

## GENERAL NOTICE No. 1

June 9, 2012

Goose Fest, June 15-17, 2012

**Reason for Notice** - The intent of this notice is to provide preliminary information and proposed guidance regarding the operations associated with Goose Fest activities. It is meant for the use of museum volunteers, staff and visiting operators that will be participating in the event. This information may be adjusted, changed or eliminated as needed during the event. This notice does not change, modify or eliminate any CRRM operating rules, safety rules or special instructions. Rules may be emphasized in this notice so as to reinforce importance for the event. This document may be used to assist with job and safety briefings during the event.

**Trainmaster** - A designated trainmaster will be on duty throughout the event. All operations will be coordinated through the trainmaster. In addition, the trainmaster will be the liaison between CRRM event coordinator, operational staff/volunteers and visiting operators.

**Operational Information** - Operations will be conducted in a "counter clockwise" manner starting at the passenger platform. Loading will be at the platform and other areas as designated by trainmaster. Parades regarding all motors and general passenger operations during the day will be coordinated by the trainmaster. *All operations will be made at Restricted Speed as outlined in CRRM Timetable No. 2.* Other operations and storage of motors may be conducted on the 3 Way Lead, Roundhouse Lead, No Aqua Siding or other trainmaster designated locations.

**Motor Assignments** - All motors will have the following crews as assigned:

- No. 1 - Owner Operator and/or CRRM Qualified Motorman
- No. 2 - CRRM Qualified Motorman and CRRM Brakeman when required by General Operating Rule 114.
- No. 3 - Owner Operator and/or CRRM Qualified Motorman and CRRM Brakeman.
- No. 4 - Owner Operator and/or CRRM Qualified Motorman and CRRM Brakeman.
- No. 5 - Owner Operator and/or CRRM Qualified Motorman and CRRM Brakeman.
- No. 6 - CRRM Qualified Motorman
- No. 7 - CRRM Qualified Motorman and CRRM Brakeman

**Job/Safety Briefings** - Job/Safety Briefings will be conducted as per *CRRM General Operating Rule No. 100* and as outlined in CRRM Timetable No. 2. The trainmaster will conduct initial daily job briefings starting at 8:30 AM at the roundhouse. All assigned museum operations staff/volunteers and visiting operators are required to attend. All other briefings will be conducted as conditions require and will be the responsibility of the CRRM Motorman.

**Radios** - All assigned CRRM Motorman will have a working radio that will be set to channel 1. Radio rules as outlined in *CRRM Rules 190-199 will apply*. Primary communication via radio will be with the trainmaster, operating personnel and other motors. Radio communication will be only used in place of hand signals if absolutely necessary (back up movement, poor visibility, etc.). *Radio use should be kept to a minimum.*

**Red Flags** – All assigned CRRM Brakeman will have a red flag. The red flag will be shown as necessary when motor has stopped and to signal following motor that movement has stopped. Other red flags/signs may be displayed as necessary along right of way. *CRRM General Operating Rule No. 115 will apply.*

**Operating and Safety Rules** – Visiting owner/operators will be provided with a copy of CRRM Timetable No. 2 for reference. CRRM Trainmaster and Motorman will review specific timetable instructions with Owner Operators during job briefings with specific reference to:

- *Restricted Speed*
- *Track Speeds*
- *Personal Protective Equipment*
- *Personal Electronic Devices*

CRRM Motorman and Brakeman will also have copies of CRRM Operating rules for reference. In addition, the following rules are contained in this notice for quick reference relating to Goose Nest operations:

**Restricted Speed** – A speed that will permit stopping within one half the range of vision: short of train, engine, motor car, railroad car, stop signal, derail or switch not properly lined, not exceeding 10 MPH.

### **General Rules**

**D.** Safety must be the first consideration in all Operations. In all cases the safest course must be taken. Any operating person who is careless of their own safety, or that of others, will not be able to participate in operations.

### **General Operating Rules**

**100** - Operations are under the control and supervision of the Trainmaster. Before operations begin the Trainmaster, or other person in charge, will conduct a safety/job briefing with all employees and/or operating persons that are present. A new briefing will be conducted if new people arrive, or if changes occur to the operating plan or other conditions change. Each operating plan should consider hazards, assign specific responsibilities, and an explanation of those assignments.

**102** – When equipment is backing, a constant lookout must be maintained at the rear of the movement by crew member who is in contact with the engineer or motorman.

**104** – When more than one piece of equipment is in operation at the same time, *extreme caution* must be used to prevent collisions.

**106** – Whenever railroad equipment crosses the museum entrance crossing, the track must be seen or known to be clear. A crossing flagman will be used during all passenger operations and at other times if possible. If no flagman is available during other operations, *extreme caution* will be used to prevent collisions.

**106a** – A yellow track light on the crossing signal indicates the signal is operating and the train or railroad equipment may proceed across the crossing with caution.

**109** – The motors of geese will be turned off when the motorman is out of the cab, except when the hand brake is set and it is necessary for maintenance purposes.

**115 – Display of Red Flag or Light** – A red flag or red light is displayed where trains must stop. When approaching a red flag or red light, the train must stop short of the red flag or light and not proceed unless the person in charge gives instructions. When a red flag or red light is displayed between the rails of any auxiliary track, the train must stop and not proceed until the flag or light has been removed by the person that placed it or the person in charge.

### Air Brake Rules

150 – All trains must be inspected and the air tested as prescribed by a qualified person at the following points

150a – Where the train initially is made up.

165 – Before the first downgrade movement after the initial air test, a running air test will be made at the top of the grade to assure the train brakes are operating.

### Radio Rules

194 – Before transmitting, a person must listen a sufficient amount of time to assure that the channel is not already in use.

196 – During each tour of duty, verify that radios are working properly.

199a – When radio is being used to control a movement and additional instructions are not given, the movement must be stopped in one half the distance specified, unless further instructions are received.

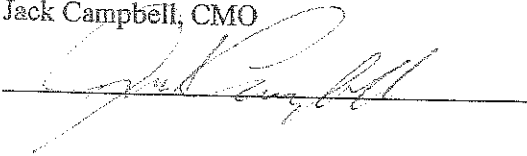
### Hand Signals

200 – Hand signals may be used in lieu of radio signals, especially when switching. A combination of hand and radio signals cannot be used. A job briefing will be held when a change from hand to radio or radio to hand signals is to be made.

Attachments:

CRRM Timetable No. 2

Jack Campbell, CMO

A handwritten signature in black ink, appearing to read "Jack Campbell", is written over a horizontal line.