

Lancaster & Atlantic Rail Road

Enola Yard 1b/hostler Instructions

Ver 6 762017

General Instructions:

1. All diesel powered trains to have 12 powered axles – except as noted below
2. Any train that will go south of York (Grantley) must have 4 axle diesel only
3. Engine change location at instruction of dispatcher.
4. All outbound locomotives must be serviced.

Engine Changes East Bound:

- CAB-X York yard power (ES, AS or BS), 4 axle local (1500 to 1800HP) and 2 six axle road freight (1500 to 2000hp) {Even months only}
- PR-4 Remove inbound power and replace with 3 4 axle units.
Disconnect PRR engine from the east end of consist and move to west end of consist
***This power will be used on LCH-21
- TT-4 Swap diesels use GG1 4916 reserved for east bound section
- CNY-2 Swap diesels for motors
- CP-8 Swap diesels for motors
- AST-4 Swap diesels for motors
- LEN-2 Returns to Dillerville with same power. Use only E44s or E2c/E3b set for extra power.

Engine Changes West Bound:

- TT-3 Swap motors for diesels
- GWC-1 Swap motors for diesels
- SWC-1 Swap motors for diesels
- NWC-1 Swap motors for diesels
- BC-5 Add power to meet 12 powered axle minimum, if needed
- LCH-21 Swap motors for diesels Use consist from PR-4.
PRR engine must be leading – West out.

Originating Trains: East Bound

- ENL-2 Motors only. If operated, will use the set normally used as the add on power for LEN-2
Use only E44s or E2c/E3b set for power.
- P-14 Motors – if available
- NY-4 Motors – if available
- B-2 Motors – if available
- EA2a 4 axle road switcher only (1500hp or better)
- EM2a end cab diesel only (600hp to 1200hp)
- Empty coal trains – see General Instruction number 1

Originating Trains: West Bound

- BF-7 12 powered axles as available.

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York Yard Master Instructions

General Information:

Only 4 Axle locomotives south of Grantley
Passenger trains excluded.

Even Months Only:

Get power and cabins for YE1/2, NCY1/2, cabins and local power from Enola.

Odd Months Only:

Take power (when all work completed) from NCY1/2, YE1/2 become available; notify dispatcher for a crew to run CabX to Enola for servicing.

CabX should include power from NCY, YE, Local and all cabins.

Passenger train 575 will set off Express Car onto Freight Station track.

Passenger train 574, local crew must pull car from Freight Station and work with the crew of 574 for placing the car on the rear of the train.

Engines 6802 & 6858 for use on YE1/YE2

Engine 7046 for use on YNC2 (Local South of York)

NCY1 and YNC2 will alternate work months

NCY1 will work north from NC New Freedom to York (odd month)

YNC2 will work south from York to New Freedom (even month)

Western Maryland WM14 must have York Refrigeration cars head out on return south.

Atlas Cement

Limit 1 loaded coal on coal track

Limit 3 empty covered hoppers on loading track.

York Card Board Box

Limit 2 cars

Any MPA interchange cars – stay in the yard

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Dillerville Yard Master Instructions

General Instructions:

1. All diesel powered road trains to have 12 powered axles or electric as available. – except as noted below
2. Road Locals get 1 ARS, BRS or ERS per 12 cars.
3. City local may use end cab switcher as available.
4. Stock Yard may be worked as often as needed (must be 1 hour between jobs)

GWC-1 Set out all Lancaster, Pick up Conway cars only.

Total train Limit is 20 cars.

ENL-2 Termination train from Enola (minimum 15 cars) May or may not run.

LCH-21 May run early. For Chicago cars only – any Chicago cars not making today's LCH are to be held for the next session.

LEN-1/2 may use L6a, takes all outbound cars, except Chicago.

CP-8 – Drops off Lancaster, takes Greenwich to max train size (20)

Locals:

Inform dispatcher when crew is desired

LC1/2a – Local for Rohrerstown (Pennfield), Centerville (Wayne Feeds) and return ***Pennfield cars on REAR!

Max Spots per location: Pennfield 8, Wayne Feeds 5

LM5/6a – Local for Columbia (Columbia Gas & Reading Interchange), Mountville (New Holland Equipment) and Centerville (Alumax)

LW3a – **(Passenger Main West)** - Local industries. Includes Mount Joy, Florin and Elizabethtown.

LW4c – Return of 3rd shift West local

LE6a – **(Passenger Main East)** - Local industries. Includes Paradise, Strasburg RR, Ronks and Atglen.

LE7c – Return of 3rd shift East local

LH8a – **(New Holland Branch)** . Use BRS12 as power if available. *

LH9c – Return of New Holland Branch local *

*As needed LH8a may spot cars to RCA Spot B

*As needed LH9c may spot cars to RCA Spot A

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L&A Power assignment protocol:

The Lancaster & Atlantic Rail Road, being part of the Pennsylvania Railroad, follows the Mechanical Offices locomotive class system as modified in 1963. Please refer to the MP229 dated 12/31/1967 for locomotive numbers and class assignments.

Using the MP229:

Diesel locomotives –

Each diesel locomotive type is assigned a class based on manufacture, horsepower and special equipment.

Example 1: a General Motors EMD GP9 is a class ERS17

Example 2: a General Motors EMD SD9 is a class ERS17a

Example 3: an Alco RS11 is a class ARS18

The first letter indicates the locomotive manufacture:

A = Alco

B = Baldwin

E = EMD

G = General Electric

The next two letters indicates the type of service this class is intended to service

F = Freight (General or Merchandise)

FP = Freight or Passenger (General or Merchandise)

P = Passenger

RS = Road Switcher (local road switching or Freight service)

S = Switcher (within Yard Limits only)

The next two numbers represent the horsepower in hundreds

10 = 1000

22 = 2250

The next letter represents special equipment or another type of locomotive.

Example 1 and 2 – the 6 axle SD9 is classed with a small “a” to differentiate it from the 4 axle GP9

Electric Locomotives

Please see the MP229 for hauling capacity of Electric Locomotives

Next is a list of the Electric Locomotives available to the L&A and their recommended service:

B-1 = Switcher or work train service, limited to 25MPH

Exx - Experimental Units numbered in the 47xx series = Freight (General or Merchandise)

E44 = Freight (General or Merchandise)

GG1 = Freight (General or Merchandise)

L6a = Freight (General) limited to 35mph

P5(a&b) = Freight (General or Merchandise) limited to 40mph

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Enola Yard:

General Instructions for handling of trains:

Keep the hostler and the west end drill aware of incoming and outgoing track assignments.

Refer to First trick train sheet for train order and work.

BF-4 is the only eastbound termination –

Suggest it be yarded on AD1 so the power can be moved directly to the diesel pit

All west bound terminations can be worked on AD2 – send the electric power out at 111B for return to the electric pit.

LEN-2 Any loaded stock cars to be on the front end, no minimum cars leaving.

ENL-2 General Freight to Dillerville, Minimum 15 cars (Lancaster & Greenwich). May run on dispatcher's discretion, pending on LEN-2 status, crew availability and traffic.

Work the BC-5 in the yard on AD2 – have the road crew put the setouts on AD1 and pick up C6.

Have the EM4a ready to go @ 1130, use either an AS, BS or ES for this job (should be stored on the west pit). Place the engine on the east end – may shove out at 111B. (cabin on 111B end)

Have the EA2a ready to go @ 1230, use either an ARS, BRS or ERS for this job (should be stored on the west pit). Place the engine on the west end – may pull out at 111B. (cabin on Day end)

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Local departure time

This is the time the local should be ready for departure in the yard with a crew called for, though a crew may not have been assigned by the departure time.

LW3a ready by 1020 with xRS power (where x = A, B, E or F)

LH8a ready by 1100 with xRS or xF power

LE6a ready by 1200 with xRS power

LC1/2a ready by 1230 with 2 xRS power

LCH-21 ready by 1300 with xF or electric freight unit

LM5/6a ready by 1000 with 2 xRX posdf

EM4a ready by 1130 with xS power only

EA2a ready by 1230 with xRS power

Cars may continue to be added to the local until it departs. Any car not making the cut off time will be held until the next departure.

For power assignment please see the L&A Power assignment protocol.