Atchison, Topeka & Santa Fe Railway Co.

Kansas Division *

OPERATIONS BULLETIN

No. 01– 0001

IMPORTANT THINGS TO KNOW

These are in no particular order items of information that are helpful to know.

When looking at the layout, you are always looking south. Thus, west is to your right and east is to your left. The one exception to this is the inside track on the helix, which is just the opposite.

All stations on the layout (except Sand Creek Yard) have two tracks under Rule 261. The tracks are referred to as North Track and South Track. Operators are expected to use the terminology North and South.

The trackside signals used across the entire layout are detailed in the Rule Book. Each signal has a name, an aspect, and an indication. Operators are expected to know the name and aspect of each signal and to use the name when conversing about the signal. (The aspect is not the same as the name. Thus, one says 'Clear' rather than 'Green'.) Two person crews should prototypically confirm with each other the aspect displayed by each encountered signal.

Track switches on Rule 261 track may be operated either by fascia push button with a switch key or by Dispatcher control. The choice is the Conductors option; however, in either case Track and Time authority must be obtained from the Dispatcher before operating any switch in Rule 261 territory. Generally, these track switches will have a red push button on the fascia.

Spur switches on Rule 261 track may be operated without Track and Time authority but must be left closed when work is finished.

The DCC address for the consist assigned to your train is found on the Manifest under the column 'DCC'. If the address has an appended letter F or B, this is the direction the engine is facing to move in the forward direction. Example, 6432B means address is 6432 and your throttle should show 'reverse' to move the train forward.

Posted at	By	Time	Date	20

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