

WILLAMETTE & PACIFIC RAILROAD INC.



TIME TABLE No. 2

EFFECTIVE

12:01 A.M. Pacific Time
Sunday, February 6, 1994

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

R. I. MELBO
General Manager

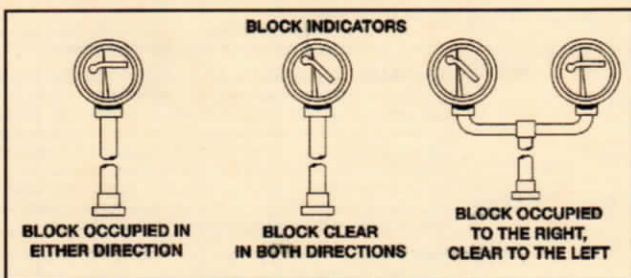
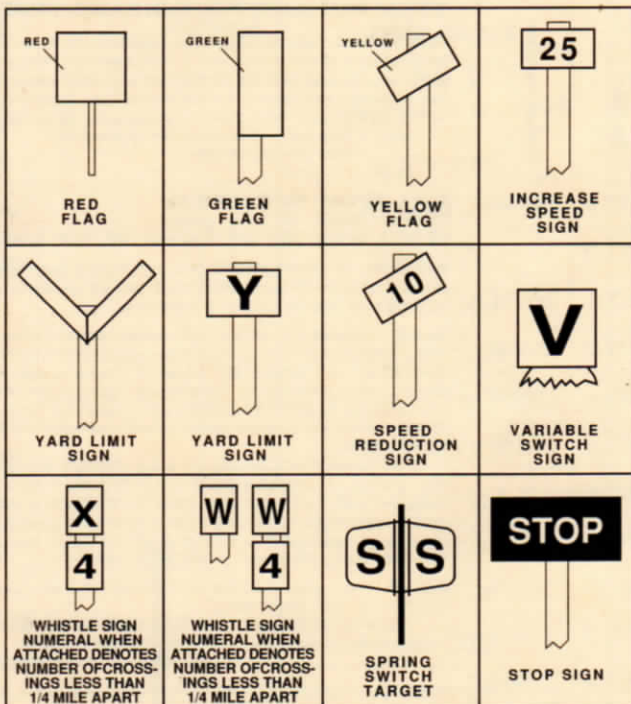
B. L. ENFIELD **A. W. MOGYTYCH**
Operations Manager *Director of Marketing*

A. B. CARSWELL **D. L. SULLIVAN**
Manager of Motive *Maintenance of Way*
Power & Equipment *Manager*

T. G. CRESWELL **D. G. BOUSQUET**
Manager of *Chief Train Dispatcher*
Customer Service

Albany, Oregon

K. E. NICHOLS
Road Foreman of Engines
McMinnville, Oregon



SPEED TABLE - FOR INFORMATION ONLY

Time Per Mile Min.Sec.	Miles Per Hour	Time Per Mile Min.Sec.	Miles Per Hour
1 00	60.0	1 46	34.0
1 02	58.0	2 00	30.0
1 06	54.5	2 10	27.7
1 10	51.4	2 24	25.0
1 12	50.0	2 30	24.0
1 16	47.4	2 45	21.8
1 20	45.0	3 00	20.0
1 26	41.9	3 30	17.1
1 30	40.0	4 00	15.0
1 34	38.3	5 00	12.0
1 40	36.0	6 00	10.0
1 42	35.3	12 00	5.0

2 TOLEDO DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE		EASTWARD		Mile Post	Station Number
		75		No. 2 February 6, 1994		76			
		Leave Daily		STATIONS		Arrive Daily			
Yard	BKPQYJ	PM 12:30	R	ALBANY	YL	PM 9:30		690.9	26910
		12:39		NORTH ALBANY		9:16		692.5	
1165				GRANGER				697.1	26970
6145		12:51		ASHAHR		9:06		699.0	26990
	YJ	1:00	R	CORVALLIS JCT.	YL			702.1	16900
Yard	YJ	1:08	R	CORVALLIS	YL	8:45		703.3	16890
				CABBAGE PATCH				705.6	
1500		1:16		LARSON		8:36		705.8	
				CONROY				707.0	27070
970		1:24		PHILOMATH		8:28		708.5	27080
				FLYNN		8:22		709.4	27090
705		1:47		WRENS		8:15		715.9	27160
				ALDER				722.0	27220
		2:09		BLODGETT		7:51		723.2	
				DEVITT				726.0	
1550		2:26		SUMMIT		7:34		728.5	27280
		2:50		NASHVILLE		7:10		733.7	27340
1770		3:25		EDDYVILLE		6:35		745.2	27450
		3:42		CHITWOOD		6:18		750.6	
		4:00		ELK CITY		6:00		756.5	
1760		4:18		BURPEE		5:42		762.5	27620
Yard	BKPQ	PM 4:32	R	TOLEDO	YL	PM 5:00		765.6	27650
		Arrive Daily		(74.7)		Leave Daily			

**RULE 400, Track Warrant Control (TWC) in effect.
RULE 70. No. 75 is superior to No. 76.**

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;
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 83. Corvallis Jct.: All trains will register unless otherwise instructed. Direction of arriving train will dictate whether "EASTWARD" or "WESTWARD" page of register is used to record arrival information. Additionally, trains registering must indicate in right-hand columns of register form name of district from which arrival has occurred. Example: "FROM TOLEDO DISTRICT."

If departure from Corvallis Jct. is in a different direction than arrival, a second entry showing departure time is required on the page provided for that direction. Additionally, trains registering must indicate in right-hand columns of register form name of district to which departure is occurring. Example: "TO WEST SIDE DISTRICT."

RULE 93. Yard limits established between the following locations on the Toledo District:

Albany-North Albany.....SP main track and MP 692.4
Corvallis Jct.-Corvallis.....MP 701.1 and MP 703.6
Toledo.....MP 763.8 and end of district

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 103(R). Toledo: On spurs leading to Georgia Pacific paper mill, gates are secured with WPRR lock. Crews must lock and close gate after last switch of the day. 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 toggle switch just past road crossing on lead to activate warning system for G-P employees.

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 reaches 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

**TOLEDO DISTRICT SPECIAL RULES and INSTRUCTIONS
CONTINUED ON PAGE NO. 3**

WEST SIDE DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE		EASTWARD		Mile Post	Station Number
				No. 2 February 6, 1994					
STATIONS									
Yard				BROOKLYN	YL			766.9	01000
				24.5					
Yard				NEWBERG	YL			748.5	17580
				2.4					
				DUNDEE				746.1	17460
				4.0					
				DAYTON				742.1	17420
				2.6					
				LAFAYETTE				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				728.1	17280
				5.3					
				McCOY				722.8	17230
				4.4					
				CROWLEY				718.4	
				3.4					
				DERRY	YL			715.0	17150
				0.7					
	YJ			GERLINGER	YL			714.3	17140
				3.8					
				WVRR JCT.				710.5	17091
				1.2					
				INDEPENDENCE				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	YL			684.6	16840
				3.3					
2600				GREENBERRY	YL			681.3	16810
				6.5					
				BURNETT	YL			674.8	
				1.8					
1280	J			ALPINE JCT.	YL			673.0	16730
				1.3					
				MONROE	YL			671.7	16720
				(103.1)					

SPECIAL RULES and INSTRUCTIONS WEST SIDE DISTRICT

RULE 83. Corvallis Jct.: All trains will register unless otherwise instructed. Direction of arriving train will dictate whether "EASTWARD" or "WESTWARD" page of register is used to record arrival information. Additionally, trains registering must indicate in right-hand columns of register form name of district from which arrival has occurred. Example: "FROM TOLEDO DISTRICT."

If departure from Corvallis Jct. is in a different direction than arrival, a second entry showing departure time is required on the page provided for that direction. Additionally, trains registering must indicate in right-hand columns of register form name of district to which departure is occurring. Example: "TO WEST SIDE DISTRICT."

RULE 93. Yard limits established between the following locations:

- Newberg: MP 750.0 and MP 748.1
- St. Joseph-Whiteson: MP 739.0 and MP 730.0
- Derry-Gerlinger: MP 715.3 and MP 714.0
- Corvallis Jct.: MP 691.1 inclusive to Monroe

RULE 98(A). Whiteson: Normal position of switch at junction of West Side and Willamina Districts will be for either route.

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 West Side and Dallas Districts are lined for West Side District.

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

RULE 103(D). 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.

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

RULE 105. Corvallis Jct.: Maximum speed on Independence leg of wye is 10 MPH.

RULE 109(C). Trackside 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 WP frequency 4444 and is unattended.

MISCELLANEOUS:

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

TOLEDO DISTRICT SPECIAL RULES and INSTRUCTIONS CONTINUED ...

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 409(A). Between Albany and Corvallis Jct., train authorized to move with "restricted" directional authority may obtain information that preceding train has cleared shared limits from employee other than train dispatcher. Time shared limits are reported clear and initials of employee providing information must be written in margin of track warrant by crew member of following train. Thereafter, following train is released from Rule 409(A) requirement to proceed at restricted speed within shared limits.

RULE 505. Radio base stations at Albany and Toledo equipped with WP frequency 4444. Additionally, Albany is equipped to broadcast on SP frequency 9696. Toledo is unattended. Albany is attended during daylight hours.

Yard Limits Corvallis Jct. to Monroe, inclusive.

RULE 400, Track Warrant Control (TWC) in effect Newberg to Corvallis Jct. BETWEEN BROOKLYN AND NEWBERG SOUTHERN PACIFIC TIMETABLE AND INSTRUCTIONS GOVERN

MAXIMUM AUTHORIZED SPEED

Newberg to Monroe..... 40

MP 750.0 to 748.1.....10	MP 727.8 to 711.0..... 25
MP 748.1 to 739.0..... 25	MP 711.0 to 709.3..... 10
MP 739.0 to 730.0..... 20	MP 691.1 to 689.8..... 20
MP 730.0 to 728.1.....25	MP 689.8 to 671.6..... 10
MP 728.1 to 727.8..... 10	

4 WILLAMINA DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE No. 2 February 6, 1994	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
YARD					3.0 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

RULE 103(T): Willamina: Before switching Willamina Lumber Co. mill, member of crew must activate switch on post near plant gate to start warning system for mill personnel. System should not be deactivated until switching is completed.

MISCELLANEOUS:

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

**Rule 400, Track Warrant Control (TWC) in effect.
Speed 10 MPH on Willamina District
except 20 MPH between MP 742.60 and MP 744.0**

DALLAS DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE No. 2 February 6, 1994	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)			

SPECIAL RULES and INSTRUCTIONS DALLAS DISTRICT

RULE 103(T): Dallas: Before fouling crossings near entrance to Willamette Industries plywood plant, member of crew must activate toggle switch on building adjacent to plywood shed to start warning device for WI employees.

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

BAILEY DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE No. 2 February 6, 1994	EASTWARD		Mile Post	Station Number
1280	J				ALPINE JCT. YL		673.0	16730
					4.0 BELLFOUNTAIN YL		677.0	
					2.9 DAWSON YL		679.9	46800
					(6.9)			

SPECIAL RULES and INSTRUCTIONS BAILEY DISTRICT

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

**Yard Limits Alpine Jct. to Dawson, inclusive.
Speed 10 MPH on Bailey District**

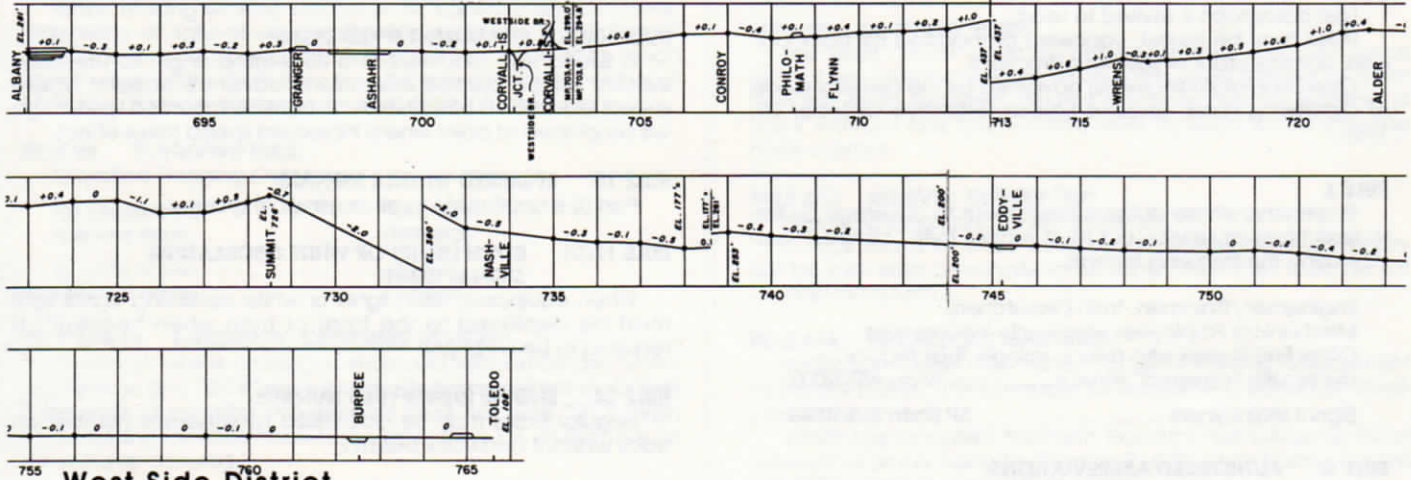
VALLEY DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE		EASTWARD		Mile Post	Station Number
				No. 2 February 6, 1994					
		STATIONS							
Yard	BKPQY	▼	R	ALBANY	YL			690.9	26910
Yard	KPQY			41.2	EUGENE YARD	YL	▲	649.7	03000
		(41.2)							

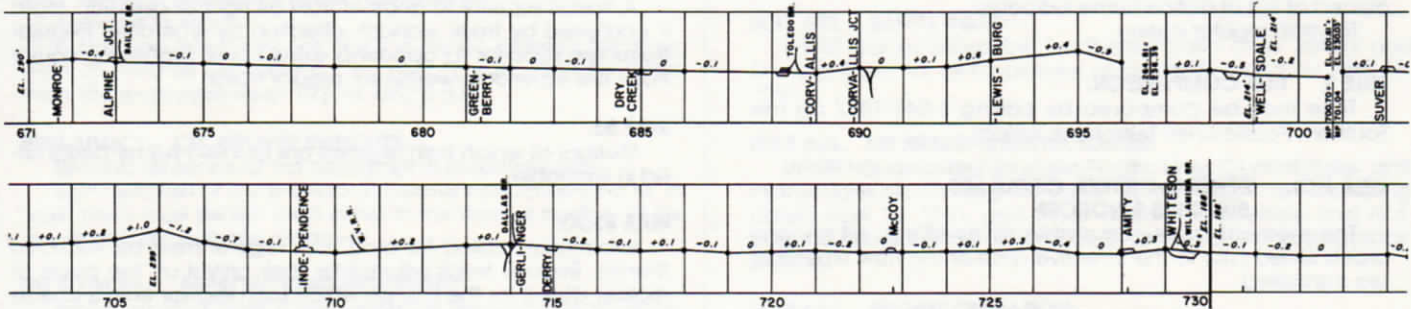
BETWEEN ALBANY AND EUGENE YARD
SOUTHERN PACIFIC TIMETABLE AND INSTRUCTIONS GOVERN
 Maximum Authorized Speed for WPRR trains is 50 MPH.

WILLAMETTE & PACIFIC RAILROAD TRACK PROFILES

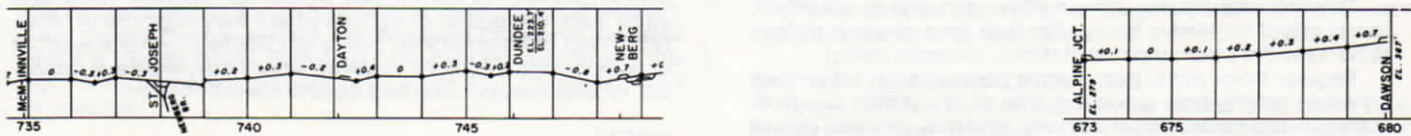
Toledo District



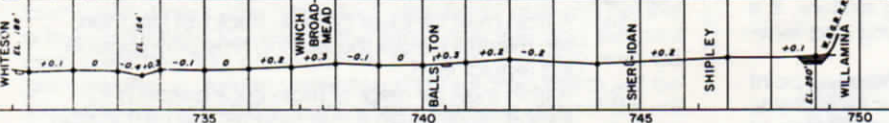
West Side District



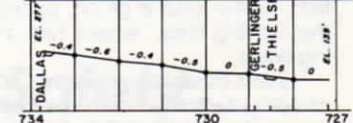
Bailey District



Willamina District



Dallas District



6 SPECIAL RULES AND INSTRUCTIONS - ALL DISTRICTS

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

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 J.

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 handle locomotives,
Other Employees who may commingle their regular
duties with "covered" service.....Form WPRR002
Signal Maintainers.....SP Form C.S. 3050

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. TEMPORARY RESTRICTIONS:

Yellow flags will be displayed not less than one mile in advance of locations where train movement is to be restricted under provisions of Rule 10. All references to "2 miles" in Rule 10 should be interpreted as 1 mile.

RULE 10(D). PROTECTION BY YELLOW FLAG:

Applicable on all districts.

RULE 10(E). PERMANENT SPEED SIGNS:

A speed sign mounted at a 45-degree angle to the track surface will be placed one mile in advance of point where speed reduction is effective. A horizontally mounted speed sign will be placed at point where increased speed takes effect.

RULE 15. REQUIRED WHISTLE SIGNALS:

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

RULE 17(D). DITCH LIGHTS OR WHITE OSCILLATING SIGNAL LIGHT:

When equipped, ditch lights or white oscillating signal light 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 or Special Instructions. At locations where train register is provided, register may be checked against superior trains.

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 102. EMERGENCY STOP OR SEVERE SLACK ACTION:

Following is added as additional paragraphs under paragraph (2):

Inspection of cars and units is not required, if all of the following conditions are met:

- (a) Train does not contain any of the hazardous commodities listed in item 5, "KEY TRAINS," of Section P, System Special Instructions, found in the Southern Pacific's employee timetable.
- (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 no unusual slack action incidental to stopping.

When making walking inspection of train and physical characteristics of right-of-way or structures prevent inspection of complete train, a walking inspection will be made of as much of train as possible. Train may then be moved, not exceeding 5 MPH, the distance necessary to complete the inspection.

RULE 99. FLAGGING RULE:

Specified Flagging Distance:

MAXIMUM SPEED FOR ANY TRAIN	FLAGGING DISTANCE
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 not pass "STOP" sign until warning devices have been operating for 20 seconds or gates have covered.

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 409(A). AUTHORIZING FOLLOWING MOVEMENTS:

Train dispatcher may authorize within same limits a single following movement with "restricted" directional authority behind a train authorized to move in the same direction and excused from providing flag protection to the rear. Authority may be granted after a definite understanding that train which will be followed has passed the point where following movement will enter main track. Location of train ahead may be ascertained visually, by radio or from train dispatcher.

Train granted restricted directional authority must move at

restricted speed and not pass the preceding train whose identity will be specified on line 15 of track warrant. When preceding train has reported to train dispatcher that it is clear of the shared limits, train dispatcher may cancel the requirement for following train to operate at restricted speed.

Restricted directional authority may be issued without notifying train to be followed.

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 may 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 453. RELIEVED DURING TRIP:

Second paragraph is revised to read:

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

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.

RULE 633. ENGINE OPERATION:

Following is added:

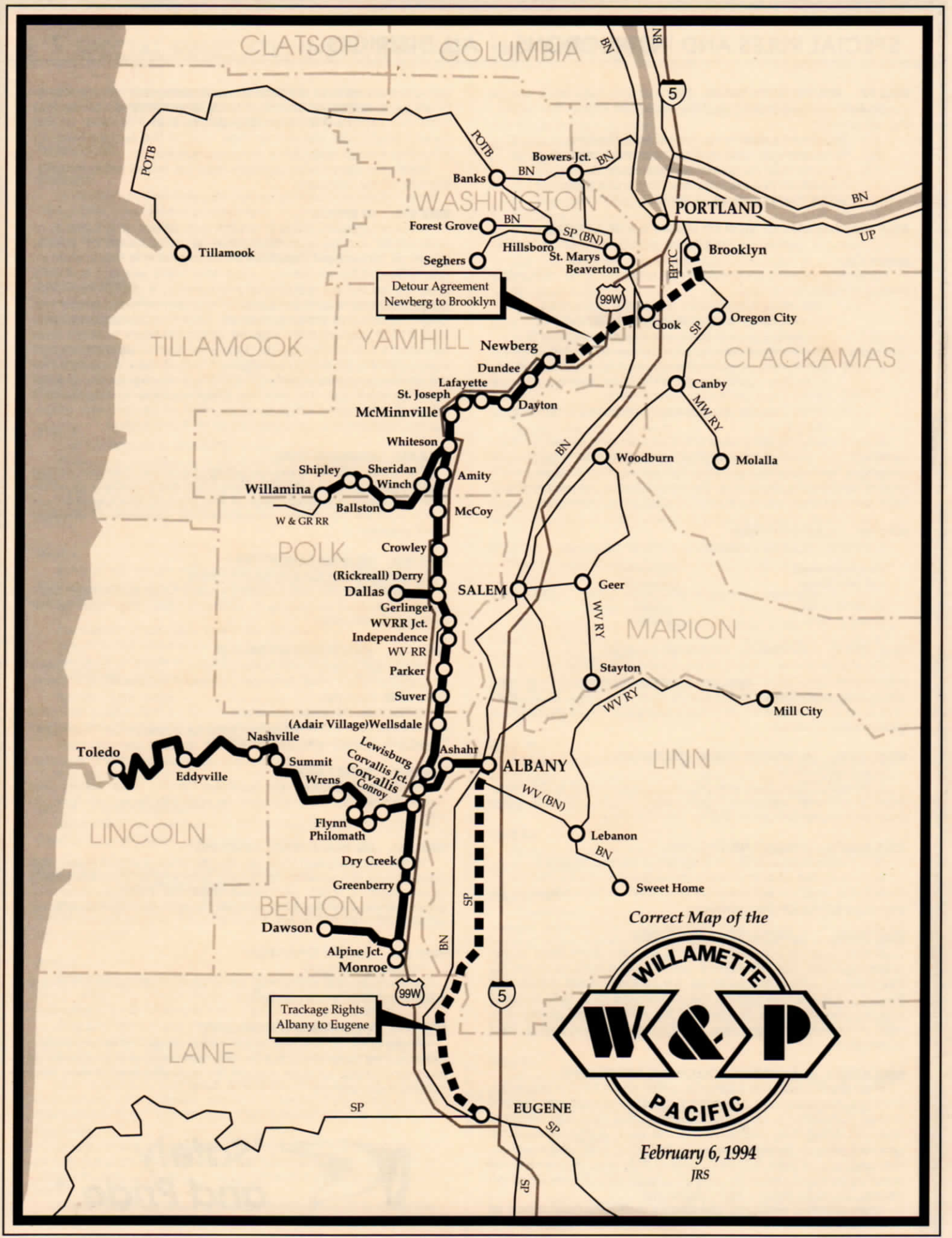
Any employee operating an engine must have a current (FRA) certificate in his possession.

RULE 913. DETACHING LOCOMOTIVE:

Angle cock on cars set out may be closed after brake pipe pressure has been reduced to zero and hand brake applied at locations where engines couple to opposite end of cars and handle them with air.



"Safety and Pride."



Detour Agreement
Newberg to Brooklyn

Trackage Rights
Albany to Eugene

Correct Map of the



February 6, 1994
JRS