

Nevada Northern Railway Co.



TIMETABLE

72

EFFECTIVE SUNDAY, OCTOBER 30, 1977

AT 12:01 A.M.

PACIFIC STANDARD TIME

For the government and
information of employees only

Nevada Northern Railway Company

East Ely, Nevada 89315

J.P. WHITMORE, JR.

General Superintendent

D.K. THOMAS

Auditor and Freight
Claim Agent

J. PICCININI

Traffic Manager

R.L. BISHOP

Asst. Purchasing Agent

C.W. STORK

Trainmaster

G.V. RICCI

Shop Foreman

F.V. WORKMAN

Car Foreman

E. MARTINEZ

Roadmaster

J.M. WHITEHURST

Chief Dispatcher

Nevada Northern Railway

Approximate Capacity of Sidings in car lengths, location of Telephones, Scales, Water, Fuel and Turning stations.	TIME TABLE NO. 72		Mile Post
	Effective _____		
	STATIONS		
Yard PY	COPPER FLAT		148.0
	1.9		
30 P	KEYSTONE		146.1
	2.1		
51 P	LANE		144.0
	4.9		
Yard POY	DN-R	EAST ELY DS	139.1
	2.6		
Spur P	MOSIER		136.5
	1.5		
5	J&M Pass		133.8
	5.4		
Yard PY	MCGILL JUNCTION		128.4
	8.1		
26	GLENN		120.3
	12.3		
8	WARM SPRINGS		108.0
	7.8		
44	RAIFF		100.2
	8.9		
36 P	CHERRY CREEK CK		91.3
	10.9		
24	GREENS		80.4
	9.4		
34	GOSHUTE		71.0
	8.0		
31 PY	CURRIE C		63.0
	10.1		
8	MIZPAH		52.9
	12.4		
8	DOLLY VARDEN		40.5
	9.5		
24	DECOY		31.0
	12.5		
Yard PI	SHAFTER W.P. CROSSING FA		18.5
	18.5		
Yard Y P	COBRE SN		0.0

Northward trains are superior to trains of the same class in the opposite direction.

Note carefully "Speed Restrictions"
"Special Rules and Instructions,"
and other general information

All trains must obtain clearance card (Form 2643)
before leaving their initial station,
when there is an operator on duty.

Nevada Northern Railway

McGill Branch

Distance from McGill Junction	TIME TABLE NO. 72	Distance from McGill
	Effective _____	
	STATIONS	
0.0	McGILL JUNCTION 2.6	2.6
2.6	D McGILL Cx	0.0
	(2.6)	

Mill Branch

Capacity of sidings in ore car lengths and location of Tele- phones, Scales, Wa- ter, Fuel and Turn- ing Stations.	Distance from Hiline	TIME TABLE NO. 71	Distance from Mill
		Effective October 29, 1967	
		STATIONS	
30 P	0.0	HILINE 3.7	9.1
30 P	3.7	LAVON 3.9	5.4
Y	7.6	ADVERSE 0.6	1.5
Yard	8.2	QUARRY 0.2	0.9
Yard	8.4	CANNON 0.7	0.7
Yard P	9.1	MILL	0.0
		(9.1)	

Spur Tracks

Mile Post	STATIONS	Length in Feet from Clearance
136.5	MOSIER	1334

The Company reserves the right to vary
From this Time Table at pleasure.

General Notice

All employees whose duties are governed thereby, must be provided with copy of "Rules and Instructions," in effect.

Observance of rules is essential to the protection of property and the safety of passengers and employees.

Employees in accepting employment assume its risks. Each employee is required so far as possible, to be responsible not only for his own safety, but the avoidance of injury to others.

Speed Restrictions

The Speed Restrictions listed below apply to the movement of all trains and engines.

Between Cobre and Hiline	25 MPH
McGill Branch	25 MPH
Cannon to Copper Flat	30 MPH
All Sidings and Yard Tracks	10 MPH

NOTE— Loaded Ore Trains will not exceed 20 miles per hour at any point from Copper Flat to East Ely.

Between MP 64 and MP 65 trains and engines must not exceed 15 miles per hour.

Registering Stations

East Ely

* McGill

* Hiline

*When instructed so to do.

Special Rules and Instructions

1. All trains and engines must move within yard limits under control, so they may stop, at any time and avoid accidents. Transportation Rule 93.

2. All trains and sections thereof must approach stations and side tracks under control so it will not be possible for them to strike any train standing between the station switches. In such cases the responsibility for accident will rest upon the following train, but this will not in any way relieve the forward train from strict compliance with Transportation Rule 99.

3. Great care must be exercised in movements within yard limits at Copper Flat.

Manual Block Signals, Copper Flat Yard: Normal position of these signals is "STOP" position. When no signal tender is on duty, trains will flag through the blocks.

4. For a distance equal to 14 car lengths, the tracks in Ore Yard, Copper Flat, are on a 1% grade descending to Yard Office. In case it becomes necessary, at any time, to cut off 14 cars, or less, from rear of train on any of these tracks, set a sufficient number of hand brakes to hold cars from running out of yard.

5. Caboosees must not be handled in switching or making up trains. Caboosees set out on caboose track Copper Flat will be blocked in addition to being secured by hand brakes.

Hand brakes on caboosees must be tested before making drop of them onto trains.

From a safety standpoint, it is important that the caboose be dropped on the rear of Ore trains leaving Copper Flat as soon as possible. Ore trains will not exceed five miles per hour from Copper Flat Yard Office to spring switch at north end of Wye, or until caboose is attached to rear of the train.

6. Tunnel No. 1 will not clear a man on top or side of car.

7. Derails are located on spur track at Mosier, North end of J & M Pass, Ore loading track at Lane, two on Ore loading track at Keystone (Approximately 340 feet apart). All derails must be handled in accordance with Transportation Rule 104(D).

8. Engines must not exceed speed of five (5) miles per hour over switches between coal chute and enginehouse, East Ely.

9. Main Line switch at Hiline will be kept aligned for Mill Branch.

10. Engineers on all trains moving into Mill will sound one long blast on whistle when going through Cannon and also one long blast of whistle immediately after passing through the rock cut north of Cannon in order to warn those employed at the Mill of the arrival of the trains.

11. Ore cars with springs out are not safe to handle and must not be moved from Mill to East Ely until properly blocked to prevent them from riding on side bearings.

12. Ore trains will handle ore empties for loading KCC ore and return loads.

UNDER NO CIRCUMSTANCES handle any other cars unless SPECIFICALLY INSTRUCTED by the PROPER OFFICIAL.

13. When trains double, a torpedo will be placed a sufficient distance ahead of rear cut as a warning to Engineer that he is approaching cut of cars, and, in addition, at night a light will be placed on front platform of head car. Engineers will report cases where these signals are not properly displayed.

14. When cars are detached from engines, or set out at any point on grade, they must be securely blocked in addition to hand brakes being set.

15. In picking up loads of ore in dump cars of any kind, careful inspection must be made to see that dumping levers are securely fastened in place before cars are moved.

Ore for off-line points, being generally of a high grade, see that dumps on cars are tightly in place so that ore will not lose out in transit, and if in your judgement there is a danger of such loss, report to Dispatcher for instructions before handling.

16. The following exceptions are made to Rules and Instructions of the Transportation Department now in effect:

Transportation Rule 204(A). No copies of train orders will be furnished rear trainmen. Conductor will show his orders to the rear Brakeman, and Engineer will show his orders to head Brakeman.

Transportation Rule 221(C). Clearance card will not be furnished rear Trainman. Clearance cards will not be furnished train crews receiving orders by telephone.

Transportation Rule 21. Extra trains will not display flags.

17. When tying up, Brakeman will accompany engine to roundhouse. Engineers will report any case where Brakeman fails to turn engine into house.

18. Familiarize yourselves with the requirements of the 12-hour Law as covered by Bulletin No. 82 (Revised), December 21, 1970, copies of which are posted on the Bulletin Boards.

19. Trainmen and Enginemen who have been laying off will report for duty as follows:

Not later than 4:00 P.M. previous day for work commencing between 6:00 A.M. and 6:00 P.M.

Not later than 10:00 A.M. for work starting between 6:00 P.M. that night and 6:00 A.M. the following morning.

20. Main Line Freight trains are equipped with portable telephones for use in case of accident or serious delay, and Conductors will use them in such emergencies to report accidents, or for instructions or orders should same be necessary.

21. When knuckles, air hoses or brasses are applied to foreign cars, notify office of General Car Foreman as to date, car initial and number, and what material was used. When brasses are applied to cars between terminals, old brasses must be loaded in caboose and brought to East Ely.

22. A complete seal record must be kept by each conductor of all cars handled by him which are sealed, or should be sealed.

In case seals are found broken or missing, car must be re-sealed and report made to the Dispatcher's office.

23. Freight trains must not be left standing so they will block highway crossings, and at night, when freight trains are moving over highway crossings, a lighted fusee must be displayed as a warning to drivers of automobiles that the crossing is occupied.

24. At Cobre, Track 3 must be left clear for delivery of cars by Nevada Northern to Southern Pacific. Track 2 will be used by Southern Pacific for delivery of cars to Nevada Northern. If Track 3 will not hold all cars being delivered to Southern Pacific, the excess cars should be placed on Track 1, in which case, Southern Pacific Dispatcher must be notified promptly.

In the event there is any merchandise for Cobre in cars being delivered to Southern Pacific, it will first be unloaded before car is placed on Track 3.

25. Conductors handling cars destined McGill, which are set out at McGill Junction, will show on their Wheel and Tonnage Reports mileage and tonnage to McGill.

All cars moved out of McGill and left at McGill Junction will be shown by Conductor handling such cars from McGill Junction on his Wheel and Tonnage Reports as handled from McGill.

Conductors who handle cars between McGill and McGill Junction, which are to be moved to final destination by another crew, will not show such cars on their Wheel and Tonnage Reports.

26. At Shafter, all movements over Western Pacific rails and crossing will be strictly governed by Bulletin No. 193, dated May 20, 1952.

27. Trainmen are prohibited from riding on top of box or other house cars.

28. Employees are not required to cross from one unit to another of a multiple locomotive while it is in motion, unless adequate safeguard is provided for them to cross over.

In the absence of such safeguard, the train must be stopped when an emergency requires the employee to go to a trailing unit.

29. Freight trains must be inspected within 25 miles after leaving Shafter on southward and McGill Junction on northward trips.

30. The following "Rules for Inspection and Testing of Train Brake System" will supersede previous instructions which conflict in any way:

General Rules

1. At all points before engine is detached from train, or any angle cock except the one just ahead of the caboose is closed in the train, engineer must apply train brakes with not less than 20-pound brake pipe reduction.

2. All retaining valve handles must be operated by hand.

3. Brake pipe leakage of more than 5 pounds per minute, as determined by engineer during tests, will be considered excessive, and sufficient repairs must be made to enable train to proceed safely to East Ely where car inspectors must be notified of further repairs needed.

4. Trainmen and enginemen are jointly responsible with car inspectors for condition of air brake equipment to the extent that it is possible to detect defective equipment by required air tests.

5. Air tests will be made by car inspectors at East Ely Yard when on duty and available; at other times and places air tests will be made by trainmen.

6. Air brakes must be in full operation on all loaded cars before leaving Copper Flat, and on all cars before leaving East Ely. When trains at East Ely Yard containing cars on which the air brake equipment became defective enroute, trainmen will notify car inspectors of car number and location of train.

7. When train air tests have been completed on loaded cars at Copper Flat and brakes released, trainmen will see that the retainers are turned up on each car before train proceeds.

8. During air tests brakes must not be applied or released until proper signal is given.

9. Initial terminal for trains of Ore loads is Copper Flat. For all other trains it is East Ely.

Train air tests at initial terminals:

(a) After train is made up, angle cocks and cutout cocks must

be properly positioned, air hose must be properly coupled and in condition for service, and retaining valve and retaining valve pipes must be in condition for service.

(b) As soon as the air brake system is charged to at least 60 lbs. (for 70-lb. train line pressure) or 75 lbs. (for 90 lb. train line pressure) as indicated by an accurate guage at the rear end of the train, the rear brakeman (or car inspector) will give signal to apply brakes for test. Engineer will then make a 15-lb. brake pipe service reduction with automatic brake valve, place brake valve in lap position and note the brake pipe leakage for one minute as indicated by brake pipe guage, after which brake pipe reduction must be increased to full service. Inspection will then be made of the trainbrakes to determine that the brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul, and that all parts of the brake equipment are properly secured. When this inspection has been completed, the release signal must be given and brakes released, and each brake inspected to see that all have released.

(c) An air guage will be kept in each Ore Service caboose for use in making these tests. Should the guage become defective, trainmen will exchange it with a guage from Car Inspectors Building at East Ely so it can be repaired.

(d) 1. After air test has been made at the initial terminal in accordance with 9 (a) and 9 (b), bad orders may be switched out, break-in-twos may be coupled up, solid blocks (one or more) of cars may be added or removed and engines may be detached or added without repeating the complete air test. In such cases, the train line must be recharged and a signal given to apply the brakes with a 20 lb. brake pipe reduction and it must be determined that brakes on rear car apply. At East Ely car inspectors will inspect departing train to be sure brakes are released.

2. When trains of loaded cars stop at East Ely and engine is detached, or solid blocks of cars set out or picked up, the train line must be recharged and a signal given to apply the brakes with a 20 lb. brake pipe reduction. It must be determined that the brakes on rear car apply (and that brakes on all cars picked up apply), and car inspectors will inspect departing train to be sure brakes are released. The same rule applies when different locomotives are used to take the train out of East Ely.

3. On trains of empty ore cars arriving at East Ely, when engines are not detached during inspection, the Engineer must apply the train brakes with not less than a 20-lb. brake pipe reduction before inspection commences, and if no defects in train or air equipment are found, no separate initial terminal air test will be required. However, if bad order cars are switched out, or other empty cars picked up, the air test required by Rule 9 (b) must be made.

10. Train Air Tests at Mill and other points (except initial Terminal). After train is coupled up and air brake system is charged to the required air pressure, as shown in Rule 9 (b), as indicated on the caboose guage, trainmen will give a signal to apply brakes for test and the engineer will make a full service brake pipe reduction with automatic brake valve. Inspection will then be made by conductor and rear brakeman to see that brakes set up properly on all cars, and if so, signal will be given for release of brakes and a trainman will inspect departing train to be sure brakes are released. Before proceeding it must be known that brake pipe pressure as indicated on caboose guage is being restored. When necessary, air-brakes found defective will be cut-out and car handled to East Ely for repairs of brake equipment.

11. Local Freight Train: Air tests prescribed by Rule 9 above must be made at East Ely, Copper Flat and Cobre.

Air tests prescribed by Rule 10 must be made at other points where

cars are picked up or where train line has been separated. When cars are added to train and brakes are set up inspection must be made of rear cars and all cars picked up to see that brakes set up properly.

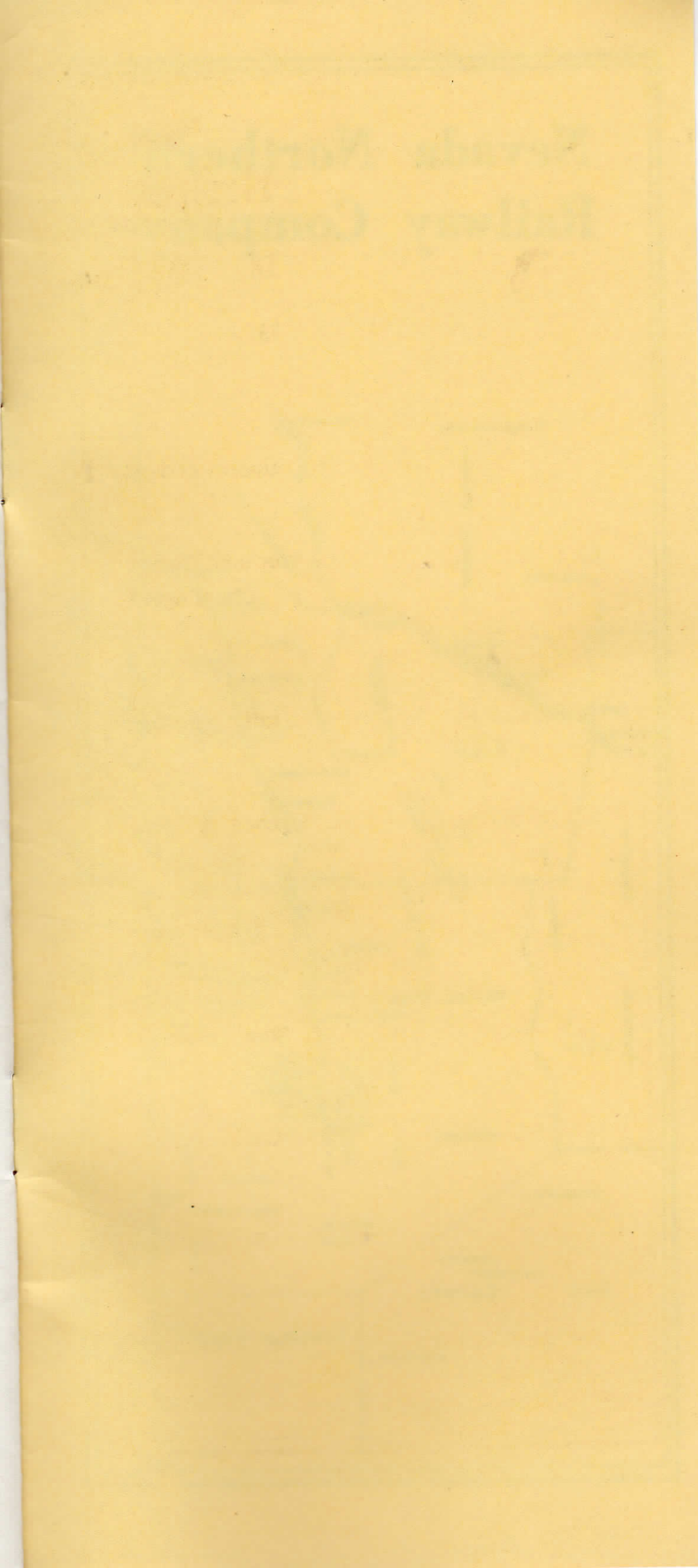
32. Rule No. 31 covering "Rules for Inspection and Testing of Train Air Brake System" will remain in full effect with the following clarifications:

Rule 9(b). East Ely after inspection has been completed to determine the brakes are applied on each car, the release signal will be given and brakes released, and car inspectors will inspect departing train to be sure brakes have all released.

Rule 9(d). On trains of empty ore cars arriving East Ely, when engine is not detached during inspection and car inspectors find no defects in train or air equipment, no separate initial terminal air test will be required. However, if bad order cars are switched out, or other empty cars picked up, the air test required by Rule 9-B must be made.

Rule 9-D. After completing air test required at initial terminal, bad order cars may be switched out, solid blocks of cars may be set out, and engines detached or added, without repeating the air test. In such cases, before train starts, trainmen must be sure that train line is recharged, as indicated on guage at rear, and at East Ely car inspectors will inspect departing train to be sure brakes are released.

Rule 9-D. When trains of loaded ore cars stop at East Ely and engine is detached, or solid blocks of cars set out, it is not necessary to make an air test after engine is again placed on train. Engineers will proceed on signal from rear of train given by a trainman who has ascertained that the train line is charged. Crew will observe car inspectors as train departs in case stop signal may be given.



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