

How To Get From Eugene to Klamath Falls and Back without Being Noticed We Hope

EQUIPMENT YOU WILL NEED

- UP Radio
- Templestick
- All weather Clothes
- Good light
- Switch Key
- Food for 12+ hours
- Sense of humor
- Watch
- Masking tape for doors & windows
- Money
- 2 pens 1 pencil
- Gloves, hat
- Timetable, Special Instructions, Book of Rules, Hazardous Materials booklet, ZTS maps, UP car kind codes,
- Try being a little Insane.....Be happy, don't worry about what they do to you too much. 12 hours is all they get....
- Ear plugs, Eyeglasses, Gas mask, Crew packs
- Axle counter
- Etc.....

WHEN YOU GET THE CALL TO WORK

- Make sure you have had 8 or 10 hours off if extra and 18 hours off if regular in the pool. Also you must be given 12 hours off if used off the hill pool as an extra man. A 1 hr call is included in the 8,10 or 12, 18 hour call regardless of whether you are in Kfalls or Eugene.
- Ask who you are working with and the ID of the train
- Prepare yourself

WHEN YOU GET TO THE BOARD FOR TRIP WEST

- Check your watch
- Check your mailbox
- Do a DELAYED tie-up if you need to

- Get your call sheet from the Head Clerk and pick up a trip diary that must be kept during your trip. Get crew packs, gas mask, helper info. Must have 5 round trips of diaries in your possession if Officers do a trip check

- Go to BIG BLUE and run your Work Orders and Track Warrants. Check them for accuracy's such as: Work to do, profile, power, length, and types of cars. Also check for cars too long or short, hazardous, too high, too wide. An UP profile shows a long car if over 85 feet and a short car if under 39ft even though 73 feet is a long car when it comes to placement on the Cascade Subdivision. It is very handy to run a RG 7377 off the little computers for the actual lengths of cars in your train.
 1. You must have a good head end.....see Timetable..page 42
 2. Your maximum number axles of power must be checked....see Timetable...page 42
 3. The UP desires you to place all helpers to the rear unless it is not possible
 4. You will need a helper if you are over 6215 tons. (New as of 10/25/98)....see Timetable ...page 43
 5. You must check rear end to see if it is good for a helper...see Book of Rules....Air Brake Rules.....page 31-30
 6. You must use Timetable.....page 42....Rule 31.8.2 for helpers in determining how many axles you can use. Use the table to determine where to place the helper if you have to cut it in. Half the tonnage in the table is what you should have behind the helper if cutting it in.
 7. Make placement of the helper within 5 cars of where it is called for and you will not be criticized. This info is subject to whom you ask.

- Go back to little computers for info such as
 1. Standings in Kfalls ZB OZ314 IT02 W T (IT02=Both Eug & Kfalls crews) For Kfalls RT02 & For Eug RT01 separately
 2. =TL will get you the trains coming at you
 3. ZB OZ314 RE01 W E will get you Engineers coming at you
 4. Run a RG 7377 for your train so you can get a good look at long car locations in your train. It is a must for making sure you don't have them in the wrong place nor have too much tonnage behind them. To see the maximum tonnage's for certain cars see Timetable...page 42.....Trailing Tonnage Table. Also go to the Special Instructions Booklet and turn to page 16 for additional info on train makeup. You can get info on Excessive Height/Width cars from the Special Instructions Booklet page 16.

- Go back to little computers and do a =ON to get the latest System General Orders, Subdivision General Orders, and Superintendent Bulletins that we are required to have. Your General Notices that you already have are good until they are canceled after the first of 1999. The Superintendent Bulletins are a replacement for General Notices. But the change has not happened. To get the Brooklyn Sub. Use 0845 and to get the Cascade Sub. Use 0841. To get the Superintendent Bulletins use 01 for Portland and 03 for Roseville.
- Call for ride to the train

WHEN YOU GET TO THE TRAIN

- While the engineer is doing his work you can check to see if the train is under control of the car department....i.e. blue flag. You can also check to see if there is an air test sheet on the engine. You need to look at it for accuracy and compare your rear car number with the number on the sheet. You need to look at the head end device and check the battery condition as well as insuring the head end device is armed
- You may need to kick off hand brakes on the head end or rear end of your train
- You need to check your work area....Front door for air, water leaks, wiper condition and if it works, heaters, seat, windows, rear view mirror
- You need to check for ice and water and crew packs and garbage bags
- Check for tools, air hoses, hose gaskets, etc
- Check for Chlorine smell and toilet condition
- Look for first-aid kit and fire extinguisher

While Enroute to Destination

- If the dispatcher ask you how fast you can go up the hill. You can figure it out by using a formula: Total Horsepower Divided by Total Tonnage will give you the HPT (horsepower per ton). Multiply the HPT times 6.67 (a figure that never changes) to get your first speed figure. Divide 5000 feet by your total length including helper and add that figure to your first speed figure for the total speed you can make on the Cascade Sub between Oakridge and Cascade Summit:
- $\text{Total Horsepower (including helper) / Total Tonnage} = \text{HPT} \times 6.67 = \text{Speed \#1}$
- $5000 \text{ feet / Total Length} = \text{Speed \#2}$
- $\text{Speed \#1} + \text{Speed \#2} = \text{Up the hill Speed}$

- Anticipate the possibility that the train will be halted somewhere and that if possible, keep it off the crossing
- Keep aware of traffic ahead and behind you
- Keep an eye on the train
- Watch for the unusual
- Anticipate the next detector or scanner and what to do if your train actuates one of them. You can find out what to do by looking at the Timetable page 40-41 for the Cascade Subdivision and page 37 for the Brooklyn Subdivision. Also check page 55 Special Instructions for “What if” instructions
- You can check the maximum gross weight limitations for cars and engines in the Special Instructions page 17
- Roll all trains from a safe location preferably opposite the side your train is on. Look for anything that will cause damage of trip a detector or scanner. Make sure all wheels are turning and have not molten buildup on the wheels.
- 14 to 15 mph is about the minimum for going through the tunnels account some of the units will get hot and reduce power or die. The weather has a lot to do with a judgement call on what to do. If you have to double the hill take what ever you feel you can handle to the top and come back for the rest. Give the air to the helper while you are gone. A train or rear cut without a helper cannot be left unattended between Pryor and Abernathy. You have to get more help (engines, helpers)
- If your train has a UDE, make sure your engine brakes can hold the train or tie it down. See Special Instructions page 29-30 for what to do when you have a UDE
- If you have to set out a car on the mountain, be careful, set out 2 cars if you have anything wrong with the airbrake system of the bad order car. Use rail skids if available. Don’t cut away from a car until you know it will stay where you left it. Don’t be afraid to ask for help
- Don’t walk between the train and the track next to it while inspecting your train. You can not hear a train or high railer approaching and your attention is usually focused on your train
- Always watch where you are walking as there are many bad areas that you must walk trains.

ARRIVING AT THE TERMINAL

- You must have authority to enter the yard and instructions for placing the train in a certain track
- In Klamath Falls you must tie the train down. 5 brakes will usually handle any train
- You have both variable and rigid switches in Kfalls
- You need dispatcher permission to move around in the yard

ARRIVING AT THE TIEUP POINT

- Fax your work order list to NSCS and note any setouts. Also list the yard, track, and direction the train was set out on. Use your ZTS map booklet to get the right TCS numbers for the tracks
- Tie-up on the computer and call for a ride.

YOU ARE ENTITLED TO 8 HOURS OFF IN KLAMATH FALLS IF YOU WORKED UNDER 10 HOURS

YOU ARE ENTITLED TO MARK 10 HOURS REST IF YOU WORKED OVER 10 HOURS IN KLAMATH FALLS

YOUR 1 HOUR CALL IS INCLUDED IN THE 8 AND 10 HOUR REST PERIOD

FOR THE TRIP EAST DOWN THE HILL NOTE THE FOLLOWING TIPS

EVERYTHING IS SIMILAR TO THE TRIP WESTWARD EXCEPT FOR A FEW ADDITIONAL ITEMS

- You must have permission from the dispatcher to move about in Klamath Yard and to depart Klamath Yard
- Track #2 second switch painted white is a low switch that is a RIGID switch. There are high rigid switches in Kfalls too.
- You must do the switching of your train and make your own air tests

- You must figure your HORSEPOWER PER DYNAMIC for the trip down the hill. To do this You divide your total tonnage by the number of axles your power is rated for. Take your answer to the chart in Timetable #1 to page 41 and see that your train is qualified to go down the hill. Also you will see the maximum speed you can go down the hill
- If you loose the air while going down the mountain, you may need to tie down the train. 15+ handbrakes will hold most of the trains so the Engineer can get the air back. Let the Engineer put a set back into the train before you release any brakes.

Phone numbers for Dispatchers

68 from Cresent Lake to Eugene 636-1646

66 from Cresent Lake to Kfalls 636-1645

Phone number for Crew Dispatcher

997-3446 & 997-3447 & 1-800-877-7880

Phone number for Crew Balancer

636-7331

Track Lengths in Klamath Falls

#1====8350 ft

#1+#17=11575 ft

#2====6600 ft

#17====2400 ft

#25====6575 ft

Texum==8150 ft

#3====6400 ft

#8====4800 ft

#9====4500 ft

#10====4200 ft

#11====4100 ft

Siding Information

Chemult-----5800 feet E.Chemult to BN Switch

Wocus-----4800 feet W.Wocus-xing

Calimus-----3700 feet E.Switch to xing

3200 feet W.Switch to xing
Chiloquin----5100 feet W.Switch to xing
Lookout-----2450 feet W.Switch to Ranger xing
5448 feet Lookout xing to Ranger xing
2900 feet xing to E.Switch
2550 feet xing to W.Switch
Judkins-----3200 feet W.Switch to UPS xing
Springfield----8200 feet Rosboro xing to Marks xing
5200 feet E.Signal to UPS xing
3700 feet W.Spfld A to School House xing
Natron-----2100 feet between xings on siding
2600 feet E.Switch to first xing
3500 feet E.Switch to 2nd xing
4100 feet E.Switch to 3d xing
Tunnel #3-----4600 feet Portal to E.Switch Cascade Summit
Oakridge-----2600 feet E.Switch to High Pass xing outside Tunnel #22

Information For Pay Purposes

Claim 12.50 each way for not eating Enroute
Claim 198 miles plus any extra mileage traveled
Claim ITD after 0115 hrs
Claim FTDafter 0100 hrs
Claim air time for any air hoses connected
Claim a brakeman's day for more than 4 switches enroute
Claim car count by recording car number on timeslip
Claim \$6.00 for 12hr away from home & another \$6.00 for 12 or more hours away from home
Claim 1 hour for call and release
Claim ITS if more than 3 moves in Klamath Yard. ITS is time on duty to when Engine is on
Run a standing of crews in Kfalls when you tie up ZB OZ314 IT02 W T because the Klamath crews run around the Eugene crews quite often account the UP crew dispatchers don't understand how our pool works. Also they do run around us to balance the pool even though they know it is wrong. File

the claim even if you are on TPA or they will continue to keep you away from home. If you hit the switch before a Klamath crew goes on the active board you are ahead of him. The list you get will not have everyone in the right order. You have to look at the times (the time that the conductor goes to the active board) to figure out the correct standing. Save the list and run a list when you go to work so you can see where everyone went and have proof of your claim.

GOOD LUCK