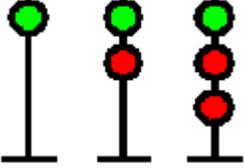
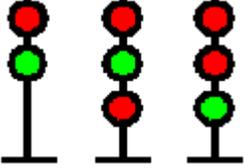
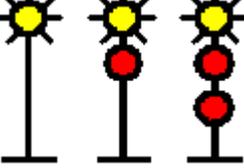
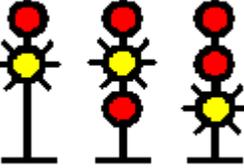
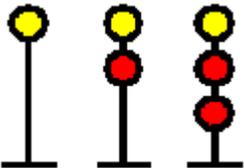
All operating signals on railroad will be obeyed, if dispatched orders are to hold at point passed non favorable signal, you must hold until a favorable signal is displayed and proceed to the end point of your orders

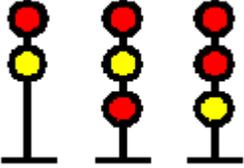
If a signal is not favorable for your orders to be completed, you will wait for a minute; if no change has accrued you will call dispatch to inform him of situation.

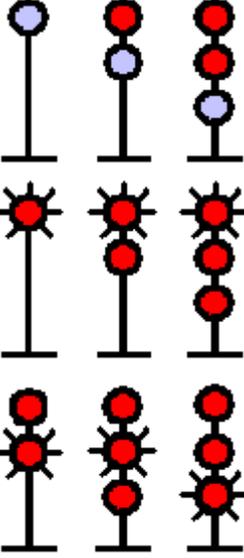
At this time there are locations on the railroad that do not have signals, but will soon have them; they will all be treated as red signals unless you have been give authority by dispatched orders to pass

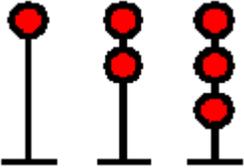
These locations are as follows; Lower level switch 30 (diamond), upper level Vincent Yards, Upper level approaching switch for crossover to inner loop, Upper level Petticoat Junction ,Upper level approaching switch for crossover to stay on upper level, and Upper level on downward approach to diamond before switches

Signal Rules

	<p>Clear (Green) (Green over Red) (Green over Red over Red) Proceed. Train may operate at maximum speed otherwise permitted. Train will take the main route at the interlock beyond the signal.</p>
	<p>Diverging Clear (Red over Green) (Red over Green over Red) (Red over Red over Green) Proceed. Train may operate at maximum speed otherwise permitted. Train will take a diverging route at the interlock beyond the signal.</p>
	<p>Advanced Approach (Flashing Yellow) (Flashing Yellow over Red) (Flashing Yellow over Red over Red) Proceed. Be prepared to stop at the second signal. Train will take the main route at the interlock beyond the signal.</p>
	<p>Advanced Diverging Approach (Red over Flashing Yellow) (Red over Flashing Yellow over Red) (Red over Red over Flashing Yellow) Proceed. Be prepared to stop at second signal. Train will take a diverging route at the interlock beyond the signal.</p>
	<p>Approach (Yellow) (Yellow over Red) (Yellow over Red over Red) Proceed. Be prepared to stop at next signal. Train will take the main route at the interlock beyond the signal.</p>

	<h2>Diverging Approach</h2> <p>(Red over Yellow) (Red over Yellow over Red) (Red over Red over Yellow) Proceed. Be prepared to stop at next signal. Train will take a diverging route at the interlock beyond the signal.</p>
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	<h2>Restricting</h2> <p>(Lunar) (Red over Lunar) (Red over Red over Lunar) (Flashing Red) (Flashing Red over Red) (Flashing Red over Red over Red) (Red over Flashing Red) (Red over Flashing Red over Red) (Red over Red over Flashing Red)</p> <p>Proceed at Restricted Speed not exceeding 15 mph. Be prepared to stop within one half the range of vision short of a train, obstruction, rolling stock, broken rail, switch not properly lined, opposing or converging traffic, persons or equipment on or near the track, or anything else that may require the train to be stopped or its speed reduced . Switches through the interlocking plant limits will be lined for a route.</p> <p>Note: Lunar White will not show any route information. Depending on where the flashing red is located this will tell a route. For example, a flashing red on the top aspect shows that the interlock is lined for the main line.</p>
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	<h2>Stop</h2> <p>Stop, do not proceed past signal. If the dispatcher gives you permission to pass the signal you may do so after fist stopping at the signal and then proceeding at restricted speed.</p>
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Signal Rule Notes:

Signals may be of a search light, color light, or semaphore type. Signals can be a combination such as a search light with a semaphore on the same mast.

All signals on the Main Layout are considered Absolute. You **MUST** have dispatcher permission to pass a Red Signal

Speed of Trains on Railroad

Speed of trains are to be to railroad scale speeds, Dispatcher will determine running speeds until we have them posted in future

Speeding will be handled by removing operator from railroad

Railroad Locations

Queens Gate Station, Queens Gate Yards, Walt's Siding, Diamond, Obareck Junction, Union Station, Vincent Yards, Petticoat Junction, Intermodal yard, Steam Shop, Diesel Shops, Olsonville, Clintonville,

Yards and Industrial sidings

Coming soon

These orders are open to up-dates and changes