

***Western  
Pacific  
Railroad  
Museum***

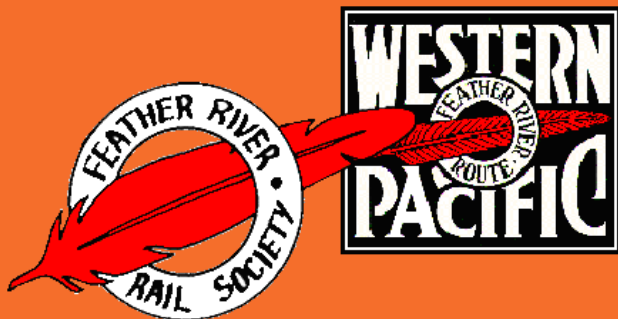
**Feather River  
Rail Society**

**Operating  
Department**

**Entrance and Service  
Requirements**

***“Safety is of the first  
importance in the discharge  
of duty”***

**“Rule 108: In case of doubt  
or uncertainty, the safe  
course must be taken”**



**Effective April 1, 2015**

## **Introduction**

This book contains all of the necessary requirements to enter into and to remain in the Feather River Rail Society Train and Engine Service.

The minimum age to enter into Train Service is 18.

The minimum age for Engine Service is 21. There is a Junior Train Service program for 16- to 18-year-olds also.

No exceptions.

Everyone must take and pass the rules examination each year.

The requirements contained herein are for Student Brakeman, Student Conductor, Student Fireman, Student Yard Engineer, Student Passenger Engineer, Restricted Fireman, Rent-A- Locomotive Instructor, Brakeman, Conductor, Fireman, Yard Engineer and Passenger Engineer.

To promote up through the Train and Engine Service positions, you must meet all of the requirements, no exceptions.

This book must be carried whenever you want to work in Train or Engine Service. This book must be shown to the on duty officer prior to being assigned to Train or Engine Service duties. The record section is to be filled out by the on duty officer only.

Persons needing operating hours to maintain qualification will take precedence over other operating personnel. A person wishing to bump on a position to maintain qualification hours will give 48 HOURS notice to the Crew Caller. The Crew Caller will notify person being bumped as soon as possible. Person being bumped must turn their position over to the person requesting the bump.

You must be a member in good standing of the Feather River Rail Society, with a membership level of Active or above.

**REMEMBER, SAFETY IS ALWAYS  
OUR NUMBER ONE PRIORITY;  
SAFETY FOR THE PUBLIC, SAFETY  
FOR YOU AND THE REST OF THE  
TRAIN CREW, AND THE SAFETY OF  
OUR EQUIPMENT.**

## **Student Brakeman**

All Student Brakemen:

MUST read and understand the Rule Book with special emphasis on RULE "C".

MUST attend safety meetings, special crew meetings and crew training.

MUST learn the hand signals.

MUST learn Train and Air Brake operations.

The MINIMUM number of hours of training to become a Brakeman is 36 hours.

The MAXIMUM time to qualify for Brakeman is 96 hours. If anyone is unable to qualify within the 96 hour time limit, the Student Brakeman will receive a verbal and written termination notice thanking them for their interest and time. Both the verbal and written notice will include the reason(s) for disqualification.

All Student Brakemen MUST have a MINIMUM of 4 hours of yard switching, which is to be included in the 36 hour minimum qualifying time.

A Student Brakeman who has not completed training during 1 (one) operating season, will be able to continue training the following operating season.

A Student Brakeman who returns after a year's absence to continue training, will lose one half (1/2) of the previous year's credit hours of training.

A Student Brakeman who does not return for 2 or more consecutive years will LOSE ALL credit.

## **Brakeman**

All Brakemen:

MUST have completed Student Brakeman training.

MUST read and understand the Rule Book.

MUST attend safety meetings, special crew meetings and crew training.

MUST know the hand signals.

MUST know Train and Air Brake operations.

MUST serve as a Brakeman for a MINIMUM of 24 hours before starting training as a Student Conductor or Student Fireman. This time MUST include 6 hours of training a Student Brakeman, after 12 hours of service.

MUST have a MINIMUM of 8 hours of yard switching in 2 consecutive calendar years to maintain Brakeman status.

A Brakeman who has not completed the MINIMUM service time in 1 operating season will be able to continue the following operating season.

A Brakeman must work as a Brakeman for a MINIMUM of 24 hours in 2 consecutive years to maintain Brakeman status.

A Brakeman who returns after one year's (1 yr.) absence will revert back to Student Brakeman status for a MINIMUM of 6 hours before being re-qualified as a Brakeman.

A Brakeman who does not return for 2 or more years will LOSE ALL qualifications and will have to restart Student Brakeman training for a MINIMUM of 12 hours.

## **Student Conductor**

All Student Conductors:

**MUST** be a Brakeman and have worked in that position for a **MINIMUM** of 24 hours before starting Student Conductor training.

**MUST** attend safety meetings, special crew meetings and crew training.

**MUST** read and understand the Rule Book.

**MUST** show ability to instruct others.

**MUST** be able to “get along” with the public.

**MUST** know train and air brake operations.

The **MINIMUM** time to qualify for Conductor is 24 hours.

All Student Conductors **MUST** have a **MINIMUM** of 8 hours of yard switching, which is to be included in the 24 hour minimum qualifying time.

A Student Conductor who has not completed training during 1 (one) operating season will be able to continue training the following operating season.

A Student Conductor who returns after one years absence to continue training, will: A.) Work as a Brakeman for a **MINIMUM** of 6 hours, before restarting training as a Student Conductor. B.) Will lose one half (1/2) of the previous year’s credit hours of training.

A Student Conductor that does not return for 2 or more consecutive years will **LOSE ALL** Student Conductor hours. The returning individual will have to re-qualify as a Brakeman. The **MINIMUM** time to re-qualify as a Brakeman is 24 hours.

Individuals who do not return for 3 or more years to continue training must be approved by two of the following:

1. Superintendent of Operations
2. Asst. Superintendent of Operations
3. Trainmaster
4. Yardmaster
5. Road Foreman of Engines
6. Supervisor of Engineer Training

A review of the individual's knowledge will determine what Train or Engine Service position that they will restart into.

## **Conductor**

All Conductors:

**MUST** be a Brakeman.

**MUST** know and understand the Rule Book.

**MUST** attend safety meetings, special crew meetings and crew training.

**MAY** work as either a conductor or brakeman.

**MUST** know Train and Air Brake operations.

**MUST** serve as a Conductor for a **MINIMUM** of 24 hours before applying for training as a Student Fireman.

**MUST** have a **MINIMUM** of 8 hours of yard switching in 2 consecutive calendar years to maintain Conductor status.

**MUST** work as a Conductor for a **MINIMUM** of 24 hours in 2 consecutive calendar years to maintain Conductor qualification. Working the **MINIMUM** time required to maintain Conductor status will also allow the individual to maintain an active Brakeman status.

A Conductor who returns after one year's (1 yr.) absence will revert back to a Student Conductor status for a **MINIMUM** of 6 hours before being re-qualified as a Conductor.

A Conductor who does not return for 2 or more years will **LOSE ALL** qualifications and will have to restart as a Brakeman for 12 hours and then as Student Conductor for 12 hours to re-qualify as Conductor. (Total of 24 hours)



Individuals who do not return for 3 or more years to continue training must be approved by two of the following:

1. Superintendent of Operations
2. Asst. Superintendent of Operations
3. Trainmaster
4. Yardmaster
5. Road Foreman of Engines
6. Supervisor of Engineer Training

A review of the individual's knowledge will determine what Train or Engine Service position that they will restart into.

## **Student Fireman**

All Student Firemen:

MUST be a Brakeman or Conductor and have completed the MINIMUM in-time service before starting Student Fireman training.

MUST attend safety meetings, special crew meetings and crew training.

MUST read and understand the Rule Book.

MUST know train and air brake operations.

MUST know the hand signals and be able to verbally relay the signals to the Engineer.

The MINIMUM time to qualify for Fireman is 12 hours.

A Student Fireman who returns after a operating season absence will revert back to their "last qualified" position and will have to re-qualify in that position (Refer to Brakeman paragraph #9, or Conductor paragraph #10). The returning individual will lose one half (1/2) of the previous training credit hours.

A Student Fireman who does not return for 2 or more consecutive years will LOSE ALL Student Fireman hours. The returning individual will have to re-qualify in their last position before restarting Student Fireman training.

Individuals who do not return for 3 or more years to continue training must be approved by two of the following:

1. Superintendent of Operations
2. Asst. Superintendent of Operations
3. Trainmaster
4. Yardmaster
5. Road Foreman of Engines
6. Supervisor of Engineer Training

A review of the individuals knowledge will determine what Train or Engine Service position that they will restart into.

## **Fireman**

All Firemen:

MUST have completed Student Fireman Training.

MUST read and understand the Rule Book.

MUST attend safety meetings, special crew meetings and crew training.

MUST know the hand signals and how to verbally relay the signals to the Engineer.

MUST know Train and Air Brake operations.

MUST work as a Fireman for a MINIMUM of 12 hours in 2 consecutive calendar years to maintain

Fireman qualification.

A Fireman who returns after one year's (1 yr.) absence will revert back to a Student Fireman, then serve as a Student Fireman for a minimum of 6 hours before being re-qualified as a Fireman.

A Fireman who does not return for 2 consecutive years, will LOSE ALL qualifications and will have to restart in their last position (Brakeman or Conductor) before restarting Student Fireman training. Individuals who do not return for 3 or more years to continue training must be approved by two of the following:

1. Superintendent of Operations
2. Asst. Superintendent of Operations
3. Trainmaster
4. Yardmaster
5. Road Foreman of Engines
6. Supervisor of Engineer Training

A review of the individual's knowledge will determine what Trainer Engine Service position that they will restart into.

## **Restricted Fireman**

The position of Restricted Fireman is limited to individuals who are physically unable to perform the duties of a Brakeman or Conductor.

All Restricted Firemen:

**MUST** read and understand the Rule Book.

**MUST** attend safety meetings, special crew meetings and crew training.

**MUST** know the hand signals and how to verbally relay the signals to the Engineer.

**MUST** know Train and Air Brake operations.

**MUST** learn the duties of a Brakeman and Conductor by observing a qualified Brakeman or Conductor for a **MINIMUM** of 6 hours (**MINIMUM** of 3 hours for each position).

**MAY** be 'Bumped" by a Student Fireman at any time (by order of the Superintendent of Operations, Asst. Superintendent of Operations, Trainmaster, or the on duty Conductor).

**MUST** complete Student Fireman training.

**MUST** work as a Restricted Fireman for a **MINIMUM** of 12 hours in 2 consecutive calendar years to maintain Restricted Fireman status.

A Restricted Fireman who does not return for 2 consecutive years will **LOSE** ALL qualifications and will have to re-qualify.

## **Student Yard Engineer**

All Student Yard Engineers:

MUST be a Qualified conductor for a MINIMUM of 24 hours over 2 consecutive years before applying for Student Yard Engineer training.

MUST be interviewed and approved by the Superintendent of Operations or Asst. Superintendent of Operations, the Road Foreman of Engines, the Trainmaster and the Supervisor of Engineer Training.

MUST read and understand the Rule Book.

MUST attend safety meetings, special crew meetings and crew training.

The MINIMUM time to qualify as a Yard Engineer is 20 hours. The MAXIMUM time to qualify is 3 consecutive years.

If a Student Yard Engineer is unable to qualify in 3 consecutive operating seasons, then they will be removed from Yard Engineer training and returned to their last qualified position.

A Student Yard Engineer who does not return the following season will LOSE one half of their previous training credit hours. They will have to restart, with approval, (see paragraph 2) Student Yard Engineer Training.

A Student Yard Engineer who does not return for 2 consecutive seasons to continue training WILL BE REMOVED from Yard Engineer Training and LOSE ALL training credit. They will have to re-qualify in their last position and be approved (see paragraph 2) before restarting Student Yard Engineer Training.

Student Yard Engineers MUST have a qualified Yard or Passenger Engineer in the cab during student training, acting as a Fireman - a 3rd person is not necessary.

The Road Foreman of Engines has the authority to disqualify or recommend qualification.

Individuals who do not return for 3 or more years to continue training must be approved by two of the following:

1. Superintendent of Operations
2. Asst. Superintendent of Operations
3. Trainmaster
4. Yardmaster
5. Road Foreman of Engines
6. Supervisor of Engineer Training

A review of the individual's knowledge will determine what Train or Engine Service position that they will restart into.

## **Yard Engineer**

All Yard Engineers:

MUST have completed Student Yard Engineer training.

MUST read and understand the Rule Book.

MUST attend safety meetings, special crew meetings and crew training.

MUST have a MINIMUM of 12 hours of Yard Engineer service over 2 consecutive seasons to maintain Yard Engineer qualification.

A Yard Engineer who does not return the following season will revert back to Student Yard Engineer for a MINIMUM of 6 hours to re-qualify as a Yard Engineer, with the approval of the Superintendent of Operations, or Asst. Superintendent of Operations, and the Supervisor of Engineer Training. They WILL have to be re-qualified by the Road Foreman of Engines (1 hour of yard switching will be required with the Road Foreman of Engines).

A Yard Engineer who does not return for 2 or more consecutive years will LOSE ALL qualification as Yard Engineer. They will have to re-qualify in their last position, and be approved, before restarting Student Yard Engineer training. Individuals who do not return for 3 or more years to continue training must be approved by two of the following:

1. Superintendent of Operations
2. Asst. Superintendent of Operations
3. Trainmaster
4. Yardmaster
5. Road Foreman of Engines
6. Supervisor of Engineer Training

A review of the individual's knowledge will determine what Train or Engine Service position that they will restart into.

## **Rent-a-Locomotive Instructor**

All Rent-a-Locomotive Instructors:

MUST be a Qualified Yard or Passenger Engineer.

MUST apply to the Superintendent of Operations to be placed in R-A-L service.

MUST be interviewed by the Superintendent of Operations, or the Asst. Superintendent of Operations, the Road Foreman of Engines, the Trainmaster, the Supervisor of Engineer Training and the Supervisor of Rent-A-Locomotive program.

MUST meet the requirements of their highest Engineer qualification to maintain R-A-L qualification.



## **Student Passenger Engineer**

All Student Passenger Engineers:

MUST be a Qualified Yard Engineer for a MINIMUM of 12 hours before APPLYING for Student Passenger Engineer training.

MUST be interviewed, and approved by the Superintendent of Operations or Asst. Superintendent of Operations, the Road Foreman of Engines, the Trainmaster and the Supervisor of Engineer Training.

MUST read and understand the Rule Book.

MUST attend safety meetings, special crew meetings and crew training.

The MINIMUM time to qualify as a Passenger Engineer is 36 hours. The MAXIMUM time to qualify is 3 consecutive years.

If a Student Passenger Engineer is unable to qualify in 3 consecutive operating seasons, then they will be removed from Passenger Engineer training and returned to their last qualified position.

A Student Passenger Engineer who does not return the following season will LOSE one half of their previous training credit hours. They will have to restart, with approval, Student Passenger Engineer training.

A Student Passenger Engineer who does not return for 2 consecutive seasons to continue training WILL BE RE\_MOVED from Student Passenger Engineer Training and LOSE ALL training credit. They will have to re-qualify in their last position and be approved, before restarting Student Passenger Engineer Training.

Student Passenger Engineers MUST have a qualified Passenger Engineer in the cab during student training.

Student Passenger Engineers MUST have a qualified Fireman in the cab during student training.

After completion of MINIMUM training hours, the instructor Engineer will evaluate the student's abilities, and recommend to the Superintendent of Operations, or the Asst. Superintendent of Operations that either additional hours of training are needed or the student is ready for a test trip. If additional hours are required, the training will continue. If a test trip is recommended, the Superintendent of Operations or the Asst. Superintendent of Operations will make an appointment with the Road Foreman of Engines to conduct the test.

If the Road Foreman recommends additional training hours, the student's training will continue. If the Road Foreman of Engines recommends the qualification be given, the Student Engineer will be interviewed by the Superintendent of Operations, or the Asst. Superintendent of Operations, the Road Foreman of Engines, the Trainmaster, and the Supervisor of Engineer training before issuing the qualification card.

The Road Foreman of Engines has the authority to disqualify or recommend qualification.

Individuals who do not return for 3 or more years to continue training must be approved by two of the following:

1. Superintendent of Operations
2. Asst. Superintendent of Operations
3. Trainmaster
4. Yardmaster
5. Road Foreman of Engines
6. Supervisor of Engineer Training

A review of the individual's knowledge will determine what Trainer Engine Service position that they will restart into.

## **Passenger Engineer**

All Passenger Engineers:

MUST have completed Student Passenger Engineer training.

MUST read and understand the Rule Book.

MUST attend safety meetings, special crew meetings and crew training.

MUST have a MINIMUM of 24 hours of Passenger Engineer Service over 2 consecutive years to maintain qualification.

A Passenger Engineer who does not have the minimum service retention hours (see above paragraph) and does not return the following year will revert back to a Student Passenger Engineer for a minimum of 6 hours to re-qualify as a qualified Passenger Engineer. They MUST take a test trip with the Road Foreman of Engines, or the Supervisor of Engineer Training.

A Passenger Engineer who does not return for 2 consecutive seasons will LOSE ALL qualification. They will have to re-qualify in their last qualified position.

Individuals who do not return for 3 or more years to continue training must be approved by two of the following:

1. Superintendent of Operations
2. Asst. Superintendent of Operations
3. Trainmaster
4. Yardmaster
5. Road Foreman of Engines
6. Supervisor of Engineer Training

A review of the individual's knowledge will determine what Train or Engine Service position that they will restart into.

Current railroad engineers or retired within the past 5 years are authorized to operate as Passenger or yard Engineers. They MUST be interviewed by the Superintendent of Operations, or the Asst. Superintendent of Operations, the Road Foreman of Engines, the

Trainmaster, and the Supervisor of Engineer Training prior to going into train service. They MUST take a test trip with the Road Foreman of Engines. They MUST have an Engineer's License in their possession and present same.





























