

rolling inspection by outbound crew unless the entire train has received a predeparture inspection by crew or by Mechanical Department employee.

RULE 622. SAFETY RULES

Trainmen and enginemen must have a copy of the Safe Work Practices booklet. Employees must adhere to the safe work practices described in the booklet and the following additions:

1. All employees, except those working exclusively in offices, must wear shoes that affords maximum protection while on duty. Open-toed, canvas, lounging and jogging-type shoes or any shoes that are constructed with a continuous flat sole are prohibited.
2. Employees must expect the movement of trains, engines or cars at any time, on any track, in any direction.
3. Employees must not get on equipment except when required in the performance of their duty.
4. Crew members must forbid unauthorized employees from getting on and off moving equipment.
5. Employees are prohibited from getting on roof of cars except when necessary to make repairs, seal, inspect or service them.
6. Crew members must not be on open top cars which are in the process of being loaded or unloaded, or ride on open top cars which are known to be partially loaded or unloaded.
7. Employees must not place any part of their body between lading and end or side of car.
8. When equipment is moving over street crossing or in a street, employee must not ride on sill steps.
9. Employees must not step on rail, switch or frog.

RULE 623. AIR BRAKE RULES

Each employee whose duties are prescribed by these rules must have properly inserted in their General Code of Operating Rules that section labeled "Air Brake Rules" numbered 901 through 925.

RULE 624. INSTRUCTIONS FOR TRAIN DISPATCHERS AND CONTROL OPERATORS

Current rules and instructions in effect is dated April 26, 1987.

RULE 631. OPEN TOP LOADS

Items (1), (2) and (3) only apply when train's make up and length will permit.

RULE 922. HELPER ENGINE

Exception is when going through the switch-back at Signal Butte, The engineer of the leading engine, by agreement with the helper engineer, may retain control of the train air brakes.



**"SAFETY
& PRIDE"**

McCLOUD RAILWAY COMPANY

TIMETABLE

2

Effective Sunday, September 19, 1993

At 12:01 A.M.

PACIFIC DAYLIGHT TIME

J.E. Forbis
President & General Manager

G.C. Davis
Manager of Operations

MT. SHASTA LINE

CAPACITY OF SIDE TRACKS	STATION AND SYMBOLS	MILEPOST
Yard	BCKQTWY McCLOUD	0
Switchback 2861'	SIGNAL BUTTE	M-5.1
1717'	PIERCE	M-7.2
Yard	Y MT. SHASTA	M-15.2

MAXIMUM AUTHORIZED SPEED FOR TRAINS

Between McCloud and Mt. Shasta.....15
On Other than Main Track.....10

RULE 351. CENTRALIZED TRAFFIC CONTROL

Centralized Traffic Control is in effect on Southern Pacific main and passing tracks at Mount Shasta, including turnouts leading therefrom. Circuits governing CTC controlled tracks must not be fouled without authority from the SP Dispatcher by calling 1-800-767-3848 extension 6043.

BURNEY LINE

CAPACITY OF SIDE TRACKS	STATION AND SYMBOLS	MILEPOST
1,328'	TWY BARTLE	18
W 495'	CURTIS	B-25
1,717'	OBIE	B-31
W 10,000'	PONDOSA	B-31.4
W 137'	SPUR 408	B-36
W 435'	DITCH CREEK	B-41
1,740'	CAYTON	B-47
W 282'	LAKE BRITTON	B-50
E 10,000'	LORENZ	B-54
2,697'	TY BERRY	B-58
	BURNEY	B-61

MAXIMUM AUTHORIZED SPEED FOR TRAINS

Between M.P.B-20 - M.P.B-25.....25
Between M.P.B-25 - M.P.B-27.6.....20
Between M.P.B-27.6 - M.P.B-28.....10
Between M.P.B-28 - M.P.B-31.....20
Between M.P.B-31 - M.P.B-52.....25
Between M.P.B-52 - M.P.B-58.....30
Between M.P.B-58 - M.P.B-62.....10
*Across Burney Creek Bridge.....3
*Across Goose Valley Creek Bridge.....3
*Crossing speed must not exceed 25 MPH where automatic crossing signals are installed.

HAMBONE/LOOKOUT LINE

CAPACITY OF SIDE TRACKS	STATION AND SYMBOLS	MILEPOST
YARD	BCKQTWY McCLOUD	0
W 171'	DRY CREEK	10
1,328'	TY BARTLE	18
1,032'	HAMBONE	31 BH-34
W 130'	CHIPPY SPUR	BH-30
W 850'	PORCUPINE	BH-24
W 325'	LAKIN	BH-23
W 260'	CAMP TWO	BH-17
W 850'	WHITE HORSE	BH-11
W 195'	SPUR 526	BH-2
YARD	TY LOOKOUT	BH-0

MAXIMUM AUTHORIZED SPEED FOR TRAINS

Between M.P. 0 - M.P.2.6.....15
Between M.P. 2.6 - M.P. 18.....30
Between M.P. 19.7 - M.P. BH-31.....20
Between M.P. BH-31 - M.P. BH-11.....12
Between M.P. BH-11 - M.P. BH-0.....15
Across McCloud scales.....3
Within yard limits McCloud during
hours logging trucks are operating.....15
On other than main track.....10

SIERRA BRANCH

CAPACITY OF SIDETRACKS	STATION AND SYMBOL	MILEPOST
	Y SIERRA	S-7
2,697'	TY BERRY	B-58

MAXIMUM AUTHORIZED SPEED FOR TRAINS

Between M.P.B-58 - M.P. S-7.....20

EXPLANATION OF CHARACTERS

B: General Orders/Bulletins
C: Office of communication
K: Standard Clock
Q: Radio Base Station
T: Turning Facilities
Y: Yard Limits

SPECIAL INSTRUCTIONS

SPEED OR PLACEMENT RESTRICTIONS

MCR 553 (VIP Cab) must be placed as last car of train.
 MCR 70 (Orton Crane).....15MPH
 A locomotive that is NOT listed in the following tables must NEVER be operated in a train unless it is specifically authorized by a train dispatcher. Authorization must include the maximum speed.

LOAD LIMIT

Maximum Load Limit.....263,000 pounds
 Unless authorized by the General Manager, heavier loads will not be handled.

Number	Max.Speed	Starting T.E.	Weight
38	35MPH	95,000	380,000
39	35MPH	95,000	380,000

ADDITIONS AND REVISIONS TO THE GENERAL CODE OF OPERATING RULES

RULE B.

Following is added:

Operations on the trackage of the McCloud Railway will be governed by the General Code of Operating Rules, Second Addition, effective October 29, 1989.

RULE 10. TEMPORARY RESTRICTIONS

Rule No.10 is in effect and is replaced in its entirety by the following rule:

When track is unsafe, or is to be made unsafe for the passage of trains at maximum authorized speed, but is safe for reduced speed, YELLOW FLAG must immediately be placed to the right of track in direction of approach at point of restriction.

A GREEN FLAG must be placed to the right of each track, in direction of approach, immediately beyond segment of track over which speed must be reduced. Instructions regarding track conditions must give the definite limits of the track or structure over which the speed of trains must be reduced and specify the speed at which trains may run.

YELLOW FLAGS, RED FLAGS, RED LIGHTS and GREEN FLAGS must be placed to the right of main track in direction of approach, and will not apply to the track on which the train is running if displayed beyond the first rail of adjacent track.

Flags may be of cloth, metal or other suitable materials. Trains must not exceed the speed specified by train order or timetable bulletin.

A GREEN FLAG will be displayed to the right of each track at limit of restrictions, and trainman will notify engineer after rear of train has passed the GREEN FLAG.

RULE 81. INITIATING MOVEMENT

Is revised to read:

Before initiating movement on a track, a crew member must ascertain from the train dispatcher any track conditions that will affect their movement. Track

conditions that are received will be in effect for the entire tour of duty unless cancelled by the dispatcher.

RULE 99. FLAGGING RULE

Specified flagging distance:

MAXIMUM SPEED FOR ANY TRAIN	FLAGGING DISTANCE
35 MPH or less.....	1 Mile

RULE 103 (F) . BLOCKING CROSSINGS

Is revised to read:

A public crossing must not be blocked longer than 10 minutes when it can be avoided.

McCloud Railway engines or cars must not be moved west of Mt.Shasta Blvd. until it is known that there are no SP engines operating on McCloud Railway tracks.

RULE 103 (L) . SECURING CARS OR ENGINES

Following is added:

When hand brakes are required, a sufficient number of hand brakes, but not less than two where there are two or more cars, must be applied.

When practicable to do so, when single cars are set out for other than loading or unloading purposes, they must be left coupled to other cars already set out or on tracks protected with derails, rail skids, facing point switches or ascending grade toward main track.

When spotting singly the 966 flat, car must be blocked at the downgrade end with the metal stop provided and the hand brake set.

McCloud (West yard and machine shop tracks). When cars are left standing, 50% of all loads and 33% of all empties in each cut of cars must have the hand brakes set.

Except in preparing train for departure, employee releasing any of these brakes must apply an equal number to replace them.

WHEN AN ENGINE IS LEFT UNATTENDED

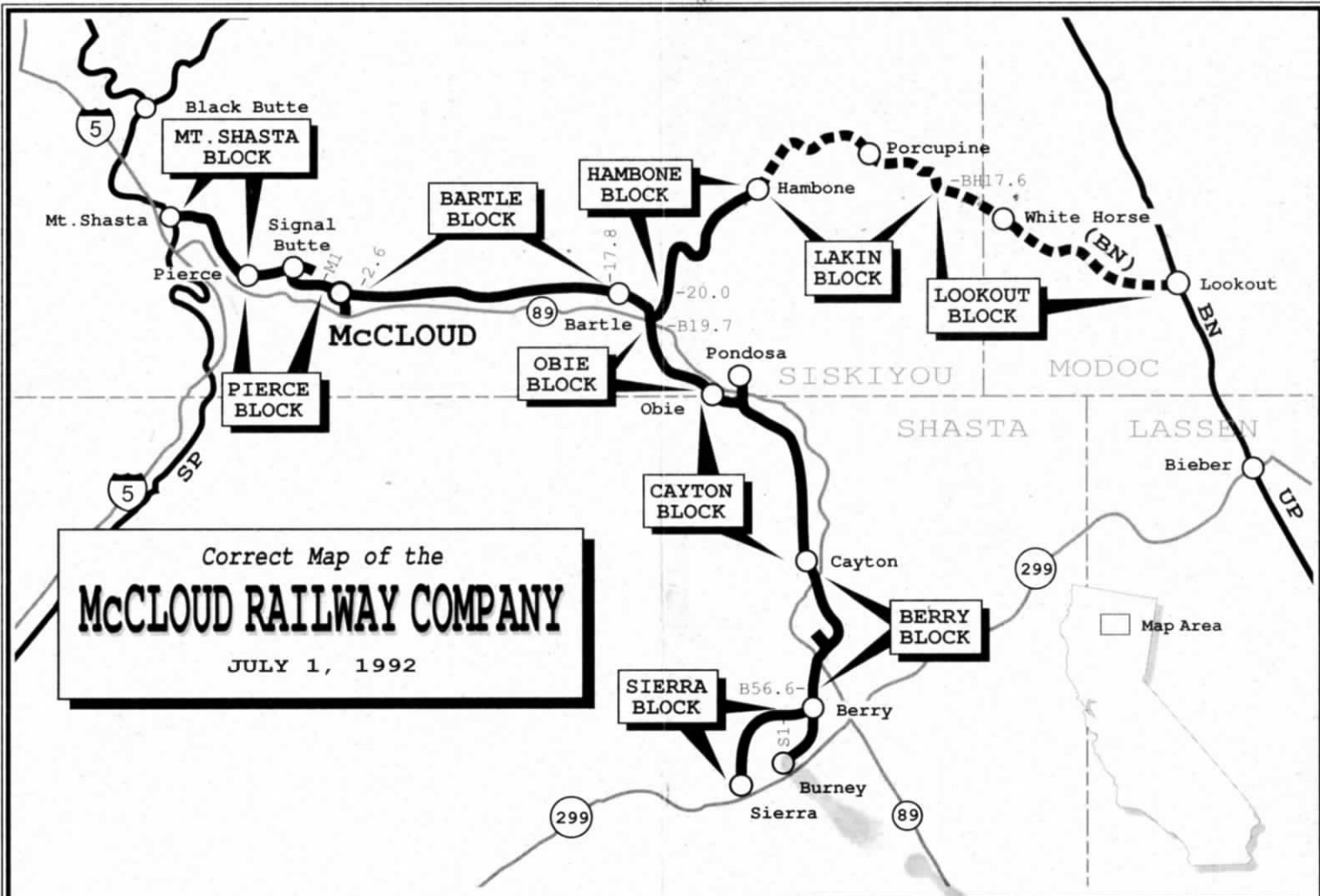
- (1) Reverser must be removed.
- (2) Generator field switch off.
- (3) Hand Brake must be fully applied.
- (4) Independent brake and automatic brake must be released to ensure engine is secure and then fully reapplied.
- (5) Cab doors and windows must be locked, if so equipped with locks.
- (6) When engine is shut down, open battery switch and turn radio circuit breaker off.

IN ADDITION, when engine is left at McCloud shop:

- (1) Engines will be left outside and shut down when;
 - a. Weather permits.
 - b. During all weekdays except Friday.
- (2) Engines must be put away inside shop when;
 - a. Weather is bad. (Rain or snow)
 - b. Friday jobs. (Put engine away for weekend.)
 - c. Requested by train dispatcher, master mechanic or superintendent.

RULE 104 (B) . MAIN TRACK SWITCHES

Normal position of the junction switch, McCloud, will be for either West or East.



RULE 104 (M) . APPROACHING MOVEMENT

Following is revised to read:

When making yard movements on any work lead or an adjoining track, the movement will have the right to move on the track for which the switches are properly lined. If switch is lined against the movement, or for an adjacent connected track, the movement must not proceed until it is safe to do so. Position of the switches will govern the right of movement regardless of whether switches are spring, rigid or variable.

RULE 480. DIRECT TRAFFIC CONTROL DESIGNATED LIMITS

West M.P.	Block Name	East M.P.
M-14.6	Mt.Shasta	M-7.5
M-7.5	Pierce	M-1
2.6	Bartle	17.8
19.7	Hambone	31.4
31.4	Lakin	BH-17.6
BH-17.6	Lookout	BH-1
B-20.0	Obie	B-30.2
B-30.2	Cayton	B-47.5
B-47.5	Berry	B-56.6
S-1	Sierra	S-5.6

RULE 483. RELEASING DTC BLOCK AUTHORITY

Following is added:

If a DTC Block cannot be released by radio, the

DTC Block form will be completed showing the time the train cleared the DTC Block as the released time. The DTC Block form will be placed in the designated location before ending tour of duty.

RULE 486. WORK AND TIME AUTHORITY

Following is added:

When joint work and time is authorized, movement can be made at authorized track speed only when there is an understanding between all those holding joint work and time of their specific location and the distance between them is no less than two miles.

RULE 616. HAZARDOUS MATERIALS

Following is added:

Each employee whose duties are prescribed by these rules must have in their possession the booklet titled "INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS."

RULE 616 (A) . TRAINS HANDLING HAZARDOUS MATERIALS

New rule is added:

Trains handling cars placarded "EXPLOSIVES A", "POISON GAS," "RADIOACTIVE" or tank cars containing a product classified as FLAMMABLE GAS or the individual commodities ANHYDROUS AMMONIA, CHLORINE, HYDROGEN CHLORIDE, HYDROGEN FLUORIDE or SULPHUR DIOXIDE, must be given a