

# WILLAMETTE & PACIFIC RAILROAD INC.

## TIME TABLE No.

# 1

IN EFFECT AT

12:01 A.M. Pacific Time  
Monday, February 22, 1993

West of Derry  
and

10:30 P.M. Pacific Time  
Sunday, February 28, 1993  
East of Derry

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

**R. I. MELBO**  
*General Manager*

**B. L. ENFIELD**  
*Operations Manager*

**C. F. PENNY**  
*Road Foreman of Engines*

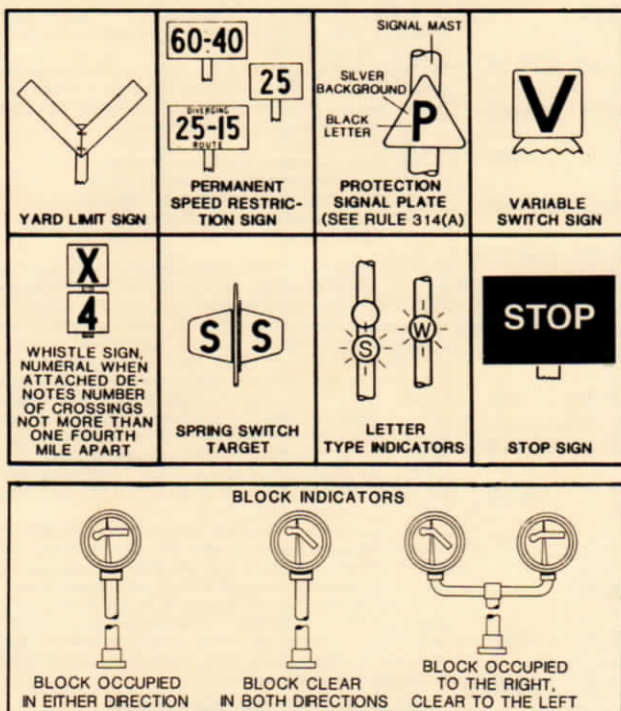
**A. B. CARSWELL**  
*Manager of Motive  
Power & Equipment*

**D. L. SULLIVAN**  
*Maintenance of Way  
Manager*

**T. G. CRESWELL**  
*Manager of  
Customer Service*

**D. G. BOUSQUET**  
*Train Dispatcher*

ALBANY, OREGON



## 2 TOLEDO DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE		EASTWARD		Mile Post	Station Number
		75		No. 1 February 22, 1993		76			
		Leave Daily		STATIONS		Arrive Daily			
Yard	BKPQYJ	AM 11:30	R	ALBANY	YL	PM 9:25		690.9	26910
		11:39		1.6 NORTH ALBANY		9:10		692.5	
1165				4.6 GRANGER				697.1	26970
6145		11:51		1.9 ASHAHR		8:58		699.0	26990
	YJ	PM 12:08	R	3.1 CORVALLIS JCT.	YL			702.1	16900
Yard	YJ	12:16	R	1.2 CORVALLIS	YL	8:24		703.3	16890
				2.3 CABBAGE PATCH				705.6	
1500		12:24		0.2 LARSON		8:16		705.8	
				1.2 CONROY				707.0	27070
970		12:32		1.5 PHILOMATH		8:08		708.5	27080
				0.9 FLYNN		8:02		709.4	27090
705		12:55		6.5 WRENS		7:45		715.9	27160
				6.1 ALDER				722.0	27220
		1:17		1.2 BLODGETT		7:23		723.2	
				2.8 DEVITT				726.0	
1550		1:34		2.5 SUMMIT		7:06		728.5	27280
		1:58		5.2 NASHVILLE		6:42		733.7	27340
1770		2:33		11.5 EDDYVILLE		6:07		745.2	27450
		2:50		5.4 CHITWOOD		5:50		750.6	
		3:08		5.9 ELK CITY		5:32		756.5	
1760		3:26		6.0 BURPEE	YL	5:14		762.5	27620
Yard	BKPO	PM 3:40	R	3.1 TOLEDO	YL	PM 4:00		765.6	27650
		Arrive Daily		(74.7)		Leave Daily			

**RULE 400, Track Warrant Control (TWC) in effect.**

### MAXIMUM AUTHORIZED SPEED

Albany to Toledo.....	35	Albany to Toledo.....	35
MP 691.4 to 692.4.....	10	MP 708.5 to 728.7.....	20
MP 702.1 to 703.3.....	10	MP 728.7 to 732.0.....	12
MP 703.3 to 704.3.....	20	MP 732.0 to 763.8.....	20
MP 704.3 to 708.5.....	30	MP 763.8 to 766.7.....	10

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

### SPECIAL RULES and INSTRUCTIONS TOLEDO DISTRICT

#### FIXED SIGNALS:

Albany: Light-type indicators located at MP 691.6 and MP 691.8 in vicinity of First Street and Water Street underpasses and are connected to collision detectors on trestle approach to the Willamette River. When indicators display red or lunar aspect the following will govern:

Red..... Stop and make inspection of structure; then proceed if safe.  
Lunar... Proceed.

#### RULE K. IMPAIRED SIDE CLEARANCES:

MP 691.7 - Bridge MP 711.3 - Bridge  
MP 691.8 - Bridge MP 714.8 - Rock cut MP 752.4 - Tunnel

**RULE 81(A).** At Albany, WPRR trains and engines must have permission from SP train dispatcher before entering or crossing over main track of SP's Valley Line.

**RULE 98(A).** Corvallis Jct.; Normal position of switch at junction of Toledo and West Side Districts at east leg of wye will be for either route.

Corvallis: Normal position of switch at junction of Toledo and West Side Districts lined for Toledo District.

**RULE 109(C).** Trackside Detectors: Dragging equipment detectors equipped with revolving red beacon are located as listed below on this district. Beacon normally will be dark. When detector is activated, the revolving red light is displayed. Train must be stopped and a walking inspection made of the entire train.

When revolving red light is observed before engine reached detector it is considered a detector malfunction and no action is required. The condition must be reported.

MP 712.0, between Flynn and Wrens.  
MP 726.0, at Devitt.  
MP 731.8, between Summit and Nashville.  
MP 743.6, between Nashville and Eddyville.  
MP 750.5, between Eddyville and Chitwood.  
MP 756.7, between Elk City and Burpee.  
MP 760.0, between Elk City and Burpee.

**RULE 317.** Albany: Arriving eastward WPRR train must stop short of APPROACH CIRCUIT sign at MP 691.9 on bridge over Willamette River until informed by SP dispatcher or his representative that train can foul SP Valley Line main track.

Upon entering approach circuit, signals D-692 and non-controlled absolute signal MP 690.9 are equipped to display green aspect provided Valley Line main track is unoccupied. Signal D-692 must be passed within 8 minutes of entering approach circuit or favorable indication will time out. If this occurs, or if unable to obtain favorable signal indications, push-button control boxes are located adjacent to signals D-692 and noncontrolled absolute signal at MP 690.9. Instructions for use of push buttons are posted inside push-button control boxes.

If crossover from Valley Line main track into Albany yard is lined in advance of movement from Toledo District, non-controlled absolute signal at MP 690.9 will display red aspect and operation of push buttons will have no effect.

If, for whatever reason the absolute signal at MP 690.9 displays a "STOP" indication, the applicable rule to apply is Rule 312(4). However, this rule refers back to Rule 317 which has been revised to read: (Note: Only portions pertinent to WPRR operations are quoted.)

#### RULE 317. ENTERING MAIN TRACK AT HAND OPERATED SPRING SWITCH:

In territory outside of CTC or manual interlocking limits, before a train or engine may enter a main track at a hand operated or spring switch, it must be opened to establish block signal protection. After expiration of 5 minutes if no movement is seen or heard approaching, a train or engine having authority may enter main track. A spring switch may be returned to the normal position and locked after the leading wheels of movement have passed the absolute signal governing movement to the main track.

EXCEPTION: (A) The opening of a spring switch and the 5-minute wait, or (B), the 5-minute wait after a hand operated switch has been opened is not required under any of the following conditions:

- (2) Where the block occupancy indicator indicates the block is clear.
- (3) When the block signal governing movement to the main track displays a proceed indication.
- (4) When the signals governing movements on the main track indicate no train is approaching from either direction.
- (5) Where the block to be entered is occupied by a train, engine, or car either standing or moving away from the switch to be used.

**RULE 505.** Radio base stations at Albany and Toledo equipped with SP frequency 9696. Toledo is unattended; Albany is attended during daylight hours.

#### MISCELLANEOUS:

Cars longer than 85 feet must not be operated between Summit and Toledo.



# WEST SIDE DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE		EASTWARD		Mile Post	Station Number
				No. 1 February 22, 1993 February 28, 1993*					
					BROOKLYN	YL		766.9	01000
Yard				24.5					
					NEWBERG	YL		748.5	17580
Yard				2.4					
					DUNDEE	YL		746.1	17460
				4.0					
					DAYTON	YL		742.1	17420
				2.6					
					LAFAYETTE	YL		739.5	
				1.5					
Yard	Y				ST. JOSEPH	YL		738.0	17380
				4.9					
Yard	BKPQ			R	McMINNVILLE	YL		734.9	17350
				4.2					
1750	YJ			R	WHITESON	YL		730.7	17310
				2.6					
					AMITY	YL		728.1	17280
				5.3					
					McCOY	YL		722.8	17230
				4.4					
					CROWLEY	YL		718.4	
				3.4					
					DERRY	YL		715.0	17150
				0.7					
	YJ				GERLINGER	YL		714.3	17140
				3.8					
					WVRR JCT.	YL		710.5	17091
				1.2					
					INDEPENDENCE	YL		709.3	17090
				5.3					
					PARKER			704.0	
				2.0					
					SUVER			702.0	17020
				3.1					
1000					WELLSDALE			699.1	17000
				5.2					
					LEWISBURG			693.1	16930
				3.8					
	YJ			R	CORVALLIS JCT.	YL		689.9	16900
				1.0					
Yard	YJ				CORVALLIS	YL		688.9	16890
				4.3					
					DRY CREEK			684.6	16840
				3.3					
2600					GREENBERRY			681.3	16810
				6.5					
					BURNETT			674.8	
				1.8					
1280	J				ALPINE JCT.			673.0	16730
				1.3					
					MONROE			671.7	16720
					(103.1)				

## SPECIAL RULES and INSTRUCTIONS WEST SIDE DISTRICT

**RULE 98(A).** Whiteson: East leg of wye switch on West Side District normally lined for movement to Willamina District.

Corvallis Jct.: Normal position of switch at junction of Toledo and West Side Districts at east leg of wye will be for either route.

Corvallis: Normal position of switch at junction of Toledo and West Side Districts lined for Toledo District.

Gerlinger: Normal position of switches at junction of Dallas and West side districts are for either route.

Alpine Jct.: Normal position for switches at junction of West Side and Bailey Districts lined for Bailey District.

**Rule 103(A).** At Newberg, westward trains must proceed prepared to stop short of U. S. Highway 99W unless automatic warning devices are seen to be working. STOP sign for trains is located on east side of crossing.

At crossing of U. S. Highway 99W, MP 719.9, between McCoy and Crowley, STOP signs for trains are located on both sides of the crossing and require trains moving in either direction to stop until automatic warning devices are seen to have been activated.

**RULE 104(C).** McMinnville: Switch at either end of old siding may be left lined and locked for other than normal movement.

**RULE 109(C).** Trackage Detector. Talking dragging equipment detector located at MP 736.0 between St. Joseph and McMinnville. When defect message is received by train crew, the train must be stopped and inspected for defect(s). In the event the detector broadcasts a "Detector Malfunction" message while the train is moving over the detector, the train must be stopped and inspected.

**RULE 505.** McMinnville: Radio base station equipped for SP frequency 9696 and is unattended.

**MISCELLANEOUS:**

Cars longer than 85 feet must not be operated on the west leg of the wye at Whiteson.

Yard Limits Independence to Newberg, inclusive.

**RULE 400, Track Warrant Control (TWC) in effect Monroe to Independence.**

**BETWEEN BROOKLYN AND NEWBERG  
SOUTHERN PACIFIC TIMEYABLE AND INSTRUCTIONS GOVERN**

**MAXIMUM AUTHORIZED SPEED**

Newberg to Monroe.....	40	Newberg to Monroe.....	40
MP 750.0 to 745.0.....	10	MP 690.5 to 689.8.....	20
MP 745.0 to 742.0.....	20	MP 689.8 to 688.5.....	10
MP 742.0 to 709.3.....	10	MP 688.5 to 671.6.....	12

\* Effective Derry east February 28, 1993.

## 4 WILLAMINA DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE No. 1 February 28, 1993	EASTWARD		Mile Post	Station Number	
1750	YJ	↓		R	WHITESON	YL	730.6	17310	
						6.6			
						WINCH		737.2	37370
						3.3			
						BALLSTON		740.5	37400
						4.2			
					SHERIDAN		744.7	37450	
					1.6				
					SHIPLEY		746.3	37460	
					3.0				
YARD					WILLAMINA	YL	749.3	37490	
					(18.7)				

### SPECIAL RULES and INSTRUCTIONS WILLAMINA DISTRICT

#### RULE K. IMPAIRED SIDE CLEARANCES:

MP 745.3.....Bridge  
MP 750.05.....Willamina Lumber  
Company, overhead  
Conveyor

#### MISCELLANEOUS:

No engines may operate beyond clearance points of No. 2 track at Willamina yard.  
No engines may operate beyond deraill on spur at Winch.

Speed 10 MPH on Willamina District  
Rule 400, Track Warrant Control (TWC) in effect.

## DALLAS DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE No. 1 February 22, 1993	EASTWARD		Mile Post	Station Number	
	YJ	↓			THIELSEN	YL	728.5	57280	
						0.4			
						GERLINGER	YL	728.9	17140
						4.9			
					DALLAS	YL	733.8	57340	
					(5.3)				

Speed 10 MPH on Dallas District  
Yard Limits Dallas to Thielsen, inclusive.

## BAILEY DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE No. 1 February 22, 1993	EASTWARD		Mile Post	Station Number	
1280	J	↓			ALPINE JCT.		673.0	16730	
						4.0			
						BELLFOUNTAIN		677.0	
						2.9			
					DAWSON		679.9	46800	
					(6.9)				

### SPECIAL RULES and INSTRUCTIONS BAILEY DISTRICT

RULE 104(L). Deraill in main track at MP 679.6, Dawson.

Speed 10 MPH on Bailey District  
Rule 400, Track Warrant Control (TWC) in effect.



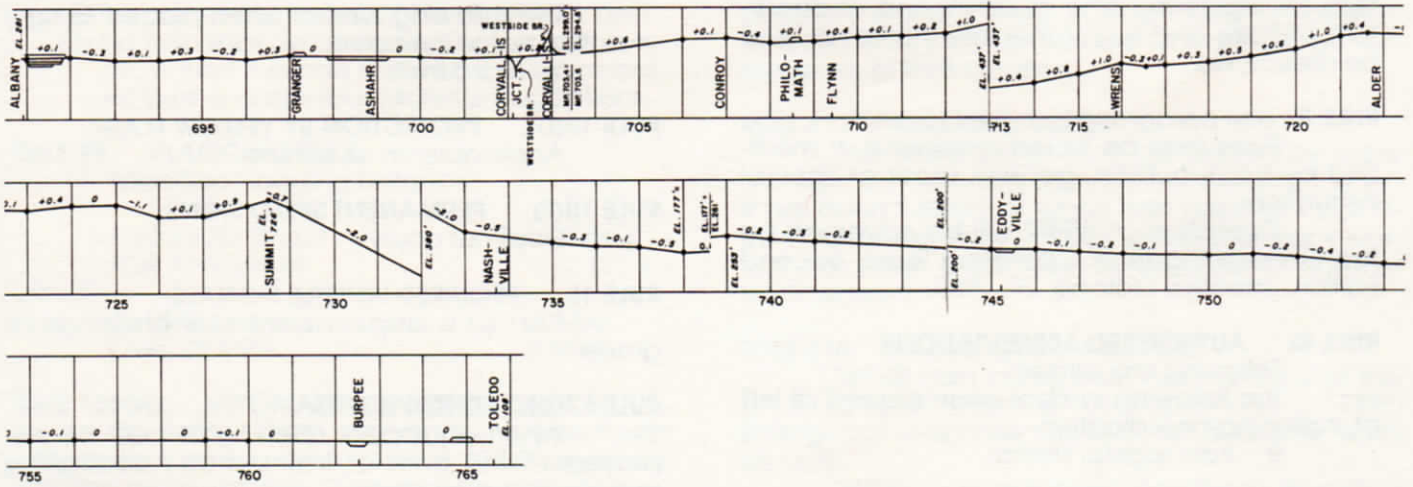
# VALLEY DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE		EASTWARD		Mile Post	Station Number
				No. 1 February 22, 1993					
				STATIONS					
Yard	BKPQY	▼	R	ALBANY	YL			690.9	26910
Yard	KPQY		EUGENE YARD	YL				649.7	03000
				(41.2)					

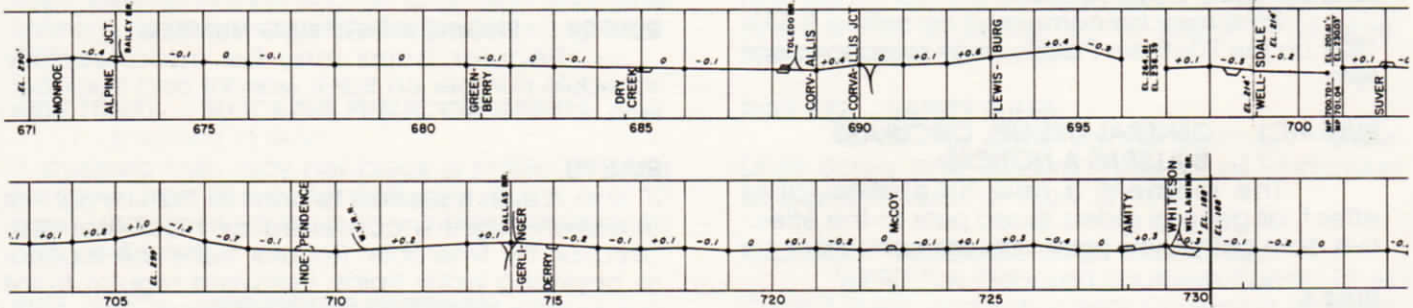
BETWEEN ALBANY AND EUGENE YARD  
SOUTHERN PACIFIC TIMETABLE AND INSTRUCTIONS GOVERN

## WILLAMETTE & PACIFIC RAILROAD TRACK PROFILES

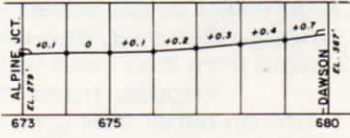
### Toledo District



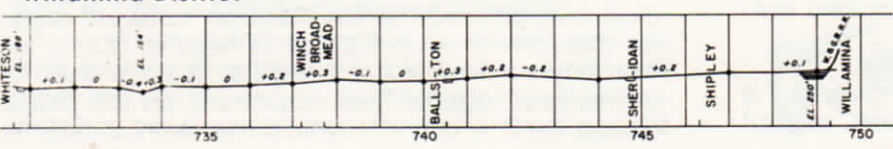
### West Side District



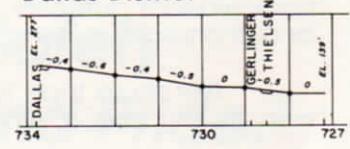
### Bailey District



### Willamina District



### Dallas District





## 6 SPECIAL RULES AND INSTRUCTIONS - ALL DISTRICTS

### ADDITIONS and REVISIONS TO THE GENERAL CODE OF OPERATING RULES

#### DEFINITIONS:

##### DISTRICT

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

##### EXTRA TRAIN

A train not identified by a timetable schedule.

##### REGULAR TRAIN

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

##### TRAIN REGISTER

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

##### RULE B. Last paragraph is revised to read:

Rules may be issued, canceled or modified by track bulletin, general order or special instructions.

Operation of WPRR will be governed by the General Code of Operating Rules, Second Edition, effective October 29, 1989.

##### RULE Q. AUTHORIZED ABBREVIATIONS:

Following are added:

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

R - train register station

##### RULE 3. TIME COMPARISON:

Time may be compared by calling 8-541-1827 on the Southern Pacific Lines' telephone system.

##### RULE 4(C). GENERAL ORDERS, CIRCULARS, BULLETINS & NOTICES:

The moment a new timetable takes effect, all general orders issued prior to the effective date of the new timetable are cancelled.

##### RULE 5.

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

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

Not more than two times are given for a train at any station; where one is given, except

at terminating stations, it is the leaving time; where two, they are the arriving and leaving times.

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

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

##### RULE 6. TIMETABLE CHARACTERS:

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

B - bulletin station

G - gate

J - junction of two districts

K - standard clock

P - phone

Q - base station radio

Y - turning facility

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

YL - yard limits

##### RULE 10(D). PROTECTION BY YELLOW FLAG:

Applicable on all districts.

##### RULE 10(E). PERMANENT SPEED SIGNS:

Does not apply.

##### RULE 15. REQUIRED WHISTLE SIGNALS:

Part (I) is applicable to all crossings at grade.

##### RULE 17(D). DITCH LIGHTS:

When equipped, ditch lights must be displayed to the front of train when headlight is required to be on bright.

##### RULE 24. ENGINE IDENTIFYING NUMBER:

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

##### RULE 70.

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

##### RULE 83.

Stations at which train registers are located will be designated in timetable.

##### RULE 83(A).

Information called for by a train register must be inscribed therein. Regular trains will register their arrival on the page of register dated for the day on which such regular train is due to arrive; and register their departure on the page dated for the day on which the train is due to



depart. Regular trains and extra trains will register at stations where they originate or terminate, and at intermediate points as directed by track warrant.

**RULE 87.**

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

(a) A train must be clear of main track not less than ten minutes before the leaving time of an opposing regular train.

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

**RULE 92. FRA EXCEPTED TRACK:**

On track(s) designated as "FRA Excepted Track" the following will govern:

- (1) Maximum speed must not exceed 10 MPH;
- (2) No passenger train shall be operated; and
- (3) No train shall be operated that contains more than five cars required to be placarded by the Hazardous Material Regulations.

**RULE 99. FLAGGING RULE:**

Specified Flagging Distance:

MAXIMUM SPEED FOR ANY TRAIN	FLAGGING D I S - TANCE
25 MPH or less.....	1 Mile
Over 25 MPH.....	2 Miles

**RULE 103(A). AUTOMATIC CROSSING DEVICES:**

On tracks where crossing is equipped with automatic warning devices and "STOP" signs are located approximately 25 feet each side of crossing, movements must stop at "STOP" sign and allow warning devices to operate before entering crossing.

**RULE 103(F). BLOCKING PUBLIC CROSSINGS:**

Is revised to read:

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

**RULE 104(C). CROSSOVER SWITCHES:**

Second sentence of first paragraph is revised to read:

Both switches of a yard track crossover not connected to a main track must be left lined either in the normal position or for movement through the crossover.

**RULE 104(D). APPROACHING MOVEMENT:**

When making yard movements on any work lead or an adjoining track, the movement will have the right to move on the track for which the switches are properly lined. If switch is lined against

the movement, the movement must not proceed until it is safe to do so. Positions of the switches will govern the right of movement regardless of whether they are spring, rigid or variable.

**RULE 410. IN EFFECT:**

A track warrant, once in effect, is in effect until fulfilled, or until made void by train dispatcher, or as provided by Rule 5. When all movement instructions contained in a track warrant are fulfilled it becomes void and new track warrant authority must be issued for additional movement. If dispatcher is on duty, crew member must report to dispatcher that warrant has been fulfilled and is being marked VOID in accordance with RULE 411. A voided track warrant which lists track bulletins must be retained on all trips made during the tour of duty on which it was received. At the completion of tour of duty, if warrant has not previously been reported "VOID" to train dispatcher, voided track warrant may be sent via FAX machine to dispatcher's office. If crew goes off duty at location of dispatcher's office, voided warrant will be surrendered at that location.

**RULE 411. MARKING VOID:**

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

**RULE 616. HAZARDOUS MATERIALS:**

WPRR train crews must have a copy of the U. S. Department of Transportation "1990 Emergency Response Guidebook" available while on duty.

WPRR has adopted Southern Pacific's Hazardous Material Instructions as contained in Section P of SP Line's Pacific Region Timetable, System special Instructions

**RULE 622. SAFETY RULES:**

WPRR has adopted the Southern Pacific Lines' Safety and General Rules for all Employees as originally issued on April 15, 1991.

**RULE 623. AIR BRAKE-TRAIN HANDLING:**

WPRR has adopted Southern Pacific Lines' Current Rules and Instructions Governing Air Brake System and Train Handling dated April 19, 1991, and those additions, deletions and revisions contained in the SP timetable "System Special Instructions" section.



**"Safety and Pride."**





Trackage Rights  
Newberg to Brooklyn

Trackage Rights  
Albany to Eugene

Correct Map of the  
**WILLAMETTE & PACIFIC  
RAILROAD**  
March 1, 1993

J R S