

Feather River Rail Society

Portola Railroad Museum

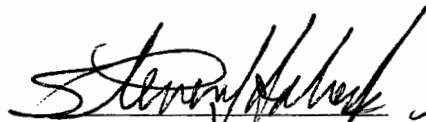
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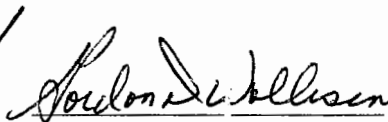
To All Train and Engine Crews

Effective immediately, the following instructions will apply:

1. When necessary to clear Rip Track #1, it is permissible to pull the entire track at one time; however, air brakes must be cut in and trainline charged prior to any movement. If any equipment with an inoperative train air system (such that train air cannot be cut in to or passed through the equipment) is located on Rip Track #1, this equipment must be handled at the end of the cut, away from the locomotive, and set out on another track, so that the trainline can be cut in on the entire remaining cut on Rip Track #1.
2. When returning cars and/or engines to Rip Track #1 after the track has been cleared, no more than eight (8) cars and/or engines shall be handled in the first movement down Rip Track #1, to the east end. In addition, train air shall be cut in and charged on this entire movement, and a minimum of five (5) cars and/or engines in this movement shall have operational air brakes. Radios, if used, shall be tested prior to commencing the movement into Rip Track #1, and switchmen shall position themselves such that they are in clear view of the engineer, as well as the end of the movement, in order to give hand signals in the event of radio failure.
3. Once the first cut has been spotted, a minimum of two hand brakes shall be set and the entire cut placed in emergency by cutting off the locomotive. Switchmen will verify that brakes are set per the requirements of (2) above. The remainder of the equipment to be placed in Rip Track #1 may then be handled, with the trainline cut in and charged, and radios checked, per items (1) and (2) above, as necessary to complete the switching.



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