

RULE 843: Conductors of westward logging trains must secure information from dispatcher as to number of loads of logs they may expect to find on the McCloud pond track on arrival, and must pass on this information to their engineers.

RULE 865: Passengers will be carried in cabooses of freight trains east of McCloud, except to Pondosa and Burney.

RULE 869: Head end brakemen must ride head end of train at all times, except when necessary to comply with Rule 100, or when otherwise necessary in the performance of duties.

Except when extraordinary conditions require, trainmen will not ride on cars containing loads of logs.

RULE 921: Clearance orders will be transmitted by radio, using the same rules and repeating as by telephone. If there is a radio failure, crews will stop at nearest telephone and report to dispatcher. If radio is to be left unattended in either mobile or Engines, operator will check out, and check in when he returns. To conform with FCC regulations, it will be necessary when calling dispatcher to use call letters . . . KAU 988.

During an alert transmitters must not be used. Engineers will notify cabooses of an alert and also when the dispatcher gives the all clear.

AIR BRAKE INSTRUCTIONS

Southern Pacific Company's Air Brake Rules and Regulations governing train handling, operation and tests of air brake and signal apparatus, effective February 1, 1939, or reissues thereof, are in effect on lines operated by this Company, except insofar as they apply to equipment not used on such lines. Employees are required to familiarize themselves with, and be governed by, these rules.

RULE 2: Brake pipe pressure of 80 lbs. will be maintained on freight and mixed trains.

RULE 17: Retainers will be turned up as follows:

From Pierce to Mount Shasta, on loaded cars equipped with three-position retainers, such retainers will be turned to intermediate (45°) position.

On descending grades retainers will be used when necessary in judgment of conductor and engineer.

RULE 24(b): Rear end tests will be made as prescribed by Air Brake Rule 24(b) at all originating points where trains are made up (except at pond and air house when train has been inspected by carmen), Burney. See rule 24(c) for tests at other points.

Air hose couplings must be parted by hand. To permit them to pull apart is prohibited.

The use of any device to fasten the independent brake valve in release position is prohibited.

McCloud River Railroad Company

TIME TABLE No. 67

for the

McCloud River Railroad

To Take Effect June 15, 1964

At 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of Employees only,
and not intended for the use of the public. The Company
reserves the right to vary from this schedule as
circumstances may require.

S. E. MUMA
Superintendent

W. P. HEFLIN
Chief Dispatcher
McCloud, California

McCLOUD RIVER RAILROAD

Mt. Shasta and Burney

TIME TABLE No. 67

Capacity of Side Tracks	STATION AND SYMBOLS	Distance from McCloud and Station Number
Yard	BKWOTYP TOR-McCLOUD	0
Spur-6	Dry Creek	10
Yard, Lbr. Co.	Kinyon	13
Yard	WYP Bartle	18
Siding-30	Curtis	B-25
Siding-30	Obie	B-31
Spur-4	Spur 408	B-36
Spur-4	Ditch Creek	B-41
Siding-58	Cayton	B-47
Spur-7	Lake Britton	B-50
Spur-16	Arkrite	B-52
Spur to Mill	Lorenz	B-54
Junction Scott Line Siding-58 Siding-55	Y Berry	B-58
Junction Spur 700 Burney Yard	P R-Burney	B-61

Yard	McCloud	0
Switchback-34	Signal Butte	M-5
Siding-32	Pierce	M-8
Spur-3	Big Canon	M-10
Yard	PY Mt. Shasta	M-16

McCLOUD RIVER RAILROAD

Hambone and Pondosa

GREAT NORTHERN RAILWAY

Lookout

Capacity of Side Tracks	STATION AND SYMBOLS	Distance from McCloud and Station Number
Yard	McCLOUD	0
Yard	WYP Bartle	18
Spur-3	Car A	26
Siding-20	Hambone	31

McCRRR and G. N. RR Junction

Capacity of Side Tracks	STATION AND SYMBOLS	Distance from Lookout and Station Number
Siding-20	Hambone	BH-34
Spur-3	Chippy Spur	BH-30
Spur-Cinder Pit	Porcupine	BH-24
Siding-32	Lakin	BH-23
Siding-54	Camp Two	BH-17
Siding-37	White Horse	BH-11
Spur-3	Spur 526	BH-2
Yard	YP Lookout	BK-222

Pondosa Branch

Capacity of Side Tracks	STATION AND SYMBOLS	Distance from McCloud and Station Number
	Obie	B-31
Spur-8	Upper Yard	P-32
Yard	WP Pondosa	P-35

SPECIAL INSTRUCTIONS

RULE G: Rule G is amended to read as follows: The use of intoxicants or narcotics by employees subject to duty, or their possession or use while on duty, is prohibited.

RULE M: Employees are hereby warned that various structures in the McCLOUD yard will not clear a man on side of car or on top of car. These impairments are indicated by appropriate signs, and where so indicated, engines or cars must be brought to full stop before entering structure and trainmen are prohibited from riding cars into or out of such structure.

RULE 1: Standard clock is located at McCLOUD. Bulletin boards are located in dispatcher's office, McCLOUD. Pacific Standard Time is in effect on all lines operated by this Company.

RULE 4(B): The following are maximum speed limits for the districts shown:

Between MOUNT SHASTA and McCLOUD	15 MPH
Between McCLOUD and BARTLE	30 MPH
Between BARTLE and MP 26	20 MPH
Between MP 26 and MP BH 31	30 MPH
Between MP BH 31 and LOOKOUT	25 MPH
Between BARTLE and OBIE	20 MPH
Between OBIE and PONDOSA	20 MPH
Between OBIE and ARKRITE	25 MPH
Between ARKRITE and BURNEY	35 MPH

Crossing speed will not exceed 25 MPH where automatic crossing signals are installed.

Speed must be held under the above limits when necessary in the judgment of the conductor or engineer, or on account of weather, track conditions, or nature of loads in the train, or when prescribed by bulletin, slow order, or slow boards.

Speed of trains containing straight-side loads of logs must not exceed 25 miles per hour at any point.

RULE 9: Night signals will not be displayed under conditions which would create a fire hazard. Day signals displayed at night will be considered as night signals.

RULE 19: Engines at rear of trains between McCloud and Mount Shasta and engines running light will not be governed by Rule 19. Engines at rear of trains will have headlights displayed to the rear. Engines running light will have front and rear headlights displayed.

RULE 31: The whistle must be sounded at all places where required by rule or law, or to prevent accidents. Engine whistle signal 14(1) must be sounded for every public crossing at grade, except when train or engine is brought to a stop before reaching such crossing and flagged across.

Approaching crossings in McCLOUD, whistle signal 14(1) should be sounded sufficiently loud to warn road traffic, but, except in case of emergency, should not be prolonged or given in such a way as to cause unnecessary noise or disturbance. Trains or engines will be brought to a stop and flagged across Highway 89 crossing, McCLOUD, after 10:00 P. M. and before 7:00 A. M.

The following will govern operation over highway crossings when crossing signals become inoperative.

All trains must be brought to a full stop short of highway. Trainman will station himself at the center of the crossing and flag any highway traffic approaching. If and when clear, signal to proceed will be given, which will be acknowledged by two short blasts (No. 14g). Immediately train is in motion, crossing whistle signal 14(1) will be sounded and prolonged until train has fully occupied the crossing. Bell must be rung before start is made and kept ringing continuously until train has cleared the crossing.

Whistle signal 14(1) will be sounded on approaching track gangs at work, and at other points other than public crossings for which whistle posts have been installed.

Whistle signal 14(1) will be sounded by engineers of trains operating flangers, to call attention of flanger operators to locations of switches, frogs, crossing planks, or other obstructions.

RULE 72: Westward trains are superior to trains of the same class in the opposite direction.

RULE 73: Motor cars are inferior to extra trains in both class and direction.

RULE 83: Train registers are located at McCLOUD and BURNEY. All trains originating at McCLOUD must register at McCLOUD and all trains originating at BURNEY must register at BURNEY.

RULE 93: Yard limits have been established as follows:

MT. SHASTA: To yard limit sign east of east wye switch.

McCLOUD: From yard limit sign west of oil spur switch to yard limit sign east of Ash Creek Junction.

BARTLE: From yard limit sign west of Bartle to yard limit sign on main line east of Burney Line Junction switch, and to yard limit sign on Burney Line east of Highway 89 crossing.

HAMBONE: From yard limit sign west of Hambone to yard limit sign on Great Northern Ry. Co. track east of east passing track switch.

OBIE: From yard limit sign west of Obie to yard limit sign east of Obie on Burney Branch. Pondosa yard limit sign 1000 feet west of balloon switch.

RULES 93 and 99: Trains stopped within yard limits will not protect against approaching trains, except when necessary in the judgment of the conductor or engineer. Responsibility for having train under control when approaching yard limits, expecting to find main track obstructed and prepared to stop short of obstruction, is placed upon the approaching train.

The following are special instructions bulletined to Southern Pacific Company employees, effective August 29, 1949:

"At Mount Shasta, switching movements to or from McCRRR tracks 1, 2, 3 or 4, when made through the connection from passing track to McCRRR main track, may be made without flag protection after ascertaining there are no movements being made by the McCRRR engines west of the California State Highway. Movements on west leg of wye McCRRR track must not be made without proper flag protection."

In addition to observing governing provisions of Rule 93, McCLOUD River engines or cars must not be moved west of California State Highway until it is known that there are no S. P. engines operating on McCLOUD River tracks.

RULE 103: All trains or engines must flag across Highway 99 crossing at Mount Shasta when automatic flagman is inoperative. Engines or trains must not be allowed to stand at Mount Shasta so as to cause unnecessary operation of the automatic flagman, but must be moved outside the electric control limits.

When switching over public crossings at grade, a member of the crew must protect the crossing, except when engine is in the lead.

RULE 104: Crews working in immediate vicinity of main line switches, McCLOUD yard, may leave such switches lined for leads and side tracks as necessary, and adjacent derailleurs in non-derailing position, but when this is done switches must be secured by open lock in handle hasp. Other crews must approach main line switches expecting to find them lined for leads and side tracks, and after using must leave them as found. Yard crews on leaving McCLOUD yard, or when tying up for meals or at end of day, must leave all main line switches lined for main line, and locked, and adjacent derailleurs in derailing position.

Normal position of junction switch, McCLOUD, will be for Mount Shasta line.

East and west yard track switches taking off lead at McCLOUD runaround yard, will be left lined for the outside (No. 4) track.

Normal position for junction switch at Obie will be lined for Burney. There will be no normal position for junction switch at Bartle. When target is green, switch will be lined for Burney.

RULE 104(B): Centralized traffic control is in effect on Southern Pacific main and passing tracks at Mount Shasta, including turnouts leading therefrom. All McCloud River Railroad Company employees operating in the Mount Shasta yard will be required to pass Southern Pacific Company examinations on centralized traffic control rules. Circuits governing CTC controlled tracks must not be fouled without prior permission from Southern Pacific Company dispatcher.

RULE 201: High-Rail cars and all track cars will be operated under clearance orders. Red tail lights or red lantern will be displayed to the rear after sunset and will serve as markers. White indicators will not be displayed.

RULE 206: Track motor cars will be designated by prefix "M/W," rail cars by "R/C."

RULE 825: At McCloud, on west yard and machine shop tracks, hand brakes will be set as follows: On six cars or less left coupled, all hand brakes; on more than six cars left coupled, not less than half the total number of hand brakes in each cut left coupled, to be so distributed that there will be at least two hand brakes set in the center of cut, at least two on the upper end, and the greater proportion, but not less than two, on the

downgrade end. Any employee releasing any of these brakes must set as many others to replace them.

At Lookout, one hand brake will be set on east end of the cars when leaving cars on the passing track at Lookout.

Cars spotted singly on McCloud house track or on Pondosa upper yard tracks will be blocked with metal car stops provided, and hand brakes set. When two or more cars are left coupled on any of these tracks, hand brakes must be set on all cars and stop block applied to car at the downgrade end.

All hand brakes must be set after train or cut of cars has stopped; hand brakes except power type must be set with brake club.

When switching on east yard Shed Tracks Rip 6, 1, 2, 3, 4 and 6, McCloud, cars or cuts of cars to be stopped must be shoved to a full stop with engine attached, and hand brakes secured before engine is cut off. Reliance must not be placed on hand brakes to control moving cars or cuts of cars on these tracks.

RULE 827: Running inspection will be made of all trains leaving Mount Shasta, McCloud, Lookout and Burney.

RULE 833: Loaders, or engines in rental service operating under trackage rights or tariff provisions, will be moved over the tracks of this company only under regular clearance orders.

