

LOCAL FREIGHTS

- LF1. All local freight jobs generally begin and end at Onondaga Yard. Paperwork will include train make-up and car routing instructions for delivery including Zone-Track-Spot (ZTS) identification numbers.
- LF2. Once assigned a train, crew will review orders and inspect train per paperwork instructions. Crew will contact the **Onondaga Yardmaster** within yard limits, or **Mohawk Dispatcher** for permission onto the main line. See page 1 for Air Brake Rules.
- LF3. Crews **MUST** inform the dispatcher when mainline hand throw turnouts are lined **NORMAL** after work.
- LF4. Any move requiring cars to be pushed more than one train length between CP 274 and CP 295 requires a caboose on the end opposite the locomotive. Maximum speed for these moves is 4 inches per second.
- LF5. Crews must make written note of any cars left spotted differently than called for on paperwork. Within limits of Onondaga Yard, crews will also notify Yardmaster; at mainline sidings, crews will also notify Mohawk Dispatcher of any such action.

ROAD FREIGHTS

- RF1. All road freight jobs generally begin at CP 274, Midway, or CP 295, and continue to the opposite end of the territory.
- RF2. Once a crew is assigned a train, crew will review orders and inspect train per paperwork instructions. Crews must fill in all blank areas on all paperwork. **Crews MUST inform the dispatcher** if their train has work enroute.
- RF3. **Road freights require End-Of-Train Device to be mounted.** See page 1 for Air Brake Rules.
- RF4. **ALL engineers MUST remain with the head end of their train at ALL TIMES when moving in that direction. EXCEPTION: When conductor is riding the rear end during a reverse move.**
- RF5. Crew may proceed on signal indication. If move has a Stop Signal, contact the **Mohawk Dispatcher**. See page 4 for signal locations that do not conform to NORAC standards.
- RF6. If a train is to drop cars at Onondaga Yard, the drop will be noted on the order sheet. Work with **Onondaga Yardmaster** for track assignment. If a train is to pick-up at Onondaga Yard, the pick-up will be noted on the order sheet. Work with **Onondaga Yardmaster** for track assignment.
- RF7. Crews will contact the **Mohawk Dispatcher** to confirm tie-down location after run, including any locomotive relocation. Crews are responsible for locomotives until directed otherwise by management.

MORE INFORMATION:

www.onondagacutoff.blogspot.com

GENERAL RULES

- OC1. The Trainmaster will assign paperwork for all jobs upon sign up.
- OC2. Rule G: Consumption of beer is encouraged.
- OC3. All **beverages are not to be rested upon the layout surface.** Cup holders are provided on the edge of the layout.
- OC4. Throttles and radios will be shared between crews as jobs require.
- OC5. All guest NCE throttles should be assigned cab addresses between 30 and 39, or as approved by the General Manager.
- OC5. **All hand-throw turnouts MUST be returned and locked 'NORMAL' with green side of handle facing up, upon completion of work.**
- OC6. All **HAZMAT** tank cars **must not be moved against an engine on mainline moves.** Such cars must be moved with a non-HAZMAT spacer car, **except** in yard and switching moves.

USE OF RADIOS

- RA1. Radio use is required for all official communication between crews and the dispatcher, yardmaster, or trainmaster during operations. **Crews are NOT required to call signals on the radio.**
- RA2. RADIO FREQUENCIES:
- | | |
|-----------------------------------|---------|
| CR ROAD CHANNEL 1 (Main Line) | # 18.01 |
| CR ROAD CHANNEL 2 (Onondaga Yard) | # 2.00 |
| M&E ROAD CHANNEL 1 | # 11.00 |

AIR BRAKE RULES

- AB1. All road trains **must check that End-Of-Train Device is properly mounted at rear of train,** If so train is ready to move. If not, contact Utility Man on Road Channel #2. Utility Man becomes part of train crew temporarily. Use 3-step protection to hang marker and perform brake test. If needed train may be moved no more than one train length to provide better access to mount End-Of-Train Device.
- AB2. All jobs working in Onondaga Yard will perform a full brake test before departure. Contact Onondaga Car Department, use 3-step protection, and verify 80 lbs (110 lbs on passenger equipment) pressure at rear of train. Verify that brakes function normally.
- AB3. **Trains working Onondaga Yard require time to charge air brakes as follows:**
Single Car—5 minutes;
Up to 20 Cars—11 minutes;
More than 20 cars—15 minutes.

CONRAIL



TIMETABLE NO. 10

EFFECTIVE 12:01 A.M. EASTERN STANDARD TIME

SUNDAY, JUNE 5, 1994

ALBANY DIVISION ONONDAGA CUTOFF

★ ★ ★

FOR THE GOVERNMENT OF OPERATORS ONLY

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D.T. ABELES
General Manager

J.R. TRABACHINO
Transportation Superintendent

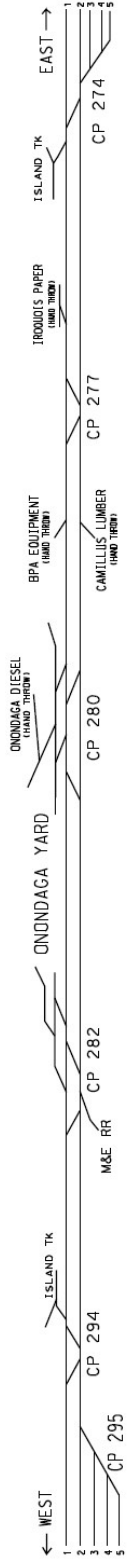
R.C. WISNESKI
Asst. Superintendent—Transportation

N.J. ANSHANT
Superintendent—Signals & Communication

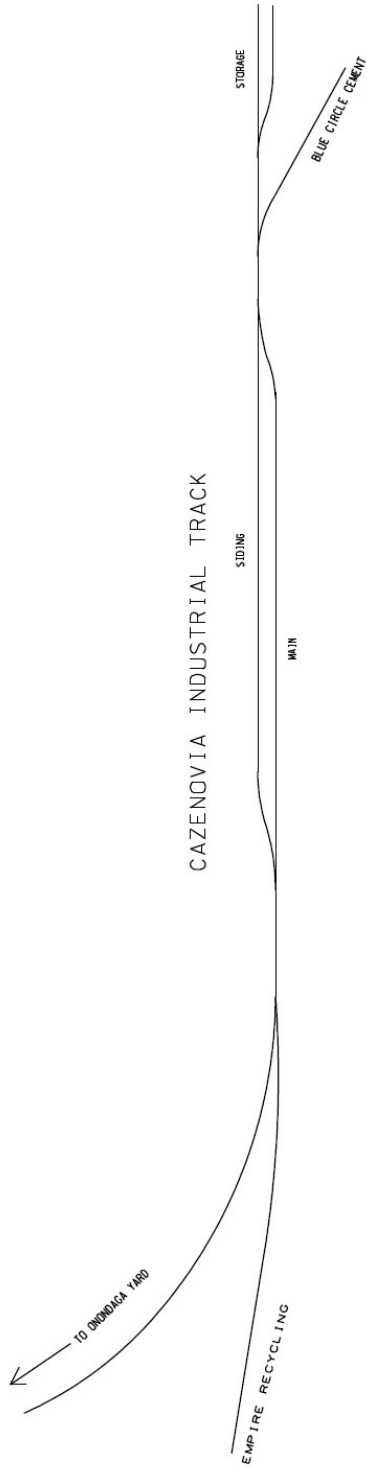
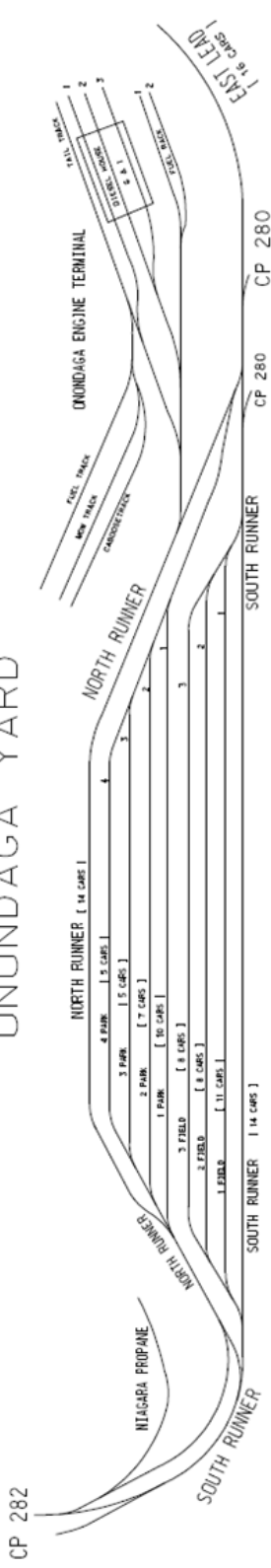
J.A. LANG
Superintendent—Information Technology

A.J. TILLOTSON
Manager—Operation Optimization

CHICAGO LINE-- "ONONDAGA CUTOFF"



CONRAIL
ONONDAGA YARD



ONONDAGA CUTOFF (W)

INT	STA SIGN	STATION Distance from New York City, G.C.T.	MP	Note
X	X	CP-274 (Chicago Line and Island 74 Lead)	274.0	1
X	X	CP-277.....	277.1	...
...	...	FAYETTEVILLE.....	278.6	..
X	X	CP-280 (Onondaga Yard, North and South Running Track)	280.2	2,3
X	X	CP-282 (Onondaga Yard, North and South Running Track, M&E Railway)	282.0	2,3
...	...	CAMILLUS.....	294.4	..
...	...	HBD-DED (<i>Camillus</i>)	294.6	...
X	X	CP-294 (Island 94 Lead)	294.7	...
X	X	CP-295 (Chicago Line)	295.1	1

NOTE 1 – All trains will proceed upon signal indication unless otherwise instructed by Mohawk Dispatcher on Road Channel 1 (Radio #18.01).

NOTE 2 –Contact Onondaga Yardmaster on Road Channel 2 (Radio #2) for instructions before entering Onondaga Yard. When Yardmaster is not on duty, contact Mohawk Dispatcher for instructions.

NOTE 3 –Verbal permission from Onondaga Yardmaster is required before occupying the following tracks in Onondaga Yard:

- A) North Runner
- B) South Runner
- C) East Lead
- D) Cazenovia Industrial Track

RULES IN EFFECT – CURRENT OF TRAFFIC

Between/At	No. 1 Track	No. 2 Track	Other Track
East of CP-274	261	261	261
CP-274 and CP-280	261	261	...
CP-280 and CP-282	261	261	Rule 97
CP-282 and CP 295	261	261	...
West of CP-295	261	261	261
Midway Crossovers	...	...	Rule 97
Island Lead Tracks	...	...	Rule 97

NON-CONFORMING SIGNAL LOCATIONS

Signals listed below are mounted as noted for increased visibility.

Station	No. 1 Track	No. 2 Track	Other Track
CP-274	LEFT	LEFT	LEFT
CP-282 EASTWARD	ABOVE	ABOVE	RIGHT
CP-294 WESTWARD	LEFT	LEFT	RIGHT
CP-295 WESTWARD	LEFT	LEFT	...

MAXIMUM SPEEDS – FREIGHT (MPH)

Between/At	No. 1 Track	No. 2 Track	Other Track	Note
Points east and CP-274	30	30	30	1,3
CP-274 and CP-280	50	50	...	2
CP-280 and CP-282	50	50	10	2,4,5
CP-282 and CP 294	50	50	...	2
CP-294 and CP-295	40	40	...	2
CP-295 and points west	30	30	30	1,3
CP 274 and Island	...	...	10	...
CP 294 and Island	...	...	10	...
Midway Crossovers	...	...	10	

NOTE 1 – 30 corresponds to 5 inches per second, measured at distances marked at CP 295 and at CP 274.

NOTE 2 – 50 corresponds to 8 inches per second, measured at distances marked east of CP 294 and west of CP 277.

NOTE 3 – All movements east of CP 274 and west of CP 295 will comply with the approach restricting signal aspect upon leading end passing approach restricting signal.

NOTE 4 – Trains diverging to M&E Railway at CP-282 will operate at restricted speed until clear of CP-282.

NOTE 5 – **All movement in Onondaga Yard and on all Island Yard tracks will be made at restricted speed.**

97 – RUNNING TRACKS

Track	Between	And	Controlled by	Note
North	CP-280	CP-282	Onondaga	1,3
South	CP-280	CP-282	Onondaga	1,3
74 Lead	CP-274	Island	Trainmaster	2,4,6
94 Lead	CP 294	Island	Trainmaster	2,4,5,6
Midway Crossover	Track 4E/5E	Track 4W/5W	Mohawk	2
Cazenovia Industrial	Onondaga Engine Fac.	End of Track	Onondaga Yardmaster	1,5

NOTE 1 – If Yardmaster not on duty, contact Mohawk Dispatcher.

NOTE 2 - If Trainmaster not on duty, contact Mohawk Dispatcher.

NOTE 3 – Six-axle power and all cars over 60'-0" in length **are forbidden from diverging moves** through the West End Crossover between North and South Runner in Onondaga Yard.

NOTE 4 - **All cars left in Island Yard MUST be coupled to a locomotive or against hand brake, at all times.**

NOTE 5—Intermodal, autorack, and high-cube equipment in excess of 16'-0" height may **NOT** occupy the 94 Lead or Cazenovia Industrial Track east of Fuel Track switch.

NOTE 6—Verbal permission from Trainmaster is required before occupying 74 or 94 lead.

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CONSIGNEE INFORMATION

(CAR SPOT INFORMATION PROVIDED
IN 'ZONE-TRACK-SPOT' [ZTS] MAPS.
MAPS AVAILABLE FROM TRAINMASTER.)

- **Niagara Propane**—located on North Runner, at west end of Onondaga Yard.
- **Onondaga Fuel Pad**—located on North Runner, in Onondaga Engine Terminal.
- **BPA Equipment**—located on Track 1, trailing point eastbound, at MP 278.6.
- **Camillus Lumber/Fayetteville Team Tk**—located on Track 2, trailing point eastbound, at MP 278.6.
- **Iroquois Paperboard**—located on Track 1, trailing point westbound, at MP 276.9.
- **Empire Recycling/Blue Circle Cement**—Located on Cazenovia Industrial Track at Manlius, NY.

CONRAIL ALBANY DIVISION:

“A SAFE DAY IS A GOOD DAY”



**OPERATORS:
‘KNOW YOUR TIMETABLE’**

ENGINE FUNCTION - SOUND CONTROL

SC 1: AMTK 334, ATSF 3853, ATSF 5257, CN 9549, CR 1650, 1967, 1971, 1987, 2795, 3312, 5088, 5544, 5626, 6000, 6039, 6075, 6155, 6213, 6286, 6290, 6437, 6611, 6712, 6807, 7714, 8280, NYSW 3636, SP 8691

(SoundTraxx Tsunami or Tsunami II Decoders)

F0 Headlight/Backup Light
F1 Bell
F2 Airhorn
F3 Short Airhorn
F4 Dynamic Brake
F5 Ditch lights on CN 9549, 5626
F6 Ditch light on 5626, 6213
F7 Dimmer
F8 Mute the Sound
F9 Radiator Fan

SC 2: CR 3327 (QSI Decoders)

F0 Headlight/Reverse Light on/off
F1 Bell on/off
F2 Horn
F3 Coupler Crash
F4 Electric Cooling Fans
F5 Dynamic Brakes
F6 Doppler Shift
F7 Squealing Brakes
F8 Audio Mute
F9 Heavy Load
F10 Status Report
F11 Number Board or Marker Lights on/off
F12 Automatic Cab Lights
F13 Volume down
F14 Volume up

SC 3: AMTK 207, 210, 227, ATSF 5140, BN 6353, B&O 8257, CN 2406, CNW 6864, CP 5721, CR 1931, 1967, 3382, 5023, 5050, 6001, 6019, 6416, 6453, 6482, 6577, DL 4743, LMS 702, M&E 17, NYS&W 3006 UP 3367

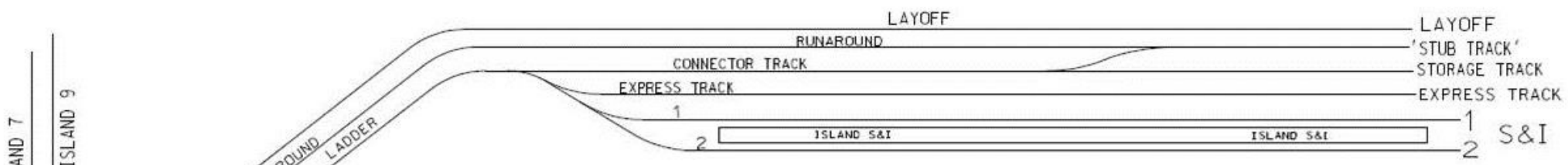
(ESU—LocSound Decoders)

F0 Directional Headlights
F1 Bell
F2 Playable Airhorn
F3 Coupler Clank
F4 Dynamic Brake
F5 Number board lights
F8 Prime Mover Sound On / Off (Mute)
F9 Manual Notching (up)
F10 Manual Notching (down)
F11 Radiator (Fan) Sound

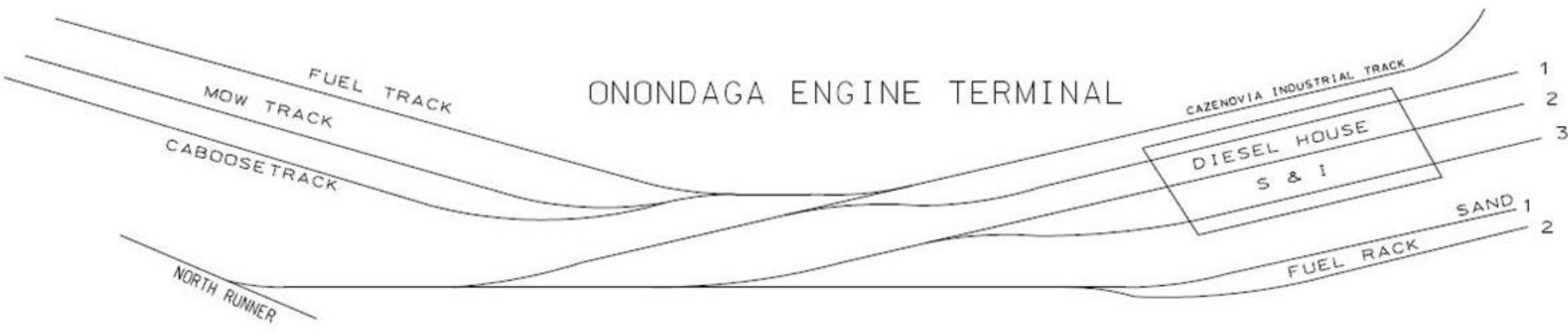
**FOCUS ON QUALITY
NOW. . .**



**OUR FUTURE
DEPENDS ON IT.**



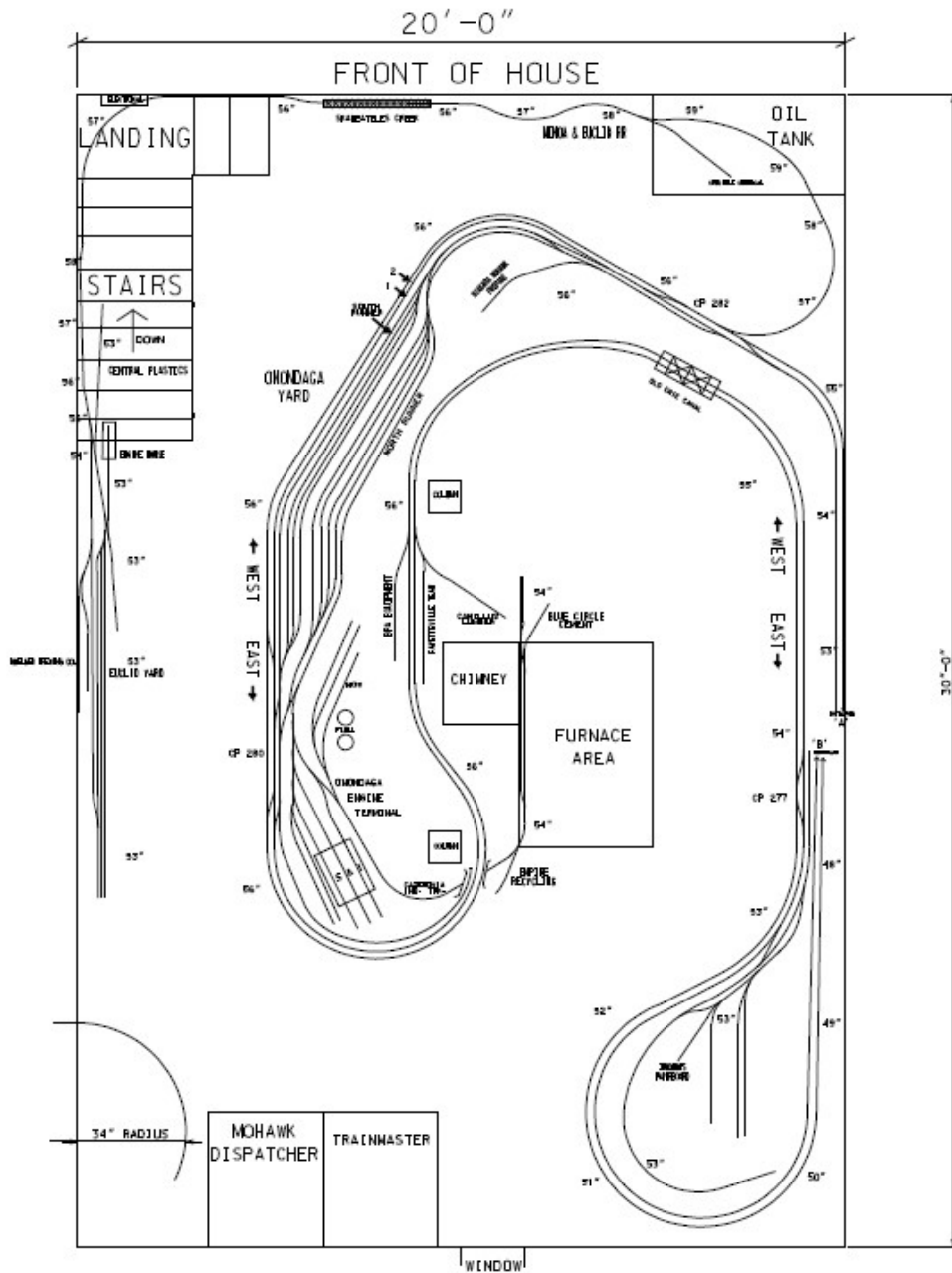
CONRAIL ISLAND YARD



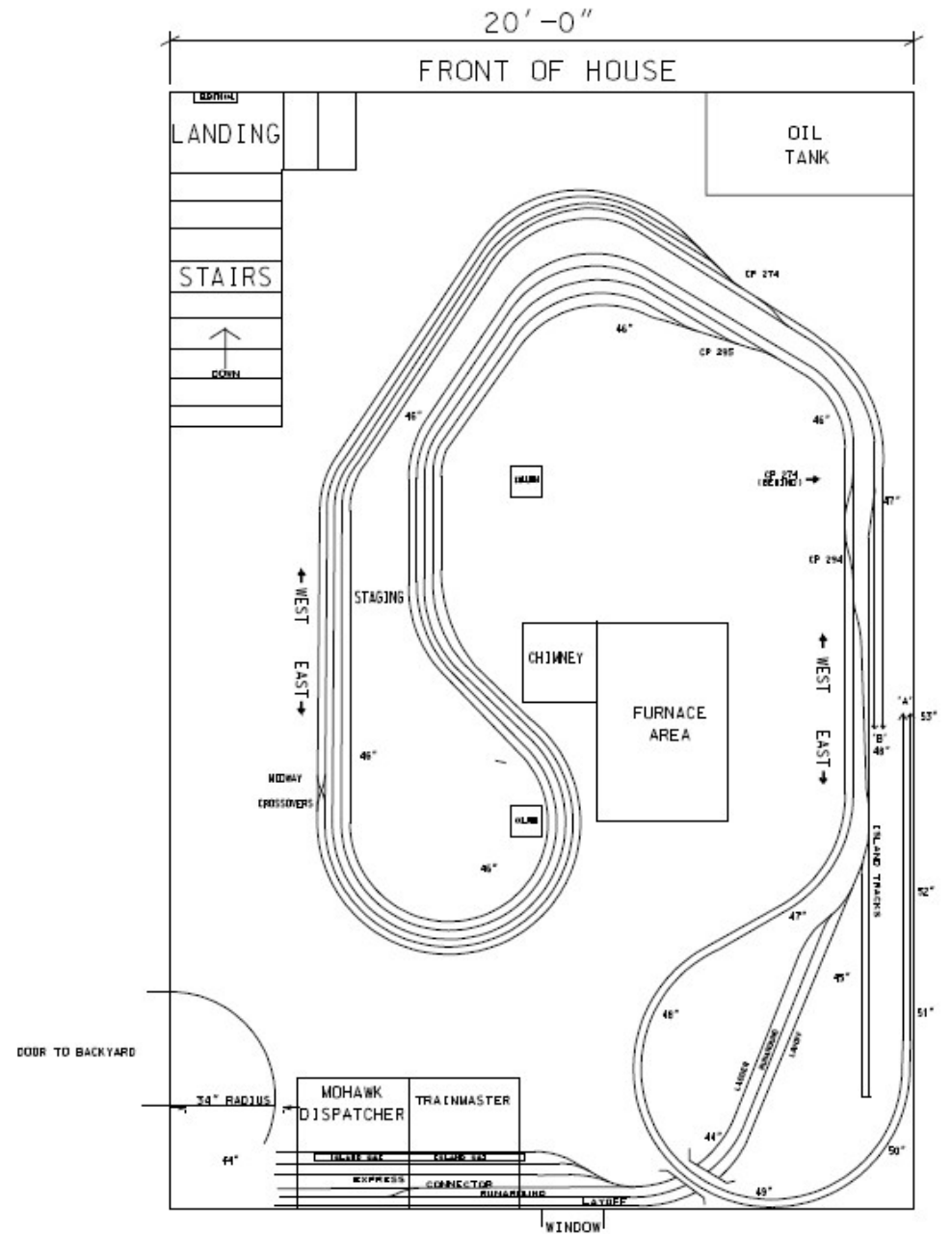
ONONDAGA ENGINE TERMINAL

CHICAGO LINE - "ONONDAGA CUTOFF"

UPPER LEVEL



LOWER LEVEL



MAXIMUM SPEEDS – PASSENGER (MPH)

Between/At	No. 1 Track	No. 2 Track	Other Track	Note
Points east and CP-274	40	40	30	1,3
CP-274 and CP-280	79	79	...	3
CP-280 and CP-282	60	60	10	2,4
CP-282 and CP 294	79	79	...	3
CP-294 and CP-295	60	60	...	2
CP-295 and points west	40	40	30	1,3
CP 274 and Island	...	...	15	5
CP 294 and Island	...	...	15	5
Midway Crossovers	...	...	10	

NOTE 1 – 40 corresponds to 7 inches per second measured at distances marked at CP 295 and at CP 274.

NOTE 2 – 60 corresponds to 10 inches per second. measured at distances marked east of CP 294 and west of CP 277.

NOTE 3 – 79 corresponds to 12 inches per second, measured at distances marked east of CP 294 and west of CP 277.

NOTE 4 – All movements east of CP 274 and west of CP 295 will comply with the approach restricting signal aspect upon head end of movement passing approach restricting signal.

NOTE 5 – All movement in Island Yard will be made at restricted speed.

PASSENGER TRAIN OPERATIONS

- PT1. All Amtrak passenger trains will originate and terminate as equipment moves in Island Yard, east of CP274, or west of CP 294. Revenue moves must not depart CP274 or CP295 ahead of schedule. Contact Trainmaster for details.
- PT2. Once assigned a train, crew will review orders and inspect train per paperwork instructions. Proceed on signal indication, or contact the **Mohawk Dispatcher** for permission onto the main line if no signal is displayed. NOTE: Passenger trains will must hold 110 lbs in brake line at rear of train.
- PT3. **Station platform at Fayetteville is located adjacent to Track 2. If Amtrak is routed through Fayetteville on Track 1, crew must receive verbal confirmation from Mohawk Dispatcher to protect passenger movement across Track 2.**
- PT4. Any move requiring passenger cars to be pushed on the mainline between points requires a crew member on the end opposite the locomotive. Maximum speed for these moves is 6 inches per second.

