

Structures, bridges, buildings and signals (B & B)

- Does this defect effect the main line, siding or yard track (s)?
- Can trains still safely move past this defect?
- Can train movement and train operations continue with out this structure in service?
- What caused this defect?
- Does this defect require immediate attention?

The reporting engineer will complete a Bad Order Card and notify the Dispatcher / Yardmaster of the situation.

The Dispatcher / Yardmaster will record the information on the Bad Order Report.

The Dispatcher / Yardmaster, based on the information provided will make the best decision that allows operations to continue with minimal interruption.

The reporting engineer will place the Bad Order card with the defective rolling stock or next to the defective structure / track in a manner that will not further disrupt operations.

When repairs are completed, the Dispatcher will fill in the date and time the defect was repaired and the item was placed back in service.

The Superintendent shall be notified immediately of any situation that cannot be resolved by the above listed methods and has significant impact to continued operations of the railroad.

**THE
NICKEL CITY LINE
RAILROAD
COMPANY**



Established in 1851.

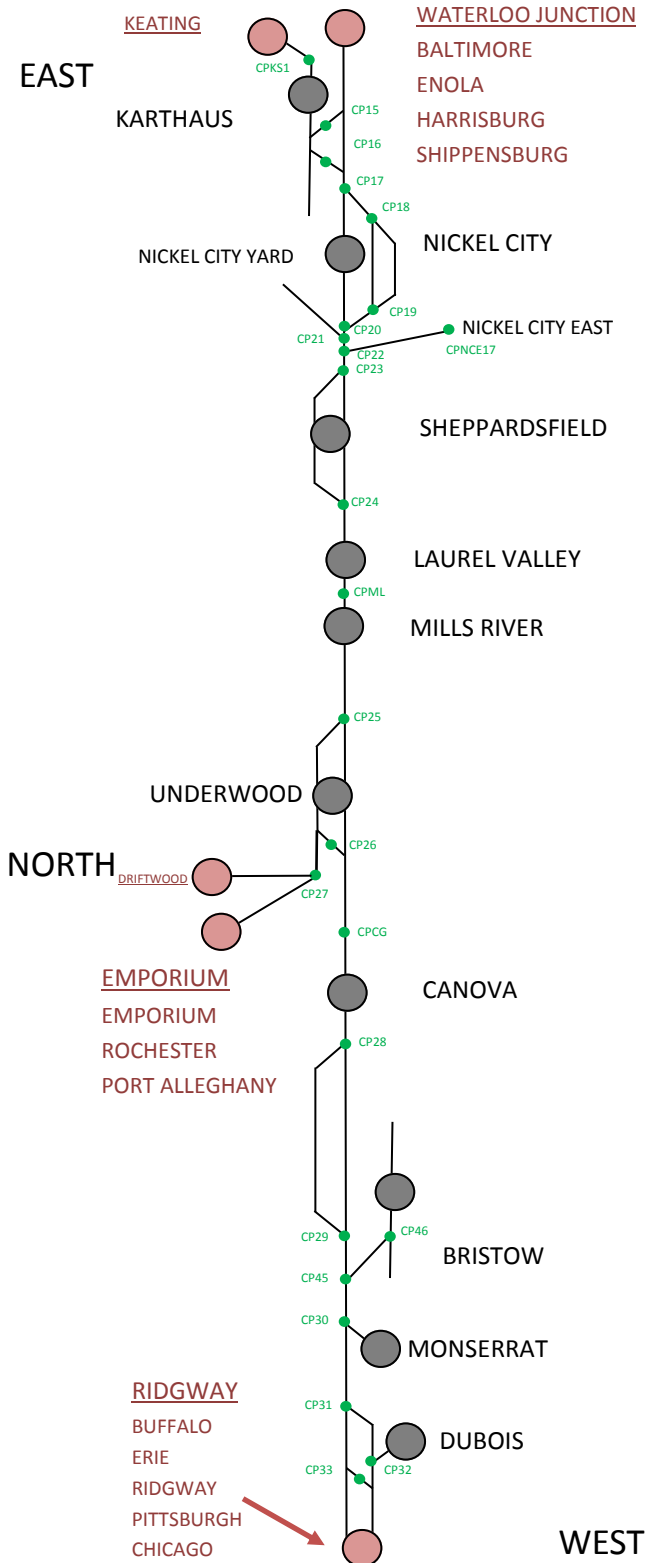
**EMPLOYEE INFORMATION
BULLETIN No. 59 A**

59

**EFFECTIVE FEBRUARY 24, 1999
12:01 AM EASTERN STANDARD TIME**

1st SHIFT : 12:01a to 8:00a

R. B. Rodriguez
President, Chief Operations Officer



BAD ORDER PROCEDURE

All Engineers shall report problems on the railroad to either the Dispatcher, when operating on the mainline or the Yardmaster, when operating in the yard.

Problems are of three types:

Rolling stock and locomotives—Maintenance of Equipment (M of E)

Right-of-way and track structure—Maintenance of Way (M of W)

Structures, bridges, buildings and signals—Bridges and Buildings (B & B).

When reporting a problem consider and advise the following:

Rolling Stock and Locomotives (M of E)

- Is this something the crew can repair?
- Can the train be moved or proceed safely at a slower speed?
- Should the car be set out for repair later by M of E?
- What action will cause the least amount of delay to this and other trains?
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Right-of-way and track structure (M of W)

- Is the defect on a main track or a siding?
- Can this track be taken out of service without adversely affecting train movement?
- What caused the defect?
- Does this defect require immediate attention?

Time / Station Footnotes:

- 1 - Passenger Trains assign to Track 1.
- 2 - Passenger Trains assign to Track 2 normally.
- 3 - Passenger Trains assign to Track 1 or 2.
- 4 - Passenger Trains may be assigned to Track 3 if needed

OPEN HOURS OF STATION OFFICES

<u>STATIONS</u>	<u>DAILY HOURS</u>
Nickel City	6:00a to 10:00p
Sheppardsfield	6:00a to 10:00p
Underwood	7:00a to 5:00p
Canova	7:00a to 6:00p
Monserrat	7:00a to 6:00p
Dubois	7:00a to 5:00p

SYMBOLS

- F-Fuel
- J-Junction
- M-Maintenance Facilities
- P-Passenger Station
- T-Turntable
- W-Water
- Y-Yard
- Z-Track Scales

CLEARANCE

All Engineers shall register with the Hostler and obtain a throttle and train switch list prior to contacting the Dispatcher or Yardmaster.

All trains will obtain Clearance from the Dispatcher before departing the following locations:

- Waterloo Junction (East)
- Karthus (East)
- Emporium (North)
- Ridgway (West)

Trains will only operate on sections of track that they have been given clearance for by the Dispatcher and upon signal indication.

Engineers shall advise the Dispatcher upon reaching the Trains terminus. Engineers shall turn in all paperwork and sign out on the Hostler's register.

NICKEL CITY YARD CLEARANCE

Clearance to enter / depart Nickel City Yard shall be approved by the Nickel City Yardmaster and upon signal indication. The Nickel City Yardmaster shall obtain clearance for the mainline from the Dispatcher prior to authorizing any train to depart Nickel City Yard on the main line.

Locomotives departing / entering the NCL Locomotive Yard from Nickel City Yard must obtain clearance from the Nickel City Yardmaster.

SUPERIORITY OF TRAINS

On single track, eastbound trains are superior to westbound trains of the same class.

Exception: *When authorized by the dispatcher.*

SPEED RESTRICTIONS

Second and third class trains shall not exceed 40 miles per hour when operating on mainline trackage.

First class trains shall not exceed 45 miles per hour when operating on mainline trackage.

OPERATION RADIO CHANNELS

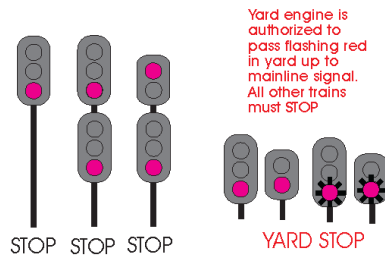
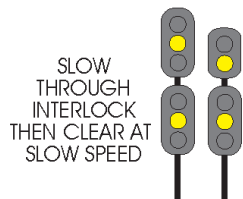
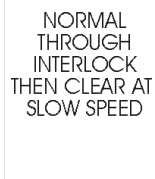
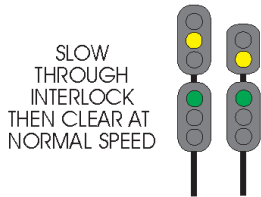
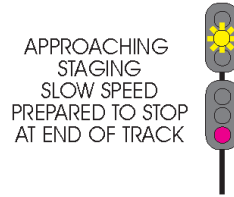
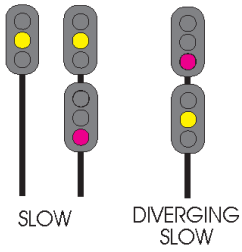
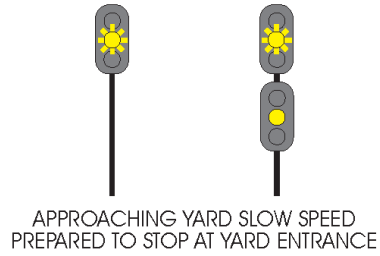
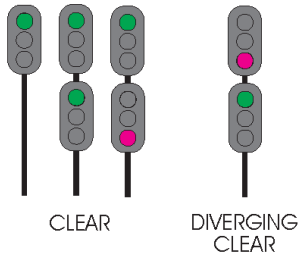
Dispatch—Channel 8.19

NCL Yardmaster—Channel 9.19

Track Authority - Channel 10.19

The Dispatcher, Yardmaster and Hostler communicate with each other via the PABX telephone system.

SIGNAL RULES FOR THE NICKEL CITY LINE RAILROAD



* SYMBOL DENOTES FLASHING ASPECT AND ASPECT COLOR