

HILL POOL QUICK REFERENCE GUIDE

IT33

Confirm rule requirements with GCOR and current General Orders and SSI.
This guide should be used as an aid for learning the rules and practices that govern your job. Learn your job and rely on the rules, not this or any other guide or chart.

ALWAYS REFERENCE THE CASCADE GENERAL ORDER, TIMETABLE, SYSTEM SPECIAL INSTRUCTIONS, GCOR, SUPERINTENDENT AND MTO NOTICES.

Things to do or check when going on duty.

1. CHECK FOR MAIL AND NEW INFORMATION POSTED ON THE WALLS
2. CHECK YOUR CALL SHEET-BE SURE YOU ARE RESTED
3. PREPARE SUPPLIES; CREWPACKS/WATER/BATTERIES/ICE/OXYGEN
4. PRINT UNUSUAL AND UNSAFE CONDITIONS (SW USE SH SH SHPSU)
(SW USE UNSAFE RITTER)
5. =ON: Find latest -System General Orders
 Cascade Subdivision General Orders 0841
 Brooklyn Subdivision General Orders 0845
 Superintendents Bulletins 18
6. UNLESS PAPERWORK HAS BEEN RUN OR WILL BE RUN BY CLERK
 USE =ID TO OBTAIN WORK ORDERS/WARRANTS/LISTS
7. RG 02220/CREW/TRAIN LINEUPS
8. TRAIN AND POWER LOCATION/JOB BRIEFINGS ARE REQUIRED
9. WORK ORDER BREAKDOWN/Date, Train, ID, Engine #s, Profile, Work
 Enroute, Key train(HAZMET, MXHAZD/see Hazmet handout),
 Doublestacks(CAR SYMBOLS=P#A, P#B, or P#0 are double stack cars),
 Highwides (will have orders) UDE See SSI pg. 19 Item 5; walk (Rule 6.23 pg.
 40) _Restricted cars(see list/track warrants)
10. TRAIN MAKE-UP REQUIREMENTS/ Intermodal Equipment/Long
 Cars/Short Cars/Blocks of Empty/Loaded Cars/Rear End Only Cars/Maximum
 Trailing Tonnage/Coupler Table/20-20 rule(SSI /Cas. Sub. GO).Good head end.
 Good rear end. See SSI and Cas. Sub for current requirements.
11. DO DELAYED TIE UP IF NECESSARY.
12. TRIP LOG, carefully read and understand the changes to Rule 1.47.
13. EAR PLUGS
14. RADIO (DID YOU CHARGE IT, HAVE CHARGED SPARE BATTERY)
15. Phone Numbers:
 Time-8-271-4601 or 8-976-1111
 TPA 1-888-634-0441 (check with local chairman before calling)
 Timekeeping 1-800-877-0309
 Tie up help 8-992-5555 Opt. 5
 Vacation Bid Recorder Western Sector 1-866-623-4267, SSN, 16, 3, 3

ODOT Road Conditions 1-800-977-6368
CMS 1-866-623-4267 follow menu
CASCADE CORRIDOR MANAGER: 8-636-7292
DISPATCHERS: WS68) 8-636-1646 OR 1-800-726-1168
WS66) 8-636-1645 OR 1-800-726-1167
Klamath Yard Office 883-6579/6532
Klamath Yard Lobby 883-6593
Eugene Yard Office 341-5543
Eugene Yard Lobby 341-5652

16. KNOW YOUR CHANNELS; **CASCADE** Eug-Oak ws68 **14-14**
KLAMATH Oak-KF ws66 **45-45**
OLD YARD **88-88**
S. YARD **24-24**
N. YARD **20-20**
WEYER / V- D **87-87**

Abbreviations used TT-Timetable, AB- Air Brake Rules, SSI- System Special Instructions, # -Number, GO -General Orders, TOT- Total, HP-Horsepower, pg.-page, Bk.- Book of Rules, BP- Brake Pipe

DOES YOUR TRAIN HAVE A GOOD HEADEND? (TT) If your train tonnage exceeds 3600 tons the 1st 5 cars must weigh 50 tons or more (you can have long cars in the first five) and if over 4100 tons - first 5 cars must all be 73 feet or longer; or all be less than 73 feet, as well as these 1st 5 cars must all weigh at least 50 tons. If over 8000 tons the head 10 cars must all be over 50 tons and all under 73 feet for our brothers Klamath Falls to Dunsmuir.

DOES YOUR TRAIN HAVE A GOOD REAR END FOR HELPER? See AB New Rule 31.8.2 & especially the current Cascade Subdivision GO. You will need a helper if your train is over 6800 tons (unless you have high strength couplers on the head end and still have enough power for train). Coupler limits between Oakridge and Cascade Summit are 6800 Tons Standard, 9610 High Strength. Your train should have at least 2.3 horsepower per ton to make the hill. The company also uses a formula of 175 times the equivalent axles of power = the tonnage that can be handled.

IF CUTTING IN HELPER OR HELPER TO REAR= First car ahead of any helper must not be an articulated doublestack or spine car having one or more empty platforms. Consider hazardous cars also. HELPERS must be placed ahead of single-platform single-axle front runner cars in series TTOX weighing less than 25 tons. Also Rail pick-up cars RGAX 4694-4696. Also Two-axle scale test cars. Also Cars designated rear end only. (See Cascade Subdivision General Order for helper placement, restricted tonnage, etc.)

ARE LONG CARS PROPERLY ENTRAINED? (Cascade General Order and SSI pages 20-21) Between Oakridge-Cascade Summit cars over 73' and less than 50 tons

can have no more than 3600 trailing tons and if two empty 73 foot or longer cars are together then no more than 4800 trailing tons. * Remember to subtract 185 times the number of equivalent axles of power on the helper from tonnage behind car for actual trailing tonnage between Oakridge and Cascade Summit. See RG 02220 for lengths, weight and speed of each car. If trailing tonnage exceeds 4500 tons empty intermodal or flat car that is 85 feet or longer or car with empty well or platform must be no closer than the 11th car or platform from headend.

Also if over 4500 trailing tons you cannot have 20 continuous empties (cars or platforms) ahead of 20 continuous loaded platforms or cars over if train is 4500 tons. (refer to page 20 of SSI)

Check for open loads next to hazardous loaded tanks!

TTQX/BNSF/GVSR CAN NOT HAVE IN TRAIN BETWEEN BROOKLYN & KLAMATH FALLS (Type M3X). Look in (TT)

WRITE THE FOLLOWING INFORMATION ON YOUR TRACK BULLETINS OR OTHER EASILY ASSESSIBLE PAPER SO IT CAN BE QUICKLY REFERENCED; POWER CONSIST #s(See Power Lists)TOT. HP(See Power Lists) AXLES OF POWER, maximum is 44 between Oakridge and Cascade Summit, otherwise 52 or 62 if train is entirely intermodal equipment.

KNOW YOUR TPOB AND TPDB (Tonnage Divided by Axles of Dynamic)

LDS _____ MTYS _____ TONS _____ FT _____ TOT/PWR _____
REAR CAR _____ HEAD CAR _____ AXLES _____

MAX SPEED UP HILL _____ To approximate Speed that train is capable of you can compute: (TOT. HP. of train divided by TOT. TONNAGE of train times 6.67 (this number always the same) plus (5000 divided by Length of train) will give you speed of your train up the hill (Cascades) or approximately half the speed your train makes up Dexter hill with helper entrained.

MAX SPEED DOWN HILL _____ See TT MAX SPEED FOR TRAIN _____

KNOW YOUR AGREEMENT CONCERNING WORK ENROUTE!

Update your car count after doing work. Check if cars that you pick up or set out increase or decrease the allowable speed of your train. (Many of the empty log flats that we were picking up at Gilchrist were 40 mph cars!)

MISC: QPDRVB & MRVPD PU AND SO AT GILCHRIST JCT. QPDRVB PICKS UP LUMBER. MRVPD PICKS UP CHIPS AND EMPTY LOG FLATS. Going south pick up behind 10 short loads if possible to keep good head end for Dunsmuir. See MTO Hamilton's Notices for changes.

ON ENGINE

1. Have and use as necessary; EAR PLUGS /GLASSES /BOOTS /AIR BOTTLE.
 2. EOT BATTERY CHECK/ Battery must be 10 percent or less used at the installation location to insure it will make it to next terminal, Rule 32.13.1. Your train is immediately restricted to 30 mph if you have an enroute failure of EOT per Rule 32.14.1. If you install your EOT it must have been calibrated in the last 365 days, the battery must have been tested in the last 60 days, refer to affixed stickers.
 3. Engine should be supplied with; FIRE EXTINGUISHER/FIRST AID KIT/AIR HOSE/TOOLS/GASKETS
 4. Do you have adequate ICE & WATER
 5. Do following items work; HEATER / AIR CONDITIONING / WIPERS / LIGHTS / WINDOWS / RADIO/HANDSET
 6. CHECK FOR PROPERLY COMPLETED AIR TEST SLIP OR THAT THE INFORMATION IS CONTAINED ON TCS PAPERWORK.
 7. KNOW AT WHAT STATIONS YOUR TRAIN WILL FIT (also be aware if you will fit at some stations with or without blocking a crossing)
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READY TO GO

CALL DISPATCHER FOR PERMISSION TO DEPART. Inform dispatcher of route to be used (WP, ice dock, etc.) and length of train. **Current instructions say we are to assume if dispatcher says nothing about track permits being in effect, we are to assume that there are none in effect.** Know your rules concerning track permit territory!

DISPATCHER AT 68-14/14= (636-1646) 66-45/45 or 96/96= (636-1645)

After permission from dispatcher call yard office to ascertain zones that are activated and what yard crews to contact. The yard clerk cannot authorize you into an active RCL zone! Always get permission from applicable yard job(s) before moving. Confirm if zones are or are not active and coordinate moves with permission from yard jobs. See Brooklyn Subdivision General Order.

**Call Yard Engines At: So. Yard 24-24/88-88
No. Yard 20-20
Old Yard 88-88**

Make sure Carmen and other personnel are in the CLEAR and out of the RED ZONE! MAKE SURE NO BLUE FLAGS ARE ON THE TRACK OR ENGINE!!!!
ONCE YOU HAVE CLEARANCE TO LEAVE THE YARD, HEAD FOR MAIN VIA.....

- A. ICE DOCK FROM INSIDE YARD- After permission to leave (Line Switch):
Green-go, Yellow-go/restricted, Red-[wait 5 mins/restricted Speed]) Good

time to roll your train and verify the list. You are responsible to line the switch behind unless otherwise arranged or instructed. Do not ask or allow a clerk, carman, officer, etc. to line behind for you. Verify that your switch has been lined back.

- B. WEST END MAIN LINE- Know if track permits are in effect [restricted speed to yard limit sign if you don't know]**

If OLD "P" SIGNAL YELLOW, CALL dispatcher for his Permission to leave/ [restricted speed to next signal].

If GREEN, proceed to yard limits sign restricted unless no track permits in effect.

If RED, call Dispatcher. Do not block streets through town.

- C. WP-Permission & Signal Indication (if pot signal at south (west) main crossover is flashing red or green you may proceed without stopping at restricted (if flashing) or maximum (if green) authorized speeds) Call dispatcher if you anticipate being stopped in town on crossings.**

When departing yard check speedometer, location of the first slow order and other track warrant requirements (keep mind ahead of train movement). Know what conditions exist between your location and next station! Be aware of items such as; where your train will fit, upcoming detectors, speed changes, speed restrictions, form B orders, clearance restrictions, etc.

ENROUTE

(Rule 6.27 GCOR) **Movement at Restricted Speed**

When a train or engine is required to move at restricted speed, movement must be made at a speed that allows stopping within half the range of vision short of:

- _ Train.
- _ Engine.
- _ Railroad car.
- _ Men or equipment fouling the track.
- _ Stop signal.

OR

- _ Derail or switch lined improperly.

The crew must keep a lookout for broken rail and not exceed 20 MPH.

Comply with these requirements until the leading wheels reach a point where movement at restricted speed is no longer required.

BETTER GO SLOW, VERY SLOW!

SIGNAL INDICATIONS:

9.2.6 Approach, yellow, Proceed prepared to stop before any part of train or engine passes the next signal. Freight trains exceeding 30 MPH must immediately reduce to 30 MPH. Passenger trains exceeding 45 MPH must immediately reduce to 45 MPH. When next signal is seen to display a proceed indication, requirement to proceed prepared to stop no longer applies. Speed may be resumed after leading wheels of train have passed signal.

(make sure your engineer is reducing to 30 mph or less, communicate the requirements)

9.2.14 Stop and Proceed, red with number plate, Stop before any part of train or engine passes the signal then proceed at restricted speed to next signal.

(reference rules that allow you to pass this signal without stopping)

9.2.15 Stop, red, Without number plates Stop before any part of train or engine passes the signal.

(know what circumstances allow you to pass this signal after stopping)

9.2.13 Restricting, lunar or flashing red, Proceed at restricted speed, not exceeding prescribed speed through turnout.

9.2.4 Advance Approach, flashing yellow, Proceed prepared to stop at second signal. Freight trains exceeding 40 MPH must immediately reduce to 40 MPH. Passenger trains may proceed but must be prepared to pass the next signal not exceeding 40 MPH.

(make sure your crew understands the speed requirement)

9.2.5 Approach Diverging, double yellow, Proceed prepared to advance on diverging route at next signal at prescribed speed through turnout.

(know what the prescribed speed for the turnout is and where it is at)

9.2.11 Diverging Approach, red over yellow, Proceed on diverging route at prescribed speed through turnout prepared to stop before any part of train or engine passes the next signal. Freight trains exceeding 30 MPH must immediately reduce to 30 MPH. Passenger trains exceeding 45 MPH must immediately reduce to 45 MPH. When the next signal is seen to display a proceed indication, requirement to stop no longer applies. Speed may be resumed after leading wheels of train have passed signal.

(be sure the engineer can stop the train before the next signal, communicate!)

9.2.1 Clear, Green, Proceed.

REMEMBER, WATCH, AND LISTEN FOR:

Basic rule of thumb; If you lose the air on the hill you must tie the train down!

Rule 6.23 requires inspection on each side! Understand the requirements, see SSI & GO.

Acknowledge stop signals, other than fixed signals, with whistle.

Look for lights out or strobe lights on road crossing power boxes (little white light) and report to dispatcher.

UNATTENDED FUSEE: Immediately stop with good train handling [wait 10 mins (after stopping for your protection) or fusee burnout if you can see it] /REPORT TO DISPATCHER/then restricted speed for 1 mile, beyond the fusee. ACKNOWLEDGE STOP SIGNAL (Blow whistle)/STOP SHORT OF STOP SIGN/then resume normal speed after head end goes 1 mile.

SLOW ORDERS: See Track warrants/Special Instructions: tunnels, etc.

SLOW SIDINGS: Eugene, WP = 10 MPH. / Minnow, Crale, Hampton = 25 MPH

ROLL TRAIN: Watch for problem signs. (As a courtesy report doublestacks)

SCANNERS/DETECTORS: Listen for readouts/problems (See SI). Know the proper actions to take!

UNANNOUNCED YELLOW FLAG (GCOR Rule 5.4.2 B pg. 5-4): 2 miles beyond Yellow Flag immediately reduce to 10 mph (until rear end has gone by green flag or rear end has traveled 4 miles from yellow) AND immediately verify from dispatcher that there is no track bulletin or track warrants with temporary speed restriction at that location. Be prepared to stop short of any “stop” situation the full 4 miles or until reaching a green flag.

UNANNOUNCED YELLOW/RED FLAG (GCOR & S.I): 2 miles beyond Yellow/Red Flag immediately reduce to restricted speed (prepared to stop in 2 miles if not sooner) until verbal permission from employee in charge has been confirmed/ or rear of train has traveled 4 miles beyond yellow-red flag AND train dispatcher has verified no track bulletin or track warrant protecting men or equipment is in effect at that location. Be prepared to stop short of any “stop” situation the full 4 miles or until reaching a green flag.

SIGNAL LIGHT OUT: (Most restrictive indication): Stop. Rule 9.4 pg. 9-2

RADIO: Be sure it is on the right channel.

REVERSE MOVES: CTC Rule 6.4 & 6.42 pg. 6-3 (Obtain permission from Dispatcher, unless the movement is within the same signaled block). You must still protect your rear end, Rule 6.28 You need permission to make a reverse move when your trailing end stops between opposing signals of a control point. When backing into a siding consider your locomotive as the trailing end.

DELAYED WITHIN A BLOCK: CTC Rule 9.9 pg. 9-4 (10mph or stopped): Proceed prepared to stop at next signal unless next signal is visible and that signal displays a proceed indication. If entered block with a proceed indication that does not require restricted speed.

PICKING UP: (just the basics, KNOW THE RULE REQUIREMENTS!)

ENGINES: Rule 31.6.2 pg. 31-12 (Air Test), Rule 32.1 pg 32-1, Securing Equipment against undesired movement. Stop, Equalize, Secure (release to insure it will hold), cut off, locate engine (be sure it is secured before coupling), Inspect, make joint, engineer will position automatic and independent air brake equipment for lead or trail and connect hoses, cables, chains. Observe application and release of brakes from ground using Independent and Automatic and Actuated Independent Air Brake Test (AB). Release hand brakes. Return to train and do Application and Release test (AB)

CARS: Rule 30.10.1 pg. 30-6 (Air Test) Check correct position in train for pickup i.e. tonnage, car lengths & Haz-Mat. Stop train at pickup point, Equalize, Secure train, release to insure handbrakes will hold, reset air brakes, make cut (if DP train ask the engineer when you can close angle cock), check signals ahead and behind, line all switches & derails, check that pickup is secure, then make joint, Hand brakes off, check car numbers, make pickup. LESS THAN 4 hours since air removed do application and release test (AB Rule). If OVER 4 hours do AB Rule test, including leakage test and inspection. Verify rear end does apply and release per rear end device. 100% of brakes must work on cars added. Rule AB 30.10 pg. 30-6

HELPERS: Rule AB 32.12 thru 32.13 pg. 32.12

CUT INTO TRAIN OR ON REAR:-When the helper locomotive is cut into train or at the rear of the train, the controlling locomotive must conduct an application and release test of the helper locomotive and or the rear car as follows: Make at least a 5 lb. BP reduction at the rear of train either on helper gauge or EOT device. If total brake pipe reduction is less than 10 pounds, increase the reduction to at least 10 pounds. After reduction, release the train brakes and make sure that at least a 5 lb. BP increase occurs at the rear of the train or helper gauge, or visually determine release. **HELPER AT HEAD END OF TRAIN - Before opening angle cocks between the road locomotive and helper locomotive the ROAD Engineer will - Make not less than a 6 lb. BP**

reduction. After brake pipe exhaust has ceased, cut out the automatic brake valve and place handle in the off position. Notify the helper engineer of the amount of brake pipe pressure reduction made. Independent brake valve must be left cut in. HELPER Engineer will - Move the automatic brake valve handle into the service zone to reduce the equalizing reservoir pressure at least 2 pounds below the brake pipe pressure reduction made by the road engineer. After opening the angle cock, increase brake pipe reduction to at least 20 psi and observe a reduction at the rear of the train. Release the automatic air brakes and observe that brake pipe pressure is being restored at the rear of the train. Changes have been made as of April 2004, See AB for those changes.

SETTING OUT: Rule 32.12.2 pg. 32-13

HELPERS: Per System Gen. Order: Cutting Helper out that was cut into train=Do an application and release test (Charge the brake system until a brake pipe reduction of 20 pounds will apply the brakes on the rear car. When ready, apply a 20 lb. brake pipe reduction. When using an EOT device, make sure at least a 5 pound brake pipe reduction occurs. When ready, release the train brakes, and determine that at least a 5 pound brake pipe increase occurs) of the rear car as specified in AB rules

Cutting off Helper at rear of train=must verify brake pipe continuity (make at least a 10 lb set and observe an increase in brake pipe pressure on the EOT device prior to moving the train) as specified in AB rules.

Cutting off Helper on point of train: Rule AB 32.12.4 pg. 32-14; Move automatic brake valve into the service zone to reduce the equalizing reservoir pressure at least 2 pounds below the brake pipe pressure reduction made by the helper engineer before cutting in the automatic brake valve. Increase brake pipe reduction to at least 20 psi and observe a reduction at the rear of the train. Release the automatic air brakes and observe that brake pipe pressure is being restored at the rear of the train.

CARS: Rule 32.12 .2 pg. 32-3; Rule 32.1 pg. 32-1 If on a grade, you can tie down train in vicinity of ground personal if the train is stretched, ie...head end. Equalization is next, then turn angle cock on head portion and make set out. Tie down set out on bottom end with, do release test or follow chart to ensure cars will stay. After train back together Do an Application and Release Test. On a Grade = Charge the air brake system to within 15 pounds of the locomotive regulating valve setting or 75 lbs. Make a 20 pound brake pressure reduction to apply the brakes on the rear car. When ready, release the train brakes, and determine that at least a 5 pound brake pipe increase occurs on the rear car as specified in AB rules.

ENGINES: See new AB rules.

THE FOLLOWING IS EXCERPTS FROM FORM 8620, INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS, FOR FAMILIARITY ON REQUIRED INFORMATION NECESSARY TO OBTAIN WHEN PICKING UP HAZARDOUS MATERIALS. REFER TO THE ACTUAL BOOKLET FOR COMPLETE INFORMATION.

If the actual shipping papers **cannot** be provided, but the required entries (see item 3 below) are available, legibly print the entries (not cursive letters) on a sheet of paper and keep it available during transportation.

a. Reporting Marks (Initials) and Number

The shipping paper for a rail car, freight container, transport vehicle, or portable tank must include the reporting mark and number **only** when the reporting mark and number are displayed on the rail car, freight container, transport vehicle, or portable tank.

b. Total Quantity Notation

(1) For empty packagings, bulk packagings, or cylinders of Class 2 materials, an indication of the total quantity must be shown. Certain abbreviations are acceptable; for example,

“1/TC” (1 tank car), “1/CL” (1 car load), or “10 CYL” (10 cylinders).

(2) For non-bulk packaging, the total quantity is given by weight or volume (including the unit of measure), for example, “100 lb.”, “55 gal.”, “5 kg.”, or “208 l.” The total quantity notation may include the number of packages and the type of package; for example, 2 drums, 200 kg.

c. Proper Shipping Name

(1) The proper shipping name of the hazardous material may be one or more words, such as “Chlorine” or “Sulfuric Acid.” The proper shipping name may include a number that indicates the concentration of the material.

(2) When a N.O.S. (Not Otherwise Specified) shipping name appears, the technical name of the product may appear in parentheses immediately after the N.O.S. shipping name; for example, “Corrosive Liquid, N.O.S. (Capryl Chloride).”

(3) For waste shipments, the word “Waste” will precede or be part of the proper shipping name of the material.

d. Hazard Class – Numeric or Worded (See list of hazard classes and divisions in Table 1, page 5)

(1) For certain hazardous materials, a subsidiary hazard class may appear in parentheses after the primary hazard class. For example, Ethylene Oxide is listed as “2.3 (2.1).”

(2) The hazard class need not be repeated for Combustible Liquids, N.O.S. shipments.

(3) Classes 1.1, 1.2, 1.3, 1.4, 1.5, and 1.6 may show a compatibility group letter after the class (for example, 1.1A). The letter has no significance in rail transportation.

e. Identification Number

The 4-digit identification number must include the prefix “UN” (United Nations) or “NA” (North America) as appropriate.

f. Packing Group

The packing group must appear as Roman numerals (“I”, “II”, or “III”) which may be preceded by the letters “PG” (“PG I”, “PG II”, or “PG III”).

Exception: The packing group is not required for Classes 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 2.1, 2.2, 2.3, 4.1 (self-reactive liquids or solids, types B-F), 5.2, 6.2, 7, and ORM-D.

g. Emergency Response Telephone Number

The 24-hour emergency response telephone number must include the area code or international access code.

<u>LOCATION</u>	<u>MILES</u>	<u>SPEED</u>	<u>MILEPOSTS</u>
<u>(APPROXIMATE LANDMARKS FOR REFERENCE)</u>			
Eugene Yard	5.3	40	653.5-648.2
Eugene Downtown	1.3	30	648.2-646.9
Downtown to Marks xing	3.5	40	646.9-620.7
Marks xing	.3	30	620.7-620.4
Marks xing to over Potato Bug	3.7	40	620.4-616.7
Potato Bug to Fall Creek	4.9	45	616.7-611.8
Fall Creek to before Crale	14.5	50	611.8-597.3
Crale to Oakridge Depot	16.8	45	597.3-580.5
Oakridge Depot to Fields Slide	23.4	30	580.5-557.1
Fields Slide	.4	20	557.1-556.7
Fields Slide to south switch Fields	2.7	30	556.7-554.0
south switch Fields to mp553.5	.5	25	554.0-553.5
mp553.5 to South Frazier	2.9	30	553.5-550.6
South Frazier to south of tunnel 7	3.8	25	550.6-546.8
S. of tunnel 7 to between tunnel 3 & Summit	6.5	30	546.8-537.3
Tunnel 3 to mp533.1	4.2	40	537.3-533.1
mp533.1 to Crescent Lake xing	4.3	50	533.1-528.8
Crescent Lake xing to mp523.5	5.3	60	528.8-523.5
mp523.5 to mp510.3	13.2	50	523.5-510.3
mp510.3 to mp467.7 north of Calimus	42.6	60	510.3-467.7
n. of Calimus to mp461.7	6	40	467.7-461.7
mp461.7 to mp454.8 turtle pond	6.9	45	461.7-454.8
s. of turtle pond mp454.8 to North Algoma	15.7	60	454.8-439.1
North Algoma to middle of siding	.5	50	439.1-438.6
Middle of Algoma to past Xing at Wocus	4.3	60	438.6-434.3
Wocus to Klamath Falls	4.4	40	434.3-429.9
Klamath Falls	1.4	25	429.9-428.5

**Foreman _____ Gang No. _____ using track bulletin
No. _____ Line No. _____ between MP _____ and
MP _____ on the _____ subdivision.**

**_____ may pass red flag located at MP _____ without
stopping.**

**_____ may proceed through the limits at _____ MPH
(or) maximum authorized speed.**

**(or) _____
sounding horn and bells looking out for men and equipment.**

**Foreman _____ Gang No. _____ using track bulletin
No. _____ Line No. _____ between MP _____ and
MP _____ on the _____ subdivision.**

**_____ may pass red flag located at MP _____ without
stopping.**

**_____ may proceed through the limits at _____ MPH
(or) maximum authorized speed.**

**(or) _____
sounding horn and bells looking out for men and equipment.**

15.2 Protection by Track Bulletin Form B

USE FOR STUDY, CONFIRM WITH CURRENT GCOR, SSI, ETC.

Display yellow-red flags as specified in Rule 5.4.3 (Display of Yellow-Red Flag). A crew member must attempt to contact the employee in charge of a track bulletin Form B by radio, to avoid delay before entering the limits, giving the train's location and track being used. While trains are within the limits during the time stated in track bulletin Form B, they must move at restricted speed until leading wheels have cleared the limits unless instructed otherwise by employee in charge as stated in Item A (Verbal Permission).

A. Verbal Permission

When granting verbal permission, begin the communication using the following words:

"Foreman (name and/or Gang No.) ____ using track bulletin No. ____ (and/or Line No. ____) between MP ____ and MP ____ (specifying subdivision when necessary)."

1. To permit a train to pass a red flag (or red light) without stopping, add the following:

"(Train) may pass red flag (or red light) located at MP ____ without stopping (specifying track when necessary)."

Unless otherwise restricted, the train may pass the red flag (or red light) at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add one of the following:

"(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) (specifying track when necessary)."

Unless otherwise restricted, the train may proceed at speed specified.

"(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) (specifying track when necessary)."

Unless otherwise restricted, the train may proceed at the speeds specified. Not more than two speeds may be authorized.

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

"(Train) must proceed at restricted speed but not exceeding ____ MPH (specifying distance and track when necessary)."

4. To require a train to stop at a designated location within the limits, add the following:

"(Train) must stop at (location) for additional instructions."

The above will apply when movement is to be made at restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

B. Repeat Instructions

A crew member must repeat the above instructions, and the employee giving the instructions must acknowledge them before they can be followed. Once instructions are received from employee in charge, if the track route changes from previous instructions received, contact employee in charge to determine that original instructions received are valid on new track route before proceeding on the new route.

C. Stop Column

When "STOP" is written in the Stop column, the train must not enter the limits unless instructed by the employee in charge. A red flag or red light may be displayed at the beginning of the limits. A train within the limits at the time the track bulletin Form B takes effect, must not make further movement until instructed by employee in charge.

D. Entering Within Limits

Before entering the track governed by the track bulletin Form B from any location other than at the beginning of the Form B limits, obtain permission from the employee in charge.

5.4.3 Display of Yellow-Red Flag

A. Restriction Specified in Writing

Two Miles Ahead of Restricted Area. Yellow-red flags warn a train to be prepared to stop because of men or equipment. To make sure the train is prepared to stop at the right location, employees must display a yellow-red flag 2 miles before the restricted area.

[Diagram A.]

Less Than Two Miles Ahead of Restricted Area. When the restricted area is close to a terminal, junction, or another area, employees will display the yellow-red flag less than 2 miles before the restricted area. This information will also be included in the track bulletin, track warrant, or general order.

[Diagram B.]

B. Restriction Is Not Specified in Writing

When a yellow-red flag is displayed and the restriction is not specified by a track bulletin, track warrant, or general order, crew members must be prepared to stop short of a red flag 2 miles beyond the yellow-red flag. If a red flag is displayed, proceed as outlined in Rule 5.4.7 (Display of Red Flag or Red Light).

If no red flag is displayed:

1. Move at restricted speed.

2. Increase speed only after:

a. A crew member has received permission from the employee in charge.

OR

b. The leading wheels of movement are 4 miles beyond the yellow-red flag, and the train dispatcher has verified that no track bulletin or track warrant protecting men or equipment is in effect at that location.

Maintenance of Way employees may display Yellow-Red flags from one hour before to one hour after the time a Form B track bulletin is in effect. During that time, trains may accept the foreman's verbal permission as outlined in Rule 15.2. The display of Yellow-Red flags as described does not extend the authorized working time beyond the times listed on the Form B track bulletin.

Name	Siding	Cicr-7	North CP	South CP
EUGENE	1966	OZ 512	VP 649/VP648	VP 647
JUDKINS	5231	OZ 507	VP 646	VP 622
SPRFLD		OZ 505	VP 621	VP 618
NATRON	5280	OZ 500	VP 616	VP 615
DOUGREN	8430	OZ 494	VP 611	VP 609
MINNOW	5330	OZ 485	VP 601	VP 600
CRALE	5226	OZ 480	VP 596	VP 595
HAMPTON	5245	OZ 476	VP 591	VP 590
LOOKOUT	5758	OZ 470	VP 586	VP 585
OAKRIDGE	6808	OZ 465	VP 582	VP 580
HOLD SIGNAL		OZ 465		VP 579
PRYOR	6757	OZ 460	VP 576	VP 574
McCREDIE	8520	OZ 454	VP 570	VP 568
HEATHER	5852	OZ 449	VP 565	VP 563
WICOPEE	5401	OZ 445	VP 561	VP 559
FIELDS	8590	OZ 439	VP 556	VP 554
FRAZIER			VP 552	VP 550
CRUZATTE	4820	OZ 430	VP 546	VP 545
ABERNATHY	8590	OZ 425	VP 541	VP 539
SUMMIT	7687	OZ 421	VP 537	VP535
CRESCENT LK	9575	OZ 413	VP 529	VP 527
MOWICH	6462	OZ 399	VP 516	VP 514
CHEMULT	9266	OZ 388	VP 504	VP 502
DIAMOND LK	6160	OZ 383	VP 498	VP 497
YAMSAY	6150	OZ 377	VP 493	VP 492
LENZ	6162	OZ 368	VP 484	VP 483
FUEGO	6189	OZ 359	VP 475	VP 474
CALIMUS	7161	OZ 350	VP 466	VP 465
CHILOQUIN	6218	OZ 341	VP 458	VP 457
MODOC POINT	6156	OZ 332	VP 448	VP 447
ALGOMA	6152	OZ 324	VP 439	VP 438
WOCUS	6241	OZ 319	VP 435	VP 433
KLAMATH		OZ314	VP 430	

Length _____ Speed _____ Axles _____

Weight _____ ID _____ Cars _____

Units _____

Track Lengths Kfalls:	#1 8350Ft	Eugene	#250 3490Ft
	#1 & #17 11575Ft		#251 3474Ft
	#2 6600Ft		#252 3290Ft
	#3 6400Ft		#253 5265Ft
	#4 5900Ft		#254 5175Ft
	#6 3500Ft		#255 6380Ft
	#8 4800Ft		#261 5824Ft
	#9 4500Ft		#262 5860Ft
	#10 4200Ft		#263 5900Ft
	#11 4100Ft		#264 5909Ft
	#17 3225Ft		#265 5808Ft
	#25 6575Ft		#302 6582Ft
	Texum 8150Ft		#303 6600Ft
			#304 6540Ft
			#305 6460Ft
			#330 5614Ft
			#335 5447Ft
			#337 5110Ft

Siding Length/ Extras:	Chemult	5800Ft N.Chemult-BN Switch 2900Ft S.Chemult-BN Switch
	Wocus	4800Ft S.Wocus-xing
	Calimus	3700Ft N.switch-xing 3200Ft S.switch-xing
	Chiloquin	5100Ft S.switch-xing 7800Ft N.switch-N.Chiloquin rd xing North of MP 458.2
	Lookout	2450Ft S.switch-Ranger xing 5448Ft Ranger xing-Lookout xing 2900Ft Lookout xing-N.switch 2550Ft Lookout xing-S.switch
	Judkins	3200Ft S.switch to UPS xing
	Springfield	8200Ft Rosboro xing-Marks xing 5200Ft N."A" Signal-UPS xing 6600Ft Cemetary xing-School House xing
	Natron	3700Ft S.springfield "A" to School House xing 2100Ft between xings on siding 1200Ft N.switch -1 st xing 3500Ft N.switch--2 nd xing 4100Ft N.switch—3 rd xing
	C. Summit	4600Ft Tunnel #3-N.switch Cas. Sum.
	Oakridge	2600Ft High Pass xing-N.switch Oak.
	Between Lenz—Yamsay	"Military Rd xing" MP 487.1 "Chiloquin Camp Rd. xing" MP489
	Kfalls Crew -Portland St.	4387Ft
	Portland St.-Gino's xing	3200Ft
	Portland St.-Track #1 Switch	2727Ft
	Portland St.-Crew	4387Ft
	Kfalls Crew-Kfalls N.Switch	2039Ft

SPEEDS

Use Table of Train Speeds inside back cover of timetable to check speedometers.

<u>10 mph</u>	1 mile	6 minutes	<u>20 mph</u>	1 mile	3 minutes
	5 miles	30 minutes		5 miles	15 minutes
	10 miles	60 minutes		10 miles	30 minutes

<u>25 mph</u>	1 mile	2 min. 25 sec.	<u>30 mph</u>	1 mile	2 minutes
	5 miles	12 min. 5 sec.		5 miles	10 minutes
	10 miles	24 min. 10 sec.		10 miles	20 minutes

<u>40 mph</u>	1 mile	1 min. 30 sec.	<u>45 mph</u>	1 mile	1 min. 20 sec.
	5 miles	7 min. 30 sec.		5 miles	6 min. 40 sec.
	10 miles	15 minutes		10 miles	13 min. 20 sec.

<u>50 mph</u>	1 mile	1 min. 12 sec.	<u>60 mph</u>	1 mile	1 minute
	5 miles	6 minutes		5 miles	5 minutes
	10 miles	12 minutes		10 miles	10 minutes

To compute the time it would take you to travel a specific distance at a certain speed use the formula: 60 times distance divided by speed = time it will take in minutes. $60 \times (D) / (S) = \text{minutes}$

Example to go 40 miles at 30 miles an hour would be;

$$60 \times 40 \text{ miles} = 2400$$

$$2400 / 30 \text{ mph} = 80 \text{ minutes}$$

80 minutes = 1 hour 20 minutes to travel 40 miles at 30 mph.

(Learn to guesstimate!)

REVIEW THE INFORMATION IN THIS GUIDE, PUT IT AWAY EXCEPT FOR REFERENCE. LEARN THE RULES AND THE TERRITORY!