Modoc Northern Railroad Company
The Butte Valley Route

MODOC SUBDIVISION

Superintendent Instructions
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EFFECTIVE AT OOO1 TUESDAY, NOVEMBER 1, 2005

W. D. Blansett, Vice President Operations
B. A. Blansett, Executive General Agent
M. L. Bowens, Superintendent

C.W. Slater
Supervisor Locomotive
Engineers

M.W. McGrath
Agent – Tule Lake, CA.

P.F. Quintana
Dispatcher – System

Vacant
Roadmaster
Alturas, CA

S.J. Dahl
MGR. Frt. Acct. &
Claims

L.W. Schow
System Mechanical
Foreman

MODOC NORTHERN RAILROAD

Mile Post	Rule 6.3	Radio Display MP 552.9 to MP 445.6 – 1414 Texum – 4545 West ▼ Stations ▲ East	Station	Siding Feet
553.2	YL	TEXUM (6.1)	553	
547.1	TWC	STUKEL (9.2)	547	3666
537.7		MERRILL (4.7)	537	3660
533.2		HATFIELD (3.5)	533	4883
529.7		TULE LAKE (4.3)	529	2058
525.4		BNSF CROSSING (1.1)		
524.3		STRONGHOLD (18.2)	524	3648
506.1		PEREZ (20.7)	506	4905
485.4		AMBROSE (7.7)	485	3859
477.7		CANBY (19.4)	477	4936
457.4		ALTRUAS (18.3) T (YARD)	457	6197
445.6		END OF TRACK		

Time Zone in Effect
Pacific Time Zone and procedures for daylight saving time will be observed.

MAIN TRACK AUTHORITY

TWC between - MP 552.9 and 445.6

Yard Limits between – MP 553.2 switch at Texum Lead and MP 552.9

MAXIMUM AUTHORIZED SPEED FOR TRAINS

Between	All Trains
Texum and Altruas	40 MPH

EXCEPTIONS BETWEEN:

552.9 and 553.2	W	10 MPH
553.2 and 552.9	E	25 MPH
536.7 and 516.0		25 MPH
513.0 and 516.0		10 MPH
513.0 and 485.4		25 MPH
485.4 and 479.0		10 MPH
479.0 and 462.6		25 MPH
462.6 and 456.8		10 MPH
456.8 and 445.6		25 MPH

OTHER SPEED RESTRICTIONS

Maximum Speed

Thru siding and turnouts	10 MPH
Business Tracks	5 MPH

All movements in business tracks, spur tracks, industry tracks are to be made at **restricted speed**.

TRAIN DEFECT DETECTORS

% - MP 548.7	(#) – MP 520.2	% - MP 481.1
(#)- MP 546.2	(#) - MP 501.1	(#)– MP 473.3
(#)- MP 533.6	(#) - MP 489.6	(#) - MP 463.6

Symbol Represents

% Dragging equipment detector s with radio transmitted verbal indicator – talk on defect only.

(#) Hot box and dragging equipment detector station equipped with radio transmitted verbal indicator

TONNAGE RESTRICTIONS

Maximum Gross Weight: 2500 Tons

Grade Restrictions: On descending grades between: Ambrose MP 458.0 and Canby MP 479.0 the following table must be used to determine maximum speed.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Max. Speed:
Below 80	350 or less	10 MPH
80 thru 110	350 to 500	5 MPH
110 and over	250 or less	Retainers

A train that exceeds the table, one that experiences dynamic brake failure, or when the use of full dynamic brakes and an 18 pound brake pipe reduction will not control the train at allowable speed, the train must be stopped and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage reduced or retainers on all cars placed in operative position.

Train Make-up Restrictions

When operating on descending grades from Ambrose to Canby, trains must not exceed 27 axles of dynamic brake.

On ascending grades between designated limits, the amount of trailing tonnage behind a car must not exceed the tonnage listed in the "Coupler Limits Table".

Coupler Table		
Limits	**Standard**	**High Strength**
Canby to Ambrose	4700	7300
Perez to Ambrose	10000	13800

Each car is to be considered equipped with a standard coupler unless it is known the car is equipped with high strength couplers.

When train tonnage exceeds 3,600 tons, each of the first five cars behind the lead consist must weigh at least 50 tons. This restriction will not apply if train does not contain five cars that weigh 50 tons or more.

Movement at Restricted Speed

When required to move at restricted speed, movement must be made at a speed that allow 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**

When a train is required to move at restricted speed, 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.

Union Pacific Railroad Interchange:

Trains must contact Union Pacific dispatcher for permission to enter Texum Lead for entering Track # 14 leading into the Kalmath Falls Yard.

Trains must contact the Klamath Falls yard clerk for permission to enter the yard and track deliver and pick-up information.

Trains departing Klamath Falls Yard must contact the yard clerk for departing instructions and also contact UP dispatcher for permission to enter Texum Lead Track # and proceed to the MODOC Subdivision. Trains must report back to the dispatcher when they are clear of the Texum Lead.

All movements thru UP interchange are to be made at **restricted speed and 5 MPH or less**

Union Pacific Dispatcher Channel ----------4545
Union Pacific Yard Channel ----------1414
Union Pacific Yard Clerk Phone ----------541-883-6579

Lake County Railroad Interchange

Lake County Railroad operates jointly with MNRR in the Alturas Yard for pick up and delivery.
All train movements in the Alturas Yard MP 457 and Alturas proper are to be made at **restricted speed**.

Business Tracks

Track Name	MP	STA. #S
Spring Lake	550.3	550
Stukel	547.1	547
Hosley	543.8	544
Lost River	540.6	541
Merrill	537.9	538
Malone	536.0	536
Hatfield	533.2	534
Tule Lake	529.7	530
Tuber	527.7	528
Stronghold	424.3	424
Staley	522.0	522
Copic	520.3	520
Perez	506.1	506
Ambrose	484.4	484
Canby	477.7	478
Juniper	459.7	459
Alturas	457.4	457

BNSF CROSSING AT MP 525.4:
The BNSF crossing located at MP 525.4 is a signaled diamond crossing, signal are located at Tuber and Stronghold with signal located on both sides of the diamond crossover. Trains receiving a yellow approach must be prepared to stop at the next signal, which may be a red stop indication. If signal is red without the present of an approaching BNSF trains after a sufficient time, contact the MNRR clerk and be governed by the instructions on the release box, special instructions or other instruction and proceed in accordance with **Rule 9.12.3**

Tule Lake
Trains number 552 and 553 are local service trains operating between Tule Lake and Klamath Falls and Tule Lake and Alturas. Crews will go on duty at Tule Lake.
MNRR clerk office is located at Tule Lake and will issue switch list, track warrants and conduct general business from the Tule Lake location.
General Clerk Office 530-667-2500

Special Instructions

Hand Operated Main Line Switch

Employees operating a main line switch are individually responsible for the proper operation of the switch, including restoration to the normal position after use.

Normal position for a main line switch is lined and locked for the main line movement.

Employees receiving a track warrant authorizing operating of a main line switch must report to the dispatcher/clerk that all main lined switches operated have been restored to the normal position before final release of the track warrant. When a track warrant is issued to a train the dispatcher/clerk must confirm that both the engineer and conductor have initialed the SPAF as required.

SWITCH POSITION AWARNESS FORM (SPAF)

Employees operating main line switches shall complete a SPAF. Employees are responsible for the proper completion of the form. Entries made with respect to a specific main track switch must be recorded as soon as practical after the switch is reversed and as soon as practical after the switch is returned to its normal position before leaving the location. All information required on the SPAF must be entered before an employee reports clear of the track warrant. SPAF's are to be turned into the dispatcher /clerk at the end of their tour of duty along with their other required paper work.

Required Information
- Train ID . Date . Subdivision
- Employees Name (both engineer and conductor)
- Name and location of each main line switch operated
- Time switch was initially reversed
- Time switch was returned to normal
- Initials of employee handling the switch
- Engineer's initials for each entry
- Conductor's signature when form is completed

SPAF will be discussed during each job briefing