Since 1874 the Little Moccasin Mine had used mule teams, over a treacherous high mountain trail, to move ore from their mine to the closest railroad, 4 miles away. There had been many accidents over the years but in 1888 there was a tragic loss of an entire mule team and its driver. Hearing of the loss, Wayne Robinson, a local businessman, approached the owner of the mine, Melvin Rigby, with a proposition to build a railroad to replace the mule teams. A deal was struck, and design of the railroad began. Building a railroad in such rugged terrain proved difficult and much of right of way had to be blasted from the canyon walls. At the mouth of the canyon leading to the mine, the terrain was so steep that a complicated double crossing had to be designed to make the bend up the canyon. Because this track work became such a significant engineering feat for the construction crew, the railroad was dubbed the “Double Diamond” (DDRR). The canyon was re-named “Six Mule Canyon”. With rail access to the mine making the movement of people and equipment much easier, the miner’s camp was moved down the mountain to a more hospitable location. The camp grew and eventually became the town of Randallville. As the West grew and railroads started to spread, the DDRR extended its right of way both east & west until eventually connecting Salt Lake City, Utah and Denver, Colorado. The railroad was finally double tracked the entire distance in 1975 and today is a popular bridge route used by most western railroads. The railroad is privately held by Jon Robinson, the great-great grandson of Wayne Robinson. The complex double diamond at the mouth of Six Mule Canyon has long been removed but the railroad’s name is still:

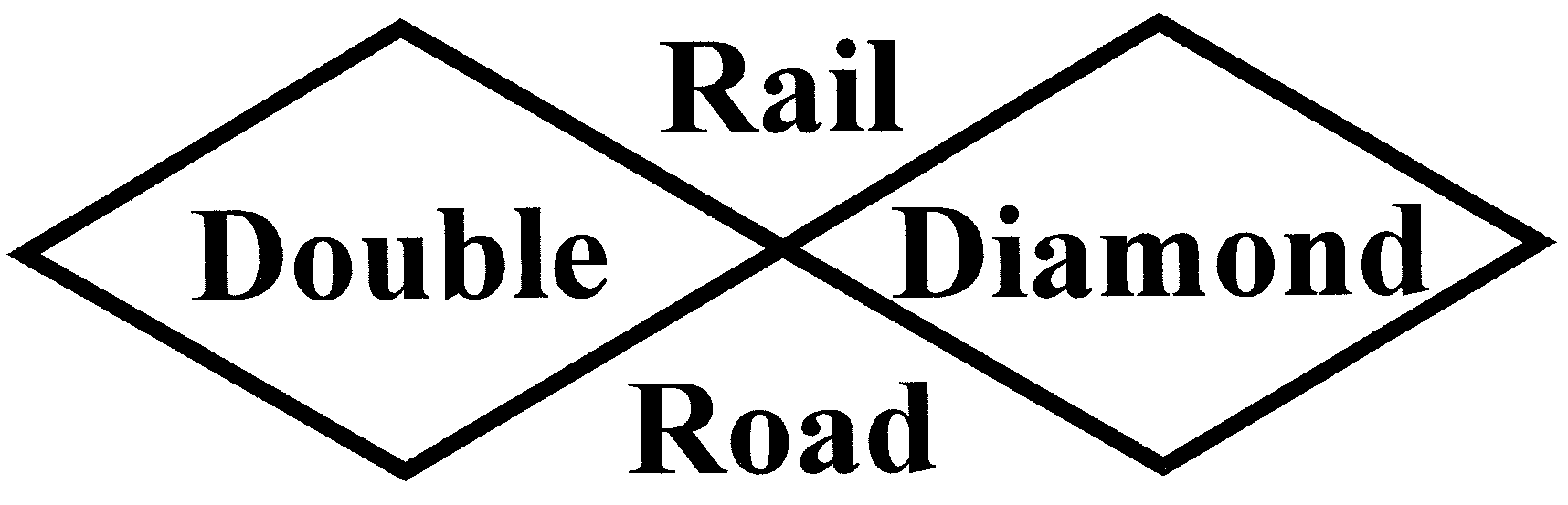
**The Double Diamond Railroad**

Jon Robinson

Skypark Airport

Woods Cross, Utah

Jon@DoubleDiamondRailroad.com

****

**Conductor’s**

**Handbook**

**Revised June 22, 2021**

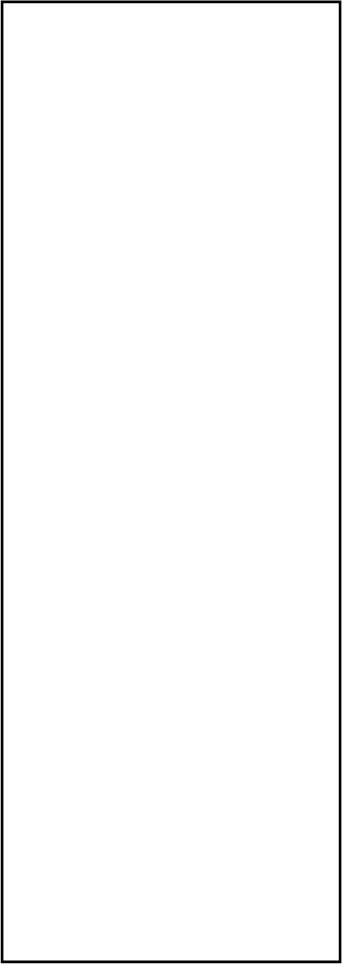
**C01A**

The Double Diamond Model Railroad:

The Double Diamond Model Railroad was started in January of 2013 by Jon Robinson. It is an HO-Scale semi-portable railroad. The throttle system is Digitrax DCC with both tethered and wireless radio cabs. The Railroad is approximately 1 scale mile long (64’) but represents about 15 miles of prototype railroad. The visible mainline track is code 83 with a minimum radius of 40” and Atlas turnouts with a minimum #6. Computers are used extensively for Traffic Management, Crew Management, Layout Controls, Throttles, Signaling, and Dispatching. The railroad is located in an aircraft hangar at Skypak Airport where there are regular operating sessions and an occasional open house.

The DDRR Operating Scenario:

The DDRR is a freelanced, Rocky Mountain, Bridge railroad, connecting Denver to Salt Lake City thru the Rocky Mountains. Only a portion is modeled, from the outskirts of Randallville to Six Mule Canyon. Because of the time savings and overall outstanding performance of the DDRR, other Western Railroads regularly use the DDRR as a bridge railroad. The era is modern but we have altered history. Most of the railroad mergers since the 1970’s did not occur, thus you will still see trains from the SP and D&RGW. The BNSF merger has just happened so you will also see SF, BN and BNSF. Of course the UP is very prominent.



**Notes**:

**Acknowledgements**

Structures Lee Nicholas.

Rolling stock weathering Travis Robinson.

Lee Nicholas.

Backdrops Rob Spangler.

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**General Notes:**

1. As Operators arrive, they should sign in on the Crew Computer. If you have not operated on the DDRR before, please add yourself to the database and print an Operator Badge. Ask a DDRR supervisor for assistance if needed.
2. Review the Job List that has been previously printed out. It should be in the Crew Lounge.
3. When an Op Session is ready to begin, the list of Operators will be randomized, and in that order each Operator can select the Job they wish to do. Novice operators may first want to work Jobs as an “Assistant” to gain experience. On occasion a DDRR Supervisor may assign Operators to specific Jobs. After all the Jobs are assigned, any remaining Operators will become the Pool crew. Some Jobs do not take the entire session to complete and the Operators on these Jobs can join the Pool crew before and/or after their assigned Job.
4. As the Op Session proceeds, Operators should monitor the Crew Computer to see when Jobs or Trains are ready. When a Job shows up in the “Jobs Ready to Start” window, click “Details”, read the Orders, then then click ”Start Job” (the Orders, and Waybills for some Jobs, will automatically be printed). If desired, print a Switchlist.
5. When completed with your Job, click “Details”. If applicable, click “Clear Waybills then Clear your WBs. Click ”Set Job to ‘Complete’”. Leave completed Orders, Waybills, and Switch Lists in the bins by the computer monitor.
6. Crews use a rocker switch located on the Fascia to control mainline Turnouts that are in hand throw, and all other non-Dispatcher controlled Turnouts. There are no ground throws. The rocker switch roughly lines up with the Points of the Turnout it controls. Rocker switches for crossover line up with the center of the crossover.
7. Main #1 is towards the aisle; Main #2 is on the backdrop side. While facing the Railroad; East is too the right and West is to the left. The Railroad is generally “Righthand Running” (EB on Main #1, WB on Main #2).
8. Feel free to ask questions and take all the pictures you want.

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**Jobs-Lumber Branch Local: (continued)**

Instructions for Both the AM and PM Lumber Locals:

1. Via the Back Siding Track, move the Locos and Caboose to the west end of the Siding Tracks.
2. Move any Cars that were temporarily stored on the Rigby Pole Co. Track to the Front Siding Track.
3. Spot the Caboose on either of the Sawmill Leads.
4. Via the Back Siding Track, move the Locos to the east end of the Cars on the Front Siding Track.
5. Push all the Cars onto either (or both if needed) of the Sawmill Lead Tracks. The Locos must clear the Incline turnout, if there are more Cars than will fit on the two Leads, set the overflow Cars at the Off-Spot location on the Back Siding (via the Front Siding Track and east Siding turnout). Cross those Cars off of the Switch List (if printed) and/or discard their WBs (if printed). Do not Clear the WB when Clearing the other WBs.
6. Using the Incline Track as the Lead, assemble together the Locos, Cars (on either or both of the Lead Tracks), and the Caboose. If the Train is long, be careful not to pull down the Incline Track too far, your Locos may not be able to push the Cars back up the Incline to couple onto the Caboose.

Post-Switching Notes:

1. Pull the entire Train down the Incline Track (stop behind the Signal at the bottom of the hill).
2. Make sure that all the Turnouts and Brakes are set to their Normal.
3. Via ABS, pull the Train onto Main #2, thru the Six Mule OS, and up the Six Mule Canyon Track (coordinate with the Six Mule Local Train if needed) until the Caboose is clear of the East XOver.
4. Via the Six Mule OS East XOver, back the Train onto Main #1 of the Lumber Scene (clear of the Signal Bridge).
5. On Signal Indication, proceed EB on Main #1 to Denver (offline).

Proceed as directed by your Orders.

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**Handling the equipment:**

Use the wooden picks stored next to the Crew Computer monitor to uncouple and move cars (discard them when done using them). Do not lift the cars or locomotives to uncouple. Please be careful not to snag buildings, telephone poles, signals, etc. near the edge of the layout. Shirt sleeve openings are particularly troublesome.

**Operators:**

Operation on the DDRR is “by invitation only”. If you are interested in operating, or would like to invite a guest to attend, please call in advance and make arrangements. First time guests should have a “Sponsor” to show them the ins and outs of the railroad.

**Lounge:**

Operators can enjoy themselves in the lounge while waiting for their assignments. Feel free to use the microwave, refrigerator, and other equipment. Please eat & drink in the lounge, not around the layout. Alcoholic beverages are permitted but not supplied. Please smoke outside, away from the entrance.

**Suggestions:**

Your suggestions are greatly appreciated. If you have any, please take the time to write them down and drop them in the box in the lounge. Your feedback helps the DDRR continue to improve.

**Atmosphere:**

Please remember, we are here to have fun. Yes. we are trying to simulate the real world of railroading but we are not trying to make this a job! Our motto is “It’s just toy trains”. But in the pursuit of accurate simulation there are just a few rules that need to be followed: There will be no fake language permitted. Use of the words fetch, flip, darn, gosh and cripes is strictly prohibited. Only the “real” words are allowed! I apologize if some people are offended by this but we are trying to accurately reflect the real world of railroading. As a sub-rule to the language rule; if the “Mrs” is present, then every sentence MUST begin and/or end with a vulgar word!

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**Throttles:**

1. The DDRR uses Digitrax UT4R Throttles.
2. Throttles are stored near the Crew Computer.
3. The Throttles can be hung on the Velcro squares next to the Digitrax Panels around the Layout.
4. All Locomotives have momentum, and max speed settings.

To select a Locomotive, or consist of Locomotives:

1. Turn the 4 dials on the face of the Throttle to the Lead Locomotive number. If the Locomotive number has fewer than 4 numbers, add “1’s” to the beginning. For example: DDRR #42 is entered as “1142” and SF 802 is entered as “1802”.
2. Unplug the short pigtail cord from the connector on the back of the Throttle and plug it into a Digitrax Jack on the Fascia nearest your Locomotives. The LED in the center, below the dial, should turn green.
3. Move the small toggle switch on top of the Throttle to the “F” position and turn the knob slightly to confirm you have control of your Locomotive(s).
4. Unplug the Throttle from the Jack and confirm you still have control. Re-insert the pigtail into the connector on the back of the throttle.

When you are done with your Job:

1. “Dispatch” your Locomotive(s). To do this, press and hold the “DISP” button on the Throttle, plug the pigtail into the Fascia Jack (see below for which Jack to use), release the “DISP” button, then unplug the pigtail.
   1. If you are terminating at Salt Lake or Denver (Storage Yard), use the special Jack on the Fascia near the dispatch point (reference the Valance and Fascia panels for details). MAKE SURE to leave the direction of the Train set the same as it was when entering the Dispatch Track! The computer will take over control of the Train and move it in that direction.
   2. All other Trains can be Dispatched at any normal Digitrax Jack.
2. Turn the dials on the throttle to “0000” and return it to the storage location.

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**Jobs-Lumber Branch Local: (continued)**

1. Via the Front Siding Track, run the Locos around the Cars on the Back Siding Track and couple onto the Caboose at the east end.
2. If there are any Cars to be SO or PU’d at:
   * Spangler Paper Products - Pulp Processing – Inside Building or Ramp Track.
   * Hardrath Firearms.
   * Burnett Fabricating.
   * Mel’s Fine Furniture.
   * Monat Lighting.
   1. Pull the Cars (with the Caboose against the Locos) down the Paper Mill Back Lead Track.
   2. SO and PU the Cars as required.
   3. Push the PU’d Cars back onto the Back Siding Track, then saw them over to the Front Siding via the east Sidings turnout.
   4. Move the Locos and Caboose back to the Back Siding Track.
3. If there are any Cars to be SO or PU’d at:
   * Spangler Paper Products - Chip Track - End Unloading Track or Bottom Unloading Track.
4. Repeat the above process.

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at

‘Instructions for Both the

AM and PM Lumber Locals’.

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**Jobs-Lumber Branch Local: (continued)**

Instructions for the PM Lumber Local:

1. If there are any Cars to be PU’d at:
   * Rigby Pole Company – Chip Loader, Pole Loading Area, or Tank Track.
   1. Take the Locos (leave the Train at the Brake on the Incline Track) and proceed down the Rigby Pole Co. Track.
   2. PU the Cars and move them to the Front Siding Track.
2. If there are any Cars to be SO at:
   * Rigby Pole Company – Chip Loader, Pole Loading Area, Tank Track.
   1. Take the Cars (leave the rest of the Train at the Brake on the Incline Track), and move them to their respective Spots.
3. Move any Cars that were put on Front Siding Track to the Rigby Pole Co. Track (Cars will be temporarily stored on this Track – Keep the Road Crossing clear).
4. If there are any Cars to be PU’d at:
   * Spangler Paper Products - Paper Mill - Inside Building (there is a Switch on the Fascia to raise the Overhead Door) or Tank Track:
   1. Take the Locos and proceed down the Front Siding Track.
   2. PU the Cars, and via the Front Siding Track, move them to the Rigby Pole Co. Track.
5. If there are any Cars to SO at:
   * Spangler Paper Products - Paper Mill -Inside Building or Tank Track.
   1. Take the Cars (leave the rest of the Train at the Brake on the Incline Track) and via the Front Siding Track, move them to their respective Spots.
6. Via the Front Siding Track, run the Locos to the west end of the Siding, clear of the Incline turnout.
7. Move the remaining Cars and Caboose on the Incline Track, to the Back Siding Track.

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**Jobs-General note:**

The following pages list the various Job positions on the DDRR. The Switching Instructions for each Job are intended as a guideline for inexperienced operators and as a reference for seasoned veterans. Variation from them is acceptable as long as the overall goal is achieved.

**Jobs-Road Conductor:**

Operate various types of “Thru” or “Pool” Trains across the DDRR.

On the Crew Computer, click on “Details” for the Job and “Start” the Job. Take your printed Orders, a Throttle, a Radio (if applicable), and proceed to the pickup point indicated on the Orders. Gain control of your Locomotives (see Throttles), radio check with the Dispatcher (if applicable, see Radios), then proceed as directed by the Dispatcher and your Orders across the DDRR.

There is no work on the DDRR for this Job, thus no WBs are printed or need to be managed. Occasionally your Orders will require special stops or other activities.

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**Jobs-Traffic Manager: (TM)**

Assemble & disassemble trains in the Storage Yard.

General Notes:

1. TC stands for “Traffic Call”.

Assembling Trains – All Types:

Build the Trains in the order they are listed in the “Trains Ready to Build” list on the TM Computer. Take note of what the “Start Time” is for the Train. In the “Trains Ready to Build” list, click on the Train you want to build.

Assembling Trains – Pre-Built Trains:

Notes: TT stands for “Train Tube”. They are stored on top of the Tops.

1. Slide Tube #1 of the Train slightly forward from its Tray (there is a “finger hole” in the bottom of the Tube that you can use pull the Tube forward).
2. Place your hand over the front of the Tube (to keep the Cars from rolling out of the Tube), tilt it slightly down, slide it completely out of its Tray, set it in the Train Tube Loading\Unloading Pocket with its back end against the opposite end of the Pocket from the TT Access Track.
3. Remove the Top of the Train Tube and hang it off the front the Fascia.
4. Tip the front of the Tube forward and the rear backwards (there is a post that keeps it from going too far back).
5. Slide the Tube to engage the Rails in the Tube into the Rail Joiners of the TT Access Track.
6. Roll the Cars that are in the Tube onto the TT Access Track (if Locomotives are in the Tube, use a Throttle and drive them onto the Layout).
7. Slide the Tube to disengage the Rail Joiners, tip the front and back of the Tube upright, install the Top back onto the Tube, slide the Tube back into the Tray on top of the Tops.
8. Repeat for each Tube of the Train.
9. Move the Train to a vacant Build Track.

continued

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**Jobs-Lumber Branch Local: (continued)**

1. If there are any Cars to be SO or PU’d at:
   * W. Johnson Lumber Co. - Front Chip Loader or Rear Chip Loader.
   * Truck Loading Conveyor.
   * Foster Supply:
2. Working off of the west end of the string of Cars that are on the Front Siding Track (Locos are on the east end), SO and PU the Cars as required.
3. Pull the PU’d Cars back onto the Front Siding Track.
4. Via the east Sidings turnout, move the Locos and Caboose to the Back Siding Track

continued

Skip to

‘Instructions for Both the

AM and PM Lumber Locals’.

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**Jobs-Lumber Branch Local: (continued)**

Instructions for the AM Lumber Local:

1. If there are any Cars to be PU’d at:
   * W. Johnson Lumber Co. - Storage Tracks.
   * Bray Tie Suppliers – Inside Building.
   * Tank Track.
   1. Take the Locos (leave the Train at the Brake on the Incline Track) and proceed down the Sawmill Back Lead Track.
   2. PU the Cars and move them to the Rigby Pole Co. Track (Cars will be temporarily stored on this Track – Keep the Road Crossing clear).
2. If there are any Cars to be SO at:
   * W. Johnson Lumber Co. - Storage Tracks.
   * Bray Tie Suppliers - Inside Building.
   * Tank Track:
   1. Take the Cars (leave the rest of the Train at the Brake on the Incline Track) and move them to their respective Spots.
3. If there are any Cars to be SO or PU’d at:
   * McAlister Oil – Warehouse or Ramp Track:
   1. Take the Cars (leave the rest of the Train at the Brake on the Incline Track) and proceed down the Sawmill Front Lead Track.
   2. SO and PU the Cars as required.
   3. Move all the PU’d Cars to the Rigby Pole Co. Track.
4. Move the remaining Cars and Caboose on the Incline Track, to the Front Siding Track.
5. Via the Back Siding Track, run the Locos around the Cars on the Front Siding Track and couple onto the Caboose at the east end.

continued

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**Jobs-Traffic Manager: (continued)**

Assembling Trains – Locals:

1. From the Car Storage Slots, get the Locomotives for the Train (they are listed in the “vv-Locos-vv” box) and put them on one of the Build Tracks. For WB Trains, put them at the “^-0’” mark. For EB Trains, put them at the “^-4,200’” mark on Build Track #2 or at the “^-4,500’” mark on Build Track #1.
2. In the “Traffic Calls for the selected Train” list, for each TC listed (if any), in the order listed, perform the following (click on the first TC and the computer will automatically move to the next one after a Car is assigned):
   1. Note what “Type” of Car can be assigned to the TC (there may be up to four choices).
   2. In the Car Storage Slots, find a Car of one of the Types listed. If there are no Cars available, click the “No Car Available” button and follow the instructions.
   3. Add the Car to the Train by scanning the Barcode on its bottom (it takes a few seconds for the computer to find the Car, it will “Ding” when found, the laser on the Scanner shuts off when it reads a good barcode), or by finding the Car Number in the dropdown box at the bottom of the screen.
   4. Couple the Car to the Train.
   5. If there is a Load listed on the TC, add an appropriated Load to the Car. Use green sticky putty to hold the Load in place.

continued

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**Jobs-Traffic Manager: (continued)**

1. Add the Caboose listed in the “vv-Locos-vv” box to the end of the Train.
2. If the Train is EB, move the Train so the Caboose is at the “^-0’” mark.
3. Note the length of the Train. If the Train is longer than the max. length allowed (shown in the Train information), randomly remove Cars to shorten it (use the “No Car Available” button to remove the TC from the Train).
4. Click on “Edit Train Information” and:
   1. Change the “Length” to the actual length.
   2. Enter the “Start Time” if needed.
   3. Enter the Throttle # (see Throttles).
   4. Change the “Orders” if applicable.
   5. If applicable, change the “Job Name”, where the XXXX is, to the Number of the Lead locomotive.
   6. Click “Save and Close”.
5. In the “Add Trains to Auto Control Que” area:
   1. From the pulldown box, pick the appropriate Route (one that goes from the appropriate Build Track to the appropriate Outbound Track).
   2. Enter the Throttle #.
   3. Enter the Starting Direction.
   4. Click on “Que Train”. The computer will take control of the Train within a few seconds and move it to the Outbound Track.

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A picture containing text, device, thermometer, gauge

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Diagram

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**Jobs-Traffic Manager: (continued)**

Arriving Trains:

As Trains arrive from the Inbound Tracks perform the following:

1. If the Train is going to be disassembled:
   1. Using the “Auto Control Que” (or manually with a Throttle), run the Train to one of the Build Tracks.
   2. If applicable, remove any Loads from the Cars, remove the sticky putty (if applicable) from the Load, put the Load in its respective Storage Box, and save the putty.
   3. Store the Cars in the Car Storage Slots, by Car Type (a Car Type label is on the bottom of the Car).
   4. Remove the EOT Car and store it in its assigned Slot.
   5. If applicable, store the Locomotive(s) in their respective Car Storage Slot(s). Otherwise, using the “Auto Control Que” (or manually with a Throttle), run the Loco(s) to any available Loco Storage Track.
2. If the Train is not going to be disassembled:
   1. Using the “Auto Control Que” (or manually with a Throttle), run the Train to one of the Storage Tracks.
3. If the Train is going to be put back in its Train Tubes:
   1. Reverse the process under “Assembling Trains - Pre-Built Trains”.

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**Jobs-Six Mule Canyon Local:**

Switch various industries up Six Mule Canyon.

On the Crew Computer, click on “Details” for the Job and “Start” the Job. Print the Job’s Waybills and/or Switchlist. take your printed Orders, Waybills (if any), Switchlist (if printed), a Throttle, and an Uncoupling Pick, and proceed to the pickup point indicated on the Orders. Gain control of your Locomotives (see Throttles) then proceed as directed by your Orders.

Pre-Switching Notes:

1. SO = Set Out. PU = Pick Up.
2. Use the Brakes (switches are on the fascia) to hold Cars from rolling downhill.
3. There is a fixed Magnetic UnCoupler on the Newton Track.
4. There are Step Stools behind the Curtains (at marked locations) that can be used to reach and see into the Scene.
5. The Drawings in the Handbook show the max. number of Cars that can be placed at each Spot. If there are more than that count of Cars, leave the excess Car(s) on the Track shown on the Drawing (Off-Spot Car Storage). Cross the Car(s) off of the Switch List (if printed) and/or discard the WB (if printed). Do not Clear the WB when Clearing the other WBs.

Switching Instructions:

1. Proceed up the Front Siding Track (the Track nearest the aisle) in Six Mule Canyon until you are at the top Turnout of the Siding.
2. If there are any Cars to be PU’d or SO at Newton Rock Products (1 Car max):
   1. Take the Locos, and the Car to be SO (if applicable), and saw over to the Back Siding Track via the Tipple Lead Track (leave the remainder of the Train at the Brake on the Front Siding Track).

continued

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Diagram

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**Jobs-Lumber Branch Local:**

Switch various industries on the Lumber Branch.

On the Crew Computer, click on “Details” for the Job and “Start” the Job. Print the Job’s Waybills and/or Switchlist. take your printed Orders, Waybills (if any), Switchlist (if printed), a Throttle, and an Uncoupling Pick, and proceed to the pickup point indicated on the Orders. Gain control of your Locomotives (see Throttles) then proceed as directed by your Orders.

Pre-Switching Notes:

1. SO = Set Out. PU = Pick Up.
2. Use the Brake (switch is on the fascia) to hold Cars from rolling down the Incline Track.
3. The Drawings in the Handbook show the max. number of Cars that can be placed at each Spot. If there are more than that count of Cars, leave the excess Car(s) on the Track shown on the Drawing (Off-Spot Car Storage). Cross the Car(s) off of the Switch List (if printed) and/or discard the WB (if printed). Do not Clear the WB when Clearing the other WBs.

Switching Instructions:

1. Proceed up the Incline Track until you are at the top Turnout.

continued

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**Jobs-Six Mule Canyon Local: (continued)**

* 1. PU and SO the Cars from the Newton Track. If applicable, leave the PU’d Car on the Back Siding Track at the Brake that is just below the Newton Track Turnout.
  2. Via the Tipple Lead Track, saw the Locos back over to the Cars on the Front Siding Track.

1. If there are any Cars to be PU’d or SO at the Mine Camp:
   1. Take the Locos, and the Car(s) to be SO’s (if applicable), and proceed up the Mine Camp Lead Track (leave the remainder of the Train at the Brake on the Front Siding).
   2. PU and SO the Cars for the Freight House/Tank Farm Track (2 Cars max). Leave any PU’d Car(s) on the Mine Camp Lead Track.
   3. PU and SO the Cars for the Team Track (1 Car max).
   4. Push any PU’d Cars down the Mine Camp Lead Track and onto the Front Siding Track.
2. Move the Locos and any Cars PU’d at the Mine Camp (leave any other Cars) up the Tipple Lead Track and couple the Locos onto the loaded Cars at the Tipple.
3. Pull those Cars (pushing the Mine Camp Cars if any) down the Back Siding Track (coupling onto the loaded Car from Newton if applicable) until the loaded Tipple Cars can be held by the Brake on the Back Siding Track.
4. Cut the Locos off of the loaded Tipple Cars and proceed down the Back Siding Track (pushing the Newton Car if applicable). Via the Turnout at the bottom of the canyon, saw over and onto the Cars on Front Siding Track.
5. Push the Caboose and all the Cars on the Front Siding Track, up the Tipple Lead Track and spot the empty Tipple Cars at the Tipple (4 Cars max).

continued

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Diagram

Description automatically generated

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**Jobs-Six Mule Canyon Local: (continued)**

1. Move the empty JK Brown Cars from Track #3 to Track #2 (2 Cars max).
2. Move the remaining Cars on Track #3 (if any) to Track #1.
3. Pull the entire Train on Track #1 down the Highline Track and onto the Mine Camp Lead Track.
4. Cut the Caboose off and leave it on the Highline Track.
5. Saw the Cars onto the Front Siding Track.
6. Cut the Locos from the Cars, saw over and PU the Caboose, then saw back and couple the Caboose onto the Cars.
7. Proceed downhill until the Locos are clear of the Tipple Lead Track Turnout.
8. Saw the Caboose and Cars over to the Back Siding Track (coupling onto the Cars left there). If needed, move all the Cars downhill enough to clear the Tipple Lead Turnout.
9. Via the Front Siding Track, run the Locos around the Train and onto the downhill end of it.

Post-Switching Notes:

1. When done with the Switching, proceed down the canyon until the Locos are just protruding from the tunnel portal (stay behind the dwarf signal).
2. Make sure that all the Turnouts and Brakes are set to their Normal position (the Turnout at the bottom of the Canyon may need to be set Normal after you pull your Train onto the Main #2).
3. Push any Step Stools that were used, back behind the Curtain at their appropriate location.

Proceed as directed by your Orders.

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**Jobs-Six Mule Canyon Local: (continued)**

1. Proceed back down the Front Siding Track but cut all the Cars uphill of the Caboose off and leave them on the Tipple Lead Track.
2. Spot the Caboose on the Mine Camp Lead Track.
3. Saw the Cars on the Tipple Lead Track over to the Mine Camp Lead Track (coupling onto the Caboose).
4. If there are any PU’d Cars on the downhill side of the Locos:
   1. Leave the Cars and Caboose that are on the Mine Camp Lead Track, and saw the Cars on the downhill side of the Locos over to the Back Siding Track and onto the loaded Tipple Cars.
   2. Move the Locos back onto the Cars on the Mine Camp Lead Track.
5. Push the Cars up the Mine Camp Lead Track until the Locos are clear of the Highline Turnout.
6. Proceed up the Highline Track and stop just before the McComb Track Turnout.
7. If there are any Cars to be PU’d or SO at McComb Gilsonite (3 Cars max):
   1. Leave any JK Brown Cars (if any) and the Caboose on the Highline Track.
   2. Move the McComb Cars over to the McComb Track and push them thru the tunnel to the McComb Loading Dock,
   3. PU and SO the Cars at the Loading Dock as applicable.
   4. Proceed back to the Highline Track and couple back onto the Cars left there.
8. Pull the entire Train onto Track #3 (back Track) at JK Brown until the Caboose is clear of Track #2.
9. Cut the Locos off and pull them ahead onto the West Lead Track, then proceed down Track #1 to the East Lead Track (clear of the last Turnout).
10. Move the Caboose from Track #3 to Track #1, clear of Track #2.
11. Move the loaded JK Brown Cars from Track #2 to Track #1.

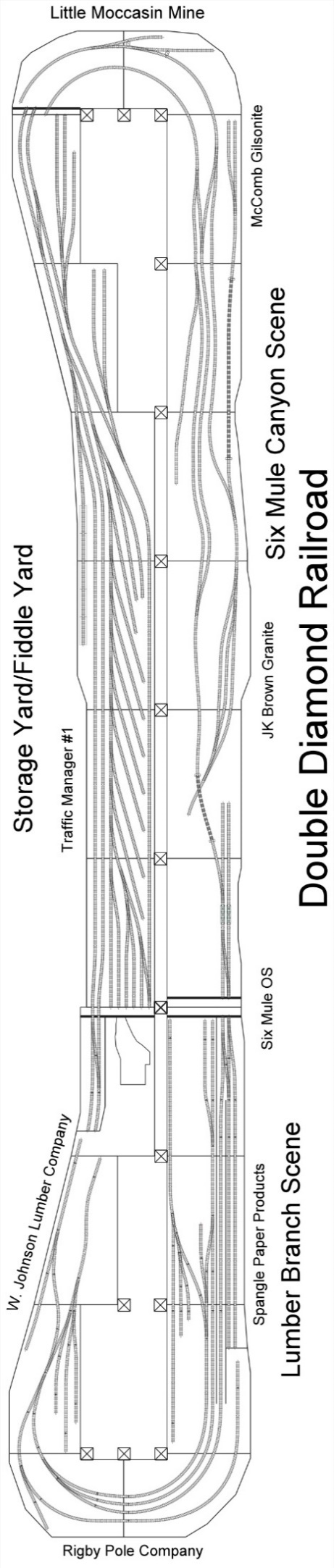
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