

Portland & Western Railroad Inc.
Including Willamette & Pacific Railroad Inc.



**System
Time Table No.**

3

**To Take Effect at
12:01 AM Pacific Time
Monday, August 25, 2003**

Superseding System Time Table No. 2
Supplemental Time Table No. 1 for foreign railroad employees operating on the Oregon Region remains in effect
This Time Table is for the exclusive use and guidance of employees

L. L. Phipps – *President & General Manager*
M. L. Erwin – *Vice President, Transportation*
C. S. Kettenring – *Vice President, Engineering*
J. G. Russell – *Vice President, Mechanical*
W. D. Bremer – *Vice President, Marketing & Sales*
P. A. Zalec – *Vice President, Passenger Operations*
R. D. Vincent – *Vice President, Customer Service*
D.G. Vincent – *Chief Train Dispatcher*
B. L. Enfield – *Trainmaster, Lines North*
D. A. Farrell – *Trainmaster, Central Lines*
J. A. Cyrus – *Trainmaster, Lines South*

The Best way is the Safe way!

Toledo District - WPRR

Westward			System Time Table No. 3 August 25, 2003	Eastward	
Capacity of Siding	Rule 4.3	Rule 6.3		Mile Post	Sta. No.
Yard	BK PQ YJ	YL	ALBANY 1.6	690.9	26910
		TWC	NORTH ALBANY 4.6	692.5	
1165			GRANGER 1.9	697.1	26970
6145			ASHAHR 3.1	699.0	26990
	YJ	YL	CORVALLIS JCT 0.9	701.5	16900
			CORVALLIS 0.3	703.0	16890
	YJ		BAILEY JCT 0.5	703.3	
			OREGON STATE UNIVERSITY 2.0	703.8	
1500			LARSON 1.2	705.8	
			CONROY 1.5	707.0	27070
970			PHILOMATH 0.9	708.5	27080
			FLYNN 6.5	709.4	27090
705			WRENS 6.1	715.9	27160
			ALDER 1.2	722.0	27220
			BLODGETT 2.8	723.2	
			DEVITT 2.5	726.0	
1550			SUMMIT 5.2	728.5	27280
			NASHVILLE 11.5	733.7	27340
1770			EDDYVILLE 5.4	745.2	27450
			ELK CITY 12.3	756.5	
Yard	BK PQ YL	YL	TOLEDO (74.7)	765.6	27650

Rule 6.13 Yard limits established between the following locations on the Toledo District:
 Albany-North Albany.....UP main track and MP 692.4
 Corvallis Jct.-Bailey Jct.....MP 701.1 and MP 703.6
 Toledo.....MP 763.8 and end of track

Rule 6.17 Corvallis Jct.; Normal position of switch at junction of Toledo and West Side Districts will be for either route.
 Bailey Jct: Normal position of switch at junction of Toledo and Bailey Districts will be lined for Toledo District.
 Toledo: Normal position of east switch of New Siding will be for either route.

Rule 6.28 Corvallis Jct.: Maximum speed straight leg of wye 10 MPH.

Rule 6.29.1 Dragging equipment and derailment detectors are located as listed below on this district.
 MP 712.0, between Flynn and Wrens.
 MP 726.0, at Devitt.
 MP 731.8, between Summit and Nashville.
 MP 743.6, between Nashville and Eddyville.
 MP 750.5, at Chitwood.
 MP 753.8, between Chitwood and Elk City.
 MP 756.7, at Elk City.
 MP 760.0, between Elk City and Toledo.

RULE 7.6 Albany: Crews switching Stafford reload lumber spot between Jackson Street and Stafford dock use rail skid under west wheel of west car left on lumber spot. Remove rail skid when switching. When not in use, rail skid should be left on ground near lumber spot.

Rule 7.10 Toledo: On spurs leading to Georgia Pacific paper mill, gates are secured with WPRR lock. Crews must close and lock gate when not in use. Before entering plant, G-P's No. 2 scale man must be contacted for permission. Upon entering plant, toggle switch located at gate must be activated to start warning device for G-P employees. On spurs serving G-P's chip facility, crew entering must activate warning system for G-P employees by pressing 7-8 on channel 2 of the G-P mill radio. Pressing 7-8-9 will deactivate the warning system.

Rule 9.1.1 Bridge Collision Signals
 Albany: Light-type signals located at MP 691.6 and MP 691.8 are connected to collision detectors on First Street and Water Street underpasses. When indicators display red or lunar aspect the following will govern:
 Red..... Stop & make inspection of structures; then proceed.
 Lunar Proceed.

Rule 9.12.4 Albany: Arriving eastward WPRR train must stop short of APPROACH CIRCUIT sign at MP 691.9 on bridge over Willamette River until informed by UP dispatcher to occupy UP main track, or issuance of track permit (Rule 6.13).

Rule 9.15 Albany: Track permits are in effect on UP main track within yard limits at Albany-Page as a means to protect maintenance of way employees who may be occupying the main track within these limits. Track permits will be issued by UP dispatcher to train or engines to allow joint occupancy with maintenance personnel within yard limits.

RULE 14.4.1 Between Albany and Corvallis Jct., train authorized to move with "restricted" following authority may obtain information that preceding train has cleared shared limits from employee other than train dispatcher. Time shared limits are reported clear and initials of employee providing information must be written in margin of track warrant by crew member of following train. Thereafter, following train is released from Rule 14.4.1 requirement to proceed at restricted speed within shared limits.

AIR BRAKE RULES

RULE 17 Add the following new item:
 E. Maximum tonnage handled behind road locomotives:
 Flynn to Summit (westward)..... 7,200 tons
 Nashville to Summit (eastward)..5,000 tons

RULE 20 Add following new item:
J. Use of Retainers
 Summit to Nashville: If train exceeds 450 tons per axle of operative dynamic brake, one retaining valve will be used for each 150 tons in excess thereof, with a minimum of 10 required. With no dynamic brake in operation, one retaining valve will be used for each 80 tons in train, with a minimum of 10 required.

RULE 71 Add the following to end of first paragraph
 At Albany a red light controlled by thermometer is mounted atop the sand tower near the locomotive facility. When this light is illuminated, it indicates temperatures are below 32 degrees and locomotive(s) are to be left running unless otherwise instructed.

On descending grade between Summit and Nashville trains must not exceed 450 tons per axle of operative dynamic brake

Maximum Authorized Speed			
Albany to Toledo	30	MP 709.7 to 728.7	20
MP 691.4 to 692.4	10	MP 728.7 to 733.4 (westward)	15
MP 692.4 to 701.1	25	MP 728.7 to 732.0 (eastward)	15
MP 701.1 to 702.1	20*	MP 733.4 to 763.8 (westward)	20
MP 702.1 to 703.3	10	MP 732.0 to 763.8 (eastward)	20
MP 703.3 to 704.3	20*	MP 763.8 to 766.7	10

* Restriction ends when engine passes increase speed sign

Special Rules and Instructions for the Toledo District

Rule 1.20 Impaired Side Clearances
 MP 691.7 - Bridge MP 711.3 - Bridge
 MP 691.8 - Bridge MP 714.8 - Rock cut MP 752.4 - Tunnel

Rule 2.7 Radio base stations at Albany and Toledo equipped with WP Road Channel No. 1 (AAR code 4444). Additionally, Albany is equipped to broadcast on UPRR frequency 9696. Toledo is unattended. Albany is attended during office hours.
 WPRR Road Channel No. 1 (AAR Code 4444) in service Albany to Wrens.
 WPRR Road Channel No. 2 (AAR Code 4949) in service Wrens to Toledo.

Rule 5.13 Albany: Engine House Tracks 1, 2, and 3 are designated as within an engine servicing area. Tracks 2144 and 2145 are designated as within a car shop repair area. Maximum speed on these tracks is 5 MPH.


Rule 6.3 At Albany, permission must be obtained from UP train dispatcher before train or engine may occupy UP main track within yard limits. After receipt of permission, comply with requirements of Rule 9.17. In addition to conveying permission to enter the main track, the dispatcher may issue a track permit in accordance with Rule 9.15.

Rule 6.12 The following portions of the Toledo District, except where crossing public roads at grade, are designated as FRA Excepted Track:
 Albany . . . All yard tracks between Hill Street and Queen Avenue, except the Pass.
 Toledo . . . Main track MP 765.7 to 766.7 and all yard tracks between MP 763.8 and 766.7


West Side District – WPRR/PNWR

Westward			System Time Table No. 3 August 25, 2003	Eastward		Special Rules and Instructions for the West Side District
Capacity of Siding	Rule 4.3	Rule 6.3		Mile Post	Sta. No.	
			Stations			Rule 1.20 Impaired Side Clearances MP 762.1..... Bridge
Yard	JY	YL	COOK 2.0	764.0	00336	RULE 1.47.2 All trains between Springbrook and Sherwood: When a train's total trailing tonnage exceeds 3000 tons, do not place blocks of 10 or more continuous empty cars anywhere ahead of 10 or more continuous loaded cars. Rule 2.7 McMinnville: Radio base station equipped for WPRR Road Channel No. 1 (AAR Code 4444) and is unattended. Rule 6.12 The following portions of the West Side District are 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: Double ended track at Suver. All auxiliary tracks at Independence. Tracks 2 and 3 at V&S Jct. All tracks except the main at Gerlinger. Double-ended track at Derry. Double-ended track at McCoy. Double-ended track at Amity. All tracks except the main and the siding at Whiteson. All auxiliary tracks at McMinnville All auxiliary tracks at St. Joseph. Rule 6.13 Yard limits established between the following locations: Corvallis Jct. MP 691.1 and MP 690.3 Whiteson –St. Joseph: MP 729.5 and MP 739.0 Cook: MP 762.9 and MP 764.0 Rule 6.17 Cook: wye switches at junction of West Side and Tillamook Districts may be left lined and locked for any route. Whiteson: Normal position of switch at junction of Westside and Willamina Districts lined for Westside District. Corvallis Jct.: Normal position of switch at junction of Toledo and West Side Districts at east leg of wye will be for either route. Gerlinger: Normal position of switches at junction of West Side and Dallas Districts are lined for West Side District. Rule 6.28 Corvallis Jct.: Maximum speed straight leg of wye 10 MPH. Whiteson: Cars longer than 85 feet must not be operated on south leg of wye. Cook: Maximum speed on short leg of wye is 10 MPH. Rule 6.29.1 Talking dragging equipment and derailed car detectors located at MP 760 between Cipole and Tualatin, and MP 752.2 between Rex and Springbrook. Rule 6.32.2 McMinnville: Crossing gates on 5 th Street not activated by train or equipment on House Track. Flagman must protect all movements at this location. Rule 6.32.3 Sherwood: Stop signs installed on siding both sides of Sherwood Blvd. (MP 757.55) and both sides of Washington Street (MP 757.61). Movement must stop on siding and wait for crossing gates to fully lower before proceeding. Rule 6.32.4 Whiteson: Equipment on main track or siding must not be left nearer than 150 ft. from Riverbend Road crossing. Rule 7.8 Amity and McCoy: Overhead grain loading spouts on tracks 5102 and 5108 will not clear standard height cars. Before spotting empties for loading, trainmen must observe that spouts are raised or swung clear to prevent damage. When pulling loads, spouts must be checked for clearance before pulling cars.
			TUALATIN 2.5	762.0	17715	
			CIPOLE 1.9	759.5	17690	
1050			SHERWOOD 4.6	757.6	17671	
1060			REX 2.2	753.0	17625	
1050			SPRINGBROOK 2.3	750.8	17603	
Yard			NEWBERG 2.4	748.5	17580	
			DUNDEE 4.0	746.1	17460	
			DAYTON 2.6	742.1	17420	
			LAFAYETTE 1.5	739.5		
Yard	Y		ST. JOSEPH 4.9	738.0	17380	
2910	BK PQ	YL	McMINNVILLE 4.2	734.9	17350	
1750	YJ		WHITESON 2.6	730.7	17310	
			AMITY 5.3	728.1	17280	
			McCOY 4.4	722.8	17230	
			CROWLEY 3.4	718.4		
			DERRY 0.7	715.0	17150	
	YJ		GERLINGER 3.8	714.3	17140	
Yard			V&S JCT. 1.2	710.5	17091	
			INDEPENDENCE 5.3	709.3	17090	
			PARKER 2.0	704.0		
			SUVER 3.1	702.0	17020	
1000			WELLSDALE 5.2	699.1	17000	
			LEWISBURG 3.8	693.1	16930	
	YJ	YL	CORVALLIS JCT (73.7)	690.3	16900	
Maximum Authorized Speed						
		<u>Col. 1</u>	<u>Col. 2</u>			
Corvallis Jct. to Cook		25	25			
MP 689.3 to 691.1		20*	20*			
MP 709.3 to 710.2		10**	10**			
MP 729.5 to 738.1		20*	20*			
MP 738.1 to 764.0		10	10			
* Restriction ends when engine passes increase speed sign ** Restriction ends when engine passes increase speed sign provided rear car has exited Second Street, Independence						
Air Brake Rules						
Rule 17 Add the following new item"						
E. Maximum tonnage handled behind road locomotives:						
Springbrook to Rex (eastward).....5,000 tons						
Sherwood to Rex (westward).....6,000 tons						


Willamina District - WPRR

Westward				System Time Table No. 3 August 25, 2003	Eastward			Special Rules and Instructions for the Willamina District
Capacity of Siding	Rule 4.3	Rule 6.3		Stations	Mile Post	Station No.		
1750	YJ	YL		WHITESON 6.6	730.6	17310	<p>Rule 1.20 Impaired Side Clearances MP 745.3..... Bridge MP 750.05..... Willamina Lumber Co. overhead conveyor</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 and main track between MP 742.6 and MP 744.0.</p> <p>Rule 6.13 Yard limits established between the following locations. Whiteson: MP 730.46 and MP 731.4 Willamina: MP 748.4 and MP 749.46</p> <p>Rule 6.28 Willamina: No engines may operate beyond clearance points of No. 2 track at Willamina yard Winch: No engines may operate beyond derail on spur.</p> <p>Rule 6.32.4 Whiteson: Equipment on main track or siding must not be left nearer than 150 ft. from Riverbend Road crossing.</p> <p>Rule 7.8 Willamina: Before switching Willamina Lumber Co. mill, member of crew must activate warning system for mill personnel. System should not be deactivated until switching is completed.</p> <p>Rule 8.12 Willamina: Crossover at west end of Willamina yard may be left lined and locked for crossover movement. If necessary to normal or reverse switch for movement, switch at opposite end must be left in correlation.</p> <p>Rule 8.13 Willamina: Scale on track 4997 not equipped with dead rail. Engines not permitted on scale and speed over scale must not exceed 3 MPH.</p>	
				WINCH 3.3	737.2	37370		
				BALLSTON 4.2	740.5	37400		
				SHERIDAN 1.6	744.7	37450		
				SHIPLEY 3.0	746.3	37460		
Yard	J	YL		WILLAMINA (18.7)	749.3	37490		
Speed 10 MPH on Willamina District except 20 MPH between MP 742.6 and MP 744.0								

Hampton Railway (operated by WPRR under Agreement)

Westward				System Time Table No. 3 August 25, 2003	Eastward			Special Rules and Instructions for the Hampton Railway
Capacity of Siding	Rule 4.3	Rule 6.3		Stations	Mile Post	Station No.		
Yard	J	YL		WILLAMINA 5.2	0.0	37490	<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 between Willamina and Fort Hill, inclusive.</p> <p>Rule 6.32.2 Willamina: STOP signs installed on both sides of Highway 18B (MP 1.3) Movement must stop and wait for crossing gates to fully lower before proceeding. Refer to Rule 6.32.2, All Districts for further information.</p>	
				FORT HILL (5.3)	5.2	37495		
Speed 10 MPH on Hampton Railway								

Dallas District - WPRR

Westward				System Time Table No.3 August 25, 2003	Eastward			Special Rules and Instructions for the Dallas District
Capacity of Siding	Rule 4.3	Rule 6.3		Stations	Mile Post	Station No.		
	YJ	YL		GERLINGER 4.9	728.9	17140	<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 between Gerlinger and Dallas, inclusive.</p> <p>Rule 6.32.2 At crossing of U.S. Highway 99W, MP 729.7 between Gerlinger and Dallas, STOP signs for trains are located on both approaches to crossing. Refer to Rule 6.32.2. All Districts, for further information.</p>	
Yard				DALLAS (4.9)	734.2	57340		
Speed 10 MPH on Dallas District Rule 6.28 Maximum speed Track 5230 is 5 MPH								

Bailey District – WPRR/PNWR						
Westward			System Time Table No. 3 August 25, 2003	Eastward	Special Rules and Instructions for the Bailey District	
Capacity of Siding	Rule 4.3	Rule 6.3	Stations	Mile Post		Station No.
	J	YL	BAILEY JCT 0.4		688.9	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. Rule 6.13 Yard limits established between the following locations: Bailey Jct-Corvallis MP 688.5 and MP 687.5 Rule 6.17 Alpine Jct.: Switch at east end of siding may be left lined for either route. Rule 8.20 Derail in Hull-Oakes Lead at MP 679.6, Dawson. <i>Rule 92.1- A Remote Control Zone (RCZ) has been established between MP 688.0 and MP 688.5.</i>
Yard	PY J		CORVALLIS 4.3		688.6	
		TWC	DRY CREEK 3.3		684.6	16840
2600			GREENBERRY 6.5	↓	681.3	16810
			BURNETT 1.8		674.8	
1280			ALPINE JCT. 1.3		673.0	16730
			MONROE		671.7	16720
			(16.8)			
Speed 10 MPH on Bailey District						
Rule 6.28 Maximum speed Hull Oakes Lead is 5 MPH						

Seghers District - PNWR							
Westward			System Time Table No. 3 August 25, 2003	Eastward	Special Rules and Instructions for the Seghers District		
Capacity of Siding	Rule 4.3	Rule 6.3	Stations	Mile Post		Station No.	
Yard	BJP YQ	YL	HILLSBORO 3.6		765.3	00504	Rule 2.7 Radio base station at Hillsboro equipped with P&W frequency 4444 and is unattended. Rule 6.12 The following portions of the Seghers District are 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: All track between MP 764.3 (Hillsboro) and end of district. All Auxiliary tracks at Hillsboro except the Seghers-Mahan leg of wye. Rule 6.13 Yard limits established between the following locations: Hillsboro: MP 765.3 and MP 764.0 Rule 8.20 Derail in main track at MP 752.4 Stimson.
		TWC	CORNELIUS 2.5		761.7	30036	
			CARNATION 3.6		759.2 758.5	30061	
			SEGHERS 2.7		754.9	30104	
Yard			STIMSON		752.4	30131	
			(12.4)				
Speed 10 MPH on Seghers District							

Forest Grove District - PNWR							
Westward			System Time Table No. 3 August 25, 2003	Eastward	Special Rules and Instructions for the Forest Grove District		
Capacity of Siding	Rule 4.3	Rule 6.3	Stations	Mile Post		Station No.	
Yard	J	TWC	FOREST GROVE JCT. 0.1		4.6	00511	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.
700			HILLSBORO 3.1		4.7	40001	
			CORNELIUS 2.2		7.8	40031	
700			FOREST GROVE		10.0	40053	
			(5.4)				
Speed 10 MPH on Forest Grove District							

Tillamook District - PNWR																																													
Westward				System Time Table No. 3 August 25, 2003		Eastward			Special Rules and Instructions for the Tillamook District																																				
Capacity of Siding	Rule 4.3	Rule 6.3		Stations		Mile Post	Station No.																																						
Yard				BROOKLYN 1.7		766.9	00246	<p>Rule 2.7 Radio base stations at St. Marys and Hillsboro equipped with P&W Road Channel No. 1 (AAR code 4444) and are unattended.</p> <p>Rule 6.12 The following portions of the Tillamook District are 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: All track between MP 766.0 (Mahan) and MP 770.4 (Schefflin). Auxiliary track at Beaverton Ind. Park off Beburg Siding. Track 1904 at Cook (Cook Pit)</p> <p>Rule 6.13 Yard limits established between the following locations on this District: Bryant - Greton.....MP 751.95 and MP 747.1 St. Marys.....MP 756.6 and MP 757.4 Hillsboro - Mahan.....MP 764.2 and MP 767.0 Wilkesboro.....MP 773.3 and MP 774.0</p> <p>Rule 6.17 Cook: wye switches at junction of West Side and Tillamook Districts may be left lined and locked for any route. Hillsboro: wye switches at junction of Seghers and Tillamook Districts may be left lined and locked for any route.</p> <p>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.</p> <p>Rule 8.3 St. Marys: main track switch may be left lined and locked in reverse position Greton: Main track switch at junction of Tillamook and O.E. Districts will be for either route..</p> <p>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.</p> <p>Rule 1400/60.14 Hillsboro: Unless inside railroad equipment, railroad personnel must wear ANSI approved hard hats when performing duties at aggregate loading or unloading facilities.</p>																																					
Yard	JP	UPRR	CTC	WILLSBURG JCT 1.2		740.7	00263																																						
				MILWAUKIE 1.1		741.9	00275																																						
1560			TWC	MENEFFEE 1.2		743.0	00286																																						
				LAKE OSWEGO 3.3		744.2	00298																																						
1520				BRYANT 0.5		747.5	00331																																						
Yard	JY		YL	COOK 2.0		748.0	00336																																						
	J			TIGARD CROSSOVER 1.1		750.0																																							
				TIGARD 0.8		751.1	00367																																						
	J			GRETON 1.5		751.9	00375																																						
			TWC	FANNO 1.6		753.4	00390																																						
4090	Y			BEBURG 0.6		755.0	00406																																						
				BEAVERTON 1.3		755.6	00412																																						
Yard	BP Q		YL	ST. MARYS 3.2		756.9	00425																																						
				REEDVILLE 3.1		760.1	00457																																						
			TWC	NEWTON 1.6		763.2	00488																																						
Yard	BJ PY Q		YL	HILLSBORO 0.5		764.8	00504																																						
	J			FOREST GROVE JCT. 0.9		765.5	00511																																						
2340				MAHAN 3.8		766.4	00520																																						
1175			TWC	SCHEFFLIN 2.3		770.2	00558																																						
				ROY 2.2		772.5	00581																																						
			YL	WILKESBORO 0.9		773.8	00594																																						
Yard	J	POTB		BANKS		774.7	00603																																						
(35.5)																																													
<p>BETWEEN WILLSBURG JCT. AND BROOKLYN, UNION PACIFIC TIMETABLE AND INSTRUCTIONS GOVERN.</p> <p>BETWEEN MP 774.0 AND BANKS, POTB TIMETABLE AND INSTRUCTIONS GOVERN</p> <p>Maximum Authorized Speed</p> <table border="1"> <thead> <tr> <th></th> <th>Col. 1</th> <th>Col. 2</th> <th></th> <th>Col. 1</th> <th>Col. 2</th> </tr> </thead> <tbody> <tr> <td>Milwaukie to Banks</td> <td>25</td> <td>25</td> <td>MP 764.2 to 764.8</td> <td>20</td> <td>20</td> </tr> <tr> <td>MP 741.6 to 744.6</td> <td>20</td> <td>20</td> <td>MP 764.8 to 770.4</td> <td>10</td> <td>10</td> </tr> <tr> <td>MP 744.6 to 747.1</td> <td>25</td> <td>25</td> <td>MP 770.4 to 773.3</td> <td>25</td> <td>25</td> </tr> <tr> <td>MP 747.1 to 750.1</td> <td>20*</td> <td>20*</td> <td>MP 773.3 to 774.0</td> <td>10*</td> <td>10*</td> </tr> <tr> <td>MP 756.6 to 757.4</td> <td>20*</td> <td>20*</td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>* Restriction ends when engine passes increase speed sign Empty unit rock trains are authorized Column 1 speeds between Milwaukie and Banks. Loaded unit rock trains are not authorized Column 1 speeds between Milwaukie and Banks. Loaded unit rock trains must not exceed 10mph between MP 772.5 and MP 773.3 between Hillsboro and Banks. Rule 6.28 Maximum speed siding Beburg is 20 MPH</p>											Col. 1	Col. 2		Col. 1	Col. 2	Milwaukie to Banks	25	25	MP 764.2 to 764.8	20	20	MP 741.6 to 744.6	20	20	MP 764.8 to 770.4	10	10	MP 744.6 to 747.1	25	25	MP 770.4 to 773.3	25	25	MP 747.1 to 750.1	20*	20*	MP 773.3 to 774.0	10*	10*	MP 756.6 to 757.4	20*	20*			
	Col. 1	Col. 2		Col. 1	Col. 2																																								
Milwaukie to Banks	25	25	MP 764.2 to 764.8	20	20																																								
MP 741.6 to 744.6	20	20	MP 764.8 to 770.4	10	10																																								
MP 744.6 to 747.1	25	25	MP 770.4 to 773.3	25	25																																								
MP 747.1 to 750.1	20*	20*	MP 773.3 to 774.0	10*	10*																																								
MP 756.6 to 757.4	20*	20*																																											

Oregon Electric - PNWR

Westward Read Down		Eastward Read Up		Special Rules and Instructions for the Oregon Electric District			
Capacity of Siding	Timetable Characters	Method of Operation	Stations	Track Diagram	Mile Post	Station Number	
	J	YL Rule 6.13	GRETON 0.8 (Jct. Tillamook Dist.)		31.3	00375	<p>Maximum Authorized Speed</p> <p>Main Track Between: MPH</p> <p>Greton and Bethel..... 25</p> <p>Other than Main Track..... 10</p> <p style="text-align: center;">Permanent Speed Restrictions</p> <p>Main Track Between or at: MPH</p> <p>MP 31.3 and MP 31.4 10</p> <p>MP 31.4 and MP 33.1 (Westward head end only)..... 20</p> <p>MP 39.77, West Switch Tonquin Siding – Eastward trains must approach prepared to stop as per Rule 8.3</p> <p>MP 62.5, Reed Jct. – Westward trains must approach prepared to stop as per Rule 8.3</p> <p>MP 66.8 and MP 71.5 10</p> <p>MP 78.7 and MP 79.9..... 10</p> <p>MP 88.5 and MP 89.2..... 10</p> <p>MP 92.3 and MP 95.1 (Eastward head end only)..... 20</p> <p>MP 95.1 and MP 117.0 10</p> <p>MP 124.0 and MP 124.8..... 10</p> <p>MP 126.0 and MP 126.4..... 10</p> <p>MP 128.2 and MP 129.0..... 10</p> <p>MP 138.3 and MP 141.5 (Eastward head end only) 10</p> <p style="text-align: center;">Equipment Restrictions</p> <p>EQ-1 Maximum Gross Weight of Car</p> <p>Greton to Eugene, MP 141.5..... 286,000 lbs.</p> <p>EQ-2 Restricted Equipment</p> <p>A. Salem: Cars with longer than 89 feet inside length, and any car longer than 74 feet that is coupled to any car shorter than 43 feet are not permitted on any interchange track due to excessive track curvature.</p> <p style="text-align: center;">Safety</p> <p>Rule 1400 Using Protective Equipment</p> <p>Tonquin and Reed Jct.: Unless located inside railroad equipment, railroad personnel must wear ANSI approved hard hats when performing duties at aggregate loading or unloading facilities.</p> <p style="text-align: center;">Operating Rules</p> <p>Rule 1.20 Impaired Overhead Clearances</p> <p>MP 62.5 (on spur) – Overhead loading structure</p> <p>RULE 2.7 Monitoring Radio Transmissions</p> <p>WPRR Road Channel No. 1 (AAR Code 4444) is in service Salem east, WPRR Road Channel No. 2 (AAR Code 4949) is in service Salem yard west on the OE District</p> <p>Rule 6.2 Initiating Movement</p> <p>Minto: Eastward trains destined the UP Railroad via Labish must contact the UP Dispatcher (WS-68) Omaha at (402) 636-1647 or (800) 726-1168 before leaving to ascertain that UP can take your train.</p> <p>Salem: Westward trains destined the PNWR Railroad via UP Labish must contact the PNWR Dispatcher Albany at (541) 924-6599 1 hour prior to arriving UP Labish to obtain PNWR track warrants. To reach the PNWR dispatcher train crew must go to WPRR Road Channel No. 2 (AAR Code 4949) and dial *88 to obtain a dial tone. Crew can then dial the dispatcher's telephone number direct. When finished crew must dial #88 to hang up.</p>
3803					TIGARD 1.0	32.1	
	J	TWC Rule 14.1	TIGARD CROSSOVER 3.0 (Jct. Tillamook Dist.)		33.1	20018	
			TUALATIN 3.4		36.1	20048	
1833	S		TONQUIN 3.3		39.5	20077	
1166			WILSONVILLE 2.8		42.8	20115	
3884			CURTIS 3.7		45.6	20143	
			DONALD 4.2		49.3	20180	
Yard			LOGANVILLE 0.9		53.5	20222	
			WEST WOODBURN 8.1		54.4	20231	
	S		REED JCT 4.3		62.5	20312	
			Salem East Yard Limit 1.8		66.8		
3554		YL Rule 6.13	BUSH 0.6		68.6	20373	
Yard	BJQ		SALEM 2.3 (Connection UP)		69.2	20377	
			Salem West Yard Limit 1.1		71.5		
5668		TWC Rule 14.1	MINTO 12.0		72.6	20413	
3546			SIDNEY 7.7		84.6	20533	
			Albany East Yard Limit 3.7		92.3		
YARD	BJY	YL Rule 6.13	ALBANY 0.6		96.0	20652	
			WEST ALBANY 20.5 (Connection UP)		96.6		
1500		TWC Rule 14.1	AMERICAN 11.7	117.1	2-858		
			JUNCTION CITY 9.5	128.8	20975		
			Eugene East Yard Limit 0.7	138.3			
YARD		YL Rule 6.13	BETHEL 1.5	139.0	21077		
	BJY Q		EUGENE 1.0 (Connection UP)	140.5	21105		
			End of Track	141.5			

Special Rules and Instructions for the Oregon Electric District - Continued

Rule 6.13 Yard Limits

Yard limits are established between the following locations:

MP 31.3	Greton (Jct Switch)	and	MP 33.1	Tigard Crossover
MP 66.8	Salem East Y/L	and	MP 71.5	Salem West Y/L
MP 92.3	Albany East Y/L	and	MP 96.6	West Albany
MP 138.3	Eugene East Y/L	and	MP 141.5	End of Track

Rule 6.16 Approaching Railroad Crossings, Drawbridges, and End of Multiple Main Track

Eugene: MP 140.7 – UP Crossing is protected by stop signs.

Rule 6.29.1 Inspecting Passing Trains

Talking dragging equipment and derailment detectors are located as follows:

MP 39.1 at Tonquin.
MP 46.9 between Curtis and Donald
MP 69.2 at Salem

Rule 6.32 Road Crossings

The following crossings must be flag protected:

Bush: Industry Drive Crossing on Industrial Spur serving
Capital Lumber Co.

Rule 6.32.2 Automatic Crossing Devices

Salem: Westbound trains from Labish to the O.E. must ensure that crossing warning system is activated and the gates are fully lowered for at least 5 seconds before entering the Cherry Ave. crossing at MP 69.19

Greton: All trains entering and exiting the O.E. District must stop at the STOP signs at Tiedeman Road crossing, MP 31.4 and insure the way is clear at Tiedeman Rd. crossing before proceeding. Crossing device must operate for at least 20 seconds before entering intersection.

Automatic warning devices may be ineffective due to rusty rail or other conditions at the following crossings.

Eugene: MP 141.3, Garfield Street

Rule 6.32.6 Blocking Public Crossings

Salem: Movements on the Running Track from Cherry St. to Labish on the UP: **If your train is delayed or if the UP Train Dispatcher cannot take your train onto their main track, crews must be sure their train clears the Industrial Way crossing. If the delay is to exceed 10 minutes, this crossing must be cut to avoid a crossing blockage violation.**

Rule 7.8 Coupling to Moving Cars on Tracks Where Cars are being Loaded or Unloaded

Reed Pit: Indicator lights are positioned over the track on east side of structure. If green light is displayed, chute is raised and train, not exceeding Plate C, may proceed through structure. If red light is displayed or indicators are dark, train must stop short and inspect chutes. Do not proceed through structure unless chutes are fully raised. Before departing, both Conductor and Engineer must observe green indicator light and conductor must continue to observe green indicator light until entire train is clear. If light turns red or goes dark, train must stop and an inspection be made to determine that chutes are in the fully raised position before proceeding.

Rule 8.3 Main Track Switches

Location of Electrically Operated Switches:

MP 39.77 Tonquin, West switch
MP 62.5 Reed Jct.

To operate switch, use push buttons mounted in box attached to switch. The switch is protected by a lockout circuit to prevent operation while occupied by equipment. To operate switch, engine and equipment must be clear of lockout circuit. The switch is equipped with a switch point indicator for facing point movements. All facing point movements must approach the switch prepared to stop unless the switch point indicator is illuminated as per Rule 8.10.

Normal Position: **The following switches may be left lined in the last position used:**

Salem: MP 69.16

*Greton: Main track switch at junction of O.E. and
Tillamook Districts will be for either route.*

United Railways District - PNWR					System Time Table No. 3 August 25, 2003			Special Rules and Instructions for the United Railways District	
Westward					Eastward				
Capacity of Siding	Rule 4.3	Rule 6.3	Stations		Mile Post	Station No.			
	J	YL	UNITED JCT. 1.3		10.0	50137	<p>Rule 1.47.2 Between United Jct. and Tunnel Spur-Trains of greater than 5000 trailing tons must handle empty cars, 80 feet and longer in the rear 5000 tons. When a train's total trailing tonnage exceeds 3000 tons, do not place blocks of 10 or more continuous empty cars anywhere ahead of 10 or more continuous loaded cars.</p> <p>Rule 2.7 PNWR Road Channel No. 3 (AAR code 5151) in service United Junction to Tunnel Spur. PNWR Road Channel No. 1 (AAR code 4444) in service Tunnel Spur to Banks.</p> <p>Rule 6.13 Yard limits established between the following locations: United Junction MP 10.0 and 10.2 Banks MP 26.8 and 27.5</p> <p>Rule 6.32.2 Bowers Jct. (former Bendemeer District): Movement must stop before proceeding across public road crossings at MP 18.98, West Union Road, MP 19.40, Jacobson Road, MP 19.8, Cornelius Pass Road.</p> <p>Rule 8.12 North Plains: Crossover in siding spiked for movement on siding and can not be lined for crossover movement.</p> <p>Rule 9.1.1 Bridge Collision Signals Helvetia: Talking bridge collision detector on structure 17.7. When talking feature or flashing yellow light are activated, trains must stop and inspect structure.</p> <p style="text-align: center;">Air Brake Rules</p> <p>RULE 17 Add the following new item: E Maximum tonnage handled behind road locomotives: United Jct. to Tunnel Spur (westward).....6,000 tons</p> <p>RULE 20 Add the following new item: J. Use of Retainers Tunnel Spur to United Jct.: If train exceeds 450 tons per axle of operative dynamic brake, one retaining valve will be used for each 150 tons in excess thereof, with a minimum of 10 required. With no dynamic brake in operation, one retaining valve will be used for each 80 tons in train, with a minimum of 10 required.</p>		
			FLEMING 0.4		11.3				
			BURLINGTON 2.8		11.7	00761			
			TUNNEL SPUR 1.6		14.6	00733			
			ROCKTON 1.0		16.1	00717			
1130			BOWERS JCT. 0.5		17.1	00707			
			HELVETIA 1.5		17.6	00702			
			CONNELL 2.8		19.2	00686			
2392			NORTH PLAINS 1.4		21.9	00658			
			VADIS 4.0		23.3	00643			
			WILKESBORO 1.1		26.4	00612			
Yard	J	YL	BANKS (17.5)		27.5	00603			
Maximum Authorized Speed									
			United Jct. to Banks		25				
			MP 10.0 to 15.4 (west)		20				
			MP 10.0 to 15.4 (east)		15				
			MP 21.9 (over Main St. Crossing)		10*				
			MP 26.8 to 27.5		20*				
			Loaded unit rock trains must not exceed 10mph between MP 17.1 and MP 27.5 between Bowers Jct. and Banks.						
			* restriction ends when engine passes increase speed sign						

Astoria District - PNWR

Westward				System Time Table No. 3 August 25, 2003	Eastward	
Capacity of Siding	Rule 4.3	Rule 6.3		Stations	Mile Post	Station No
Yard				WILLBRIDGE 0.7	4.3	50084
Yard	Y		BNSF 6.28	W YARD 0.6	5.0	50091
			CTC	GASCO 1.7	5.6	50097
Yard	BP		YL	LINNTON 1.6	7.3	50110
4945			TWC	HARBOR SIDING 1.1	8.9	50126
	J		YL	UNITED JCT. 2.8	10.0	50137
1440				HOLBROOK 7.1	12.8	50165
				SCAPPOOSE 6.4	19.9	50236
				MULTNOMAH PLYWOOD 1.4	26.3	50300
2385	BP			ST. HELENS 3.0	27.7	50313
Yard				COLUMBIA CITY 0.6	30.7	50344
				WATERVIEW 1.9	31.3	50350
				DEER ISLAND 6.3	33.2	50369
				GOBLE 1.3	39.5	50431
				TROJAN 5.0	40.8	50444
				RAINIER 1.0	45.8	50502
2595				AVON 9.3	46.8	50512
2304				MAYGER 2.2	56.1	50602
				PORT WESTWARD 6.1	57.8	50624
2304			TWC	CLATSKANIE 0.5	62.2	50688
				CLATSKANIE RIVER DRAWBRIDGE 8.5	62.7	
1426				WESTPORT 2.3	71.2	50777
				WAUNA 4.9	73.5	50800
2113				CLIFTON 6.4	78.4	50849
				BLIND SLOUGH DRAWBRIDGE 1.8	84.8	50910
				KNAPPA 8.2	86.7	50929
				JOHN DAY RIVER DRAWBRIDGE 1.9	94.9	
				TONGUE POINT 3.0	96.7	51029
				ASTORIA	99.7	51059

Special Rules and Instructions for the Astoria District

Rule 2.7 PNWR Road Channel No. 3 (AAR code 5151) in service Gasco to Astoria. Between Gasco and Trojan to activate St. Helen's phone patch press *999 and wait for dial tone to stop. Train Dispatcher can then be dialed directly at 1-541-924-6599. When finished crew must dial #999 to hang up. Between Trojan and Astoria to activate Rainier Hill phone patch press *111 and wait for dial tone to stop. Train Dispatcher can then be dialed directly at 1-541-924-6599. When finished crew must press *111 to hang up.

Rule 5.8.2 Wauna: Sound whistle frequently at crossings in Georgia-Pacific paper mill unless protected by crewmember on ground.

Rule 6.12 The following portions of the Astoria District are 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:
Track 1403 (Hammer Steel spur) at Linnton

Rule 6.13 Yard limits established between the following locations:
W Yard - Linnton MP 5.2 and 6.0
United Junction MP 9.9 and MP 10.1

Rule 6.16 Non-signalized drawbridges are normally aligned against rail traffic at Clatskanie River, Blind Slough and John Day River. Trains must stop and crewmember must inspect from the ground to insure drawbridge position permits movement unless wedges and lift rails can be seen to be in place from the locomotive.

Rule 6.17 United Junction. Normal position of switch at junction of Astoria and United Railways Districts will be for either route.

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.

Rule 1400/60.14 Linnton and Deer Island: Unless inside railroad equipment, railroad personnel must wear ANSI approved hard hats when performing duties at aggregate loading or unloading facilities.

BETWEEN MP 5.2 AND WILLBRIDGE BURLINGTON NORTHERN SANTA FE TIMETABLE AND INSTRUCTIONS GOVERN

BETWEEN MP 96.7 AND 99.7 PNWR OPERATES UNDER AGREEMENT WITH THE CITY OF ASTORIA

Maximum Authorized Speed

	PASS	FRT		PASS	FRT
Gasco to Astoria	30	25	MP 51.8 to 55.5	25	-
MP 5.2 to 8.0	20*	20*	Structure MP 62.7	10	10
MP 9.9 to 10.1	20*	20*	MP 73.0 to 74.0	20*	20*
MP 17.5 to 33.5	25	-	Structure MP 84.8	10	10
MP 42.5 to 45.3	25*	-	Structure MP 94.9	10	10
MP 45.3.0 to 45.9	10	10	MP 98.5 to 99.7	10*	10*

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 WPRR/PNWR will be governed by the general Code of Operating Rules, Fourth Edition.

Hazardous Materials

WPRR/PNWR train crews must have a copy of the U.S. Department of Transportation 2000 Emergency Response Guidebook; available while on duty.

Effective 8-1-02, WPRR/PNWR has adopted Genesee & Wyoming Inc. Eastern Code-Hazardous Materials Rules.

Safety Rules

WPRR/PNWR have issued Safety Rules of Willamette & Pacific /Portland & Western Railroad effective August 1998. WPRR/PNWR have issued Transportation and Mechanical Safety Rules & Procedures issued for all North American subsidiaries of G&W Inc., dated 11-01-01 and 7-1-03 respectively.

Air Brake-Train Handling

WPRR/PNWR has adopted Oregon Region Air Brake & Train Handling Rules effective April 1, 2004.

Remote Control Operations

Genesee & Wyoming Inc., Oregon Region has issued Rules Governing Remote Control Locomotive Operation effective March 12, 2004

RULE 1.6 Conduct Add as follows:

Any act of hostility, misconduct, or willful disregard or negligence affecting the interests of the Company or its employees is sufficient cause for dismissal and must be reported. Indifference to duty, or to the performance of duty, will not be condoned.

RULE 1.17 Hours of Service Law Add as follows:

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 operate locomotives, and
other employees who may commingle their regular
duties with "covered" service Form WPRR002
Signal Maintainers Form WPRR1002

RULE 1.40 Reporting Engine Defects Add as follows:

WPRR/PNWR 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 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 person making the inspection cannot correct the defect, 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 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 Duties of Trainmen and Enginemen Add as follows:

B: Engineer Responsibilities
3. Engineers will be equally responsible with conductors to assure that all of their assignment's service responsibilities are fulfilled.
C: Conductor and Engineer Responsibilities
2. When commencing a tour of duty, and at appropriate times during a tour of duty, conductor and engineer (and other employees who may be involved), will confer as to the nature of and factors relating to the work to be accomplished. Topics to be discussed include operating and safety rule of the day or week, track warrants and track bulletins, general orders and General Manager's notices, customer needs and requirements, and a general outline of how work is to be progressed. The conductor and engineer equally are responsible to assure that their required duties are completed safely and efficiently.

RULE 1.47.1 Equipment Requiring Special Handling New Rule:

WPRX 1736, RFRX 1001 (Derricks) and WPRR 5001 (Locomotive Crane), 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 - 8104, side – dumping gondolas:

Loaded or empty 30 MPH

When handled in train, WPRX 1736 , RFRX 1001 (Derricks), WRRR 5001 (Crane) WPRX 4057 (Spreader) and WPRR 6737, RFRX 1003 (Relief Tender-Tool Cars) 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 1.47.2 Train Makeup Restrictions New Rule:

The following cars must not be entrained with more than 4,000 trailing tons:

- (a) Empty tank cars measuring less than 35 feet in length.
- (b) Car measuring less than 42 feet in length coupled to a car longer than 73 feet in length unless both cars are loaded.

RULE 2.7 Monitoring Radio Transmissions

WPRR Road Channel No. 1 (AAR Code 4444) in service all districts unless noted by timetable instructions.

RULE 3.3 Time Comparison

Time may be compared by calling the WPRR Albany dispatcher, or (503) 249-2300 to access UP phone system and then 8-271-4601.

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

RULE 5.4.2 Display of Yellow Flag Revise as follows:

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

RULE 5.4.3 Display of Yellow-Red Flag Revise as follows:

Yellow-Red flags will be displayed not less than one mile ahead of restricted area. All references to "2 miles" in this rule should be interpreted as one mile.

RULE 5.4.4 Authorized Protection by Yellow or Yellow-Red Flag

Revise as follows:

Applicable on all districts with yellow or Yellow-Red flags displayed not less than one mile ahead of restricted area. All references to "2 miles" in this rule should be interpreted as one mile.

RULE 5.5 Permanent Speed Signs Revise as follows:

A yellow sign with the point downward will be placed 2500 feet in advance of point where speed reduction is effective. When speed signs display two sets of numbers, the greater number governs trains made up entirely of passenger equipment.

RULE 5.9.5 and 5.9.6 Displaying Ditch Lights and Oscillating White Headlight

Revise and add 2nd and 3rd paragraphs as follows:

All trains operating over 20 MPH must display ditch lights or oscillating signal light to the front of the train when the headlight is on bright. The leading locomotive out of a train's initial terminal must have operative ditch or oscillating headlights.

If one ditch light fails enroute, train may proceed but repairs must be made by the next daily inspection. If two ditch lights or the oscillating signal light fail enroute, the train may proceed but must not travel beyond the first point where repairs may be made or until the next daily inspection, which ever occurs first.

RULE 5.11 Engine Identifying Number Revise entire rule to read:

Trains will be identified by engine number, adding the direction when required. When an engine of another company is used, initials of the company will precede the engine number. When an engine consists of more than one unit or when two or more engines are coupled, the number of one unit only will be illuminated as the identifying number. When practical, use the leading unit.

RULE 6.3 Main Track Authorization Add as follows:

The following symbols when placed in the timetable column designated Rule 6.3 indicates type of Main Track Authorization in effect:

YL – Rule 6.13 (Yard Limits)
RL – Rule 6.14 (Restricted Limits)
TWC – Rule 14.0 (Track Warrant Control)
CTC – Rule 10.0 (Centralized Traffic Control)

SPECIAL RULES AND INSTRUCTIONS - ALL DISTRICTS

RULE 6.5 Handling Cars Ahead of Engine *Revise bullet items to read:*

- 15 MPH for freight trains.
- 30 MPH for passenger trains.
- Maximum speed for snow service or RCL operation, except as provided in rule 6.5.1

RULE 6.5.1 Remote Control Locomotive Operation *Following new rule is added:*

Employees handling equipment in RCL mode must know the track is clear and switches are properly lined ahead of the movement. Movement must be made at restricted speed, unless operating from leading end in direction of movement.

RULE 6.20 Equipment Left on Main Track *Revise paragraph A to read:*

A. Portion of Train Left on Main Track

When necessary to leave a portion of a train temporarily on the main track, follow this procedure.

- Set a sufficient number of hand brakes to keep the detached portion from moving.
- Place torpedoes ¼ mile in front of detached portion per Rule 5.7 to warn returning crewmembers.
- Provide protection against movements that may enter the main track between the detached portion and the returning front portion unless:
 - The train dispatcher verbally relieves the protection, or
 - The return movement is otherwise authorized.
- Make return movement at restricted speed

RULE 6.21.3 Unusual Conditions: Emergency Brake Application *New Rule:*

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 head and clears the specified limit.

RULE 6.21.4 Unforeseen Track Restrictions *New Rule:*

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 or RMM because of unscheduled work or unforeseen circumstances 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 using the following format:

Train dispatcher to train: "Foul Time will be issued to employee _____ between MP (or station) and MP (or station) effective at ____ AMPM." 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 or Roadway Maintenance Machine (RMM) 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 not 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 *Add the following:*

- Not to exceed 10 MPH unless otherwise indicated by timetable instruction.

RULE 6.29.1 Trackside Warning Detectors *Add the following:*

When a talking detector is activated, it will begin broadcasting a warning immediately. When a warning or the message "detector malfunction" is heard, train must stop and a walking inspection made of the portion that has passed over the detector. If the detector is activated and no defect is found, notify WPRR Albany Dispatcher when on duty for instructions before proceeding. If not on duty, notify an operating official before proceeding.

If the message "detector malfunction" is heard and no defect is found, proceed and report status as soon as practical.

Detector will transmit a "no defects" message after passage of train if not activated. Failure of detector to report on train status must be reported.

RULE 6.31 Maximum Authorized Speed *Add the following:*

Over certain Districts of the railroad, the timetable may prescribe Column 1 and Column 2 speeds. Column 1 speeds are applicable to light engine movements, engines handling only cabooses and/or passenger equipment, and trains authorized by train dispatcher to use them. Authorization may be verbal, or conveyed via "Other Specific Instructions" of track warrant.

RULE 6.32.2 Automatic Crossing Devices *Revise entire rule to read:*

When employees observe or receive reports from outside the company of automatic crossing warning system malfunction, an immediate report must be made to a Paragon Communications at 1-800-800-2203. Also notify WPRR dispatcher, if on duty, and attempt to notify other 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 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 crewmember flag vehicular traffic. Movement may then proceed with caution through the intersection not exceeding 15 MPH.

When within ¼ mile of a crossing equipped with automatic warning devices, do not increase speed more than 5 MPH until the device has been operating 20 seconds to provide warning or the crossing gates, if equipped, are fully lowered.

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 *Revise entire rule to read:*

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 7.6 Securing of Cars or Engines *Following is added:*

When hand brakes are to be applied on an unattended train, a minimum of one hand brake will be applied to the cars in addition to the lead locomotive.

RULE 7.7 Kicking or Dropping Cars *Revise entire rule to read:*

A car or cars must not be cut off in motion or permitted to roll free for the purpose of dropping. Kicking and rolling cars by is permitted only when it will not endanger employees, equipment or the contents of cars.

RULE 8.14 Conflicting Movements Approaching Switch *Following is added:*

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 8.20 Derail Location and Position *Revise entire rule to read:*

Employees in train, engine, and yard service must know the location of all fixed derails.

Do not make a movement over a derail in derailing position.

Sidings having hand-thrown derails will have derail locked in non-derailing position, except when engines or cars are left unattended on siding. On auxiliary tracks other than siding, except when derails are placed in non-derailing position to permit movement, make sure they are always in derailing position regardless of whether cars are on the track they are protecting. Lock all derails equipped with a lock.

Rule 14.0 Rules Applicable Only Within Track Warrant Control (TWC) Limits

WPRR & PNWR track warrant forms differ slightly from the suggested form in Diagram A.

RULE 14.2.1 Limited Back Up Authority *New Rule:*

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

SPECIAL RULES AND INSTRUCTIONS - ALL DISTRICTS

RULE 14.4 Occupying Same Track Warrant Limits **Revise Item 2 as follows:**

2. In non-sigaled territory, all trains are authorized to proceed in the same direction and are instructed to move at restricted speed, except as provided in Rule 14.4.1 or Rule 14.4.2.

RULE 14.4.1 Authorizing Following Movements **New Rule:**

Except when Rule 14.2.1 authority is in effect, train dispatcher may authorize within same limits a single movement with "restricted" following authority behind a train. 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.

Trains granted "restricted" following authority or "restricted" work between authority, must move at **restricted speed** in the restricted direction and not pass the preceding train whose identity will be specified in track warrant.

When a following train is informed by the train dispatcher, or by the train being followed, that the train ahead is clear of the shared limits, the requirement that the following train operate at **restricted speed** is cancelled.

RULE 14.4.2 Relief from Restricted Speed **New Rule:**

When two trains or more are authorized to occupy the same or 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 requirements to proceed at **restricted speed** outside of the newly designated overlapping limits.

RULE 14.10 Track Warrant in Effect **Revise entire rule to read:**

A track warrant, once in effect, is in effect until fulfilled, or until made void by train dispatcher. 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, crewmember 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 **Revise entire rule to read:**

Employees must not add to or alter the track warrant in any manner, except as specified by Rule 15.1.1 (Changing Address of Track Warrants or Track Bulletins) or line nos. 4, 5, 6, and 7 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 **Revise entire rule to read:**

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, or track warrant has been made void by issuance of another track warrant.

RULE 15.1.2 Daily Operating Bulletin **New Rule:**

Daily Operating Bulletins (DOB) are issued as needed and contain information and instructions not included in the previous DOB. Each DOB supersedes the previous DOB. Employees must always review the entire DOB for completeness. Employees may make additions and deletions to the DOB as directed by the train dispatcher. Train dispatcher must give the time of additions and deletions along with their initials.

Employees whose duties are affected by the timetable, must have a current copy of the DOB. The current DOB will be listed on the track warrant and employees must check to ensure that the DOB in effect is the correct one listed on the track warrant. This DOB can be considered to be in effect for that entire tour of duty. Other Track Bulletins may be issued as necessary.

RULE 15.2 Protection by Track Bulletin Form B **Revise Item A-2 as follows:**

A. Verbal Permission

2. "(Train) may proceed through limits at _____ MPH (or maximum authorized speed) but not exceeding _____ MPH between/at (specifying location) (specifying track when necessary)."

Unless other wise restricted, train may proceed at the speeds specified. Not more than two speeds may be authorized.

RULE 15.12 Relief of Engineer or Conductor During Trip

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

RULE 15.13.1 Changing Form A Track Bulletin **New Rule**

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

- (a) Train dispatcher must state intention to issue a track bulletin restriction change.
- (b) Change may not be copied by employee operating the controls of a moving locomotive.
- (c) 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.)."

AIR BRAKE & TRAIN HANDLING RULES

RULE 71 **Add the following new item:**

C. Locomotives Left Running

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 locomotive(s) should be left on tracks where they are least likely to inconvenience the public.

RULE 67 **Add the following new item:**

D. Switcher Units M.U.'d in Engine Consist

Applicable to SW1500 locomotive WPRR 1551 only when handling cars in grade territory on West Side District and on Toledo District west of Larson. When switcher locomotive units SW1500 or SD7 are M.U.'d in a locomotive consist with road units, the switcher locomotives do not have to be isolated or shut down.

RULE 111 **Add the following new rule:**

111. Locomotive Speed Restrictions

A. WPRR SW1500 class switcher units may not exceed 45 MPH.

RULE 112 **Add the following new rule:**

112. Locomotive Tonnage Ratings

Locomotives	Territory		
	Wrens-Summit (westward)	Nashville-Summit (eastward)	
GP-39/40, SD-7/9, slug	1250 dry 1100 wet	1000 dry 800 wet	
GP-9, switchers	930 dry 825 wet	750 dry 600 wet	
	Independence - Corvallis Jct. (eastward and westward)		
GP-39/40, SD-7/9, slug	2000		
GP-9, switchers	1500		
	Springbrook - Rex (eastward)	Sherwood-Rex (westward)	
GP-39/40, SD-7/9, slug	1200		1200
GP-9, switchers	900		1050
	Tualatin - Wilsonville (eastward and westward)		
GP-39/40, SD-7/9, slug	2100		
GP-9, switchers	1500		
	United Jct. - Tunnel Spur (westward)		
GP-39/40, SD-7/9, slug	1400 dry 1150 wet		
GP-9, switchers	1000 dry 820 wet		

This is meant to be used as a guide in calculating maximum tonnage for your train. Other factors such as train length (curve resistance), condition of each locomotive unit in consist (sand, type of wheel slip protection, traction motors cut out, etc), and condition of rail must also be taken into consideration.

SPECIAL RULES AND INSTRUCTIONS - ALL DISTRICTS

RULE 51.10 AND 51.11 Add the following:

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.

RULE 51.12 Recoupling Locomotives or Cars

All references to "two hours" in this rule should be changed to "four hours".

RULE 52.19 Setout of Bad Order Car Add the following:

A railroad freight car which has been bad ordered for any reason must be setout at nearest location and Customer Service notified of location of setout as soon as possible. Any car setout as Bad Order must not be moved without approval from the Mechanical Department.

SAFETY RULES

RULE B, Item 4 Use of Personal Protective Equipment - Eyes Add:

4. General Requirements for Eye Protection

- All Employees are required to wear approved safety glasses while on duty or company property, that are clean and properly fitted. Safety glasses shall have side shields.
- If you wear corrective lenses, you must wear either prescription safety glasses with side shields or cover-all type goggles over your personal glasses.
- Wear contact lenses in office areas only.
- Do not face welding, cutting, heating or grinding operations unless you are wearing appropriate eye protection.
- If you are performing work near electric (arc) welding or cutting operations, wear a welding helmet. If a welding helmet is not available, move a safe distance from the operation.
- If you are performing maintenance work, you must wear eye protection, even if you are in one of the locations otherwise exempted from eye protection.

Exemptions For Eye Protection

Eye protection is not required when you are in these locations:

- Lunch rooms, locker rooms, Vehicles with windows up, Office buildings.

Note: If you are performing maintenance work, these exceptions do not apply.

Maintenance work requires eye protection at all times, in all locations.

Special Precautions For Welding & Cutting

- When you are welding or cutting, or watching or supervising these operations use proper helmet or hand shield equipped with the prescribed protective lenses.
- When you are electric welding or cutting use a screen to guard others from harmful rays. If the location makes using a screen impractical, keep others away from operation and advise them not to face it.

Wearing A Face Shield

Wear a face shield when you are:

- Electric (arc) welding.
- Cutting and handling brush, briars, vines or banding.
- Handling or working with acids, chemicals, fuel oil or other skin irritants.
- Operating a power tool, grinder, abrasive saw or chain saw.
- Sandblasting, chipping or cleaning.
- Handling a molten substance.
- Applying temporary personal protective electrical grounds.

Note: A face shield is not a substitute for eye protection.

RULE B, Item 5 Use of Personal Protective Equipment - Hearing Add:

5. All employees must wear company approved hearing protection devices when working in or entering areas designated by signs, special instructions, safety hand book, or as specified by a supervisor.

Policy Elements:

A. **Identifying Noisy Areas:** Noise exposure surveys will be performed in high noise areas.

B. **Reducing Noise:** The company will strive to reduce unnecessary noise sources.

C. **Hearing Protection:** A variety of company approved hearing protection devices will be provided through your supervisor or at designated locations. The department head will designate the type of hearing protection deemed necessary for each craft.

D. **Hearing Evaluations:** Auditory testing will be performed on a regular basis.

E. **Employee Training:** Educational materials including video training tapes and other printed material will be available for all employees.

F. **Monitoring:** The program will be monitored by all supervisors for compliance and understanding.

The Use of Hearing Protection:

All employees who perform or are exposed to the following kinds of work activity will require the use of hearing protection.

RULE B, Item 5 Use of Personal Protective Equipment - Hearing (Cont'd)

A. Mechanical Department:

When operating or within 75 ft. of:

- An operating wheel lathe
- Hammering inside or outside of a car
- Any operating portable or stationary grinder
- Any operating air tool
- An operating needle gun or,
- When working in or around any area where loud noise is evident
- When exposed to Transportation or Engineering Department criteria
- When in any area designated by sign, special instructions, safety handbook, or as specified by a supervisor.
- When using air for cleaning purposes

B. Stores:

- When exposed to Mechanical or Transportation Department criteria.
- When working in or around any area where loud noise is evident.
- When in any area designated by sign, special instructions, safety handbook, or as specified by a supervisor.

C. Engineering Department: (M/W, B&B, and Signal)

When operating or within 75 ft. of:

- An operating spiker
- Any operating air tool
- Any operating hydraulic power tool
- Any operating portable or stationary grinder
- An operating rail saw.
- An operating Tamper or Regulator
- An operating chain saw or,
- When working in or around any area where loud noise is evident.
- When exposed to Mechanical or Transportation Department criteria.
- When in any area designated by sign, special instructions, safety handbook, or as specified by a supervisor.

D. Administrative and Clerical Departments:

Employees are required to wear hearing protection when exposed to Mechanical, Transportation or Engineering Department criteria or in any other area where loud noise is evident.

When in any area designated by sign, special instructions, safety handbook, or as specified by a supervisor.

Hearing protection will be available through your supervisor or at designated stations. Employees are allowed and encouraged to wear hearing protection in any other area as deemed necessary for safety and personal comfort.

RULE 60.3 Coupling Air Hoses

Revise as follows:

Change rule title to read:

Crew Members Fouling or Between Equipment

Add the following items:

4. Before fouling or going between equipment that is coupled to an occupied locomotive the following steps must be taken:
 - Crew member must notify engineer,
 - Engineer must apply engine or train brakes and center the reverser to ensure no sudden movements occur.
 - Engineer must acknowledge that required protection has been established.
5. Before fouling or going between equipment that is not coupled to an occupied locomotive the following steps must be taken:
 - Crew member must inspect equipment to ensure that it will not move.
 - Apply hand brakes if necessary,
 - Crew member must be certain that equipment will not be coupled to or kicked against while they are fouling or between equipment.

RULE 60.7 Getting on Moving Equipment

Revise entire rule to read:

Getting on moving equipment is prohibited except in case of emergency.

RULE 60.8 Getting off Moving Equipment

Revise entire rule to read:

Getting off moving equipment is prohibited except in case of emergency.

RULE 60.10, Item 2 Riding Moving Equipment Revise Item 2 to read:

Maintain secure hand holds and foot holds. When riding or getting on or off moving equipment, face the equipment and turn your head in the direction of movement. Keep your body as close to the equipment as possible. Ride the leading end of equipment only, unless it is the last car or locomotive in the movement. Avoid unnecessary movements.

SPECIAL RULES AND INSTRUCTIONS - ALL DISTRICTS

TRANSPORTATION SAFETY RULES

RULE 1201 Add the following as last sentence:
Employees should not wear any coat that extends beyond the hips.

RULE 1403 Add the following:
All employees must wear company approved hearing protection devices when working in or entering areas designated by signs, special instructions, safety hand book, or as specified by a supervisor.

Policy Elements:

A. **Identifying Noisy Areas:** Noise exposure surveys will be performed in high noise areas.

B. **Reducing Noise:** The company will strive to reduce unnecessary noise sources.

C. **Hearing Protection:** A variety of company approved hearing protection devices will be provided through your supervisor or at designated locations. The department head will designate the type of hearing protection deemed necessary for each craft.

D. **Hearing Evaluations:** Auditory testing will be performed on a regular basis.

E. **Employee Training:** Educational materials including video training tapes and other printed material will be available for all employees.

F. **Monitoring:** The program will be monitored by all supervisors for compliance and understanding

The Use of Hearing Protection:

All employees who perform or are exposed to the following kinds of work activity will require the use of hearing protection.

Transportation Department:

- When working in or around mechanical facilities or Maintenance of Way equipment designated by sign special instructions, or safety handbook.
- When operating or within 100ft. of a locomotive under load.
- At locations where the whistle, including the whistle of approaching or passing trains, must be or is likely to be sounded and the employee is:
 1. On the locomotive nose or platform
 2. Within 100ft. of the whistling locomotive.
 3. Flagging a crossing.
- When opening any engine room or air compressor door and when inside any engine compartment.
- When inside a locomotive cab and conditions change causing a noticeable increase in noise.

When working in or around any area where loud noise is evident.

RULE 1404 Add the following:

General Requirements for Eye Protection

- All Employees are required to wear approved safety glasses while on duty or company property, that are clean and properly fitted. Safety glasses shall have side shields.
- If you wear corrective lenses, you must wear either prescription safety glasses with side shields or cover-all type goggles over your personal glasses.
- Wear contact lenses in office areas only.
- Do not face welding, cutting, heating or grinding operations unless you are wearing appropriate eye protection.
- If you are performing work near electric (arc) welding or cutting operations, wear a welding helmet. If a welding helmet is not available, move a safe distance from the operation.

If you are performing maintenance work, you must wear eye protection, even if you are in one of the locations otherwise exempted from eye protection

Exemptions For Eye Protection

Eye protection is not required when you are in these locations:

- Lunch rooms, locker rooms, Vehicles with windows up, Office buildings.

Note: If you are performing maintenance work, these exceptions do not apply. Maintenance work requires eye protection at all times, in all locations.

RULE 1705 Add the following item:

g. Do not ride the side of any car while operating RCL equipment.

RULE 1710 Add new last sentence:

Engineer must acknowledge that "3 step" protection has been established by saying "set and centered".

RULE 1754 Add new rule:

Do not operate any handbrake while moving a locomotive in RCL mode.

RULE 1802 Add new rule:

Do not operate any switches while moving a locomotive in RCL mode.

RULE 1920 Revise first two sentences to read:

If the Crankcase Overpressure device trips, it may not be reset. The locomotive unit must remain shut down until inspected by Mechanical Dept. personnel.

GLOSSARY

District

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

ON-TRACK SAFETY RULES

RULE 80.1 Add the following:

Railroad Contact Person: Max A. Cyrus-Bridge Supervisor
110 West 10th St.
Albany, OR 97321 Phone: (541)924-6576

RULE 80.4.1 Add the following paragraph and revise 2nd bullet to read:
Only a qualified EIC may establish working limits. The EIC shall maintain authority while working limits are in effect. Only one EIC shall have control of established working limits.

- Form B Track Bulletin on affected main track and sidings per rule 15.2. Yellow/Red flags must be displayed 1 mile ahead of Form B limits per rule 5.4.3. Red flags must be displayed to establish working limits within the Form B limits.

RULE 80.4.2 Add the following:

No locomotives or RMM(s) are allowed in these limits without permission from the EIC. All movements will be under the direction of the EIC and will be made at restricted speed.

RULE 80.5.1 Revise 2nd bullet to read:

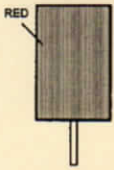

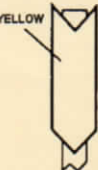
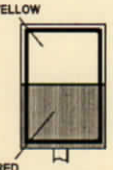
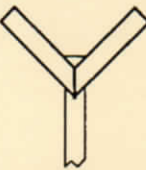
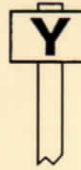
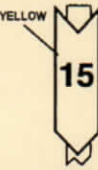
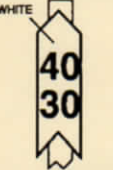
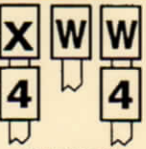



- Wear orange work wear with reflectorized striping.

Abbreviations Add the following:

RMM Roadway Maintenance Machine

Glossary Revise definition to read:

Train Coordination: A method of establishing working limits on track upon which a train holds exclusive authority to move whereby the crew yields that authority to a roadway worker. Rule 6.3.1

 RED FLAG	 GREEN FLAG	 YELLOW FLAG	 YELLOW-RED FLAG
 YARD LIMIT SIGN	 YARD LIMIT SIGN	 PERMANENT SPEED REDUCTION SIGN	 INCREASE 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

