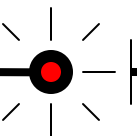


AMRS HO Division Signals



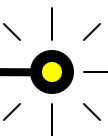
Steady Red: Stop – Do not proceed without Warrant from Dispatcher



Flashing Red: Stop – Check track ahead for obstructions and properly aligned turnouts. Proceed with caution if safe



Steady Yellow: Proceed with caution.



Flashing Yellow: Proceed with extreme caution. The track ahead is occupied with another train proceeding in your direction.



Steady Green: Proceed at safe speed.



Steady Red over Red: Stop – Do not proceed without Warrant from Dispatcher



Green over Red: At turnout, proceed at safe speed through straight leg of turnout



Red over Yellow: At turnout, proceed at restricted speed through diverging rout of turnout

WHISTLE SIGNALS shall be sounded during formal operating sessions or Open House sessions. All engines equipped with sound systems shall sound the proper whistle signals at appropriate times. It is the responsibility of each engineer to learn proper whistle signals.

O = Short - = Long

Ready to Proceed Forward O O

Ready to Proceed Reverse O O O

Danger, bridges, tunnels, etc. - - -

Grade Crossing - - O -

Switchman's Timetable

Arizona Model Railroading Society

HO Division

Rev 2.2

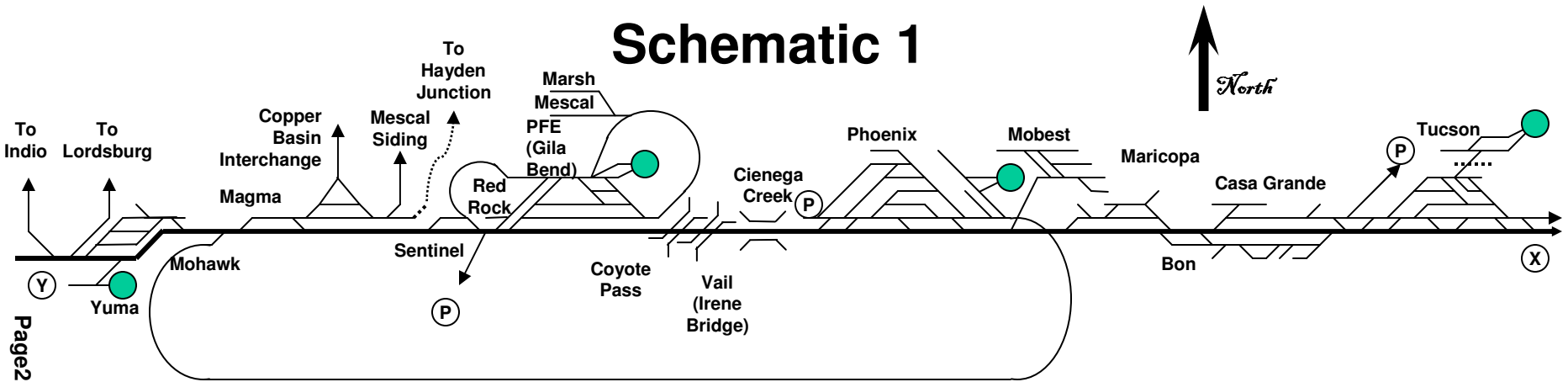
Aug. 16, 2013



Note: Trains which are parked on the railroad while the engineer in not in attendance shall be tied down in accordance with the color coded instruction in this timetable. Trains or rolling stock should not be left unattended on any other track. To do so clogs the railroad and is considered rude to other members and is inappropriate.

Trains inappropriately parked are subject to operation by other AMRS Members in order to restore the operational capabilities of the layout.

Please see Operations or Design Lead with questions.



Page2

PASSENGER TRAINS should be restricted to movements on main tracks, sidings, cutoffs, staging, and designated receiving (arrival/departure) tracks at Passenger Depots only. Movement on any other track must be handled with extreme caution and during an operating session, must be authorized by the dispatcher or superintendent.

**AMRS HO Division Operating Rules
Part 2**

14. Engineers who are not able to observe track conditions directly require a mentor or spotter to assure that their route is clear. Members under the age of 18 not certified for solo operations must have an adult or certified mentor in close proximity at all times. The mentor is responsible for the behavior and actions of this Member and infractions of this Member will be the responsibility of the Mentor as well.
15. a. Wheel gauge
b. Coupler height
c. Coupler springs
d. Dragging equipment
e. Poorly operating locomotives
16. Adult members with handicapped communications skills must have a Mentor in close proximity at all times to communicate threats to equipment safety. Otherwise, a communication device that permits a Dispatcher to get the attention of the communication handicapped member is sufficient.
17. Members borrowing club equipment should sign out the equipment and relinquish it upon request of another member according to published time limits. Warnings may be given for infractions of these rules.
18. A member who repeatedly violates these rules, or exhibits unreasonable or unsportsman-like conduct may be asked to leave the HO Division layout and building for one day, 7 days or 30 days, depending on the nature of the infraction and the behavior of the offending member. Names of offending members will be listed on the bulletin board so all members can help police the layout.
19. Members will clean up the work area when the work session is over so other members can subsequently run their trains in a safe manner.
20. For official runs and meets, a coordinator will determine the run schedule based on a sign-up sheet. Members wishing to run should sign up at least 3 days in advance (By 7:00 PM Wednesday evening.) No one will be permitted to run without advance sign-up or an okay from the coordinator.
- 21.

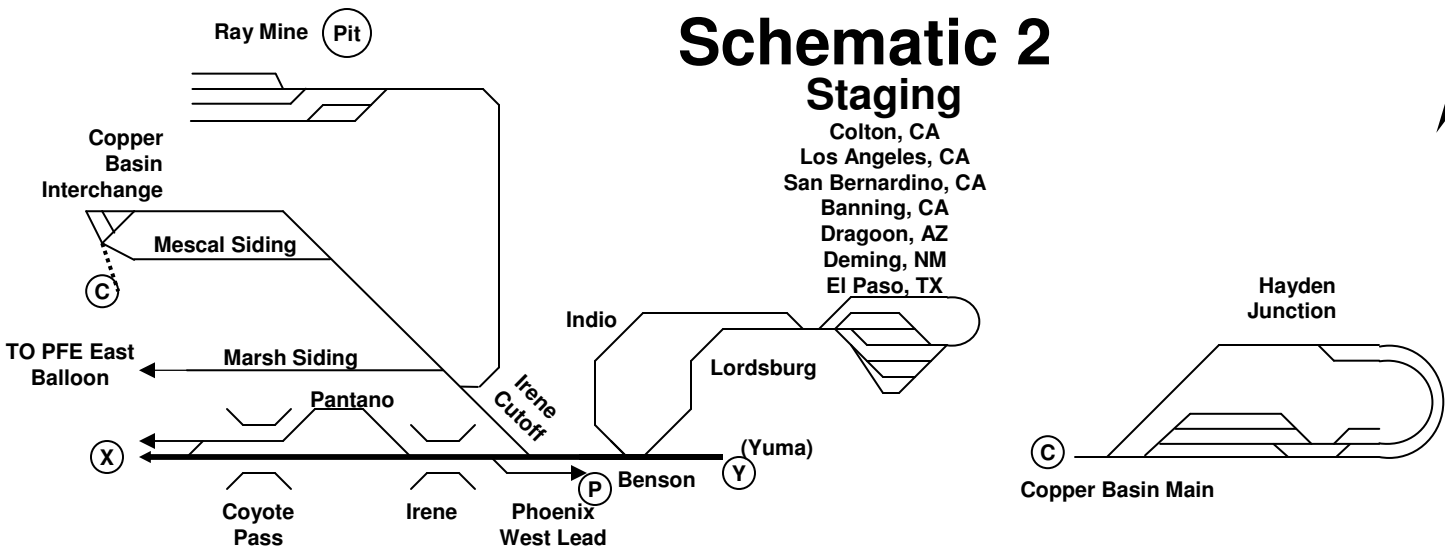
AMRS HO Division Operating Rules

As approved by vote at the August 12, 2006 HO Division Meeting

1. PLEASE NOTE – METAL WHEELS are REQUIRED for operating on the AMRS HO layout follow all the rules.
2. Make a reasonable attempt to understand and follow all the rules.
3. Treat other AMRS Members and Officers with respect at all times.
4. Treat AMRS and other members' equipment with respect at all times.
5. When running a train, keep a safe speed and distance from obstructions (including contrary turnouts) and rolling stock.
6. Engineers are restricted to running (in motion) only one train at a time.
7. Engineers will not "tie down" or abandon trains except in yard tracks not designated "lead", "thoroughfare", or "arrival / departure" tracks.
8. Respect work windows – work takes priority at these published times.
9. Respect operating windows – other than normal troubleshooting, running takes priority at these times.
10. Do not place boxes of rolling stock, food, beverages, or other obstructions on the layout, including track or scenery. Do not lean on the scenery.
11. Trains require appropriate, recognizable end of train (EOT) devices except for light engine movements. These EOT devices may be a caboose, FRED (flashing light on rear car), observation car, etc. Short passenger trains and switching movements are exempt from this rule, but lights are recommended and engineers are responsible to assure that their entire consist is in tow.
12. Rolling stock requires metal wheels except certain model engines where metal wheels may not be available.
13. Members are expected to keep their equipment (including any AMRS HO Division Equipment) in good working order so as to not foul the track or cause electrical short circuits that adversely affect other members. This includes, but is not limited to:

Schematic 2 Staging

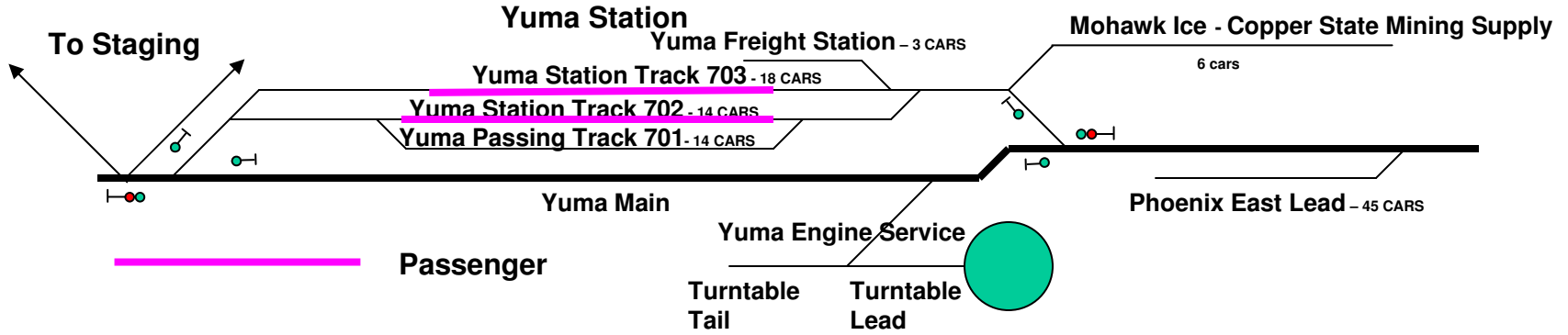
Colton, CA
Los Angeles, CA
San Bernardino, CA
Banning, CA
Dragoon, AZ
Deming, NM
El Paso, TX



Yuma - Mohawk

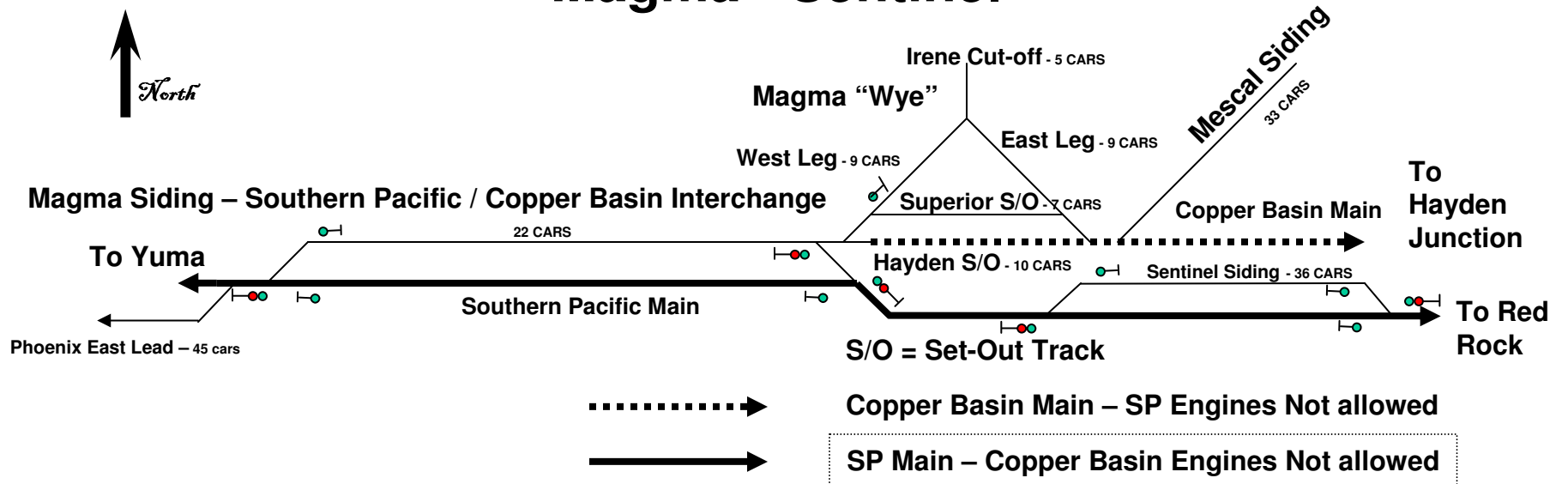


Page 4



Page 21

Magma - Sentinel



Cement Plant



Cement Plant

Receiving - 2 CARS

Loader - 5 CARS

To Sentinel

To Gila Bend
(PFE)

Code	Modified AAR Code Description
A	Locomotive
B	Baggage / Express
C	Covered hopper
D	Caboose
E	Gondola, equipped
F	Flat cars
G	Gondola
H	Hopper
J	Hopper, ore
K	Hopper, equipped
L	Special type cars
M	M-O-W
P	Passenger
Q	Railway Post Office
R	Refrigerator cars
S	Stock car
T	Tank car
V	Vehicular flat cars
X	Box car
Y	Box car, equippe

Radio Procedures

To Call Dispatch

When radio is quiet say: "Train # to Dispatch"
 Dispatcher will respond: "Go ahead Train #"
 You may then transmit your message.

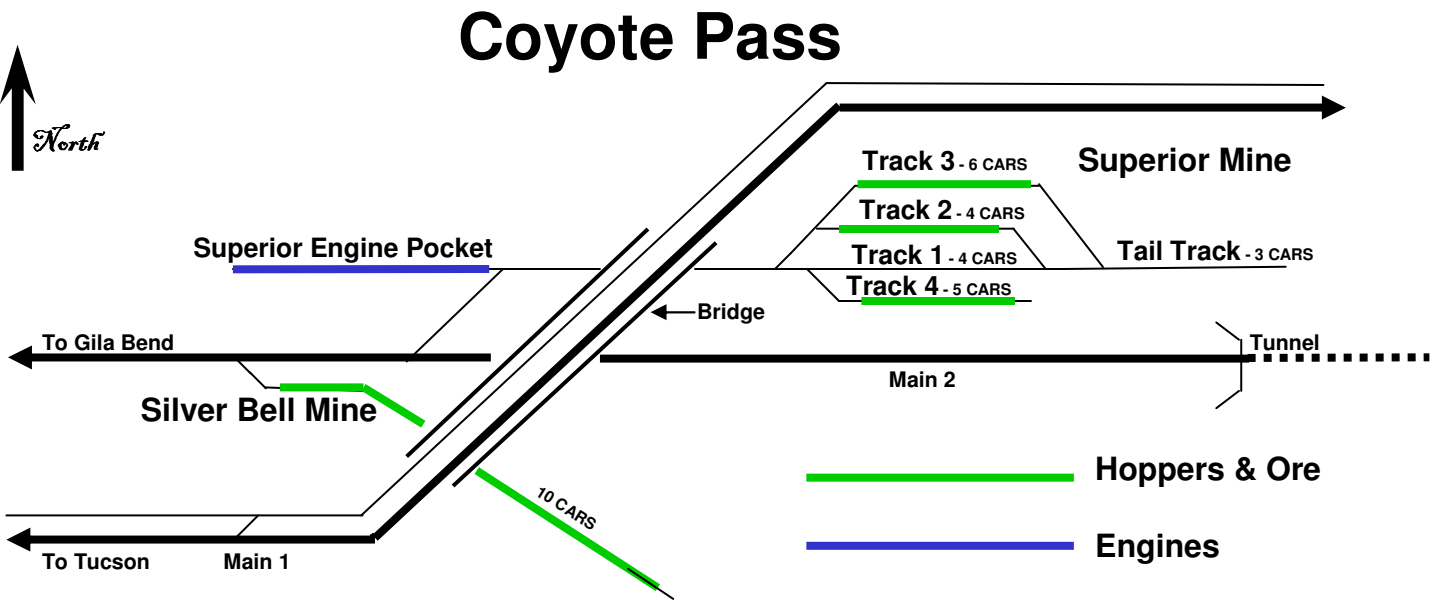
To Respond to Dispatch

Dispatch will call with: "Dispatch to Train #"
 You respond: "Train #, go ahead Dispatch"

Operator to Operator

These Calls Are Discouraged But Permissible When Absolutely Necessary.
 All calls should be kept short and pertain only to railroad business. Personal calls and commentary should be dealt with off the radio.

**Do Not Call or Press Transmit Button
 While Anyone is Speaking on Radio**



Phoenix Yard / Mobest Legend

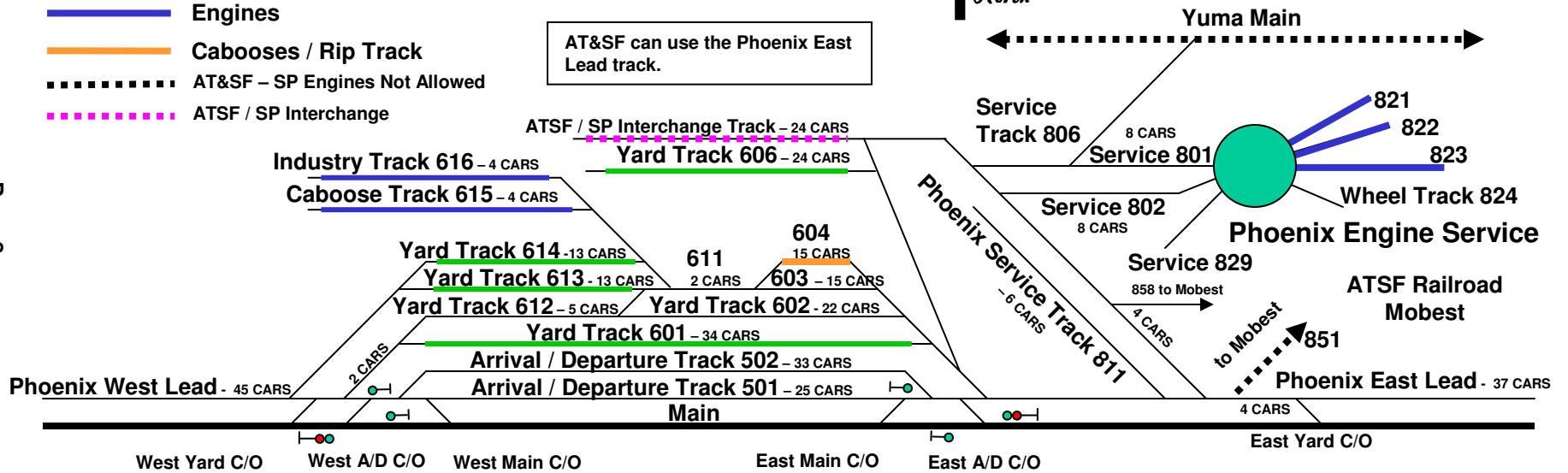
- Freight
- Engines
- Caboose / Rip Track
- - - - - AT&SF - SP Engines Not Allowed
- · - · - ATSF / SP Interchange

Phoenix



AT&SF can use the Phoenix East Lead track.

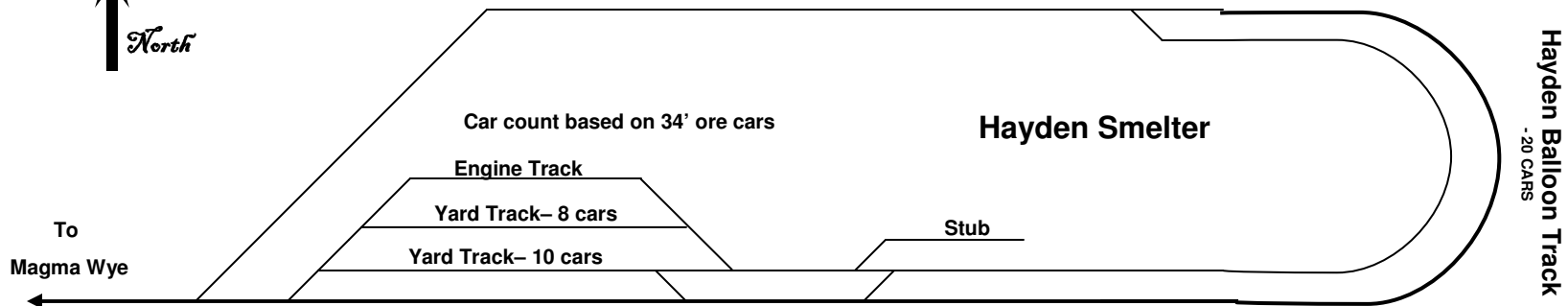
Page 8



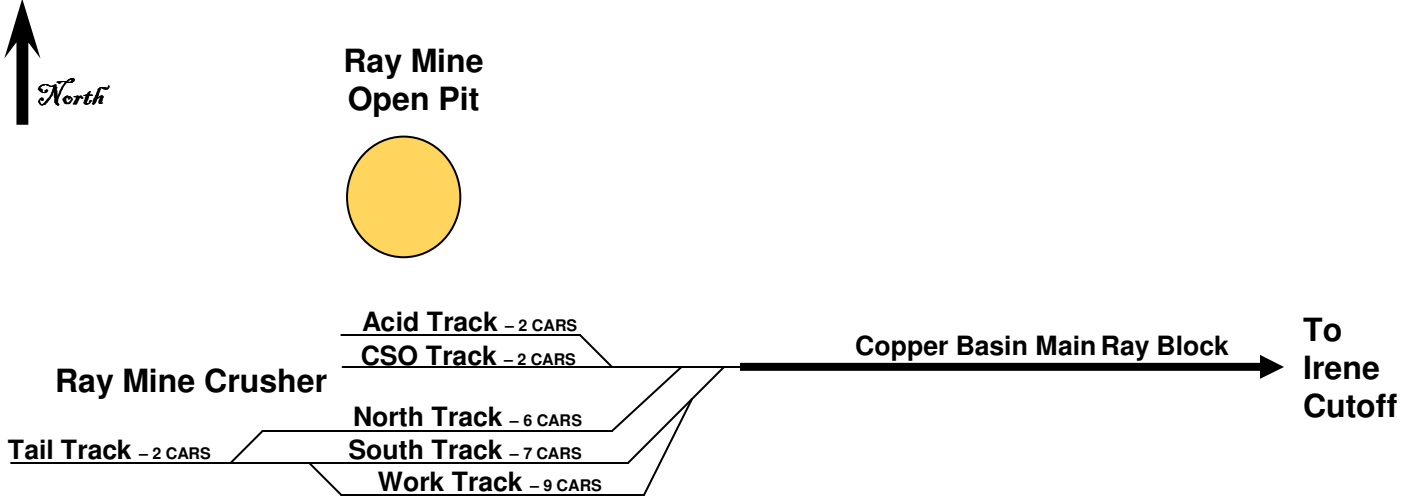
Hayden Junction



Page 17

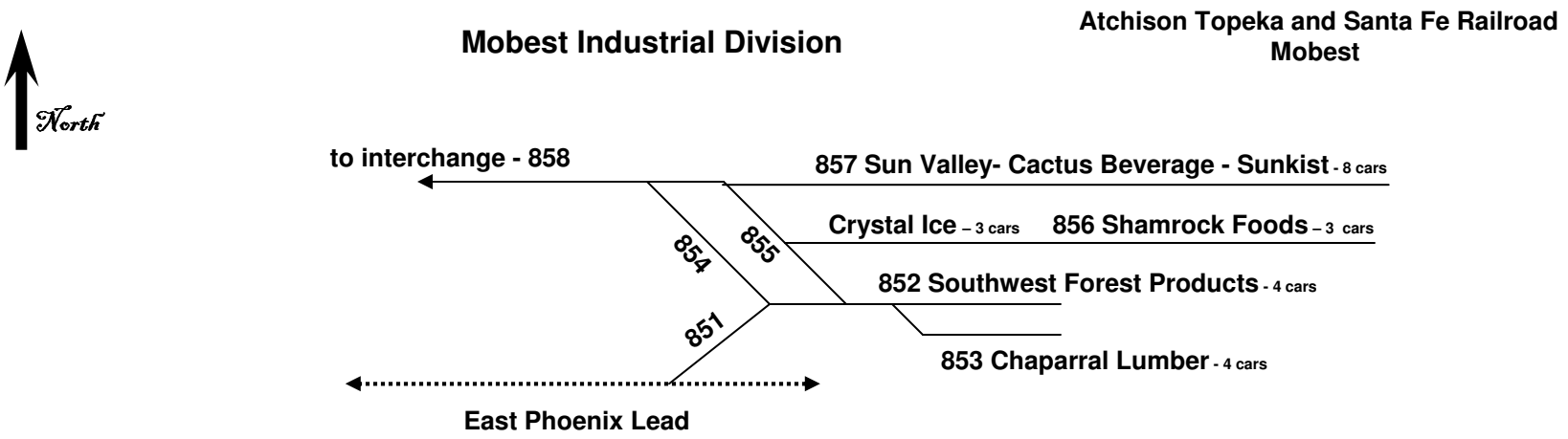


Ray Mine



Page 16

Mobest

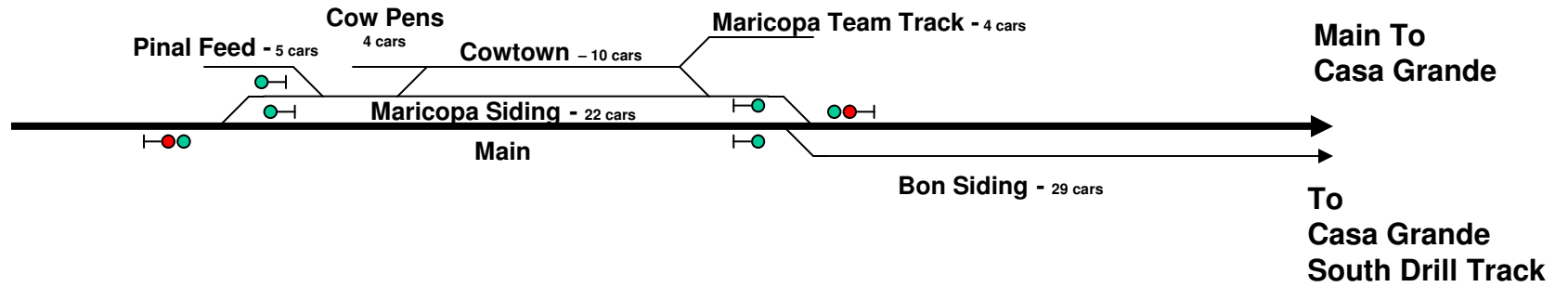


Page 9

Maricopa – Bon



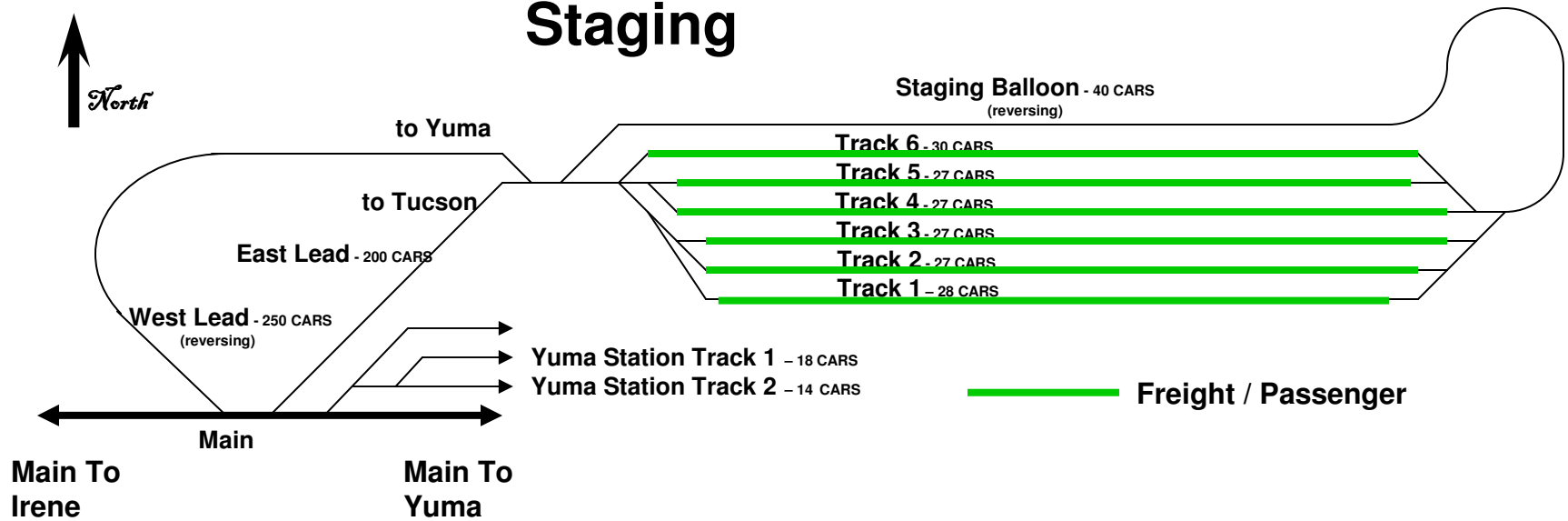
Page 10



Staging



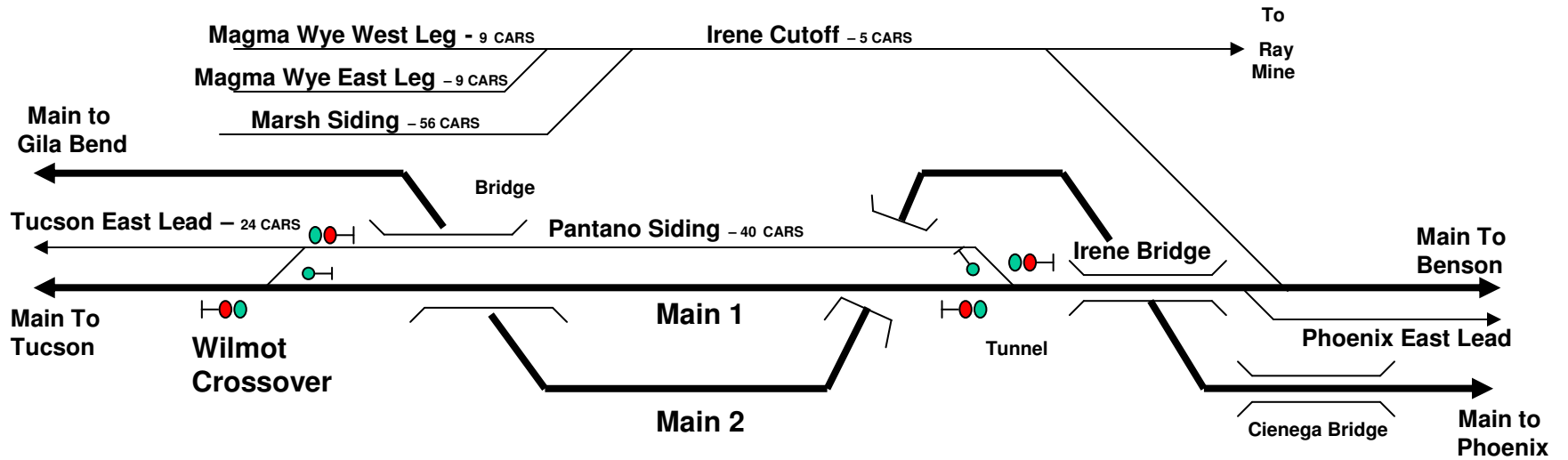
Page 15





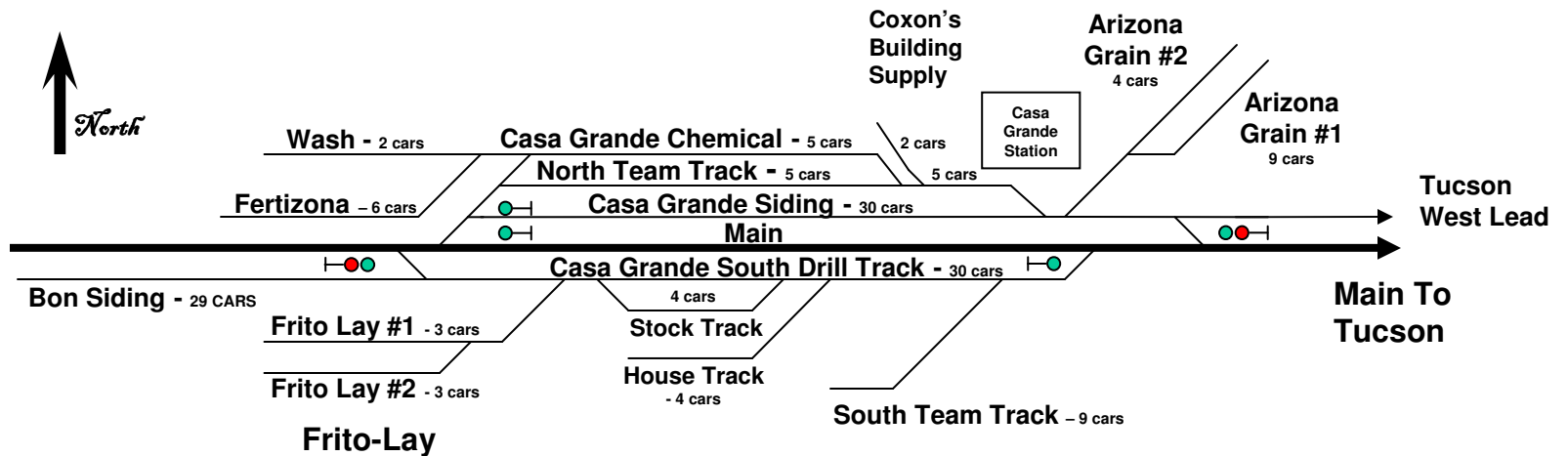
Wilmot - Irene

Page 14

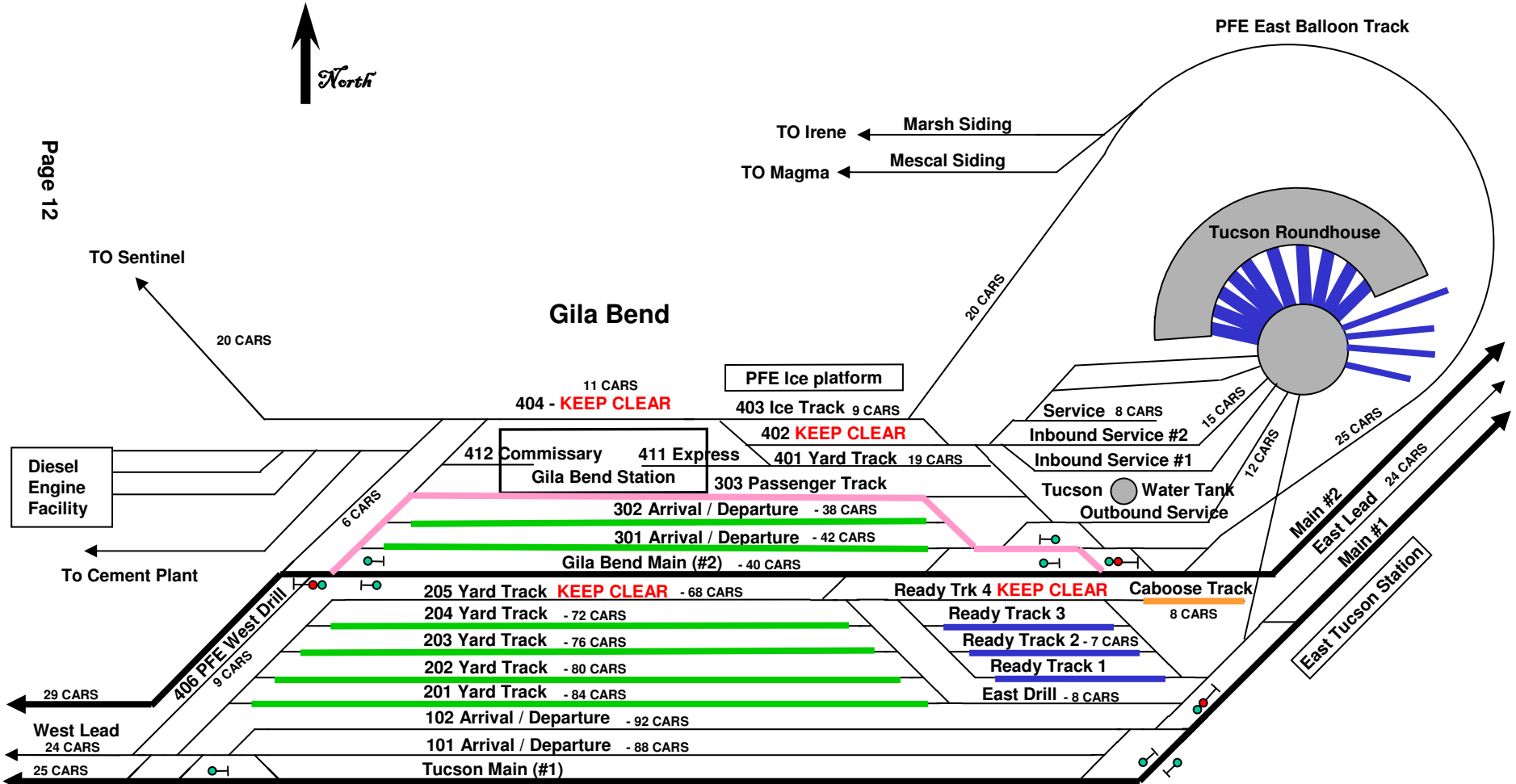


Casa Grande

Page 11






PFE - Tucson



Page 12

Page 13

- Passenger Train Route
- Freight
- Engines
- Caboose

- Signal Legend
-  Single head / Single Target Signal
 -  Two Single Head / Single Target
Upper is Straight Thru / Bottom Diverging route
 -  Bridge or Cantilever Signal Structure
with Single Head / Single Targets