

## **Operating Instructions CRI&P Yard Ottawa**

An inbound Sand Turn will be sitting on the westbound main waiting to get into the yard first thing in the morning and is to be run in by the CRI&P yard operator. The engines and cabooses off the Sand Turn are to be put in the engine service area. The primary job of the CRI&P yard job is to service Ottawa Silica and LOF which is joint trackage with the CB&Q. The CB&Q is a competitor, but Ottawa Silica and LOF are such important customers that delaying or holding up the other railroad will not be tolerated. It is possible for both railroads to work in the area if one is at LOF and the other is at Ottawa Silica since the leads are in opposite directions. Cars to be handled by the CRI&P yard will be marked as Via: RI on the waybill. There are three other industries served by the CRI&P over by the depot with the car card boxes at the end of the shelf by the yard. The turnout controls for these industries are at the bottom of the fascia. An outbound Sand Turn needs to be made up with a maximum of 12 cars and can be padded to that number with any eastbound car. The cars in the yard are to be sorted by destination to be picked up by their respective trains when they show up during the night.