

SAFETY FIRST

**CENTRAL OREGON AND
PACIFIC RAILROAD**

TIMETABLE NO. 10



**EFFECTIVE 0001
PACIFIC DAYLIGHT SAVINGS TIME
SUNDAY, May 14, 2006**

**STEVEN L. HEFLEY
GENERAL MANAGER**

**GENERAL OFFICE
333 S.E. MOSHER
ROSEBURG, OR 97470**



a RailAmerica Company

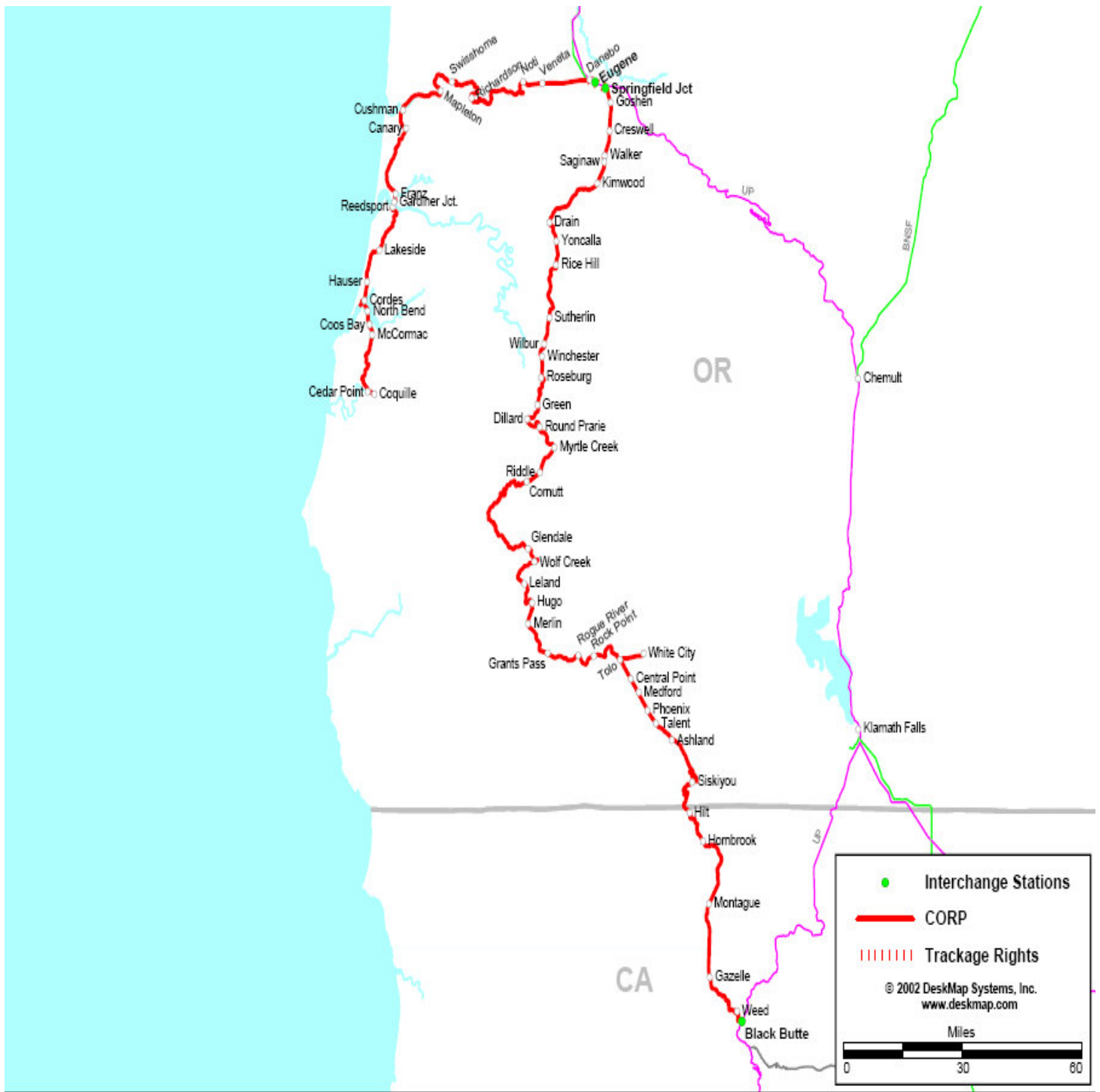
Company Officers	
Name	Title
Gene Shepard	Regional Vice President
Bob Jones	Assistant Regional Vice President
Steve Hefley	General Manager
John Bullion	Assistant General Manager
Shannon Nugent	Trainmaster (Roseburg)
Joe Walker	Trainmaster (Roseburg)
Matt Shaw	Trainmaster (Medford)
Anthony Foster	Trainmaster (Eugene)
Doug Bratton	Chief Mechanical Officer
Mike Riley	Assistant General Manager of Engineering
Craig Kelsey	Road Master
Don D.Taylor	Transportation Supervisor
Kathy Bailey	Office Manager
Mark Wohlers	Regional Office Manager
Jim Becker	Regional Mgr. – Safety / Operating Practices

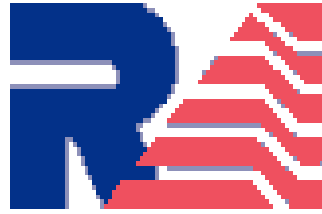
EMERGENCY TELEPHONE NUMBERS

Coos Bay Subdivision First Response Telephone Numbers			
MP	Contact	Non - Emergency	Emergency
785.5 – 750.0	Coos County Sheriff's Office	(541) 396-2106	Same or 911
750.0 – 721.3	Douglas County Sheriff's Office	(541) 440-4471	Same or 911
721.3 – 652.0	Lane County Sheriff's Office	(541) 687-4150	Same or 911

Roseburg Subdivision First Response Telephone Numbers			
MP	Contact	Non - Emergency	Emergency
645.1 – 621.0	Lane County Sheriff's Office	(541) 687-4150	Same or 911
621.0 – 504.0	Douglas County Sheriff's Office	(541) 440-4471	Same or 911
504.0 – 468.0	Josephine County Sheriff's Office	(541) 474-5123	(541) 474-5115 or 911
468.0 – 440.7	Jackson County Sheriff's Office	(541) 776-7132	(541) 776-7208 or 911

Siskiyou Subdivision First Response Telephone Numbers			
MP	Contact	Non - Emergency	Emergency
440.7 to 405.0	Jackson County Sheriff's Office	(541) 774-6800	(541) 776-7208 or 911
Gold Hill, Oregon	Gold Hill Police Department	(541) 776-7206	911
405.0 to 349.0	Siskiyou County Sheriff's Office	(530) 841-2908	(530) 841-2900 or 911





RailAmerica, Inc. Core Values

- 1. Safety -- Safety must always come ahead of production**
- 2. Our Employees -- Our Employees are individually and collectively important and are to be treated with respect and dignity**
- 3. Superior Customer Service -- Superior Customer Service is essential to our growth and profitability**
- 4. Successful Local Management -- Successful Local Management of our railroads is key to our success as a corporation**
- 5. Our Shareholders -- Our Shareholders deserve our best efforts**

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TIMETABLE CHARACTERS

- A** - Automatic Interlocking
- O** - General Orders, General Notices
- C** - Standard Clock
- B** - Radio Base Station
- T** - Wye (Turning Facility)
- Y** - Yard Limits
- X** - Railroad Crossing At Grade
- D** - Hot Box and Dragging Equipment
Detector equipped with verbal indicator
- M** - Manual Interlocking
- G** - Gate – Normal Position Against Conflicting Route
- g** - Gate – Normal Position Against
This Route
- J** - Junction with another Railroad

COOS BAY SUBDIVISION						
	LENGTH OF TRACK IN FEET	MILE POST LOCATION	STATION	STATION NUMBER	METHOD OF OPERATION	
N O R T H W A R D ↓	1500 Auxiliary Track	785.6	COQUILLE 16.9	Y	03340	TRACK WARRANT CONTROL
	YARD	768.9	COOS BAY 3.3	OTY	03300	
	YARD	765.6	NORTH BEND 2.6	MY	03230	
	2500 Siding	763.0	CORDES 3.7	Y	03220	
	2980 Auxiliary Track	759.3	HAUSER 18.9	Y	03210	
	2480 Auxiliary Track	740.4	REEDSPORT 1.6	MY	03195	
	2376 Auxiliary Track	738.8	GARDINER JCT. 17.5	Y	03185	
		721.3	CANARY 6.3		03170	
	4520 Siding	715.0	WENDSON 6.0		03160	
	1500 Auxiliary Track	709.0	BECK 3.7		03155	
	4680 Siding	705.3	MAPLETON 53.7	O	03150	
	3160 Auxiliary Track	651.6	DANEBO	Y	03105	
					S O U T H W A R D ↑	

**COOS BAY SUBDIVISION
SPECIAL INSTRUCTIONS**

1. **MAXIMUM AUTHORIZED SPEED**

	MP 652 – MP 665	25 MPH
	MP 665 – MP 758	20 MPH

2. **PERMANENT SPEED RESTRICTIONS**

MP 785.5 to MP 762.6 (Structure).....	10 MPH
MP 751.3 to MP 751.2 (Tunnel 21).....	10 MPH
MP 741.7 (Trestle).....	10 MPH
MP 740.6 to MP 739.6 (Bridge).....	10 MPH
MP 733.0 to MP 730.5 (Trestle).....	10 MPH
MP 728.0 to MP 727.7 (Tunnel 17).....	10 MPH
MP 721.2 to MP 720.7 (Tunnel 16 – 15).....	10 MPH
MP 717.1 to MP 716.4 (Trestle – Bridge).....	10 MPH
MP 678.4 (Bridge).....	10 MPH
MP 671.4 to MP 667.4 (Tunnel 13).....	10 MPH
MP 668.3 Vaughn – (Willamette Industries Tracks).....	5 MPH
MP 656.0 to MP 655.0 (Sink).....	10 MPH
MP 652.0 to MP 648.4 (U.P. Yard).....	10 MPH

3. MAIN TRACK AUTHORIZATION

Coquille to MP 758.0.....	Yard Limits
MP 758.0 to MP 741.0.....	TWC
MP 741.0 to MP 737.0.....	Yard Limits
MP 737.0 to MP 652.0.....	TWC
MP 652.0 to end of CORP Main Track.....	Yard Limits

4. JOINT OPERATIONS

Union Pacific

CORP trains and engines may occupy the Coos Bay main and yard tracks at Eugene, after receiving permission from the U.P. Yard Office and U.P. Footboard Yard Master. The Eugene Yard Office may be reached on AAR Channel 14 – 14. The Eugene Footboard Yard Master may be reached on AAR Channel 20 – 20, AAR Channel 24 – 24 or AAR Channel 88 – 88.

Portland and Western

CORP trains and engines may occupy the Interchange Track and Yard Tracks at Eugene after communicating with the Portland and Western Crew on AAR Channel 49 – 49.

5. RAILROAD CROSSINGS AT GRADE AND JUNCTIONS

MP 769.3 Track 3854 and 3853 cross over Main Track.

6. INDUSTRIAL SPURS

P-3960	Coquille	Roseburg Forest	P-3683	Cordes	Weyerhaeuser
P-3951	Hayden	W. Coast Truck	P-3682	Cordes	Weyerhaeuser
P-3860	McCormac	A.L. Pierce	P-3681	Cordes	S. Port Lumber
P-3857	McCormac	GP Hardboard	P-3680	Cordes	North Spit Spur
P-3856	McCormac	Geo. Pacific	P-3678	Cordes	RFP Chip
P-3854	McCormac	Geo. Pacific	P-3673-A	Cordes	RFP Log
P-3853	McCormac	Geo. Pacific	P-3676	Cordes	RFP Chip
P-3852	McCormac	G.P. Chip	P-3673	Cordes	Coos Sand
P-3855	Coos Bay	Coos Bay Dock	P-3668	Hauser	Durawood
P-3850-A	Coos Bay	Ketchikan Pulp	P-3655	Reedsport	Empire Gas
P-3850	Coos Bay	Glenbrook Nickel	P-3649	Reedsport	American Bridge
P-3842-A	Coos Bay	Geo. Pacific	P-3651	Gardner Jct	Westwood Lumber
P-3842	Coos Bay	Thomas & Sons	P-3631	Beck	Heli-Jet
P-3841	Coos Bay	Pig Track	P-3622	Siuslaw	Murphy Lumber
P-3807	Coos Bay	Central Dock	P-3621	Swisshome	American Lam.
P-3760	North Bend	Ferrell Gas	P-3611	Vaughn	Willamette Ind.
P-3755-B	North Bend	Crown Pacific	P-3610	Vaughn	Willamette Ind.
P-3755-A	North Bend	Ocean Terminal	P-3609	Noti	Swanson Superior
P-3735	North Bend	Amerigas	P-3608	Noti	Swanson Bros.
P-3730	North Bend	Weyerhaeuser			

7. FRA EXCEPTED TRACK

Between MP 769.0 and MP 785.5

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

Vaughn – All tracks except Coos Bay Main Track

8. RADIO CHANNEL INSTRUCTIONS

RAILROAD		AAR CHANNEL	CHANNEL #
Dispatch	Hauser - Coquille	53 – 12	7
Trains	Hauser - Coquille	12 – 12	8
Dispatch	Hauser - Eugene	65 – 22	9
Trains	Hauser - Eugene	22 – 22	10
U.P. Yard Office	Eugene	14 – 14	1
U.P. Footboard	Eugene	20 – 20	13
U.P. Footboard	Eugene	24 – 24	11
U.P. Footboard	Eugene	88 – 88	12
Portland	Eugene	49 - 49	
Western			

9. SPECIFIC SWITCH INSTRUCTIONS

None

10. DEFECT DETECTOR LOCATIONS

LOCATION	TYPE
MP 752.1	F1
MP 720.3	F1
MP 705.1	F1
MP 680.1	F1
MP 657.2	F1

11. LOCATIONS NOT LISTED AS STATIONS

None

12. OTHER SPECIFIC INSTRUCTIONS

A. DRAWBRIDGES:

INTERLOCKED:

North Bend, MP 763.6

Reedsport, MP 739.6

NON-INTERLOCKED:

Suislaw River, MP 716.4

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

B. CORDES:

Horsefalls Rd., MP 763.2. After stopping at the stop signs make sure gates are down and traffic clear before proceeding.

C. IMPAIRED SIDE CLEARANCE, RULE 1.20:

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

D. Multi – level auto carriers must not be handled.

ROSEBURG SUBDIVISION						
	LENGTH OF TRACK IN FEET	MILE POST LOCATION	STATION	STATION NUMBER	METHOD OF OPERATION	
N O R T H W A R D ↓	YARD	441.8	MEDFORD BOY 8.4	04200	ABS/TWC	S O U T H W A R D ↑
	3858 Auxiliary Track	450.2	TOLO TY 14.7	04125		
	2579 Auxiliary Track	464.9	ROGUE RIVER 9.0	04110		
	5493 YARD	473.9	GRANTS PASS OTY 8.6	04100		
	1845 Auxiliary Track	482.5	MERLIN 4.9	04070		
	4200 Auxiliary Track	487.4	HUGO 6.7	04065		
	3366 Auxiliary Track	494.1	LELAND 13.8	04060		
	3100 Auxiliary Track	507.9	GLENDALE Y 32.4	04050	TWC	
	2023 Auxiliary Track	540.3	CORNUTT 3.9	04045	ABS/TWC	
	3080 Auxiliary Track	544.2	RIDDLE 5.1	04040		
	1830 Auxiliary Track	549.3	WEAVER 5.6	04035		
	4461 SIDING	554.9	DOLE 7.1	04025		
	2935 SIDING	562.0	DILLARD Y 10.6	04015		
	YARD 5650	572.6 579.0	ROSEBURG CBOY 7.4	04000		
	Auxiliary Track					
			1.4			
	3078 SIDING	581.4	WILBUR 5.0	03670		
	4615 SIDING	586.4	SUTHERLIN 2.7	03665		
	2380 SIDING	589.1	OAKLAND 8.4	03660		
	2935 SIDING	597.5	RICE HILL 6.2	03655		
3405 SIDING	603.7	YONCALLA 9.5	03650			
3092 SIDING	612.2	SAFLEY 3.4	03635			

ROSEBURG SUBDIVISION CONT.						
	LENGTH OF TRACK IN FEET	MILE POST LOCATION	STATION		STATION NUMBER	METHOD OF OPERATION
N O R T H W A R D ↓	4180 SIDING	621.9	DIVIDE 3.1		03620	ABS/TWC
	2105 SIDING	625.0	LATHAM 1.5		03610	
	2820 SIDING	626.5	COTTAGE GROVE 4.1		03605	
	3249 SIDING	630.6	WALKER 4.9		03525	
	3137 SIDING	635.5	CRESWELL 8.8		03520	
		642.0	SPRINGFIELD JCT.	TYJ	03510	
					S O U T H W A R D ↑	

**ROSEBURG SUBDIVISION
SPECIAL INSTRUCTIONS**

- 1. MAXIMUM AUTHORIZED SPEED..... 25 MPH**

- 2. PERMANENT SPEED RESTRICTIONS**
 - MP 457.1 to MP 456.5 (Bridge).....10 MPH
 - MP 490.5 to MP 496.0.....20 MPH
 - MP 502.8 to MP 503.4.....10 MPH
 - MP 504.0 to MP 504.3.....20 MPH
 - MP 508.3 to MP 512.0.....20 MPH
 - MP 512.0 to MP 539.0.....10 MPH
 - MP 539.0 to MP 582.3.....20 MPH
 - MP 609.0, Track 5980 (Drain Emerald Lead).....5 MPH
 - MP 609.0 to MP 619.5.....20 MPH

- 3. MAIN TRACK AUTHORIZATION**
 - MP 441.8 to MP 451.0..... Yard Limits/ABS
 - MP 451.0 to MP 471.0..... ABS/TWC
 - MP 471.0 to MP 475.0..... Yard Limits/ABS
 - MP 475.0 to MP 507.0..... ABS/TWC
 - MP 507.0 to MP 509.0..... Yard Limits/ABS
 - MP 509.0 to MP 558.7..... ABS/TWC
 - MP 558.7 to MP 563.0..... Yard Limits/ABS
 - MP 563.0 to MP 569.5..... ABS/TWC
 - MP 569.5 to MP 575.0..... Yard Limits/ABS
 - MP 575.0 to MP 642.0..... ABS/TWC
 - MP 642.0 to MP 644.3..... Yard Limits/ABS

- 4. JOINT OPERATIONS**
 - U.P. Track Warrants and Track Bulletins for movement between Eugene Yard and Springfield Jct. will be obtained at the U.P. Yard Office, Eugene.
 - U.P. General Orders and Notices may be reviewed at the U.P. Yard Office, Eugene.

- 5. RAILROAD CROSSINGS AT GRADE AND JUNCTIONS**
 - None

6. INDUSTRIAL SPURS

P-4147	Spfd.-Jct.	Farwest Steel	P-6465	Riddle	D.R. Johnson Log
P-4149	Spfd.-Jct.	Farwest Steel	P-6467-A	Riddle	D.R. Johnson
P-4187-A	Spfd-Jct	Williams Bakery	P-6467-B	Riddle	Riddle Laminators
P-4187-B	Spfd-Jct	Williams Bakery	P-6468	Riddle	Green Diamond
P-4188	Spfd. Jct.	Pac-West	P-6469	Riddle	Green Diamond
P-4189	Spfd.-Jct.	Pac-West	P-6472	Riddle	RFP Logs
P-5902	Goshen	Bonneville Power	P-6472-A	Riddle	Herbert Lumber
P-5903	Goshen	Cone Lumber	P-6479	Riddle	Roseburg Forest
P-5904	Goshen	Goshen Re-load	P-6485	Riddle	Roseburg Forest
P-5916	Creswell	Bald Knob	P-6486	Riddle	Roseburg Forest
P-5924	C. Grove	Westwood	P-6490	Cornutt	Green Diamond
P-5927	C. Grove	Willamette Ind.	P-6490-A	Cornutt	Schnitzer Steel
P-5927-A	C. Grove	High Cascade	P-6514	Glendale	Superior Lumber
P-5949	C. Grove	Weyerhauser	P-6528	Glendale	Superior Lumber
P-5951	C. Grove	Weyerhauser	P-6550	Wolf Creek	Pierre
P-5957	C. Grove	Weyerhauser	P-6756	Merlin	Caveman Lumber
P-5971	Drain	Great N. Bark	P-6760-A	Merlin	South Coast
P-5976-A	Drain	International Paper	P-6766	Merlin	Blu Star Gas
P-5976-B	Drain	West Helicopter	P-6708	Gr. Pass	Hambro Forest
P-5980	Drain	Emerald Forest	P-6712	Gr. Pass	Diamond Ind.
P-5984	Drain	Amer. Laminators	P-6742	Gr. Pass	Whites
P-5985	Drain	Emerald Forest	P-6803	Gr. Pass	G.P. Hardwood
P-5997	Yoncalla	Jim Thorpe Lumber	P-6829	Gr. Pass	Timber Products
P-6022	Sutherlin	Murphy Plywood	P-6835	Gr. Pass	Lew Merrill
P-6045	Sutherlin	Glide Lumber	P-6838	Gr. Pass	Suburban Propane
P-6050	Wilber	West Helicopter	P-6839	Gr. Pass	Spaulding
P-6050-A	Wilber	Sure Crop Farm	P-6841	Gr. Pass	Montana Timbers
P-6053	Wilber	Alcan Cable	P-6854	Rogue Riv.	Panel Products
P-6054	Wilber	Weyerhauser	P-6857	Gold Hill	Magma Gold
P-6055	Wilber	DC CO-OP	P-7255	Tolo	Superior Lumber
P-6060	Roseburg	Do-Able	P-7255-A	Tolo	Or. Specialty Timb.
P-6066	Roseburg	Douglas County	P-7249-E	Central Pt.	CO-OP
P-6068	Roseburg	Douglas County	P-7110-A	Medford	Sabroso
P-6070	Roseburg	Douglas County	P-7110-B	Medford	Crystal Springs
P-6075	Roseburg	Keller Lumber	P-7120	Medford	Naumes/Tank
P-6080	Roseburg	Ferrell Gas	P-7125	Medford	Naumes
P-6109	Roseburg	West Helicopter	P-7125-A	Medford	Beaver State Fish
P-6109-A	Roseburg	Steel Outlet	P-7126	Medford	Naumes
P-6109-B	Roseburg	Malcolm	P-7128	Medford	Sabroso
P-6126	Roseburg	Suburban Propane	P-7138	Medford	Oregon Pear
P-6403	Green	Lone Rock	P-7145	Medford	Shoscr
P-6404	Green	Sun Studs	P-7146	Medford	Shoscr
P-6410	Green	Roseburg Forest	P-7146-A	Medford	Harry & David
P-6412-A	Green	Nordic	P-7146-B	Medford	Hays Oil
P-6415	Green	McGovern Metal	P-7153	Medford	Jacper
P-6418	Dillard	Hoover	P-7157	Medford	Modoc Orchard
P-6421	Dillard	Willamette Ind.	P-7163	Medford	Reter Fruit
P-6421-A	Dillard	West Helicopter	P-7201	Medford	Familian Pipe
P-6422-A	Dillard	Reforestation	P-7208-A	Medford	Naumes
P-6424	Dillard	RFP Chip	P-7210	Medford	Timber Products
P-6425	Dillard	RFP Logs	P-7229	Medford	Van Gas
P-6426	Dillard	RFP Lum/Ply	P-7229-A	Medford	SouOre
P-6427	Dillard	RFP Lum/Ply	P-7230	Medford	NW Grocery
P-6429	Dillard	RFP Particle Board	P-7232	Medford	NW Grocery
P-6430	Dillard	RFP LPG	P-7234	Medford	Van Gas
P-6431	Dillard	RFP Particle Board	P-7236	Medford	Medite
P-6440	Dole	Umpqua Lumber	P-7239	Medford	Farwest Steel
P-6460	Riddle	D.R. Johnson	P-7241	Medford	Boise Cascade
P-6462	Riddle	C&D Lumber	P-7243	Medford	Boise Cascade
P-6463	Riddle	Herbert Lumber	P-7244	Medford	Boise Cascade

7. FRA EXCEPTED TRACK

Grants Pass	Yard Tracks	6802, 6807, 6702, 6706.
Glendale	Tracks	6512, 6516, 6518.
Medford	Yard Tracks	7201, 7202, 7203, 7206, 7207

8. RADIO CHANNEL INSTRUCTIONS

RAILROAD		AAR CHANNEL	CHANNEL #
UP	Eugene	14 – 14	1
UP	UP Footboard	20 – 20	13
UP	UP Footboard	24 – 24	11
UP	UP Footboard	88 – 88	12
Dispatch	Eugene – Rice Hill	65 – 22	9
Trains	Eugene – Rice Hill	22 – 22	10
Dispatch	Rice Hill – Medford	55 – 08	5
Trains	Rice Hill – Medford	08 – 08	6

9. SPECIFIC SWITCH INSTRUCTIONS

Tolo MP 450.2:

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

Riddle, MP 542.2, Track 6485, LVL Track:

Derail is equipped with a Roseburg Forest Products lock.

Dillard, MP 562.0:

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

Roseburg, MP 572.6:

Switch 6104 may be left lined & locked toward track 6101 and derail & switch at south end of track 6101 may be left lined & locked for movement to Main Track prior to the arrival of South bound trains to minimize delays at public crossings.

Springfield Jct., MP 644.3, Rule 8.8:

Wye switches are equipped with U.P. locks.

Eugene Locomotive Facility:

Tracks 49, 50 and 51 at Eugene Roundhouse and service track 1 and 2 from a point 300' south of switch #501 northward to and including the sanding facility are designated as Locomotive Maintenance tracks. Tracks 49, 50 and 51 are maintained by CORP MOW.

10. DEFECT DETECTOR LOCATIONS

LOCATION	TYPE	LOCATION	TYPE
MP 452.8	F1	MP 575.2	F1
MP 463.0	E1 – E2	MP 583.0	E1 – E2
MP 475.0	F1	MP 591.0	F1
MP 482.8	E1 – E2	MP 602.2	E1 – E2
MP 492.0	F1	MP 623.3	E1 – E2
MP 498.7	E1 – E2	MP 641.6	F1
MP 509.8	E1 – E2		
MP 516.5	F1		
MP 522.3	E1 – E2		
MP 538.0	F1		
MP 542.7	E1 – E2 – F2		
MP 563.0	E1 – E2		

11. LOCATIONS NOT LISTED AS STATIONS

NONE

12. OTHER SPECIFIC INSTRUCTIONS

A. BLOCK SIGNALS EQUIPED WITH "P" PLATES:

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

B. LEAVING CARS UNATTENDED:

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

Rail skids are located at the north and south end at Divide, Rice Hill, Leland, Hugo, and at the north end of Merlin. When picking up cars at these locations, the skid must be replaced under car or hung on post and locked. If rail skid is found to be missing, dispatcher must be notified immediately and cars must not be left unattended unless permission is obtained from the proper authority.

Merlin, MP 482.5, Charging Necessary Air Brakes, Rule 7.11:

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

Divide, MP 621.9, Rule 6.32.6:

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

Latham, MP 625.0, Rule 6.32.4:

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

Cottage Grove, MP 626.5:

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

Walker, MP 630.6:

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

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

Dillard, MP 562.0, Tracks 6434 and 6435:

When cars are left unattended a sufficient number of hand brakes must be set on each end of cut, to prevent movement should the hand brakes on the opposite end be released.

C. EUGENE YARD

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

D. IMPAIRED SIDE CLEARANCE, RULE 1.20:

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

Riddle, MP 544.2:

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

MP 579.3, Do-Able, Track 6060:

Impaired clearance from road crossing to end of track with impairments on the west side of track, 300' past north entrance of building and at a point 39' past the first impairment also on the west side of track.

MP 634.9, Bald Knob:

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

E. MAXIMUM TONNAGE RATINGS:

TERRITORY	GP38	GP40	SD40	SLUG
Eugene to Roseburg	850	1000	1300	1000
Roseburg to Grants Pass	750	800	1200	800
Grants Pass to Medford	1575	1850	2000	1850
Medford to Grants Pass	2800	4200	4400	4200
Grants Pass to Roseburg	750	800	1200	800
Roseburg to Eugene	850	1000	1300	1000

F. GRADE RESTRICTIONS:

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

Oakland and Divide
Grants Pass and Glendale

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

A train must be STOPPED and sufficient hand brakes set to prevent movement if any of the following conditions are encountered en-route:

- The tons per operative dynamic brake exceed the limits listed in Table
- A total failure of dynamic brakes is encountered
- More than a 15 pound brake pie reduction is required to control train speed (ABTH A-3)

Notify the train dispatcher immediately if any of the above conditions are encountered. The train dispatcher will notify the proper authority, who will contact the train and provide further instructions for movement.

Retainers must be set prior to departing Divide or Oakland, or Grants Pass or Glendale if it is known prior to departure from these stations that tons per operative dynamic brake will be exceeded. The dispatcher must also be notified immediately that the use of retainers is required.

Set retainers as detailed by ABTH rule 103.7.6

G. COUPLER LIMITS:

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

Northward:	Grants Pass - Glendale	5,500 tons
	Oakland - Yoncalla	6,500 "
	Safely - Divide	6,500 "
Southward:	Yoncalla - Oakland	6,500 tons
	Glendale - Grants Pass	5,500 "

Northward trains with entrained helpers operating between Roseburg and Divide must not exceed a maximum of 125 cars. Helper Engines must be positioned to push against 2/3 of train tonnage and pull 1/3 of train tonnage. Helper may be repositioned after reaching Divide to satisfy blocking requirements.

- H. When making shoving moves at Dillard, movement must be stopped and the crossing must be flagged at the following crossings or when cars are left on an adjacent track near the following crossings, movement of trains with or without cars must be stopped and the crossing flagged before proceeding over the crossing.

Roseburg Forest Gate 1	MP 561.3
Roseburg Forest Gate 2	MP 560.95
Roseburg Forest Gate 3	MP 560.7
Roseburg Forest Gate 4	MP 560.2

- J. MP 544.2, Riddle, Track 6472 only. Prior to occupying crossing, train crew must place crossing actuating switch, which is located on the pole with stop sign into the activate position. When crossing is no longer occupied, actuating switch must immediately be returned to normal position. Actuating switch must be left locked in normal position prior to leaving track 6472. If lock is missing or inoperable, contact the train dispatcher immediately for a replacement lock.

SISKIYOU SUBDIVISION							
	LENGTH OF TRACK IN FEET	MILE POST LOCATION	STATION	STATION NUMBER	METHOD OF OPERATION		
N O R T H W A R D 		344.0	(U.P.) BLACK BUTTE TYJ 4.4	05360	CTC	S O U T H W A R D 	
	3421	348.4	WEED BOTY 12.6	04350			
	5543	361.0	GAZELLE 14.5	04345			
	YARD	375.5	MONTAGUE Y 17.6	04335	TWC		
	3583 SIDING	393.1	HORNBROOK Y 8.7	04330			
	1261	401.8	HILT 10.4	04325			
	4588	412.2	SISKIYOU 16.9	04315			
		5875	429.1	ASHLAND 12.7	04305		TWC/ABS
	YARD	441.8	MEDFORD BOY	04200			

**SISKIYOU SUBDIVISION
SPECIAL INSTRUCTIONS**

1. **MAXIMUM AUTHORIZED SPEED**.....25 MPH

2. **PERMANENT SPEED RESTRICTIONS**

- MP 345.2 to MP 355.4.....20 MPH
- MP 368.89 to MP 369.0, Scale Track.....10 MPH
- MP 381.0 to MP 392.0.....20 MPH
- MP 394.5 to MP 402.0.....20 MPH
- MP 402.0 to MP 422.0.....10 MPH
- MP 422.0 to MP 433.8.....20 MPH

3. **MAIN TRACK AUTHORIZATION**

- Automatic Block signals are in service between:
- MP 428.3 and MP 441.8
 - MP 345.2 to MP 349.9.....Yard Limits
 - MP 349.9 to MP 374.5.....TWC
 - MP 374.5 to MP 377.0.....Yard Limits
 - MP 377.0 to MP 392.0.....TWC
 - MP 392.0 to MP 394.5.....Yard Limits
 - MP 394.5 to MP 428.3.....TWC
 - MP 428.3 to MP 438.7.....TWC/ABS
 - MP 438.7 to MP 441.8.....Yard Limits/ABS

4. JOINT OPERATIONS

BLACK BUTTE:

CORP Crews must contact U.P. Dispatcher 64 (800) 726-1166 to obtain Track Warrant and Track Bulletins before departing from Weed for Black Butte. Warrants, Bulletins, General Orders and Notices will be Faxed to the Weed Depot.

CORP Trains and Engines may occupy Black Butte Controlled Siding for interchange purposes, after first obtaining authority from U.P. CTC Dispatcher 64 on (AAR) channel 80 – 80. Lunar switching light and signal to depart Black Butte will be controlled by Dispatcher 64.

Lighting system at Black Butte is radio controlled. To turn lighting system on, go to (AAR) channel 45 – 45 and press 3452*. To turn lighting system off, press 3452#.

5. RAILROAD CROSSINGS AT GRADE AND JUNCTIONS

None

6. INDUSTRIAL SPURS

P-7160	Kane	Pacific Fertilizer	P-7520-A	Weed	RFP Log
P-7173-A	Phoenix	Associated Fruit	P-7520-B	Weed	RFP Log
P-7173-B	Phoenix	Spec. Products	P-7561	Weed	Patton Dist.
P-7174	Phoenix	Amerigas	P-7573-A	Weed	Schnitzer Steel
P-7448	Ashland	Parson Pine	P-7580	Weed	Vopak
P-7481	Ashland	Croman	P-7581	Weed	Baxxer
P-7544	Montague	Sousa	P-7581-A	Weed	RFP Log
P-7547	Montague	Sousa	P-7581-B	Weed	Short Scrap
P-7550	Grenada	Dunlivesay	P-7591	Weed	Morgan Product
P-7515	Weed	Crystal Geyser	P-7594	Weed	RFP
P-7519	Weed	RFP RH Chip	P-7595	Weed	RFP
P-7520	Weed	RFP LH Chip			

7. FRA EXCEPTED TRACK

Weed	All tracks except siding and main track
Hornbrook	Track 7532
Ashland	Track 7404
Medford	Yard tracks 7201, 7202, 7203, 7206, 7207

8. RADIO CHANNEL INSTRUCTIONS

RAILROAD	AAR CHANNEL	CHANNEL #
Dispatch Black Butte – Medford	85 – 23	3
Trains Black Butte – Medford	23 – 23	4
UP Black Butte	80 – 80	

9. SPECIFIC SWITCH INSTRUCTIONS

None

10. DEFECT DETECTOR LOCATIONS

LOCATION	TYPE	LOCATION	TYPE
MP353.4	F1	MP 402.1	F1
MP 363.0	E1 – E2	MP 407.5	F1
MP 384.8	E1 – E2	MP 417.3	F1
MP 398.0	F1	MP 423.3	E1 – E2
MP 401.4	F2*		

11. LOCATIONS NOT LISTED AS STATIONS

None listed.

12. OTHER SPECIFIC INSTRUCTIONS

A. LEAVING CARS UNATTENDED:

When cars are left unattended at Siskiyou Station, MP 412.2, rail skid must be placed under the first wheel in the descending direction and wheel moved onto skid. Employees are not relieved from securing sufficient hand brakes. Rail skid is located at the north end Siskiyou siding and run-around. When picking up cars at this location, the skid must be hung on post and locked.

B. IMPAIRED SIDE CLEARANCE, RULE 1.20:

MP	Description
411.3	Tunnel 13
414.6	Tunnel 14
415.2	Tunnel 15

C. MAXIMUM TONNAGE RATINGS:

TERRITORY	GP38	GP40	SD40	SLUG
Medford to Ashland	1575	1850	2000	1850
Ashland to Hornbrook	475	500	800	500
Hornbrook to Montague	950	1000	1300	1000
Montague to Black Butte	750	800	1200	800
Black Butte to Hornbrook	1575	1850	2000	1850
Hornbrook to Ashland	475	500	800	500
Ashland to Medford	2800	4200	4400	4200

D. GRADE RESTRICTIONS:

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

Ashland and Hornbrook Table A
 MP 353.0 and Black Butte Table B

TABLE A

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

TABLE B

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

A train must be STOPPED and sufficient hand brakes set to prevent movement if any of the following conditions are encountered en-route:

- The tons per operative dynamic brake exceed the limits listed in Table A or B
- A total failure of dynamic brakes is encountered
- More than a 15 pound brake pipe reduction is required to control train speed (103.7.4)

Notify the train dispatcher immediately if any of the above conditions are encountered. The train dispatcher will notify the proper authority, who will contact the train and provide further instructions for movement.

Retainers must be set prior to departing Ashland or Hornbrook if it is known prior to departure from these stations that tons per operative dynamic brake will be exceeded. The dispatcher must also be notified immediately that the use of retainers is required.

Set retainers as detailed by ABTH rule 103.7.6

Southbound trains must contact dispatcher when departing Medford, when passing MP 412 and when arriving at Hornbrook.

Northbound trains must contact dispatcher when departing Hornbrook, when passing MP 412 and when arriving at Medford.

E. COUPLER LIMITS:

The tonnage handled by the road engine of a train must not exceed the following limits on an ascending grade.

No more than 7 GP38, GP40 or SD40 locomotives may be operated on line in consist. Empty cars must be placed on rear of train only, behind loaded cars.

Northward:	MP 393.0 – MP 429.0	4,000 tons
Southward:	MP 429.0 – MP 393.0	4,000 tons
	Gazelle – Black Butte	4,700 tons

F. PLACEMENT OF EMPTY CARS:

Between MP 428.0 and Hornbrook, loaded cars must be placed on head end of train.

G. RUNNING AIR BRAKE TEST:

Make a running air brake test to insure that brake pipe is complete at the following locations:

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

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

H. Black Butte, MP 344.0: Rule 8.8:

Wye switches are equipped with U.P. switch locks.

I. MP 411.7 SISKIYOU SUBDIVISION TUNNEL #13:

EMERGENCY EVACUATION PLAN

Employees of the Central Oregon and Pacific Railroad are not permitted to ride on the side of moving equipment through the tunnel or be outside of the cab of the locomotive while it is operating through the tunnel.

If a train is stopped in the tunnel for any reason the train crew must separate the locomotive from the cars in the train and immediately exit the tunnel after securing as necessary any equipment left in the tunnel. If the locomotives can not be moved from the tunnel, they will be secured and shut down. Employees must always take the safest course and exit the tunnel if an incident occurs ensuring enough hand brakes are applied to secure equipment.

Train Crew will immediately notify the Train Dispatcher of the incident, and Train Dispatcher will notify the Trainmaster who will take control of all activity and give instructions to employees before any employee re-enters the tunnel after an incident in the tunnel. Trainmaster, and or other Managers, will job brief the crew and other employees as necessary, advising when they can re-enter the tunnel after an emergency evacuation incident.

The Train Dispatcher will not allow any follow up movements between MP 410 and MP 414 on the Siskiyou Sub. Until the train crew operating through the tunnel contacts the Dispatcher and advises that the rear of the train has cleared the tunnel or that a reverse movement, if necessary has been completed.

Locomotives operating through the tunnel will have with them emergency escape breathing apparatus and gas monitor in case of emergency. The breathing apparatuses are good for Ten Minutes of filtered air. This device is to be used for escape use only. The gas monitor will be used for monitoring air quality if the train is stopped in the tunnel.

The Trainmaster and Track Inspector have gas monitors and will advise when it is safe to enter the tunnel after an incident, and direct the activity to re-enter and clear the tunnel.

This Emergency Evacuation Plan will be verbally discussed with all employees before operating through the tunnels.

WHITE CITY SUBDIVISION						
	LENGTH OF AUX. TRACK IN FEET	MILE POST LOCATION	STATION	STATION NUMBER	METHOD OF OPERATION	
N O R T H ↓		450.5	TOLO 5.4	TY 04125	YARD LIMITS	S O U T H ↑
	3137	455.9	WHITE CITY	Y 04155		

**WHITE CITY SUBDIVISION
SPECIAL INSTRUCTIONS**

1. **MAXIMUM AUTHORIZED SPEED**10 MPH

2. **PERMANENT SPEED RESTRICTIONS**
None

3. **MAIN TRACK AUTHORIZATION**
Rule 6.13 – entire subdivision

4. **JOINT OPERATIONS**
When operating beyond sign reading, “Entering WCTR Switching Limits” at mileage 454.4, crew must attempt to contact WCTR switch crew on channel 38 – 38 to notify them that they are working within the limits.

5. **RAILROAD CROSSINGS AT GRADE AND JUNCTIONS**
None

6. **INDUSTRIAL SPURS**

P-7349	White City	Cettainteed				
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7. **FRA EXCEPTED TRACK**
None

8. **RADIO CHANNEL INSTRUCTIONS**

RAILROAD	AAR CHANNEL	CHANNEL #
CORP Dispatcher	85 – 23	3
CORP Trains	23 – 23	4
CORP Dispatcher	55 – 08	5
CORP Trains	08 – 08	6
WCTR	38 – 38	

9. **SPECIFIC SWITCH INSTRUCTIONS**
Tolo MP 450.2
Crews operating to White City may leave the South Wye switch lined and locked in the reverse position. On return, switch must be lined and locked in the normal position

RAILROAD SPECIFIC INSTRUCTIONS

1. **COMPANY OFFICERS: See inside front cover**
2. **EMERGENCY TELEPHONE NUMBERS: See inside front cover**
3. **DETECTOR MESSAGE AND TRAIN CREW ACTION**

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

SYMBOL TYPE OF DETECTOR

E-1Hot Box Talker
E-2Dragging Equipment Talker
F-1Dragging Equipment Talker
F-2High/Wide Load Talker

Following detector instructions apply:

- a. Train speed of at least 10 MPH must be maintained while train is moving over hot box detector when possible.
- b. Do not stop over hot box detector when possible.
- c. Avoid braking, if possible, while approaching or passing hot box detector. Excessive braking may cause false indication.
- d. When a trackside detector has been activated, train must be stopped and inspection must be made. When a hot box detector has been activated, after stopping the train to allow a crew member to detrain, the train may move ahead, not exceeding 5 MPH, to the location of the indicated hot journal under the following conditions:
 - i. It is not the second activation on the same car;
 - ii. Train is not a KEY train;
 - iii. While stopping, a visual observation of the train indicated no smoke, flame or abnormal amount of dust.
 - iv. Indicated axle will not pass over switch or structure.
- e. When a detector gives an axle count of defect location and defect is not located at the reported axle location, crew must inspect 20 axles ahead and 20 axles behind the axle indicated on both sides. If axle location is not provided, crew must inspect both sides of entire train for the indicated defect.
- f. If train stops, or if speed of train is below 10 MPH while passing a hot box detector and train subsequently receives a hot box indication, all bearings on both sides of entire train must be inspected. An additional inspection is not required when train clears detector location, regardless of message received.
- g. A train which receives defect message and stops to inspect for indicated defect prior to clearing detector does not have to perform a second inspection if leaving message is a repeat of the original message.
- h. When inspecting for hot bearings, check each roller bearing requiring inspection by use of a tempilstik, if available, on the bearing cup (exposed underside of bearing). If tempilstik melts, car must be set out. If tempilstik is not available and no obvious sign of overheating is present on axle indicated, cautiously place bare hand on truck side frame working hand toward roller bearing end cap, keeping in mind that any part of this equipment may be extremely hot. If bare hand cannot be held on side frame or roller bearing for a few seconds, car must be set out.
- i. Connecting crew, when possible, must be notified of a car that experiences a false hot box detector actuation.
- j. When a car experiences two false hot box detector actuations, car must be set out at first available track.

- k. When setting out a car suspected of having a hot bearing, attach a fluorescent tag or other marker as close as possible to the hot bearing. Report the journal size of the car to the train dispatcher.
- l. When trackside detector has been activated and axle location of defect received, crew must physically count axles from head end of train to indicated axle. Do not determine the location of indicated axle in any other manner.
- m. If defect is located and it cannot be corrected, car must be set out at the first available track provided it is safe to be moved.

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

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

“ CORP detector milepost 121.3, detector working”

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

Type F detectors do not report the axle count.

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

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

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

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

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

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

Example: “CORP detector milepost 121.3 no defects.”

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

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

Decision tables:

The following charts outline aspects and specific conditions of Type E&F trackside detectors. Across the top of each chart are listed the aspects and specific conditions. Each of these are independent of one another. To determine the required action for each, follow vertically down the chart below each column to each box that has an entry. These are the symbols for the types of detectors requiring action for that specific aspect or condition. To determine the required action, follow the entry line to the right.

See chart on page 24

ASPECTS AND SPECIFIC CONDITIONS

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

ASPECTS AND SPECIFIC CONDITIONS

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

4. RAILROAD CONTACT NUMBERS

General Office (Roseburg)	Office Fax	(541) 957-0160 (541) 957-0686
Regional Vice President	Office	(707) 428-9580 Ext 204
Assistant Regional Vice President	Office	(707) 638-1315
General Manager	Office	(541) 957-2512
Assistant General Manager	Office	(541) 957-2504
Trainmaster (Roseburg)	Office	(541) 957-2513
Trainmaster (Eugene)	Office	(541) 461-3876
Trainmaster (Medford)	Office	(541) 857-9670
Chief Mechanical Officer	Office	(541) 461-3112
Assistant General Manager of Engineering	Office	(541) 461-8509
Road Master	Office	(541) 957-2506
Regional Manager Safety and Operating Practices	Office Fax	(541) 461-8933 (541)461-5803
Yard Office	Office Fax	(541) 957-2505 (541) 957-0686
Dispatcher Roseburg Oregon	Office Office Fax	(541) 957-2503 (800) 344-8261 (541) 957-2528
Eugene Depot	Crew Room Fax	(541) 461-0192 (541) 607-5743
Eugene Roundhouse	Mechanical Fax	(541) 461-3112 (541) 461-8125
Coos Bay Depot	Crew Room Fax	(541) 269-5851 (541) 267-2745
Medford Depot	Crew Room Fax	(541) 857-5148 (541) 858-9805
Weed Depot	Crew Room Fax	(530) 938-3992 (530) 938-3993

5. Other specific instructions:

A. SUBDIVISION MILEAGE

COOS BAY

Between Danebo and Canary 69.7
Between Canary and Coquille 64.2

ROSEBURG SUBDIVISION

Between Springfield Jct. and Roseburg 71.7
Between Roseburg and Medford 130.8
Between Tolo and White City 5.4

SISKIYOU SUBDIVISION

Between Medford and Black Butte 97.8

Total All Subdivisions 439.6

B. STANDARD CLOCK

Standard Clock is located in the CORP Dispatch Office, (Continental time will be used).

(541) 957-2503

Correct time may be obtained from Union Pacific Time Service

(402) 271-4601

C. Markers Rule 5.10

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

D. Block signal With "P" Plate:

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

Exception: An inspection from the ground is not required when it can be determined from the engine that the track or structure for which the protection is required is safe for the passage of the train. Number or location of each signal equipped with a "P" plate will be shown in timetable, with a description of the special protective device equipped to that signal.

E. Rule 8.3, RailAmerica Special Instructions, page 32: Is changed to read:

Add: (except in restricted limits and yard limits) territory, a job briefing must occur between any crewmember lining a hand operated main track switch and the engineer while the crewmember is still at the switch location and before the train moves. This job briefing must occur the first time that a hand operated main track switch is lined and occur again when switching operations (if any) are complete and the switch is lined and locked in the normal position.

F. Entering Main Track at Hand-Operated or Spring Switch Rule 9.17:

5 minute wait is not required in yard limits where Rule 6.13 is in effect.

G. Occupying Same Track Warrant Limits Rule 14.4:

Item #1 is not applicable.

H. Protecting Men or Equipment Rule 14.5:

Paragraph #1 is revised with the following addition:

foreman authorized to proceed, may make a reverse movement within his authorized limits without authority of the train dispatcher. This reverse movement may not exceed 300 feet. When a foreman, authorized to proceed, reports to the train dispatcher that he has passed a specific location, his warrant becomes void up to that point.

I. Lifting and Body Mechanics Safety Rule E-18 and M-21

1. The following is in addition to rules contained within Engineering/Mechanical Safety Rules & Recommended Work Guidelines E-18 and M-21, Lifting and Body Mechanics.
2. Each employee **shall** estimate the weight of any object to be lifted by test-tilting the object.
3. Mechanical assistance, such as crane or forklift, **is required** when lifting heavy or awkward loads. Heavy or awkward loads may be determined by using examples listed within the existing rules.
4. Under **no circumstance** shall railroad ties, kegs of spikes/bolts, coupler bodies, brake beams, or other similar items be lifted by hand. Note: When a determination has been made it is safe to do so, ties and other materials located at ground level, may be moved short distances using approved methods, typically for purpose of installation.

J. RailAmerica Air Brake & Train Handling Rule #106.3: **Shut Down Requirement for Locomotives Not Being Utilized.** That portion referring to shutting down locomotives when the ambient temperature is 40 degrees F or above is changed to 33 degrees F or above at the following locations: Roseburg Subdivision; Dillard, Roseburg and Eugene and at all points on the Coos Bay Subdivision. When in doubt as to the temperature or

K. **Starting Locomotives at outside locations:**

Locomotive units, which are required to be shut down at outside locations where there are no mechanical employees available will be started by the engineer. An engine that has been shut down for more than four hours and that is equipped with flash cock "T" handles, must have the flash cocks opened, the engine turned over at least three revolutions, and the flash cocks closed prior to starting.

L. **Equipment Restrictions**

Six axle locomotives may operate on Main Track, Yard Tracks and Auxiliary Tracks between Black Butte and Springfield Jct.

Six axle locomotives must not operate on industry tracks.

Six axle locomotives must not operate on Coos Bay Subdivision, unless authorized by General Manager.

Cars bearing "Exceed Plate C" symbol or words "Excess Height" or cars 85 feet or longer, except when excessive dimension clearance message is obtained these cars may be operated in accordance with restrictions, if any, contained in message.

"Plate C" symbol bulkhead flat cars 60 feet or longer with bulkheads 15 feet or higher, may be moved if high/wide clearance is obtained. Bulk-head flat cars SSW 87500 through 88399 inclusive and all center beam cars, may move empty or loaded without clearance provided when loaded, load does not extend beyond sides or higher than bulkheads.

When train tonnage exceeds 3,600 tons, each of the first five cars behind the road engine must weigh 50 tons or more unless there are no loaded cars in the train.

When train is to be interchanged with Union Pacific for movement to Roseville and tonnage exceeds 4,100 tons, each of the first five cars behind the road engine must be 73 feet or less in length.

Entrain the following cars with no more than 3,000 trailing tons:

Empty car exceeding 73 feet in length;
TOFC/COFC flat car loaded on one end only;
Articulated double-stack car having one or more empty platforms;
Loaded two-axle inter-modal car weighing 25 tons or more;
Loaded or empty multi-platform articulated spine.

Foreign line cupola cabooses must not operate between Hilt and Cornutt, without obtaining an excessive dimension clearance.

When in possession an excessive dimension clearance message for a car otherwise prohibited, the car may be handled in accordance with instructions contained in the message.

Do not handle TOFC/COFC cars measuring 79 to 89 feet in length if the load exceeds the following dimensions: 79 ft - 85 ft cars maximum height 14'8" ATR, 8'8" wide
89 ft cars maximum height 14'8" ATR, 8'0" wide.

Movement of High / Wide Loads

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

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

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

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

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

When handling a high/wide load, the crew is responsible for compliance with all restrictions in the excessive dimension clearance message. A train must not pass a location where a restriction is shown for the meeting or passing of trains without authority from the train dispatcher. The train dispatcher will not grant such authority until it is known no restricted meet or pass will occur at that location. The train dispatcher will assume responsibility for the safe movement of a high/wide load at the restricted meet or pass location when granting such authority.

Trains operating on the Siskiyou Subdivision with loaded chip hoppers entrained may operate at Maximum Authorized Speed unless other restrictions require a lower speed.

Trains operating on the Roseburg Subdivision with loaded chip hoppers entrained may operate at 20 MPH unless other restrictions require a lower speed.

Trains operating on the Coos Bay Subdivision with loaded chip hoppers entrained may operate at 20 MPH unless other restrictions require a lower speed.

RAILAMERICA SYSTEM SPECIAL INSTRUCTIONS

ITEM 1. RULE BOOKS AND PUBLICATIONS IN EFFECT

Employees must provide themselves with and have available for reference:

<i>General Code of Operating Rules, 5th Edition</i>	Effective April 3, 2005
<i>RailAmerica Air Brake and Train Handling Rules</i>	Effective January 1, 2004
<i>RailAmerica U.S HazMat Instructions for Rail</i>	Effective May 1, 2006
<i>RailAmerica Transportation Safety Rules & Recommended Work Practices</i>	Effective February 1, 2002
<i>RailAmerica Mechanical Safety Rules & Recommended Work Practices</i>	Effective November 1, 2002
<i>RailAmerica Engineering Safety Rules & Recommended Work Practices</i>	Effective November 1, 2002
<i>Emergency Response Guidebook</i>	2004 Edition
<i>RailAmerica Roadway Worker Protection Rules</i>	Effective April 15, 2002
<i>RailAmerica Maintenance of Way Rules</i>	Effective September 1, 2000
<i>RailAmerica Rules Governing Train Dispatchers</i>	Effective January 1, 2002

ITEM 2. SPEEDS

SYSTEM SPEED RESTRICTIONS

Movement on all tracks other than main track and through turnouts 10 MPH

TABLE OF TRAIN SPEEDS

Min.	Sec.	MPH	Min.	Sec.	MPH	Min.	Sec.	MPH
1	00	60.0	1	28	40.9	1	56	31.0
1	02	58.0	1	30	40.0	1	58	30.5
1	04	56.2	1	32	39.1	2	00	30.0
1	06	54.2	1	34	38.3	2	05	28.8
1	08	52.9	1	36	37.5	2	10	27.7
1	10	51.4	1	38	36.8	2	15	26.7
1	12	50.0	1	40	36.0	2	24	25.0
1	14	48.6	1	42	35.3	2	30	24.0
1	16	47.4	1	44	34.6	2	45	21.8
1	18	46.1	1	46	34.0	3	00	20.0
1	20	45.0	1	48	33.3	3	30	17.1
1	22	43.9	1	50	32.7	4	00	15.0
1	24	42.9	1	52	32.1	5	00	12.0
1	26	41.9	1	54	32.6	6	00	10.0

ITEM 3. TRAIN MAKEUP AND EQUIPMENT RESTRICTIONS

1. The following cars must be entrained with no more than 4000 trailing tons from those cars:
 - Empty tank cars less than 35 feet in length
 - Other cars measuring less than 42 feet in length and they must not be coupled to a car longer than 75 feet in length.
2. Scale test cars and other cars designated as required to be on the rear end of trains must be entrained within the rear 5 cars of the train. Unless equipped with operative air brakes, scale test cars must not be handled as the rear car in a train.
3. Loaded continuous welded rail (CWR) trains must be handled separately from other trains.
4. When making up trains, the following will govern:
 - Loaded cars should be placed toward the head end of trains, with empties placed near the rear.
 - Loaded multi-platform double stack cars should be entrained on the head end of trains.
 - Blocks of ten or more cars having an average weight over 100 tons per car must be placed near the head end of trains.
 - Any block of 20 or more conventional TOFC / COFC or multilevel cars must be placed as close to the rear as good train make-up will permit i.e., loads ahead of empties.

PREVENTION OF HARMONIC ROCK

The critical speed range for harmonic rock is between 13 and 19 MPH. Every effort must be made to operate trains at speeds above or below these limits except when:

1. An engine is operating at its maximum.
2. Train is operating on ascending grades.
3. When automatic brakes are applied.

Trains operated in a draft condition are less susceptible to harmonic rock. While in the critical speed range, the engineer, and conductor should make a constant and careful observation of as much of their train as possible to determine if any cars are rocking excessively.

ITEM 4. MISCELLANEOUS

AUTOMATIC WARNING DEVICE BOXES

An illuminated white light above the door of a signal box at highway/rail grade crossings indicates the AC power is being used for an active device(s) at that location. When the light is not illuminated, AC power is not being used and the crossing warning device(s) is operating on battery power only. Extended battery operation of crossing warning devices can affect the safety of the crossing. Contact the train dispatcher if the light on the signal box is not illuminated.

OPERATIONAL TESTING

When performing operational testing, stop signal appliances such as unattended burning fusees, red flags, red lights or banners displaying the words "STOP" or "STOP OBSTRUCTION" may be used to test for compliance with GCOR 6.27 and 6.28. When unattended fusees are used for this purpose, the officer may allow the movement to depart the testing site without complying with restricted speed as required by GCOR 5.6.

CONSIST VERIFICATION

All crews receiving trains or picking up cars on foreign railroads must verify that the cars received are part of the train by comparing at least six (6) cars of each track to the train list furnished by the delivering road.

ITEM 5. CHANGES AND REVISIONS TO THE *GENERAL CODE OF OPERATING RULES* (and M of W rules as applicable)

1.3.1 RULES, REGULATIONS AND INSTRUCTIONS

Add: Roadway Worker Protection Rules and Maintenance of Way Rules:
Employees whose duties include the inspection, construction, maintenance or repair of track, bridges, roadway, signals, machinery or provides protection for other employees or themselves must be qualified on these rules and have a copy accessible to them while on duty.

1.33 INSPECTION OF FREIGHT CARS

Add: Tie Down Chains/Cable - Cars equipped with tie down chains and/or cables must not be moved until the chains and/or cables are properly secured.

5.8.2 SOUNDING WHISTLE

(7) ___ o ___ is changed to read as follows:

(7) ___ o ___ Approaching public crossings at grade with the engine in front, start signal at least 15 seconds but not more than 20 seconds before the crossing. If movement exceeds **45 MPH**, start signal at the crossing sign or not more than 1/4 mile before the crossing if no sign. Prolong or repeat signal until engine occupies the crossing.

Note change from 59 MPH as published in the GCOR to the new requirement to begin sounding the signal at the crossing sign or not more than 1/4 mile before the crossing if no sign when movement exceeds 45 MPH.

6.13 YARD LIMITS

First paragraph is changed to read:

Within yard limits, trains or engines are authorized to use the main track not protecting against other trains or engines, only after obtaining track bulletin(s) or a Daily Operating Bulletin for the territory encompassing the Yard Limits. Accuracy of bulletins and/or DOB must be verified with the Train Dispatcher. 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.

Second paragraph is changed to read:

All movements entering or moving within Yard Limits must be made at restricted speed, regardless of signal indications.

6.14 RESTRICTED LIMITS

First paragraph is changed to read:

Between designated points specified by signs and in the special instructions, trains and engines are authorized to use the main track not protecting against other trains or engines, only after obtaining track bulletin(s) or a Daily Operating Bulletin for the territory encompassing the Restricted Limits. Accuracy of bulletins and/or DOB must be verified with the Train Dispatcher. All movements must be made at restricted speed.

6.23 EMERGENCY STOP OR SEVERE SLACK ACTION

Add: Inspection of Cars and Units. Prior to moving, a walking inspection of the entire train must be made for derailed cars, shifted loads, or other conditions affecting safe train movement. Promptly report results on the inspection to the train dispatcher or proper authority.

7.7 KICKING OR DROPPING CARS

Add: The dropping of cars is prohibited when a locomotive initiates movement.

7.14 SAFETY STOP

Add New Rule:

Before a cut of cars exceeding 2,000 feet is coupled to other cars, movement must stop approximately one car length from the other cars.

8.16 DAMAGED OR DEFECTIVE SWITCH

Add: When switches are spiked they will be identified by a tag or colored tape attached to the switch stand or handle. This does not relieve the requirements of additional protection as required.

8.20 DERAIL LOCATION AND POSITION

Add: Crewmembers must communicate when derails have been placed in the non-derailing position before proceeding with movement. Engineers must receive this information before proceeding except when they can see that the derail is in the non-derailing position.

14.5 PROTECTING MEN AND EQUIPMENT

Item #2 is changed to read:

All trains authorized are notified of the men or equipment using track warrant line 12 or line 18 and the track warrant identifies the employee in charge by name. Trains must not enter the limits of the track warrant held by men or equipment unless verbally authorized by the employee in charge named. Also, a track warrant must inform the employee in charge about the trains using track warrant line 11. Employee in charge must not authorize train movement into the limits unless all men and equipment are clear of the main track and the track is safe for train movement. When so authorized, trains may move as specified by the employee in charge. Restricted speed as indicated by line 12 does not apply.

15.2.2 PROTECTION OF PRIVATE CONTRACTORS

Add New Rule:

Track bulletin Form B may be used to protect contractor's employees and equipment near or fouling the track without use of flags as specified in Rule 5.4.3 (Display of Yellow-Red Flags). However, flags must be displayed when working on-track.

GLOSSARY

Add: DAILY OPERATING BULLETIN (DOB)

Instructions regarding track conditions, restrictions, and other information, which affect the safety and movement of a train or engine. All track bulletin rules apply to DOBs.

FRA EMERGENCY ORDER 24

Be governed by the following when handling main track switches in non-signaled (dark) territory outside of yard or restricted limits.

A review of operating rules/procedures coupled with FRA's issuance of Emergency Order 24 results in the establishment of the following requirements:

REQUIREMENTS FOR TRAIN SERVICE EMPLOYEES

1. Each employee must receive a copy of FRA Emergency Order 24 and sign to acknowledge receipt and understanding.
2. In non-signaled (except in restricted limits and yard limits) territory, each time a main track switch is operated a job briefing must occur between the crewmember lining a hand operated main track switch and the engineer while the crewmember is still at the switch location and before the train moves. The job briefing must occur via radio and include the switch name, location and position such as normal or reversed. If the radio becomes inoperable then this fact must be reported on the SPAF.
3. A Switch Position Awareness Form (SPAF) must be completed as soon as practical after a main track switch in non-signaled territory outside yard or restricted limits is reversed and again when the switch is restored to normal position. The form must be completed before a train reports clear of a track warrant, the track warrant is made void or a portion of track warrant limits are released. Train crews must retain the SPAF until the end of their tour of duty and turn in the form along with their hours of service report (time sheet).
4. A job briefing must occur between a crewmember and the train dispatcher regarding the position of main track switches before a train reports clear of a track warrant, the track warrant is made void or a portion of track warrant limits are released. The job briefing must include the fact that the SPAF has been completed.

REQUIREMENTS FOR ENGINEERING EMPLOYEES

1. In non-signaled (except in restricted limits and yard limits) territory, a job briefing must occur between the employee lining a hand operated main track switch and the employee in charge while the employee is still at the switch location and before the using or working on the switch. This job briefing must occur every time a hand operated main track switch is lined. A lone worker/EIC or an EIC operating a main track switch must make a walking inspection and ensure that the switch is restored to normal position before leaving the area.
2. A Switch Position Awareness Form (SPAF) must be completed as soon as practical after a main track switch in non-signaled territory outside yard or restricted limits is reversed and again when the switch is restored to normal position. The form must be completed before the EIC reports clear of a track warrant, the track warrant is made void or a portion of track warrant limits are released. The SPAF must be retained for a minimum of five days.
3. A job briefing must occur between the employee named on the warrant and the train dispatcher regarding the position of main track switches before reporting clear of a track warrant, the track warrant is made void or a portion of track warrant limits are released. The job briefing must include the fact that the SPAF has been completed.
4. When using on track equipment and where possible, stop short of the switch to be operated, thus requiring movement over the switch following use/adjustment.
5. When activity is completed, and if authority allows, make a facing point move over the switch to ensure the switch is properly lined for the main track.
6. If authority does not allow for a facing point movement over the switch, make a walking inspection of the switch points.

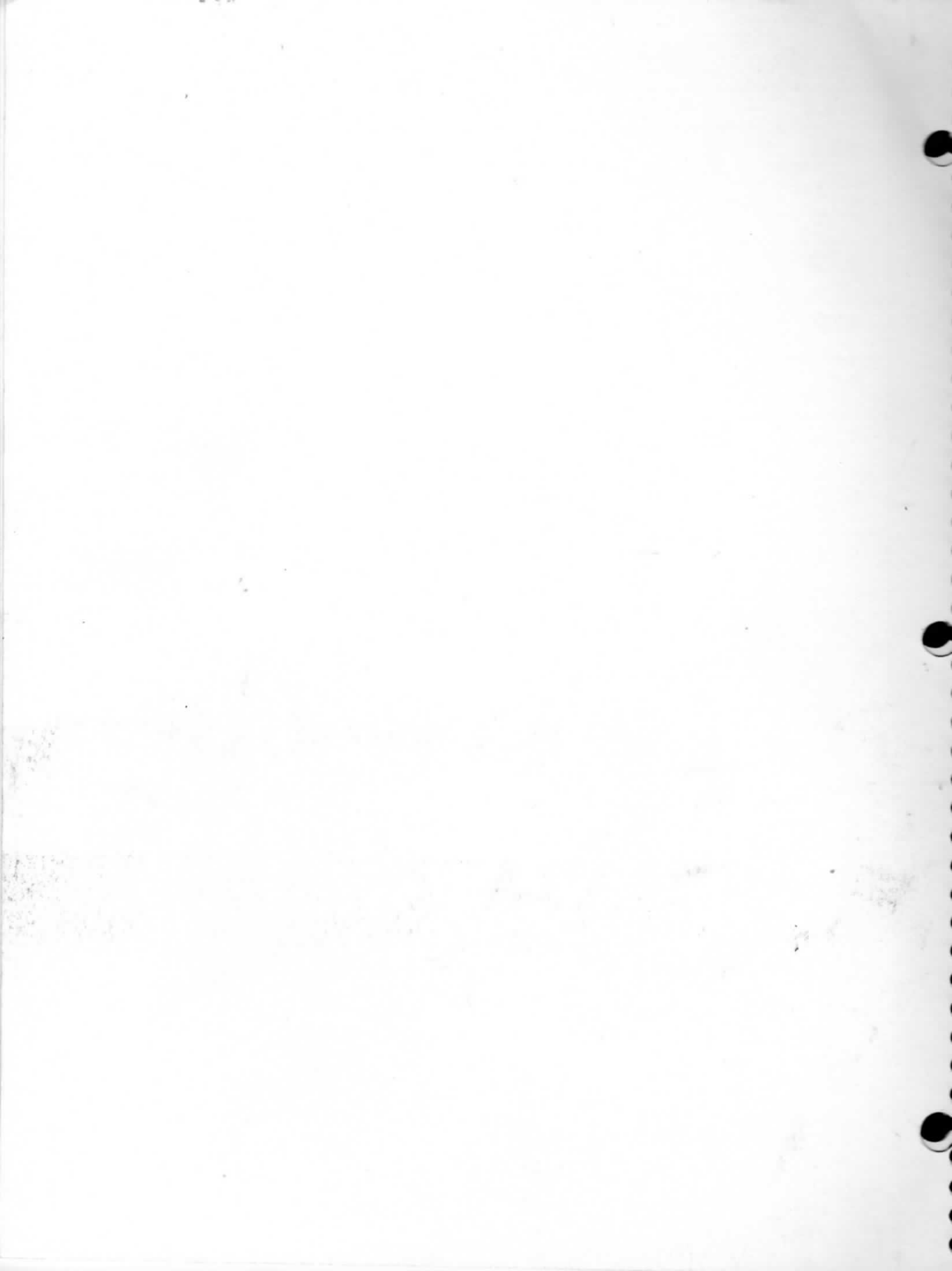
REQUIREMENTS FOR TRAIN DISPATCHERS

Before a track warrant with movement authority (Box 2 or 4) is reported clear, made void, or a portion of the track warrant limits released, a job briefing must occur with the field employee concerning the position of the hand operated main track switches within the limits being released. The job briefing must include the fact that the SPAF has been completed.

The Train Dispatcher's TWC computer has been modified to provide a prompt when a track warrant is reported clear, voided, or a portion of the track warrant authority is released.

Train Dispatchers should not accept the information being provided nor continue with clearing, voiding, or releasing a portion of a track warrant authority unless the field employee has provided all of the required information.

The field employee may summarize the report to the train dispatcher for switches that are lined for main track movement, but must be very specific about switches and locations that were left in the reverse position including track warrant number that permits leaving a switch reversed.



BLOCK AND INTERLOCKING SIGNALS {Except Central Oregon and Pacific}

RULE	ASPECTS	CORP <small>(ONE)</small>	NAME	INDICATION
9.1.1			Clear	Proceed.
9.1.2			Approach Medium	Proceed, approaching next signal at 30 MPH.
9.1.3			Approach	Proceed, preparing to stop at next signal. Trains exceeding 30MPH must at once reduce speed. Reduction to 30MPH before passing signal.
9.1.4			Medium Clear	Proceed, 30 MPH within interlocking limits or through turnout.
9.1.5			Medium Approach	Proceed at 30 MPH preparing to stop at next signal.
9.1.6			Slow Clear	Proceed, 10 MPH within interlocking limits or through turnout.
9.1.7			Restricting	Proceed at restricted speed.
9.1.8			Stop and Approach	Stop, then proceed at restricted speed.
9.1.9			Stop	Stop.
9.1.10	NOTE: Lighted "S" or flashing light is used in conjunction with block or interlocking signal.		Take (or leave) Siding	Be governed by signal indication. Take (or leave) siding when "S" lighted or light flashing. NOTE: Lighted "S" or flashing light is used in conjunction with a block or interlocking signal

STANDARD ROADWAY SIGNS

APPEARANCE	INDICATION	APPEARANCE	INDICATION		
Yard Limit	Yard Limit	Yard Limit	Yard Limit		
Yellow & Red Flag Protecting Men & Equipment	Yellow Flag	Red Flag	Green Flag		
Spring Switch	Spring Switch	SHAW	OR	SHAW	C.T.C. Begins
Begin Whistle and Bell for grade crossing	Indicates number of crossings requiring Whistle	3	Indicates number of crossings requiring Whistle		
275	OR	275	Mileage		
Derail	Derail	B	Block Clearance Point		
Derail	Derail	B	Block Ends		
BEGIN X BLOCK	OR	END X BLOCK	Begins or Ends BRT Blocks		
SIGNAL TERRITORY STARTS	OR	END OF SIGNAL TERRITORY			

PERMANENT SPEED RESTRICTION SIGN

Signs will be placed at the beginning of permanent speed restrictions. The sign will be placed 2500 feet in advance of beginning speed restriction point. Sign may be any shape or color.

PERMANENT RESUME SPEED SIGN

The sign indicates the end of a permanent speed restriction.

The first section of the report discusses the general situation of the country and the progress of the work during the year. It also mentions the various projects and the results achieved.

2. The second section deals with the specific work done in the various departments.

In the first department, the work was carried out in accordance with the plan. The results were satisfactory and the objectives were achieved.

3. The third section discusses the financial situation and the budget for the year.

The financial situation is generally good. The budget has been well managed and the expenses are within the limits set.

4. The fourth section discusses the personnel situation and the work of the staff.

The personnel situation is stable. The staff is well trained and motivated. The work of the staff has been carried out efficiently.

5. The fifth section discusses the future work and the plans for the next year.

The future work is planned in accordance with the objectives set for the next year. The plans are ambitious but realistic.

6. The sixth section discusses the conclusions and the recommendations.

The conclusions drawn from the report are that the work has been carried out successfully. The recommendations are to continue the work in the same way and to improve the efficiency of the work.

7. The seventh section discusses the appendix and the references.

The appendix contains the detailed data and the references are given at the end of the report.