

PORT
OF TILLAMOOK BAY
RAILROAD DIVISION

TIME TABLE No.

3

IN EFFECT AT
00:01 Pacific Daylight Time
Sunday, April 25, 1999

J. CRIDER
General Manager

M. D. Hahn
Supervisor
Locomotive
Engineers

R. C. JONES
Chief Mechanical
Officer & Road
Foreman of Engines

G. L. BEACHY
Road Master

L. J. SMITH
Office Administrator

Tillamook, Oregon

PRINCIPLES OF SAFETY

We are committed
to providing a safe work environment
for all employees

We believe that the safe performance
of the job is always more important
than the job itself

We will provide the training, tools
and resources required to ensure
a safe and clean work place

Employees are EMPOWERED and REQUIRED
to discontinue an activity that involves
the use of unsafe practices or tools

ALL EMPLOYEES HAVE THE RIGHT,
RESPONSIBILITY AND REQUIREMENT
TO WORK SAFELY

SPECIAL INSTRUCTIONS

01. RULE BOOKS IN EFFECT ON THE PORT OF TILLAMOOK BAY RAILROAD

General Code of Operating Rules, Third edition, effective April 10, 1994.

Southern Pacific Transportation Company Rules and Instructions Governing Air Brake System and Train Handling, effective April 19, 1991.

Port of Tillamook Bay Safety & General Rules for all Employees, effective May 14 1997

02. TRACK WARRANT CONTROL LIMITS

Within the following limits Rule 14.1 (Track Warrant Control) is in effect:

MP 770.5 to MP 855.4

03. YARD LIMITS

Within the following limits Rule 6.13 (Yard Limits) is in effect:

MP 855.40 to end of track

04. STANDARD CLOCK

The POTB standard clock is located at the Port of Tillamook Bay Office in Tillamook. The correct time may be determined by calling (503)842-2477.

05. RADIO FREQUENCIES

Radio channels in service on POTB trackage are
F1 - 63,63 TX,TR 161.055 MHz
F2 - 13,63 TX 160.305 MHz, TR 161.055 MHz

Radio channel in service on PW trackage used by POTB is F6 - 44,44 TX, TR 160.770 MHz

06. HAZARDOUS MATERIALS

POTB does not handle hazardous materials. If any placarded shipments are delivered to POTB at interchange they must **not** be handled. Any shipments of hazardous materials delivered to POTB at interchange must be reported to dispatcher immediately.

07. GENERAL CODE OF OPERATING RULES CHANGES AND ADDITIONS

The following rules apply only on The Port of Tillamook Bay Railroad:

Rule 4.3 - Timetable Characters Explanation of characters:

B----- General Orders, Notices, and Circulars.
F----- Fax.
K----- Standard clock.
Q----- Radio Base Station.
T----- Turntable or wye.
X----- Crossover.
X(2) -- Multiple crossovers
Y ----- Yard limits.

Rule 5.4.2, 5.4.3 and 5.4.4 - Display of Yellow or Yellow-Red flag:

Yellow or Yellow-Red flags may be displayed without the use of track bulletins, track warrants, or flagmen.

All references to placing flags 2 miles before restriction are changed to read 1 mile.

Rule 5.8.2 - Sounding Whistle - When other employees are working in the immediate area. sound the required whistle signal before approaching those employees.

Sound whistle several times before entering tunnels or crossing trestles or bridges in the Salmonberry Canyon area - MP 800.0 to MP 816.0

Rule 6.19 - Flag Protection - Specified flagging distance:

Flagging distance for any train operating on track where the maximum authorized speed is 10 MPH or less is 1/2 mile.

Flagging distance for any train operating an track where the maximum authorized speed is over 10 MPH is 1 mile.

Rule 14.0 diagram A. - Line 15 is changed to read:

15. FLAG PROTECTION NOT REQUIRED AGAINST TRAINS FOLLOWING ON SAME TRACK.

Rule 2.14, 14.9 and 15.7 - Copying Track Warrants and Track Bulletins-The following is added:

When verbally issuing and repeating Track Warrants and Track Bulletins, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the numeral is but one figure, it must be pronounced first, then spelled. The names of stations, control points and directions of movement must be pronounced then spelled.

When requesting main track authority. Dispatcher must be advised the exact point where main track will be entered. Main track must not be entered at any other point unless otherwise authorized.

If Maintenance of Way forces are working in conjunction with a train, and do not have equipment of their own fouling the track, they may work on the train crews authority, clearing with the train.

If Maintenance of Way forces have equipment on or fouling the track, whether they are in the limits of the train crews authority or not, they will obtain their own authority. Maintenance of Way forces working in conjunction with each other and under direction of one supervisor or foreman may work under the same authority.

Rule 14.7 - Reporting Clear of Limits - Add to Rule 14.7:

When reporting clear of the limits of a Track Warrant, crew member must use the identifying engine number and, if appropriate, the direction and/or foreign company initial. Crew member must not use train name when reporting clear of the limits of a Track Warrant.

Rule 14.10 - Track Warrant in Effect - Add to Rule 14.10:

If a dispatcher is not on duty when a train has cleared the limits of a track warrant, crews must report clear of limits in the following manner; Voided track warrant must be sent to dispatcher's office via FAX machine if available or left in paperwork container at off duty point.

Rule 15.12 - Relief of Engineer or Conductor During Trip - Second paragraph is changed to read:

If they cannot personally deliver the track warrants or track bulletins to the relieving crew, the conductor will leave them in a conspicuous location on the lead locomotive.

08. SPEED RESTRICTIONS ON TRAINS

Trains in excess of 100 tons per operative brake must not exceed 10 MPH on mountain grade descending.

09. MAXIMUM AUTHORIZED SPEED

MP	770.5	to MP	781.2	---	25 MPH
MP	781.2	to MP	800.0	---	20 MPH
MP	800.0	to MP	816.0	---	10 MPH
MP	816.0	to MP	834.95	---	20 MPH
MP	834.95	to END		---	10 MPH

Track designated "Excepted Track " will not include public road crossings at grade, bridges, and track approaching bridges for 100 ft. on either side.

10. SPEED INDICATORS

Locomotives with speed indicators not accurate within 5 MPH will not be operated as controlling unit at speeds in excess of 20 MPH.

-- SPEED TABLE--					
TIME PER MILE			TIME PER MILE		
MIN.	SEC	MPH	MIN.	SEC	MPH
15	00	4.0	04	29	14.0
12	00	5.0	04	00	15.0
08	34	7.0	03	20	18.0
06	41	9.0	03	00	20.0
06	00	10.0	02	40	22.5
05	28	11.0	02	24	25.0
05	00	12.0	02	00	30.0

11. REQUIRED AIR TESTS

An end of train application and release test of train air brakes must be performed at Cochran prior to descending grade.

12. BRAKE PIPE PRESSURE

Passenger trains operating on mountain grade will have brake pipe pressure of 100 PSI. All other trains will be operated with a brake pipe pressure of 90 PSI.

13. EQUALIZATION PRESSURES

AUXILIARY RESERVOIR PRESSURE	FULL SERVICE REDUCTION	BRAKE CYLINDER PRESSURE
70	20	50
80	23	57
90	26	64
100	29	71

14. POWERED AXLES - MOUNTAIN GRADE

The use of more than 24 powered axles on head end of train operating on mountain grade is prohibited. Trains with 24 powered axles are limited to 20 loaded railcars single pull on mountain grade eastbound.

15. MULTIPLE UNIT OPERATION

All locomotives in the head end and/or helper consist must be connected for multiple unit (MU) operation, if equipped with MU air and electrical connections.

16. LOCOMOTIVE INSPECTION REPORTS

Locomotive Daily Inspection Reports: will be completed at time of inspection and placed in form holder on lead locomotive in use at that time.

Locomotive Malfunction Reports: will be completed as needed and placed in form holder by end of tour.

17. LOCOMOTIVES HAULED IN TOW.

Locomotives hauled in tow must be handled immediately behind the head end consist whenever possible. If other placement is necessary permission must be obtained from Supervisor Locomotive Engineers

The number of locomotives hauled-in-tow, regardless of placement in train, must not exceed two times the number of locomotives in MU operation. (Example: if two locomotives are in MU operation, there must not be more than four locomotives hauled in-tow.)

Locomotives not coupled to the head end or helper consist (hauled-in-tow) must have the dead engine feature cut in. Release of the brakes must be ensured.

18. MINIMUM CONTINUOUS SPEED/SHORT TIME RATINGS FOR LOCOMOTIVES

Locomotives must not be operated in the Short Time Rating zone any longer than listed below. If time exceeds the prescribed limits, locomotive traction motors will be damaged by excessive heat.

These times are non-cumulative.

	CONT.		1 HR.		1/2 HR.		1/4 HR.	
	MPH	AMP	MPH	AMP	MPH	AMP	MPH	AMP
SD9	8.0	900	7.5	935	6.9	980	5.9	1065
GP9	12.0	900	11.3	925	10.6	970	9.1	1065

19. LOCOMOTIVE SHUTDOWN POLICY

Locomotives tied up at outlying points which will not be in service for a period of three hours or more must have the diesel engine shut down and the locomotive properly secured.

In addition to complying with the requirements of Rule 928 of the Air Brake and Train Handling Rules (SP effective April 19, 1991), engineers are reminded to open the main battery switch before leaving locomotive.

Locomotives must not be shut down when the ambient temperature is expected to be 35 degrees Fahrenheit or below.

When locomotives are left running unattended between the hours of 2200 and 0700 they must be secured as far from residential areas as is practicable.

Prior to restarting diesel engine, the engine and air compressor must be checked for proper lubricating oil and fluid levels. If water is discharging from the air box drain or diesel engine crankcase oil level is high or a milky gray/brown color, do not attempt to restart until an inspection is made by mechanical personnel.

In the event that a locomotive fails to restart, the train dispatcher must be notified.

All trains consisting of both locomotives and rail cars which are left unattended on the main line between Buxton (MP 781.2) and Salmonberry (MP 815.5), with the exception of those parked at the Timber crossing (MP 793.0), must have all locomotive hand brakes applied, all air brakes applied, and sufficient rail car hand brakes applied to hold the train on grade without air

brakes. A minimum of one (1) locomotive must remain running to keep air system charged. After hand brakes are applied, independent and automatic brake must be released to insure train will not move. The independent brake must be reapplied and a full service automatic brake pipe reduction made.

All locomotives without cars which are left unattended on the main line between Buxton (MP 781.2) and Salmonberry (MP 815.5), with the exception of those parked at the Timber crossing (MP 793.0), must have all locomotive hand brakes applied, all air brakes applied, and a minimum of one (1) locomotive must remain running to keep air system charged. In addition, the lead truck of the lead unit in descending direction must be chained to the rail and all slack removed from the chain, or chains must be wrapped and locked around the rail in front of one lead wheel in descending direction on each locomotive in the consist, unless locomotives are behind a derail.

20. MANNED HELPER OPERATIONS

Helpers of 6 powered axles or less: - No placement restrictions apply. Helpers of 12 powered axles or less: May be operated at the rear of the train.

Helpers exceeding 12 powered axles: - Must be cut into the train at a location which equals the tonnage rating of The helper consist. - The Dispatcher will advise the engineer of the tonnage rating of the helpers when requested.

Not more than 18 powered axles are to be used in helper service.

Not more than 18 powered axles are to be used in a head end consist when helpers are being used.

Helpers must not shove on empty or loaded cars shorter than 50 feet equipped with friction bearings.

Helpers must be cut in ahead of empty or loaded 50 foot flat cars.

Helpers must be cut in ahead of empty or loaded passenger equipment.

21. RESTRICTIONS ON CARS

Head end restrictions:

The following equipment must **not** be placed at front of train when on mountain grade MP 781.2 to MP 811.0, except in work train or when otherwise provided by dispatcher.

- Empty cars

Rear end restrictions:

The following equipment must be placed at rear of train when on mountain grade MP 781.2 to MP 811.0, except in work train or when otherwise provided by dispatcher.

- Passenger cars.
- Rail diesel cars (RDC).
- 50 foot flat cars empty or loaded.
- Empty ballast cars.

Speed restrictions:

FI6 cars (60 foot center-beam) must not be handled between 13 and 21 MPH due to severe harmonic rock characteristics.

Ballast cars:

When possible, ballast cars must be unloaded completely before placement in train other than work train. If this is not possible, it must be determined that load is evenly distributed to prevent derailment.

Cars 80 feet or longer:

Cars 80 feet or longer must not be handled between Buxton MP 781.2 and Wheeler MP 833.6 unless movement is authorized by train dispatcher.

Dimensional shipments:

The movement of any oversize car must be approved by Road Master before it is handled in train.

22. HIGHWAY GRADE CROSSINGS

Long Prairie Road

Trains must stop short of crossing. Conductor must position himself to observe movement of traffic in both directions without placing himself at risk. When traffic permits safe movement over crossing, the conductor will signal train to enter crossing.

3rd St. Tillamook Speed Restriction

When within 250 ft., trains or locomotives approaching grade crossing signal eastbound at MP 855.7, 3rd St, from Siding or Track 1110 or westbound from Track 1120, must not exceed 5 MPH until train or locomotives have entered the crossing.

Private Grade Crossing MP 781.7 Flint Rd.

Due to poor visibility at that location, all trains are required to whistle per GCOR Rule 5.8.2(11) eastbound and westbound when approaching the private grade crossing located at MP 781.7

GRADE CROSSING SIGNAL MALFUNCTION REPORTING

Railroad employees are required to report, as soon as possible, any grade crossing signal failure, malfunction, or false activation. This report must be made by the quickest available to the train dispatcher, when possible. If a dispatcher is not available at the time the malfunction is noted then it is to be reported directly to the Signal Maintainer, the Supervisor Locomotive Engineers, the Road Master, or the General Manager, in that order. The person so contacted will be responsible for contacting a dispatcher so the necessary steps will be taken to notify the proper authorities and fill out the required paperwork. If they cannot contact dispatcher, they will need to notify the effected Police authorities and issue a stop and protect order to any effected trains. They must also obtain a Warning System Failure Report, fill in the necessary information as to when and how the failure was reported/discovered and which signal is effected. That form must be given to a dispatcher or the signal maintainer as soon as possible.

Train crews who have been advised of a grade crossing failure or malfunction must, on approach to that crossing, assure that all traffic has been flagged to a stop by a crew member, a railroad employee, or a member of the law enforcement community before the grade crossing is occupied by a train

Locomotive engineers are required to use bell and whistle signals as prescribed by the General Code of Operating Rules. State or local 'whistle bans' are to be disregarded when a grade crossing malfunction or failure has been reported.

PORT OF TILLAMOOK BAY RAILROAD DRUG TESTING POLICY

22. PROCEDURES FOR DRUG AND ALCOHOL TESTING

Federal regulations place a strict prohibition on the use of controlled substances by covered service employees except for prescribed and over the counter drugs used properly in compliance with 49 CFR 219. To help ensure a drug free work place, all Port of Tillamook Bay Railroad (POTB) employees are governed by Rule 1.5. This rule reads as follows:

"The use or possession of alcoholic beverages while on duty or on company property is prohibited. Employees must not have any measurable alcohol in their breath or in their bodily fluids when reporting for duty, while on duty, or while on company property.

The use or possession of intoxicants, over-the-counter or prescription drugs, narcotics, controlled substances, or medication that may adversely affect safe

performance is prohibited while on duty or on company property, except medication that is permitted by a medical practitioner and used as prescribed. Employees must not have any prohibited substances in their bodily fluids when reporting for duty, while on duty, or while on company property.

FRA PRESUMPTION OF IMPAIRMENT NOTICE

Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the railroad reasonably suspects that you are under the influence of, or impaired by, any controlled substance while on duty.

Because of its sensitivity, the urine test may reveal whether or not you have used drugs in the recent past. In general, the test cannot distinguish between recent use and current impairment. However, the federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

You can avoid this presumption by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the result of the blood test, if you provide a blood sample there will be no presumption of impairment from a positive urine test.

You are not required to provide a blood sample at any time except after certain accidents and incidents subject to the federal post-accident testing requirements (49 CFR 219 Sub-part C.)

OUTLINE OF PROGRAMS

I.) **PRE-EMPLOYMENT; RETURN TO WORK; PERIODIC PHYSICAL EXAMINATION DRUG SCREEN:** (Urine specimen only) This program is POTB policy for all employees and is federally mandated by 49 CFR 219 Sub-part F for all employees new to covered service.

II.) **REASONABLE CAUSE AND REASONABLE SUSPICION TESTING:** (Urine specimen drug screen only. Urine specimen will not be tested for alcohol.) This program is POTB policy for all employees.

III.) FRA MANDATORY POST-ACCIDENT TOXICOLOGICAL TESTING: (Blood and urine specimens are both required from covered service employees after qualifying accidents or incidents.) This program is federally mandated by 49 CFR 219 Sub-part C and governs covered service employees only.

IV.) RANDOM DRUG TESTING PROGRAM: This program is federally mandated by 49 CFR 219 Sub-part G and governs covered service employees of any railroad that employs more than 15 employees covered by the Hours of Service Act (45 U.S.C. 61-64b) or operates on tracks of another railroad or otherwise engages in joint operations (except as necessary for purposes of interchange.)

This program does not apply to the POTB at this time. However, it will be implemented if, at any time in the future, it does apply. The details of the program will be provided to employees at that time.

EXPLANATION OF PROGRAMS

I.) PRE-EMPLOYMENT; RETURN TO WORK; PERIODIC PHYSICAL EXAMINATION DRUG SCREEN: (Urine specimen only) It is POTB policy to require a pre-employment drug screen of all prospective employees. In addition, all employees who return to work after an absence of 90 days or more will have a drug screen performed on their urine specimen. A drug screen may also be required in conjunction with company required physical examinations, or as a condition of reinstatement in accordance with the terms of discipline and/or rehabilitation following a violation of Rule 1.5.

II.) REASONABLE CAUSE AND REASONABLE SUSPICION TESTING: (Urine specimen drug screen to detect the presence of controlled substances only.)

Urine specimens will not be tested for alcohol. A blood specimen for blood alcohol concentration (BAC) testing is permitted only if requested by the employee.

A. Reasonable Cause Drug Screen: (Urine specimen only) POTB policy requires an employee to provide a urine specimen at a designated collection facility after accidents, incidents, and/or rules violations when a supervisor reasonably suspects that the acts or omissions of the employee contributed to the cause or severity of the accident or incident. A decision to test under this authority must be approved

by the appropriate department head or the General Manager. The employee providing the urine specimen will be removed from service pending the results of the drug test. The supervisor must also make arrangements for the safe transportation of the employee to his or her residence at company expense. If the drug test result is negative, the employee will be returned to service and reimbursed for all time lost unless the terms of discipline assessed, if any, provide otherwise.

B. Reasonable Suspicion Drug Screen: (Urine specimen only) POTB policy requires an employee to provide a urine specimen at a designated collection facility if a supervisor suspects that employee of being under the influence of, or impaired by a controlled substance. Reasonable suspicion must be based on specific personal observations the supervisor can articulate concerning the appearance, behavior, speech, or body odors of the employee. The determination to require this type of test must be made by at least two supervisors. The employee will be removed from service pending results of the drug test. The supervisor must also make arrangements for the safe transportation of the employee to his or her residence at company expense. If the drug test result is negative, the employee will be returned to service and reimbursed for all time lost.

C. Reasonable Suspicion of Alcohol impairment: POTB policy requires a supervisor who suspects an employee of being under the influence of alcohol to remove that employee from service. The reasonable suspicion must be based on specific personal observations the supervisor can articulate concerning the appearance, behavior, speech, or body odors of the employee. If possible, the supervisor should have a witness or witnesses corroborate his or her observations. If requested, the employee must be offered an opportunity to provide a blood specimen for blood alcohol concentration (BAC) testing at a designated specimen collection facility to exonerate him or herself, but such a test is not required. A urine specimen will not be used to test for alcohol. The supervisor should make arrangements for the safe transportation of the employee to his or her residence at company expense. The employee will be cited with violation of Rule 1.5 and withheld from service pending the results of a fact finding session or blood test result if such a test is performed. If the fact finding session establishes no violation of Rule 1.5, or the BAC result is negative, the employee will be returned to service and compensated for all time lost.

III.) FRA MANDATORY POST-ACCIDENT DRUG & ALCOHOL TESTING: (See 49 CFR 219 Subpart C) FRA regulations require blood and urine specimens from all covered service employees including dispatchers and signal maintainers when they are directly involved in a qualifying accident or incident. Use the nearest specimen collection facility. Specimens should be collected, packaged, and shipped in the FRA ToxBox via express mail (airborne preferred) to COMPUCHEM LABORATORIES (Attention Special Division)

3308 Chapel Hill/Nelson Highway
 Research Triangle Park, NC 27709
 Phone (919)248-6888 during business hours, or
 (919) 248-6487 nights & weekends. Notify FRA at
 (202)366-0501, or (800)424-0201.

EVENTS REQUIRING MANDATORY POST-ACCIDENT TESTING

1. Major Train Accident:

Any rail equipment accident involving damage in excess of \$6300 and one or more of the following:

- a. A fatality.
- b. A release of hazardous material from railroad equipment that results in evacuation, or reportable injury caused by the hazardous material release.
- c. Damage to railroad property of \$500,000 or more.

2. Impact Accident:

Train or rail equipment accident involving damage in excess of \$6300 that results in a reportable injury, or damage to railroad property Of \$50,000 or more.

NOTE: Impact accident in this case means head-on, rear-end or side collisions, but does not include impacts with trees, rocks, slides, livestock, etc.

3. Fatal Train Incident:

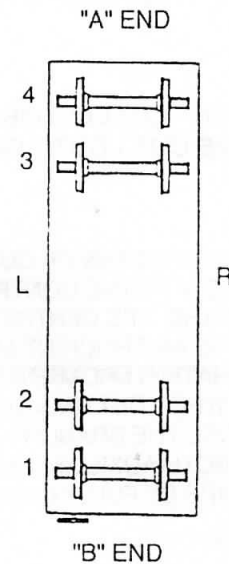
Any train incident that involves a fatality of on on duty railroad employee.

EXCEPTIONS:

Do not test in the event of an accident or incident resulting from natural causes such as flood, tornado, or other natural disaster.

Do not test employees involved in a qualifying incident type 2, 3 or 4 above if the railroad representative can immediately determine they played no role in the cause or severity of the incident (49 CFR 219.203 a(3).) However, all covered service employees involved in a qualifying type 1 incident must be tested regardless of the cause.

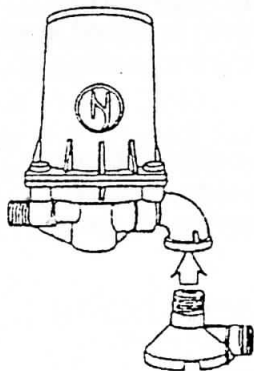
Do not test employees involved in a collision between railroad rolling stock and a motor vehicle or other highway conveyance at a rail/highway grade crossing



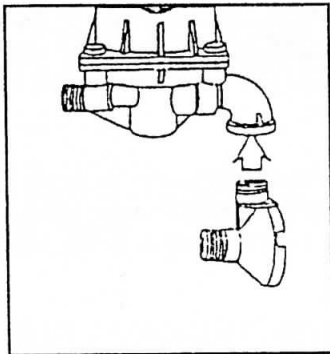
When a car has a hand brake on both ends the "A" and "B" ends will be stencilled. The right and left sides are determined by looking at the "B" end of a car. The 1st axle is on the "B" end of a car.

NO. 8 VENT VALVE

NO. 8 VENT VALVE IS REQUIRED TO PROVIDE PROPER PROPAGATION OF EMERGENCY BRAKE APPLICATION ON CARS AND LOCOMOTIVES HAVING BRAKE PIPE LENGTHS OF 65 FEET OR LONGER



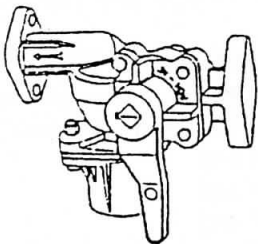
DUST PROTECTOR IN NORMAL POSITION



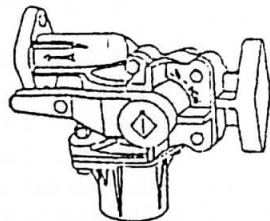
DUST PROTECTOR REMOVED AND REINSTALLED TO PLUG OFF DEFECTIVE NO. 8 VENT VALVE. PLUGGED VENT VALVES MUST BE REPORTED AT THE NEXT TERMINAL

COMBINED DIRT COLLECTOR AND BALL - TYPE CUT - OUT COCK

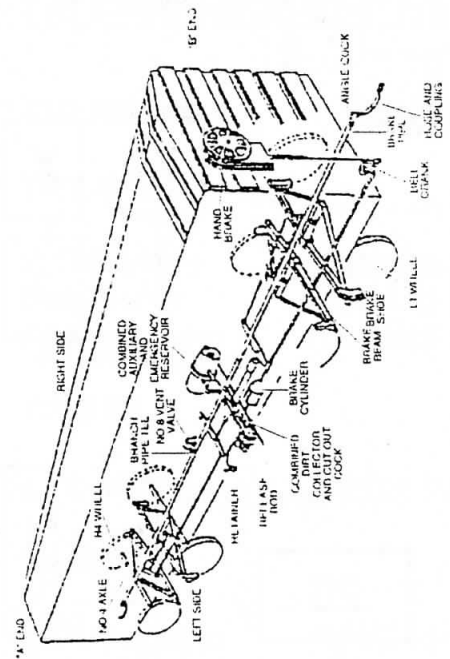
CUT - OUT COCK PROVIDES MEANS OF CUTTING OUT BRAKE PIPE AIR FLOW TO THE CONTROL VALVE ON INDIVIDUAL CARS. IT'S CENTRIFUGAL TYPE DIRT COLLECTOR IS AN EFFICIENT MEANS OF PREVENTING CONTAMINATION FROM ENTERING THE CONTROL VALVE. WHEN CUTTING OUT BRAKES ON FREIGHT CARS, CLOSE THE BRANCH PIPE CUT - OUT COCK AND DRAIN BOTH AUXILIARY AND EMERGENCY RESERVOIRS BY FULLY OPENING RELEASE VALVE



THE HANDLE IS IN THE CUT - IN OR NORMAL POSITION



THE HANDLE IS IN THE CUT - OUT POSITION



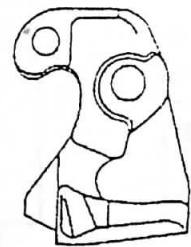
9012 KNUCKLES ARE NOT INTERCHANGEABLE

KNUCKLES MARKED "E 50" FIT "E" TYPE COUPLER

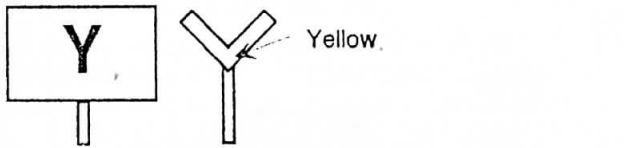
KNUCKLES MARKED "F 51" FIT "F" TYPE COUPLER



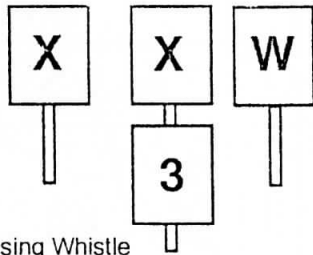
ROUND CORNER
TYPE E



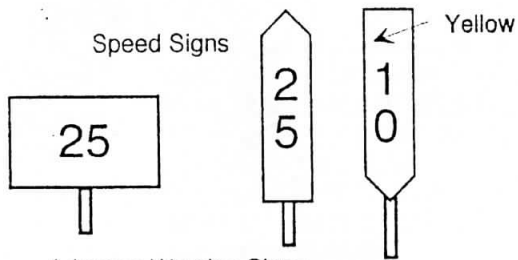
SHARP CORNER
TYPE F



Yard Limit

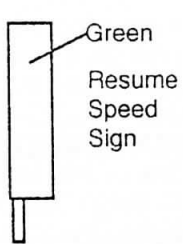
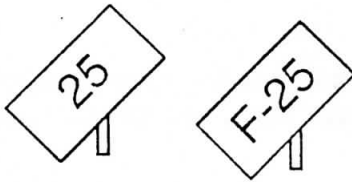


Crossing Whistle



Speed Signs

Advance Warning Signs



Resume Speed Sign

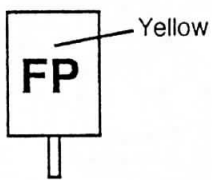


Derail

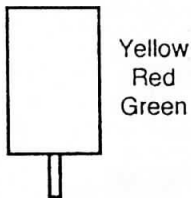


Stop

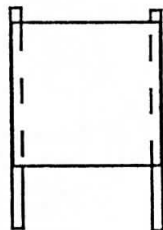
White letters on reflective red background, or black letters on white background



Fouling Point



Track Flags



TELEPHONE NUMBERS

EMERGENCY ----- 911

TILLAMOOK

POTB office (503)842-2413
 Dispatcher (503)842-2477
 FAX machine (503)842-3680

TIMBER

FAX machine (503)357-5592

BANKS

FAX machine (503)324-1501

MAIN LINE				
UTILITY CODES	STATIONS		MILE POST	STN. NOS.
WT	HILLSBORO(PW) 0.5		764.8	PW10
Y	BN JCT(PW) 0.9		765.5	****
Y	MAHAN(PW) 3.8		766.4	PW11
	SCHEFFLIN(PW) 0.3		770.2	PW15
	END OF TRACK(POTB) 2.0		770.5	****
	ROY 2.2		772.5	2500
BFX (2)	BANKS 6.5		774.7	2400
	BUXTON 11.9		781.2	2300
BF	TIMBER 6.9		793.1	2100
	COCHRAN 1.5		800.0	2000
	TUNNEL SPUR 6.4	TWC	801.5	****
	EDWARDS INCLINE 3.1		807.9	****
	ENRIGHT 4.7		811.0	1900
	SALMONBERRY 9.4		815.7	1800
	BATTERSON 0.3		825.1	1700
	EXTRACTOR 5.8		825.4	****
	MOHLER 2.4		831.2	1600
	WHEELER 7.1		833.6	1500
	ROCKAWAY 5.0		840.7	1400
	GARIBALDI 0.8		845.7	1300
	MIAMI 9.3		846.5	1200
YX (2)	TILLAMOOK 2.0		858.8	1100
YBKQF	INDUSTRIAL PARK		857.8	1000