



CENTRAL PENNSYLVANIA RAILROAD

YORK YARDMASTER DUTIES & PROCEDURES

The York Yard is located on the East Division of the CPRR.

Main #1 track goes from the tunnel portal on the east to the last turnout on the west and is controlled by the York Yardmaster. The west end of the track is to be considered the west arrival and departure track. Crews must be aware of the fouling point indicated by a white pole near the west end of track #1. The Dispatcher must request use of track 1 from the York Yardmaster.

There are separate east arrival and departure tracks both of which are controlled by the York Yardmaster. These tracks are located at the east end of York Yard. The east departure track is the track located next to the Main line (track 2) and is track 1. The east arrival track is track 1a and is located between track 1 and the engine terminal. Crews must be aware of the fouling point and switch signal located between the two tracks just short of the switch. Inbound crews must also be aware that track 1a is used by the engine terminal and must make sure points are aligned properly for the inbound train.

The York Yardmaster is responsible for breaking up arriving trains and making up outbound trains as required by waybills. Trains arrive at York Yard from east division locals, KNAT-Yorktowne transfer, or Staging. Trains depart York Yard as York-KNAT transfers, off line staging road jobs and east division locals.

The following destinations are located on the east division: Jimville, Midway, Robertsdale, St. Joe, Davidsburg, and Hightown. St. Joe trains will include St. Joe, East St Joe, Don's Mine, Davidsburg, and Johns John's.

Yardmaster may make up east division local trains as dedicated destination trains or combined as mixed locals with the following restrictions:

Maximum number of cars for outbound locals is *10; for transfer - 10; for staging - 15.

*Jimville – 4 cars

*Midway – 6 cars

*Robertsdale Tank Farm – dedicated train of only tank cars and no more than six cars

Yorktowne – **MUST be blocked** in the following order: City Coal, Pioneer dock, Team Track north, Team Track south, Boiler House, Pioneer rear, Pioneer stock, Freight house, Centennial Mill

Single destination locals should contain at least five cars (except Jimville). **DO NOT** assign drawbar coupled locomotives or two locomotives with the same address to St. Joe or Jimville trains.

The CPRR Superintendent has assigned specific destinations to specific tracks in York Yard. Yardmasters should use the tracks as marked.

When a train has been put together contact the Hostler for the appropriate power. When the locomotive arrives from the engine terminal, the Yardmaster or Hostler places the locomotive(s) and a cabin car on the train. Cabin cars are direction neutral and do not have to be turned.

Prepare a CPRR Train Order for each outbound train. Be sure to include enroute stops and number of cars on the train order. Consult the Locomotive Card for the locomotive address and include the locomotive card with the train order. Train order numbers are alphanumeric (see section 2). Notify the Dispatcher when train and train order is ready. Give the train order to the road crew and remind them about any special instructions.

Coordinate transfer trains to KNAT Yard with the KNAT Yardmaster.