

**FEATHER RIVER RAIL SOCIETY**  
**WESTERN PACIFIC RAILROAD MUSEUM**

**YARDMASTER BULLETIN #4**

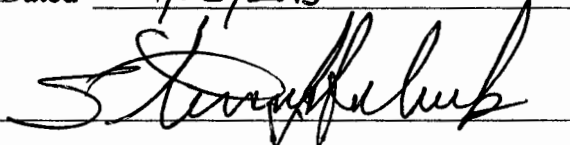
**OPERATING INSTRUCTIONS FOR WEST RIP#2 SWITCH**

The west Rip #2 switch off Rip #1 (newly installed following the repair of Rip #1 several years ago) which allows access to Rip #2 from the west end, requires extreme caution when making movements into and out of Rip #2 due to the extremely sharp curve in this track at the switch. Be governed as follows:

All 6-axle equipment, and all equipment 70 feet in length or longer, are prohibited over this switch when movement is made into or out of Rip #2 under all circumstances. This curve is too sharp for this equipment, and track damage and/or equipment damage will result.

Additionally, all movements over this switch into and out of Rip #2 are to be made at *walking speed* until all equipment is clear of the switch, and a crew member must be on the ground at the switch, observing the entire movement over the switch. This crew member must be in *continuous* contact with the engineer making the move. This contact may be visual or by radio, but must be *continuous*. Engineers making these moves are advised to be prepared to immediately stop upon signal from the crew member observing the move.

If you have any questions or concerns, contact the Yardmaster.

Dated 7/23/2015  


Steven J. Habeck  
Yardmaster, WPRM