



SEATTLE PACIFIC & EASTERN RAILROAD



LAYOUT OPERATION ATTACHMENT

(To HO Modular Group Policy)

Main Line Operations.

1. Normal operation shall be east on the inner main line and west on the outer main line under the right hand running rule. Operation on either or both the main lines may be varied from normal with consent of all Active Members present.
2. Operators shall not allow himself or herself to become distracted while operating trains.
3. If more than one train is operating on a main line, the operator shall have his or her train in view at all times and be attentive at all times to avoid front and rear collisions and unintended uncoupling and to assure that mainline switches are restored after use.
4. Operators shall pay attention for trains entering or leaving the main lines.
5. Operators shall park trains on sidings or in the yard before temporarily leaving the layout or becoming involved in conversation or other distraction.
- 6 A train may be parked on a siding or in the yard for no more than 90 minutes. If equipment is parked longer it may be removed by the Coordinator or the Yardmaster.
7. If an unintended uncoupling occurs more than two times at the same location, between the same cars and on the same train, the operator shall remove the cars involved from the train and layout since the cause will be presumed to be with couplers rather than the track, unless the problem can be promptly corrected, as for example by reversing the car.
8. If unintended uncoupling happens at the same place with more than one train, notify the Coordinator so that he can mark a specific location of the possible problem and notify the owner of the module.
9. No car shall be permitted on the layout unless:
 - It is equipped with properly gauged metal wheels.
 - Its wheels are regularly cleaned.
 - It meets NMRA weight standards, i.e. 1 oz. plus 1/2 oz. for each inch of car length.



It is equipped with knuckle couplers meeting height and swing standards, unless the cars are not intended for interchange use.

10. No locomotive shall be permitted on the layout unless wheels have been regularly cleaned and it can operate reliably.

Yardmaster.

If a Yardmaster is appointed for a show and is present, the Yardmaster shall have full authority to control all equipment on and use of the yard, the interchange from and to the yard, and the engine facility. Permission of the Yardmaster shall be obtained to enter or leave the yard and to set up trains. The Yardmaster shall instruct operators on what track can be used and may deny use of the Yard for any reason deemed in the best interest of the Group, including among other things overcrowding on the layout. The Yardmaster, or in his absence the Coordinator, may require that any equipment in the yard or on the work tables be removed and stored.

Yard Operations.

1. The Yard and work tables will be kept clean of all boxes and equipment that is not being set up or has been set up for running.
2. Yard tracks are assigned as follows:
 - Track 1– For trains backing into the yard. This track should be emptied ASAP.
 - Track 2 - For trains arriving forward into the yard. This track should be emptied ASAP.
 - Tracks 3 to 6 - Classification tracks for sorting cars.
 - Tracks 7 to 9 - Holding trains ready for departure.
 - Tracks 10 to 11 - Fiddle tracks for setting out and removing rolling stock.
3. When no formal prototype yard operation is being conducted, Tracks 3 to 9 may be used to set up trains by hand ready to run; however, Tracks 1, 2, 10, and 11 shall be used for assigned purposes at all times.
4. Trains must be removed from the yard before the operator leaves the show, except trains may be left overnight on a yard track if the operator will return for show opening the next day.