

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



**System
Time Table No.
7**

**To Take Effect at
0001 Hrs. Pacific Time
Monday, March 17, 2008**

Superseding System Time Table No. 5
(Time Table No. 6 cancelled)

This Time Table is for the exclusive use and guidance of employees

A. B. Carswell – President & General Manager	503 365-7717 X 101
M. F. Lundell – Vice President, Transportation	503 365-7717 X 105
Dispatcher, Albany	541 924-6599
Customer Service, Florida	800 757-7387

Make your way the Safe way!

CONTACTS

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Bill Goldsberry – Director of Operations	503 816-8009
Mike Speed – Director of Train Management	541 924-6596
Todd Vincent – Sr. Trainmaster	503 302-7108
Justin Bachmeier – Trainmaster	503 428-2380
Kevin Jones – Trainmaster	971 322-5762
Ted Kulick – Trainmaster	503 816-8003
Craig Ashenfelter—Road Foreman of Engines	503 816-8005
Andy Garcia—Road Foreman of Engines	503 428-2379

SOFA Recommendations

1. Any crew member intending to foul track or equipment must notify the locomotive engineer before such action can take place. The locomotive engineer must then apply locomotive or train brakes, have the reverser centered, and then confirm this action with the individual on the ground. Additionally, any crew member that intends to adjust knuckles/drawbars, or apply or remove EOT device, must insure that the cut of cars to be coupled into is separated by no less than 50 feet. Also, the person on the ground must physically inspect the cut of cars not attached to the locomotive to insure that they are completely stopped and, if necessary, a sufficient number of hand brakes must be applied to insure the cut of cars will not move.

2. When two or more train crews are simultaneously performing work in the same yard or industry tracks, extra precautions must be taken:

SAME TRACK

Two or more crews are prohibited from switching into the same track at the same time, without establishing direct communication with all crew members involved.

ADJACENT TRACK

Protection must be afforded when there is the possibility of movement on adjacent track(s). Each crew will arrange positive protection for (an) adjacent track(s) through positive communication with yardmaster and/or other crew members.

3. At the beginning of each tour of duty, all crew members will meet and discuss all safety matters and work to be accomplished. Additional briefings will be held any time work changes are made and when necessary to protect their safety during their performance of service.

4. When using radio communication, locomotive engineers must not begin any shove move without a specified distance from the person controlling the move. Strict compliance with "distance to go" communication must be maintained. When controlling train or engine movements, all crew members must communicate by hand signals or radio signals. A combination of hand and radio signals is prohibited. All crew members must confirm when the mode of communication changes.

5. Crew members with less than one year of service must have special attention paid to safety awareness, service qualifications, on-the-job training, physical plant familiarity, and overall ability to perform service safely and efficiently. Programs such as peer review, mentoring, and supervisory observation must be utilized to insure employees are able to perform service in a safe manner.

Toledo District - WPRR

Westward			System Time Table No. 7 March 17, 2008	Eastward	
Capacity of Siding	Rule 4.3	Rule 6.3	Stations	Mile Post	Sta. No.
Yard	BKPQ YJ	YL	ALBANY 1.6	690.9	26910
		TWC	NORTH ALBANY 4.6	692.5	
1165			GRANGER 1.9	697.1	26970
6145		YL	ASHAHR 3.1	699.0	26990
	YJ		CORVALLIS JCT 0.9	701.5	16900
		TWC	CORVALLIS 0.3	703.0	16890
	YJ		BAILEY JCT 0.5	703.3	
		YL	OREGON STATE UNIVERSITY 2.0	703.8	
1500			LARSON 1.2	705.8	
		TWC	CONROY 1.5	707.0	27070
970			PHILOMATH 0.9	708.5	27080
		YL	FLYNN 6.5	709.4	27090
705			WRENS 6.1	715.9	27160
		TWC	ALDER 1.2	722.0	27220
			BLODGETT 2.8	723.2	
		YL	DEVITT 2.5	726.0	
1550			SUMMIT 5.2	728.5	27280
		TWC	NASHVILLE 11.5	733.7	27340
1770			EDDYVILLE 5.4	745.2	27450
		YL	ELK CITY 12.3	756.5	
Yard	BKPQ		TOLEDO	765.6	27650

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 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 6.32.2 Toledo: Fusees must be placed at Butler Bridge Road crossing entering GP mill prior to movement over the crossing.

Rule 7.6 Albany: Rail skid must be placed under west wheel of west car at Stafford Reload lumber spot. Remove rail skid when switching. When not in use, leave skid 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 GP employees. On spurs serving GP's chip facility, crew entering must activate warning system for GP employees by pressing 7-8 on channel 2 of the GP 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 Willamette River bridge 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.

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 92.1- A Remote Control Zone (RCZ) has been established between MP 701.14 Circle Blvd. and MP 702.1
MP 709.10 (7th Street Philomath) and MP 710.0.

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	25	MP 708.4 to 763.8	12
MP 691.4 to 692.4	10	MP 763.8 to 766.7	10
MP 701.1 to 702.1	15*		
MP 702.1 to 703.3	10		
MP 703.3 to 704.3	15*	*Restriction ends when engine passes the 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 2142, 2143, 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, authority must be obtained from UP train dispatcher before train or engine may occupy UP main track within yard limits. After receipt of authority, comply with requirements of Rule 9.17. In addition to conveying authority 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 Track and Yard Tracks 1, 2 and 3.
Toledo ... All Tracks in Yard Limits between M.P. 765 to M.P. 766.7

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

West Side District – WPRR/PNWR

Westward			System Time Table No. 7 March 17, 2008	Eastward			Special Rules and Instructions for the West Side District
Capacity of Siding	Rule 4.3	Rule 6.3		Mile Post	Sta. No.		
			Stations				<p>Rule 1.20 Impaired Side Clearances MP 762.1..... Bridge</p> <p>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.</p> <p>Rule 2.7 McMinnville: Radio base station equipped for WPRR Road Channel No. 1 (AAR Code 4444) and is unattended.</p> <p>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.</p> <p>Rule 6.13 Yard limits established between the following locations: Corvallis: MP 691.1 and MP 690.3 McMinnville: MP 729.5 and MP 739.0 Cook: MP 762.9 and MP 764.0</p> <p>Rule 6.17 Cook: Wye switches at junction of West Side and Tillamook Districts may be left for either route. Whiteson: Normal position of switch at junction of Westside and Willamina Districts will be lined for either route. Corvallis Jct.: Normal position of switch at junction of Toledo and West Side Districts at west leg of Wye will be for either route. Gerlinger: Normal position of switches at junction of West Side and Dallas Districts is lined for West Side District.</p> <p>Rule 6.28 Corvallis Jct.: Maximum speed straight leg of Wye 10 MPH. Whiteson: Maximum speed on west leg of Wye is 5 mph. Cars longer than 85 feet must not be operated on west leg of Wye. Cook: Maximum speed on short leg of Wye is 10 MPH.</p> <p>Rule 6.32.2 McMinnville: Crossing gates on 5th Street not activated by train or equipment on House Track. Flagman must protect all movements at this location.</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 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.</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: Springbrook to Rex (eastward).....5,000 tons Sherwood to Rex (westward).....6,000 tons</p> <p>Rule 92.1 A Remote Control Zone (RCZ) has been established between MP 729.8 and MP 732.0. A Remote Control Zone (RCZ) has been established between MP 714.0 and MP 716.0.</p>
Yard	JY	YL	COOK 2.0	764.0	00336		
		TWC	TUALATIN 2.5	762.0	17715		
930			CIPOLE 1.9	759.0	17690		
			SHERWOOD 4.6	757.6	17671		
1060			REX 2.2	753.0	17625		
			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		YL	ST. JOSEPH 4.9	738.0	17380	
2910	BK PQ	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	690.3	16900		
(73.7)							
Maximum Authorized Speed							
Corvallis Jct. to Cook MP 689.3 to 691.1 MP 709.3 to 710.2 MP 729.5 to 738.1 MP 738.1 to 758.9 MP 761.1 to 764.0		Frt 25 15* 10** 15* 10 10	Structure MP 753.8 (eastward) Structure MP 753.8 (westward)	Frt 5 10			
<p>* Restriction ends when engine passes increase speed sign</p> <p>** Restriction ends when engine passes increase speed sign provided rear car has exited Second Street, Independence</p>							

Willamina District - WPRR

Westward				System Time Table No. 7 March 17, 2008	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	Rule 1.20 Impaired Side Clearances MP 745.3.....Bridge MP 750.05..... Willamina Lumber Co. overhead conveyor Rule 6.12 The following portions of the Willamina District, except where crossing public roads at grade, are designated as FRA Excepted Track: Willamina Main track MP 748.4 to MP 750.0 End of District and all yard tracks between MP 748.0 and 750.0 Ballston Spur 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 Rule 6.28 Willamina: No engines may operate beyond clearance points of No. 2 track at Willamina yard. 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 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. 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. 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. Rule 92.1- A Remote Control Zone (RCZ) established between: MP 730.6 and MP 731.4 MP 748.5 and end of track	
				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 25 MPH on Willamina District except 20 MPH between MP 742.6 and MP 744.0 Speed 10 MPH on all FRA Excepted Tracks (See GCOR 6.12)								

Hampton Railway (operated by WPRR under Agreement)

Westward				System Time Table No. 7 March 17, 2008	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	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 Willamina and Fort Hill, inclusive. 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. Rule 92.1- A Remote Control Zone (RCZ) has been established between MP 0.0 and MP 5.2 (end of line).	
				FORT HILL (5.3)	5.2	37495		
Speed 10 MPH on Hampton Railway Speed 10 MPH on all FRA Excepted Tracks (See GCOR 6.12)								

Dallas District - WPRR

Westward				System Time Table No. 7 March 17, 2008	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	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 Gerlinger and Dallas, inclusive. 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. Rule 92.1- A Remote Control Zone (RCZ) has been established between MP 728.9 and MP 734.2 (End of District).	
Yard				DALLAS (4.9)	734.2	57340		
Speed 10 MPH on Dallas District Speed 10 MPH on all FRA Excepted Tracks (See GCOR 6.12) Rule 6.28 Maximum speed Track 5230 is 5 MPH								

Bailey District – WPRR

Westward			System Time Table No. 7 March 17, 2008	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 Bailey Jct. and Monroe, inclusive. 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. Rule 92.1 - A Remote Control Zone (RCZ) has been established between: MP 688.0 and MP 688.5. MP 674.0 and End of Track Entire Hull-Oakes Lead Alpine Jct. to End of Lead
Yard	PY J		CORVALLIS 4.3		688.6	16890	
			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 5 MPH on Bailey District							
Rule 6.28 Maximum speed Hull Oakes Lead is 5 MPH							

Seghers District - PNWR

Westward			System Time Table No. 7 March 17, 2008	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	TWC	HILLSBORO 3.6		765.3	00504	Rule 2.7 Radio base station at Hillsboro equipped with P&W frequency 4444 and is unattended. Rule 6.13 Yard limits established between the following locations: HillsboroMP 765.3 (Junction with Tillamook District) and MP 764. StimsonMP 752.4 and End of Track -- Stimson Rule 6.32.2 Seghers: STOP signs installed on both sides of Old Tualatin Valley Highway (MP 753.8) Movement must stop before occupying crossing. Rule 8.20 Derail in main track at MP 752.4 Stimson Rule 92.1 - A Remote Control Zone (RCZ) has been established between MP 764.8 and MP 763.8.
			CORNELIUS 2.5		761.7	30036	
			CARNATION 3.6		758.5	30061	
			SEGHERS 2.7		754.9	30104	
Yard			STIMSON		752.4	30131	
			(12.4)				
Speed 25 MPH on Seghers District except 10 MPH between MP 754.7 and MP 752.4							

Forest Grove District - PNWR

Westward			System Time Table No. 7 March 17, 2008	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	YL	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. Rule 6.13 Yard limits established between Forest Grove Jct. and Forest Grove, inclusive.
700			HILLSBORO 3.1		4.7	40001	
			CORNELIUS 2.2		7.8	40031	
700			FOREST GROVE		10.0	40053	
			(5.4)				
Speed 5 MPH on Forest Grove District							

Tillamook District - PNWR

Westward				System Time Table No. 7 March 17, 2008	Eastward		Special Rules and Instructions for the Tillamook District
Capacity of Siding	Rule 4.3	Rule 6.3	Stations		Mile Post	Station No.	
Yard		CTC		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: Auxiliary track at Beaverton Ind. Park off Beburg Siding. Track 1904 at Cook (Cook Pit) All tracks at Kellogg Park</p> <p>Rule 6.13 Yard limits established between the following locations on this District: Tigard.....MP 751.95 and MP 747.1 St. Marys.....MP 756.6 and MP 757.4 Hillsboro.....MP 764.2 and MP 767.0 Banks.....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 for either route. Hillsboro: Wye switches at junction of Seghers and Tillamook Districts may be left lined for either route.</p> <p>Rule 6.28 Kellogg Park.: Maximum speed 5 MPH.</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.</p> <p>Rule 6.32.2 Automatic Crossing Devices STOP signs installed on both sides of Bonita road (MP 749.7). 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> <p>Rule 8.3 New crossover located at MP 750.95. All freight traffic must use this crossover. Crossover switch at MP 750.95 may be left lined for either route.</p> <p>St. Marys: Main track switch may be left lined in reverse position. Greton: Main track switch at junction of O.E. and Tillamook Districts will be lined for Tillamook District.</p> <p style="text-align: center;">SAFETY RULES</p> <p>Rule 1400 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	TWC		WILLSBURG JCT 1.2	740.7	00263	
				MILWAUKIE 1.1	741.9	00275	
1560				MENEFEE 1.2	743.0	00286	
				LAKE OSWEGO 3.3	744.2	00298	
1520		YL		BRYANT 0.5	747.5	00331	
Yard	JY			COOK 2.0	748.0	00336	
Yard				TIGARD 0.8	751.1	00367	
	J	TWC		GRETON 1.5	751.3	00375	
4090	Y			BEBUG 0.6	755.2	00406	
				BEAVERTON 1.3	755.6	00412	
Yard	BP Q	YL		ST. MARYS 3.2	756.9	00425	
		TWC		REEDVILLE 3.1	760.1	00457	
				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	
		TWC		SCHEFFLIN 2.3	770.2	00558	
				ROY 2.2	772.5	00581	
		YL		WILKESBORO 0.9	773.8	00594	
Yard	J			BANKS	774.7	00603	
				(35.5)			

**BETWEEN WILLSBURG JCT. AND BROOKLYN, UNION PACIFIC
TIMETABLE AND INSTRUCTIONS GOVERN.
BETWEEN MP 774.0 AND BANKS, POTB TIMETABLE AND
INSTRUCTIONS GOVERN**

Maximum Authorized Speed

Willsburg Jct. to Banks	25	MP 764.2 to 764.8	15
MP 740.7 to 741.1	10	MP 764.8 to 767.0	10
MP 747.1 to 750.1	15	Crossing MP 769.1	10*
MP 756.6 to 757.4	20	MP 773.3 to 774.0	10

Rule 6.28 Maximum speed siding Bebug is 15 MPH

* Restriction ends when engine passes the increase speed sign.

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	System Time Table No. 7 March 17, 2008 Stations	Mile Post	Station Number
	J	YL Rule 6.13	GRETON 0.8 (Jct. Tillamook Dist.)	31.9	00375
			TIGARD 1.0	32.1	20008
			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
		T W C	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	69.3	
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			BETHEL 1.5	139.0	21077
	BJY Q	YL Rule 6.13	EUGENE 1.0 (Connection UP)	140.5	21105
			End of Track	141.5	

Maximum Authorized Speed
Main Track Between: MPH
Gretton and Bethel..... 25
Other than Main Track..... 10

Permanent Speed Restrictions

Main Track Between or at: MPH
MP 31.9 and MP 33.6 (westward head end only)..... 15
MP 62.5, Reed Jct. – westward trains must approach prepared to stop as per Rule 8.3

MP 66.8 and MP 73.1 10
MP 78.7 and MP 79.9 10
MP 88.5 and MP 89.2 10
MP 92.3 and MP 95.1 15
MP 95.1 and MP 99.9 10
MP 124.0 and MP 124.8 10
MP 126.0 and MP 126.4 10
MP 128.2 and MP 129.0 10
MP 138.3 and MP 141.5 (eastward head end only) 10

Equipment Restrictions

EQ-1 Maximum Gross Weight of Car
Gretton to Eugene, MP 141.5..... 286,000 lbs.

EQ-2 Restricted Equipment
A. **Salem:** Cars with longer than 90 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.

Safety

Rule 1400 Using Protective Equipment
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.

Operating Rules

Rule 1.20 Impaired Overhead Clearances
MP 62.5 (on spur) – Overhead loading structure

Rule 2.7 Monitoring Radio Transmissions
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

Rule 6.2 Initiating Movement
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.
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.

Special Rules and Instructions for the Oregon Electric District - Continued

Rule 6.12 FRA Excepted Track

The following portions of the Oregon Electric District, except where crossing public roads at grade, are designated as FRA Excepted Track:

- Albany . . . All yard tracks MP 94.6 and MP 96.6
- Eugene . . . MP 140.7 (UP Crossing) to MP 141.5 (End of Track) and all connecting auxiliary tracks.

Rule 6.13 Yard Limits

Yard limits are established between the following locations:

- Tigard MP 31.9 and MP 33.6
- Salem MP 66.8 and MP 69.3.
- Albany MP 92.3 and MP 96.6
- Eugene MP 138.3 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 hot box, dragging equipment and derailment detector located as follows on this district:

- MP 39.1 at Tonquin
- MP 42.5 between Tonquin and Wilsonville
- MP 46.9 between Curtis and Donald
- MP 69.2 at Salem

MP 119.3 between American and Junction City

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

STOP signs installed on both side of Bonita Road (MP 33.5) this includes main line and siding. Movement must stop and wait for crossing gates to fully lower before proceeding. Refer to Rule 6.32.2, all Districts for further information.

Salem: Westward 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

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 or 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 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 Tillamook and O.E. Districts will be lined for Tillamook District.

Oregon Electric Main track out of service between Greton Switch, MP 31.9 and switch located at MP 32.5.

New crossover located at MP 32.5.

Crossover switch at MP 32.5 will be lined, locked and points clamped for crossover movement due to out of service track beyond the switch.

Rule 92.1 - A Remote Control Zone (RCZ) established between:

- MP 39.22 and MP 40.0
- MP 62.6 and MP 62.8 including Reed Pit Lead
- MP 115.90 and MP 118.28
- MP 129.02 and MP 130.0
- MP 138.34 and MP 140.43

United Railways District - PNWR

Westward			System Time Table No. 7 March 17, 2008	Eastward		
Capacity of Siding	Rule 4.3	Rule 6.3		Stations	Mile Post	Station No.
	J	YL	UNITED JCT. 1.3		10.0	50137
			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
			NORTH PLAINS 1.4		21.9	00658
			VADIS 4.0		23.3	00643
			WILKESBORO 1.1		26.4	00612
Yard	J	YL	BANKS		27.5	00603
			(17.5)			

Special Rules and Instructions for the United Railways District

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.

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.

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

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.

Air Brake Rules

Rule 17 Add the following new item:

E Maximum tonnage handled behind road locomotives:
United Jct. to Tunnel Spur (westward)..... 6,000 tons

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.

Maximum Authorized Speed

United Jct. to Banks
MP 10.0 to 15.4 (west)
MP 10.0 to 15.4 (east)
MP 16.6 to 28.0

25
20
15
10

Loaded unit rock trains must not exceed 10mph between MP 17.1 and MP 27.5 between Bowers Jct. and Banks.

Astoria District - PNWR

Westward				System Time Table No. 7 March 17, 2008	Eastward		
Capacity of Siding	Rule 4.3	Rule 6.3	Stations		Mile Post	Station No.	
Yard		BNSF 6.28	CTC	WILLBRIDGE 0.7	4.3	50084	
Yard	Y			W YARD 0.6	5.0	50091	
		YL		GASCO 1.7	5.6	50097	
Yard	BP	TWC		LINNTON 1.6	7.3	50110	
4945			HARBOR SIDING 1.1	8.9	50126		
	J	YL		UNITED JCT. 2.8	10.0	50137	
1440		TWC	↓	HOLBROOK 7.1	12.8	50165	
1653				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	
2278				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		CLATSKANIE 0.5	62.2	50688			
		CLATSKANIE RIVER DRAWBRIDGE 8.5	62.7				
1426		WESTPORT 2.3	71.1	50777			
		WAUNA 4.9	73.5	50800			
2113		CLIFTON 6.4	78.7	50849			
		BLIND SLOUGH DRAWBRIDGE 1.8	84.8	50910			
1122		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 (Harmer Steel spur) at Linnton

Rule 6.13 Yard limits established between the following locations:
Gasco 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 6.29.1 Talking hot box, dragging equipment and derailment detector located as follows on this district:
MP 21.6 between Scappoose and Multnomah Plywood.

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.

SAFETY RULES

Rule 1400 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	15*	-	Structure MP 62.7	5	5
MP 17.5 to 33.5	25	-	MP 73.0 to 74.0	15*	15*
MP 42.5 to 45.3	25*	-	Structure MP 84.8	10	10
MP 45.3.0 to 45.9	10	10	Structure MP 94.9	5	5
			MP 98.5 to 99.7	10*	10*

*Restriction ends when engine passes increase speed sign.

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, Fifth Edition effective April 3, 2005.

Hazardous Materials

WPRR/PNWR train crews must have a copy of the U.S. Department of Transportation 2004 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 Transportation, Mechanical, and Engineering Safety Rules & Procedures issued for all North American subsidiaries of G&W Inc., dated 11-01-01, 7-1-03, and 9-1-04 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 1.17 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 hostle locomotives, and
other employees who may commingle their regular
duties with "covered" service . . . Form WPRR002
Signal Maintainers Form WPRR1002

Revise Part A of rule to read:

A. Notification

When communication is available, employees must notify the train dispatcher or another authority of the time the law requires them to be off duty. If it appears that there is insufficient time to complete their tour of duty before the hours of service expire, employees must provide notification two hours prior to hours of service expiration so that they may be relieved, or transportation provided, before they exceed the hours of service.

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 PNWR/WPRR Albany dispatcher, or (503) 249-2300 to access UP phone system and then 8-976-1111.

RULE 4.3 Timetable Characters

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

B	-bullet station	G	-gate
J	-junction of two districts	K	-standard clock
P	-phone	Q	-base station radio
Y	-turning facility	S	-press button operated switch
M	-manual interlocking		

RULE 5.2.2 Signals Used by Employees

Change Last Sentence in Part A To Read:

3. Flagmen providing protection as outlined in Rule 6.19 (Flag Protection) must have a red flag and 6 red fuses.

Change Last Sentence in Part B To Read:

3. Flagmen providing protection as outlined in Rule 6.19 (Flag Protection) must have a white light and 6 red fuses.

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 5.8.2 Sounding Whistle Revise item# 7 as follows:

- (7) - - o - Approaching public crossing at grade with the engine in front, start signal at least 15 seconds but not more than 20 seconds before the crossing. If movement exceeds 45 MPH, start signal at or about the crossing sign but not more than ¼ mile before the crossing. Prolong or repeat signal until engine occupies the crossing(s).

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.

SPECIAL RULES AND INSTRUCTIONS - ALL DISTRICTS

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)

RULE 6.5 Handling Cars Ahead of Engine Revise entire rule to read:

When cars or engines are shoved and crew member can not see leading end of movement, track ahead of movement to be clear and that all switches to be shoved over are lined for intended movement, a crew member must take an easily seen position on the leading car or engine, or be ahead of the movement to provide protection. Engineer may not begin shoving movement until notified the shoving movement is being protected and how the movement will be directed. Rule does not apply if the leading end of the movement is within a Remote Control Zone activated in accordance with Rule 92.2, and crew member has ascertained that all switches are lined for crews intended movement. Cars or engines must not be shoved to block other tracks until it is safe to do so. When cars are shoved on a main track or controlled siding in the direction authorized, movement must not exceed:

- 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 6.5.2 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 6.13 Yard Limits That part reading: Within yard limits, trains or engines are authorized to use the main track not protecting against other trains or engines, only after obtaining a track warrant, listing all track bulletins that affect their movement. Engines must give way as soon as possible to trains and must not delay them.

Is revised to read: Within yard limits, trains or engines are authorized to use main track not protecting against other trains or engines, only after obtaining a track warrant, listing all track bulletins that affect their movement or verifying with the dispatcher or yardmaster if any track bulletins are needed as outlined by Rule 6.2. Engines must give way as soon as possible to trains as they approach. Engines must keep posted as to the arrival of passenger trains and must not delay them.

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.
- 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 end 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

New Rule:

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 ____hrs." 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 Add as last paragraph:

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 without delay. Train dispatcher will then issue advice per Rule 6.21.3.

RULE 6.27 Movement at Restricted Speed Revise second paragraph to read:

When a train or engine is required to move at restricted speed, the crew must keep a lookout for broken rail and not to exceed 15 MPH.

RULE 6.28 Movement on Other than Main Track Add the following:

Not to exceed 10 MPH unless otherwise indicated by timetable instruction

SPECIAL RULES AND INSTRUCTIONS - ALL DISTRICTS

RULE 6.29.1 Trackside Warning Detectors

When a talking detector is activated, it will begin broadcasting a warning immediately. When a warning or the message "detector malfunction" or "detector not working" is heard, train must stop and a walking inspection made of the portion that has passed over the detector. Inspections should be made as follows.

A. Dragging Equipment Detectors

Visually inspect the train for dragging equipment.

B. Hot Box Detectors

Inspect the journal identified by axle count using a 200 degree F. Tempilstik to determine if the journal is overheated. Set the car out if the overheated journal melts the mark made with the Tempilstik. If a Tempilstik mark does not melt and more than 15 minutes has elapsed from the time the train stopped or if a Tempilstik is not available, cautiously place your bare hand on the truck side frame and move it slowly toward the roller bearing cap. Keep in mind that any part of this equipment may be extremely hot. If you can not hold your bare hand on the roller bearing cap for a few seconds set the car out. If journals on the car indicated are not overheated, use your bare hand to inspect 20 axles ahead and 20 axles behind on both sides of the train from the car indicated. When a defect is indicated make sure the indicated portion of your train is clear of any bridges or trestles before stopping to make required inspection.

If a detector is activated and the axle has been examined, notify WPRR/PNWR Albany Dispatcher of the details and wait for instructions before proceeding. If either type of detector transmits the message "detector malfunction" or "detector not working" is heard and no defect is found, proceed and report status as soon as practical.

Detectors will transmit a "no defects" message after passage of train if not activated. Failure of detectors to report on train status must be reported to the WPRR/PNWR Albany Dispatcher.

When it has been determined that a car must be set out for a detected defect:

- Move the car, not exceeding 5 MPH to the nearest location where it can be set out, unless a different location or speed is specified by the train dispatcher.
- Note the type of defect on proper tags, one on each side of the car, indicating the defect and the specific location of the defect.

When the set out is complete, notify the dispatcher and relay all information about the defect that is available.

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 6.32.1 Cars Shoved, Kicked or Dropped Revise first paragraph:

When cars are shoved, kicked or dropped over road crossings at grade, a crew member must be on the ground at the crossing to warn traffic until the crossing is occupied. The crew member on the crossing shall use a white light or lighted red fusee at night to signal a warning to the traffic until the crossing is occupied.

DELETE THE FOLLOWING:

Such warnings are not required when:

It is clearly seen that no traffic is approaching or stopped at the crossing.

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, 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 warning system or that warning system has been disabled, any movement must stop before entering the crossing(s) involved, and a crewmember must flag vehicular traffic. Movement may then proceed with caution through the intersection not exceeding 15 MPH until the crossing is occupied.

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 0600 hrs and 2200 hrs, and for more than 15 minutes between 2200 hrs and 0600 hrs.

RULE 7.6 Securing Cars or Engines Following is added:

When hand brakes are to be applied on unattended trains, engines or cars (providing there is more than one car) a minimum of two hand brakes will be applied to the cars in addition to the entire locomotive consist. One hand brake will be sufficient if there is only one car.

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

Kicking cars is not permitted except in the yards at Albany and then only when it will not endanger employees, equipment or the contents of cars. Cars may not be cut off in motion exceeding 6 mph. Cars loaded with logs or poles or hazardous materials may not be cut off in motion or coupled to by free rolling equipment. Dropping cars is prohibited. No car equipped with long drawbars, such as center beam flatcars, shall be either allowed to roll free to a coupling or other equipment allowed to roll free into standing long drawbar equipped cars. All couplings involving long drawbar equipped cars shall be controlled, hook and shove-to-rest moves with equipment coupled to working locomotive.

RULE 8.3.1 Switch Position Awareness Add following new rule:

Train crews who operate in non-signalized territory must complete and sign a Switch Position Awareness Form. The form must be filled out completely and in ink. Entries made with respect to a specific main track switch must be made as soon as possible after the switch is returned to normal position. The engineer must confirm, through a job briefing with the conductor, that the main track switch or switches have been restored to their normal position and his initials must be affixed to the form as soon as practicable after the main track switch has been restored to its normal position. All initials required on the form must be entered before any member of the crew reports clear of the limits of a track warrant. The form must be faxed to the train dispatcher at the completion of each tour of duty. Rule does not apply to jobs that work entirely inside of yard limits.

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 8.18 Variable Switches Revise the entire rule to read:

Trailing point movements may not be made over a variable switch from either track, without first lining the switch for movement through the switch.

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.
 All tracks having hand-thrown derails will have derail lined in derailing position, except when derails are placed in non-derailing position to permit movement. 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 Line 2 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 Line 4 of track warrant.

RULE 14.4.1 Radio Blocking
 In effect on all PNWR Districts.

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. 2 and 4 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, 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 otherwise 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 15.2.1 Protection for On-Track Equipment **revise first paragraph to read:**
 Track bulletin Form B may be used to protect on-track equipment, such as rail detector cars, geometry cars, weed sprayers, and hi-rail inspection vehicles without using yellow-red flags. Identify protected equipment in the track bulletin.

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 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 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. 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.

RULE 92 Delete part reading:
 C. Angle cock may be closed after brake pipe pressure has been totally depleted from cars or portion of train left standing.

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
SD-40/45		1680 dry 1480 wet	
GP-9, switchers		930 dry 825 wet	750 dry 600 wet
GP-39/40, SD-7/9, slug		2000	Independence - Corvallis Jct. (eastward and westward)
GP-9, switchers		1500	
GP-39/40, SD-7/9, slug		1200	Springbrook - Rex (eastward) Sherwood-Rex (westward) 1200
GP-9, switchers		900	1050
GP-39/40, SD-7/9, slug		2100	Tualatin - Wilsonville (westward)
GP-9, switchers		1500	
SD-40/45		3000	
GP-39/40, SD-7/9, slug		1400 dry 1150 wet	United Jct - Tunnel Spur (westward)
GP-9, switchers		1000 dry 820 wet	
GP-39/40, SD-7/9, slug		4000	Non-Grade Territories
SD-40/45		6500	
GP-9, switchers		1500	

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.

RULE 113**Add following new rule:**

113. Shipments of Excessive Height/Width and High Value Loads
The following classes of equipment will be covered by instructions from the Manager Engineering and Contracts and/or a track bulletin concerning movement:

- Excessive dimension load.
- or
- Other unusual shipments that require close attention.

Position dimensional loads, excess width shipments, unusual shipments and all shipments identified as high value load that require close attention as close to the engine as possible, but no further than five (5) cars behind the engine. Solid blocks of excess width shipments or/or unusual shipments that require close attention may extend beyond five (5) cars if the first car of the block is in the first five (5) cars behind the engine.

EXCEPTIONS:

- Equipment requiring handling on the rear end only

An Excessive Dimension Load is any load with a width more than 12 feet.

Excessive dimension loads may only be scheduled to the train by VP-Transportation or Chief Dispatcher. Upon approval, the train dispatcher will issue a wide load notification track bulletin:

- To that train.
- To all trains that may meet, pass or be passed by that train.

If the conductor does not receive a track bulletin covering such shipments, notify the train dispatcher before moving the train.

A Dimensional Load is any load with a width of more than 11 feet 0 inches. If a conductor has a dimensional load and has received track bulletin notification of an excessive dimension load on another train that their train may meet or pass, the conductor must notify the train dispatcher before moving train. The conductor must notify other crew members of the presence of both excessive dimension loads and dimensional loads before movement of the train.

- These loads must be positioned in a train in accordance with system special instructions.

Special Handling Guidelines for High Wide/High Value Loads

When the train consist indicates there are High Wide/High Value Loads in the train, the following governs:

- These loads must be inspected by a Mechanical Department employee at time of interchange or release from an industry to ensure loads are properly braced and secured for safe damage-free transportation.
- Conductor must have the Mechanical Inspection report in his possession before moving high wide/high value load.
- The loads must not remain in a consist during switching operations.
- These loads must not be kicked
- Other cars must not be kicked against these loads.
- The air brake system must be charged and used when handling or spotting/pulling these loads.
- At all locations, these loads must be set to a special hold track designated for such loads.

RULE 114**Add the following new rule:**

114. Handling Two-Axle Scale Test Cars

Handle two-axle scale test cars in train immediately ahead of rear car. Scale test cars must not be placed next to any loaded car containing hazardous materials. Handle two-axle scale test cars in separate trains if moving more than one.

SAFETY RULES**RULE 1201T/4021M/8021E****Add the following as last sentence:**

Employees should not wear any coat that extends beyond the hips.

RULE 1403T/4063M/8065E**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.

- 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 1705**Change item c to read:**

Dismount equipment prior to the time of coupling.

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.

New Rule Added:**High Visibility Workwear**

The objective of this new rule is to promote the use of high-visibility workwear that will provide for increased visibility of employees and contractors of all crafts.

This rule is added to the Contractor Safety Rules and to the various departmental Safety Rules and Procedures as follows:

- Engineering – 8020 (c)
- Mechanical – 4020 (d)
- Transportation – 1200 (d)

All employees are required to wear approved high-visibility workwear when they are on duty or on the Company property. Such high-visibility workwear must be worn as the outermost layer of clothing.

- (a) High-visibility workwear must be approved by the Regional Director of Safety and may consist of a vest, coveralls, T-shirt or other clothing of the prescribed color (yellow/green or orange) equipped with reflective striping as follows: a horizontal band around the waist, two vertical bands and/or an "X" on the back, and two vertical bands in front from the waist to the top of the shoulders. Stripes must be of silver or yellow reflective material and be at least 2 inches (5 cm) in width.
- (b) Vests must be properly sized and constructed with tear-away features as approved by the Regional Director of Safety.
- (c) Defective, damaged or lost workwear must be reported immediately to your supervisor and replaced before reporting for duty.
- (d) Exceptions:
 1. **High-visibility workwear is not required when you are in these locations:**
 - Lunchroom;
 - Locker room;
 - Inside vehicles;
 - Inside railway passenger cars;
 - Inside locomotive cabs; or
 - Offices.
 2. When employees are working on locomotives or other equipment inside shop buildings, high-visibility workwear is recommended. All employees working outside of shop buildings require approved high-visibility workwear unless welding, cutting or heavy grinding.

Accommodations for unusual conditions.

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: Andy Cyrus-Assistant Manager MofW-Bridges
1200 Howard Drive SE
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 approved High-visibility work wear, which may consist of a vest, coveralls, T-shirt or other clothing of the prescribed color (yellow/green or orange) equipped with reflective striping. Stripes must be of silver or yellow reflective material and be at least 2 inches (5 cm) in width.

Abbreviations

Add the following:

RMM Roadway Maintenance Machine

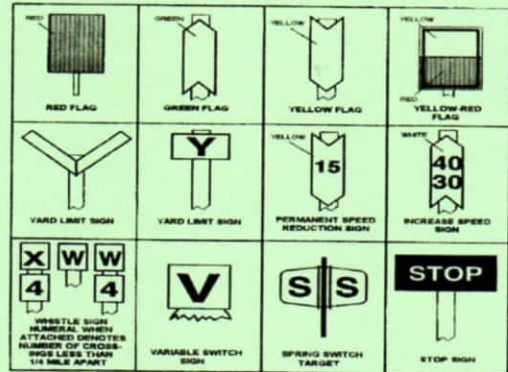
Glossary

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

Roadway Signs

The following are examples of typical roadway signs. Variations may occur.



SPEED TABLE-FOR INFORMATION ONLY

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
Min. Sec.	Hour	Min. Sec.	Hour
12 00	5.0	1 46	34.0
8 34	7.0	1 42	35.3
6 00	10.0	1 40	36.0
5 00	12.0	1 34	38.3
4 00	15.0	1 30	40.0
3 30	17.1	1 20	45.0
3 00	20.0	1 16	47.4
2 45	21.8	1 12	50.0
2 30	24.0	1 10	51.4
2 24	25.0	1 06	54.5
2 10	27.7	1 02	58.0
2 00	30.0	1 00	60.0

