

# Feather River Rail Society

## Portola Railroad Museum

### Operations Department Bulletin #8

August 12, 1998

To All Train and Engine Crews (including R-A-L Instructors)

Effective immediately, the following instructions will apply:

1. During the Museum season, part of the equipment on display includes a series of locomotives on the west end of Track #2, which have their drop steps and safety chains in place, allowing visitors to walk from engine to engine. If these engines need to be moved, extreme care must be exercised to ensure that no pins are pulled on these engines, or that the hoses and safety chains are all disconnected, prior to any movement. When these engines are spotted after movement, tie handbrakes and stretch the cut to place tension on the knuckles, to lessen the chance of pins being pulled between engines.
2. Due to the length of this cut of engines on Track #2, the available room on the west end of this track is only one short carlength. As a result of a recent incident where two of our prized WP locomotives were involved in a sideswipe at the convergence of west #1 and west #2, the following shall be complied with:

**Only engines WP 608 or WP 512, or engines of similar length, may be placed on the west end of track #2 when not in use. WP 707, WP 921, SP 2873, VIA 6776, and FR&W 1857 are too long to safely be placed on the west end of track #2, and should not be left there. It is permissible to place a longer engine on west #2 during switching, while closely observing clearances. If a longer engine must be left on the west end of track #2, it must be coupled to the other engines in the track, and sufficient clearance for movement on west #1 track must be verified.**



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