

JOB BRIEFING

Prior to performing any task requiring the coordination of two or more employees, those employees involved must hold a "job briefing" to insure all have a clear understanding of the task to be performed and their individual responsibility and must discuss the following:

1. The job(s) to be done or move(s) to be made.
2. The responsibility of each employee.
3. Any additional instructions due to an unusual situation.
4. Any specific reminder due to a hazardous condition or unusual practice.
5. When on or near track, discuss how you are protected, what type and time given.

If necessary, an additional briefing should be held as the work progresses or the situation changes.

CENTRAL OREGON AND PACIFIC RAILROAD



TIMETABLE AND SPECIAL INSTRUCTIONS

5

EFFECTIVE

0001 August 30, 1998

**SAFETY IS THE MOST
IMPORTANT ELEMENT IN THE
PERFORMANCE OF DUTIES**

**R. W. LIBBY
GENERAL MANAGER**

RAILTEX

VISION FOR EXCELLENCE

"We are a growing, international, rail-oriented, logistics company that is customer focused, locally managed and centrally supported.

We value quality of life, character, personal initiative, creativity, team work and perseverance.

We are highly motivated, innovative and multiskilled.

We are trained to understand and empowered to rapidly respond to our customers' needs in a safe, effective and efficient manner.

Our success in converting opportunities into realities benefit our co-workers, shareholders and the communities we serve".

Central Oregon and Pacific Railroad MISSION STATEMENT

To provide the northwestern United States with Superior rail transportation.

To consistently deliver and serve our customers a quality service with integrity and trust.

To provide a work environment that enhances loyalty, both externally and internally.

Consistently satisfying the most demanding service has set the benchmark of quality service to all Central Oregon & Pacific Railroad customers.

Robert W. Libby

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SUBDIVISION MILEAGE

COOS BAY

Between Danebo and Canary	69.7
Between Canary and Coquille	64.5

ROSEBURG SUBDIVISION

Between Springfield Jct. and Roseburg	69.4
Between Roseburg and Medford	130.8
Between Tolo and White City	5.4

SISKIYOU SUBDIVISION

Between Medford and Black Butte	97.8
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Total All Subdivisions	437.6
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TELEPHONE NUMBERS

TEAM CO-ORDINATORS

Roseburg...	C.L. McLean	Assistant General Manager	1-541-957-2501
	J.R. Becker	System S.L.E.	1-541-461-8933
	G.L. Carter	Assistant Operations Mgr.	1-541-957-2504
	J.A. Boykin	Assistant Operations Mgr.	1-541-957-2507
	R.L. Reeves	Chief Mechanical Officer	1-541-957-2509
	G.C. Davis	Roadmaster	1-541-957-2506

Medford... B.E. Pfeifer Operations Manager / S.L.E. **1-541-857-9670**

Dispatching Office - Roseburg **1-800-344-8261**

1-541-957-2503

Union Pacific Dispatcher **1-402-636-1646**

U.P. Eugene A.G.Y.M. **1-541-341-5524**

U.P. Eugene Crest Tower **1-541-341-5645**

TRAIN DISPATCHERS

Dispatch Manager...	D.D. Taylor		1-541-957-2510
Dispatchers	M.T. Bakke	L. J. Freadman	P. J. Kantola
	J. R. Becker	C. L. Healy	S. M. Nugent
	M. Ennis		

CUSTOMER SERVICE CENTER: **1-541-957-2500**

UP TIME SERVICE: **1-402-271-4601**

RADIO CHANNEL INFORMATION:

Channel	TX	RX	Use
1	14	14	U.P. - Eugene
2	96	96	U.P. - Black Butte
3	22	22	Dispatch - Black Butte - Grants Pass
4	65	22	Trains - Black Butte - Grants Pass
5	12	12	Dispatch - Medford - Roseburg
6	53	12	Trains - Medford - Roseburg
7	08	08	Dispatch - Coos Bay - Roseburg
8	55	08	Trains - Coos Bay - Roseburg
9	23	23	Dispatch - Roseburg - Eugene
10	85	23	Trains - Roseburg - Eugene

The radio base station located in Roseburg is monitored 24 hours a day.

COOS BAY SUBDIVISION

NORTHWARD <small>READ DOWN</small>		STATIONS	SOUTHWARD <small>READ UP</small>	
Station Number	Siding Length		Rule 4.3	Mile Post
03340	YARD	COQUILLE 16.9	Y	786.5
03300	YARD	COOS BAY 3.3	GTY	768.9
03230	YARD	NORTH BEND 2.8	Y	765.6
03220	2500	CORDES 3.7	Y	763.0
03210	2980	HAUSER 18.9	Y	759.3
03195	2480	REEDSPORT 1.6		740.4
03185	2376	GARDINER JCT. 17.5	Y	738.8
03170		CANARY 6.3	G	721.3
03160	4520	WENDSON 6.0		715.0
03155	1500	BECK 3.7		709.0
03150	4680	MAPLETON 53.7		705.3
03105	4680	DANEBO	Y	651.6

UNION PACIFIC RAILROAD - CASCADE LINE

WESTWARD <small>READ DOWN</small>		STATIONS	EASTWARD <small>READ UP</small>	
Station Number	Siding Length		Rule 4.3	Mile Post
03105	4680	DANEBO 0.9	Y	651.6
**		BNSF CROSSING		649.3

1. EXPLANATION OF CHARACTERS:

G - General Orders, General Notices

T - Turning Facilities

Y - Yard Limits

2. MAIN TRACK AUTHORIZATION:

Between	Rules in Effect
Coquille and MP 758.0	GCOR 6.13
MP 758.0 and MP 741.0	TWC, GCOR Section 14
MP 741.0 and MP 737.0	GCOR 6.13
MP 737.0 and MP 652.0	TWC, GCOR Section 14
MP 652.0 and End of CORP Main Trk	GCOR 6.13
Begin UP Main Trk. To Mileage 648.4	GCOR 6.13

3. MAXIMUM AUTHORIZED SPEED ON MAIN TRACK, RULE 6.31:

BETWEEN COQUILLE AND DANEBO - 25 MPH			
Exceptions:			
Between (Mileage)	Speed (MPH)	Between (Mileage)	Speed (MPH)
786.6 - 762.6	10	Structure 696.6	10 Trestle
740.6 - 739.6	10 Bridge	696.6 - 678.4	20
733.0 - 730.5	10 Trestle	Structure 678.4	10 Bridge
728.0 - 727.7	10 Tunnel 17	678.4 - 678.0	20
721.2 - 720.7	10 Tunnel 15-16	671.4 - 667.4	10 Tunnel 13
717.1 - 716.4	10 Trestle-Bridge	656.0 - 655.0	10 Sink
698.5 - 696.6	20	652.0 - 648.4	10 U.P. Yard

4. SPEED ON OTHER THAN MAIN TRACK, RULE 6.28:

Vaughn, mileage 668.3 - Willamette Industries, tracks - 5 MPH

5. DRAWBRIDGES:

5.1 INTERLOCKED:

North Bend, mileage 763.6

Reedsport, mileage 739.6

5.2 NON-INTERLOCKED

Suislaw River, mileage 716.4.

Gates are installed on each end of the span. Trains must approach drawbridge prepared to stop before reaching the gates. If gates are open, movement can be made without stopping, at authorized speed. If gates are closed, trains will stop and not proceed until gates have been opened and bridge properly aligned.

Signal 9.1.14 (A) Stop, applies at:

Signals 2E and 2W Reedsport Drawbridge

Signals 2E and 2W North Bend Drawbridge

6. IMPAIRED SIDE CLEARANCES, RULE 1.20:

Mileage	Description	Mileage	Description
763.6	Signals on Bridge	727.7	Tunnel 17
751.2	Tunnel 21	721.5	Tunnel 16
750.1	Tunnel 20	720.7	Tunnel 15
745.6	Tunnel 19	681.5	Tunnel 14
739.6	Bridge	669.5	Tunnel 13
734.5	Tunnel 18	664.9	Bridge

7. FRA EXCEPTED TRACK, RULE 6.12:

Between MP 771.0 and Mileage 786.5.

Coquille - Old siding

House track

Coos Bay/North Bend - All yard tracks except Track 3805

8. MISCELLANEOUS:

When a single transportation specialist is charged with the movement of the train, movement must be made at a speed that will permit stopping within one half the range of vision.

Multi-level auto carriers must not be handled.

NOTES

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ROSEBURG SUBDIVISION
Medford to Roseburg
MAIN LINE

NORTHWARD <small>READ DOWN</small>		STATIONS	SOUTHWARD <small>READ UP</small>	
Station Number	Siding Length		Rule 4.3	Mile Post
04200	yard	MEDFORD	GY	441.8
		8.4		
04125	3858	TOLO	TY	450.2
		14.7		
04110	2579	ROGUE RIVER		464.9
		9.0		
04100	5493	GRANTS PASS	TY	473.9
		8.6		
04070	1845	MERLIN		482.5
		4.9		
04065	4200	HUGO		487.4
		6.7		
04060	3366	LELAND		494.1
		13.8		
04050	3100	GLENDALE	Y	507.9
		32.4		
04045	2023	CORNUTT		540.3
		3.9		
04040	3080	RIDDLE		544.2
		5.1		
04035	1830	WEAVER		549.3
		5.6		
04025	4461	DOLE		554.9
		7.1		
04015	2935	DILLARD	Y	562.0
		10.6		
04000	YARD	ROSEBURG	GY	572.6

WHITE CITY BRANCH

NORTHWARD <small>READ DOWN</small>		STATIONS	SOUTHWARD <small>READ UP</small>	
Station Number	Siding Length		Rule 4.3	Mile Post
04125		TOLO	TY	450.5
		5.4		
04155	3137	WHITE CITY	Y	455.9

WHITE CITY BRANCH - All movements 10 MPH. (Class 1 Track)

Roseburg to Springfield Junction
ROSEBURG SUBDIVISION (Cont.)
MAIN LINE (Cont.)

NORTHWARD READ DOWN		STATIONS	SOUTHWARD READ UP	
Station Number	Siding Length		Rule 4.3	Mile Post
04000	YARD	ROSEBURG	GY	572.6
		8.8		
03670	3078	WILBER		581.4
		5.0		
03665	4615	SUTHERLIN		586.4
		2.7		
03660	2380	OAKLAND		589.1
		8.4		
03655	2935	RICE HILL		597.5
		6.2		
03650	3405	YONCALLA		603.7
		9.5		
03635	3092	SAFELY		612.2
		8.7		
03620	4180	DIVIDE		621.9
		3.1		
03610	2105	LATHAM		625.0
		1.5		
03605	2820	COTTAGE GROVE		626.5
		4.1		
03525	3249	WALKER		630.6
		4.9		
03520	3137	CRESWELL		635.5
		8.8		
03510	YARD	SPRINGFIELD JCT.	TY	642.0

UNION PACIFIC RAILROAD - CASCADE LINE

EASTWARD READ DOWN		STATIONS	WESTWARD READ UP	
Station Number	Siding Length		Rule 4.3	Mile Post
03510	3249	SPRINGFIELD JCT.	TY	644.3
		0.8		
03505	5231	JUDKINS		645.1
		2.2		
03025	1986	EUGENE		647.3
		2.4		
03000	YARD	EUGENE YARD	GTY	649.7

CORP trains moving on Union Pacific Main Track between Springfield Jct. and Eugene Yard may operate at Freight Train speed as authorized in Union Pacific Western Region Timetable No. 1

1. EXPLANATION OF CHARACTERS, RULE 4.3:

- G - General Orders, General Notices
- T - Turning Facilities
- Y - Yard Limits

2. MAIN TRACK AUTHORIZATION:

Between		Rules in Effect
Mileage 441.8	and MP 451.0	GCOR 6.13
MP 451.0	and MP 471.0	TWC, GCOR Section 14
MP 471.0	and MP 475.0	GCOR 6.13
MP 475.0	and MP 507.0	TWC, GCOR Section 14
MP 507.0	and MP 509.0	GCOR 6.13
MP 509.0	and Mileage 558.7	TWC, GCOR Section 14
Mileage 558.7	and MP 563.0	GCOR 6.13
MP 563.0	and Mileage 569.5	TWC, GCOR Section 14
Mileage 569.5	and MP 575.0	GCOR 6.13
MP 575.0	and MP 642.0	TWC, GCOR Section 14
MP 642.0	and Mileage 644.3	GCOR 6.13
<i>(UP) Mileage 644.3 and Mileage 647.3</i>		<i>CTC, GCOR Section 10</i>

TRACK WARRANT RULES DO NOT AUTHORIZE MOVEMENT WITHIN YARD LIMITS

All movement entering or moving within yard limits between MP 642.0 and Mileage 644.3 must be made at restricted speed unless operating under a block signal indication that is more favorable than Approach.

3. ABS TERRITORY:

Automatic Block Signals are in service between:

- Mileage 441.8 and Mileage 508.3
- Mileage 539.6 and Mileage 644.3

4. MAXIMUM AUTHORIZED SPEED ON MAIN TRACK, RULE 6.31:

BETWEEN SPRINGFIELD JCT. AND MEDFORD - 25 MPH			
Exceptions:			
Between (Mileage)	Speed (MPH)	Between (Mileage)	Speed (MPH)
441.8 - 442.7	20	511.0 - 516.0	20
456.0 - 456.9	10 Brg	516.0 - 516.2	10 Tnl
471.5 - 472.0	10	516.7 - 530.6	20
490.5 - 496.0	20	530.6 - 530.9	10 Crv
508.3 - 511.0	20	530.9 - 582.3	20
		609.0 - 618.0	20

4 (a), SPEED ON OTHER THAN MAIN TRACK, RULE 6.28

Drain MP609.0, 5 MPH Track 5980, Drain Emerald Lead.

5. FRA EXCEPTED TRACK, RULE 6.12:

Medford - Yard tracks 7201, 7202, 7203, 7206, 7207.

Grant's Pass - Yard Tracks 6802, 6807, 6702, 6706.

Glendale - Tracks 6512, 6516, 6518.

Roseburg - Track 6211.

Cottage Grove - All tracks except main track and siding.

6. IMPAIRED SIDE CLEARANCE, RULE 1.20:

Mileage	Description	Mileage	Description
456.8	Bridge	523.9	Rock Cut
458.7	Bridge	525.0	Rock Cut
482.6	Bridge	526.7	Rock Cut
490.6	Tunnel 9	526.9	Rock Cut
505.2	Tunnel 8	528.1	Rock Cut
509.2	Bridge	539.3	Rock Cut
514.1	Tunnel 7	550.1	Bridge
514.7	Tunnel 6	578.0	Bridge
515.7	Tunnel 5	589.9	Bridge
516.0	Tunnel 4	607.8	Bridge
518.6	Tunnel 3	608.6	Bridge
519.0	Rock Cut	610.7	Bridge
521.0	Tunnel 2	620.2	Rock Cut
521.1	Bridge	625.5	Bridge
521.4	Bridge	627.4	Bridge

Riddle, mileage 544.2: Various overhead and side impairments exist on Track 6479 serving Roseburg Lumber Co. Impairments include door frames of entry doors, pipes on north wall of building, and ladders at fire escapes along the north wall. The door frames are impaired at both ends and pipe and ladder impairments are spaced at intervals within the building. Do not ride on side of cars or engine when passing these locations.

Mileage 634.9, Bald Knob: Impaired side clearance both sides of industry. Locomotive is not to go onto trestle. To spot Bald Knob, there must be (6) cars between locomotive and cars to be spotted.

7. **BLOCK SIGNALS WITH "P" PLATES, RULE 9.5.8:**

NORTHWARD	PROTECTION	SOUTHWARD
5574	Slide detector fence between mileage 558.8 and 559.1	5591
5632	Slide detector fence between mileage 563.7 and 563.9	5651
6418	High load detector, highway underpass mileage 642.3	6429

8. **TRACKSIDE DETECTORS, RULE 6.29.1:**

Mileage	Type	Mileage	Type	Mileage	Type
445.0	E1, E2	509.8	E1, E2	575.7	F1
452.8	F1	517.1	F1	583.0	E1, E2
463.0	E1, E2	522.3	E1, E2	592.0	F1
477.3	F1	538.0	F1	602.2	E1, E2
482.8	E1, E2	542.7	E1, E2	623.3	E1, E2
492.0	F1	543.9	**	641.6	E1, E2
498.7	E1, E2	563.0	E1, E2		

****Riddle, mileage 543.9:** High car detector installed at signal 5439 for southward movement. Red and lunar light installed on mast of signals 5417 and 5439. Cars above fifteen feet, eight inches (15' 8") high will illuminate the light.

When lunar light is not displayed at both locations or red light is displayed at either location, train must be stopped and inspected. If restricted cars are found they must be set out at Cornutt. Train dispatcher must be notified when high car detector is activated.

Definition: See TRACKSIDE DETECTORS Page 39

9. LEAVING CARS UNATTENDED

When cars are left unattended at the Divide, Rice Hill, Leland and Hugo, rail skids must be placed under the first wheel in the descending direction and wheel moved onto skid. Employees are not relieved from securing sufficient hand brakes.

Rail skids are located at the north and south end at Divide, Rice Hill, Leland and Hugo. When picking up cars at these locations, the skid must be replaced under car or hung on post and locked.

10. MAXIMUM TONNAGE RATINGS:

TERRITORY	GP38	GP40	SLUG
Eugene to Roseburg	850	1000	1000
Roseburg to Grants Pass	750	800	800
Grants Pass to Medford	1575	1850	1850
Medford to Grants Pass	2800	4200	4200
Grants Pass to Roseburg	750	800	800
Roseburg to Eugene	850	1000	1000

11. GRADE RESTRICTIONS:

On the following descending grades determine the maximum allowable speed from the following table, taking into account the trains TPOB and tons per axle of operative dynamic brake.

Oakland and Divide
Grants Pass and Glendale

Tons Per Operative Brake (TPOB)	Tons Per Axle Operative Dynamic Brake		
	300 or Less	300+ to 500	500+ to 530
Below 100	25 MPH	25 MPH	20 MPH
100 to 110	25 MPH	20 MPH	
110.1 to 140	20 MPH		

A train that exceeds the table, one that experiences dynamic brake failure, or if the use of dynamic brakes and a 16 pound brake pipe reduction will not control the train at the allowable speed, the train must be STOPPED and sufficient hand brakes set to prevent

movement. The train must not proceed until additional dynamic braking is obtained, tonnage reduced, or the retainers on all cars placed in operative position. When it is necessary to use retainers, the train must not proceed except as instructed by a Supervisor of Locomotive Engineers.

12. COUPLER LIMITS:

The tonnage handled by the locomotive consist of a train must not exceed the following limits on an ascending grade. To determine tonnage handled by the locomotive consist when the train has a rear-end or entrained helper, subtract total locomotive tonnage ratings for the helper engine from the train's adjusted tonnage.

Northward:	Grants Pass - Glendale	4,500 tons
	Oakland - Yoncalla	5,000 "
	Safely - Divide	5,000 "
Southward:	Yoncalla - Oakland	5,000 tons
	Glendale - Grants Pass	4,500 "

STATION FOOTNOTES

E 1 Eugene Locomotive Facility:

Tracks 49, 50 and 51 at Eugene Roundhouse are designated as Locomotive Maintenance tracks.

R 1 Roseburg, mileage 572.6: Switch 6104 may be left lined & locked toward track 6101 and derail & switch at south end of track 6101 may

be left lined & locked for movement to Main Track prior to the arrival of South bound trains to minimize delays at public crossings.

R 2 Medford, mileage 441.8, Number of Hand Brakes Required, Rule 7.6:

The following applies for cuts of cars left in Medford Yard:

A **SUFFICIENT NUMBER** of brakes must be applied to north end of cut to prevent movement, taking into consideration that some cars may be equipped with truck mounted WABCO type brakes, which only apply brakes on 1 axle when applying hand brake.

Before releasing any hand brakes, a **SUFFICIENT NUMBER** of brakes must be applied to the remaining cars, except when preparing train for departure.

R 3 Tolo, mileage 450.2, Main Track Switches, Rule 8.3:

Crews operating to White City may leave the South Wye switch lined and locked in the reversed position. On return, switch must be lined and locked in the normal position.

R 4 Merlin, mileage 482.5, Charging Necessary Air Brakes, Rule 7.11:

When switching tracks 6756, 6760, 6764 air brakes must be in service on all cars. Cars must not be detached while in motion. After coupling to cars, air brakes must be cut in and operative on all cars being handled.

R 5 Cornutt, mileage 540.3, Switches in Sidings, Rule 8.11:

Switches at Cornutt siding, track 6490, must be left lined and locked for the industry and the tail track when not in use.

R 6 Dillard, MP 562.0:

Normal position for the switch at the north end of track 6424 is lined for track 6426. Switch must be left line in normal position after each use.

R 7 Roseburg, mileage 572.6:

Stop signs installed at Mosher St. crossing, mileage 572.4, govern movements over crossing on tracks 6101, 6120, 6121.

Track 6124 is for spotting water cars. When cars need to be filled crews must spot to this track when practicable.

R 8 Divide, mileage 621.9, Rule 6.32.6:

When a train stops, blocking Martin Creek Road, mileage 622.2, a member of the crew will immediately proceed to the crossing to be available to cut the train and clear the crossing within the lawful time when vehicular traffic is waiting to cross. Train should remain cut until ready to proceed.

R 9 Mileage 625.0, Rule 6.32.4:

Rachel Rd., cars must not be left standing on storage track between crossing and signs placed 175 feet south and 200 feet north of crossing. In addition, white stripe has been painted on the side of rails to help identify restricted area.

R 10 Cottage Grove, mileage 626.5:

Trains moving on siding must stop short of Main St. crossing, mileage 626.6, to allow crossing warning devices to operate before entering the crossing.

R 11 Walker, mileage 630.6:

Locomotives left anywhere except the extreme North end of the siding must be shut down.

Locomotives on the extreme North end of the siding may be left running, but must be within 10 car lengths of the North switch.

R 12 Springfield Jct., mileage 644.3, Rule 8.8:

Wye switches are equipped with UP locks..

W 1 White City:

No movements may be made beyond sign reading, "Entering WCTR Switching Limits" at mileage 454.4 between 1100 and 1630, Monday through Friday, unless the WCTR has been contacted by a crew member prior to arrival at White City, or if already occupying White City switching limits prior to 1100. When switching limits are occupied prior to 1100, no movement may be made after 1100 unless permission for movement has been received. Crew member must describe movements to be made when requesting permission for movement. WCTR phone number is 1-541-626-26331.

Black Butte to Medford SISKIYOU SUBDIVISION

NORTHWARD <small>READ DOWN</small>		STATIONS	SOUTHWARD <small>READ UP</small>	
Station Number	Siding Length		Rule 4.3	Mile Post
05360		(U.P.) BLACK BUTTE 4.4	TY	344.0
04350	3421	WEED 12.6	GTY	348.4
04345	5343	GAZELLE 14.5		361.0
04335	YARD	MONTAGUE 17.6	Y	375.5
04330	3583	HORN BROOK 8.7	Y	393.1
04325	1261	HILT 10.4		401.8
04315	4588	SISKIYOU 16.9		412.2
04305	5875	ASHLAND 12.7		429.1
04200	YARD	MEDFORD	GY	441.8

1. EXPLANATION OF CHARACTERS, RULE 4.3:

G - General Orders, General Notices
 T - Turning Facilities
 Y - Yard Limits

2. MAIN TRACK AUTHORIZATION:

Between		Rules in Effect
(UP) Mileage 344.0	and Mileage 345.2	CTC, GCOR Section 10
Mileage 345.2	and Mileage 349.9	GCOR 6.13
Mileage 349.9	and Mileage 374.5	TWC, GCOR Section 14
Mileage 374.5	and MP 377.0	GCOR 6.13
MP 377.0	and MP 392.0	TWC, GCOR Section 14
MP 392.0	and Mileage 394.5	GCOR 6.13
Mileage 394.5	and Mileage 438.7	TWC, GCOR Section 14
Mileage 438.7	and Mileage 441.8	GCOR 6.13

3. ABS TERRITORY:

Automatic Block Signals are in service between mileage 428.3 and mileage 441.8.

4. MAXIMUM AUTHORIZED SPEED ON MAIN TRACK, RULE 6.31:

BETWEEN MEDFORD AND BLACK BUTTE - 25 MPH			
Exceptions:			
Between (Mileage)	Speed (MPH)	Between (Mileage)	Speed (MPH)
345.2 - 354.0	20	402.0 - 422.0	12
394.7 - 402.0	20	422.0 - 433.8	20
		440.5 - 441.8	20

5. FRA EXCEPTED TRACK, RULE 6.12:

Weed - All tracks except siding and main track.

Hornbrook - Track 7532.

Ashland - Track 7404.

Medford - Yard tracks 7201, 7202, 7203, 7206, 7207.

6. IMPAIRED SIDE CLEARANCE, RULE 1.20:

Mileage	Description
411.3	Tunnel 13
414.6	Tunnel 14
415.2	Tunnel 15

7. TRACKSIDE DETECTORS, RULE 6.29.1:

Mileage	Type	Mileage	Type	Mileage	Type
349.9	F1	398.0	F1	407.5	F1
363.0	E1, E2	401.4	F2*	416.6	F1
384.8	E1, E2	403.3	E1, E2	423.3	E1, E2

*** High Wide:** For Northward trains only. If restricted cars are found they must be set out at Hilt. Train dispatcher must be notified when highwide car detector is activated.

Definition: See TRACKSIDE DETECTORS Page 39

8. LEAVING CARS UNATTENDED:

When cars are left unattended at the following locations, rail skids must be placed under the first wheel in the descending direction and wheel moved onto skid. Employees are not relieved from securing sufficient hand brakes.

Rail skids are located at the north end Siskiyou siding and Run-around track, mileage 426.2 (Bellview).

When picking up cars at these locations, the skid must be placed under car or hung on post and locked.

9. GRADE RESTRICTIONS:

On the following descending grades the appropriate table must be used to determine the maximum allowable speed, taking into account the trains TPOB and tons per axle of operative dynamic brake.

Ashland and Hornbrook

Table A

MP 353.0 and Black Butte

Table B

TABLE A

Tons Per Operative Brake (TPOB)	Tons Per Operative Dynamic Brake	
	205 Or less	205+ to 250
Below 80	20 MPH	20 MPH
80 to 115	20 MPH	15 MPH

TABLE B

Tons Per Operative Brake (TPOB)	Tons Per Axle Operative Dynamic Brake		
	300 or Less	300+ to 500	500+ to 530
Below 100	25 MPH	25 MPH	20 MPH
100 to 110	25 MPH	20 MPH	
110.1 to 140	20 MPH		

10. MAXIMUM TONNAGE RATINGS:

TERRITORY	GP38	GP40	SLUG
Medford to Ashland	1575	1850	1850
Ashland to Hornbrook	475	500	500
Hornbrook to Montague	950	1000	1000
Montague to Black Butte	750	800	800
Black Butte to Hornbrook	1575	1850	1850
Hornbrook to Ashland	475	500	500
Ashland to Medford	2800	4200	4200

11. COUPLER LIMITS:

The tonnage handled by the road engine of a train must not exceed the following limits on an ascending grade. No more than 7 GP 38 or GP 40 Locomotives may be operated on line in consist. Empty cars must be placed on rear of train only, behind loaded cars.

Northward:	MP 393.0 - MP 429.0	3,500 tons
Southward:	MP 429.0 - MP 393.0	3,500 tons
	Gazelle - Black Butte	4,700 "

12. PLACEMENT OF EMPTY CARS:

Between MP 428.0 and Hornbrook, empty cars must be placed on rear of train.

13. HELPERS:

Helper Locomotives are not to be used.

14. RUNNING AIR BRAKE TEST:

In the application of AB&TH Rule 201.15, Running Air Brake Test:

Northward trains will perform the running air brake test between MP 400 and MP 402.

Southward trains will perform the running air brake test, between Medford and MP 412. Dynamic braking system must be tested as soon as possible after departing Medford.

STATION FOOTNOTES

- S 1 Black Butte, MP 344.0, Rule 8.8:**
Wye switches are equipped with U.P. switch locks.
- S 2 Black Butte, MP 344.0, Rule 10.1:**
CTC is in effect on main track from mileage 345.2 to MP 344.0.
CTC controlled by U.P. Dispatcher.
- S 3 Ashland, Number of Hand Brakes Required, Rule 7.6:**
The following applies for cuts of cars left on tracks in Ashland:

A **SUFFICIENT NUMBER** of brakes must be applied to north end of cut to prevent movement, taking into consideration that some cars may be equipped with truck mounted **WABCO** brakes, which only apply brakes on 1 axle when applying hand brake.

Before releasing any hand brakes, a **SUFFICIENT NUMBER** of brakes must be applied to the remaining cars, except when preparing train for departure.

**CENTRAL OREGON and PACIFIC RAILROAD
SYSTEM SPECIAL INSTRUCTIONS**

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RULE BOOKS IN EFFECT

General Code of Operating Rules, Third Edition	Eff. 4/10/94
RailTex Air Brake & Train Handling Rules	Eff. 5/10/95
RailTex Instructions for Handling Hazardous Materials.	Eff. 8/01/98
RailTex Safety Rules	Eff. 7/01/97
RailTex Instructions Governing Dispatchers	Eff. 4/10/94
RailTex Employee Handbook	Eff. 4/10/94
RailTex System Special Instructions	Eff. 8/01/98
Most recent issue of US DOT Emergency Response Guidebook	

ADDITIONS & REVISIONS TO THE GENERAL CODE OF OPERATING RULES

1.3.2 **General Orders**

The following is added:

The moment a new timetable takes effect, all general orders issued prior to the effective date of the new timetable are canceled.

3.1 **Standard Clocks**

Standard clock is located in the Train Dispatcher's office, Roseburg. Continental time will be used.

3.3 **Time Comparison**

Correct time may be obtained by telephone using the U.P. time service

5.4.2 Display of Yellow Flag

Where the words *2 miles* are used, substitute the words *1 mile*.

Where the words *4 miles* are used, substitute the words *3 miles*.

5.4.3 Display of Yellow-Red Flag

Where the words *2 miles* are used, substitute the words *1 mile*.

Where the words *4 miles* are used, substitute the words *3 miles*.

5.4.8 Flag Location

Revise second paragraph to read:

Flags must be displayed to the right of a main track or controlled siding as viewed from an approaching train when possible. When it is not possible to display a flag to the right, it must be displayed to the left of the track as viewed from an approaching train. Flags must be respected when displayed to either the right or left side of track.

5.5 Permanent Speed Signs

Following is added:

Reduce speed signs will be placed 2 miles in advance of restrictions.

5.10 Markers - Rear Car of Train

Addition to RailTex System Special Instructions

The following is added:

The conductor must know the initials and number of the car that has the marker applied before departing the initial terminal. This can be done verbally by the employee making the initial terminal air brake test, or included on the written notification of the test. Sometimes the original car with the marker is set out or, for other reasons, is no longer the rear car of the train. When this happens, an employee must report the initials and number of the car having the marker applied to the conductor before the train departs.

Sometimes a train is set out clear of the main track somewhere other than a crew change location. When this happens, a crew member must remove the end of train telemetry device, if so equipped. Transport the device on the engine to the destination where the crew is relieved. If the engine remains with the train, a crew member must deliver the end of train telemetry device to the proper authority at the tie-in point. However, proper authority may advise the crew to leave the device with the train. Always notify the train dispatcher of the location of the telemetry device.

6.2 Initiating Movement

The following is added:

and be in possession of the current Daily Operating Bulletin.

6.4.1 Permission For Reverse Movements

Is revised to read:

Obtain permission from the train dispatcher before making a reverse movement.

6.19 Flag Protection

Paragraph A is revised to read:

Flag protection is not required against following trains on the same track.

The specified flagging distance is one (1) mile.

6.21.4 Unforeseen Track Restrictions

New rule is added:

When it is necessary to transmit a track restriction not covered by a track bulletin to a train, it will be performed in the following manner:

- Train dispatcher must state his intention to issue a track restriction.
- Track restriction may not be copied by an employee operating the controls on an engine of a moving train.

- Track restriction must be copied in writing by the receiving employee before it is repeated back to the train dispatcher.
- Restrictions will be issued using the following format .

“(Train ID) DO NOT EXCEED (Speed) BETWEEN (Limit) AND (Limit)”

6.21.5 Reported Unusual Condition

New rule is added:

When a train is instructed by the train dispatcher in the words, **“Between (location) AND (location) BE GOVERNED BY RULE 6.21.5”**, within the specified limits, the train must proceed at a speed which will permit stopping short of a slide, rock, washout or debris on track.

6.28 Movement On Other Than Main Track

Movements using other than the main track may not exceed a speed of ten (10) miles per hour.

6.32.2 Automatic Crossing Devices

Add a 4th bullet to RailTex System Special Instructions:

- On a track where a “STOP” sign is located next to a crossing, movement must stop at the “STOP” sign before entering the crossing.

7.3 Additional Switching Precautions

Following is added:

A multi-level load or a double stack load must not be cut off in motion. No car moving under its own momentum will be allowed to couple to a multi-level load.

7.14 Safety Stop

New rule is added:

Before a cut of cars exceeding 2,000 feet is coupled to other cars, movement must stop within 100 ft, of the other cars.

8.3 Main Track Switches

Add the following to last paragraph:

Trains having track warrant notification that a main track switch is open must approach the switch prepared to stop short of the switch.

9.5.8 Block Signal With "P" Plate

New rule is added:

A block signal equipped with triangular plate displaying the "P" can be actuated by a special protective device. When a signal equipped with a "P" plate, displays a red aspect, in addition to complying with other applicable signal rules, an inspection from the ground must be made of train, track or structure for which protection is provided to be sure it is safe for the passage of trains.

EXCEPTION: An inspection from the ground is not required when it can be determined from the engine that the track or structure for which the protection is required, is safe for the passage of the train.

Number or location of each signal equipped with a "P" marker will be shown in timetable, with a description of the special protective device equipped to that signal.

9.17 Entering A Main Track At A Hand Operated Or Spring Switch

Does not apply in yard limits where GCOR Rule 6.13 is in effect.
(Also see RailTex System Special Instructions)

14.4 Occupying Same Track Warrant Limits

Paragraph # 1 is not applicable.

14.5 Protecting Men or Equipment

Paragraph 1 is revised with the following addition:

A foreman authorized to proceed, may make a reverse movement within his authorized limits without authority of the train dispatcher. This reverse movement may not exceed 300 feet.

When a foreman, authorized to proceed, reports to the train dispatcher that he has passed a specific location, his warrant becomes void up to that point.

15.16 Disturbed Track

New rule is added:

When a track bulletin contains the following wording...

"BETWEEN (milepost) AND (milepost) BE GOVERNED BY RULE 15.16"

... the engineer must handle the train so that track and structures within the specified limits are subject to a minimum of train handling generated forces.

As near as practicable, use train handling techniques that reduce adverse force by making power and brake adjustments prior to or following the restrictions and by carefully controlling speed.

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ADDITIONS & REVISIONS
TO RAILTEX AIR BRAKE AND TRAIN HANDLING RULES

**403.3 Heavy Descending Grade:
C.O.R.P.**

A. General: Safe train handling on a descending grade depends on an understanding of basic factors related to this type of operation. Some of these factors are:

1. The downhill push of the train due to gravity is always acting to increase speed. For this reason the braking effort must act to overcome this force. Applying the amount of braking necessary to overcome this force and to hold the train on any given grade is termed "balancing the grade".
2. Speed is a key factor since the braking required to control the train increases directly with the speed and weight of the train. The required braking horsepower is provided by the combination of train air brakes and/or dynamic brake. An ample safety margin of braking capacity must be kept in reserve to allow stopping the train anywhere on the grade. Consideration must also be given to the possibility that greater braking forces required by higher speeds will increase the possibility of overheated wheels. For these reasons it is necessary to limit the maximum authorized speed for heavy trains on heavy grades.
3. Improper judgment in braking may permit the speed to get out of control in a very short time. **When there is doubt as to whether or not the train can be properly controlled, THE TRAIN MUST BE BROUGHT TO A STOP.** The engineer should evaluate the possible effects of an emergency application versus the effects of a service application and apply that method which appears to be the safest. Service applications react more slowly but will retain the dynamic brake whereas emergency applications nullify the dynamic brake. **If the dynamic brake suddenly becomes ineffective on a heavy grade, THE TRAIN MUST BE STOPPED.** Use an emergency application if necessary. Following the stop

refer to the following paragraph before attempting any further action.

4. When a stop is made on a grade the independent brake must be fully applied. If the independent brake and retainers, if in use, may not hold the train, the train must be secured with a sufficient number of hand brakes before releasing and recharging the automatic brake. After recharging is completed, a sufficient brake pipe reduction must be made to hold the train while hand brakes are released.

B. Starting: It is of first importance that sufficient time be allowed for the automatic brake systems to be recharged to the required pressure before a train is allowed to start from a summit or, allowed to start after stopping on a heavy descending grade.

1. A train standing on a heavy grade will normally have slack bunched and the independent brake fully applied. As the independent brake is gradually released during starting, the engine may move some distance before the rear car moves, especially if retainers have been set.

Therefore, extreme care must be used to control the speed of the head portion of the train in order to prevent excessive in-train forces which could cause damage to the train or track structure.

2. The automatic brake may have to be applied soon after starting in order to control train speed or to free the brake shoes of snow or ice during times of winter operation.
3. Employing Pre-set Dynamic Brakes and Gradual Independent Brake Releases.
 - a. Before starting, move the dynamic braking lever to the fully applied position. Leave the independent brake applied and release the train air brakes. If train remains at rest after the train air brakes are completely released, gradually release the independent brake and allow the engine to move ahead a few feet. Reapply the independent brake and let the train come against the engine. Continue this procedure until the entire train is moving. Use the independent brake to keep

the slack bunched and control acceleration until dynamic brake becomes effective. With extended range dynamic; brake, the brake cylinder pressure must be reduced below IPS setting before the dynamic brake will be effective at low speeds, at which time independent brake must be completely released.

- b. If train starts to move before train brakes are completely released, care must be used to control run out of slack on head of train portion of train until brakes release on rear portion. This is done by keeping the independent brake fully applied until the rear car starts to move. After the entire train is moving the same procedure is used as described above to control movement until dynamic brake becomes effective.

C. Accelerating

1. With the entire train in motion, independent brake released, and dynamic brake fully applied, train can be accelerated by regulating the amount of dynamic brake, keeping the slack bunched while train is accelerating.
2. Locomotive consists having all or a mixture of extended range dynamic brakes must be handled with care when starting a train with the dynamic brake applied. Maximum dynamic braking will commence at about 6 to 8 MPH with extended range dynamic brakes.

D. Negotiating: In some instances train speed can be controlled by the dynamic brake. Desired speed should be maintained by making slight increases or decreases in the dynamic braking effort in order to keep the speed and forces in the train as constant as possible. The use of dynamic brake alone, with maximum allowable axles providing maximum retarding force, may create excessive buff forces at head end of train especially when entering curves and turnouts, which could result in excessive L/V forces, rail turnover or wheel lift.

Engineer must use good judgment in determining use of dynamic brake in conjunction with train air brakes. If train air brakes are required to provide a safe level of dynamic braking effort and

maintain the desired speed, make an automatic brake pipe reduction of 6 to 8 pounds. After the initial reduction has become effective throughout the train, additional light automatic brake pipe reductions may be made if required. After the required brake pipe reductions have become effective throughout the train, speed should be maintained by making very slight increases or decreases in the dynamic effort in order to keep the speed and forces in the train as constant as possible.

Should circumstances require reapplication of the brakes before there is sufficient time to fully recharge the brake system, subsequent reapplication should be such as to reduce brake pipe pressure to at least two pounds lower than before the release was made.

The maximum automatic brake pipe reduction permitted to control train speed is sixteen (16) pounds.

If the above brake pipe reduction is exceeded, the brake horsepower becomes excessive creating unacceptable wheel heat. When this occurs on long grades both brake shoes and wheels will lose the ability to retard the train.

In the event train speed cannot be controlled with a 16 pound automatic brake pipe reduction, train must be stopped and secured by the setting of hand brakes. Train must not proceed unless authorized by an officer.

If any hazard to safe operation develops, or should brake pipe pressure be reduced to 50 pounds, train must be stopped. After stopping, train must be secured by the setting of hand brakes before any attempt is made to release train air brakes. After condition has been corrected, train may proceed.

E. Slowing:

1. **Employing Dynamic Brake Only:** With some trains slowdowns can be accomplished by increasing the level of dynamic brake. Care must be taken to keep the forces within the train at a safe level.
2. **Employing Dynamic and Automatic Brake:** If the dynamic is applied as in the preceding paragraph and is found to be

inadequate to slow the train, it will be necessary to supplement the dynamic brake with an automatic brake application as follows:

- a. Make a minimum automatic brake pipe reduction of 6 to 8 pounds. At a sufficient distance to insure slowing before reaching the desired point, additional light automatic brake pipe reductions may be made if necessary.
- b. When the desired speed reduction has been achieved, the automatic brake should be released while the dynamic brake remains applied to keep the slack bunched during the release of the automatic brakes throughout the train. After the train brakes have been released, dynamic brake modulation can be used to maintain the desired speed.

CAUTION: Supplementing the dynamic brake with an automatic brake application will normally require lowering the dynamic brake setting because each car will add additional braking force to that already being generated by the dynamic brake. Use of the automatic brake in this manner in conjunction with the dynamic brake distributes braking and in-train forces throughout the train rather than concentrating them at the rear of the engine consist. Supplementing dynamic braking with an automatic brake application should be considered whenever dynamic brakes are used in territory with a high degree of curvature.

When the automatic brake has been applied and the resulting brake is greater than desired, reduction of the dynamic brake to a point of ineffectiveness will allow the train slack to stretch out. Before releasing the automatic brake, train slack must be bunched to avoid severe action as the brakes release at the rear of the train.

F. Stopping

1. Employing Dynamic And Automatic Brakes:

- a. As the dynamic brake will already be in use to control the speed of the train, a minimum automatic brake pipe reduction of 6 to 8 pounds should be made at a sufficient to insure stopping at the desired point.

- b. When the automatic brake application becomes effective the dynamic brake should be fully applied if this has not already been accomplished. Subsequent automatic brake pipe reductions should be made if they are needed to provide the desired retardation. Leave the dynamic brake fully applied.
- c. When the dynamic brake begins to lose its effectiveness at lower speed, gradually apply the independent brake to prevent the engine from running out.
- d. Make an additional automatic brake pipe reduction just prior to stopping. Complete the stop with the brake pipe exhausting, and the independent brake applied. Use sand should only when necessary.

504.11 Dynamic Braking

Add a third paragraph:

The dynamic brake concentrates the braking or retarding force at the head of the train. There are practical limits concerning the amount of retardation using the dynamic brake. Exercise extreme care be exercised in its use to avoid the development of excessive head end buff forces.

Index of RailTex System Special Instructions

**ADDITIONS & REVISIONS TO RAILTEX AIRBRAKE AND
TRAIN HANDLING RULES**

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**Central Oregon & Pacific Railroad
ADDITIONS & REVISIONS TO RAILTEX SAFETY RULES**

81.4 Getting On or Off Equipment.

The following is added to the first paragraph:

Employees must not get on or off moving engines, cars, or other equipment unless they are within Yard Limits.

Index of RailTex System Special Instructions

**ADDITIONS & REVISIONS TO RAILTEX SAFETY RULES
FOR EMPLOYEES IN TRAIN AND ENGINE SERVICE**

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EQUIPMENT RESTRICTIONS

1. The following cars must not operate between Cornutt and Hugo:

- a. Woodchip cars: SP 352118 to 352177
SP 354000 to 355101.
- b. Cars bearing "Exceed Plate C" symbol or words "Excess Height".
- c. Cars 85 feet or longer, except a shown in item 7.
- d. CORP 226000 series cars, CORP 59000 series cars, SP 226000 series cars, SSW 59000 cars.

2. The following cars must not operate between Ashland and Hornbrook:

- a. Woodchip cars of any ownership except SP car type GC2, Series SP 350510 to 351009.
Exception: Woodchip cars bearing marking CORP 4000 to CORP 4099, CORP 30000 to CORP 30999 and SP and CORP 355150 to 355499 may operate between Cornutt and Hugo.
- b. Cars bearing ""Exceed Plate C" symbol or words "Exceed Height".
- c. SP and SSW closed cars over 61 feet inside length.
- d. Foreign line closed cars 60 feet or longer, except: SPFE, UPFE, and WCTR box 100500-102799.
- e. Cars 85 feet or longer, except as shown in item 7.
- f. "Plate C" symbol bulkhead flat cars 60 feet or longer with bulkheads 15 feet or higher, may be moved if high/wide clearance is obtained. Bulk-head flat cars SSW 87500 through 88399 inclusive and all center beam cars, may move empty or loaded without clearance provided when loaded, load does not extend beyond sides or higher than bulkheads.
- g. Tank cars longer than 63 feet over pulling faces.

h. **Exception:** Woodchip cars bearing marking CORP 4000 to CORP 4099, CORP 30000 to CORP 30999, CORP 59000 series cars and SP 355102 to 355474 series cars may operate between Hornbrook and Ashland.

3. Train Makeup Restriction Applicable Between Divide and Black Butte:

- a. When train tonnage exceeds 3,600 tons, each of the first five cars behind the road must weigh 50 tons or more.
- b. When train tonnage exceeds 4,000 tons, each of the first five cars behind the road engine must be 73 feet or less in length.
- c. Entrain the following cars with no more than 3,000 trailing tons:
 - i. Empty car exceeding 73 feet in length;
 - ii. TOFC/COFC flat car loaded on one end only;
 - iii. Articulated double-stack car having one or more empty platforms;
 - iv. Loaded two-axle intermodal car weighing 25 tons or more;
 - v. Loaded or empty multi-platform articulated spine.

(Note) For applications of train makeup restrictions (a) and (b), consider two consecutively loaded double-stack platforms the equivalent of one car weighing 50 tons or more and less than 73 feet in length.

d. Trains handling woodchip cars CORP 4000 to 4099, CORP 30000 to CORP 30999, SP 355100 to 355474 and log cars CORP 817466 to 818745, must not exceed 10 MPH through Tunnel #13, MP 411.3 to MP 411.9

- 4. **Foreign line cupola cabooses** must not operate between Hilt and Cornutt, without obtaining an excessive dimension clearance.
- 5. **When in possession an excessive dimension** clearance message for a car otherwise prohibited, the car may be handled in accordance with instructions contained in the message.
- 6. **Do not handle TOFC/COFC cars measuring 79 to 89 feet in length if the load exceeds the following dimensions:**

79 ft - 85 ft cars maximum height 14'8" ATR, 8'8" wide
89 ft cars maximum height 14'8" ATR, 8'0" wide.

7. LOAD LIMIT:

- a. When a car does not exceed *its* load limit, the following load limits apply:

4 axle car	132 tons
6-axle car	197 tons
8-axle car	263 tons

- b. Unless authorized, do not operate any relief outfit cranes, locomotive cranes, cranes and pile drivers over branches listing a load limit less than 132 tons.
- c. Load limit will not apply to articulated cars.

MOVEMENT OF HIGH / WIDE LOADS

A high/wide load may move in a train only after the crew receives an excessive dimension clearance message or a crew member ascertains any applicable restrictions from the train dispatcher.

Crew member must advise train dispatcher and other crew members that train contains a high/wide load. Until the train dispatcher has been notified, the crew member is responsible for protection against other wide loads.

Clearance message will contain all restrictions encountered over the entire route of movement.

When necessary to set out a high/wide load en route between terminals, place the load on a track which will provide sufficient clearance from the main track. Advise the train dispatcher that car is being set out.

The inbound crew of a train containing a high/wide load must determine a crew member of the relieving or outbound crew has a copy of the clearance message.

When handling a high/wide load, the crew is responsible for compliance with all restrictions in the excessive dimension clearance message. A train must not pass a location where a restriction is shown for the meeting or passing of trains without authority from the train dispatcher. The train

dispatcher will not grant such authority until it is known no restricted meet or pass will occur at that location. The train dispatcher will assume responsibility for the safe movement of a high/wide load at the restricted meet or pass location when granting such authority.

TRACKSIDE DETECTORS

1. The type and location of all trackside detectors will be listed for each subdivision.

SYMBOL TYPE OF DETECTOR

E-1Hot Box Talker

E-2Dragging Equipment Talker

F-1Dragging Equipment Talker

F-2High/Wide Load Talker

2. Following detector instructions apply:
 - a. Train speed of at least 10 MPH must be maintained while train is moving over hot box detector when possible.
 - b. Do not stop over hot box detector when possible.
 - c. Avoid braking, if possible, while approaching or passing hot box detector. Excessive braking may cause false indication.
 - d. When a trackside detector has been activated, stop train must be and make an inspection. When a hot box detector has been activated, after stopping the train to allow a crew member to detrain, the train may move ahead, not exceeding 5 MPH, to the location of the indicated hot journal under the following conditions:
 - i. It is not the second activation on the same car;
 - ii. Train is not a KEY train;
 - iii. While stopping, a visual observation of the train indicated no smoke, flame or abnormal amount of dust; and
 - iv. Indicated axle will not pass over switch or structure.
 - e. When a detector gives an axle count of defect location and defect is not located at the reported axle location, crew must inspect 20 axles ahead and 20 axles behind the axle indicated on both sides. If axle

location is not provided, crew must inspect both sides of entire train for the indicated defect.

- f. If train stops, or if speed of train is below 10 MPH while passing a hot box detector and train subsequently receives a hot box indication, all bearings on both sides of entire train must be inspected. An additional inspection is not required when train clears detector location, regardless of message received.
- g. A train which receives defect message and stops to inspect for indicated defect prior to clearing detector does not have to perform a second inspection if leaving message is a repeat of the original message.
- h. When inspecting for hot bearings, check each roller bearing requiring inspection by use of a tempilstik, if available, on the bearing cup (exposed underside of bearing). If tempilstik melts, car must be set out. If tempilstik is not available and no obvious sign of overheating is present on axle indicated, cautiously place bare hand on truck side frame working hand toward roller bearing end cap, keeping in mind that any part of this equipment may be extremely hot. If bare hand cannot be held on side frame or roller bearing for a few seconds, car must be set out.
- i. Connecting crew, when possible, must be notified of a car that experiences a false hot box detector actuation.
- j. When a car experiences two false hot box detector actuations, car must be set out at first available track.
- k. When setting out a car suspected of having a hot bearing, attach a fluorescent tag or other marker as close as possible to the hot bearing. Report the journal size of the car to the train dispatcher.
- l. When trackside detector has been activated and axle location of defect received, crew must physically count axles from head end of train to indicated axle. Do not determine the location of indicated axle in any other manner.
- m. If defect is located and it cannot be corrected, car must be set out at the first available track provided it is safe to be moved.

3. Type E & F: Radio Readout (talker) detector:

When movement over an F-2 detector begins, the system should transmit the following entering example message:

“ CORP detector milepost 121.3, detector working”

Type E detectors report the axle count location of a defect from the front of train.

Type F detectors do not report the axle count.

If defect is detected during movement, the system will immediately transmit a defect message.

Type E Example: “ CORP detector milepost 121.3, Stop your train! Stop your train! First hot box axle 210 on left side.”

Type F Example: “CORP detector milepost 121.3, Stop your train! Stop your train! Dragging equipment.”

When train has cleared the detector, the defect message will be transmitted an additional two times. If defect messages are received during passage of train over the detector site and the end of train message combines defect reports with the phrase “Detector Malfunction” train must be stopped and entire train must be inspected on both sides for the type(s) normally detected by that detector.

Example: “CORP detector milepost 121.3, Stop your train! Stop your train! First hot box axle 210 on left side, detector malfunction,”

When train has passed the detector with no defects found, the system will transmit “ no defect” message.

Example: “CORP detector milepost 121.3 no defects.”

When detector is not functioning properly, it will transmit “CORP detector milepost 121.3, detector malfunction.”

After receiving a “No Power” message, notify the train dispatcher.

4. Decision tables:

The following charts outline aspects and specific conditions of Type E&F trackside detectors. Across the top of each chart are listed the aspects and specific conditions. Each of these are independent of one

another. To determine the required action for each, follow vertically down the chart below each column to each box that has an entry. These are the symbols for the types of detectors requiring action for that specific aspect or condition. To determine the required action, follow the entry line to the right.

ASPECTS AND SPECIFIC CONDITIONS

No power message received	No verbal transmission received	Advised detector is out of service	Advised by train dispatcher detector has been activated	REQUIRED ACTION
	E-1,E-2 F-1	E-1,E-2 F-1		No action required except if train passes two consecutive inoperative detectors and has not received a visual inspection on both sides, then train must be stopped and inspection made.
			E-1, E-2	Stop and inspect for the type of defect normally detected by that detector.
E-1, E-2	E-1 ,E-2 F-1, F-2			Report condition to train dispatcher.
		F-2		Freight train must be stopped short of protected structure and train inspected for high/wide load. Inspection required only in direction of approach to structure.

ASPECTS AND SPECIFIC CONDITIONS

Verbal defect message received	Verbal transmission received but not understood	Detector malfunction message received w/o a defect message	Detector malfunction message received with a defect message	Entering detector message is not received	REQUIRED ACTION
E-1, E-2 F-1, F-2					Stop and inspect for indicated defect.
		E-1, E-2 F-1			No action required except if train passes two consecutive detectors and has not received a visual inspection on both sides, then train must be stopped and inspection made.
	E-1, E-2 F-1, F-2		E-1, E-2 F-1, F-2		Stop and inspect entire train for the type of defect normally detected by that detector.
		E-1, E-2 F-1, F-2	E-1, E-2 F-1, F-2	F-2	Report condition to the train dispatcher.
		F-2		F-2	Freight train must be stopped short of protected structure & train inspected for high/wide load unless verbal "no defect" message is received. Inspection required only in direction of approach.

GENERAL INSTRUCTIONS

SMOKING POLICY

In keeping with RailTex intent to provide a safe and healthful work environment, smoking is prohibited throughout the workplace.

AX BOXES

Crew members are responsible to assure themselves before each trip, that accident boxes contain the following:

- 1 First Aid Kit
- 1 Blank note pad and marker
- 1 Lumberman's crayon
- 1 Measuring tape, 6ft. to 25ft.

Replacement for missing items are available at your home terminal. If unavailable, purchase the needed items at a convenience store for which you will be promptly reimbursed.

OPERATION OF COMPANY VEHICLES

Only authorized employees may operate company vehicles.

When operating Company vehicles on the highway:

- Operator must comply with all State and Federal laws.
- Seat belt must be worn at all times when moving.
- Headlights must be on when moving.

When operating Hi Rail vehicles on the rail: All CORP employees and Contractors.

- Seat belts must be worn at all times when moving.
- Headlights must be on.
- Movement must be made at a speed that will permit stopping within one half the range of vision.

EMERGENCY RESPONSE

Railroad employees are to be prepared for emergency situations that may be encountered on the job. These include crossing accidents, derailment, fire, personal injury, release of hazardous materials and others. The Operating Rules, Air Brake and Train Handling Rules, Safety Rulebook and Instructions for the Handling of Hazardous Materials all include some information about proper emergency response.

For your further guidance, please keep the following in mind:

1. Your first priority is the safety and protection of human life. Check on the condition of your fellow crew members and anyone else that may be affected by the emergency. Do not move unconscious or injured persons unless failure to do so presents a clear and certain danger of death.

In the event of personal injury to a fellow crew member, seek medical help at the first opportunity.

Your responsibility to protect Company property, public and private property, lading in freight cars, livestock, all comes after you have taken necessary steps to protect human lives.

2. Your second priority is to notify railroad supervisors and (if necessary) professional emergency responders such as EMS, police, highway patrol or fire department. When doing so you must clearly state your name, company name, the location of the incident and type of the incident (fire, car accident, derailment, etc.). A telephone is the preferred method, but you may use a radio or beeper if necessary. You should have a list of Emergency phone numbers available while on duty.
3. Your third priority is to gather facts and assist with the response. Take note of everything that occurs, especially witnesses, times that emergency responders are called and when they arrive on the scene, names of police and highway patrol officers, location of haz mat cars within the train, condition of derailed cars, license plate numbers of vehicles, positions of train crew members when accident occurs, etc.

The AX box is designed to help with this investigation by making it easy for you to gather the facts.

In the event of a hazardous material spill, you should find the shipping papers and response guidelines and have them available to fire and

public safety personnel. Detailed information about the condition of the freight cars, if it can be gathered safely, is very helpful in formulating a response.

In the event of a derailment or incident in which hazardous material may be involved:

1. Avoid contact with any released hazardous material, whether liquid, solid or gaseous. Check for injuries and remove injured if safe to do so. Keep the public away.
2. Determine status of the train and promptly notify the train dispatcher and or local emergency response team. If fire or a larger vapor cloud is evident, move to safety -- generally upwind and to higher ground -- determine the trains status from there. Take the shipping papers with you. Using waybills, wheel reports and emergency response data, identify:
 - Portion of the train involved.
 - Initial and number of the cars involved.
 - Name , hazard class, UN number of commodities involved in the accident.
 - Any hazardous materials in proximity to the accident.
 - Precautions to take to protect yourself and others.

Your role during a hazardous material emergency is to determine the status of the incident and communicate that information to those who need it.

3. Inform other crew members what material is involved, what hazards may be present and what precautions to take.
4. If safe to do so, inspect the train for damaged or leaking cars hazardous of hazardous materials and advise the train dispatcher of the findings. Approach from upwind if possible, avoiding contact with any spilled material. Be alert for unusual odors, vapor plumes, and liquids or solids on the ground. Do not smoke or use fuses. If flammable gasses or liquids have been released, and it can be safely accomplished, eliminate all sources of ignition.

Be specific when reporting damage or leakage information. Give the train dispatcher as much information as possible regarding position of cars (*upright, on side, parallel to the track*); any damage to cars (*hole in B end, sideswipe, leaking from dome*); an estimate of the size and type of leak (*20 drips a minute, 1/2" steady stream, hissing but no plume*); and any other pertinent information (*fire, wind direction, proximity to waterways*).

5. Select a safe location, accessible to arriving emergence personnel, where conductor or other crew member will meet them with the waybills, consist and emergency response data. Advise train dispatcher and all crew members of this location.
6. Cooperate with the response personnel. Crew member holding waybills and train consist should remain with the senior emergency response official until relieved by a company team coordinator.



TRAIN HANDLING - HEAVY GRADE TERRITORY WITHOUT PRESSURE MAINTAINING FEATURE ON THE LEAD LOCOMOTIVE

Your train is cresting the grade in heavy grade territory. About half-way over the crest you make a minimum reduction, as you proceed down the grade you notice that the pressure maintaining feature is not working properly and the brake pipe is down to 60 lbs. How would you handle this train if you were the engineer?

There are several different methods of train handling in this scenario. But with any of these methods **REMEMBER**, only operate within these instructions until the first available point where the failed unit must be rearranged back into the locomotive consist.

METHOD 1

A. Operating from another unit in the consist by:

- **Stopping and Securing** the train with a sufficient number of hand brakes to prevent movement.
- Change controlling units in the following sequence, without delay:

Cutting Out - ABTH Rule 100.13

1. Make a 20 psi brake pipe pressure reduction.
2. After the brake pipe exhaust stops, cut out the automatic brake valve.
3. Ensure the independent brake is fully applied.
4. Remove the automatic brake valve handle and place it in the proper holder. If it is not removable, maintain it in the **handle off** position.
5. Move the **transition lever to Off** (if equipped).
6. Center the **reverse lever** and remove the handle, placing it in the proper holder.
7. Position the **control and fuel pump switch**, the **generator field switch** and the **engine run switch** to their proper position.
8. Next cut out the independent brake valve.
9. Place the independent brake valve handle in the **release** position.
10. Then proceed to the new controlling unit without delay.

Cutting In - ABTH Rule 100.13

11. Place the independent brake valve handle in the full application position.
 12. Cut in the independent brake valve.
 13. Position the **control and fuel pump switch**, the **generator field switch** and the **engine run switch** to their proper position.
 14. Insert the automatic brake valve and move it to the **release** position.
 15. After the equalizing reservoir pressure reaches 90 psi, place the automatic brake valve cutoff valve in the freight or passenger position as dictated by the intended service.
 16. Insert the **reverse lever**.
 17. Comply with the **Standing Locomotive Air Test** or **Light Locomotive Running Air Test** which ever is applicable.
 18. Finally, perform an Application and Release Air Test (Rule 201.8)
- With the controlling unit changed, the engineer will release the automatic brake valve to recharge brake pipe while using hand brakes and the locomotive brakes to hold the train.
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- Now, make an automatic brake pipe reduction of 10 psi. This must be done prior to starting in order to control speed. Additional brake pipe reductions may be needed to control speed after movement begins.
- Release all hand brakes on the train at this time.
- Before moving, move the dynamic braking lever to the fully applied position.
- Extreme care must be taken when starting, by gradually releasing the independent brake to allow the locomotives to roll out gently to prevent excessive in-train forces which could cause damage to the train or track structure. Lightly reapply the independent brake and let the train come against the locomotives gently. Continue this procedure until the entire train is moving.
- Use the independent brake to keep the slack bunched and to control acceleration until the dynamic brake becomes effective (at which time the independent brake must be completely released).
- With the entire train in motion, the independent brake released and the dynamic brake fully applied, the train can be accelerated by regulating the amount of the dynamic brake keeping the slack bunched while the train is accelerating.
- Leave the conductor or ground person on the lead unit of the train to sound the whistle and ring the bell.

METHOD 2

B. Operating by setting the regulating valve to a different position.

- Stopping and securing train.
- Changing regulating valve setting only while train is **STOPPED**.
 1. After train has been properly secured.
 2. With the train standing on a heavy descending grade, release the automatic brake valve to fully recharge the brake system to a safe level. This will be accomplished by using hand brakes and locomotive brakes to hold the train while the brake pipe is being recharged.

3. Next, with the air system fully charged to 90 psi. Make a reduction of the brake pipe by reducing equalizing reservoir down to 80 psi with the regulating valve (only while the train is stationary). This must be done prior to starting in order to control train speed.

NOTE: If there is no air flow indicator or rear-end device which indicates a fully charged brake pipe. Engineer would need to wait

one

minute for each 12 cars or fraction thereof. Also listen very carefully to the air flowing through the brake system until the engineer can no longer hear air flowing.

4. Engineer must actuate the independent brake valve handle for 5 seconds for each unit in consist in the fully applied position.
 5. Release all hand brakes on the train at this time.
 6. Before moving, move the dynamic braking lever to the fully applied position.
 7. Extreme care must be taken when starting, by gradually releasing the independent brake to allow the locomotives to roll out gently to prevent excessive in-train forces which could cause damage to the train or track structure. Lightly reapply the independent brake and let the train come against the locomotives gently. Continue this procedure until the entire train is moving.
 8. Use the independent brake to keep the slack bunched and to control acceleration until the dynamic brake becomes effective (at which time the independent brake must be completely released).
 9. With the entire train in motion, the independent brake released and the dynamic brake fully applied, the train can be accelerated by regulating the amount of the dynamic brake keeping the slack bunched while the train is accelerating.
- This method is not to be used unless the engineer has been qualified on these procedures by the Supervisor of Locomotive Engineers. If this procedure is used it must be reported to the Mechanical Department and noted on the Engine Inspection Report of the leakage. Also report this to any relieving engineer.

TRAIN HANDLING - HEAVY GRADE TERRITORY WITHOUT DYNAMIC BRAKE

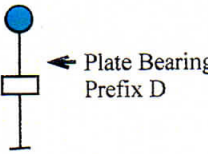
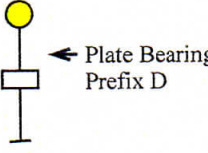
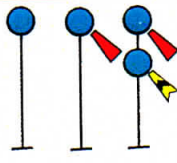
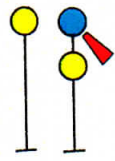
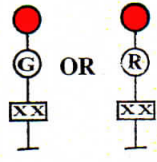
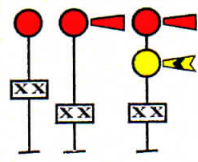

You are moving down the grade in heavy grade territory with a sufficient number of locomotives to normally balance the grade through the use of dynamic braking in conjunction with a maximum of 16 lbs of brake pipe reduction. Suddenly your dynamic brake becomes ineffective. How would you handle this train?


1. Immediately after losing dynamic brakes apply 25 to 30 lbs of independent brake to keep the locomotives from running out and to maintain a slack bunched condition.
2. Next, make an automatic brake pipe reduction sufficient enough to stop. At the same time bail off the independent brake while maintaining the 25 to 30 lbs of independent brake pressure. As the train begins to slow, increase the independent to the fully applied position as the train comes to a stop.
3. With the automatic brake applied and the train stopped the conductor or ground person will proceed to the rear of the train setting **ALL** retaining valves to the **High pressure (HP)** position.
Note: Walk back to the rear of the train setting all retainers on one side of the train, then cross over to the opposite side and set all retainers as you return to the head-end.
4. The conductor would then return to the locomotives and the engineer will release and recharge the brake pipe.
5. With the brake pipe fully charged, release the independent brake slowly allowing the locomotives to roll out gently.
6. As the train begins to move, supplement the retainers with a minimum reduction application of air.
Caution!! When brake pipe reductions are made to cars with the retaining valve set, further pressure will be added to the brake cylinder.
7. If speed increases make a further reduction of 2 to 3 lbs. Another reduction of 2 to 3 lbs may be required. Make sure an exhaust of air is heard coming from the brake valve during the additional reductions.
Remember: A 16 lb Brake pipe reduction must not be exceeded to control train on heavy grade territory.
8. When the desired speed has been reached, the independent brake would be used to control train slack and speed (at very low speeds 10 to 12 mph) until the train has descended the grade.

9. **Note:** *This system was tested on Syskiyou Mountain and using this procedure, independent brake pressure of 10 to 20 lbs was all that was needed to control train and maintain track speed of 12 mph.*
10. **Note:** *Trains using retainers must not exceed 15 M.P.H.*
11. Crew members must watch trains closely for signs of overheating or sliding wheels while the train is in motion, particularly for wheels sliding at a low speed and while retainers are in use.
Caution: *Retaining valves must be turned down on cars developing excessive wheel heat. Excessive wheel heat will be detected by Hot Box Detectors stationed along the right-of-way.*
12. Once the train has reached a point where the retaining valves are no longer needed, train must be stopped and the retainers reset to the exhaust position (**EX Position**).

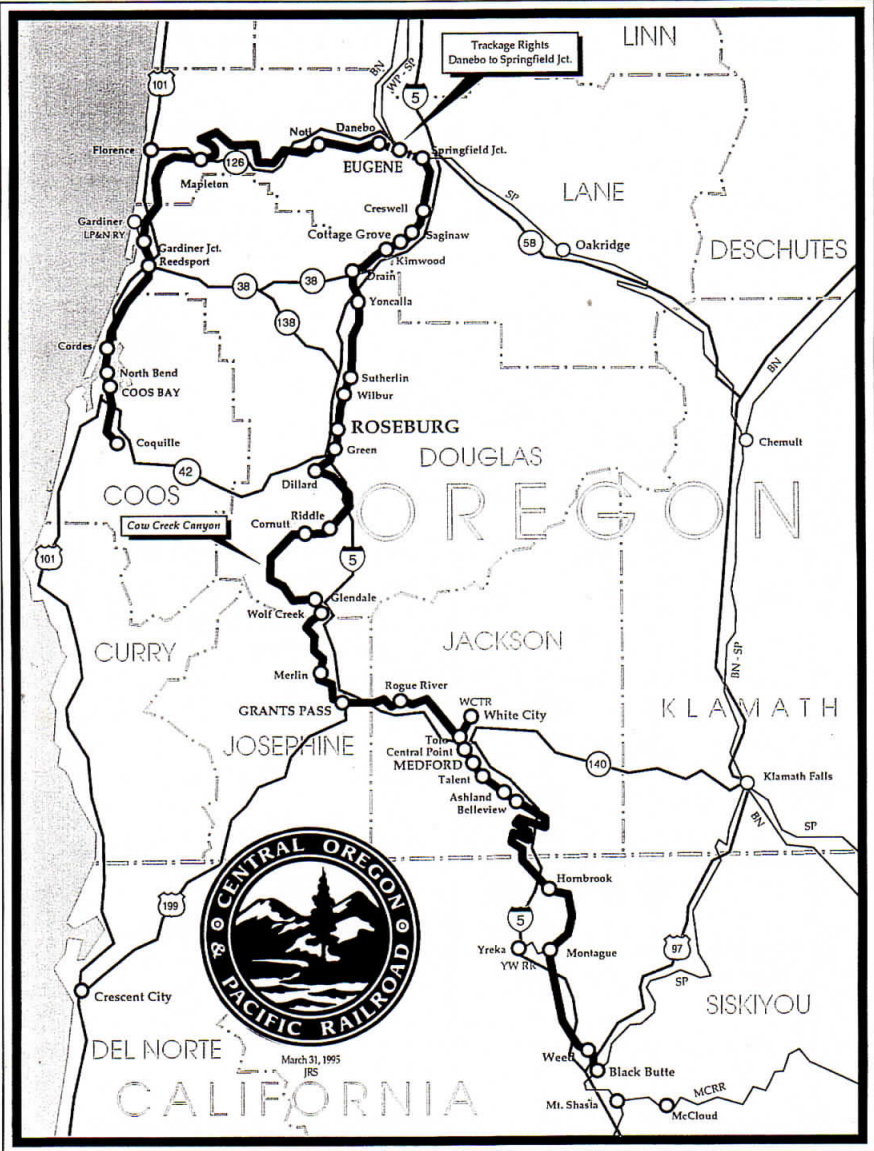
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NOTES

RULE	NAME	SIGNAL ASPECTS	INDICATIONS
9.1.1	Distant Signal Clear		Proceed. If train is delayed between distant signal Clear and next signal, it must then proceed prepared to stop short of next signal.
9.1.2	Distant Signal Approach		Proceed prepared to stop short of next signal or switch point indicator.
9.1.3	Clear		Proceed
9.1.7	Approach		Proceed prepared to stop at next signal. Trains exceeding 40 MPH must begin reduction to 40 MPH as soon as engine passes signal displaying approach.
9.1.12	Restricting		Proceed at restricted speed.
9.1.13	Stop and Proceed		Stop then proceed at restricted speed.
9.1.14	STOP		STOP

Explanation of symbol:  ← Number plate

Note: When one color light only is displayed in a color position signal ahead, it is to be considered the same as two lights.



Trackage Rights
Danebo to Springfield Jct.



March 31, 1995
JRS



