

Sierra Northern Railway



Timetable and Special Instructions

**For
Oakdale Division**

No. 2

**In effect at 00:01
Pacific Continental Time
Tuesday, December 23, 2008**

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President

Larry Ingold
Vice President, Operations

Michael K. Edwards
Manager, Train Operations

Steven D. Lackner
Manager, Maintenance of Way

Phone Numbers

Emergency: 911

Entire System:

Dispatcher: (530) 681-1036

Locomotive Maintenance: (530) 681-1033

Dave Magaw, President: (530) 681-1030

Larry Ingold, VP Operations: (209) 988-4961

Michael K. Edwards, Mgr, Train Operations: (530) 681-1039

Steven D. Lackner, Mgr, MOW: (530) 681-1038

Roy Walleen, Signal Maintainer: (530) 908-7027

Robert J. Pinoli, VP Passenger Operations: (209) 505-1922

SERA Customer Service (Rod Egbert or Bob Greenfield):

(916) 372-9555

Oakdale Division:

Oakdale Police Dept. (Non-Emergency): (209) 847-2231

Sonora Police Dept. (Non-Emergency): (209) 532-8143

Stanislaus Co Sheriff Dept (Non-Emergency): (209) 552-2468

Tuolumne Co Sheriff Dept (Non-Emergency): (209) 533-5855

Oakdale Office: (209) 847-2543

Ed Craig, Div. Roadmaster: (209) 840-1973

Stuart Helmboldt, Div. Mechanical Officer: (209) 602-4775

*Teamwork and communications
prevent accidents and complications.*

Table of Contents:

Accidents and Incident Response and Reporting	6
Adoption of Rules and Applicability	2
Air Brakes	4
2-way EOT Reference Chart	20
Rule AB-1.0 – Feed Valves	4
Rule AB-2.0 – Class 1 Initial Terminal Airbrake Test	4
Rule AB-3.0 – Hand Brakes	4
Rule AB-3.1 – Locomotive Hand Brakes	5
Rule AB-4.0 – Angle Cocks	5
Rule AB-5.0 – Sufficient Brakes	5
Rule AB-6.0 – Train Handling Information	5
Rule AB-7.0 – Exceeding Speed	5
Rule AB-8.0 – Cold Weather	6
Rule AB-9.0 – Handheld Air Gauges	6
Divisions, Sub-divisions, Terminals, and Train IDs	13
Divisions	13
Terminals	13
Train IDs	13
Freight Trains	13
Passenger Trains	14
Fire Protection	8
Oakdale Division	15
Railtown Operations	15
Rule O-RT-1.0 – Employee Jurisdiction	15
Rule O-RT-2.0 – Locomotives	15
Rule O-RT-3.0 – Alignment of Main Track Switches	15
Rule O-RT-4.0 – Qualification of Engineers	15
Rule O-RT-5.0 – Accident Reporting	15
Rule O-RT-6.0 – Crossing Gates	16
Rule O-RT-7.0 – Track Repairs and Defects	16
Rule O-RT-8.0 – Radio Usage	16
Riverbank Sub-Division	26
BNSF Interchange Map	31
Sonora Sub-Division	17
Chinese Camp Yard Map	29
Fassler Yard Map	30
Valley Sub-Division	22
Operating Rules	3
GCOR Rule 1.11.1 – Napping	3
GCOR Rule 1.17 – Hours of Service Law	3
GCOR Rule 1.37 – Open top loads	3
GCOR Rule 3.1 – Standard Clocks	3
GCOR Rule 5.10 – Highly Visible Markers	3
GCOR Rule 5.4 – Flags for Temporary Track Conditions	3
GCOR Rule 5.4.2 – Display of Yellow Flag	3
GCOR Rule 6.12 – FRA Excepted Track	4
UPRR Safety Rule 81.4.2 – Getting on/off Moving Equipment	4
Passenger Trains	9
GCOR Rule 5.16 – Observe and Call Signals	9
Rule P-1.0 – Handling Passenger Cars in Freight Trains	9
Rule P-2.0 – Dogs and pets	9
Rule P-3.0 – Smoking	9
Rule P-4.0 – Unruly Passengers	9
Special Rules	11
Rule SR-1.0 – Control of Harmonic Rocking on Jointed Rail	11
Rule SR-2.0 – Rail Torpedoes	11
Rule SR-3.0 – Fusses	11
Rule SR-4.0 – One Person Operations	12
Rule SR-5.0 – Public and Private Railroad Grade Crossings	12
Steam Locomotives	10
Rule SL-1.0 – Double Heading and/or Helper Service	10
Rule SL-2.0 – Firemen	10
Rule SL-3.0 – Footboards	11
Rule SL-4.0 – Boiler Pressure	11
Rule SL-5.0 – Blowing Down Boilers	11
Rule SL-6.0 – Bearings	11
Train IDs	13
Freight Trains	13
Passenger Trains	14

TIMETABLE AND SPECIAL INSTRUCTIONS

Adoption of Rules and Applicability

The Sierra Railroad and its subsidiaries adopts the **General Code of Operating Rules – Fifth Edition** (effective April 3, 2005) and the Union Pacific Railroad's **Rules And Instructions Governing Air Brakes Systems And Train Handling, Safety And General Rules For All Employees, and Hazardous Materials Instructions**. Train crewmembers must have a copy of above rules available while on duty.

If there is any conflict between this Timetable and Special Instructions while it is in effect and the General Code of Operating Rules or any other Rules, this Timetable and Special Instructions shall govern. When in effect, General Orders issued by the Trainmaster or other authorized supervisor may supersede these Special Instructions and other Rules.

This Timetable and Special Instructions shall govern all freight and passenger operations on tracks owned and/or controlled by the Sierra Railroad Company (a holding company), its various subsidiaries, including Sierra Northern Railway and Sierra Entertainment, all Divisions and Sub-Divisions thereof, and all other operations on such tracks by third parties, including the State of California's operations by the California State Railroad Museum (Railtown 1897) at Jamestown, CA. This Timetable and Special Instructions shall supersede all prior timetables and/or special instructions issued by the Sierra Railroad Company, the Yolo Shortline Railroad Company (now Sierra Northern Railway) or the California Western Railroad (and its predecessors).

It only takes a minute to prevent an accident, but it can take a lifetime to recover from one.

Item 1 – Operating Rules

GCOR Rule 1.11.1 – Napping:

Napping under GCOR 1.11.1 is not permitted at anytime.

GCOR Rule 1.17 – Hours of Service Law:

Add Item C:

“Persons covered by the Hours of Service Act will apply the following when reporting Hours of Service: Time spent waiting for deadhead transportation must not be counted when determining time on duty for Hours of Service when relieved of all duties as outlined in the General Code of Operating Rules.”

Add item D:

“Employees must not drive vehicle used to transport them to the “tie up” point when they have exceeded or will exceed Hours of Service when en route.”

GCOR Rule 1.37 – Open top loads:

Flat cars, open top cars of all types with loads that are likely to shift may be placed next to a locomotive, provided that the locomotive is a trailing unit and will not be occupied by a member of the crew while the train is in motion. Open top Wood Chip cars may be placed next to an occupied locomotive when placement is not practical at another location in the train (example: only Wood Chip cars in the consist). GCOR Rule 1.37 shall not apply to switching or shoving moves in yard limits or at industrial sidings.

GCOR Rule 3.1 – Standard Clocks:

For all divisions and sub-divisions of the Sierra Northern Railway, Pacific Continental Time is in effect. No Standard Clocks are maintained.

GCOR Rule 5.10 – Highly Visible Markers:

The use of a highly visible marker is not required provided that there are no other trains operating within the same operating limits. This rule will apply to both passenger and freight trains.

GCOR Rule 5.4 – Flags for Temporary Track Conditions:

For temporary conditions, yellow boards will be placed two thousand, six hundred (2,600) feet before restricted speed area. Green boards will be placed at the end of the restriction. Speed shall not increase until train has completely passed a green board.

GCOR Rule 5.4.2 – Display of Yellow Flag:

Section “A” to be changed as follows:

Delete paragraph 1 and 2 and add the following:

“When speed restrictions are specified in writing i.e. track bulletins, track warrant or general order, a yellow flag will not be required”.

The remainder of Rule 5.4.2 will remain as printed in the General Code of Operating Rules, Fifth Edition

GCOR Rule 6.12 – FRA Excepted Track:

Movements of un-occupied passenger cars and trains, including movie trains containing passenger cars for filming and “ferry moves”, is permitted. Only authorized employees are permitted aboard train on excepted track. Authorized employees will be considered to be an Engineer, Fireman (steam only), Conductor, one brakeman, pilot if required.

UPRR Safety Rule 81.4.2 – Getting on/off Moving Equipment:

- A. **Certified employees:** Certified employees may get on or off moving equipment ONLY when duties require and only if they can do so safely, or for personal safety. If employees must get on or off moving equipment, the equipment must not exceed walking speed (no more than 4 MPH), except in an emergency. Do not get on or off moving equipment while carrying anything in your hands except a lantern. When practical or when there is a risk that the lantern could catch on objects, hold the lantern handle between the base of your thumb and index finger.
- B. **Non-train crew:** Car hosts, docents, guests, passengers, wait staff, or any other non-certified employees are prohibited from getting on or off moving passenger cars, freight cars, locomotives or other moving equipment. Violations of this rule must be reported to the proper authority.

Item 2 – Air Brakes

AB-1.0 – Feed Valves:

All locomotive feed valves, whether on passenger or freight trains, must be set to ninety (90) PSI. Feed valve braking is prohibited at all times.

AB-2.0 – Class 1 Initial Terminal Airbrake Test:

When performing a Class 1 Initial Terminal Airbrake test, engineers must use the brakepipe leakage method to determine brakepipe leakage. The air flow method will not be used regardless of whether the locomotive is equipped with an air flow meter.

AB-3.0 – Hand Brakes:

Trains that have cut off cars in order to “run around the train” or switch cars to another track (industry spot) or while in the process of “making-up” a train, do not need to apply a hand brake to the appropriate amount of cars provided that the following have been met:

- A. It has been established that the brake pipe on the cars to be cut off is fully charged.
- B. A twenty (20) PSI reduction has been made at the locomotive prior to closing the angle cocks.
- C. That the track the cars/train is to be left on does not exceed one and one half percent (1.5%) in grade.
- D. The time the cars are to be left without hand brakes applied or the crew in control of the train does not exceed twenty (20) minutes.

In all other cases, all trains must have sufficient hand brakes applied when train crews are not in control of

trains. The following test must be done prior to “cutting off” the cars:

- A. Apply sufficient hand brakes.
- B. When safe to do so, the engineer must release the air brakes to ascertain if the consist of cars move.
- C. If the cars move, additional hand brakes must be applied and the test repeated.

If a locomotive is to be tied down with the train, a sufficient number of hand brakes must be applied to hold both the train and locomotive(s).

AB-3.1 – Locomotive Hand Brakes:

All locomotives not under control of train crew or shop forces, and each locomotive in a consist, must have a hand brake set. Locomotives not having hand brakes must be chocked with suitable device.

AB-4.0 – Angle Cocks:

When cutting off a cut of cars, one angle cock must be left open at all times until train crew is ready to make an air connection to a locomotive or train. “Bottling the Air” is prohibited at all times.

AB-5.0 – Sufficient Brakes:

All trains must have sufficient friction brakes to stop the train safely under all operating conditions by themselves, without the aid of dynamic brakes.

AB-6.0 – Train Handling Information:

Each Train Crew taking charge of a train must be informed of:

- A. The total weight and length of the train, based on the best information available to the railroad.
- B. Any special weight distribution that would require special train handling procedures.
- C. The number and location of cars with cutout or otherwise inoperative brakes and the location where they will be repaired.
- D. If a Class I or Class IA brake test is required prior to the next crew change point, at which that test shall be preformed.
- E. Any train brake system problems encountered by the previous crew of the train.

AB-7.0 – Exceeding Speed:

When any train is descending a section of track with an average grade of one percent or greater over a distance of three (3) continuous miles, if the train’s speed exceeds the maximum authorized speed of that train by more than five (5) miles per hour, then it shall be immediately brought to a complete stop, by emergency brake application if necessary.

AB-8.0 – Cold Weather:

When the ambient temperature drops below ten (10) degrees Fahrenheit (F) (minus 12.2 degrees Celsius) train crews must contact the Manager of Train Operations, Trainmaster, or Mechanical Forman for procedures prior to moving train or conducting any Air Brake Test.

AB-9.0 – Handheld Air Gauges:

Handheld air brake gauges do not require periodic inspections, but must function properly. Defective gauges must be removed from service and not used until repaired. Gauges must never be left coupled to air hose on train after air test has been completed. Only End of Train Devices specifically designed to do so, may be left on the train line or end of train. This requirement includes both passenger and freight trains.

Item 3 – Accident and Incident Response and Reporting

This Applies To:

1. Any accident, incident or emergency involving Sierra employees, property, or equipment, regardless of fault or amount of damage.
2. Any illness or injury to Sierra employee resulting from Sierra activities (“occupational illness or injury”)

Rules And Procedures:

1. All accidents, incidents, and occupational illnesses and injuries shall be reported to your immediate supervisor as soon as practicable. If your immediate supervisor is not available the alternative person shall be David Magaw. A written report shall be prepared by the employee or employees involved as soon as practicable thereafter, but no later than fourteen (14) calendar days. In the event of the death of a person, telephone notice must be made immediately, so the FRA and CPUC can be notified as required.
2. Unless another person is designated, David Magaw will be the official spokesperson to third parties for any accident or incident. Employee shall refer all third parties, such as reporters, to David Magaw for information. This rule does not prohibit employees from responding to official inquiries from law enforcement or emergency response personnel at the accident/incident scene.
3. Unless another person is designated Larry Ingold, Steve Lackner, Mike Edwards or David Magaw will be responsible for contacting and reporting to the FRA and CPUC in accordance with 49 CFR Part 225 and CPUC G.O. 22.

General Procedures during an Accident:

1. In an emergency situation or any derailment or accident involving hazardous materials, the
 - A. Locomotive Engineer shall be the senior staff member charged with the decision-making responsibility. In the event of his/her incapacity, the Conductor or Brakeman shall perform that duty. The senior staff member may appoint other employees to be responsible for

communications or emergency actions. Such duties shall apply until Sierra official discharges employees.

2. The **first** priority is to get yourself out of any danger. The **second** priority is to move any non-involved locomotive, train, or equipment away from any danger if you can do so without placing yourself or any other person in danger. **Third**, call 911 for emergency assistance. **Fourth**, call the supervisors listed above.
3. In the event the employee is unable to make the calls as provided above, attempt to call the Union Pacific Dispatcher or BNSF Dispatcher. In the event employee is unable to establish communication via the radio, he/she shall proceed via the fastest means to a business or residence to call 911 for emergency assistance.
4. Employee shall report:
 - A. The nature of the accident
 - B. The location – give cross street, distance from landmarks, etc.
 - C. Type of emergency equipment and personnel needed
 - D. Other information as requested by emergency response personnel.
5. Employees shall assist or provide first aid to any injured persons, without placing themselves at risk and consistent with their knowledge and capabilities. However, do not attempt to move an injured person unless it is apparent that his/her life is at stake. When emergency personnel arrive, employee shall not further engage in any treatment of person(s) unless specifically requested by such emergency personnel.
6. In case of death, or where a corpse is found on railroad property, proper police authority must be notified. The body must not be moved.
7. Employees shall make best efforts to obtain any witness reports, photographs, or other information pertaining to the accident. Employees shall secure the names, addresses, phone numbers and occupations of all persons involved and all persons at the scene where the accident occurred. Employees shall also list damaged equipment or property. License numbers of automobiles nearby or involved must be obtained. Writing paper is supplied on locomotives. This information shall be provided to Sierra officials.
8. Where signaling devices are provided, or a crossing flagman is on duty, a special effort shall be made to determine who among the witnesses can testify whether the signaling devices were functioning properly or if the crossing flagman was properly performing his duty. Names of witnesses who can testify to bell and whistle signals must be obtained when possible to do so.
9. Employees shall not disturb or remove any involved equipment or other property from the accident scene until directed by appropriate Sierra official or law enforcement officer.
10. Employees shall make every effort to cooperate with law enforcement officers and other investigative officials. In accidents involving a Sierra train, the train crew shall provide only their employee identification to law enforcement officers, not their driver's licenses.

11. Employees shall provide support to and carry out the instructions of the senior staff person. Remain calm and business like at all times.
12. Other contact persons and telephone numbers are listed in this timetable. Other rules regarding personal injuries and accidents can be found in the General Code of Operating Rules.

Responsibility Of Sierra Officials When There Is An Accident:

1. David Magaw, or in his absence Larry Ingold, Steve Lackner, Robert Pinoli, or Mike Edwards, shall be responsible for determining the needs of the employees at the accident scene. They will assist in contacting emergency organizations as necessary. They will assign responsibilities and arrange for other equipment and manpower as required. Other supervisors may also take this responsibility in the absence of the above personnel.
2. David Magaw will arrange for the preparation of news release as soon as practicable after the accident/incident. The news release shall provide basic information regarding the circumstances surrounding the accident/incident and the identity(ies) if the Sierra employees involved. Unless another person is designated, David Magaw will be the official spokesperson to third parties for any accident or incident.

Item 4 – Fire Protection

At certain times of the year, and on certain trains, the California Department of Forestry and Fire Protection (Cal FIRE/CDF) requires that a “Fire Chase” vehicle be operated following the rear of trains. This Timetable and Special Instructions, all MOW Rules, General Code of Operating Rules and all Safety Instructions will apply to “Fire Chase” operations.

Upon discovery of a tie, bridge or wild land fire the following steps will be taken:

1. The discovery and location will be immediately relayed to the appropriate dispatcher and/or main office, or any other manager available. Notification can be made by cellular phone or radio.
 - A. The Dispatcher and/or office or if not available the person discovering the fire will immediately notify Cal FIRE (CDF) Emergency Command Center (ECC) or the 9-1-1 system with the following information:
 1. Time the fire was discovered.
 2. Location of fire (legal description, if known, railroad milepost, cross street, etc.)
 3. Person discovering fire.
 4. Extent of fire damage.
 5. If fire is active or extinguished.
2. The fire will be thoroughly extinguished using a combination of water and hand tools as appropriate. Any fire which can not be handled by railroad personnel, assistance will be immediately requested from Cal FIRE (CDF) ECC.
3. Prior to attempting to extinguish any fire, railroad personnel should fully assess all factors including size of the fire, conditions, available resources and their ability.

DO NOT attempt any fire fighting beyond your abilities.

FIRE SEASON, is generally from early May and can extend into late October. During this period any train that goes into Emergency must advise your supervisor or dispatcher of this condition, and the track for at least two thousand (2,000) feet to the rear of the train must be checked for fires.

Item 5 – Passenger Trains

GCOR Rule 5.16 – Observe and Call Signals:

When a signal, track condition, or other indication requires a train to stop, or pass at restricted speed, engineer must communicate that fact to a designated member of that crew, including track designation if on multiple track or other than main track, and get an acknowledgement. If no acknowledgement is received, the engineer must ascertain at the next scheduled stop why the message is not being confirmed. If the engineer fails to control the train movement in accordance with either a signal indication or other restrictions imposed upon the train, the designated crew member shall at once communicate with and caution the engineer regarding the restriction, and if necessary, take appropriate action to ensure the safety of the train including stopping all movement if appropriate.

P-1.0 – Handling Passenger Cars in Freight Trains:

The following rules will govern all movements:

1. Passengers and/or riders are only allowed with permission of the proper authority. Passengers and/or riders are not allowed on any portion of “Excepted Track” under any circumstances. Only working crewmembers are allowed.
2. Trains handling passenger cars will allow brakes to fully release (pump off), prior to any movement or pulling of train.
3. Train crews will pay special attention to sliding wheels on passenger cars.

P-2.0 – Dogs and pets:

With the exception of “*seeing eye*” or “*guide dogs*” no animals are permitted on passenger trains.

P-3.0 – Smoking:

Smoking is not permitted in passenger cars or in or on any locomotives. Smoking is also not permitted in any passenger loading areas, or within the sight or presence of any passengers. Chewing tobacco is not permitted in the presence of passengers. Smoking shall not be permitted in any area when there may be a possible danger of fire hazard, such as weeds or combustible material nearby.

P-4.0 – Unruly Passengers:

Any passenger who by reason of intoxication, or otherwise, is guilty of such disorderly conduct as to annoy, threaten or insult other persons on the train, and who refuses to desist there from when requested to do so by the Conductor, may be ejected, with his baggage, at the next station or place where Agent or Law Enforcement Officer is present. The Conductor shall use only such force as may be necessary to accomplish such removal, and when necessary call ahead for assistance.

Whenever such passenger is ejected the name and address of such passenger and the names and addresses of all witnesses, and their statements in writing if possible should be reported at once to the appropriate office. The appropriate office will tender by mail to such passenger any unused portion of any fare, which has been paid in accordance with published refund policy.

Item 6 – Steam Locomotives

SL-1.0 – Double Heading and/or Helper Service:

1. When more than one locomotive consist is attached to a train, the lead locomotive consist will have control of the brakes and the lead engineer shall operate said brakes. On all other locomotives in the consist, the automatic brake valve, cut out cock or valve must be closed.

Exception: Sierra Railway locomotive #3 (SRY #3) is permitted to take the lead and not have control of the brakes, but brake pipe must have air “cut-in” to the consist.

2. Brake pipe hose must be coupled and air cut in on all helper locomotives. It is not permitted to cut the helper locomotive off “on the fly” (i.e. while the train is in motion).
3. When controlling locomotive is to be detached from a train, the control of the brakes must be transferred to the next locomotive or the train must be properly secured as per Rule AB-2.
4. At points where helper locomotives are coupled to the rear of train: Before angle cocks are opened between helper and rear of train, helper engineer will make a twenty (20) PSI brake pipe reduction and leave brakes applied. Then close automatic brake valve cut out valve to out position and place automatic brake valve handle and independent brake valve handle in release position. Angle cocks may then be reopened.
5. A Class 3 air brake test (i.e., “set and release”) must be completed each time a locomotive is added to or removed from consist.
6. Helper engineers will operate their locomotives under the direction of the lead engineer. Communication between engineers must be maintained at all times.
7. In “Double-heading” or helper service, when it becomes apparent that the air brakes must be applied and the time and conditions permit, the lead engineer will notify the trailing engineer by radio, when practicable, in advance of the brake application, to enable the helper engineer to make the proper control adjustments. The engineer on the helper locomotive will pay close attention to the respective air gauges, in order that any reduction in brake pipe pressure (service or emergency) will be readily detected. In the event of an emergency brake application, the helper engineer must prevent the wheels from sliding.

SL-2.0 – Firemen:

All steam locomotive firemen must maintain a minimum qualification as a conductor, and be qualified on the territory that they operate.

SL-3.0 – Footboards:

Only working crew members (e.g. conductor or brakeman) may ride on front or rear footboard if applied to a locomotive, and then only when the footboard is on the trailing end of the locomotive so that such crew member will not be run over if he/she were to fall off the step. Otherwise such crew members may only ride on a side step or stirrup.

SL-4.0 – Boiler Pressure:

Firemen must maintain boiler pressure to within ten (10) PSI of working pressure when practical to do so. It is not permitted to “fire by location” in other words add water at the same location each time. Water must be added to boiler as needed to maintain uniform pressure and appropriate level for territory. Force firing to raise boiler pressure is not permitted.

SL-5.0 – Blowing Down Boilers:

When practical to do so, boilers must be “blown down” each operating hour. Is not permissible to “blow down” in passenger loading areas (depot platforms), in tunnels, or across public road crossings.

SL-6.0 – Bearings:

Bearings on steam locomotives must be checked every twenty one (21) miles or sooner if it is practicable to do so, or when conditions warrant.

Item 7 – Special Rules

SR-1.0 – Control of Harmonic Rocking on Jointed Rail:

Under certain conditions, operations of trains between thirteen (13) MPH and under twenty one (21) MPH can cause derailments due to harmonic rocking of cars. Freight trains or trains consisting entirely of empty equipment, which cannot maintain a minimum speed of twenty (20) MPH, must reduce speed to thirteen (13) MPH. Movement can exceed twenty (20) MPH only when practical. Train crews must be vigilant to prevent harmonic rocking of cars.

SR-2.0 – Rail Torpedoes:

The use of or discharge of rail torpedoes is prohibited on all divisions of the Sierra Northern Railway. Rail torpedoes may not be carried in locomotives, passenger cars or cabooses. When finding torpedoes they must be disposed of by proper authority in a proper manner.

SR-3.0 – Fusees:

The use of fusees in grassland areas, during fire season, and at times and places of high fire danger is discouraged. Fusees used in these areas must be protected and may not be left burning unattended. After use, area must be checked to ascertain no fire has been started.

*Think twice...
once for the other guy*

SR-4.0 – One Person Operations:

One (1) person operations are permitted provided that:

1. The train has been properly inspected and had its Class 1 air test completed by at least two (2) qualified persons, one in the cab and one on the ground.
2. The train is a through train from point “A” to point “B” with no work (set outs, pick ups, etc.) to be done en-route.
3. Authority to operate as a “one person crew” has been granted by the Manger of Train Operations, Trainmaster, or his/her designee.

SR-5.0 – Public and Private Railroad Grade Crossings:

1. The condition of all public and private road crossings must be monitored. Anything that affects the normal operation of railroad grade crossing signals such as broken bond wire(s), broken rail(s), lights out, damage to battery boxes or equipment cases, broken or missing crossing gate arms, etc., must be reported immediately by the quickest means available to the Train Dispatcher per GCOR Rule 6.32.2. No one will alter, modify, turn off, or in any other way make changes to the operation of an automatic or manually operated signal device without the specific authority to do so from the appropriate manager or supervisor.

Items to watch for include, but are not limited to:

- Signage (broken/damaged/missing crossbuck posts, damaged/missing crossbuck sign, damaged/missing private crossing sign and stop signs attached to private crossing post)
- Crossing surfaces
- Crossing gates and lights
- Material, whether railroad related or not (i.e., construction equipment, vehicles, etc.), placed on or near the right of way that obstructs the view of the crossing
- Impaired/Improper visibility due to vegetation or equipment on the railroad right of way
- Vegetation on the right of way that obstructs the view of the crossing
- Vegetation that obstructs the view of warning signs or signals on railroad property
- Engines, railroad cars or on-track equipment

Note: Signs are considered damaged if they no longer fulfill their intended function.

2. Trains or equipment must not cause unnecessary activation of highway crossing signals. If necessary to stop at a highway crossing, stop must be outside of the island circuit, approximately 100 feet on either side of the crossing. This will allow the signal to reset after approximately 18 seconds. Once the train begins to move again, the grade crossing must not be occupied until the grade crossing signal system has had sufficient time to reactivate and provide warning to highway traffic, and, if equipped, the crossing gates are fully lowered. In the event of a malfunctioning grade crossing warning device, or if any portion of the physical grade crossing warning device does not function as intended (i.e., crossing gates will not come down due to a broken or missing gate arm), the grade crossing must be protected per GCOR Rule 6.32.2.

3. The following people in descending order, should be notified in the event of a malfunctioning or failure of a railroad grade crossing:
 - A. SERA Train Dispatcher: (530) 681-1036
 - B. Michael Edwards: (530) 681-1039
 - C. Steven Lackner: (530) 681-1038
 - D. Roy Wallen: (530) 908-7027
 - E. Larry Ingold: (209) 988-4961
 - F. Ed Craig: (209) 840-1973
 - G. Stuart Helmboldt: (209) 602-4775

Item 8 – Divisions, Sub-divisions, Terminals, and Train IDs

1. Divisions:

The Sierra Northern Railway Divisions are as follows with all Track Warrants, General Orders, and/or Bulletins issued with letter code preceding its number depicting the division issuing the document. General Orders and/or Bulletins applying system wide will state “System” in the header.

“O” Oakdale Division
 “S” Sacramento Division
 “M” Mendocino Division

Each division may be further divided into one or more sub-divisions for purposes of organization.

2. Terminals:

Select terminals throughout the Sierra Northern system, Oakdale Division, are designated with a three letter code. The following list indicates these terminals and their corresponding three letter code.

Terminal	Code
Chinese Camp	CHI
Cooperstown	COO
Hetch Hetchy	HET
Jamestown	JAM
Keystone	KEY
Oakdale	OAK
Riverbank Ammo Plant	RIV
Riverbank (BNSF Yard)	RBK
Sonora	SON
Warnerville	WAR

3. Train IDs:

A. Freight Trains:

All regularly scheduled trains will be identified by a five (5) letter code indicating the type of train, the terminal where the train originated from and its destination, followed by the day of the month in which that train originated. All trains will retain their original identification regardless of delays or crew changes. However, trains that are recovered or “patched” by other trains will be terminated en-route and will undertake the I.D. of the new train.

These Train IDs should be used for all Air-Slips, Hours of Service Reports, and Sierra Northern Timesheets.

- a. **Air-Slips** – All Air-Slips that are filled out will indicate the same Train I.D. regardless of location, cars added, or cars switched out.
- b. **Hours of Service Reports** – The Train I.D. that you were assigned must be indicated in the “Type of Assignment” column in addition to the position that you operated in.
- c. **Timesheets** – Indicate the Train I.D. in the “Job Code column with each date worked.

B. Passenger Trains:

Sierra Entertainment passenger trains will use the identification of “Passenger Extra” followed by the track warrant number that is issued for their use. This will be the train’s identification (Train I.D.) for purposes of reporting.

- a. **Air-Slips** – All Air-Slips that are filled out will indicate the same Train I.D. regardless of location, cars added, or cars switched out.
- b. **Hours of Service Reports** – The Train I.D. that you were assigned must be indicated in the “Train I.D.” line on the “***Daily Passenger Operations Report***”.

*Teamwork and communications
prevent accidents and complications.*

*Common sense has determined
that carelessness is hazardous
to your health.*

Oakdale Division:

Item 9 – Railtown Operations

O-RT-1.0 – Rule 1.14 Employee Jurisdiction:

Employees (including Docents and Volunteers) of Railtown 1897 State Historic Park are under the jurisdiction of the supervisors and rules, including all contained within these instructions, of the Sierra Northern Railway when operating over the tracks of the Sierra Northern Railway. Such operations and personnel may be subject to un-announced operating practice testing, and inspection of cars and locomotives for compliance of California Public Utilities Commission (CPUC) and Federal Railroad Administration (FRA) rules and regulations.

O-RT-2.0 – Locomotives:

Any locomotives operating on the tracks of the Sierra Northern Railway must have a current FRA “Blue Card” (Form F6180-49A for diesel locomotives) or FRA Form #3 (for steam locomotives) posted in the cab of the locomotive. Any diesel locomotive not having a current “Blue Card” must be posted as being “*Non-complying – OUT OF SERVICE*” in accordance with 49 CFR 229.9. The locomotive may only be operated in accordance with 49 CFR 229.9 or moved Dead-In-Train.

O-RT-3.0 – Alignment of Main Track Switches:

When track warrants are issued with a Box 4 checked “*Work Between...*”, the track between the points noted on the specific warrant is for the sole use of the train, hi-rail, or any equipment addressed on the warrant. Therefore, the train(s) and/or equipment may leave the main track switches lined for any route. All switches must be returned to main line (or normal) prior to the expiration of the track warrant or prior to time warrant is reported clear (released). In the case where “*Joint Authority*” is issued all switches must be approached at restricted speed with the expectation that the switch to be lined against movement.

O-RT-4.0 – Qualification of Engineers:

Locomotive engineers that have not worked any trips over any territories within the past 6 months must have a qualified pilot engineer to work over that given territory.

Railtown must inform Sierra Northern Railway of their qualified and student locomotive engineers, firemen, conductors and brakemen that will operate over the tracks of the Sierra prior to any operations. Sierra Northern Railway may impose sanctions on any unqualified person found to be operating on its tracks.

O-RT-5.0 – Accident Reporting:

Railtown must report all accidents, injures and major mechanical failures occurring on the tracks of the Sierra Northern Railway, in writing with-in 24-hours of occurrence. Derailments must be reported as soon as practical following occurrence advising Sierra Northern Railway of the extent of damage. Following any derailment, trains will not be allowed to operate until full inspection is completed by Sierra track inspectors. Any accident requiring reporting to the FRA and/or CPUC, a copy of such report must be also given to Sierra Northern Railway (for occurrences on Sierra track only). Railtown must, at all times while on Sierra Tracks, follow guidelines for accidents as outline in Item 3, Accident and Incident Response and Reporting.

O-RT-6.0 – Crossing Gates:

Grade crossing warning systems may only be worked on, or placed in and out of service, by a qualified Sierra Northern signal maintainer. Gate control cases must not be opened by Railtown personnel.

Trains switching in the main yards at Jamestown will activate the grade crossing warning system at Seco Road when west of the main line switch. Therefore all trains should try to limit the time in this signal circuit. This grade crossing circuit shall not be occupied for more than 10 minutes, emergencies excepted.

O-RT-7.0 – Track Repairs and Defects:

Railtown personnel may not, at anytime, perform any repairs to any Sierra Northern Railway tracks no matter how minor the repair may be. For clarification this includes changing ties, spiking track, and/or installing bolts. Suspected defects must be reported to the Sierra Northern Dispatcher who will take appropriate action.

O-RT-8.0 – Radio Usage:

Railtown operations are prohibited from using Sierra Northern Railway radio channels for other than train movements and emergencies. It is not permitted to use Sierra Channels for roundhouse tours and general park business. All locomotives on the Sierra track must have radio capable of contacting the Oakdale dispatcher on road channel AAR 4343 (160.755).

Sonora Sub-Division:

Stations are in **ALL UPPERCASE BOLD**. Historic and/or abandoned stations are in ALL UPPERCASE NORMAL. Informal stations (known to crews, etc.) are in **Mixed case Bold**. Underneath each station, with the exception of stations located at the “End of Track” or at the beginning of a sub-division, is the mileage between the stations.

Mile Post	Rule 6.3	Radio Display MP 19.0 to MP 49.0 - 4343		Siding Feet
		West ↓	Stations East ↑	
49.0	YL		FASSLER (SPI Mill) (End of Track) (1.6)	Yard
47.4	TWC		Junction Shopping Center (2.4)	
45.0			SONORA (0.4)	
45.0			JS West (0.4)	
44.6			LIME SPUR (Spur) (3.6)	
41.0			JAMESTOWN (2.3)	
38.7			ROCK SIDING (Siding) (3.7)	310
35.0	YL		CHINESE CAMP (1.0)	
34.0			QUINNS SPUR (Spur) (2.0)	Yard
32.0	TWC		Jacks Siding (2.8)	
29.2			KEYSTONE (Siding) (3.2)	570
26.0			HETCH HETCHY JCT (Siding). (1.0)	1,075
25.0			Rosasco's (2.1)	
22.9			Canyon Tank (2.9)	
19.0	YL		COOPERSTOWN (Siding) (End of Sub-Division)	1,120

SON-SI-1.0 – MAIN TRACK AUTHORITY:

TWC between:

MP 19.0 and MP 48.0

Yard limits between:

MP 18.5 and MP 19.5 (Cooperstown)

MP 33.5 and MP 35.5 (Chinese Camp)

MP 48.0 to End of Track (Fassler)

*Think twice...
once for the other guy*

SON-SI-2.0 – MAXIMUM SPEED TABLE:

Maximum speed unless otherwise restricted by posted speed limit, track bulletin or train consist.

Maximum Speed: <i><u>Eastward</u></i> , between MP 19.0 and MP 49.0 (Except as below)	MPH	
	<u>PSGR</u>	<u>FRT</u>
MP 19.0 and MP 29.4	30	25
MP 32.8 and MP 35.5	15	15
MP 37.8 and MP 44.0	15	15
MP 44.0 and MP 48.0	15	10
MP 48.0 and End of Track	10	10

Maximum Speed: <i><u>Westward</u></i> , Between MP 19.0 and MP 49.0 (Except as below)	MPH	
	<u>PSGR</u>	<u>FRT</u>
End of Track and MP 48.0	25	25
MP 48.0 and MP 41.0	10	10
MP 41.0 and MP 37.8	10	10
MP 35.5 and MP 32.4	15	15
MP 32.4 and MP 29.4	15	15
MP 29.4 and MP 19.0	15	10

SON-SI-3.0 – OTHER SPEED RESTRICTIONS:

Maximum Speed	MPH	
	<u>PSGR</u>	<u>FRT</u>
1. Turnouts and Sidings: All sidings	10	10
2. Misc. Speed Restrictions: None		

SON-SI-4.0 – MAIN TRACK DESIGNATIONS:

SON-SI-5.0 – RULES ITEMS: None

SON-SI-6.0 – FRA EXCEPTED TRACKS: None

SON-SI-7.0 – BUSINESS TRACKS: None

SON-SI-8.0 – INDUSTRIAL LEADS: None

SON-SI-9.0 – TONNAGE RESTRICTIONS: None

SON-SI-10.0 – TRAIN MAKE-UP RESTRICTIONS: None

SON-SI-11.0 – MISC. INSTRUCTIONS:

Crossing Rules and Restrictions:

State Route 120 (MP 34.9): All reverse movements through this crossing must be protected by a crewmember.

Plywood Crossing (MP 48.6) with-in SPI Sawmill: This is a private crossing used by the public to enter the parking area for the Hockey Arena and storage buildings. Trains should approach this crossing expecting to **STOP** for vehicles and/or people fouling the tracks. All reverse movements through this crossing must be protected by a crewmember.

Crossing Warning Devices with Islands Circuits only:

The following grade crossing warning systems are equipped with “island” only circuits requiring trains to **STOP** and wait 20 seconds to establish that gates are down and functioning prior to entering crossings.

MP 45.1..... S. Washington St., EASTBOUND ONLY

Bridge and Equipment Weight Restrictions:

Cars and locomotive movements exceeding 300,000 gross pounds are not permitted over bridge at MP 47.1 without permission from the Roadmaster.

Cars and/or equipment exceeding ninety (90) feet in length, including load, may not move through the cut at MP 23.5 without permission from the Roadmaster. All loads exceeding ninety (90) feet with permit must have a person on the ground protecting movement at MP 23.5.

Designated Repair Tracks:

The following locations are designated as “repair locations” where normally 49 CFR Part 232 repairs are done.

Fassler.....All yard tracks
Chinese Camp.....House track

Fixed Derails:

Fixed derails must be set to prevent unauthorized movement of cars and/or locomotives when sidings are equipped with derails. Derails may not be used in place of handbrakes.

LOCATION OF FIXED DERAIS

Fassler Track 14920 - Fifty (50) feet East of road crossing
Fassler Track 14915 - Fifty (50) feet East of road crossing
Fassler Track 14910 - Fifty (50) feet East of road crossing
JS West (Track 14510) East end of the spur
Lime Kiln (Track 14470) West end of the siding
Jamestown (Track 14120) West end of the Tri-dam Building lead
Jamestown (Track 14110) West end of the back track
Rock Siding .. (Track 13880) East end of the siding
Keystone (Track 12910) East end of the siding

Retaining Valves:

Retaining valves must be use on both passenger and freight trains at the following locations:

Westbound ONLY

MP 48.9 to MP 39.0Freight Trains 50% of loaded cars
MP 48.9 to MP 39.0Passenger Trains 50% of all cars
MP 27.0 to MP 19.0Freight Trains 30% of loaded cars
MP 27.0 to MP 19.0Passenger Trains 50% of all cars

Additional retaining valves must be set, at anytime when requested by engineer.

Close Clearance, Overhead and Side Obstructions:

- MP 19.0 ... Concrete abutment, north side of siding track
- MP 35.0 ... House track, South side – building
- MP 35.4 ... Chip spur, chip loading equipment and cable
- MP 41.0 ... Main yard, water tank footings
- MP 45.0 ... Propane loading equipment, South side – No walkway
- MP 49.0 ... Chip track, chip loading equipment and cables

Chip Loading Tracks:

Trainmen are prohibited from operating any chip loading and/or moving equipment or connecting or disconnecting cables from chip cars.

Passenger trains: Passenger trains are prohibited from using chip tracks at Chinese Camp and Fassler for any movements.

Chinese Camp: Except the cars to be connected to cable pulling equipment. Trainmen must use extreme caution when making “joints” on cars on Chip Track, expecting them to move at anytime. Trainmen are prohibited from going between chip cars on the east side of the loading equipment to “make air” unless it is confirmed that the chip operator/loader has taken the winch “Out of Service” and that a “lock out” on the equipment has been installed. Expect the area around chip loading equipment to be fouled with spilled chips over rails and tow paths, including the main track.

Fassler: Chip loading equipment loads cars by pulling cars back and forth under a loading tower. Trainmen must use extreme caution when pulling loads from the west end of the chip loading track. Expect cars to move at anytime. Trains and/or locomotives may no operate under/through chip loading equipment due to cables and/or close clearances. Expect track at or near the chip loading equipment to be fouled with spilled chip over the rails and in toe paths.

Whistle/Horn Prohibition:

During the period between 21:00 hours (9:00 PM) and 07:00 hours (7:00 AM), answers to signals may not be given with whistles and/or horns. Answers to signals, if required, must be given by radio or with hand signals. Whistles may be used for crossing warning and emergencies as prescribed by the rules. This instruction applies to all trains, engines, and equipment operating on the Sonora Sub-Division East of MP 34.0.

2-way EOT Reference Chart

Trains operating on the following grades listed must be equipped with an operable 2-way End-of-Train (EOT) telemetry device (rear-end unit and head-end unit) or equivalent device. However, passenger trains do not require a 2-way EOT or equivalent device, provided that an Emergency Brake Application may be made from the last car in the train.

Direction	Beginning Mile Post	Ending Mile Post	Location
Westbound	49.0	38.5	Fassler to Rock Siding
Westbound	29.0	19.0	Keystone to Cooperstown

SON-SI-12.0 – TRACK NUMBERS/DESIGNATIONS:

Mile Post	Track No.	Name and/or Purpose
26.00	12600	Hetch Hetchy Jct. passing track
29.10	12910	Keystone passing track
29.15	12911	Keystone lumber spur
34.00	13400	Quinns spur
34.90	13490	Chinese station ramp track
35.00	13500	Chinese station house track
35.20	13520	Chinese SPI chip track
35.30	13530	Chinese SPI lumber track
38.80	13880	Rock siding (Sierra Rock plant)
41.00	14100	Jamestown main yard (<i>Railtown 1897 - All tracks</i>)
41.10	14110	Jamestown passing track (back track)
41.20	14120	Railtown 1897 Tri-dam building lead
44.70	14470	Lime Kiln (passing track)
45.00	14510	JS West Propane
48.60	14860	Coors (Benites distributing)
49.00	14900	Box factory spur - <i>MOW only</i>
49.10	14910	Passing track (South track)
49.15	14915	Main track (excess cars CP)
49.20	14920	Chip loading track
49.30	14921	Chip Tail track (old main track)
49.30	14930	Planing mill (lumber loading)

Valley Sub-Division:

Stations are in **ALL UPPERCASE BOLD**. Historic and/or abandoned stations are in ALL UPPERCASE NORMAL. Informal stations (known to crews, etc.) are in **Mixed case Bold**. Underneath each station, with the exception of stations located at the “End of Track” or at the beginning of a sub-division, is the mileage between the stations.

Mile Post	Rule 6.3	Radio Display MP 0.0 to MP 19.0 - 4343		Siding Feet
		West ↓	Stations East ↑	
19.0	YL	COOPERSTOWN (Siding) (End of Sub-Division) (3.0)		1,120
16.0	YL	WARNERVILLE (5.6)		663
10.4	TWC	PAULSELL (MOW Spur) (1.5)		75
8.9		Airport (2.9)		
6.0		Arnold (5.5)		
0.5	YL	Oakdale (SERA Office/Roundhouse) (0.5)		
0.0		OAKDALE (UPRR) SP Depot (End of Sub-Division)		Yard

VLV-SI-1.0 – MAIN TRACK AUTHORITY:

TWC between:

MP 2.0 and MP 19.0

Yard limits between:

MP 0.0 and MP 2.0 (Oakdale)

MP 15.5 and MP 16.5 (Warnerville)

MP 18.5 and MP 19.5 (Cooperstown)

VLV-SI-2.0 – MAXIMUM SPEED TABLE:

Maximum speed unless otherwise restricted by posted speed limit, track bulletin or train consist.

Maximum Speed:

<u>Eastward</u> , between MP 1.8 and MP 19.0 (Except as below)	MPH	
	PSGR	FRT
MP 0.0 and MP 1.0	30	25
MP 1.0 and MP 2.0	10	10
MP 1.0 and MP 2.0	15	15
MP 5.8 and MP 9.2	25	25
MP 9.2 and MP 10.5	20	15
MP 10.5 and MP 12.0	25	25
MP 12.0 and MP 13.0	20	15
MP 13.0 and MP 15.5	25	20
MP 15.5 and MP 16.5	15	15
MP 16.5 and MP 18.5	25	20
MP 18.5 and MP 19.0	15	15

VLY-SI-2.0 – MAXIMUM SPEED TABLE (Continued):

Maximum Speed: <u>Westward</u> , between MP 1.8 and MP 19.0 (Except as below)	MPH	
	PSGR	FRT
MP 19.0 and MP 18.5	15	10
MP 18.5 and MP 16.5	25	20
MP 16.5 and MP 15.5	15	10
MP 15.5 and MP 13.0	25	20
MP 13.0 and MP 12.0	15	15
MP 12.0 and MP 10.5	25	20
MP 10.5 and MP 9.2	15	15
MP 9.2 and MP 5.8	25	25
MP 2.0 and MP 1.0	15	15
MP 1.0 and MP 0.0	10	10

VLY-SI-3.0 – OTHER SPEED RESTRICTIONS:

Maximum Speed	MPH	
	PSGR	FRT
1. Turnouts and Sidings: All sidings	10	10
2. Misc. Speed Restrictions: None		

VLY-SI-4.0 – MAIN TRACK DESIGNATIONS:

VLY-SI-5.0 – RULES ITEMS:

Rule 1.14: Trackage at Oakdale is joint with Union Pacific Railroad (UPRR).

VLY-SI-6.0 – FRA EXCEPTED TRACKS: None

VLY-SI-7.0 – BUSINESS TRACKS: None

VLY-SI-8.0 – INDUSTRIAL LEADS: None

VLY-SI-9.0 – TONNAGE RESTRICTIONS: None

VLY-SI-10.0 – TRAIN MAKE-UP RESTRICTIONS: None

VLY-SI-11.0 – MISC. INSTRUCTIONS:

Crossing Warning Devices with Islands Circuits only:

The following crossing warning systems are equipped with “island” only circuits requiring trains to STOP and wait 20 seconds to establish that gates are down and functioning prior to entering crossings.

- MP 0.4 “J” Street, Oakdale – Corral track only
- Oakdale South Yosemite Avenue
- UPRR “E” Street, Oakdale
- UPRR “F” Street, Oakdale

Bridge and Equipment Weight Restrictions:

Cars and locomotive movements exceeding 300,000 gross pounds are not permitted over bridges at MP 17.5 without authorization from the Roadmaster.

Designated Repair Tracks:

The following locations are designated as “repair locations” where normally 49 CFR Part 232 repairs are done.

Oakdale.....All yard tracks

Fixed Derails:

Fixed derails must be set to prevent unauthorized movement of cars and/or locomotives when sidings are equipped with derails. Derails may not be used in place of handbrakes.

LOCATION OF FIXED DERAILS

Oakdale(Track 10040) Roundhouse lead.

Close Clearance:

Oakdale(Track 10050) Footing and toe paths.
MP 19.0Concrete abutment, North side of siding track

Whistle/Horn Prohibition:

During the period between 21:00 hours (9:00 PM) and 07:00 hours (7:00 AM), answers to signals may not be given with whistles and/or horns. Answers to signals, if required, must be given by radio or with hand signals. Whistles may be used for crossing warning and emergencies as prescribed by the rules. This instruction applies to all trains, engines, and equipment operating on the Valley Sub-Division West of MP 5.0.

Blue Flags - Passenger Train:

All certified passenger train crews are authorized to establish and remove blue flag protection on the Oakdale passenger depot track. Blue flag protection may only be established or removed after verification of the Blue Flag Registry located in the depot office in accordance with Special Ops Notice #1007001, dated 6 October 2006. Blue flag protection may only be removed when it has been verified that no employees are logged into the blue flag registry as working and/or servicing rolling equipment.

Proper Blue Flag procedures as outlined in GCOR Rule 5.13 MUST be in effect and in full compliance either with or without locomotives attached.

***Note:** The process of placing blue flags and effective locking devices on the depot track is only for protection against continually used devices and services such as electrical ground power. This process alone does not constitute authority for workers to foul equipment for maintenance and/or inspections. All workers and personnel must log into the Blue Flag Registry located inside the depot.*

VLY-SI-12.0 – TRACK NUMBERS/DESIGNATIONS:

Mile Post	Track No.	Name and/or Purpose
	30700	Sconza chocolate plant
0.00	10000	Main Line to Sonora
0.30	10030	Corral Track (Passenger Depot)
0.40	10040	Roundhouse Lead (shop track)
0.50	10050	Sconza chocolate plant lead to S. Yosemite Ave.
0.50	10051	Hill #1 (old AT&SF #7981)
0.50	10052	Hill #2 (old AT&SF #7982)
0.50	10053	Hill #3 (old AT&SF #7983)
0.50	10054	Team Track at Knox Road
0.50	10056	Rip Track #1 (dead storage)
0.50	10057	Rip Track #2 (dead storage)
10.50	11050	Paulsell (old Grape Spur) - <i>MOW only</i>
16.00	11600	Warnerville Passing Track
16.00	11601	Warnerville section crew spur - <i>MOW only</i>
18.90	11890	Cooperstown passing track
19.00	11900	Cooperstown wye - West leg
19.00	11901	Cooperstown wye - East leg

Union Pacific Railroad, Oakdale (Sierra Northern track numbers):

Mile Post	Track No.	Name and/or Purpose
	40000	Main line (Union Pacific, old Southern Pacific)
	40001	A. L. Gilbert Co. (main track)
	40005	Oakdale SP depot house track
	40006	Oakdale SP passing track ("G" to "H" street)
	40007	Con-Agra dock, track 1 (UP side)
	40008	Con-Agra dock, track 2 outside (UP side)
	40009	Sconza chocolate plant (UP side)
	40025	Montpieler line (Abnd - old SP East valley line)
	40050	Interchange – Sierra Northern Railway

*Be safe, stay alert, chances are
you won't get hurt.*

Riverbank Sub-Division:

Stations are in **ALL UPPERCASE BOLD**. Historic and/or abandoned stations are in ALL UPPERCASE NORMAL. Informal stations (known to crews, etc.) are in **Mixed case Bold**. Underneath each station, with the exception of stations located at the “End of Track” or at the beginning of a sub-division, is the mileage between the stations.

Mile Post	Rule 6.3	Radio Display MP 0.0 to MP 6.4 - 4343		Siding Feet
		West ↓	Stations East ↑	
6.3	YL	OAKDALE (End of Sub-Division) (0.3)		Yard
6.0		Oakdale (Con-Agra) (6.0)		
0.0	YL	Riverbank (End of Sub-Division)		Yard

RBK-SI-1.0 – MAIN TRACK AUTHORITY:

TWC between:

MP 1.0 and MP 5.3

Yard limits between:

MP 0.0 and MP 1.0

MP 5.3 and MP 6.3

Riverbank Industrial Complex, all industrial tracks

RBK-SI-2.0 – MAXIMUM SPEED TABLE:

Maximum speed unless otherwise restricted by posted speed limit, track bulletin or train consist.

Maximum Speed Between MP 0.0 and MP 6.4 (Except as below)	MPH	
	<u>PSGR</u>	<u>FRT</u>
	30	25

RBK-SI-3.0 – OTHER SPEED RESTRICTIONS:

Maximum Speed	MPH	
	<u>PSGR</u>	<u>FRT</u>
1. Turnouts and Sidings:		
All sidings	10	10
2. Misc. Speed Restrictions: None		

RBK-SI-4.0 – MAIN TRACK DESIGNATIONS:

RBK-SI-5.0 – RULES ITEMS:

Rule 1.14: Trackage is joint with Burlington Northern Santa Fe (BNSF) between MP 1.0 and the Yard Gate on the Ammo Lead.

Sierra Northern Trains ***must*** contact BNSF Riverbank Train Master (AAR Channel #5555) prior to proceeding west of MP 1.0 or proceeding into the yard Westbound from the Ammo Lead. Trains must remain clear of all crossing while waiting for instructions from BNSF. All trains must take the East leg of the Riverbank "Wye", BNSF Track #7955. Sierra Northern is not permitted to operate West of Switch #7955 on the West Leg of the Riverbank wye.

All Sierra Northern Trains, men and/or equipment will be governed by BNSF rules and Special Instructions in accordance with Rule 1.14 when operating between MP 1.0 and the Yard Gate on the Ammo Lead.

RBK-SI-6.0 – FRA EXCEPTED TRACKS: None

RBK-SI-7.0 – BUSINESS TRACKS: None

RBK-SI-8.0 – INDUSTRIAL LEADS: None

RBK-SI-9.0 – TONNAGE RESTRICTIONS: None

RBK-SI-10.0 – TRAIN MAKE-UP RESTRICTIONS: None

RBK-SI-11.0 – MISC. INSTRUCTIONS:

Crossing Warning Devices with Islands Circuits only:

The following crossing warning systems are equipped with “island” only circuits requiring trains to STOP and wait 20 seconds to establish that gates are down and functioning prior to entering crossings.

MP 6.3 Yosemite Avenue

Fixed Derails:

Fixed derails must be set to prevent unauthorized movement of cars and/or locomotives when sidings are equipped with derails. Derails may not be used in place of handbrakes.

LOCATION OF FIXED DERAILS

- Oakdale (Track 30590) West end of West Oakdale passing track
- Oakdale (Track 30590) East end of West Oakdale passing track
- Oakdale (Track 30601) West end of Pinto Bean track
- Oakdale (Track 30601) East end of Pinto Bean track
- Oakdale (Track 30602) West end Con-Agra loading dock track
- Riverbank ... (Track 30001) West end of BNSF interchange track
- Riverbank ... (Track 30001) East end of BNSF interchange track
- Riverbank ... (Track 22070) East end of Kiva’s rack track
- Riverbank ... (Track 22080) East end of Kiva’s center leased track
- Riverbank ... (Track 22090) East end of Dayton Superior’s track

Gates:

All trains and on-track equipment must stop short of gates crossing or fouling the tracks until it is established that gates are fully open and secured to allow safe movement. Gates are located as follows:

RIVERBANK INDUSTRIAL COMPLEX

- Ammo lead at Terminal St. (BNSF Yard) . Switch lock
- Ammo lead at Clam Road Contact security guard
- Ammo lead, Gate #8, inside Contact security guard
- Riverbank oil transfer – Entry gate Contact oil transfer

Close Clearance, Overhead and Side Obstructions:

RIVERBANK INDUSTRIAL COMPLEX

Oil Building Entrance door; Dock edge inside building
 Steel Building ... Both entrance doors; Dock edge inside building
 Track 21010 Open drainage East side is close to path
 Track 21050 Vent units on building

Whistle/Horn Prohibition:

During the period between 21:00 hours (9:00 PM) and 07:00 hours (7:00 AM), answers to signals may not be given with whistles and/or horns. Answers to signals, if required, must be given by radio or with hand signals. Whistles may be used for crossing warning and emergencies as prescribed by the rules. This instruction applies to all trains, engines, and equipment operating on the Riverbank Sub-Division East of MP 4.0.

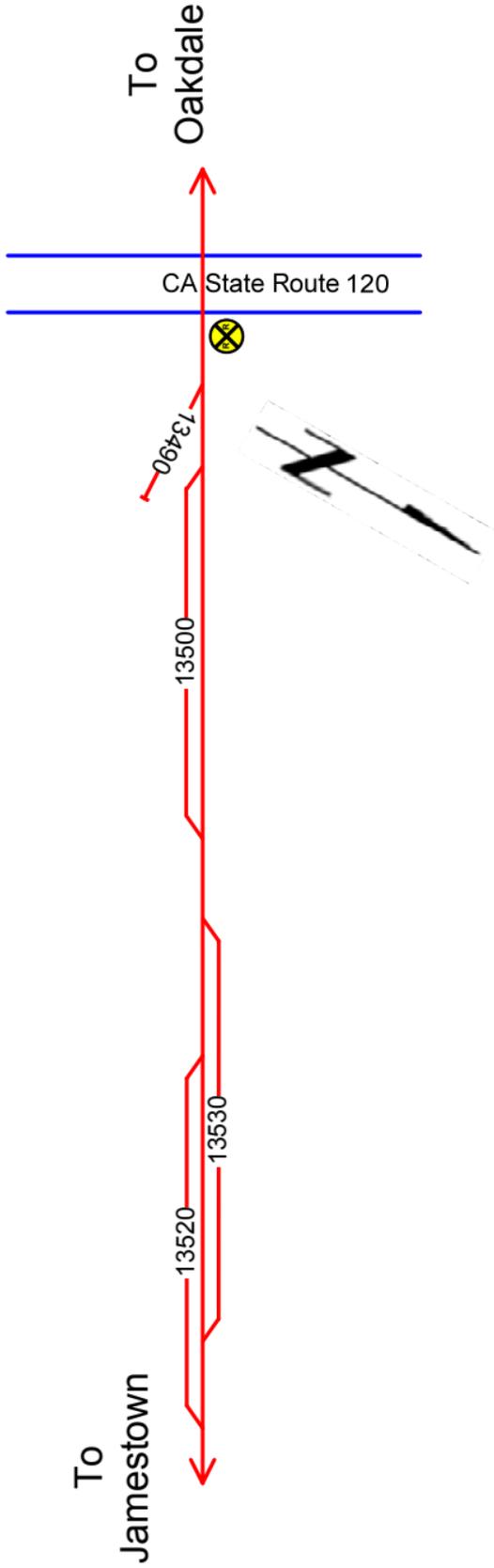
RBK-SI-12.0 – TRACK NUMBERS/DESIGNATIONS:

Mile Post	Track No.	Name and/or Purpose
0.00	30000	Main line (Oakdale to Riverbank)
0.00	30001	BNSF interchange track
0.00	30002	BNSF interchange track
5.90	30590	West Oakdale passing track
6.00	30601	Pinto bean track (Con-Agra)
6.00	30602	Can dock (outside track)
6.00	30603	Can dock (inside track)

Riverbank Industrial Complex (Ammo plant lead):

Mile Post	Track No.	Name and/or Purpose
	20000	Main line (BNSF yard to Gate 8)
	21010	"A" track (old outbound interchange)
	21020	"B" track (old inbound interchange)
	21030	Locomotive track
	21040	Oil building lead
	21041	Inside oil building (loading track)
	21050	Track along side of oil building
	21060	Dayton Superior (Steel) lead track
	21061	Dayton Superior (Steel) spot track
	22070	Kiva Energy rack track (unloading)
	22080	Kiva Energy center leased track
	22090	Dayton Superior
	22100	Kiva Energy lead (including tail track)
	22110	"Dink" building track (lead)
	23120	South storage track (lead)
	23130	South dock track (between buildings)
	23140	Inside South tail track
	23150	Outside South tail track
	23160	Cooling tower tail track (reverse move)

Chinese Camp Yard Map



Notes:

Feet to 1/10 of a Mile

Feet	1/10 of a Mile
528	0.1
1056	0.2
1584	0.3
2112	0.4
2640	0.5
3168	0.6
2696	0.7
4224	0.8
4752	0.9
5280	1.0

Speed Table

Min/Sec			MPH		
1	1	59	2	37	22.9
1	5	55.4	2	44	22
1	10	51.4	2	52	20.9
1	15	48	3	0	20
1	20	45	3	10	19
1	25	42.4	3	20	18
1	30	40	3	32	17
1	35	37.9	3	45	16
1	40	36	4	0	15
1	43	35	4	17	14
1	45	34.3	4	36	13
1	50	32.7	5	0	12
1	55	31.3	5	27	11
2	0	30	6	0	10
2	5	28.8	6	40	9
2	10	27.7	7	30	8
2	15	26.7	8	34	7
2	20	25.7	10	0	6
2	24	25	12	0	5
2	30	24	15	0	4

*Safety is a state of mind,
accidents are an absence of mind.*

Sierra Northern Railway Statement of Safety Policy

It is the policy of the Sierra Northern Railway that its operations be conducted in a safe manner.

As integral parts of this policy, the management of Sierra Northern Railway believes that:

- All injuries can be prevented.
- Management and employees at all levels are responsible for maintaining safe working conditions and preventing personal injuries.
- Carrying out work functions in a safe manner is equally as important as meeting deadlines, production schedules, and other non-safety criteria.

A Single Second

It takes a minute to write a safety rule.

It takes an hour to hold a safety meeting.

It takes a week to plan a good safety program.

It takes a month to put that program into operation.

It takes a year to win a safety award.

It takes a lifetime to make a safe worker.

But it takes only a second to destroy it all with one accident.

Take the time now to work safe and help your fellow employees to be safe.

