

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



**SYSTEM
TIME
TABLE**

9

**In Effect at
0001 Hours Pacific Daylight Time
Sunday, May 9, 2010**

Superseding System Time Table No. 8

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

Ronald G. Russ – President & General Manager 503-480-7779
Michael F. Lundell – Vice President, Transportation 503-480-7765

Be Wise, Beware, Be Safe!

CONTACTS

Name	Title	Location	Phone Number
	Train Dispatcher	Albany	541-924-6599
	Customer Service	Florida	800-757-7387
Brad Landers	Vice President, Engineering	Salem	503-480-7764
Robert Kane	Vice President, Mechanical	Albany	541-924-6587
	Vice President, Admin. & Human Resources	Salem	503-480-7777
Bill Goldsberry	Director of Safety & Training	Salem	503-816-8009
Todd Vincent	Manager Train Operations	Albany	503-302-7108
Kevin Jones	Manager Train Operations	Tigard	971-322-5762
Craig Ashenfelter	Manager Train Operations	Tigard	971-322-5762
Craig Ashenfelter	Road Foreman of Engines	Tigard	503-816-8005
Andy Garcia	Road Foreman of Engines	Albany	503-428-2379
Dan Lewis	Chief Dispatcher	Albany	541-924-6596
David Anzur	Director of Marketing & Sales	Salem	503-480-7764
Ryan Fischer	Director of Marketing & Sales	Salem	503-480-7763
Darren Morris	TriMet Operations Manager	Wilsonville	503-962-8686
Jeffrey Lowe	TriMet Director, Commuter Rail	Wilsonville	503-962-8691

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 9 May 9, 2010	Eastward ↑		
Siding Cap'y	Rule 4.3	Rule 6.3	Stations	Mile Post	Sta. No.	
Yard	BJ PQ Y	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	
	JY	YL	CORVALLIS JCT (Jct. West Side Dist.) 0.9	701.5	16900	
			CORVALLIS 0.3	703.0	16890	
	JY	TWC	BAILEY JCT (Jct. Bailey Dist.) 0.5	703.3		
			OSU 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	
			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	BP Q		YL	TOLEDO (74.7)	765.6	27650
On descending grade between Summit and Nashville trains must not exceed 450 tons per axle of operative dynamic brake.						
PNWR Radio Channel Road 2 (AAR 4949) in service Albany - Toledo.						
Maximum Authorized Speed - MPH						
Albany - Toledo	25	MP 708.4 - 763.8	12			
MP 691.4 - 692.4	10	MP 763.8 - 766.7	10			
MP 701.1 - 702.1	15 HER					
MP 702.1 - 703.3	10	Corvallis Jct:				
MP 703.3 - 704.3	15 HER	On straight leg of wye	10			

Toledo District - Special Rules and Instructions

1. **Rule 1.20 - Close Clearances**
MP 691.7 - Bridge MP 711.3 - Bridge
MP 691.8 - Bridge MP 714.8 - Rock cut
MP 752.4 - Tunnel
2. **Rule 2.7 - Radio base station** at Albany is attended 24 hours daily, and is additionally equipped to broadcast on UP frequency 9696.
3. **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.
4. **Rule 6.3 - 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.

5. **Rule 6.12 - 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
6. **Rule 6.13 - Yard limits** are established between the following locations on the Toledo District:
Albany: UP main track and MP 691.6
Corvallis: UP 701.1 and MP 703.6
Toledo: MP 763.8 and end of track
7. **Rule 6.17 - Main track switches:**
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.
8. **Rule 6.29.1 - Trackside Warning Detectors**
Detectors are located at the following locations:
MP 691.0, between Albany and North Albany (DED)
(MP 691.0 detector will only give message when defect is detected)
MP 712.0, between Flynn and Wrens. (DED)
MP 726.2, at Devitt. (DED)
MP 731.9, between Summit and Nashville. (DED)
MP 743.5, between Nashville and Eddyville. (DED)
MP 750.5, at Chitwood. (DED)
MP 753.8, between Chitwood and Elk City. (DED)
MP 756.7, at Elk City. (DED)
MP 760.0, between Elk City and Toledo. (DED)
9. **Rule 6.32.2 - Road Crossings:**
Albany: STOP signs installed on both sides of Queen Ave. (MP 690.4); this includes the Pass track, Track 1 and Track 2. Movement must stop and wait for crossing gates to fully lower before proceeding. Refer to Rule 6.32.2 All Districts for further information.
Toledo: Fusees must be placed at Butler Bridge Road crossing entering G-P mill prior to movement over the crossing.
10. **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.
11. **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.
12. **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 and make inspection of structures then proceed.
Lunar Proceed.
13. **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).
14. **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.
15. **Air Brake Rule 17 - Add following item:**
E. Maximum tonnage handled behind road locomotives:
Flynn to Summit (westward) 7,200 tons
Nashville to Summit (eastward) 5,000 tons
16. **Air Brake Rule 20 - Add following 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.
17. **Rule 9.2.1 - Remote Control Zones (RCZ)** are in effect between:
MP 701.14 Circle Blvd. and MP 702.1 (Corvallis Jct-Corvallis)
MP 709.10 (7th Street Philomath) and MP 710.0.

West Side District – WPRR/PNWR

Westward ↓			System Time Table 9 May 9, 2010	Eastward ↑		West Side District - Special Rules and Instructions
Siding Cap'y	Rule 4.3	Rule 6.3	Stations	Mile Post	Sta. No.	
Yard	JY	YL	COOK (Jct. Willsburg Dist.) 2.0	764.0	00336	<p>1. Rule 1.20 - Close Clearances: MP 762.1 – Bridge</p> <p>2. Rule 1.47.2 – Between Springbrook and Sherwood: When 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>3. Rule 2.7 - McMinnville: Radio base station equipped for PNWR Road Channel 2 (AAR Code 4949) and is unattended.</p> <p>4. Rule 6.12 - FRA Excepted Track: 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>5. 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>6. Rule 6.17 – Main track switches: Cook: Wye switches at junction of West Side and Willsburg Districts may be left lined for either route. Whiteson: Switch at junction of Westside and Willamina Districts may be left lined for either route. Gerlinger: Normal position of switches at junction of West Side and Dallas Districts is lined for West Side District. Corvallis Jct.: Switch at junction of Toledo and West Side Districts at west leg of Wye may be left lined for either route.</p> <p>7. Rule 6.28 – Equipment Restrictions: Whiteson: Cars longer than 85 feet and six axle engines not permitted on west leg of wye.</p> <p>8. Rule 6.29.1 - Trackside Warning Detectors Detector is located at MP 752.1 – Between Rex and Springbrook (DED)</p> <p>9. Rule 6.32.2 – Automatic Crossing Signals: McMinnville: Crossing gates on 5th Street are not activated by train or equipment on House Track. Flagman must protect all movements at this location.</p> <p>10. 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>11. 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>12. Air Brake Rule 17 - Add following item: E. Maximum tonnage handled behind road locomotives: Springbrook to Rex (eastward).....5,000 tons Sherwood to Rex (westward).....6,000 tons</p> <p>13. Rule 92.1 - Remote Control Zones (RCZ) are established between: MP 690.3 and MP 690.69 (Corvallis Jct.) MP 729.8 and MP 732.0 (Whiteson). MP 714.0 and MP 716.0 (Gerlinger-Derry).</p>
			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		ST. JOSEPH 4.9	738.0	17380	
2910	BP Q	YL	McMINNVILLE 4.2	734.9	17350	
1750	JY		WHITESON (Jct. Willamina Dist.) 2.6	730.7	17310	
			AMITY 5.3	728.1	17280	
			McCOY 4.4	722.8	17230	
			DERRY 0.7	715.0	17150	
	JY		GERLINGER (Jct. Dallas Dist.) 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	
	JY	YL	CORVALLIS JCT (Jct. Toledo Dist.) (73.7)	690.3	16900	
PNWR Radio Chan. Rd 1 (AAR 4444) in service Cook-Independence PNWR Radio Chan. Rd 2 (AAR 4949) in service Independence-Corvl. Jct						
Maximum Authorized Speed - MPH						
Corvallis Jct. - Cook	25	Cook:				
MP 689.3 - 691.1	15 HER	On short leg of wye		10		
MP 709.3 - 710.2	10**					
MP 729.5 - 738.1	15 HER	Whiteson:				
MP 738.1 - 758.9	10	On West leg of wye		5		
MP 758.9 - 761.1	25					
MP 761.1 - 764.0	10	Corvallis Jct:				
Structure MP 753.8:		On straight leg of wye		10		
(eastward)	5					
(westward)	10					
** Restriction ends when engine passes increase speed sign provided rear car has exited Second Street, Independence						

Willamina District - WPRR

Westward ↓			System Time Table 9 May 9, 2010	Eastward ↑		Willamina District - Special Rules and Instructions
Siding Capacity	Rule 4.3	Rule 6.3	Stations	Mile Post	Sta. No.	
1750	YJ	YL	WHITESON (Jct. West Side Dist.) 6.6	730.6	17310	<ol style="list-style-type: none"> 1. Rule 1.20 – Close Clearances: MP 745.3 – Bridge MP 750.05 – Willamina Lumber Co. overhead conveyor 2. Rule 6.12 - 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. 3. Rule 6.13 - Yard limits are established between the following locations: Whiteson: MP 730.6 and MP 731.4 Willamina: MP 748.4 and MP 750.0. 4. Rule 6.28 Whiteson: Six axle engines and cars longer than 85 feet are not permitted on west leg of wye. Willamina: No engines may operate beyond clearance points of No. 2 track at Willamina yard. 5. Rule 6.32.4 - Whiteson: Equipment on main track or siding must not be left nearer than 150 ft. from Riverbend Road crossing. 6. 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. 7. 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. 8. 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. 9. Rule 92.1 - Remote Control Zones (RCZ) are established between: MP 730.6 and MP 731.4 MP 748.5 and MP 750.0 end of track.
			BALLSTON 4.2	740.5	37400	
			SHERIDAN 1.6	744.7	37450	
			SHIPLEY 3.0	746.3	37460	
Yard	J	YL	WILLAMINA (Conn. Hampton Ry. Dist.) (18.7)	749.3	37490	
PNWR Radio Channel Road 1 (AAR 4444) in service Whiteson – Willamina						
Maximum Authorized Speed - MPH						
Whiteson – Willamina West Leg of Wye MP 730.5 – 731.4 MP 740.2 (Crossing) MP 742.6 – 744.0 MP 745.3 (Structure) MP 748.4 – 750.0			25 5 15 10 HER 20 10 10	Willamina - Over scale Eastbound Only		3

Hampton Railway (operated by WPRR under agreement)

Westward ↓			System Time Table 9 May 9, 2010	Eastward ↑		Hampton Railway - Special Rules and Instructions
Siding Capacity	Rule 4.3	Rule 6.3	Stations	Mile Post	Station No.	
Yard	J	YL	WILLAMINA (Conn. Willamina Dist.) 5.3	0.0	37490	<ol style="list-style-type: none"> 1. Rule 6.12 - FRA Excepted Track: Entire district Willamina to Fort Hill. 2. Rule 6.13 - Yard limits are established between Willamina and Fort Hill, inclusive. 3. Rule 6.32.2 – Automatic Crossing Signals: 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. 4. Rule 92.1 - Remote Control Zone (RCZ) is established between: MP 0.0 and MP 5.3 (end of track).
			FORT HILL (5.3)	5.3	37495	
PNWR Radio Channel Road 1 (AAR 4444) in service Willamina – Fort Hill.						
Maximum Authorized Speed – 10 MPH entire district.						

Dallas District - WPRR

Westward ↓			System Time Table 9 May 9, 2010	Eastward ↑		Dallas District - Special Rules and Instructions	
Siding Capacity	Rule 4.3	Rule 6.3	Stations	Mile Post	Station No.		
	JY	YL	GERLINGER (Jct. West Side Dist.) 4.9	728.9	17140	<ol style="list-style-type: none"> 1. Rule 6.12 - FRA Excepted Track: Entire district Gerlinger to Dallas. 2. Rule 6.13 - Yard limits are established between Gerlinger and Dallas, inclusive. 3. Rule 6.32.2 – Automatic Crossing Signals: Between Gerlinger and Dallas: At crossing of U.S. Highway 99W, MP 729.7, and at crossing of Uglow Street, MP 733.7, STOP signs for trains are located on both approaches to crossing. Refer to Rule 6.32.2, All Districts, for further information. 4. Rule 92.1 - Remote Control Zone (RCZ) is established between: MP 728.9 and MP 734.2 (End of District). 	
Yard			DALLAS (4.9)	734.2	57340		
PNWR Radio Channel Road 1 (AAR 4444) in service Gerlinger – Dallas.							
Maximum Authorized Speed - MPH							
Gerlinger- Dallas Dallas – On Track 5230			10 5				

Bailey District – WPRR						
Westward ↓			System Time Table 9 May 9, 2010	Eastward ↑		Bailey District - Special Rules and Instructions
Siding Capacity	Rule 4.3	Rule 6.3		Mile Post	Station No.	
	J	YL	Stations			<ol style="list-style-type: none"> Rule 6.12 - FRA Excepted Track: Entire district Bailey Jct. to Monroe. Rule 6.13 - Yard limits are established between Bailey Jct. and Monroe Rule 92.1 - Remote Control Zone (RCZ) has been established between: MP 688.0 and MP 688.9. MP 674.0 and MP 671.7 - End of Track
			BAILEY JCT (Jct. Toledo Dist.) 0.4	688.9		
Yard	PYJ		CORVALLIS YARD 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)			
PNWR Radio Channel Road 2 (AAR 4949) in service Bailey Jct - Monroe						
Maximum Authorized Speed - MPH						
Bailey Jct. – Monroe		5				

Seghers District - PNWR							
Westward ↓			System Time Table 9 May 9, 2010	Eastward ↑		Seghers District - Special Rules and Instructions	
Siding Capacity	Rule 4.3	Rule 6.3		Mile Post	Station No.		
		T W C	Stations			<ol style="list-style-type: none"> Rule 6.13 - Yard limits are established between the following locations: Hillsboro MP 765.3 (Junction with Tillamook District) and MP 764. Stimson MP 752.4 and End of Track -- Stimson Rule 6.17 - Hillsboro: Wye switches at junction of Seghers and Tillamook Districts may be left lined for either route. Rule 6.32.2 – Road Crossings: Seghers: STOP signs installed on both sides of Old Tualatin Valley Highway (MP 753.8). Movement must stop before occupying crossing. Rule 8.20 – Stimson: Deraill on main track at MP 752.4. Rule 92.1 - Remote Control Zone (RCZ) is established between: MP 764.8 and MP 764.0. 	
Yard	JPY		YL	HILLSBORO (Jct. Tillamook Dist.) 3.6	765.3		00504
				CORNELIUS 2.5	761.7		30036
				CARNATION 3.6	758.5		30061
				SEGHERS 2.7	754.9		30104
Yard			YL	STIMSON	752.4		30131
			(12.4)				
PNWR Radio Channel Road 4 (AAR 8521) in service Hillsboro–Stimson.							
Maximum Authorized Speed - MPH							
Hillsboro – Seghers		25					
MP 765.3 – 764.0		15					
MP 754.7 – 752.4		10					

Forest Grove District - PNWR						
Westward			System Time Table 9 May 9, 2010	Eastward		Forest Grove District - Special Rules and Instructions
Siding Capacity	Rule 4.3	Rule 6.3		Mile Post	Station No.	
	J	YL	Stations			<ol style="list-style-type: none"> Rule 6.12 - FRA Excepted Track: Entire district Forest Grove Jct. to Forest Grove. Rule 6.13 - Yard limits are established between Forest Grove Jct. and Forest Grove, inclusive.
Yard			FOREST GROVE JCT. (Jct. Tillamook Dist.) 0.1	4.6	00511	
700			HILLSBORO 3.1	4.7	40001	
			CORNELIUS 2.2	7.8	40031	
700		FOREST GROVE	10.0	40053		
			(5.4)			
PNWR Radio Channel Road 4 (AAR 8521) in service Forest Grove Jct. – Forest Grove.						
Maximum Authorized Speed - 5 MPH entire district						

Willsburg District - PNWR							
Westward ↓			System Time Table 9 May 9, 2010	Eastward ↑		Willsburg District - Special Rules and Instructions	
Siding Cap'y	Rule 4.3	Rule 6.3		Mile Post	Sta. No.		
			Stations			<ol style="list-style-type: none"> Rule 6.12 - FRA Excepted Track: Willsburg Jct. - All tracks at Kellogg Park. Cook - Track 1904 Cook Pit Rule 6.13 - Yard limits: are in effect between MP 747.1 east of Bryant and CTC limit at CP Bonita. Rule 6.17 – Main Track Switches: Cook: Wye switches at junction of West Side and Willsburg Districts may be left lined for either route. Rule 6.29.1 - Trackside Warning Detectors Detector is located at MP 746.5 between Lake Oswego and Bryant (DED) Rule 6.32.2 - Automatic Crossing Devices: Eastward STOP sign installed at Bonita road (MP 749.7) between CP Bonita and Cook. Eastward movements must stop and wait for crossing gates to fully lower before proceeding. Refer to Rule 6.32.2, All districts for further information. Rule 9.1 – Distant Signals: Between Cook and CP Bonita: Westward Distant Signal at MP 749.2 near 72nd Ave road crossing will display only aspect 9.1.2. 	
Yard		CTC TTC RR	BROOKLYN 1.7	766.9	00246		
BETWEEN WILLSBURG JCT. AND BROOKLYN, UP TIMETABLE AND INSTRUCTIONS GOVERN							
Yard	JP	TWC	WILLSBURG JCT (Conn. UP) 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 (Jct. West Side Dist.) 2.0	748.0	00336		
Yard	BJP Q		CP BONITA (Jct. OE Dist.; Tigard Yard) (11.0)	750.0	20008		
PNWR Radio Channel Road 4 (AAR 8521) in service Willsburg Jct. - CP Bonita.							
Maximum Authorized Speed - MPH							
Willsburg Jct – CP Bonita MP 740.7 to 741.1 MP 747.1 to 750.0			25 10 20 HER	Willsburg Jct: ---within Kellogg Park	5		

Tillamook District - PNWR								
Westward ↓			System Time Table 9 May 9, 2010	Eastward ↑		Maximum Authorized Speed - MPH		
Siding Cap'y	Rule 4.3	Rule 6.3		Mile Post	Station No.	CP Farmington - Banks MP 764.2 to 764.8 MP 764.8 to 767.0	25 15 10	MP 773.3 to 774.0
			Stations			Tillamook District - Special Rules and Instructions <ol style="list-style-type: none"> Rule 6.13 - Yard limits are established between following locations: Hillsboro MP 764.2 and MP 767.0 Banks MP 773.3 and MP 774.0 Rule 6.17 – Main track switches: Hillsboro: Wye switches at junction of Seghers and Tillamook Districts may be left lined for either route. Banks: All crossover switches within Yard Limits at Banks may be left lined in correspondence. Rule 6.29.1 - Trackside Warning Detectors Detector is located at: MP 755.9 Between Beaverton and St. Marys (DED+) Rule 6.32.2 - Automatic Crossing Devices: When operating on authority to pass signal displaying stop indication or Track and Time authority, all trains, engines and equipment must operate in accordance to Rule 6.32.2 Procedure 2 at the following locations; <u>Eastbound</u> CP Farmington at Lombard – MP 755.43 Rule 9.1 – Distant Signals: St. Marys: Eastward Distant Signal 7566 at MP 756.6 near Murray Road crossing will display aspects 9.1.3, 9.1.6, 9.1.8, and 9.1.16. To avoid blocking grade crossings, Eastward trains and engines must not pass Distant Signal 7566 unless it displays Distant Signal Clear (9.1.3) Approach Diverging (9.1.6) or otherwise instructed by dispatcher. Safety Rule 1400: Hillsboro: Unless inside railroad equipment, railroad personnel must wear ANSI approved hard hats when performing duties at aggregate loading or unloading facilities. 		
	J	CTC ATC	CP FARMINGTON (Jct. OE District) 0.2	755.4				
		TWC ATC	BEAVERTON 1.0	755.6	00412			
Yard	BP	TWC	ST. MARYS 3.5	756.6	00425			
			REEDVILLE 3.1	760.1	00457			
Yard	JPY	YL	HILLSBORO (Jct. Seghers Dist.) 0.5	764.8	00504			
	J		FOREST GROVE JCT. (Jct. Forest Grove Dist.) 0.9	765.5	00511			
2340			MAHAN 3.8	766.4	00520			
		TWC	SCHEFFLIN 2.3	770.2	00558			
		YL	ROY 2.2	772.5	00581			
			WILKESBORO 0.9	773.8	00594			
BETWEEN MP 774.0 AND BANKS, POTB TIMETABLE AND INSTRUCTIONS GOVERN								
Yard	J	YL	BANKS (Jct. United Rys Dist.) (Conn. POTB) (22.3)	774.7	00603			
PNWR Radio Channel Road 4 (AAR 8521) in service CP Farmington – Banks								

OE District (PNWR)

Westward ↓		System Time Table 9 May 9, 2010		Eastward ↑		PNWR Radio Channel Road 4 (AAR 8521) in service BTC – Curtis. PNWR Radio Channel Road 1 (AAR 4444) in service Curtis - Eugene.			
Siding Copy	Rule 4.3	Rule 6.3	Stations	Mile Post	Sta. No.	Maximum Authorized Speed:		MPH	
							Psgr.	Frnt.	
	C	CTC	BTC (Beaverton Transit Center) (Psgr only Lombard Spur) 0.5	27.5		BTC – CP Farmington (Psgr only station spur): MP 27.5 - 27.8 – BTC Lombard in-street trackage MP 27.8 - 28.0		10 25	-- --
	J 2X	2MT CTC ATC	CP FARMINGTON (Jct. Tillamook Dist.) 0.9	28.0		CP Farmington and Curtis: MP 28.9 – 29.2 MP 30.3 – 30.6 MP 31.5 – 32.0 MP 32.0 – 32.5		60 55 55 55	40 40 40 40
	XY		BEBURG 1.0	28.9	00406	MP 32.5 – 33.3 (Main 2 - Tigard Yard) MP 33.3 – 34.2 (Main 2 - CP Bonita-CP Niles) MP 33.3 – 33.7 (Main 1) MP 34.1 – 34.5 MP 34.5 – 35.2 MP 35.6 – 36.0 MP 36.0 – 36.6 MP 36.5 – 37.0 MP 38.7 – 39.0 MP 41.9 – 44.7		40 30 -- -- 52 37 50 50 34 50 52 40	20 30 30 30
	C	CTC ATC	HALL-NIMBUS (Gauntlet – Psgr Sta.) 1.9	30.0		Turnout and Siding Speed Restrictions: CP Farmington – East Crossover CP Farmington – West Crossover CP Hall – Turnout Main 2 to MT CP Hall – Psgr Gauntlet Track CP Greton – Turnout MT to Main 1 Tigard – Psgr Gauntlet Track (Main 2) CP Tigard – Crossover CP Bonita - Willsburg Dist. Jct. switch (Main 2) CP Niles – Turnout Main 2 to MT CP Tualatin – Psgr Gauntlet Track CP Tonquin – CTC turnout to Industry track CP Mulloy – East siding switch Wilsonville CP Wilsonville – East Crossover CP Wilsonville – Passenger Spur CP Wilsonville – Commuter shop switch CP Wilsonville – West Crossover Wilsonville Siding (CP Mulloy – CP Wilsonville)		52 37 50 50	30 30
			CP GRETON 0.8	31.9	00375			37 50 50	30 30
	C	M 1 CTC ATC	TIGARD STATION (M1 Psgr Station only) (M2 Gauntlet Psgr Station) 0.1	32.2		Curtis – Bethel: MP 62.7 – Reed Jct. – Westward trains must approach prepared to Stop per Rule 8.3. MP 66.8 - 73.1 MP 78.7 - 79.9 MP 88.5 - 89.2 MP 93.3 - 99.9 MP 124.0 – 124.8 MP 126.0 – 126.4 MP 128.2 – 129.0 MP 138.3 – 141.5 HER		50 52 40	40 40
	X	CTC	CP TIGARD 0.9	32.3				20 40 40 15 40 15 30 -- 30 30 20 30 30 30 30 30	20 40 40 -- 40 -- 30 20 30 30 20 30 30 30 30
Yard	BJ PQ	A T C	CP BONITA (Tigard Yard M2) (Jct. M2 – Willsburg Dist.) 1.0	33.2	20008	Wilsonville Siding (CP Mulloy – CP Wilsonville)		15 40 40	-- 40 40
		M2 CTC	CP NILES 1.8	34.2				15 30 30 30 15 30 30 30 30 30	-- 30 30 30 15 30 30 30 30
	C	CTC ATC	CP TUALATIN (Gauntlet Psgr Station) 3.8	36.0	20048	Wilsonville Station (Psgr only Station Spur) 3.6		30 30 15 -- 30 30 20 30 15 30 30 30	30 30 -- 15 30 30 30 30 30 30 30
				CP TONQUIN 0.6	39.8			20077	30 30 20 30 30 30 30 30 30 30
6552		CTC ATC	CP MULLOY (Wilsonville siding) 1.2	40.4		Wilsonville Station (Psgr only Station Spur) 3.6		30 30 30 30 30 30 30 30 30 30	30 30 30 30 30 30 30 30 30 30
	2X			CP WILSONVILLE 0.2	41.8				30 30 30 30 30 30 30 30 30 30
	BC P	TWC ATC	WILSONVILLE STATION (Psgr only Station Spur) 3.6	42.0	20115	Wilsonville Station (Psgr only Station Spur) 3.6		30 30 30 30 30 30 30 30 30 30	30 30 30 30 30 30 30 30 30 30
3884				CURTIS 3.7	45.6			20143	30 30 30 30 30 30 30 30 30 30
		TWC	DONALD 4.2	49.3	20180	Wilsonville Station (Psgr only Station Spur) 3.6		30 30 30 30 30 30 30 30 30 30	30 30 30 30 30 30 30 30 30 30
Yard				LOGANVILLE 0.9	53.5			20222	30 30 30 30 30 30 30 30 30 30
		TWC	WEST WOODBURN 8.3	54.4	20231	Wilsonville Station (Psgr only Station Spur) 3.6		30 30 30 30 30 30 30 30 30 30	30 30 30 30 30 30 30 30 30 30
	S			REED JCT 5.9	62.7			20312	30 30 30 30 30 30 30 30 30 30
3554		YL	BUSH 0.6	68.6	20373	Wilsonville Station (Psgr only Station Spur) 3.6		30 30 30 30 30 30 30 30 30 30	30 30 30 30 30 30 30 30 30 30
Yard	BJQ			SALEM (Connection UP) 3.4	69.2			20377	30 30 30 30 30 30 30 30 30 30
5668		TWC	MINTO 12.0	72.6	20413	Wilsonville Station (Psgr only Station Spur) 3.6		30 30 30 30 30 30 30 30 30 30	30 30 30 30 30 30 30 30 30 30
3546				SIDNEY 11.4	84.6			20533	30 30 30 30 30 30 30 30 30 30
Yard	BY	YL	ALBANY YARD 0.6	96.0	20652	Wilsonville Station (Psgr only Station Spur) 3.6		30 30 30 30 30 30 30 30 30 30	30 30 30 30 30 30 30 30 30 30
	J			WEST ALBANY (Conn. UP – Santiam Lead) 20.5	96.66				30 30 30 30 30 30 30 30 30 30
1500		TWC	AMERICAN 11.7	117.1	20858	Wilsonville Station (Psgr only Station Spur) 3.6		30 30 30 30 30 30 30 30 30 30	30 30 30 30 30 30 30 30 30 30
				JUNCTION CITY 10.2	128.8			20975	30 30 30 30 30 30 30 30 30 30
Yard		YL	BETHEL 1.5	139.0	21077	Wilsonville Station (Psgr only Station Spur) 3.6		30 30 30 30 30 30 30 30 30 30	30 30 30 30 30 30 30 30 30 30
	BJ YQ			EUGENE (UP Crossing MP 140.7) (End of Track MP 141.5)	140.5			21105	30 30 30 30 30 30 30 30 30 30
			(114.0)			OE District - Special Rules and Instructions			

OE District - Special Rules and Instructions

1. **Signal System between BTC and Curtis:**
 - a. CTC is in effect between BTC and CP Wilsonville.
 - b. Two main tracks extend between CP Farmington and CP Hall, and between CP Greton and CP Niles. Right-hand track Westward is Main 1.
 - c. Wilsonville CTC siding extends from CP Mulloy to CP Wilsonville and connects with Wilsonville Station Passenger spur.
 - d. ATC/ACS is in effect between MP 27.8 east of CP Farmington and MP 44.7 east of Curtis, except on Main 2 between CP Niles and CP Tigard.
 - e. Main track switches in CTC limits not equipped with electric locks are located on Main 2 between CP Tigard and CP Bonita as follows:
See Rules 10.1 and 10.2:
 MP 32.5 – East switch Tigard yard.
 MP 32.7 – Palmer G. Lewis spur.
 MP 32.9 – Coe Steel spur.
 MP 33.1 – West switch Tigard yard.

OE District - Special Rules and Instructions

(Continued)

Operating Rules

2. Rule 1.20 - Close Clearances:

- a. **Close Clearance** at high-level passenger platforms will not clear employee on side of car at following locations. Only DMU commuter units and track maintenance and inspection equipment are permitted on following tracks, due to curve or bridge restrictions, and close clearance to high-level passenger platforms. Unless specifically authorized by dispatcher, locomotives, freight cars and non-DMU passenger cars are not permitted on these tracks:
BTC – MP 27.5 passenger platform.
BTC to CP Farmington – MP 27.5. to MP 28.0 - Lombard in-street trackage.
Hall-Nimbus – MP 30.0 - Station ganuntlet and passenger platform.
Tigard Station – MP 32.2 - Main 1 passenger platform and Main 2 Station ganuntlet and passenger platform.
CP Tualatin – MP 36.0 - Station ganuntlet and passenger platform.
Wilsonville Station – MP 42.0 Passenger platform on passenger spur.
- b. **Reed Jct. - MP 62.7– Close overhead clearance** to loading structure on Reed Pit Lead.
- c. **Donald Siding – Close Clearance** at Loading Ramp Structure.

3. Rule 1.47.3 –Equipment Restrictions: Add Rule:

- a. DMU commuter units and lead locomotive in all locomotive consists must be equipped with properly functioning ATC to operate in ATC territory.
- b. **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 in Salem due to excessive track curvature.

4. Rule 6.2 - Initiating Movement:

Minto: Eastward trains destined UP via Labish must contact the UP Dispatcher (WS-68) Omaha at (402) 636-1647 or (800) 726-1168 before leaving Minto to ascertain that UP can take your train.

Salem: Westward trains destined the PNWR via UP Labish must contact the PNWR Dispatcher Albany by telephone at (541) 924-6599, or by radio on PNWR Road Channel 1 (AAR 4444) one hour prior to arriving UP Labish to obtain PNWR track warrants.

5. Rule 6.12 - FRA Excepted Track:

Beaverton – Auxillary Track at Beaverton Industrial Park off Beburg Storage Track.
Albany Yard - All yard tracks MP 94.6 and MP 96.6, excluding Storage track and Yard Track 101.
Eugene - Main track MP 140.7 (UP Crossing) to MP 141.5 (End of Track) and all connecting auxiliary tracks.

6. Rule 6.13 - Yard Limits are established between the following locations:

Salem: MP 66.8 and MP 69.3.
Albany Yard: MP 93.3 and MP 96.66
Eugene: MP 138.3 and MP 141.5 (End of Track).

7. Rule 6.16 - Approaching Railroad Crossings

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

8. Rule 6.29.1 - Trackside Warning Detectors

Talking hot box, dragging equipment and derailment detector located as follows:

MP 30.7 – West of Hall-Nimbus. (DED+)
MP 33.2 – Near Tigard yard office (Main 1 only) (DED+)
MP 37.6 – West of CP Tualatin (DED+)
MP 41.0 – East of CP Wilsonville (DED+)
MP 42.5 – Between Wilsonville and Curtis (HBD+DED)
MP 46.9 – Between Curtis and Donald (DED)
MP 69.2 – At Salem (DED)
MP 119.3 – Between American and Junction City (HBD+DED)

9. Rule 6.32 - Road Crossings:

Bush: Industry Drive Crossing must be flag protected on Industrial Spur serving Capital Lumber Co.

10. Rule 6.32.2 - Automatic Crossing Devices:

When operating on authority to pass signal displaying stop indication or Track and Time authority, all trains, engines and equipment must operate in accordance to Rule 6.32.2 Procedure 2 at the following locations;

Eastbound

- CP Wilsonville at Utility Vault – MP 41.9
- CP Tualatin at Nyberg Road – MP 36.10
- CP Tigard at Hall Blvd – MP 32.46
- CP Hall at SW Hall Blvd – MP 29.91

Westbound

- CP Hall at SW Hall Blvd – MP 29.91
- CP Tigard at Main St – MP 32.13
- CP Tualatin at Nyberg Road – MP 36.10

Salem: Westward trains from UP Labish to OE District must ensure that crossing warning system is activated and the gates are fully lowered for at least 5 seconds before entering Cherry Ave. crossing at MP 69.2.

Eugene: - At Garfield Street MP 141.3, automatic warning devices may be ineffective due to rusty rail or other conditions.

11. Add Item: Quiet Zones in Effect:

- a. Whistle Quiet Zone in effect at all times for City of Beaverton on Lombard Spur from MP 27.68 (Broadway) to the BTC

12. Rule 6.32.6 - Blocking Public Crossings:

Salem: Movements on the Running Track from Cherry Ave. 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.

13. 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.

14. Rule 8.3 - Main Track Switches:

a. Location of Electrically Operated Switches:

Reed Jct. – MP 62.7 - 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

b. Normal Position

Salem: Switch at MP 69.16 may be left lined for either route.

15. Rule 9.1 – Distant Signals:

Between Curtis and CP Wilsonville: Eastward Distant Signal at MP 44.7 near Denbrook Road crossing will display aspects 9.1.1 or 9.1.2.

Eastward signal 436 at Willamette River Bridge is an automatic signal. This signal must not be passed unless it displays a Clear (9.1.3) unless otherwise instructed by the train dispatcher

16. Rule 92.1 - Remote Control Zones (RCZ) are established between:

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;
And at CP Tonquin MP 39.8 on industry track.

17. 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.

United Railways District - PNWR

Westward ↓			System Time Table 8 June 15, 2008	Eastward ↑		United Railways District - Special Rules and Instructions												
Siding Capacity	Rule 4.3	Rule 6.3	Stations	Mile Post	Station No.													
	J	YL	UNITED JCT. (Jct. Astoria Dist.) 1.3	10.0	50137	<ol style="list-style-type: none"> 1. 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. 2. Rule 6.13 - Yard Limits are established between the following locations: <table style="margin-left: 20px; border: none;"> <tr> <td style="padding-right: 10px;">United Junction</td> <td>MP 10.0 and 10.2</td> </tr> <tr> <td>Banks</td> <td>MP 26.8 and 27.5</td> </tr> </table> 3. Rule 9.1.1 – Bridge Collision Signals: Helvetia: Talking bridge collision detector on structure 17.7. When talking feature and/or flashing yellow light is activated, trains must stop and inspect structure. 4. Air Brake Rule 17 - Add the following item: <table style="margin-left: 20px; border: none;"> <tr> <td style="padding-right: 10px;">E. Maximum tonnage handled behind road locomotives:</td> <td></td> </tr> <tr> <td style="padding-right: 10px;"> United Jct. to Tunnel Spur (westward)</td> <td>6,000 tons</td> </tr> </table> 5. Air Brake Rule 20 - Add the following item: <table style="margin-left: 20px; border: none;"> <tr> <td style="padding-right: 10px;">J. Use of Retainers</td> <td></td> </tr> <tr> <td style="padding-right: 10px;"> Tunnel Spur to United Jct:</td> <td>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.</td> </tr> </table> 	United Junction	MP 10.0 and 10.2	Banks	MP 26.8 and 27.5	E. Maximum tonnage handled behind road locomotives:		United Jct. to Tunnel Spur (westward)	6,000 tons	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.
United Junction	MP 10.0 and 10.2																	
Banks	MP 26.8 and 27.5																	
E. Maximum tonnage handled behind road locomotives:																		
United Jct. to Tunnel Spur (westward)	6,000 tons																	
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.																	
		TWC	FLEMING 0.4	11.3														
			TUNNEL SPUR 1.6	14.6	00733													
1130			BOWERS JCT. 0.5	17.1	00707													
			HELVETIA 1.5	17.6	00702													
			NORTH PLAINS 1.4	21.9	00658													
			WILKESBORO 1.1	26.4	00612													
Yard	J	YL	BANKS (Jct. Tillamook Dist.) (Conn. POTB)	27.5	00603													
			(17.5)															
PNWR Radio Channel Road 3 (AAR 5151) in service United Jct. – Tunnel Spur. PNWR Radio Channel Road 4 (AAR 8521) in service Tunnel Spur - Banks																		
Maximum Authorized Speed - MPH																		
United Jct. - Banks MP 10.0 - 15.4 (westward) MP 10.0 - 15.4 (eastward) MP 16.6 - 28.0			25 20 15 10															

Astoria District - PNWR

Westward ↓		System Time Table 8 June 15, 2008			Eastward ↑				
Capacity of Siding	Rue 4.3	Rue 6.3	Stations		Mile Post	Station No.	Maximum Authorized Speed - MPH	Psg	Frt
Yard			WILLBRIDGE 0.7	4.3	50084		Gasco to Astoria MP 5.2 to 8.0 MP 17.5 to 33.5 MP 42.5 to 45.3 MP 45.3.0 to 45.9 MP 51.8 to 55.5 Structure MP 62.7 MP 73.0 to 74.0 Structure MP 84.8 Structure MP 94.9 MP 98.5 to 99.7	30 15 HER 25 25 HER 10 25 5 15 HER 10 5 10 HER	25 15 HER 25 10 25 5 15 HER 10 5 10 HER
Yard	Y	BNSF	W YARD 0.6	5.0	50091				
BETWEEN MP 5.2 AND WILLBRIDGE BNSF TIMETABLE AND INSTRUCTIONS GOVERN									
		YL	GASCO 1.7	5.6	50097				
Yard	BP	TWC	LINNTON 1.6	7.3	50110				
4945		TWC	HARBOR SIDING 1.1	8.9	50126				
	J	YL	UNITED JCT. (Jct. United Rys. Dist.) 2.8	10.0	50137				
1440		TWC	HOLBROOK 7.1	12.8	50165				
1653			SCAPPOOSE 7.8	19.9	50236				
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	B		AVON 9.3	46.8	50512				
2647			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					
(94.5)									
PNWR Radio Channel Road 3 (AAR 5151) in service Gasco – Astoria									

ASTORIA DISTRICT – SPECIAL RULES AND INSTRUCTIONS

1. **Rule 5.8.2 Sounding Whistle**
 Wauna: Sound whistle frequently at crossings in Georgia-Pacific paper mill unless protected by crewmember on ground.
2. **Rule 5.8.4 Whistle Quiet Zone**
 Whistle Quiet zone is in effect at all times for Columbia City Between MP 29.8 and MP 30.61 ("I" Street, "E" Street and Pacific Street)
3. **Rule 6.12 FRA Excepted Track:**
 Linnton - Track 1403 (Harmer Steel spur).
4. **Rule 6.13 Yard limits** are established between the following locations:
 Gasco MP 5.2 and 6.0
 United Jct.MP 9.9 and MP 10.1
5. **Rule 6.16 Non-signaled 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.
6. **Rule 6.17 Main Track Switches:**
 United Junction: Switch at junction of Astoria and United Railways Districts may be left lined for either route.
7. **Rule 6.29.1 Trackside Warning Detectors**
 MP 21.6 between Scappoose and St. Helens. (HBD+DED)
8. **Rule 6.32.2 Automatic Warning Devices**
 Multnomah Plywood: Movements on Multnomah Plywood switching lead at MP 26.5 must stop at STOP signs on both sides of old Portland Road crossing.

ALL DISTRICTS - SPECIAL RULES AND INSTRUCTIONS

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

1. **RULE 1.3.1 - Rules, Regulations and Instructions:**
 Operation of WPRR/PNWR will be governed by the following rules and instructions. Employees whose duties pertain to these documents must have a copy available for reference while on duty:
 - a. **General Code of Operating Rules**, Sixth Edition, effective April 7, 2010.
 - b. **Hazardous Materials - WPRR/PNWR** train crews must have a copy of the U.S. Department of Transportation 2008 Emergency Response Guidebook available while on duty.
 - c. **Hazardous Materials - Effective 8-1-02**, WPRR/PNWR has adopted Genesee & Wyoming Inc. Eastern Code-Hazardous Materials Rules.
 - d. **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. resp.
 - e. **Air Brake-Train Handling - WPRR/PNWR** has adopted Oregon Region Air Brake & Train Handling Rules effective April 1, 2004.
 - f. **Remote Control Operation - Genesee & Wyoming Inc.**, Oregon Region has issued Rules Governing Remote Control Locomotive Operation effective March 12, 2004.
 - g. **On Track Safety - Genesee & Wyoming Inc.**, Oregon Region has issued Rules Governing Roadway Worker Protection; effective May 15, 1997 revised January 1, 2010.

2. **RULE 1.17 - Hours of Service Law:**
Add the following:
 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 hostile locomotives, and other employees who may commingle their regular duties with "covered" service..... Form WPRR002
 - Signal Maintainers..... Form WPRR1002

Revise Part A 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.

3. **RULE 1.40 - Reporting Engine Defects: Add the following:**

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 92 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.

4. **RULE 1.47 - Duties of Trainmen and Enginemen:**
Add the following:
 - 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.

5. **RULE 1.47.1 - Equipment Requiring Special Handling:**
Add 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
 - WPRR 8101 - 8104, side-dumping gondolas:
 Loaded or empty 30 MPH
 - When handled in train, WPRX 1736, RFRX 1001 (Derricks), RRR 5001 (Crane) 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.

6. **RULE 1.47.2 - Train Makeup Restrictions:**
Add 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.

When trailing tons exceeds 3000 tons, do not couple freight cars 80 feet or longer to any car 45 feet or shorter in any train destined to operate over Union Pacific tracks.

7. **RULE 1.48 - Time:**
 Time may be compared by calling the PNWR Albany Train Dispatcher or Union Pacific Time Comparison at (402) 544-4601.

8. **RULE 2.7 - Monitoring Radio Transmissions:**
 PNWR Road Channel 1 (AAR Code 4444) is in service on all districts unless otherwise noted by timetable instructions.

9. **RULE 4.3 - Timetable Characters:**
 The following symbols when placed in column on timetable schedule page indicate:

- | | |
|---------------------------------------|---------------------------------------|
| B-bulletin and general order location | Q-base station radio |
| C-commuter passenger station | S-press-button operated switch |
| G-gate | X-Crossover |
| J-junction of two districts | Y-turning facility (turntable or wye) |
| P-phone | |

10. **RULE 5.5 - Permanent Speed Signs:**
Add the following:
 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.

ALL DISTRICTS - SPECIAL RULES AND INSTRUCTIONS

11. RULE 6.3 - Main Track Authorization:

Add the following:

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

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

Additional symbols in Rule 6.3 column indicate the following:

ATC – Automatic Train Control M1 – Main 1
2MT – Two Main Tracks M2 – Main 2

12. RULE 6.5.2 - Remote Control Locomotive Operation:

Add Rule:

Employees handling equipment in RCL mode must know the track is clear and switches are properly lined ahead of the movement.

13. RULE 6.12 - FRA Excepted Track:

When specific trackage is designated in individual District Special Instructions as FRA Excepted Track, this condition will not apply within 100 feet either side of and over, bridges, nor over public road crossings at grade.

14. 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 by verifying with the train dispatcher or the yardmaster responsible for the Yard Limits where the movement is required 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.

15. RULE 6.21.3 - Unusual Conditions: Emergency Brake Application-

Add 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.

16. RULE 6.21.4 - Unforeseen Track Restriction:

Add 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).

17. RULE 6.21.5 - Foul Time:

Add 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

18. 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 for the distance necessary to complete the inspection, and must be stopped immediately if excessive power is required to start or keep the train moving

When a train experiences an emergency application of air brakes on main track, the location of the train or engine when the emergency application occurred must be reported to the train dispatcher immediately. Train dispatcher will then issue advice per Rule 6.21.3

19. 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 exceed 15 MPH.

20. RULE 6.28 - Movement on Other than Main Track:

Add the following:

Do not exceed 10 MPH unless otherwise indicated by timetable instruction.

ALL DISTRICTS - SPECIAL RULES AND INSTRUCTIONS

21. 6.29.1 Trackside Warning Detectors and Inspections

Add the following:

General Instructions for All Detectors:

A. Required Action

To determine required action at a train defect detector, comply with these general instructions and instructions governing the specific type detector. Some locations have more than one type defect detector in service.

B. Avoid Braking

When possible, avoid braking, stopping or reducing train speed below 10 MPH when approaching or passing detectors. Excessive braking may cause false indications on hot box detectors.

C. Detector Failure

When a "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.

D. Axle Count

When a detector gives an axle count for a defect location, a crew member must:

- Physically count axles from the head end, including locomotive axles, to the indicated axle.
- Inspect indicated axle and all axles on both sides of that car or platform. If no defect is found, inspect 20 axles ahead and 20 axles behind, on both sides of train, from the indicated car or platform.

E. Inspection

The inspection must ensure that:

- Retaining valve is in exhaust position. • Hand brake is fully released.
- Brakes are not sticking.
- Truck bolster is not broken.
- Brake rigging is not down or dragging.
- Lading is not down or dragging between cars.
- Wheels are not broken.
- Lading has not dropped down through container floors or cross members of double stack cars.

When a defect is found that cannot be corrected, set the car out and notify the train dispatcher. Mechanical personnel may inspect and/or repair the car and approve it for movement.

F. Notification

Notify the train dispatcher any time a train defect detector requires the train to stop and inspect for defects.

Train dispatchers and conductors must communicate information relative to inoperative detector or defective car to one another.

G. No AC Power

When detector transmits "No AC Power" message, notify the dispatcher. This is not to be considered a detector failure.

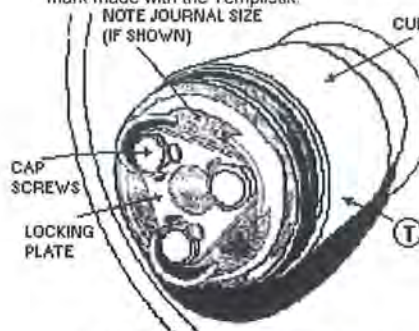
H. Unable to Complete Inspection

If a bridge or other physical characteristic prevents the required inspection, move the train not exceeding 5 MPH, but no further than necessary to make the inspection. Observe movement, especially cars approaching a bridge structure. If any unusual condition is detected, stop movement at once.

I. Hot Box Detectors (HBD)

When a defect is detected:

- Stop the train as soon as the train has cleared the detector and inspect the train for the indicated defect.
- Inspect a car or platform for a hot journal identified by axle count as follows:
 - Train may be moved ahead not exceeding 5 MPH to the location of the indicated defect under the following conditions:
 - Train is not a KEY train.
 - Train is not operating on rails with concrete ties.
 - Indicated axle will not pass over a switch.
 - It is not the second hot box detector activation on the same car.
 - A visual observation of the train indicates no smoke, flame or abnormal amount of dust.
 - The train does not require excessive power to continue movement.
- If a bridge or other physical characteristic prevents the required inspection, move the train not exceeding 5 MPH, but no further than necessary to make the inspection.
 - 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 bearing melts the mark made with the Tempilstik.



T TEMPILSTIK APPLICATION POINT

- If there are no obvious signs of overheating, cautiously place your bare hand on the truck side frame.
- Move your hand toward the roller bearing cap, keeping in mind that any part of this equipment may be extremely hot.
- If you cannot hold your bare hand on the side frame or the roller bearing cap for a few seconds, set out the car.
- If any journal is noticeable warmer than other journals on the car, set the car out.

J. Dragging Equipment Detectors (DED)

When a defect is detected, stop immediately and visually inspect the portion of the train that has passed over detector for dragging equipment as required by existing instructions.

K. Setting out Defective Equipment

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.

ALL DISTRICTS - SPECIAL RULES AND INSTRUCTIONS

22. RULE 6.31 - Maximum Authorized Speed:

Add the following:

Over certain Districts of the railroad, the timetable may prescribe "Psgr" and "Frt" speeds. "Psgr." 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. When only one speed is shown for a given territory, it shall govern all train and engine movements. In the event operative dynamic brake is insufficient to control speed, light engine movements must not exceed 45 mph; except 25 mph on descending grades over one percent.

23. RULE 6.32.1 - Cars Shoved, Kicked or Dropped:

Revise first paragraph to read:

When cars are shoved 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.

24. RULE 6.32.2 - Automatic Warning Devices:

Revise rule entirely to read:

Under any of the following conditions, a movement must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered:

- Movement has stopped within 3,000 feet of the crossing.
- Movement is within 3,000 feet of the crossing and speed has increased by more than 5 MPH.
- Movement is closely following another movement.
- Movement is on other than the main track or siding.

Or

- Movement enters a main track or siding within 3,000 feet of the crossing.

Employees must observe all automatic warning devices and report any that are malfunctioning to the train dispatcher by the first available means of communication. Notify all affected trains as soon as possible. If unable to contact train dispatcher notify Paragon Communications at 1-800-800-2203

If equipped, when the white power-on light on the exterior of the signal house is not lit, or when a strobe light on the exterior of the signal house is flashing, immediately notify the train dispatcher or Paragon Communications.

Where a "STOP" sign is located next to a road crossing, movement must stop at the "STOP" sign.

Movement may proceed only after automatic crossing warning devices have been operating long enough to provide warning and crossing gates, if equipped, are fully lowered. If automatic crossing warning devices fail to operate, movement may enter the crossing only after a crew member is on the ground at the crossing to warn highway traffic.

A. Automatic Warning Devices Malfunctioning

Use the following procedures to properly complete movement over the crossing:

Procedure 1:

Unless otherwise instructed by signal employee in charge, train must stop before occupying the crossing. A crew member must be on the ground at the crossing to warn highway traffic, the train may proceed over the crossing on hand signals from that crew member. When train completely occupies the crossing, proceed at normal speed.

Procedure 2:

Unless otherwise instructed by signal employee in charge, train must approach road crossing prepared to stop. If automatic warning devices are not working comply with Procedure 1.

The train may proceed over the crossing at 15 MPH without stopping if:

- The devices are seen working.
- Instructed by the train dispatcher or track bulletin.

When train completely occupies the crossing, proceed at normal speed.

B. Whistle for Crossing

When notified that automatic warning devices are malfunctioning, sound whistle signal 5.8.2(7) regardless of any prohibition.

25. 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.

26. RULE 7.1 - Switching Safely and Efficiently:

Add the Following:

On tracks where clearance points are indicated, leave equipment within the clearance points.

If clearance point is not indicated or visible, determine the clearance point by standing outside of the rail of adjacent track and extending their arm towards the equipment.

When unable to touch equipment, leave equipment at least an additional 50 feet into the track to ensure equipment is beyond the clearance point.

When Authorized by Supervisor equipment may be left on a:

- Main track, fouling a siding track switch, when the switch is lined for the main track,
- Siding, fouling a main track switch, when the switch is lined for the siding,
- Yard switching lead, fouling a yard track when the switch is lined for the yard switching lead, or
- Industry track beyond the clearance point of the switch leading to the industry.

27. RULE 7.6 - Securing Cars or Engines:

Add the following:

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.

28. RULE 7.7 - Kicking or Dropping Cars:

Revise entire rule to read:

Kicking or dropping cars is not permitted. All couplings shall be controlled, hook and shove-to-rest moves with equipment coupled to working locomotive or motorized track equipment.

29. Rule 8.2 Position of Switches

Add the Following Bullet Point:

- Any information concerning the position of switches and derails must be relayed to and confirmed by the engineer before initiating movement

30. RULE 8.3.1 - Switch Position Awareness:

Add the following:

Train crews who operate in non-signaled 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.

31. RULE 8.14 - Conflicting Movements Approaching Switch:

Add the Following:

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.

32. 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.

ALL DISTRICTS - SPECIAL RULES AND INSTRUCTIONS

33. RULE 8.20 - Derail Location and Position:

Revise third paragraph of rule to read:
All tracks having hand-thrown derails will have derail lined and locked in derailing position, except when derails are placed in non-derailing position to permit movement. Lock all derails equipped with a lock.

34. RULE 9.13.1 – Hand Operation of Dual Controlled Switches
Revise to Read:

- An employee must get permission from the control operator or dispatcher to operate a dual control switch by hand. Operate the switch as follows:
1. Unlock and lift cover to access the manual controls
 2. Rotate the hand crank handle up and seat in the vertical position.
 3. Place the selector lever in the manual "MAN" position (Towards the tracks). It may be necessary to move the hand crank and the selector level simultaneously to engage the gears. *(If the lock indicator shows locked by pointing to N or R and the points are lined for the intended route, proceed to step 7.)*
 4. Rotate the hand crank until the switch is thrown completely. (Approximately 60 turns.)
 5. Continue to turn the hand crank until it gives a strong resistance, followed by a ratchet sound and a gear slip feel.
 6. Confirm that the lock indicator is in the desired position; Normal (N) or Reverse (R) and verify that the switch points are lined for the intended route and secure against the stock rail.
 7. To ensure that the machine is locked, move the control lever to the Neutral (Neu) Position.
 8. In accordance with GCOR 9.13, move the control lever back to the power position after at least one car or locomotive has passed over the switch points. Notify the dispatcher or control operator after power to the switch has been restored.

When the selector lever is in the "MAN" position, signals governing movements over the switch will display "Stop" indication. Notify the engineer, if possible, when the switch is in manual operation and when it has been restored to power operation.

35. RULE 14.12 - Voiding Track Warrants

Add Rule:
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.

36. RULE 15.1.2 - Daily Operating Bulletin

Add Rule:
Daily Operating Bulletins (DOB) are issued as needed and contain Daily Operating Bulletin (DOB) may be issued in lieu of Track Bulletins. DOB's are issued as needed and contain:

- Speed restrictions (Track Bulletin) Form A.
- Protection of men or on-track equipment (Track Bulletin Form B).
- Other unusual conditions (Form C).
 - Each DOB supersedes the previous DOB.
 - Employees must always review the entire DOB for completeness.
 - Additions to DOB's are permitted in accordance with rule 15.7.
 - Deletions to DOB's are permitted in accordance with rule 15.13.1
 - Employees whose duties are affected by a timetable, must have a current copy of the DOB, this DOB can be considered to be in effect for that entire tour of duty.

37. RULE 15.12 - Relief of Engineer or Conductor During Trip

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

38. RULE 15.13.1 – Voiding Line on DOB:

Revise to read:
To void a numbered line on a DOB, a part of a DOB, or an entire DOB, the train dispatcher may do one of the following:

Void the DOB verbally by using one of the following examples:

1. DOB No: _____ District Name: ____ Form Type: _____ and "Line No. ____ reading (quote the line to be voided) is void."
2. "That part of DOB No. _____ District Name: ____ Form Type: _____ and Line No: _____ reading (quote the part to be voided) is void."
3. DOB No: _____ is void."

Employee must repeat the information to the train dispatcher. If correct, the word "VOID" will be entered to indicate that portion is no longer in effect.

AIR BRAKE & TRAIN HANDLING RULES

39. RULE 15 B.

Revise to read:
B. Locomotive Application and Leakage Test
Location Of Test

- Conduct a locomotive air brake test when:
- Making up a locomotive consist.
 - Adding locomotive to a consist.
 - Other than rear locomotive is removed from consist.
 - Locomotive consist is rearranged.
 - Taking charge of a light locomotive or light locomotive consist or
 - Changing operating ends.

Note: Leakage test is not required when changing operating ends.

Procedure for Conducting Locomotive Air Brake Test
Ensure locomotive is properly secured.

It must be ascertained by VISUAL INSPECTION from the ground that brakes function properly throughout each step of this test.

1. With the independent and automatic brake valve handles in RELEASE, apply the independent brake.
2. After observing that the brakes apply on each locomotive, release the independent brakes.
3. When the brakes are released on all locomotives, apply the automatic brakes by making a 10-psi brake pipe reduction.
4. After the brakes apply on all locomotives, actuate and observe that the brakes release.
5. Reduce brake pipe pressure an additional 10 psi to reapply the brakes.
6. Determine that all brakes apply on all locomotives.
7. Cut out the automatic brake.
8. Observe gauges and verify that equalizing reservoir indicates no leakage and that brake pipe leakage does not exceed 5 psi per minute.
9. Move automatic brake valve handle to RELEASE position, and cut in automatic brake.
10. Determine that all brakes release.
11. Move throttle to number two position, move automatic brake handle to emergency position and note that:
 - Brake pipe pressure reduces rapidly to zero;
 - Brake cylinder pressure builds up rapidly and pressure is maintained;
 - PC switch has operated; and
 - Engine RPMs reduce to idle.
12. Move throttle to idle, place automatic brake valve handle to release position and note that the brake pipe pressure is restored to normal and PC switch has reset.

NOTE: Certain locomotives are equipped with a manual PC reset button located on the control stand or on the pedestal below it. When such locomotives are controlling units, the reset button must be pressed to reset the PC.

40. RULE 67: Add the following:

D. Locomotives Not Equipped with Alignment Control Couplers:
SW1200, SW1500, SD7 and other locomotives not equipped with alignment control couplers may be identified on the train list, and are to be placed second in the locomotive consist, one per train when handling cars. Mechanical inspection forces must ensure that coupler swing limiting devices are in place before these units move in freight trains. Coupler swing limiting devices do not make the coupler an alignment control coupler.

41. RULE 71: Add the following:

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.

SAFETY RULES

42. **Add RULE 111 - Locomotive Speed Restrictions:**
SW1200 class switcher units (PNWR 1201) may not exceed 45 MPH.
43. **Add RULE 112 - Locomotive Tonnage Ratings:**
See Locomotive Tonnage Ratings Per Unit - table on back page of time table.
44. **Add 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.
45. **Add 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.

46. **SAFETY 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.
47. **SAFETY RULE 1705**
Change item c to read:
Dismount equipment prior to the time of coupling.
48. **SAFETY RULE 1710**
Add last sentence:
Engineer must acknowledge that "3 step" protection has been established by saying "set and centered".
49. **SAFETY RULE 1754**
Add rule:
Do not operate any handbrake while moving a locomotive in RCL mode.
50. **SAFETY RULE 1802**
Add rule
Do not operate any switches while moving a locomotive in RCL mode.
51. **SAFETY 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.

ALL DISTRICTS SPECIAL RULES AND INSTRUCTIONS

52. SAFETY RULE 1200 (d); 4020 (d); 8020-c Add: High Visibility Work Wear

The objective of this new rule is to promote the use of high-visibility work wear 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 work wear when they are on duty or on the Company property. Such high-visibility work wear must be worn as the outermost layer of clothing.

- (a) High-visibility work wear 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 work wear must be reported immediately to your supervisor and replaced before reporting for duty.
- (d) Exceptions:
 1. High-visibility work wear is not required when you are in these locations:
 - Lunchroom;
 - Locker room;
 - Inside vehicles;
 - Inside railway passenger cars or on passenger platforms;
 - Inside locomotive cabs; or
 - Offices.

Accommodations for unusual conditions.

Mechanical Safety Rules

53. Rule 4214 Paragraph (B) Sub-Paragraph (b) Section (3) Part (2).

That part reading:

The locomotive must not impact or couple to a locomotive on which a blue signal is displayed.

Revise to read:

The locomotive must not impact, couple to or uncouple from a locomotive or locomotive consist on which a blue signal is displayed

54. GLOSSARY: - Add:

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

DMU – A Diesel Multiple Unit self-propelled railroad passenger car.

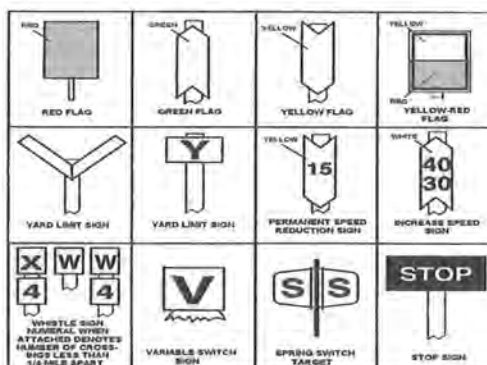
55. Abbreviations

Add the following:

BD,SL	Bridge Detector, Signal Light
BD, T	Bridge Detector, Talking
DED	Dragging Equipment Detector
DED+	Dragging Equipment Detector with wheel counter
HBD	Hot Box Detector
HBD+DED	Hot Box Detector with Dragging Equipment Detectors
RMM	Roadway Maintenance Machine

56. Roadway Signs

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



BEGIN CTC	BEGIN ATC	BEGIN TWC
END CTC	END ATC	END TWC

57. Speed Table

SPEED TABLE-FOR INFORMATION ONLY					
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.	
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

58. Locomotive Tonnage Rating

Locomotive Tonnage Ratings Per unit	GP-39, GP-40, SD-7, SD-9, GP-9, switchers		
	SD-40, SD-45	Slugs	
Wrens-Summit (westward)	1680 dry 1480 wet	1250 dry 1100 wet	930 dry 825 wet
Nashville-Summit (eastward)		1000 dry 800 wet	750 dry 600 wet
Independence – Corvallis Jct. (eastward and westward)		2000	1500
Springbrook – Rex (eastward)		1200	900
Sherwood-Rex (westward)		1200	1050
Tualatin – Wilsonville (westward)	3000	2100	1500
United Jct. – Tunnel Spur (westward)		1400 dry 1150 wet	1000 dry 820 wet
Non-Grade Territories	6500	4000	1500

This table is intended 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 rail condition must also be taken into consideration.

SPECIAL RULES AND INSTRUCTIONS - ALL DISTRICTS

ADDITIONS AND CHANGES TO GENERAL CODE OF OPERATING RULES PERTAINING TO CTC AND ATC/ACS OPERATION.

101. Rule 6.4.1 - Permission for Reverse Movements:

Add the following:

When necessary a train may change directions without a valid cab signal providing:

1. The train has been brought to a stop.
2. The train dispatcher has given the crew permission to make a reverse move.
3. The No Code / EOB Proceed button has been pressed and the NCP counter reading recorded.

102. Rule 6.5 - Handling Cars Ahead of Engine:

Add the following to the first paragraph:
and:

1. The train has been brought to a stop.
2. The train dispatcher has given the crew authority.
3. The No Code / EOB Proceed button has been pressed and the NCP counter reading recorded.

103. Rule 10.1 - Authority to Enter CTC Limits:

Change the second bulleted section to read:

- Verbal authority is granted as follows:
 - a) The control operator/train dispatcher authorizes movement past a Stop indication under Rule 9.12.1 (CTC Territory).
 - b) The control operator/train dispatcher authorizes the train to enter tracks between block signals by stating, "(Train) at (location) has authority to enter (track) and proceed (direction)." After entering the track, the train is authorized to move only in the direction specified. Refer to Rule 17.9.1
- Or
- c) The control operator/train dispatcher grants track and time under Rule 10.3 (Track and Time).

104. Rule 13.1.4 - Cab Signals Cut In and Out:

Paragraph 1 and 2 do not apply.

105. Rule 13.2.2 - Favorable to More Restrictive:

Change to read:

When a cab signal changes to a more restrictive indication, the engineer must comply promptly with the indication received.

Acknowledging Restrictive Indication

When a cab signal changes to a more restrictive indication, the engineer must reduce the train speed to the new target speed while keeping the Time to Penalty (TTP) from reaching zero.

Penalty Brake Application Occurs

If the TTP reaches zero a penalty brake application will result. When this occurs, the engineer must do the following:

- Notify the train dispatcher and be governed by their instructions.
- After the train has stopped follow the penalty recovery procedure
- Refer to ABTH rules

106. Rule 13.2.3 - Elimination of Audible Indicator:

This rule does not apply unless designated in the timetable.

107. Rule 17.7.2 - ATC Motion Light:

This rule does not apply unless designated in the timetable.

108. Rule 17.3 - Cut In and Cut Out Requirements:

Change to read:

The ATC /ACS system must not be cut out unless authorized by the train dispatcher.

A. Cutting in ATC/ACS

To cut in ATC:

1. Turn on the ATC/ACS system.
2. Check that the ATC/ACS cutout switch is in the Cut In position and the seal is intact.
3. Conduct the departure test per Rule 17.4.1

B. Cutting Out ATC/ACS

To cut out ATC:

1. Obtain approval from the dispatcher
2. Break the seal and place the cut out switch in the "Cut Out" position.

C. Automatic Cut In

The entrance of ATC/ACS territory is marked by a "Begin ATC" sign.

1. Upon passing the Begin ATC sign the crew must observe a valid EDU/CDU indication other than Freight Non Cab.
2. If the ATC/ACS system fails to activate the train must be stopped immediately and the defect reported to the train dispatcher.

109. Rule 17.4 - Departure Test Requirements:

Revise the rule with this rule to read:

17.4.1 - A departure test is required:

- Before entering ATC/ACS territory, or
- When the ATC/ACS is cut in after being cut out within ATC/ACS territory

The employee that performs the ATC/ACS departure test at an outlying point must complete the ATC/ACS Test Form, place it in the inspection holder of the locomotive, and notify the train dispatcher.

The departure test must determine that:

- The ATC/ACS System is operative and cutout switch is in the ATC/ACS cut in position and is properly sealed.
- The Audible Alarm is operable.

17.4.2 - Records of ATC/ACS and ATS tests:

- Must be retained for 92 days.
- Must be placed in the engine cab.

At points where engineers are required to perform ATC/ACS departure tests, engineers must complete the form, place it in the inspection holder of the engine, and notify the train dispatcher. Crew members are not to remove this form unless specifically instructed to do so.

The train dispatcher, unless instructed otherwise, must record the date, time, and location, locomotive number and name of the employee.

110. Rule 17.9.1 - Advancing With No Cab Signal:

When necessary a train may proceed without a valid cab signal providing:

1. The train has been brought to a stop.
2. The dispatcher has given the crew authority.
3. The No Code / EOB Proceed button has been pressed and the NCP counter reading recorded.

111. Rule 17.9.2 - Advancing on a Red Signal:

When necessary a train may proceed after coming to a stop under an End of Block EOB code providing:



1. The dispatcher has given the crew authority.
2. The No Code / EOB Proceed button has been pressed and the NCP counter reading recorded.

112.

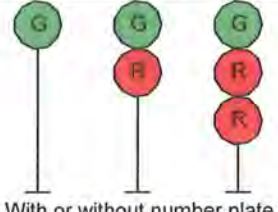
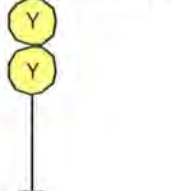
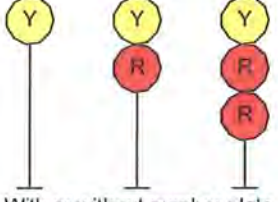
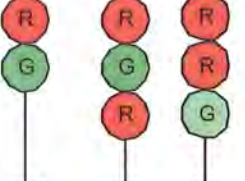

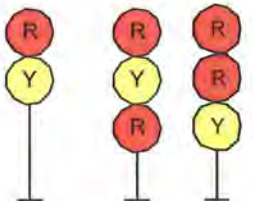
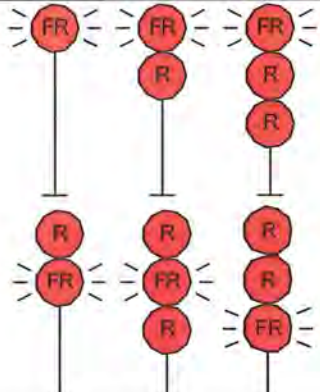
Add to Glossary:

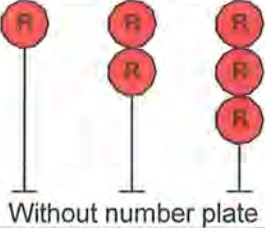
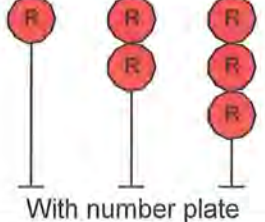
<p>WCS</p> <p>EOB</p> <p>End of Block Proceed</p> <p>Freight Non-Cab</p> <p>No Code Proceed</p> <p>Target Speed</p> <p>Time To Penalty</p> <p>CDU</p> <p>EDU</p> <p>EOB</p> <p>EOBP</p> <p>FNC</p> <p>NCP</p> <p>TTP</p>	<p>Wayside Communications System; General Electric Train to Wayside Communications System in CTC territory.</p> <p>A downgrade in indication where the target speed is zero.</p> <p>A mode of operation available to a train at stop, where with train dispatcher authorization an engineer is allowed to move a train in ATC territory while the cab signal equipment is receiving EOB.</p> <p>A mode of operation in which train movement is allowed in a non-cab signal territory.</p> <p>A mode of operation available to a train at stop, where with dispatcher authorization an engineer is allowed to move a train in ATC territory while the cab signal equipment is not receiving a valid signal.</p> <p>The speed limit that the train is required to attain. The target speed may be exceeded during a downgrade as long as the train has not met a greater than zero target speed or TTP is not zero.</p> <p>The time that the engineer has to reduce the train speed to the target speed with out activating a penalty brake application.</p> <p>Conductor Display Unit</p> <p>Engineer Display Unit</p> <p>End of Block</p> <p>End of Block Proceed</p> <p>Freight Non-Cab</p> <p>No Code Proceed</p> <p>Time To Penalty</p>
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113. Rule 9.1 - Distant Signals - Aspects and Indications:

Name	Aspect	Indication
<p>Distant Signal Clear 9.1.1</p>		<p>Proceed.</p> <p>If train or engine is delayed between Distant Signal Clear and block, interlocking signal or switch point indicator, it must proceed prepared to stop short of next signal or switch point indicator.</p>
<p>Distant Signal Approach 9.1.2</p>		<p>Proceed prepared to stop before any part of train or engine passes the next signal.</p>

114. Rule 9.1 - Block and Controlled Signals - Aspects and Indications:

Name	Aspect	Indication
Clear 9.1.3	 <p>With or without number plate</p>	Proceed.
Approach Diverging 9.1.6	 <p>With or without number plate</p>	Proceed prepared to advance on diverging route at next signal at prescribed speed through turnout.
Approach 9.1.8	 <p>With or without number plate</p>	<p>Proceed prepared to stop before any part of train or engine passes the next signal.</p> <p>Freight trains exceeding 30 MPH must immediately reduce to 30 MPH. Passenger trains exceeding 45 MPH must immediately reduce to 45 MPH.</p>
Diverging Clear 9.1.9		Proceed through diverging route not exceeding prescribed speed through turnout.
Diverging Advance Approach 9.1.11		Proceed through diverging route prepared to stop at a second signal, not exceeding prescribed speed through turnout.
Diverging Approach 9.1.12		<p>Proceed on diverging route at prescribed speed through turnout prepared to stop before any part of train or engine passes the next signal.</p> <p>Freight trains exceeding 30 MPH must immediately reduce to 30 MPH. Passenger trains exceeding 45 MPH must immediately reduce to 45 MPH.</p>
Restricting 9.1.13		Proceed at restricted speed.

Name	Aspect	Indication
Stop 9.1.15	 <p>Without number plate</p>	Stop before any part of train or engine passes the signal.
Stop and Proceed 9.1.16	 <p>With number plate</p>	Stop before any part of the train or engine passes the signal. Proceed at restricted speed only after receiving instruction from the dispatcher.

115. Rule 13.4 - Automatic Cab Signals – Names and Indications.

Name	Target Speed	Indication
Clear Commuter 60 9.1.19	60	Proceed. Proceed at prescribed speed not to exceed 60 MPH
Clear Commuter 50 9.1.20	50	Proceed. Proceed at prescribed speed not to exceed 50 MPH
Clear 40 9.1.21	40	Proceed. Proceed at prescribed speed not to exceed 40 MPH
Clear 30 9.1.22	30	Proceed. Proceed at prescribed speed not to exceed 30 MPH
Clear Commuter 20 9.1.23	20	Proceed. Proceed at prescribed speed not to exceed 20 MPH
EOB 9.1.24	00	Stop while observing TTP Observe Time To Penalty while stopping before the next signal.
Yard Commuter 9.1.25	15	YARD Proceed at restricted speed not to exceed 15 MPH.
Freight Non Cab 9.1.26	--	NON CAB Leaving ATC territory.