

Sierra Central RR
July 1st, 2005

Standard Gauge Training Syllabus

1. Oakland Pier

- 1.1. Operate only with throttle plugged in**
- 1.2. Load-on Tracks**
- 1.3. DCC programming track (no programming during Open House; use desk top PC and Zephyr)**
- 1.4. Western most extension of railroad**
- 1.5. Off the mainline – yard limit switch**
 - 1.5.1. Return switch to R(everse) after enter/exit**

2. Oakland Desert Yard (Hidden)

- 2.1. Operate only with throttle plugged in**
- 2.2. Passing siding**
- 2.3. Staging tracks**
- 2.4. Parallel control panels in the yard and out by the Digitrax command station**

3. Oakland Industrial

- 3.1. Spur tracks to industries**
- 3.2. Passing siding**

4. *Martinez*

4.1. Passenger stop for passenger trains

4.2. Spur track to industries

4.3. Dual cross-overs

4.3.1. RIGHT HAND RUNNING RULE east to Haggin Junction

4.3.2. You are now on the Cal-P line (SP) – double track mainline

5. *Davis*

5.1. Station stop for passenger trains

6. *Mikon Junction*

6.1. Sacramento Northern crossed the Cal-P (SP) mainline here

6.2. Dual cross-overs

6.2.1. Westbound trains out of Sacramento passenger yard cross over (RIGHT HAND RUNNING)

7. *Sacramento Passenger Station*

7.1. Operate only with throttle plugged in

7.2. Station stop for passenger trains

7.3. Passing siding

8. *Sacramento Roundhouse/Turntable*

8.1. Operate only with throttle plugged in

8.2. Out of service – problems with bogie trucks on bridge

9. *Dual cross-overs east of Sacramento Passenger Yard limit*

9.1. Westbound passenger trains cross over to get into passenger station

10.Sacramento Haggin Freight Yard

10.1. Operate only with throttle plugged in

10.2. West yard limit

10.2.1. Switch control next to turntable controls

10.3. West yard panel

10.3.1. Turnout controls

10.3.2. Uncoupling controls

10.3.2.1. Signal-green paint on tie-ends show spot

10.4. East yard panel

10.4.1. Turnout controls

10.4.2. Uncoupling controls (a few problems)

10.4.2.1. Signal-green paint on tie-ends show spot

10.4.3. East yard caboose track

10.5. East yard limit

10.5.1. Two ways into yard from main

10.5.1.1. Switches are inter-locked

10.5.1.2. Controls are on the fascia

10.6. Trim lead/pull back track for yard

11.Mainline at R Street

11.1. Cross-over for westbound trains to gain access to Haggin Yard

12.Haggin Junction

12.1. Cal-P line junction with WP line

12.2. Eastbound trains now on single track main

12.3. Westbound trains enter double track mainline

12.3.1. RIGHT HAND RUNNING RULE west to Martinez

13.Oroville

13.1. West Oroville yard limit

13.2. Passing siding

13.3. Set-out siding

13.3.1. Industrial spur tracks

13.4. East Oroville yard limit

13.5. Contact train master/dispatcher before proceeding east

14.James Siding

14.1. Maintenance of way spur

14.2. Contact train master/dispatcher before proceeding west

15.Keddie

15.1. Approaching from west

15.2. Left leg to Bieber

15.3. Right leg to Portola

16.Bieber

16.1. Operate all switches from inside the ‘pit’

16.2. West yard limit

16.3. Passing siding

16.4. Some uncouplers are working

16.5. Set-out siding

16.5.1. Industrial spurs

16.6. East yard limit

17.Portola

17.1. West yard limit

17.2. East yard limit

18.Reno Junction