

CALIFORNIA STATE RAILROAD MUSEUM

SACRAMENTO SOUTHERN RAILROAD

CIRCULAR –9

ANNULLING PASSENGER TRAIN DEPARTURES

APRIL 25, 2014

1. GENERAL

- a. Passenger train departures may be annulled due to conditions of weather, track or railroad mechanical equipment.
- b. Annulling passenger train departure(s) requires thought, research, proper action, communication with crewmembers and prompt notification of Museum staff.
- c. Normally, the Trainmaster, SSRR makes the final decision to annul departures. In reaching that decision, he or she shall consider the safe course, and consult with other on-duty SSRR supervisory and management crewmembers.
- d. In all cases, promptly notify the Museum staff of any decision to annul a train.

2. ANNULLING A DEPARTURE: CONDITION OF TRACK OR RAILROAD EQUIPMENT

- a. Consult with Conductor/Relief Conductor and Chief Mechanical Officer or his designee and Designated Supervisor of Locomotive Engineers or his designee.
- b. Consult with a Manager of Track Programs if that person or his designee is on duty and immediately available.

- c. Trainmaster may direct resumption of departures, if those responsible for correcting the condition report that the railroad or its motive power is again ready for safe service.

3. ANNULLING A DEPARTURE: HIGH TEMPERATURE

- a. At the beginning of the day, verify the forecasted high temperature as posted by the National Weather Service at <http://www.nws.noaa.gov>. Enter zip code 95814.
- b. Check the expected high temperature for the operating day. If it is 100 degrees F or higher, revise the Train Orders for the day to annul the 5:00 PM train.
- c. During the day, be vigilant of the combined effect of the ambient temperature, relative humidity, and availability of a breeze.
- d. If the temperature at the Crew Center –outside rises to 100 degrees F, or higher, annul the remaining trains for the day.
- e. Constantly monitor the condition of the engine crew, the brakemen and the on-board staff. If the crew is becoming heat stressed, annul the remaining trains.
- f. Under all circumstances, if an individual crewmember is becoming heat stressed, relieve that member immediately. If relief is not available, and safe train handling is adversely impacted, annul the train.
- g. Constantly monitor the condition of the passenger equipment and passengers. If conditions in the passenger equipment are becoming unsafe, annul the remaining trains.
- h. Remember: even if a departure is annulled, the crew will have to remain for an hour to shut down the equipment.

4. ANNULLING A DEPARTURE: RAIN

- a. Consider depth of water above the rail, per the current General Code of Operating Rules.
- b. Consider ability of Engineer and Fireman to see ahead of locomotive where visibility is impaired by steam rising from locomotive exterior.
- c. Condition of adjacent streets during and after heavy rainfall.
- d. Periodically check National Weather Service web site. It is listed in the "Favorites" file on the SSRR Crew Center Computer.
- e. Remember your own observations on previous days and on day of assignment.
- f. Discussion weather conditions and forecasts with Conductor/Relief Conductor, Designated Supervisor of Locomotive Engineers and Ticket Agents.

End of Circular—9

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