

INSTRUCTIONS

- 1) Each shift before using engine, will use the appropriate form, checking oil, water, lights, brakes, piston travel and other noted check points, signing and making out the report.
- 2) At the end of the shift the crew will use the same form noting any defects of equipment and repairing this time and experience allow.
- 3) Reverse levers will be removed, main electric switch pulled, cab and windows locked except during freezing weather, then the engine will be left running.
- 4) Train orders are not required, engineer will call before leaving Hood River Terminal, on the radio to the section crew so they can get into the clear. If the section crew is not working, conductor will check with the depot before leaving Hood River Terminal.
- 5) Crew will observe track conditions, and be on the lookout for slides, rocks, pedestrians, livestock.
- 6) Freight crews will check refrigerator car settings, fuel, and temperatures before setting into shippers dock, and again after it is loaded before starting refer motor.
- 7) When pushing freight or passenger cars over public crossings, all movements will be protected.
- 8) Engineer will perform a brake test at the initial terminal, and as cars are added or deleted.
- 9) When in the judgement of the conductor or engineer the use of retaining valves are needed, or when the engine does not have pressure maintaining features on freight train, retaining valves will be used and set in heavy holding position, operating rules of the Mount Hood Railroad cover this procedure, be familiar with them and comply.
- 10) Pacific time, official clock, depot clock
- 11) Hazardous materials will be handled according to operating instructions rules.

MOUNT HOOD RAILROAD TIME TABLE NO. 2

SAFETY FIRST

EFFECTIVE DATE 08:00 A.M. April

April 1, 1988

All Mount Hood Railroad Employees
Will Be Governed By The Rule Book
And The Time Table Of This Railroad.

This Time Table Is For Government
Use And For The Information Of
Its Employees.

Jack Mills	President
Kari Simmons	General Manager
Freight Phone	386 1377
Passanger Phone	386 3556

Mount Hood Railroad

Timetable NO. 2

Track No.	Station	West	East	M.P.
109	Hood River U.P. # 1	West		0.0
113	Hood River U.P. # 2	West		0.0
600	Mount Hood Main			0.0
601	Transfer # 1	East		0.0
602	Transfer # 2	East		0.0
110	Switchback	Main		2.9
	Pinegrove	Main		5.6
701	Wells & Sons	East		5.6
702	Surburbane Propane	West		5.6
704	Diamond Fruit	West		5.6
705	Duckwall/Pooley Fruit	East		5.6
	Denz	Main		7.4
707	Hannels Neal Creek Dock	East		7.4
708	Hannels Chip Track	West		7.4
	Odell	Main		3.5
70901	Stadelman Fruit	East		3.5
70902	Duckwall/Pooley Fruit	East		3.5
710	Hannels Main Dock	West		3.5
711	Diamond Central Fruit	West		3.5
712	Storage Track Odell	East		3.5
713	Diamond Fruit	West		3.5
	Dee	Main		15.5
714	Dee Forest Products	East		15.5
715	Dee Run-a-round	East		15.5
	Parkdale	Main		21.1
716	Run-a-round	West		21.1
717	Run-a-round	East		21.1

Yard Limits Are Continuous From Hood River To Parkdale.

Speed Limit Passanger Train	15 mph.
Speed Limit Freight Train	10 mph.

SPEED RESTRICTIONS

Location	mph.
Between mile posts 0.0 and 1.8	15
Between mile points 1.3 and 2.1	10
Between mile points 2.1 and 2.8	15
Between mile points 2.8 and 3.7	10
Between mile points 3.7 and 15.3	15
Between mile points 15.3 and 16.2	10
Between mile points 16.2 and 21.1	15

Close Clearances:

The Following Locations Have Close side Clearances:

701 Wells and Sons
704 Diamond Fruit
705 Duckwall Pooley
707 Hannels Neal Creek Dock
70901 Stadelmans
70902 Duckwall Pooley
711 Diamond Central inside dock
713 Diamond Fruit
714 Dee Forest Products inside dock
716 Parkdale runarounds
717 Parkdale runarounds

Engineers are to varify accuracy of speed indicator, must be acurate within three mph.

SPEED TABLE

Time per mile	Mile per Hour
4 minutes	15
5 minutes	12
6 minutes	10
7 minutes	8.6
8 minutes	7.5
10 minutes	6
12 minutes	5