

# PORTLAND & WESTERN RAILROAD INC.



## TIME TABLE No. 1

EFFECTIVE ON THE TILLAMOOK,  
WEST SIDE and SEGHERS DISTRICTS

11:59 P.M. Pacific Time

Friday, August 18th, 1995

EFFECTIVE ON THE  
OREGON ELECTRIC, UNITED RAILWAYS and  
FOREST GROVE DISTRICTS

As prescribed by General Order.

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

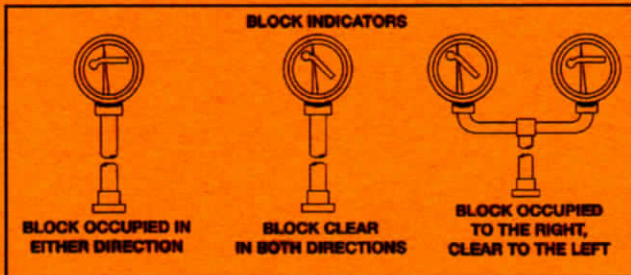
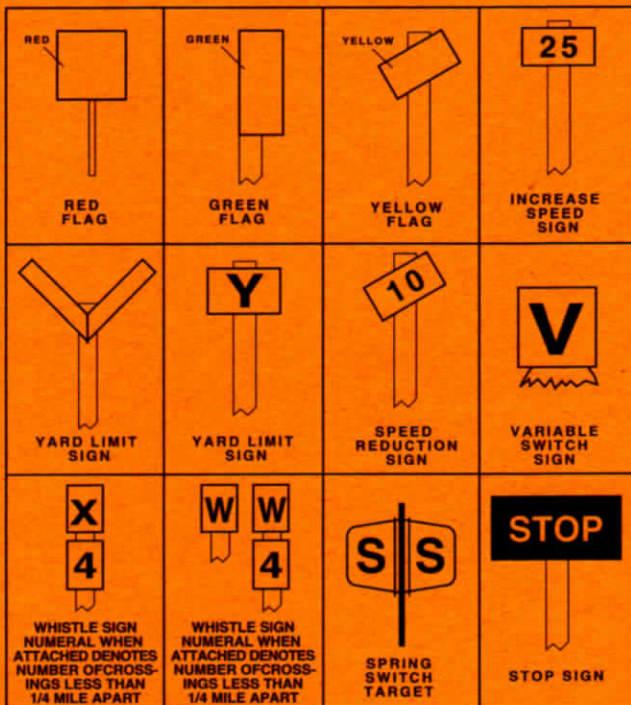
**A. W. MOGYTYCH**

*Vice President  
& General Manager*

**R. K. CARSKADON**

*Manager of  
Customer Service*

Hillsboro, 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



**"Safety  
and Pride."**

## 2 TILLAMOOK DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE		EASTWARD		Mile Post	Station Number
				No. 1 August 18, 1995					
				STATIONS					
Yard				BROOKLYN YL	2 TRKS.			766.9	00001
Yard	JP			WILLSBURG JCT. YL				740.7	00263
				MILWAUKIE				741.9	00275
1560				MENEFEE				743.0	00286
				LAKE OSWEGO				744.2	00298
1520				BRYANT YL				747.5	00331
Yard	JY			R COOK YL				748.0	00336
	J			TIGARD CROSSOVER YL				750.0	
				TIGARD (SP)				751.1	00367
	J			GRETON				751.9	00375
				FANNO				753.4	00390
4090	Y			BEBURG				755.0	00406
				BEAVERTON (SP)				755.6	00412
Yard	BPQ			R ST. MARYS (Beaverton-BN)				756.9	00425
				REEDVILLE				760.1	00457
				NEWTON				763.2	00488
Yard	BJPYQ			R HILLSBORO (SP) YL				764.8	00504
Yard	J			BN JCT. YL				765.5	00511
Yard				R MAHAN YL				766.4	00520
1175				SCHEFFLIN				770.2	00558
	J			BANKS				774.7	00603
				(35.5)					

### SPECIAL RULES and INSTRUCTIONS TILLAMOOK DISTRICT

**RULE 2.7** Radio base stations at St. Marys and Hillsboro equipped with P&W frequency 4444 and are unattended.

**RULE 6.12** That portion of the Tillamook District between MP 766.0 (Mahan) and MP 770.5 (Schefflin), and the Beaverton Industrial Park off Beburg siding, are designated "FRA Excepted Track" except for public road crossings at grade, and all bridges and track approaching bridges for 100 feet on either side.

**RULE 6.13** Yard limits established between the following locations on this District:  
Bryant-Tigard Crossover  
Hillsboro - Mahan

**RULE 6.17** At Cook, wye switches at junction of West Side and Tillamook Districts may be left lined and locked for any route.

**RULE 6.29.1** Talking dragging equipment and derailment detectors located as follows on this district:  
MP 746.5, between Lake Oswego and Bryant.  
MP 753.2, at Fanno.  
MP 762.0, between Reedville and Newton.

**RULE 8.12** At Tigard Crossover, switches may be left lined and locked for crossover movement. Trains and engines must approach these switches prepared to stop short. If necessary to normal or reverse switch for movement to proceed, switch at opposite end of crossover must be left in correlation.

**RULE 10.1** CTC limits extend between Greton and St. Marys, including the siding at Beburg, and is controlled from Denver by Southern Pacific's WS-70 dispatcher. The dispatcher may be contacted via SP frequency 9696, or via P&W radio-telephone. Dial (800) 452-1699 for dial tone, then dial extension 6044.

**RULE 10.0** Centralized Traffic Control (CTC)  
in effect between Greton and St. Marys.

**RULE 14.0** Track Warrant Control (TWC)  
in effect between Willsburg Jct. and Greton, St. Marys and Schefflin.

WITHIN YARD LIMITS WILLSBURG JCT. AND BROOKLYN  
SOUTHERN PACIFIC TIMETABLE AND INSTRUCTIONS GOVERN.

BETWEEN SCHEFFLIN AND BANKS  
PORT OF TILLAMOOK BAY RULES AND INSTRUCTIONS GOVERN.

#### MAXIMUM AUTHORIZED SPEED

Milwaukie to Schefflin.....	40
MP 741.6 to 743.1.....	25
MP 743.1 to 745.2.....	10*
MP 747.1 to 750.1.....	20*
MP 764.2 to 766.0.....	15
MP 766.0 to 770.5.....	10

\* Restriction ends when engine passes increase speed sign.

# OREGON ELECTRIC DISTRICT

Capacity of Sidings	Facilities	WESTWARD	TIME TABLE	EASTWARD	Mile Post	Station Number
			No. 1 September 1, 1995			
			STATIONS			
	J		GRETON YL		31.3	00375
3803			0.8 TIGARD (BN) YL		32.1	20008
	J		1.0 TIGARD CROSSOVER YL		33.1	20018
			1.3 DURHAM		34.4	20031
400			1.7 TUALATIN (BN)		36.1	20048
			1.3 ALBERTSON		37.4	20061
			1.6 TONQUIN		39.0	20077
			1.4 STORWEST		40.4	20090
1166			2.4 WILSONVILLE		42.8	20115
3664			2.8 CURTIS		45.6	20143
1050			3.7 DONALD		49.3	20180
Yard			4.2 LOGANVILLE		53.5	20222
3647			0.9 WEST WOODBURN		54.4	20231
			2.9 ST. LOUIS		57.3	20260
			2.2 CONCOMLY		59.5	20282
			1.8 WACONDA		61.3	20300
1600			1.8 HOPMERE		63.1	20318
			1.0 QUINABY		64.1	20328
Yard			4.5 BUSH YL		68.6	20373
Yard			0.4 SALEM YL		69.0	20377
			(37.7)			

## SPECIAL RULES and INSTRUCTIONS OREGON ELECTRIC DISTRICT

**RULE 6.13** Yard limits established at and between Greton and Tigard Crossover.

**RULE 6.29.1** Dragging equipmen and derailment detectors located and operate as follows:

MP 39.1 at Tonquin.  
MP 46.9 between Curtis and Donald.

These are light-type detectors which scan trains in either direction. At detector locations are two white lights mounted back to back on a single mast, and a flashing amber light mounted on an adjacent mast.

Display of a continuously illuminated white light viewed from an approaching train signifies the detector is working and train will be inspected.

Display of a continuously illuminated white light looking back behind train signifies no defects were noted. When defects are found, the white lights will be extinguished and the flashing amber light illuminated. The train must be stopped immediately and inspected for defects.

If all lights are extinguished when looking back behind train, this signifies an inoperative detector. Train must stop and inspect consist. Train dispatcher must be notified.

**RULE 6.32.2** When moving on siding at Tigard, automatic crossing warning devices at Main Street, MP 32.2, may be ineffective. Be governed by the last paragraph of this rule.

**RULE 8.12** At Tigard Crossover, switches may be left lined and locked for crossover movement. Trains and engines must approach these switches prepared to stop short. If necessary to normal or reverse switch for movement to proceed, switch at opposite end of crossover must be left in correlation.

### RULE 14.0 Track Warrant Control (TWC)

### BETWEEN MP 64.7 AND SALEM BURLINGTON NORTHERN TIMETABLE AND INSTRUCTIONS GOVERN

#### MAXIMUM AUTHORIZED SPEED

Greton to Quinaby.....	40
MP 31.3 to 33.2.....	20*
MP 36.1, head end over xing .....	25*
MP 40.3, over bridge when handling cars weighing over 131.5 tons.....	10
MP 51.5 to 57.4.....	25

\* Restriction ends when engine passes increase speed sign.

## 4 WEST SIDE DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE		EASTWARD		Mile Post	Station Number
				No. 1 August 18, 1995					
				STATIONS					
Yard	JY			COOK	YL			764.0	00336
				2.0					
				TUALATIN (SP)				762.0	17715
				2.5					
				CIPOLE				759.5	17690
				1.9					
1050				SHERWOOD				757.6	17671
				4.6					
1060				REX				753.0	17625
				2.2					
1050				SPRINGBROOK				750.8	17603
				2.3					
Yard				NEWBERG	YL			748.5	17580
				(15.5)					

### SPECIAL RULES and INSTRUCTIONS WEST SIDE DISTRICT

**RULE 1.1.5 Impaired Side Clearances**  
MP 762.1.....Bridge

**RULE 6.12** This entire district is designated as "FRA Excepted Track" except for public road crossings at grade, and all bridge's and track approaching bridges for 100 feet on either side.

**RULE 6.13** Yard limits established at Newberg and Cook.

**RULE 6.17** At Cook, wye switches at junction of West Side and Tillamook Districts may be left lined and locked for any route.

**RULE 6.29.1** Talking dragging equipment and derailed car detectors located at MP 760 between Cipole and Tualatin, and MP 750.7 at Springbrook.

**Rule 14.0 Track Warrant Control (TWC) in effect.  
Speed 10 MPH on West Side District.**

## SEGHERS DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE		EASTWARD		Mile Post	Station Number
				No. 1 August 18, 1995					
				STATIONS					
Yard	BJPQY			R HILLSBORO (SP)	YL			765.3	00504
				3.6					
				CORNELIUS (SP)	YL			761.7	30036
				2.5					
				CARNATION	YL			759.2	30061
				3.6				758.5	
				SEGHERS	YL			754.9	30104
				2.7					
Yard				STIMSON-FORESTEX	YL			752.2	30131
				(12.4)					

### SPECIAL RULES and INSTRUCTIONS SEGHERS DISTRICT

**RULE 2.7** Radio base station at Hillsboro equipped with P&W frequency 4444 and is unattended.

**RULE 6.12** This entire district is designated as "FRA Excepted Track" except for public road crossings at grade, and all bridges and track approaching bridges for 100 feet on either side.

**Yard Limits Hillsboro to Stimson-Forestex, inclusive.  
Speed 10 MPH on Seghers District.**

## FOREST GROVE DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE		EASTWARD		Mile Post	Station Number
				No. 1 September 1, 1995					
				STATIONS					
Yard	J			BN JCT.	YL			4.6	00511
				0.1					
700				HILLSBORO (BN)	YL			4.7	40001
				3.1					
				CORNELIUS (BN)	YL			7.8	40031
				2.2					
700				FOREST GROVE	YL			10.0	40053
				(5.4)					

### SPECIAL RULES and INSTRUCTIONS FOREST GROVE DISTRICT

**RULE 6.12**  
This entire district is designated as "FRA Excepted Track" except for public road crossings at grade, and all bridges and track approaching bridges for 100 feet on either side.

**Yard Limits BN Jct. to Forest Grove, inclusive.  
Speed 10 MPH on Forest Grove District.**

# UNITED RAILWAYS DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE No. 1 September 1, 1995	EASTWARD		Mile Post	Station Number
				<b>STATIONS</b>				
				BENDEMEER 1.4			15.7	00721
1320		↓		BOWERS JCT. 0.5			17.1	00707
				HELVETIA 1.6			17.6	00702
				CONNELL 2.8			19.2	00686
1320				NORTH PLAINS 1.5			22.0	00658
				VADIS 4.0			23.5	00643
750	J			BANKS YL (11.8)			27.5	00603

## SPECIAL RULES and INSTRUCTIONS UNITED RAILWAYS DISTRICT

**RULE 6.13** Yard limits established at Banks.

**RULE 6.17** At Banks, Port of Tillamook Bay Railroad and P&W are connected by two crossovers located at MP 26.9 and MP 27.6, respectively. Unless otherwise advised, crossover at MP 26.9 is to be considered the preferred route for P&W trains entering or leaving the district.

**RULE 6.32.2** Automatic crossing warning devices at MP 21.4, between Connell and North Plains, may be ineffective. Be governed by last paragraph of this rule.

**RULE 6.32.6** Prior to any movement over Main Street crossing in North Plains, member of crew must be on ground at crossing to help warn motor vehicle drivers.

**Rule 140.0 Track Warrant Control (TWC) in effect.**

### MAXIMUM AUTHORIZED SPEED

Bendemeer to Banks.....25  
MP 26.8 to 27.5..... 20

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

**Hazardous Materials**

PNWR train crews must have a copy of the U. S. Department of Transportation "1993 Emergency Response Guidebook" available while on duty.

PNWR has adopted Southern Pacific's Hazardous Material Instructions as issued by SP Lines.

**Safety Rules**

PNWR has adopted Safety Rules of Willamette & Pacific Railroad effective April 1, 1995.

**Air Brake-Train Handling**

PNWR 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 comeingle their regular duties with "covered" service.....Form WPRR002
- Signal Maintainers.....SP Form C.S. 3050

**RULE 1.40 Reporting Engine Defects**

Portland & Western uses Form WP4003, **Locomotive Inspection Trip Report**, printed in combination with **Daily**

**Locomotive Inspection Report** on the reverse side. Locomotive cabs are supplied with this form.

The **Daily Locomotive Inspection Report** is the Document that supports the **ICC Rule 203** card displayed in the cab of all locomotives. Regulations require that each locomotive in service be inspected once during each calendar day, and the **203 Card** endorsed accordingly.

Anyone who signs off a **203 Card** also must complete a **Daily Locomotive Inspection Report** for the locomotive or locomotives inspected. The completed report must be faxed or mailed to W&P's roundhouse foreman at Albany where it's required to remain on file for 90 days. Inspection of multiple unit consists may be reported on one form, although the **203 Card** in each separate unit must be endorsed.

The **Daily Locomotive Inspection Report** form lists 39 subjects of concern. A discrepancy in any of the 39 constitutes an "FRA" defect. If the defect cannot be corrected by the person making the inspection, the locomotive **may not** be moved and the train dispatcher and/or mechanical supervisor should be contacted immediately for instructions. Repairs needed should be noted in the box provided on the report. Non-FRA inspections such as checking lubricating oil, cooling water, fuel, etc., should be performed as part of the daily inspection routine even though not listed on the form.

The **Daily Locomotive Inspection Report** does not take the place of the **Locomotive Inspection Trip Report**. The former is required by law, each calendar day, for every locomotive in service, and usually precedes use on an assignment. The latter is to report substandard performance or problems that develop enroute, and its use is essential to helping maintain locomotives in good order.

**RULE 3.3 Time Comparison**

Time may be compared by calling 8-541-1827 on the Southern Pacific Lines telephone system, or Albany dispatcher.

**RULE 4.3 Timetable Characters**

The following symbols when placed in column on timetable

## 6 SPECIAL RULES AND INSTRUCTIONS - ALL DISTRICTS

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.

Paragraph B.1 is revised to read:

1. Proceed at restricted speed not exceeding 10 MPH.

### RULE 5.4.3 Display of Yellow-Red Flag

Not applicable on PNWR.

### 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) 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 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 6.21.3 Unusual Conditions: Emergency Brake Application

When train dispatcher receives information about unusual conditions, or report of emergency brake application from train, he must issue the following instruction to the first train that will traverse the reported location:

"BETWEEN (LOCATION) AND (LOCATION) BE GOVERNED BY RULE 6.21.3."

When a train receives the above instruction movement within specified limits, train must not exceed restricted speed prepared to stop short of slide, rock, washout, debris on track, or misaligned track. Restricted speed applies until the headend clears the specified limit.

### RULE 6.21.4 Unforeseen Track Restrictions

When it is necessary to transmit a track restriction not covered by a track bulletin directly to a train, it will be performed in the following manner:

- Train dispatcher must state his intention to issue a track restriction.
- Track restriction may not be copied by employee operating the controls of a moving engine.
- Track restriction must be copied in writing by the receiving employee before it is repeated back to the train dispatcher.
- Restriction will be issued using the following format:  
(TRAIN ID) DO NOT EXCEED (SPEED) BETWEEN (LIMIT) AND (LIMIT).

### 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:

- (a) Train does not contain any hazardous commodities.
- (b) The speed at which the emergency application of brakes occurred was 30 MPH or above.
- (c) Brake pipe continuity is not broken.
- (d) There was 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.

When a train experiences an emergency application of air brakes on main track, the trackage traversed by the train or engine while stopping must be reported to the train dispatcher, if on duty, without delay. Train dispatcher will then issue advice per Rule 6.21.3.

If no train dispatcher is on duty, it will be the responsibility of the train that experienced the emergency application to notify the next train due through the area to comply with rule 6.21.3. This restriction will apply to the train that had the emergency brake application, if it is operating as a turn and is to be the next train.

**RULE 6.28 Movement on Other Than Main Track**  
 Maximum speed permitted under this rule is 10 mph.

**RULE 6.32.2 Automatic Crossing Devices**  
 When employees observe or receive reports from outside the company of automatic crossing warning system malfunction, an immediate report must be made to Albany dispatch/service center, and an attempt made to notify any trains or engines that may be in the immediate vicinity.

When a train or engine receives a report of false activation of an automatic crossing warning system, movement over the crossing(s) involved must proceed with caution not exceeding 15 MPH.

When a train or engine receives a report of activation failure of automatic crossing equipment, any movement must stop before entering the crossing(s) involved, and a crew member flag vehicular traffic. Movement may then proceed with caution through intersection not exceeding 15 MPH.

At some grade crossings, STOP signs on other than main track govern approaching rail movements. If crossing is equipped with automatic warning devices, signs will be placed at or near point where devices are actuated. Full stop is not required if approach is sufficiently slow to permit automatic devices to operate at least 20 seconds and crossing gates, if equipped, to fully lower.

**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 14.2.1 Limited Back Up Authority**  
 A train authorized to directionally proceed by lines 4 and/or 5 of track warrant may be granted additional authority by track warrant to make reverse movements between points named not to exceed two miles in length. Reverse movements exceeding two miles require "work Between" authorization per lines 6 and/or 7 of track warrant.

**RULE 14.4.1 Authorizing Following Movements**  
 Except when rule 14.2.1 authority is in effect 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 9 of track warrant. When preceding train has reported to train dispatcher or following train that it is clear of the shared limits, this will cancel the requirement for following train to operate at restricted speed.

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

**RULE 14.4.2 Relief from Restricted Speed**  
 When two trains are authorized to occupy overlapping limits per line 10 of track warrant, a train that is stopped or confining

its work within a portion of the overlapping limits may verbally communicate that information to the other train. After repeat of a clear understanding the other train will be released from the line 10 requirement to proceed at restricted speed outside of the newly designated overlapping limits.

**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.

**RULE 15.13.1 Changing Form A Track Bulletin**  
 Limits and/or speed restriction of a Form A track bulletin may be changed or cancelled verbally using the following procedure:  
 (a) Train dispatcher must state intention to issue a track bulletin restriction change.  
 (b) Change may not be copied by employee operating the controls of a moving locomotive.  
 (c) Employee receiving change must write revisions above original entries and then draw a line through the portion changed.  
 (d) Change will be made using the following format:  
 "TRACK BULLETIN (number) RESTRICTION (number) READING (train, speed, and limits) IS CHANGED (or CANCELLED) TO READ (train, speed, limits, etc.)."

**GLOSSARY**

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

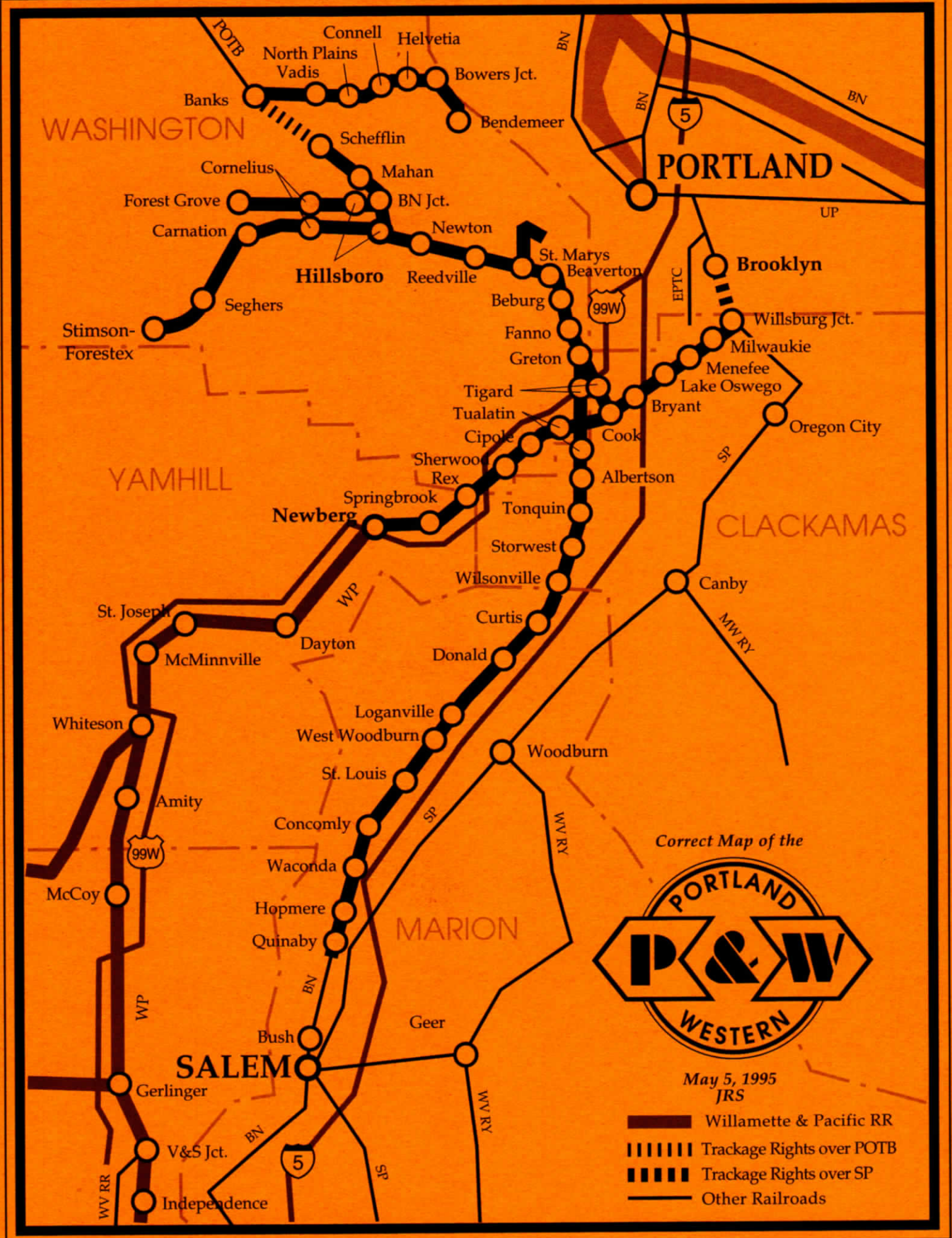
**Extra Train**  
 A train not identified by a timetable schedule.

**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.



WASHINGTON

PORTLAND

YAMHILL





CLACKAMAS

MARION

Correct Map of the



May 5, 1995  
JRS

-  Willamette & Pacific RR
-  Trackage Rights over POTB
-  Trackage Rights over SP
-  Other Railroads