1. **DELAYED T/U (YARD OFFICE)** **(EUGENE TO KFALLS)**
2. **MAIL/WALL SHEETS** **(CHECKLIST)**
3. **CALL SHEET-RESTED**
4. **CREWPACKS/WATER/BATTERIES/ICE/OXYGEN**
5. **TRIP LOG**
6. **EAR PLUGS**
7. **RADIO-CASCADE 14-14 KLAMATH 45-45** **Eug. Yd #1**
   SWITCHING CHAN. OLD YARD 88-88 **Kfalls Yd #5**
   30 YARD 24-24
   NORTH YARD 20-20
   VAUGHN DOUGREN 87-87
8. **TIME CHECK-8-271-4601 or 8-976-1111**
9. **Other Phone Numbers:**
   Vacation Credit Total 1-800-877-0309 Ext.4 997-2312
   TPA 1-888-634-0441
   Timekeeping 1-800-877-0309
   Tie up help 8 or 88-992-5555 Opt. 5
   Vacation Bid Recorder Western Sector 1-800-877-0305
   ODOT Road Conditions 1-800-977-6368
   CMS 1-866-623-4267 or 8 or 88-997-3432
   Corridor Manager
   DISPATCHERS: 68-636-1646 OR 1-800-726-1168
   66-636-1645 OR 1-800-726-1167

10. **WORK ORDERS/WARRANTS/TRACK MESSAGE (SW USE SH SH SHPSU)**
    (SW USE UNSAFE RITTER)
11. **RG 02220/CREW/TRAIN LINEUPS**
12. **=ON: Find latest -System General Orders**
    Cascade Subdivision General Orders 0841
    Brooklyn Subdivision General Orders 0845
    Superintendents Bulletins 18
    10C-10D……..
    10A-10B…….
    10E-10F……..
    11-18….. ……
    10G-10J. ……
    6-9…….……
    1-3……
    Misc…..……
    4-5A…….
    19-23…….
    24-26…….
13. **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 walk(See SSI pg. 26 rule 6.23)_Restricted cars(see list/track warrants)

14. **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.**
15. **TRAIN AND POWER LOCATION/JOB BRIEFINGS ARE REQUIRED**

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

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POWER CONSIST #s(See Power Lists)TOT. HP(See Power Lists)
AXLES OF POWER(MAX50/44(Cas Sub GO #____))
TPOB(SSI)/TPDYN(Tonnage Divided by Axles of Dynamic)
LDS_____MTYS_____TONS_____FT_____TOT/PWR_____
REAR CAR_____HEAD CAR_____AXLES_____
GOOD HEADEND_____YES_____NO (TT)(3600+TONS-1st 5 cars 50tons or more)[you can have long cars in the first five] AND IF OVER (4100+TONS-All cars EITHER less or more than 73'), As well as 1st 5 cars ALL OVER 50 TONS. If over 8000+TONS-Head 10 cars all over 50 tons and all under 73 feet for our brothers Klamath Falls to Dunsmir. Can not have 20 continuos empties (cars or platforms) ahead of 20 continuous loaded platforms or cars over 4500 tons.

LONG CARS_____OK_____NO[Oakridge-Cascade Summit] (over 73' Less than 50 tons no more than 3600Tns Trailing Max and if Two empty 73s or longer, together, no more than 4800Tns Trailing Max). * Remember to subtract 185 x #of helper axles from tonnage behind car for actual trailing tonnage. See RG 02220 for lengths, weight and speed of each car. (TT) & (SSI)[4500tns/no closer than 11th car from headend]

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

MAX SPEED UP HILL_____ To Find 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).
MAX SPEED DOWN HILL_____See TT MAX SPEED FOR TRAIN_____

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6800+TONS-Must have helper per Cas Sub GO #_____
HELPER PWR TOT._____AXLES_____
GOOD REAR END FOR HELPER_____(See AB New Rule 31.8.2 & Cas Sub GO #____)

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 Key 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 Cas. Sub)

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S/O_____P/U_____
NEW TRAIN DATA_____
MISC: QPTRV & MRVPD PU AND SO AT GILCHRIST JCT. QPTRV PICKS UP LUMBER. MRVPD PICKS UP CHIPS AND EMPTY LOG FLATS, ETC..

16. EAR PLUGS /GLASSES /SHOES ON ENGINE
17. EOT BATTERY CHECK/>C10 at trains initial terminal to insure it will make it to next terminal/Restricted to 30mph if deactivates enroute account you can not plug the rear end. (See AB Rule 30.10.1 pg30-40)
18. FIRE EXTINQUISHER/FIRST AID KIT/AIR HOSE/TOOLS
19. ICE & WATER
20. HEATER/AIR CONDITIONING/WIPERS/LIGHTS
21. ENGINE REPORTS/CARDS
22. RADIO/HANDSET

22.CALL DISPATCHER FOR TRACK PERMITS_____(ON MAIN LINE), OR LEAVING YARD TO MAIN LINE/MUST KNOW ABOUT TRACK PERMITS FROM DISPATCHER OR ARRIVING TO YARD GOING OFF OF THE MAIN/MUST KNOW ABOUT TRACK PERMITS, AND REPORT CLEAR OF MAIN IF REQUIRED) If you don't know whether track permits are in effect or not, go restricted speed until you leave yard limits. 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.
CALL DISPATCHER AT 68-14/14=(636-1646) 66-45/45 or 96/96=(636-1645)
Call Yard Engines At: West End Channel 24-24/88-88
East End Channel 20-20
Old Yard 88-88 Before you move call yard and find out if zones, restrictions, etc are in effect and for permission to leave.
Make sure Carmen and other personnel are in the CLEAR and out of the RED ZONE! MAKE SURE NO BLUE FLAGS ON TRACK OR ENGINE
23. 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]) Get roll confirmed if required & start calibrating distance counter.

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.

C. WP-Permission & Signal Indication (flashing red or green may proceed without stopping at restricted or max authorized) Call dispatch if anticipate being stopped in town.

24. When departing yard check speedometer/first slow order/other track warrant requirements (keep mind ahead of train movement)

ENROUTE

25. DEFINITION OF RESTRICTED SPEED: (Rule 6.27 Bk. of Rules) Stop short ½ range of vision short of Train, Engine, Railroad car, Men or Equipment fouling track, Stop signal or Derail or switch lined improperly. Must keep a lookout for broken rail and not exceed 20 MPH. BETTER GO SLOW, VERY SLOW

26. SIGNAL INDICATIONS:

RED(See SI)=”Stop”[call before moving], or “Stop & Go”[restricted speed](See SI)

FLASHING YELLOW(See SI)=Frt. Trains exceeding 40mph must immediately begin reduction to 40mph as soon as engine passes signal displaying Advance Approach/When next signal is seen to display an aspect more favorable than Diverging Approach or Approach, the requirement to proceed prepared to stop at second signal no longer applies. When next signal is seen to display Clear, the 40 mph speed requirement no longer applies

YELLOW(See SI)=Reduce immediately to 30 mph prepared to stop at next signal/when next signal is seen do not exceed 30mph until leading wheels pass more favorable signal/GREEN=maximum authorized speed with leading wheels by signal.

YELLOW over YELLOW (See SI)=Proceed prepared to advance on Diverging route at next signal at prescribed speed through turnout.

27. REMEMBER, WATCH, AND LISTEN FOR :

Look for lights out on road crossing power boxes (little white light)

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

ROLL TRAIN: Watch for problem signs. (As a courtesy report doublestacks, airplane cars, etc..)

SCANNERS/DETECTORS: Listen for readouts/problems (See SI).

UNANNOUNCED YELLOW FLAG (Bk. of Rules pg. 5-6): 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 verify from dispatcher that 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(Bk. Of Rules & 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.

RADIO: On right channel.

REVERSE MOVES: CTC(Obtain permission from Dispatcher). You must still protect your rear end.

28. **DELAYED WITHIN A BLOCK (<10mph or stopped): 30mph max prepared to stop next signal unless next signal is visible and that signal displays a proceed indication.**

29. **PICKING UP:**

ENGINES: Stop, Equalize, Secure, cut off, locate engine, Inspect, make joint, connect hoses, cables, chains and position automatic and independent air brake equipment for lead or trail. Release hand brakes. Observe application and release of brakes from ground using Independent and Automatic and Actuated Independent Air Brake Test (AB). Return to train and do Application and Release test (AB)

CARS: Check correct position in train for pickup i.e. tonnage, car lengths. Stop train at pickup point, Equalize, Secure train, make cut, check signals ahead and behind, line all switches, check pickup then make joint, Hand brakes off, check car numbers, make pickup. LESS THAN 4 hours since handled- do application and release test (AB Rule). 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.

HELPERS:

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- 1. 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-1. 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.

31. SETTING OUT:

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=Move automatic brake valve into the service zone to reduce the equalizing reservoir pressure at least 2 pounds below the brake pipe presure 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: If on a grade, You can tie down train in vicinity of ground personal ie..head end. Equalization is next, then turn angle cock on head end and make set out. Tie down on bottom end and secure cars set out with enough hand brakes while air brakes in released position. 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.

Extra Information For Your Use: Klamath Yard Office 883-6579/6532
Klamath Yard Lobby 883-6593
Eugene Yard Office 341-5543
Eugene Yard Lobby 341-5652

Track Lengths Kfalls: #1 8350Ft
#1 & #17 11575Ft
#2 6600Ft
#3 6400Ft
#4 5900Ft
#6 3500Ft
#8 4800Ft
#9 4500Ft
#10 4200Ft
#11 4100Ft
#17 11575Ft
#25 6575Ft
Texum 8150Ft

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 –1st xing
3500Ft N.switch--2nd xing
4100Ft N.switch—3rd xing
Cascade 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 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

THIS IS NOT THE END, JUST THE START. HOPE IT HELPS YOU GET FROM A TO B EASIER.....RHS