

Comprehensive List of General Orders

This is a comprehensive list of the existing General Orders as of March 28, 2005. It is your responsibility to initial the General Order Log in the Crew Room before signing in for duty. This is provided only as a quick overview.

General Order No. 1

Date: January 1, 2005

To: All Staff & Volunteers

Subject: General Orders and Notices

It is the responsibility of all personnel to check the order board for General Orders when they come on duty and to comply with all orders. If you do not understand a General Order it is your responsibility to ask for clarification.

After reading the General Order *initial* the General Order Acknowledgement form under the appropriate General Order.

General Order No. 2

Date: January 1, 2005

To: All Staff & Volunteers

Subject: Timetable

Timetable 4 remains in effect until superseded.

General Order No. 3

Date: January 1, 2005

To: All Staff & Volunteers

Subject: Ashpit Track is Out of Service

Effective today the Ashpit Track is out of service.

Use extreme caution when going by the ashpit, debris and workers could be present.

General Order No. 4

Date: January 1, 2005

To: All Staff & Volunteers

Subject: Track Out of Service.

Effective today the mainline track from Hi-line Junction to McGill Junction is out of service until further notice.

The track from McGill Junction to McGill is out of service until further notice

General Order No. 5

Date: January 1, 2005

To: All Staff & Volunteers

Subject: Preparing 93 or 40 After the Last Run

After the last train of the weekend, the fire on Locomotive or 40 or 93 will be flat fired not banked. The only time to bank the fire is if there is a run the next day or if you are informed differently. Also remember to take your water samples after shift.

General Order No. 6

Date: January 1, 2005

To: All Staff & Volunteers

Subject: Out of Service Crossing Equipment

When crossing signals are deemed out of service the following actions must be taken:

1. All movements across the grade crossing must be flagged in both directions with personnel physically on the ground.
2. On each side of the grade crossing red flags will be posted next to the track.
3. Notify the Chief Operating Officer and the Master Mechanic immediately about crossings found to be defective and treat such crossing as out of service.
4. Any grade crossings out of service will be posted as a general order.

This order must be complied with in its entirety.

General Order No. 7

Date: January 1, 2005

To: All Staff & Volunteers

Subject: Missed Stopping Point at East Ely Depot.

If a train misses the normal stopping point when coming into the East Ely Depot, after the train stops, passengers will be discharged first. The only allowable exception is that the train stopped in an area where there was no smooth surface for the passengers to disembark.

After the passengers disembark and are clear of the area, then it is permissible to move the train after the head end brakeman and conductor verify the track is clear at both ends of the train to the normal stopping point.

General Order No. 8

Date: January 1, 2005

To: All Staff & Volunteers

Subject: End of Track

The end of track for the Keystone Branch is now the railroad north side of the road crossing to the mine. Trains are prohibited from operating on or past this highway crossing. The end of track for the Adverse branch remains milepost H 7.

General Order No. 9

Date: January 1, 2005

To: All Staff & Volunteers

Subject: Speed Limits

The speed limits on the Nevada Northern Railway are as follows:

- 1) Adverse branch is 20 mph except in the cut. Speed through the cut will not exceed 10 mph.
- 2) Keystone branch is 15 mph except through the D & M tunnel. Speed through the tunnel will not exceed 8 mph.
- 3) East Ely yard speed is 8 mph. The East Ely Yard limits on the north is the Avenue C crossing and the south limit is the switch to the unload siding.

The locomotive engineer is responsible for the safe operation and handling of the locomotive and train (Rule 1.38). In the event that either a student engineer or a renter engineer exceeds the speed limits, it is the responsibility of the engineer to take corrective action. The engineer is obligated to relieve either a student engineer or a renter engineer for not operating safely. If the engineer fails to take corrective action, the engineer will explain in writing to the Chief Operating Officer his reasons for not taking action.

Conductors and engineers are jointly responsible for ascertaining the maximum speed for the operation of their train or engine and such speed must not be exceeded (Rule 1.112) Conductors and engineers of trains found exceeding the speed limit will explain in writing to the Chief Operating Officer their reasons for exceeding the speed limits. In addition, they will explain what steps they will implement to insure that they don't speed again.

General Order No. 10

Date: January 1, 2005

To: All Staff & Volunteers

Subject: Blowing of the Whistle in the East Ely Yard

Due to the early time the railroad starts in the morning, all engineers will use the whistle minimally before 7:30 am. The engineer will use the whistle with discretion and as softly as possible before 7:30 am in the East Ely yards. This order in no way restricts the use of the whistle in emergencies or outside East Ely yard limits.

General Order No. 11

Date: January 1, 2005

To: All Staff & Volunteers

Subject: Cell Phones

Recently on a Class 1 railroad there was a collision between trains that injured three crewmembers and killed one. The cause of the accident was one of the engineers was distracted by a conversation on his personal cell phone. The FRA is in the process of developing rules on personal cell phones.

In light of this, the use of personal cell phones by train crewmembers during train operations is prohibited. Turn off your cell phone when you report for train service.