

Santa Cruz Northern RR

SPECIAL INSTRUCTIONS MAC ST. YARD

The first thing to remember is that you are not trying to turn around every car you receive in the yard today. As trains arrive, fill them with the cuts already on hand. Build blocks for tomorrow's trains with the cars you receive today.

Standard Operating Procedures:

The following tasks will need to be accomplished during a typical day at Mac St. Yard. Refer to the Lineup for a summary of trains. The order you complete the tasks will depend on the ebb and flow of traffic and will probably not be exactly as set forth below.

1. Yard Check - Make sure all cars are properly represented in the Waybill file. If not, alert the Trainmaster or the Receiver.
2. WESTBOUND PERISHABLE should be ready to depart on the main at the west switch as soon as the new crew arrives in the carry-all. He will need a Clearance Card Form A and your authority to depart the yard. Roll him by as he departs.
3. Block West San Jose fill for the first trick Crusher.
4. 7:47 a.m. : Train #34, the SUNTAN, arrives on the main at the station. After the station stop the train set will have to be serviced and the power turned. The train set will have to be spotted at the station prior to the scheduled departure time for Train #33 (4:49 p.m.).
5. Take the inbound Espee interchange from the CRUSHER and fill him with West San Jose local traffic. Swap waybills with the conductor. The Crusher may need to fill the Cement Train with traffic off the WP before he can do his work. Consult with the Trainmaster.
6. The CEMENT TRAIN arrives off the SP at SP Xing. Work with the crew of the Cement Train and the Crusher to turn the train and add coal loads off the WP to the Cement Train. The Cement Train will pick up a helper here or at E. Rica. Give the westbound Cement Train a good looking over and report the roll-by to the conductor as he leaves town.
7. Block fill for the WESTBOUND DRAG:
 - Block one: Santa Cruz's, incl. Davenport
 - Block two: Fallons, including Dougherty's, Zayante and FC&A
8. Receive 1st trick Crusher and E.RICA LOCAL (if there is one).

The Local terminates. Check waybills. Power to the house for servicing.

9. W/B DRAG arrives on Main or Back Track. He should be blocked: San Joses/Santa Cruz's / Fallons. Sets out San Jose shorts. Cut him again between his Santa Cruz and Fallon blocks; fill with blocks one and two (Santa Cruz's and Fallon's) from the yard. Blocking diagrams:

Arriving Mac St.:

Eng.	San Jose	Santa Cruz	Fallon	Caboose
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Set out San Jose's:

Eng.	San Jose
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Cut Drag again:

Eng.	Santa Cruz	Fallon	Caboose
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Fill:

Eng.	Santa Cruz	Santa Cruz & Fallon from Yard	Fallon	Caboose
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10. W/B DRAG departs. Give him a highball on the roll-by.
11. Build the SWING CRUSHER with local traffic only and get him out of town to WP Jct.
12. As time allows assemble your outbound blocks for SP interchange and for the WP
13. SWING CRUSHER arrives westbound from WP Jct.
14. 4:49 p.m.: Train #33, the SUNTAN, departs on time on the main.
15. Build the GRAVEYARD CRUSHER with the Espee interchange and let him go west. May meet the E/B DRAG.
16. EASTBOUND DRAG arrives. Sets out San Jose shorts. Fill with Stocktons (non-perishable WP and AT&SF traffic).
17. If there is enough traffic for an E.RICA LOCAL contact the Dispatcher to call a train. Build the train, add power and caboose, send him west.
18. E/B CEMENT TRAIN arrives. WP empties to the interchange track at WP Jct.; Cement Train makes backing move onto SP interchange.
19. EASTBOUND PERISHABLE arrives. Fill with any hot WP/ AT&SF perishable traffic. Hold him short of the crossovers for a new crew.
20. Perform yard check, verify all waybills, and prepare Yard Turnover. Turnover should show that any cars in yard are blocked:
 - West San Jose (local traffic)
 - W P Jct. (local traffic)
 - Fallons (incl. Dougherty's, Zayante and FC&A)
 - Santa Cruz's (incl. Davenport's)