

Operating Instructions CB&Q Yard Streator

Switch local industries and interchanges as time permits during the day. Break down train 85 when it arrives in the morning making sure the switch engine is out of the yard to keep from being trapped. The road crew hostles their own power and waycar back to engine service. Keep a path clear to the depot for the scheduled arrival of train 133. PMC 9816 should be stored on the PMC track in the engine service area. Train 134 is to be given priority to depart on the scheduled time. The IV&N from Zearing will arrive mid-day whenever an operator is available and that crew will hostile their power to the engine service facility. All attempts should be made to get train 86 ready to depart at 7:10pm in proper blocking order of Grand Ridge cars at the front, Ottawa/Wedron/Dayton cars (in any order) in the middle and Eola cars on the rear. The IV&N to Zearing will depart whenever a crew is available and the train is made up. No priority is necessary for any of the industries and interchanges. Owens-Illinois is the largest industry and is jointly switched by an ATSF job which will call for permission to use the CB&Q mainline. Any waybill with Via: ATSF will be handled by that crew. Soda cars to Owens-Illinois are to be spotted under the unloading shed and the MTY limestone cars pulled out of the way until the ATSF gets to them.