

OPERATIONS SAFETY REMINDERS

Train Crew Members:

♦Obtain permission from the Engineer before reaching between or beneath cars. **Rule 29.**

♦Keep careful lookout when adjusting couplers or hoses. Do not stand with your back to the locomotive. **Rule 4201.**

♦Maintain 30 ft. between locomotive and train when adjusting couplers and air hoses. **Rule 4700.**

♦Refrain from discussing any crossing incident or accident with anyone except Police or Fire and Rescue officials and only to answer direct questions. **Read Rule 5205.**

Useful Steam Locomotive Information

| Locomotive | No. 3 | No. 19 |
|----------------------|----------------------|--------------|
| Manufacturer/Type | Heisler/Geared | ALCO/Mikado |
| Weight w/ Tender | 84,000 lbs. | 210,000 lbs. |
| Weight on Drivers | 84,000 lbs. | 95,000 lbs. |
| Traction Effort (TE) | 18,000 lbs. | 21,700 lbs.^ |
| Tender Water | 1,375 gal | 3,500 gal |
| Fuel Capacity | 1.5 cord wood* | 1,500 gal |
| Boiler Capacity | 1,200 gal | 2,800 gal |
| Maximum Pressure | 150 PSI | 150 PSI |
| Overall Length | 36' 6" | 65' 6" |
| Year Manufactured | 1915 | 1920 |
| First Owner | W.H. Eccles Lbr. Co. | SVRy |

*5,000 lbs. coal

^TE value used while under White Pass & Yukon ownership. TE calculations range from 21,000 to 23,700 lbs. Designed to operate at 170 psi steam pressure; No. 19 was, and is now operated at a lower pressure (145 to 150 psi).

Useful Diesel Locomotive Information

| Locomotive | No 720 | |
|----------------------|--------------------------|--|
| Manufacturer/Type | GE/Diesel-Electric | |
| Weight | 100,000 lbs. | |
| Weight on Drivers | 100,000 lbs. | |
| Horsepower | 450 HP* | |
| Traction Motors | GE 747 DC Motors (4) | |
| Traction Effort (TE) | 25,000 Starting | |
| Fuel Capacity | ~350 gal | |
| Overall Length | 29' 6" | |
| Year Manufactured | July 1957 | |
| First Owner | United Fruit Co., Panama | |

*Original diesel engine was a V12 450 HP. Upgraded to a V8 CAT engine with 700 HP. Traction motors limited to 450 HP.

Inches

1

2

3

4

5

6

7

8

BRAKE TESTING AND TRAIN INSPECTION

Rules and instructions for brake testing and train inspection are given in the **2018 Rules, Regulation and Safety Instructions, Rules 16, 17, 18 and 19.** Crews must adhere to these Rules & Regulations and Safety Instructions before first departure of the day.

WORKING BENEATH CARS

Before any repairs are made within the consist requiring work beneath a car, the Engineer must apply the independent brakes, put the forward-reverse bar in neutral, pin the throttle closed, place chains under a locomotive wheel, place a blue flag on the locomotive (Rule 28) and open the cylinder house valves. Trainmen must set all necessary hand brakes. See Rule 16.14.

Over speed couplings are damaging to historic cars - Here's what happens:

| | |
|------|-----------------------------|
| 2MPH | Optimal Coupling Speed |
| 3MPH | Max Safe Coupling Speed |
| 4MPH | Damage begins on wood cars |
| 5MPH | Damage begins on steel cars |
| 6MPH | 2 times as damaging as 5MPH |

Speed Table

| Speed MPH | Mile in Min: Sec | Speed MPH | Mile in Min: Sec |
|-----------|------------------|-----------|------------------|
| 4 | 15:00 | 15 | 4:00 |
| 5 | 12:00 | 16 | 3:45 |
| 6 | 10:00 | 17 | 3:31 |
| 7 | 8:34 | 18 | 3:20 |
| 8 | 7:30 | 19 | 3:09 |
| 9 | 6:40 | 20 | 3:00 |
| 10 | 6:00 | 21 | 2:51 |
| 11 | 5:27 | 22 | 2:43 |
| 12 | 5:00 | 23 | 2:36 |
| 13 | 4:37 | 24 | 2:30 |
| 14 | 4:17 | 25 | 2:24 |

SUMPTER VALLEY RAILROAD RESTORATION, INC



TIME TABLE No. 12

**Effective Monday
April 30, 2018**

**AT 12:01 A. M. PACIFIC
DAYLIGHT TIME**

SVRy

MEMBERS & EMPLOYEES ONLY

J. FRANKLIN
President

L. RANEY
Vice President

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Trainmaster:
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Education and Training:
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No. 19 Cab Lettering

MK. 44 - $\frac{19}{20}$ - 95

MK = Mikado Type wheel arrangement, 2-8-2.
44 = Diameter of drivers in inches.
19 = Diameter of cylinder bore in inches.
20 = Length of piston stroke in inches.
95 = Weight on drivers in 1,000 pounds.

**Think
Safety**

Regular Weekend Train Schedule

| Train No. | Departs |
|----------------------|---------------------------|
| 1: McEwen To Sumpter | 10:00 AM |
| 2: Sumpter To McEwen | 11:45 AM |
| 3: McEwen To Sumpter | 1:00 PM |
| 4: Sumpter To McEwen | 3:00 PM (One Way Only) |

Holiday Weekend Train Schedule

| Train No. | Departs |
|----------------------|---------------------------|
| 1: McEwen To Sumpter | 10:00 AM |
| 2: Sumpter To McEwen | 11:30 AM |
| 3: McEwen To Sumpter | 12:30 PM |
| 4: Sumpter To McEwen | 2:00 PM |
| 5: McEwen To Sumpter | 3:00 PM |
| 6: Sumpter To McEwen | 4:30 PM (One Way Only) |

Trains take approximately 35 minutes travel time each way.

**Work
Safely**

| Way Points | Mile Post* | Comments | FRA Number |
|--------------------|------------|----------------------|------------|
| Huckleberry Lp. Rd | 22.5 | Public Crossing | 921667 C |
| McEwen Depot | 22.5 | SVRR Depot | |
| Chipmunk Crossing | 22.8 | SVRR Trail Crossing | 921668 J |
| Hawley Spur | | Storage Track | |
| Whitney Hwy OR 7 | 25.0 | Public Crossing | 921669 R |
| Rock Cut | | Historic SVRy ROW | |
| Huckleberry Rd. | 25.9 | Public Crossing | 921670 K |
| Ballast | 26.4 | Private Crossing | 921671 S |
| Badwater | 26.65 | Private Crossing | 921672 Y |
| S-Wye | 27.0 | Private Crossing | 921673 F |
| Sawmill Gulch Rd. | 27.4 | Public Crossing | 921674 M |
| Dredge Park | | Historic Gold Dredge | |
| Austin Street | 27.56 | Dredge Park Entrance | 927293 U |
| Sumpter Depot | 27.6 | SVRR Depot | |

*Distance from Baker City.

Speed Restrictions

Engine

3: Maximum speed is 10 MPH at all times between McEwen and Sumpter.
19: Maximum speed is 12 MPH between McEwen yard limit and Hwy 7, and 10 MPH between Hwy 7 and Sumpter yard limit. See **Rule 3a**.

Yard speed limit for all trains is 5 MPH (**Rule 88**). Yard limits defined in **Rules 88a and 88b**. Restricted speed is 7 MPH.

**Stay
Alive**