

Position Description: Warm Springs Yard Master

- General:** Responsible for all activities within Warm Springs Yard Limits.
- Methods:** In general, try to keep track 3 open as the Arrival/Departure track.
Most passenger trains ARRIVE on track 3. Once a passenger train has arrived, use the switcher to pull the cars off the train and set on track 2 or 1 as needed. This frees up the track to let the road power escape. Note the excursion train will use different power to leave than arrive so pulling the cars is not necessary.
Assemble trains for road crews, less power. Unless otherwise agreed, the road crews will move the power to the train.
- Priorities:** Refer to Train Sequence. Be ready to send out and receive trains as laid out in the train sequence list.
Switch industries as time is available between incoming and outgoing trains.
- Tower Work** The Warm Springs YM is also responsible for the operation of East El Vado Junction. This is controlled by the white panel located near the yard lead. Controls include throwing of the junction switch as well as the permissive switch allowing trains into the yard.
Use the switch on the track diagram to throw the junction switch.
Press the RED pushbutton to provide a LUNAR RESTRICTING signal to allow trains into the yard. A yellow indicator on the panel will confirm the signal is set. The signal will reset automatically once the junction is occupied.
Flip the BLACK toggle switch down to display FLASHING RED RESTRICTING signal. This is used for if there is work at Wm Nixon Generating Station. The signal will NOT reset when the junction is occupied. Returning the switch to the middle position will reset the signal to red – STOP.

Position Description: Valley Gate Yard Master

- General:** Responsible for all activities at Valley Gate Yard.
- Methods:** YM authority extends over siding, A/D tracks, all yard tracks, engine terminal, passenger terminal except main line.
- Mainline through Valley Gate is always under DISPATCHER control. Expect trains through Valley Gate on MAIN without your knowledge or authorization. Light color ballast indicates main.
- If needed, contact dispatcher for verbal track warrant to access or cross mainline. Written Track Warrant is not necessary for local moves across main.
- Assemble trains for road crews, less power. Unless otherwise agreed, the road crews will move the power to the train.
- Priorities:** Refer to Train Sequence. Be ready to send out and receive trains as laid out in the train sequence list.
- Switch industries as time is available between incoming and outgoing trains.
- Passenger:** Commute work, including use of tracks, is as outlined on the instructions for the commute road crews. Expect to need to turn locomotives after arrival at destination.
- Pull and place the excursion train prior to its departure. Similar after it returns and is unloaded.
- Industry** Valley Gate is the location of Western Rail Services, a locomotive service and rebuild shop. The shop has purchased the old GNW roundhouse from the railroad, and an agreement exists between the railroad and Western Rail for the use of the turntable. WRS also owns a small switcher to move power not able to move on its own in and out of the stalls.
- The GNW uses WRS to perform 30 and 90 day inspections on its motive power. At times VG YM is required to move locomotives in and out of the WRS facility for inspection and service.
- Refer to locomotive cards for flags on handling locomotives requiring service.
- Note that there are 2 tracks off the turntable that are GNW owned and can be used for GNW power.

Position Description: Road Crew

- General:** Responsible for all railroad work outside of yards.
- Methods:** Obtain train pack from dispatcher. Review instructions.
Unless otherwise agreed, pick up power at engine terminal, tie onto train. Stretch train to confirm all coupled.
Obtain Track Warrant as soon as familiar with instructions.
ALWAYS confirm train makeup by checking car cards against actual consist. Check loco and caboose cards. Perform air check prior to departure.
Entrance to Warm Springs Yard Limits is protected by East El Vado Junction interlocking. Do not pass STOP signal. Request restricting signal prior to proceeding.
- Priorities:** Check all parts of Track Warrant to assure you have track authority prior to entering main.
Be cognizant that track authority may require locals to clear main for higher priority trains.
- Passenger:** Commute work, including use of tracks, is as outlined on the instructions for the commute road crews. Expect they will need to turn their locomotives after arrival.
Most passenger trains ARRIVE on track 3 at Warm Springs. Once the passenger train has arrived, the WS switcher will pull the cars off the train and set on track 2 or 1 as needed. This frees up the track to let the road power escape. Note the excursion train will use different power to leave than arrive so pulling the cars is not necessary.
- Industry** Locals are responsible for pulling and placing cars at industry. Be considerate of other industry operations as cars are placed.
If an industry track is full and there is no room for placement of incoming cars, leave extra cars on unused leads or sidings for placement later. The car cards for these cars are considered “off-spot.”

Position Description: Dispatcher

- General:** Responsible for all orderly control of trains on mainline, specifically outside of yard limits.
- Methods:** A Train Lineup Sheet (Train Sequence) is provided to control the release of trains. This sheet also serves as a record of movements, as well as a tool for notating track warrant release extents.
- Authority for occupying the main on the railroad is via verbal and written track warrants.
- Written track warrants are to be used for all trains moving beyond their city of origination.
- Verbal track warrants may be used for movements across or on the main as long as the movement stays within that town.
- Staging:** There are two 8-track staging yards, representing points east and west. Each staging yard is controlled via MRC data link to a PC at the dispatcher's office. Tracks 1-8 are on the lower level and represent points west. Tracks 9-16 are on the upper level and represent points east. MRC software allows direct access to control of routes to each staging track.
- Track assignments are flexible. However the following track assignments have been made:
- Tracks 1 and 9 are shortest, and are generally reserved for outbound Amtrak trains.
 - Track 2 is generally reserved for outbound and inbound Rock Island transfer trains.
 - Track 10 is generally reserved for outbound and inbound AT&SF transfer trains.
 - Track 16 is generally reserved for D&RGW Coal Train.