

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 |

WILLAMETTE & PACIFIC RAILROAD INC.



TIME TABLE No. **3**

EFFECTIVE
12:01 A.M. Pacific Time
Sunday, April 10, 1994

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

R. I. MELBO
General Manager

| | |
|---|---|
| <p>B. L. ENFIELD <i>Operations Manager</i></p> <p>A. B. CARSWELL <i>Manager of Motive Power & Equipment</i></p> <p>T. G. CRESWELL <i>Manager of Customer Service</i></p> | <p>A. W. MOGYTYCH <i>Director of Marketing</i></p> <p>D. L. SULLIVAN <i>Maintenance of Way Manager</i></p> <p>D. G. BOUSQUET <i>Train Dispatcher</i></p> |
|---|---|

Albany, Oregon

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

2 TOLEDO DISTRICT

| Capacity of Sidings | Facilities | WESTWARD | | TIME TABLE | | EASTWARD | | Mile Post | Station Number |
|---------------------|------------|--------------|--------|-------------------------|----|--------------|--|-----------|----------------|
| | | 75 | | No. 3 April 10, 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 |
| | | | | OREGON STATE UNIV. | | | | 703.8 | |
| 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 | BKQP | PM 4:32 | R | TOLEDO | YL | PM 5:00 | | 765.6 | 27650 |
| | | Arrive Daily | (74.7) | | | Leave Daily | | | |

SPECIAL RULES and INSTRUCTIONS TOLEDO DISTRICT

RULE 1.1.5 Impaired Side Clearances
MP 691.7 - Bridge MP 711.3 - Bridge
MP 691.8 - Bridge MP 714.8 - Rock cut MP 752.4 - Tunnel

RULE 2.7 Radio base stations at Albany and Toledo equipped with WP frequency 4444. Additionally, Albany is equipped to broadcast on SP frequency 9696. Toledo is unattended. Albany is attended during office hours.

RULE 4.4 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 name of district from which arrival 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 6.3.1 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 6.13 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 track

RULE 6.17 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 6.29.1 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 7.10 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 9.1.1 Bridge Collision Signals

Albany: Light-type signals 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.
Lunar..... Proceed

RULE 9.12.4 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, apply Rule 9.17.

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

RULE 14.0 Track Warrant Control (TWC) in effect.
RULE 6.3.1 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* |

* Restriction ends when engine passes increase speed sign.

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

WEST SIDE DISTRICT

| Capacity of Sidings | Facilities | WESTWARD | | TIME TABLE | | EASTWARD | | Mile Post | Station Number |
|---------------------|------------|----------|--|-------------------------|----|----------|--|-----------|----------------|
| | | | | No. 3 April 10, 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 | | | | | |
| | | | | V&S 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 2.7 McMinnville: Radio base station equipped for WP frequency 4444 and is unattended.

RULE 4.4 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 name of district from which arrival 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 6.13 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 6.17 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 6.28 Corvallis Jct.: Maximum speed on Independence leg of wye is 10 MPH.

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

RULE 6.29.1 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 7.8 Amity and McCoy: Overhead grain loading spouts on tracks 5102 and 5108 will not clear standard height cars. Before spotting empties for loading, trainmen must observe that spouts are raised or swung clear to prevent damage. When pulling loads, spouts must be checked for clearance before pulling cars.

RULE 8.3 McMinnville: Switch at either end of siding may be left lined and locked for other than normal movement.

TOLEDO DISTRICT SPECIAL RULES and INSTRUCTIONS CONTINUED ...

RULE 14.4.1 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 14.4.1 requirement to proceed at restricted speed within shared limits.

Yard Limits Corvallis Jct. to Monroe, inclusive.

RULE 14.0 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.....20*
- MP 748.1 to 739.0..... 25
- MP 739.0 to 730.0..... 20*
- MP 730.0 to 728.1.....25
- MP 728.1 to 727.8..... 10*
- MP 727.8 to 715.3..... 25
- MP 715.3 to 714.0..... 20*
- MP 714.0 to 711.0..... 25
- MP 711.0 to 709.3..... 10*
- MP 691.1 to 689.8..... 20*

MP 689.8 to 671.6..... 10

* Restriction ends when engine passes increase speed sign.

4 WILLAMINA DISTRICT

| Capacity of Sidings | Facilities | WESTWARD | | TIME TABLE No. 3 April 10, 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 1.1.5 Impaired Side Clearances
 MP 745.3.....Bridge
 MP 750.05..... Willamina Lumber
 Company, overhead
 Conveyor

RULE 6.28

Willamina: No engines may operate beyond clearance points of No. 2 track at Willamina yard.

Winch: No engines may operate beyond derail on spur.

RULE 7.8 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.

**Rule 14.0 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. 3 April 10, 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 7.8 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. 3 April 10, 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 8.20 Derail in main track at MP 679.6, Dawson.

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

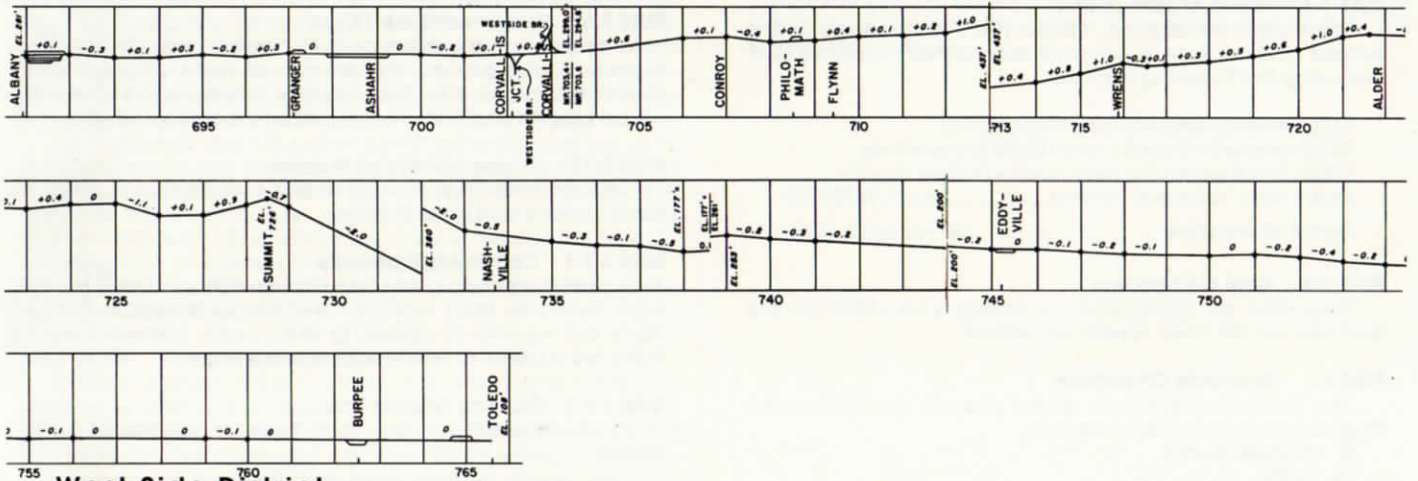
VALLEY DISTRICT

| Capacity of Sidings | Facilities | WESTWARD | | TIME TABLE | | EASTWARD | | Mile Post | Station Number |
|---------------------|------------|----------|--|-------------------------|-------------|----------|---|-----------|----------------|
| | | | | No. 3 April 10, 1994 | | | | | |
| | | STATIONS | | | | | | | |
| Yard | BKPQY | ▼ | | R | ALBANY | YL | | 690.9 | 26910 |
| Yard | KPQY | | | | EUGENE YARD | YL | ▲ | 649.7 | 03000 |
| | | (41.2) | | | | | | | |

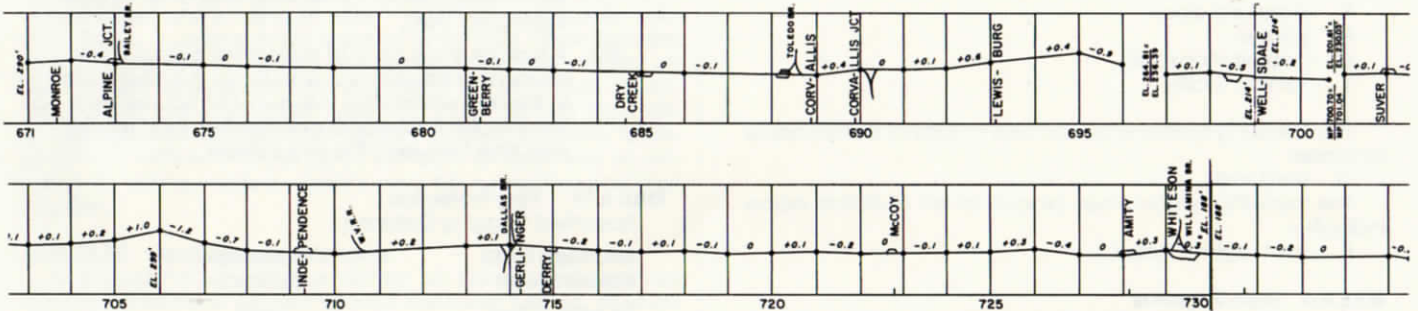
BETWEEN ALBANY AND EUGENE YARD
SOUTHERN PACIFIC TIMETABLE AND INSTRUCTIONS GOVERN
 Maximum Authorized Speed for WPRR trains is 50 MPH.

WILLAMETTE & PACIFIC RAILROAD TRACK PROFILES

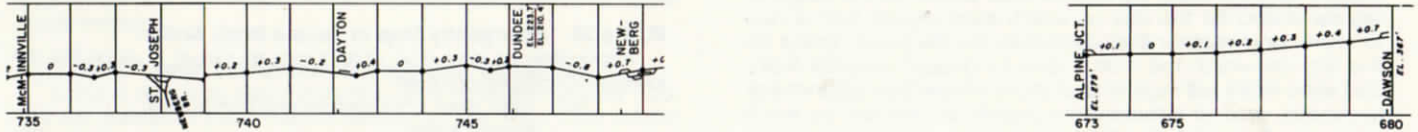
Toledo District



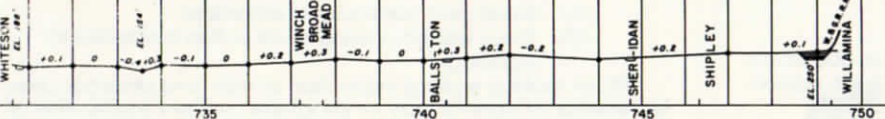
West Side District



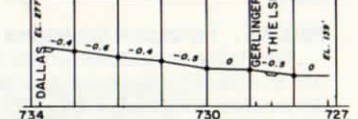
Bailey District



Willamina District



Dallas District



6 SPECIAL RULES AND INSTRUCTIONS - ALL DISTRICTS

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

RULE 1.3.1 Rules, Regulations and Instructions

Operation of WPRR will be governed by the General Code of Operating Rules, Third Edition, effective April 10, 1994.

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 SP Line's timetable.

Safety Rules

Refer to General Orders.

Air Brake-Train Handling

WPRR has adopted Southern Pacific Lines' Rules and Instructions Governing Air Brake System and Train Handling effective April 10, 1994.

RULE 1.17 Hours of Service Law

Employees whose duties subject them to coverage by the federal hours of service act must record their "covered" service using the following formats:

Enginemen/Trainmen, Train Dispatchers,
Mechanical Employees who hostle locomotives,
Other Employees who may comingle their regular
duties with "covered" service.....Form WPRR002
Signal Maintainers.....SP Form C.S. 3050

RULE 3.3 Time Comparison

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

RULE 4.3 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

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

R - train register station

RULE 4.4 Train Registers

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 4.5 Timetable Schedules

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 5.4.2 Display of Yellow Flag

Yellow flags will be displayed not less than one mile ahead of restricted area. All references to "2 miles" in this rule should be interpreted as 1 mile.

RULE 5.4.3 Display of Yellow-Red Flag

Not applicable on WPRR.

RULE 5.4.4 Authorized Protection by Yellow Flag

Applicable on all districts with yellow flags displayed not less than one mile ahead of restricted area.

RULE 5.5 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 5.11 Engine Identifying Number

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

RULE 6.3.1 Conferring Superiority

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 6.9.1 Clearing Regular Train

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

- A train must be clear of main track not less than ten minutes before the leaving time of an opposing regular train.
- 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 6.19 Flag Protection

Specified Flagging Distance:

| MAXIMUM SPEED FOR ANY TRAIN | FLAGGING DISTANCE |
|--------------------------------|----------------------|
| 25 MPH or less..... | 1 Mile |
| Over 25 MPH..... | 2 Miles |

RULE 6.23 Emergency Stop or Severe Slack Action

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

- Train does not contain any hazardous commodities.
- The speed at which the emergency application of brakes occurred was 30 MPH or above.
- Brake pipe continuity is not broken.
- 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 6.32.6 Blocking Public Crossing

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 8.12 Crossover Switches

Both switches of a yard track crossover not connected to a main track may be left lined for movement through the crossover.

RULE 8.14 Conflicting Movements Approaching Switch

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 14.4.1 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 acted upon only 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 5 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 14.10 Track Warrant 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 4.5. 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 14.12. 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 14.12 Voiding Track Warrants

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 15.12 Relief of Engineer or Conductor During Trip

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

GLOSSARY**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

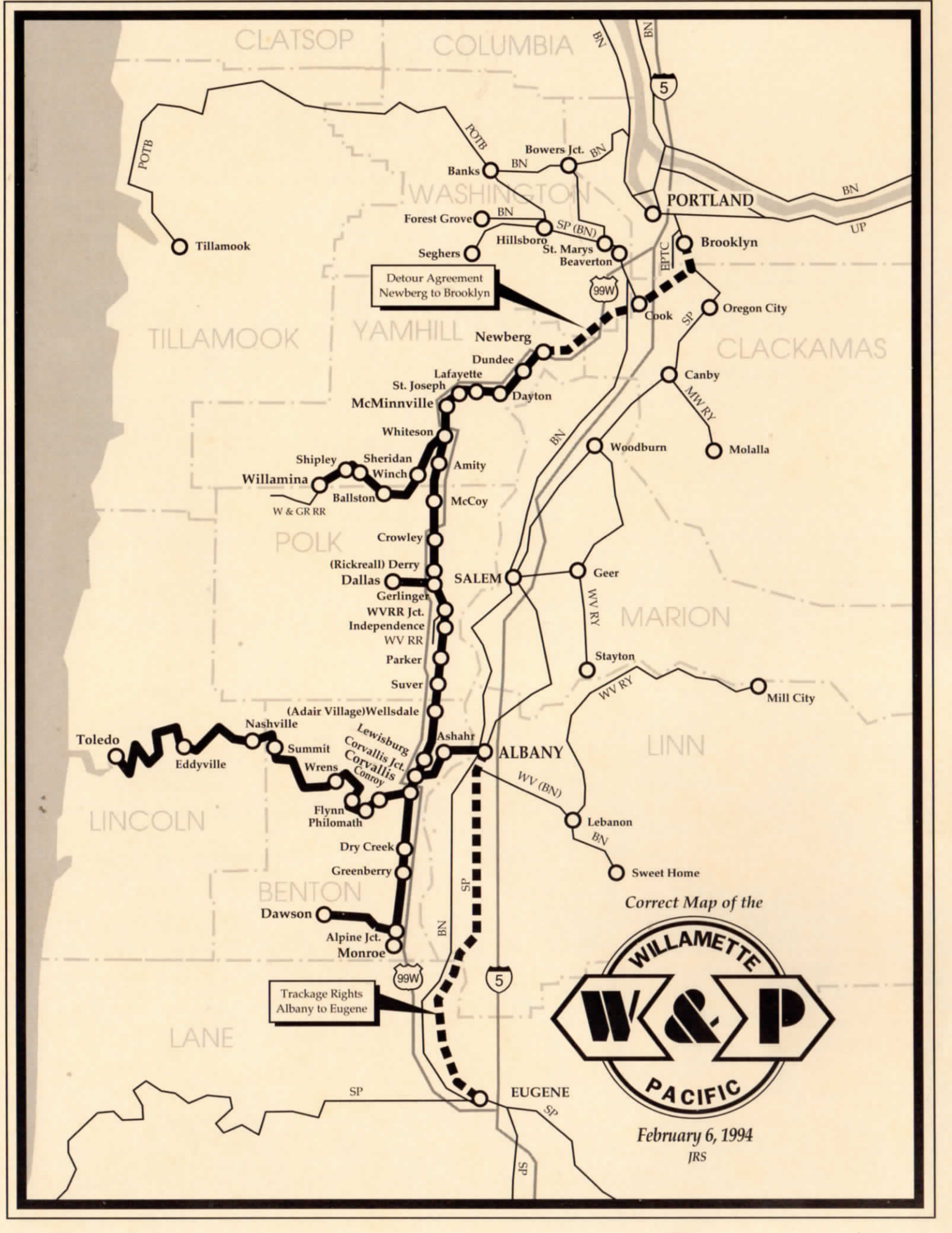
A book or form used at designated stations for registering time of arrival and/or departure of trains and such other information as may be prescribed.

AIR BRAKE RULES**RULE 51.10 and 51.11**

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