

AIR BRAKE RULES

RULE 50.9 Locomotive Shut-down Procedure

When enginemen are notified or otherwise made aware that temperatures are expected to fall below 40 degrees, but not below 32 degrees, and locomotive(s) are not going to be used for an extended period of time, such as over a weekend, locomotive(s) should be left idling. If expected period of inactivity is not expected to exceed 12 hours, they may be shut down.

If temperatures are expected to fall below 32 degrees, then locomotive(s) should be left running when inactive, unless otherwise instructed.

At night, running locomotives(s) should be left on tracks where they are least likely to inconvenience the public.

RULE 50.16B Switcher Units M.U.'d in Engine Consist

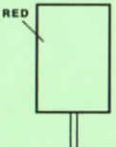
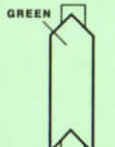
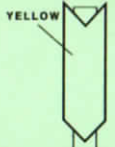
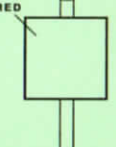
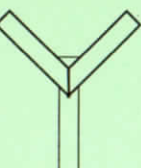
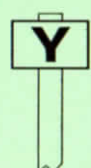

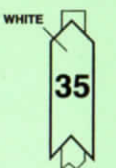
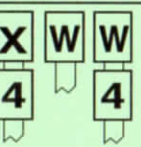



Applicable to SW1200m locomotives WPRR 1201-1204, and SW1500 locomotive WPRR 1551, only when handling cars in grade territory on West Side District and on WPRR Toledo District west of Larson.

RULE 50.19B Switcher Unit Speed Restrictions

WPRR SW1200m and SW1500 class switcher units may not exceed 45 MPH.

RULES 51.10 and 51.11

Angle cock on cars set out may be closed after brake pipe pressure has been reduced to zero and hand brake applied at locations where engines couple to opposite end of cars and handle them with air.

 RED FLAG	 GREEN FLAG	 YELLOW FLAG	 RED FLAG
 YARD LIMIT SIGN	 YARD LIMIT SIGN	 PERMANENT SPEED REDUCTION SIGN	 INCREASE IN SPEED SIGN
 WHISTLE SIGN NUMERAL WHEN ATTACHED DENOTES NUMBER OF CROSSINGS LESS THAN 1/4 MILE APART	 VARIABLE SWITCH SIGN	 SPRING SWITCH TARGET	 STOP SIGN

Time Per Mile Min.Sec.	Miles Per Hour	Time Per Mile Min.Sec.	Miles Per Hour
1 00	60.0	1 46	34.0
1 02	58.0	2 00	30.0
1 06	54.5	2 10	27.7
1 10	51.4	2 24	25.0
1 12	50.0	2 30	24.0
1 16	47.4	2 45	21.8
1 20	45.0	3 00	20.0
1 26	41.9	3 30	17.1
1 30	40.0	4 00	15.0
1 34	38.3	5 00	12.0
1 40	36.0	6 00	10.0
1 42	35.3	12 00	5.0

PORTLAND & WESTERN RAILROAD INC.



TIME TABLE No.

2

EFFECTIVE

**12:01 A.M. Pacific Time
Saturday, July 12th, 1997**

This Time Table is for the exclusive use and guidance of Employees.

A. W. MOGYTYCH
President and General Manager

S. C. WALSH-ENLOE
Director of Marketing

R. K. CARSKADON
Trainmaster

St. Marys, Oregon

"The Road That Runs...."

2 TILLAMOOK DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE No. 2 July 12, 1997	EASTWARD		Mile Post	Station Number
				STATIONS				
Yard				BROOKLYN YL		766.9	00246	
				1.7				
Yard	JP			WILLSBURG JCT. YL		740.7	00263	
				1.2				
				MILWAUKIE		741.9	00275	
				1.1				
1560				MENEFEE		743.0	00286	
				1.2				
				LAKE OSWEGO		744.2	00298	
				3.3				
1520				BRYANT YL		747.5	00331	
				0.5				
Yard	JY			COOK YL		748.0	00336	
				2.0				
	J			TIGARD CROSSOVER YL		750.0		
				1.1				
				TIGARD (UP)		751.1	00367	
				0.8				
	J			GRETON		751.9	00375	
				1.5				
				FANNO		753.4	00390	
				1.6				
4090	Y			BEBURG		755.0	00406	
				0.6				
				BEAVERTON (UP)		755.6	00412	
				1.3				
Yard	BPQ			R ST.MARYS (Beaverton-BN) YL		756.9	00425	
				3.2				
				REEDVILLE		760.1	00457	
				3.1				
				NEWTON		763.2	00488	
				1.6				
Yard	BJPYQ			HILLSBORO (UP) YL		764.8	00504	
				0.5				
Yard	J			BN JCT. YL		765.5	00511	
				0.9				
Yard				MAHAN YL		766.4	00520	
				3.8				
1175				SCHEFFLIN YL		770.2	00558	
				4.5				
	J			BANKS		774.7	00603	
				(35.5)				

RULE 14.0 Track Warrant Control (TWC) in effect between Willsburg Jct. and Hillsboro.

WITHIN YARD LIMITS WILLSBURG JCT. AND BROOKLYN, SP LINES OF UNION PACIFIC TIMETABLE AND INSTRUCTIONS GOVERN.

BETWEEN SCHEFFLIN AND BANKS PORT OF TILLAMOOK BAY RULES AND INSTRUCTIONS GOVERN.

MAXIMUM AUTHORIZED SPEED

Milwaukie to Schefflin.....	30
MP 741.6 to 743.1.....	25
MP 747.1 to 750.1.....	20**
MP 743.1 to 744.6.....	10*
MP 756.5 to 757.4.....	20**
MP 744.6 to 747.1.....	25
MP 764.2 to 770.5.....	10

* Restriction ends when engine passes increase speed sign, westward only.

** Restriction ends when engine passes increase speed sign.

Rule 6.28 Maximum speed siding Beburg is 20 MPH.

SPECIAL RULES and INSTRUCTIONS TILLAMOOK DISTRICT

RULE 2.7 Radio base stations at St. Marys and Hillsboro equipped with P&W frequency 4444 and are unattended.

RULE 6.12 That portion of the Tillamook District between MP 766.0 (Mahan) and MP 770.5 (Schefflin), and the Beaverton Industrial Park off Beburg siding, are designated "FRA Excepted Track" except for public road crossings at grade, and all bridges and track approaching bridges for 100 feet on either side.

RULE 6.13 Yard limits established at the following locations on this District:

Bryant (MP 747.1)-Tigard Crossover (MP 750.1)
St. Marys (MP 756.5 to 757.4)
Hillsboro (MP 764.2) - at Schefflin (MP 770.50)

RULE 6.17 At Cook, wye switches at junction of West Side and Tillamook Districts may be left lined and locked for any route.

RULE 6.29.1 Talking dragging equipment and derailment detectors located as follows on this district:

MP 746.5, between Lake Oswego and Bryant.
MP 753.2, at Fanno.
MP 762.0, between Reedville and Newton.

RULE 8.3 At St. Marys, main track switch may be left lined and locked in reverse position.

RULE 8.12 At Tigard Crossover, switches may be left lined and locked for crossover movement. Trains and engines must approach these switches prepared to stop short. If necessary to normal or reverse switch for movement to proceed, switch at opposite end of crossover must be left in correlation.

FOREST GROVE DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE No. 2 July 12, 1997	EASTWARD		Mile Post	Station Number
				STATIONS				
Yard	J			BN JCT. YL		4.6	00511	
				0.1				
700				HILLSBORO (BN) YL		4.7	40001	
				3.1				
				CORNELIUS (BN) YL		7.8	40031	
				2.2				
700				FOREST GROVE YL		10.0	40053	
				(5.4)				

**Yard Limits BN Jct. to Forest Grove, inclusive.
Speed 10 MPH on Forest Grove District.**

SPECIAL RULES and INSTRUCTIONS FOREST GROVE DISTRICT

RULE 6.12 This entire district is designated as "FRA Excepted Track" except for public road crossings at grade, and all bridges and track approaching bridges for 100 feet on either side.

OREGON ELECTRIC DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE No. 2 July 12, 1997	EASTWARD		Mile Post	Station Number
				STATIONS				
3803	J			GRETON YL 0.8			31.3	00375
				TIGARD (BN) YL 1.0			32.1	20008
	J			TIGARD CROSSOVER YL 1.3			33.1	20018
				DURHAM 1.7			34.4	20031
				TUALATIN (BN) 1.3			36.1	20048
				ALBERTSON 1.6			37.4	20061
				TONQUIN 1.4			39.0	20077
1166				STORWEST 2.4			40.4	20090
3664				WILSONVILLE 2.8			42.8	20115
1050				CURTIS 3.7			45.6	20143
Yard				DONALD 4.2			49.3	20180
3647				LOGANVILLE 0.9			53.5	20222
				WEST WOODBURN 2.9			54.4	20231
				ST. LOUIS 2.2			57.3	20260
				CONCOMLY 1.8			59.5	20282
1600				WACONDA 1.8			61.3	20300
				HOPMERE 1.0			63.1	20318
				QUINABY 4.5			64.1	20328
Yard				BUSH YL 0.4			68.6	20373
Yard				SALEM YL (37.7)			69.0	20377

RULE 14.0 Track Warrant Control (TWC) in effect.
BETWEEN MP 64.7 AND SALEM BURLINGTON NORTHERN SANTA FE TIMETABLE AND INSTRUCTIONS GOVERN

MAXIMUM AUTHORIZED SPEED

Greton to Quinaby.....30
 MP 31.3 to 33.2..... 20*
 MP 36.1, head end over xing 25*
 MP 40.3, over bridge when handling cars weighing over 131.5 tons 10
 MP 51.5 to 57.4 25
 * Restriction ends when engine passes increase speed sign.

SPECIAL RULES and INSTRUCTIONS OREGON ELECTRIC DISTRICT

RULE 6.13 Yard limits established between junction switch at Greton and MP 33.2, Tigard Crossover.

RULE 6.29.1 Dragging equipment and derailment detectors located and operate as follows:
 MP 39.1 at Tonquin.
 MP 46.9 between Curtis and Donald.

These are light-type detectors which scan trains in either direction. At detector locations are two white lights mounted back to back on a single mast, and a flashing amber light mounted on an adjacent mast.

Display of a continuously illuminated white light viewed from an approaching train signifies the detector is working and train will be inspected.

Display of a continuously illuminated white light looking back behind train signifies no defects were noted. When defects are found, the white lights will be extinguished and the flashing amber light illuminated. The train must be stopped immediately and inspected for defects.

If all lights are extinguished when looking back behind train, this signifies an inoperative detector. Train must stop and inspect consist. Train dispatcher must be notified.

RULE 6.32.2

Greton: Eastward trains must stop at STOP sign just south of Tiedeman Road crossing, MP 31.4, and allow automatic protection to operate for at least 20 seconds before entering intersection.

Tigard: When moving on siding Tigard, automatic crossing warning devices at Main Street, MP 32.2, may be ineffective. Be governed by last paragraph of this rule.

RULE 8.12 At Tigard Crossover, switches may be left lined and locked for crossover movement. Trains and engines must approach these switches prepared to stop short. If necessary to normal or reverse switch for movement to proceed, switch at opposite end of crossover must be left in correlation.

UNITED RAILWAYS DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE No. 2 July 12, 1997	EASTWARD		Mile Post	Station Number
				STATIONS				
1320	J			BENDEMEER 1.4			15.7	00721
				BOWERS JCT. 0.5			17.1	00707
				HELVETIA 1.6			17.6	00702
				CONNELL 2.8			19.2	00686
1320				NORTH PLAINS 1.5			22.0	00658
				VADIS 4.0			23.5	00643
750	J			BANKS YL (11.8)			27.5	00603

Rule 14.0 Track Warrant Control (TWC) in effect.

MAXIMUM AUTHORIZED SPEED

Bendemeer to Banks.....25
 MP 26.8 to 27.5 20
 MP 17.1 to 16.7 (toward United Jct.).... 10

SPECIAL RULES and INSTRUCTIONS UNITED RAILWAYS DISTRICT


RULE 6.13 Yard limits established at Banks between MP 26.8 and MP 27.5.

RULE 6.17 At Banks, Port of Tillamook Bay Railroad and P&W are connected by two crossovers located at MP 26.9 and MP 27.6, respectively. Unless otherwise advised, crossover at MP 26.9 is to be considered the preferred route for P&W trains entering or leaving the district.

RULE 6.32.2 Automatic crossing warning devices at MP 21.4, between Connell and North Plains, may be ineffective. Be governed by last paragraph of this rule.

RULE 6.32.6 Prior to any movement over Main Street crossing in North Plains, member of crew must be on ground at crossing to help warn motor vehicle drivers.

4 ASTORIA DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE		EASTWARD		Mile Post	Station Number	
				No. 2 July 12, 1997						
				STATIONS						
Yard				BROOKLYN YL				766.9	00246	
	JY			3.4 EAST PORTLAND				770.3	50034	
Yard	M			0.7 PORTLAND				0.0	50041	
Yard				2.0 LAKE YARD				2.0	50061	
Yard	JY			2.3 WILLBRIDGE				4.3	50084	
Yard	Y			0.7 OW YARD YL				5.0	50091	
Yard				0.6 GASCO YL				5.6	50097	
				1.7 LINTON				7.3	50110	
4945				1.6 HARBOR SIDING				8.9	50126	
				1.1 UNITED JCT.				10.0	50137	
1440				2.8 HOLBROOK				12.8	50165	
1653				7.1 SCAPPOOSE				19.9	50236	
				6.4 MULTNOMAH PLYWOOD				26.3	50300	
2365	BPQ			1.3 ST. HELENS				27.6	50313	
					3.1 COLUMBIA CITY				30.7	50344
2278					0.6 WATERVIEW				31.3	50350
					1.9 DEER ISLAND				33.2	50369
					6.3 GOBLE				39.5	50431
					1.3 TROJAN				40.8	50444
1175					5.0 RAINIER				45.8	50502
					1.0 AVON				46.8	50512
					9.3 MAYGER				56.1	50602
					2.2 PORT WESTWARD				58.3	50624
2304				6.1 CLATSKANIE				62.2	50688	
	P			0.5 CLATSKANIE RIVER DRAWBRIDGE				62.7		
1426				8.5 WESTPORT				71.2	50777	
				2.3 WAUNA				73.5	50800	
2113				4.9 CLIFTON				78.4	50849	
1175				6.4 BLIND SLOUGH DRAWBRIDGE				84.8	50910	
1122				1.8 KNAPPA				86.7	50929	
				8.2 JOHN DAY RIVER DRAWBRIDGE				94.9		
				1.9 TONGUE POINT				96.7	51029	
Yard				3.0 ASTORIA				99.7	51059	
Yard				1.9 PORT OF ASTORIA				101.6	51078	
				(105.7)						

RULE 14.0 Track Warrant Control (TWC) in effect between Gasco and Port of Astoria.

BETWEEN BROOKLYN AND PORTLAND, UNION PACIFIC TIMETABLE AND INSTRUCTIONS GOVERN. AT PORTLAND, PORTLAND TERMINAL RAILROAD RULES AND INSTRUCTIONS GOVERN. BETWEEN PORTLAND AND WILLBRIDGE, BURLINGTON NORTHERN SANTA FE TIMETABLE AND INSTRUCTIONS GOVERN.

MAXIMUM AUTHORIZED SPEED

Gasco to Port of Astoria30
 MP 4.3 to 6.020* MP 20.4 to 45.3.....25
 MP 6.0 to 10.0.....25* MP 45.3 to 45.9.....10*
 MP 17.3 to 18.8 ...25 MP 45.9 to 72.8.....25
 MP 18.8 to 20.4 ...20* MP 72.8 to 73.815*
 MP 73.8 to 101.9...10

*Restriction ends when engine passes increase speed sign.

SPECIAL RULES and INSTRUCTIONS ASTORIA DISTRICT

RULE 2.7 Radio base station at St. Helens equipped with P&W frequency 4444 and is unattended.

RULE 5.8.2 At Wauna, sound whistle frequently at crossings in Fort James River paper mill unless protected by crew member on ground.

RULE 6.12 That portion of the Astoria District west of MP 74.0 near Wauna is designated "FRA Excepted Track" except for public road crossings at grade, and all bridges and track approaching bridges for 100 feet on either side.

RULE 6.13 Yard limits established between MP 6.0 and MP 5.2, between Linton and Willbridge.

RULE 6.14 Restricted limits established between MP 5.2 and MP 4.3 between Gasco and Willbridge. Trains and engines must obtain permission from BNSF Willbridge yardmaster before entering these limits.

RULE 6.16 Non-signalized drawbridges are normally aligned against rail traffic at Clatskanie River, Blind Slough and John Day River. Trains must stop until drawbridge position permits movement.

RULE 6.32.2 Movements on Multnomah Plywood switching lead at MP 26.5 must stop at STOP signs on both sides of old Portland Road crossing, and wait for gates to fully lower before proceeding.

RULE 8.12 At Tigard Crossover, switches may be left lined and locked for crossover movement. Trains and engines must approach these switches prepared to stop short. If necessary to normal or reverse switch for movement to proceed, switch at opposite end of crossover must be left in correlation.

Clatskanie-Westport: Automatic crossing signals at MP 64.3 and 71.2 may be ineffective. Be governed by the last paragraph of this rule.

Knappa: Automatic crossing signal at MP 86.6 may be ineffective. Be governed by the last paragraph of this rule.

Knappa-Tongue Point: Automatic crossing signals at MP 95.6 may be ineffective. Be governed by the last paragraph of this rule.

Astoria: STOP signs installed on both sides of Third Street. Movement must stop and wait for crossing gates to fully lower before proceeding.

WEST SIDE DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE No. 2 July 12, 1997	EASTWARD		Mile Post	Station Number
				STATIONS				
Yard	JY			COOK YL		764.0	00336	<p>Rule 14.0 Track Warrant Control (TWC) in effect. Speed 10 MPH on West Side District.</p> <p>SPECIAL RULES and INSTRUCTIONS WEST SIDE DISTRICT</p> <p>RULE 1.1.5 Impaired Side Clearances MP 762.1.....Bridge</p> <p>RULE 6.12 This entire district is designated as "FRA Excepted Track" except for public road crossings at grade, and all bridges and track approaching bridges for 100 feet on either side.</p> <p>RULE 6.13 Yard limits established at Newberg (MP 750.0) and at Cook (MP 762.9).</p> <p>RULE 6.17 At Cook, wye switches at junction of West Side and Tillamook Districts may be left lined and locked for any route.</p> <p>RULE 6.29.1 Talking dragging equipment and derailed car detectors located at MP 760 between Cipole and Tualatin, and MP 750.7 at Springbrook.</p>
				2.0 TUALATIN (SP)		762.0	17715	
				2.5 CIPOLE		759.5	17690	
1050				1.9 SHERWOOD		757.6	17671	
1060				4.6 REX		753.0	17625	
1050				2.2 SPRINGBROOK		750.8	17603	
Yard				2.3 NEWBERG YL		748.5	17580	
				(15.5)				

SEGHERS DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE No. 2 July 12, 1997	EASTWARD		Mile Post	Station Number
				STATIONS				<p>Yard Limits Hillsboro to Stimson-Forestex, inclusive. Speed 10 MPH on Seghers District.</p> <p>SPECIAL RULES and INSTRUCTIONS SEGHERS DISTRICT</p> <p>RULE 2.7 Radio base station at Hillsboro equipped with P&W frequency 4444 and is unattended.</p> <p>RULE 6.12 This entire district is designated as "FRA Excepted Track" except for public road crossings at grade, and all bridges and track approaching bridges for 100 feet on either side.</p>
Yard	BJPQY			R HILLSBORO (SP) YL		765.3	00504	
				3.6 CORNELIUS (SP) YL		761.7	30036	
				2.5 CARNATION YL		759.2	30061	
				3.6 SEGHERS YL		758.5	30104	
Yard				2.7 STIMSON-FORESTEX YL		754.9	30131	
				(12.4)				

SPECIAL RULES AND INSTRUCTIONS - ALL DISTRICTS

ADDITIONS and MODIFICATIONS TO THE GENERAL CODE OF OPERATING RULES and SPECIAL INSTRUCTIONS

RULE 1.3.1 Rules, Regulations and Instructions

Operation of PNWR will be governed by the General Code of Operating Rules, Third Edition, effective April 10, 1994.

Hazardous Materials

PNWR train crews must have a copy of the U. S. Department of Transportation "1996 Emergency Response Guidebook" available while on duty.

PNWR has adopted Southern Pacific's Hazardous Material Instructions as issued by SP Lines.

Safety Rules

PNWR has adopted Safety Rules of Willamette & Pacific Railroad effective April 1, 1995.

Air Brake-Train Handling

PNWR has adopted Southern Pacific Lines Rules and Instructions Governing Air Brake System and Train Handling effective April 10, 1994, and revisions dated April 14, 1996.

RULE 1.17 Hours of Service Law

Employees whose duties subject them to coverage by the federal hours of service act must record their "covered" service using the following formats:

Enginemen/Trainmen, Train Dispatchers,

Mechanical Employees who hostle locomotives,
Other Employees who may commingle their regular duties with "covered" service.....Form WPRR002

Signal Maintainers.....SP Form C.S. 3050

RULE 1.40 Reporting Engine Defects

Portland & Western uses Form WP4003, **Locomotive Inspection Trip Report**, printed in combination with **Daily Locomotive Inspection Report** on the reverse side. Locomotive cabs are supplied with this form.

The **Daily Locomotive Inspection Report** is the Document that supports the **ICC Rule 203** card displayed in the cab of all locomotives. Regulations require that each locomotive in service be inspected once during each calendar day, and the **203 Card** endorsed accordingly.

Anyone who signs off a **203 Card** also must complete a **Daily Locomotive Inspection Report** for the locomotive or locomotives inspected. The completed report must be faxed or mailed to W&P's roundhouse foreman at Albany where it's required to remain on file for 90 days. Inspection of multiple unit consists may be reported on one form, although the **203 Card** in each separate unit must be endorsed.

The **Daily Locomotive Inspection Report** form lists 39 subjects of concern. A discrepancy in any of the 39 constitutes an "FRA" defect. If the defect cannot be corrected by the person making the inspection, the locomotive **may not** be moved and the train dispatcher and/or mechanical supervisor should be contacted immediately for instructions. Repairs needed should be noted in

6 SPECIAL RULES AND INSTRUCTIONS - ALL DISTRICTS

the box provided on the report. Non-FRA inspections such as checking lubricating oil, cooling water, fuel, etc., should be performed as part of the daily inspection routine even though not listed on the form.

The **Daily Locomotive Inspection Report** does not take the place of the **Locomotive Inspection Trip Report**. The former is required by law, each calendar day, for every locomotive in service, and usually precedes use on an assignment. The latter is to report substandard performance or problems that develop enroute, and its use is essential to helping maintain locomotives in good order.

RULE 1.47.1 Equipment Requiring Special Handling

WPRX 1736 - Derrick, maximum speeds permissible:

- Boom leading 20 MPH
- Boom trailing, jointed rail 20 MPH
- Boom trailing, welded rail 30 MPH

WPRX 4057 - Jordan spreader, maximum speeds:

- Towed, nose trailing 20 MPH
- Towed, nose forward 30 MPH
- Pushed, forward 25 MPH

WPRR 8101 and 8102, side - dumping gondolas:

- Loaded or empty 30 MPH

When handled in train, WPRX 1736 (Derrick), WPRX 4057 (Spreader) and WPRR 5132 (Relief Tender-Tool Car) should be entrained not more than five cars from rear end.

Passenger cars should not be entrained with more than 1,000 trailing tons coupled behind them.

RULE 3.3 Time Comparison

Time may be compared by calling the WPRR Albany dispatcher.

RULE 4.3 Timetable Characters

The following symbols when placed in column on timetable schedule page indicate:

- | | |
|-------------------------------|------------------------|
| B - bulletin station | G -gate |
| J - junction of two districts | K -standard clock |
| P - phone | Q -base station radio |
| Y - turning facility | M -manual interlocking |

The following symbol when placed to right of station name indicates:

- YL - yard limits

The following symbol when placed at left of station name indicates:

- R - train register station

RULE 4.4 Train Registers

Information called for by a train register must be inscribed therein. Regular trains will register their arrival on the page of register dated for the day on which such regular train is due to arrive; and register their departure on the page dated for the day on which the train is due to depart. Regular trains and extra trains will register at stations where they originate or terminate, and at intermediate points as directed by track warrant or Special Instructions. At locations where train register is provided, register may be checked against superior trains.

RULE 4.5 Timetable Schedules

Timetable schedules, unless fulfilled, annulled or abolished, are in effect for 12 hours after their time at each station. Schedules date from their initial station on each district.

Regular trains more than 12 hours late on either their schedule arriving time or leaving time at any station lose both schedule and track-warrant authority, and may proceed only as authorized by new track warrant.

Not more than two times are given for a train at any station; where one is given, except at terminating stations, it is the leaving time; where two, they are the arriving and leaving times.

Unless otherwise provided, time applies at clearance point of siding switch where an inferior train must clear main track; where there is no siding, time applies at mile post location of station name.

A train must not leave a station in advance of its schedule leaving time.

RULE 5.4.2 Display of Yellow Flag

Yellow flags will be displayed not less than 2,500 feet ahead of restricted area. All references to "2 miles" in this rule should be interpreted as 2,500 feet.

Paragraph B.1 is revised to read:

1. Proceed at restricted speed not exceeding 10 MPH.

RULE 5.4.3 Display of Yellow-Red Flag

Not applicable on PNWR.

RULE 5.4.4 Authorized Protection by Yellow Flag

Applicable on all districts with yellow flags displayed not less than 2,500 feet ahead of restricted area.

RULE 5.8.2 Sounding Whistle

Rule 5.8.2, that portion of chart item (11) reading:

"Use this signal to warn employees when view is restricted,"

is revised to read:

"Use this signal to warn employees when:

- "-Approaching men or equipment on or near the track, regardless of any whistle prohibitions, or
- "-View is restricted."

RULE 5.11 Engine Identifying Number

Regular trains may be addressed by schedule number on track warrant and track bulletin.

RULE 6.3.1 Conferring Superiority

A train is superior to another train by right or direction. Right is conferred by track warrant; direction by timetable. Regular trains are superior to opposing extra trains. Eastward regular trains are superior to westward regular trains.

RULE 6.9.1 Clearing Regular Train

When necessary to clear main track for passage of a regular train:

- (a) A train must be clear of main track not less than 10 minutes before the leaving time of an opposing regular train.
- (b) A train must be clear of main track before a following regular train is due to leave the next station in the rear where time is shown, but not less than 10 minutes if schedule provides less than ten minutes time between the two stations.

RULE 6.19 Flag Protection

Specified Flagging Distance:

MAXIMUM SPEED FOR ANY TRAIN	FLAGGING DISTANCE
30 MPH or less.....	1 Mile
Over 30 MPH.....	2 Miles

RULE 6.21.3 Unusual Conditions: Emergency Brake Application

When train dispatcher receives information about unusual conditions, or report of emergency brake application from train, he must issue the following instruction to the first train that will traverse the reported location:

"BETWEEN (LOCATION) AND (LOCATION) BE GOVERNED BY RULE 6.21.3."

When a train receives the above instruction movement within specified limits, train must not exceed restricted speed prepared to stop short of slide, rock, washout, debris on track, or misaligned track. Restricted speed applies until the headend clears the specified limit.

RULE 6.21.4 Unforeseen Track Restrictions

When it is necessary to transmit a track restriction not covered by a track bulletin directly 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 employee operating the controls of a moving engine.
- Track restriction must be copied in writing by the receiving employee before it is repeated back to the train dispatcher.
- Restriction will be issued using the following format:
(TRAIN ID) DO NOT EXCEED (SPEED) BETWEEN (LIMIT) AND (LIMIT).

RULE 6.21.5 Foul Time

When necessary to restrict the movement of a train because of Maintenance of Way work not covered by a Form B track bulletin, it will be performed in the following manner:

- Train dispatcher must state his intention to issue Foul Time.
- Foul Time may not be copied by an employee operating the controls of a moving engine.
- Foul Time must be copied by the receiving employee before it is repeated back to the train dispatcher.
- Foul Time will be issued under the following format:
Train dispatcher to train: "Foul Time is issued to foreman _____ between MP (or station) and MP (or station) effective at _____ AM/PM." Train will repeat instructions, and if correct, train dispatcher will respond with, "That is correct."
- During the time that Foul Time is effective, the train must not enter the limits, or if already in the limits, must stop until Foul Time is released by the train dispatcher.

RULE 6.23 Emergency Stop or Severe Slack Action

Inspection of cars and units is not required, if all of the following conditions are met:

- (a) Train does not contain any hazardous commodities.
- (b) The speed at which the emergency application of brakes occurred was 30 MPH or above.
- (c) Brake pipe continuity is not broken.
- (d) There was no unusual slack action incidental to stopping.

When making walking inspection of train and physical characteristics of right-of-way or structures prevent inspection of complete train, a walking inspection will be made of as much of train as possible. Train may then be moved, not exceeding 5 MPH, the distance necessary to complete the inspection.

When a train experiences an emergency application of air brakes on main track, the trackage traversed by the train or engine while stopping must be reported to the train dispatcher, if on duty, without delay. Train dispatcher will then issue advice per Rule 6.21.3.

If no train dispatcher is on duty, it will be the responsibility of the train that experienced the emergency application to notify the next train due through the area to comply with Rule 6.21.3. This restriction will apply to the train that had the emergency brake application, if it is operating as a turn and is to be the next train.

RULE 6.28 Movement on Other Than Main Track

Maximum speed permitted under this rule is 10 mph.

RULE 6.32.2 Automatic Crossing Devices

When employees observe or receive reports from outside the company of automatic crossing warning system malfunction, an immediate report must be made to Albany dispatch/service center, and an attempt made to notify any trains or engines that may be in the immediate vicinity.

When a train or engine receives a report of false activation of an automatic crossing warning system, movement over the crossing(s) involved must proceed with caution not exceeding 15 MPH.

When a train or engine receives a report of activation failure of automatic crossing equipment, any movement must stop before entering the crossing(s) involved, and a crew member flag vehicular traffic. Movement may then proceed with caution through intersection not exceeding 15 MPH.

At some grade crossings, STOP signs on other than main track govern approaching rail movements. If crossing is equipped with automatic warning devices, signs will be placed at or near point where devices are actuated. Full stop is not required if approach is sufficiently slow to permit automatic devices to operate at least 20 seconds and crossing gates, if equipped, to fully lower.

RULE 6.32.6 Blocking Public Crossing

A stopped train may not block a public crossing for more than 10 minutes between 6 a.m. and 10 p.m., and for more than 15 minutes between 10 p.m. and 6 a.m.

RULE 8.12 Crossover Switches

Both switches of a yard track crossover not connected to a main track may be left lined for movement through the crossover.

RULE 8.14 Conflicting Movements Approaching Switch

When making yard movements on any work lead or an adjoining track, the movement will have the right to move on the track for which the switches are properly lined. If switch is lined against the movement, the movement must not proceed until it is safe to do so. Positions of the switches will govern the right of movement regardless of whether they are spring, rigid or variable.

RULE 14.2.1 Limited Back Up Authority

A train authorized to directionally proceed by lines 4 and/or 5 of track warrant may be granted additional authority by track warrant to make reverse movements between points named not to exceed two miles in length. Reverse movements exceeding two miles require "Work Between" authorization per lines 6 and/or 7 of track warrant.

RULE 14.4.1 Authorizing Following Movements

Except when Rule 14.2.1 authority is in effect train dispatcher may authorize within same limits a single following movement with "restricted" directional authority behind a train authorized to move in the same direction and excused from providing flag protection to the rear. Authority may be acted upon only after a definite understanding that train which will be followed has passed the point where following movement will enter main track. Location of train ahead may be ascertained visually, by radio or from train dispatcher.

Train granted restricted directional authority must move at restricted speed and not pass the preceding train whose identity will be specified on line 9 of track warrant. When preceding train has reported to train dispatcher or following train that it is clear of the shared limits, this will cancel the requirement for following train to operate at restricted speed.

Restricted directional authority may be issued without notifying train to be followed.

RULE 14.4.2 Relief from Restricted Speed

When two trains are authorized to occupy overlapping limits per line 10 of track warrant, a train that is stopped or confining its work within a portion of the overlapping limits may verbally communicate that information to the other train. After repeat of a clear understanding the other train will be released from the line 10 requirement to proceed at restricted speed outside of the newly designated overlapping limits.

RULE 14.10 Track Warrant in Effect

A track warrant, once in effect, is in effect until fulfilled, or until made void by train dispatcher, or as provided by Rule 4.5. When all movement instructions contained in a track warrant are fulfilled it becomes void and new track warrant authority must be issued for additional movement. If dispatcher is on duty, crew member must report to dispatcher that warrant has been fulfilled and is being marked "VOID" in accordance with Rule 14.12. A voided track warrant which lists track bulletins must be retained on all trips made during the tour of duty on which it was received. At the completion of tour of duty, if warrant has not previously been reported "VOID" to train dispatcher, voided track warrant may be sent via FAX machine to dispatcher's office.

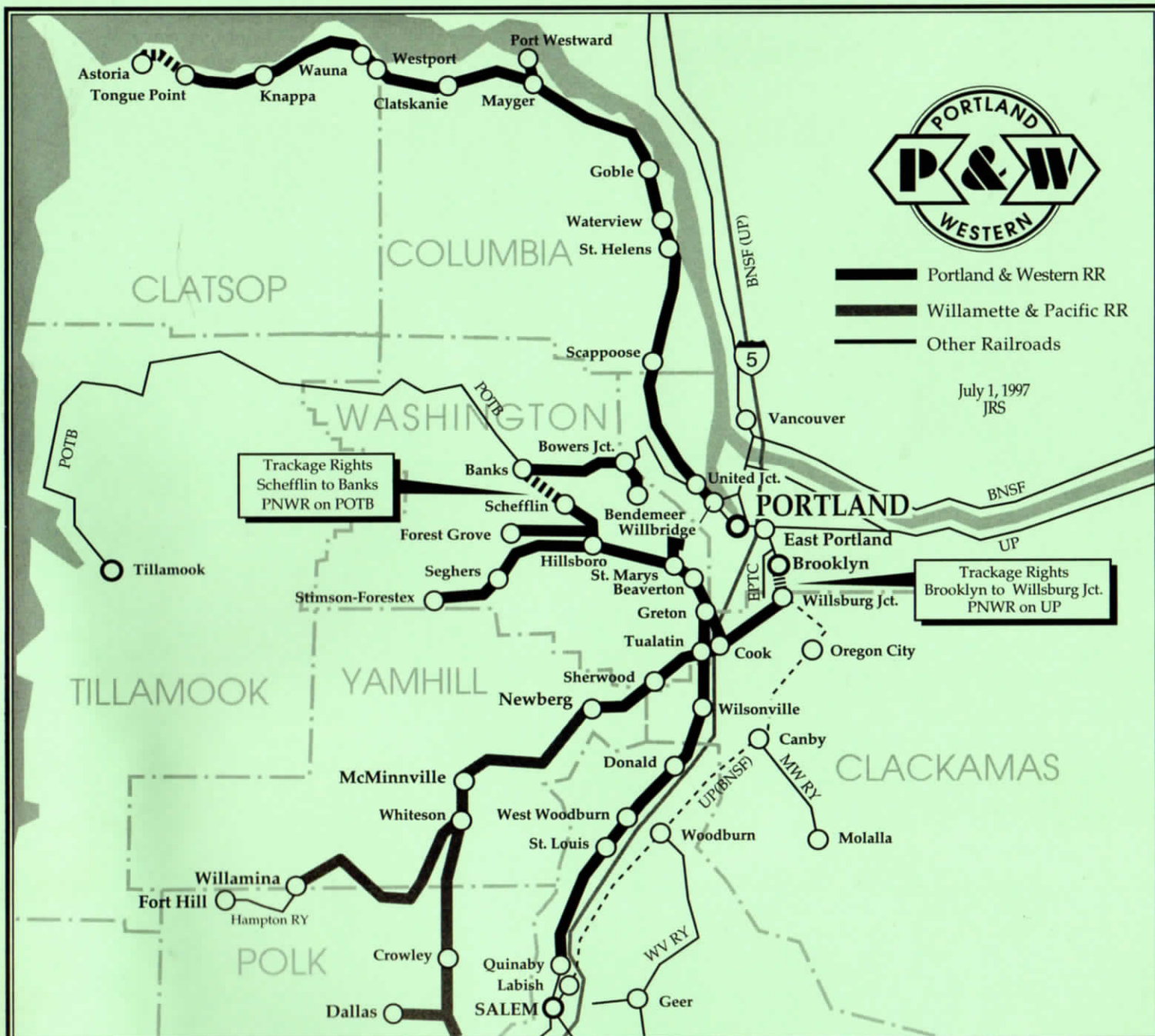
RULE 14.11 Changing Track Warrants

Employees must not add to or alter the track warrant in any manner, except any line of a track warrant may be voided by verbal or written authority of train dispatcher.

When the limits or instructions of a track warrant must be changed, other than having a line being made void by a train dispatcher, a new warrant must be issued showing, "Track Warrant No. _____ is void." When a track warrant of a previous date is voided, the date must be included. The previous track warrant will no longer be in effect.

RULE 14.12 Voiding Track Warrants

The word "VOID" must be written by crew member across each copy of track warrant when it has been fulfilled, or when train has been reported clear of the limits of track warrant, or track warrant has been made void by issuance of another track warrant.



SPECIAL RULES AND INSTRUCTIONS - ALL DISTRICTS

RULE 15.12 Relief of Engineer or Conductor During Trip

If track warrants, track bulletins, and other instructions cannot be delivered personally to relieving crew, they must be left on lead locomotive.

RULE 15.13.1 Changing Form A Track Bulletin

Limits and/or speed restriction of a Form A track bulletin may be changed or cancelled verbally using the following procedure:

- Train dispatcher must state intention to issue a track bulletin restriction change.
- Change may not be copied by employee operating the controls of a moving locomotive.
- Employee receiving change must write revisions above original entries and then draw a line through the portion changed.
- Change will be made using the following format: "TRACK BULLETIN (number) RESTRICTION (number) READING (train, speed, and limits) IS CHANGED (or CANCELLED) TO READ (train, speed, limits, etc.)."

GLOSSARY

District

A portion of the railroad shown in the timetable, which designates operational boundaries.

Extra Train

A train not identified by a timetable schedule.

Regular Train

A train identified by a timetable schedule. Unless otherwise provided, regular trains have precedence over extra trains.

Train Register

A book or form used at designated stations for registering time of arrival and/or departure of trains and such other information as may be prescribed.