

AIR BRAKE RULES - ALL DISTRICTS

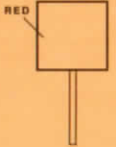
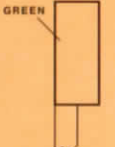



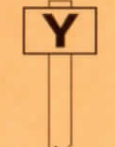






RULE 51.10 and 51.11



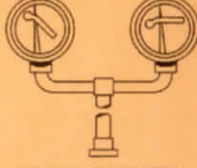
Angle cock on cars set out may be closed after brake pipe pressure has been reduced to zero and hand brake applied at locations where engines couple to opposite end of cars and handle them with air.

RULE 50.9 Locomotive Shut-down Procedures

When enginemen are notified or otherwise made aware that temperatures are expected to fall below 40 degrees, but not below 32 degrees, and locomotive(s) are not going to be used for an extended period, such as over a weekend, locomotive(s) should be left idling. If period of inactivity is not expected to exceed 12 hours, they should be shut down.

If temperatures are expected to fall below 32 degrees, then locomotive(s) should be left running when inactive, unless otherwise instructed.

 RED FLAG	 GREEN FLAG	 YELLOW FLAG	 25 INCREASE SPEED SIGN
 YARD LIMIT SIGN	 YARD LIMIT SIGN	 10 SPEED REDUCTION SIGN	 V VARIABLE SWITCH SIGN
 WHISTLE SIGN NUMERAL WHEN ATTACHED DENOTES NUMBER OF CROSS- INGS LESS THAN 1/4 MILE APART	 WHISTLE SIGN NUMERAL WHEN ATTACHED DENOTES NUMBER OF CROSS- INGS LESS THAN 1/4 MILE APART	 S S SPRING SWITCH TARGET	 STOP STOP SIGN

TRACK OCCUPANCY INDICATORS		
 TRACK OCCUPIED IN EITHER DIRECTION	 TRACK CLEAR IN BOTH DIRECTIONS	 TRACK OCCUPIED TO THE RIGHT, CLEAR TO THE LEFT

**Main Street of
Northwestern Oregon**

WILLAMETTE & PACIFIC RAILROAD INC.

FEBRUARY 22



3RD ANNIVERSARY

TIME TABLE No.

4

EFFECTIVE

12:01 A.M. Pacific Time

Thursday, February 22, 1996

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

R. I. MELBO
General Manager

B. L. ENFIELD
Operations Manager

D. G. BOUSQUET
Chief Train Dispatcher

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

D. L. SULLIVAN
*Maintenance of Way
Manager*

T. G. CRESWELL
*Manager of
Customer Service*

M. A. BARRON
*Manager of
Personnel*

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. 4 February 22, 1996		76			
		Leave Daily		STATIONS		Arrive Daily			
Yard	BKPQYJ	PM 12:20	R	ALBANY	YL	PM 9:47		690.9	26910
		12:29		NORTH ALBANY		9:33		692.5	
1165				GRANGER				697.1	26970
6145		12:41		ASBAHR		9:23		699.0	26990
	YJ	12:50	R	CORVALLIS JCT.	YL			702.1	16900
Yard	YJ	12:58	R	CORVALLIS	YL	9:02		703.3	16890
				OREGON STATE UNIV.				703.8	
1500		1:06		LARSON		8:53		705.8	
				CONROY				707.0	27070
970		1:14		PHILOMATH		8:45		708.5	27080
				FLYNN		8:39		709.4	27090
705		1:37		WRENS		8:32		715.9	27160
				ALDER				722.0	27220
		1:59		BLODGETT		8:08		723.2	
				DEVITT				726.0	
1550		2:16		SUMMIT		7:51		728.5	27280
		2:40		NASHVILLE		7:27		733.7	27340
1770		3:15		EDDYVILLE		6:52		745.2	27450
		3:32		CHITWOOD		6:35		750.6	
		3:50		ELK CITY		6:17		756.5	
1760		4:08		BURPEE		5:59		762.5	27620
Yard	BKPQ	PM 4:22	R	TOLEDO	YL	PM 5:45		765.6	27650
		Arrive Daily		(74.7)		Leave Daily			

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
MP 691.4 to 692.4.....	10
MP 702.1 to 703.3.....	10
MP 703.3 to 704.3.....	20
MP 704.3 to 708.5.....	30*
MP 708.5 to 728.7.....	20
MP 728.7 to 732.0 (westward)...	10
MP 728.7 to 732.0 (eastward)...	15
MP 732.0 to 763.8	20
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.**

**SPECIAL RULES and INSTRUCTIONS
TOLEDO DISTRICT**

RULE 1.2.0 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 5.13 Albany: Engine House Tracks 1,2 and 3 are designated as within an engine servicing area. Tracks 2144 and 2145 are designated as within a car shop repair area. Maximum speed on these tracks is 5 MPH.

RULE 6.3 At Albany, when track occupancy indicator indicates clear, WPRR trains and engines may cross over SP main track to or from Toledo District wye without first obtaining permission from SP dispatcher. When indicator indicates track occupied, train or engine must obtain permission from SP dispatcher to enter main track, thereafter complying with requirements of Rule 6.3. WPRR trains and engines entering SP main from yard for westward movement must first receive dispatcher's assurance that movement can be handled into CTC and then be governed accordingly by track occupancy indicators.

RULE 6.12 The following portions of the Toledo District, except where crossing public roads at grade, are designated as FRA excepted track:

Albany.....All yard tracks between Hill Street and Queen Avenue, except the Pass and Track 1.

Toledo.....All yard tracks between MP 763.8 and 766.71.

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 Dragging equipment and derailment detectors, and collision detectors for low clearance roadway undercrossings, are located as listed below on this district. When activated, they will begin broadcasting a warning immediately. When warning of derailment or dragging equipment is heard, train must stop and a walking inspection made of the portion that has passed over the detector.

When warning is heard from a low clearance collision detector that is ahead of train, stop short of bridge protected and determine it is safe for passage before proceeding. If warning is for bridge behind train, the condition must be reported.

Radio detectors will transmit a "no defects" message after passage of train if not activated. Failure of detector to report on train status 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, at Chitwood.

MP 753.8 between Chitwood and Elk City.

MP 756.7, at Elk City.

MP 760.0, between Elk City and Burpee.

RULE 7.1 Toledo: Engines must not be started nor stopped on bridge at MP 766.13, east end of yard.

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:

WEST SIDE DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE No. 4 February 22, 1996		EASTWARD		Mile Post	Station Number
STATIONS									
Yard				NEWBERG	YL			748.5	17580
				2.4 DUNDEE				746.1	17460
				4.0 DAYTON				742.1	17420
				2.6 LAFAYETTE				739.5	
Yard	Y			1.5 ST. JOSEPH	YL			738.0	17380
Yard	BKPQ		R	4.9 McMINNVILLE	YL			734.9	17350
1750	YJ			4.2 WHITESON	YL			730.7	17310
				2.6 AMITY	YL			728.1	17280
				5.3 McCOY				722.8	17230
				4.4 CROWLEY				718.4	
				3.4 DERRY	YL			715.0	17150
	YJ			0.7 GERLINGER	YL			714.3	17140
Yard				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
1000				3.1 WELLSDALE				699.1	17000
				5.2 LEWISBURG				693.1	16930
	YJ		R	3.8 CORVALLIS JCT.	YL			689.9	16900
Yard	YJ			1.0 CORVALLIS	YL			688.9	16890
				4.3 DRY CREEK	YL			684.6	16840
2600				3.3 GREENBERRY	YL			681.3	16810
				6.5 BURNETT	YL			674.8	
1280	J			1.8 ALPINE JCT.	YL			673.0	16730
				1.3 MONROE	YL			671.7	16720
(78.6)									

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 6.12 The following portions of the West Side District are 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:

- All track between MP 671.6 and 688.7
- All track between MP 709.3 and 730.7
- Siding at Whiteson.

RULE 6.13 Yard limits established between the following locations:

- Newberg: MP 750.0 and MP 748.1
- St. Joseph-Amity: MP 739.0 and MP 727.8
- 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 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:

- 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 employee observing clear track occupancy indicators that train can foul SP Valley Line main track.

Upon entering approach circuit, signals D-692 and noncontrolled 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 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.

If, for whatever reason the absolute signal at MP 690.9 displays a "STOP" indication, apply Rule 9.17.

RULE 14.4.1 Between Albany and Corvallis Jct., train authorized to move with "restricted" following 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.

AIR BRAKE RULES

RULE 50.9 Albany: Red light controlled by thermometer is mounted atop the sand tower near the locomotive facility. When this light is illuminated, it indicates temperatures are below 32 degrees and locomotive(s) are to be left running unless otherwise instructed. Running locomotive(s) should be left near the car repair shed, consistent with operating conditions, where they are least likely to inconvenience the public.

Yard Limits Corvallis Jct. to Monroe, inclusive.

RULE 14.0 Track Warrant Control (TWC) in effect Newberg to Corvallis Jct.

MAXIMUM AUTHORIZED SPEED

Newberg to Monroe..... 40	
MP 750.0 to 748.1.....20*	MP 730.7 to 709.3..... 10
MP 748.1 to 739.0..... 25	MP 691.1 to 689.8..... 20*
MP 739.0 to 730.7..... 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		EASTWARD		Mile Post	Station Number	
				No. 4	February 22, 1996					
				STATIONS						
1750	YJ			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 1.20 Impaired Side Clearances

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

RULE 6.12 All track of this 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 and main track between MP 742.6 and MP 744.0.

RULE 6.28 Willamina: No engines may operate beyond clearance points of No. 2 track at Willamina yard.
Winch: No engines may operate beyond derial on spur.

RULE 7.8 Willamina: Before switching Willamina Lumber Co. mill, member of crew must activate 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.

HAMPTON RAILWAY (operated by WPRR under contract)

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE		EASTWARD		Mile Post	Station Number	
				No. 2	February 22, 1996					
				STATIONS						
Yard				WILLAMINA	YL			0.0	37490	
					5.2					
					FORT HILL	YL			5.2	37495
				(5.2)						

SPECIAL RULES and INSTRUCTIONS HAMPTON RAILWAY

RULE 6.12 All Hampton Railway track 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 Willamina to Fort Hill, inclusive. Speed 10 MPH on Hampton Railway.

DALLAS DISTRICT

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE		EASTWARD		Mile Post	Station Number	
				No. 4	February 22, 1996					
				STATIONS						
	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 6.12 All track of this 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.

RULE 6.32.2 At crossing of U.S. Highway 99W, MP 729.7 between Gerlinger and Dallas, STOP signs for trains are located on both approaches to crossing. Refer to Rule 6.32.2, All Districts, for further information.

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		EASTWARD		Mile Post	Station Number	
				No. 4	February 22, 1996					
				STATIONS						
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

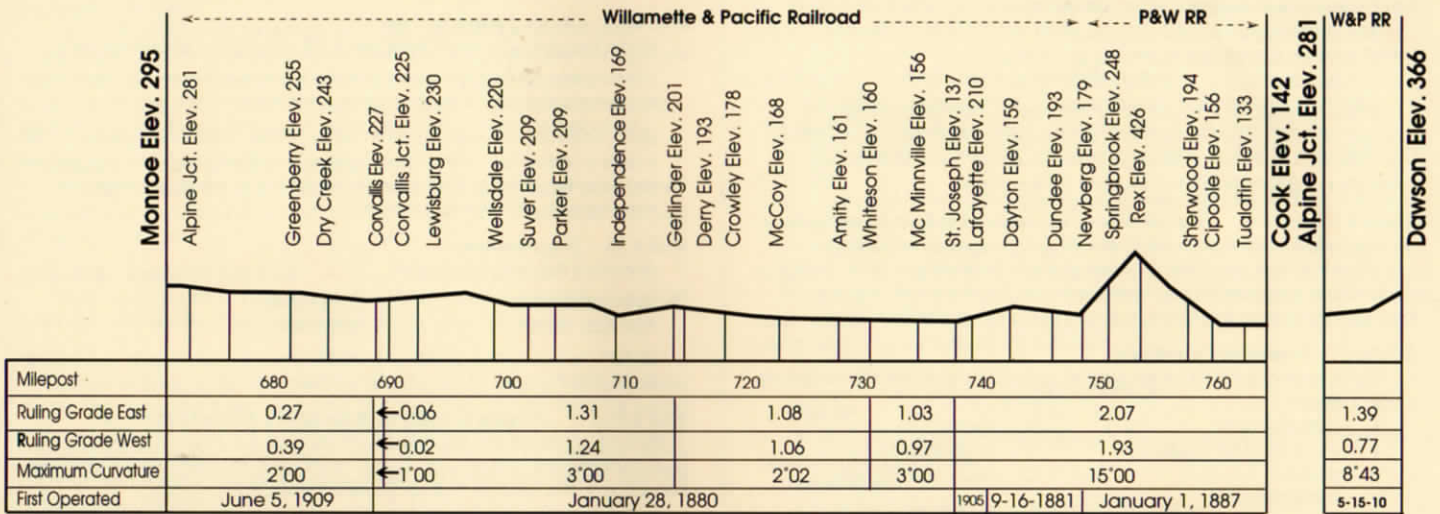
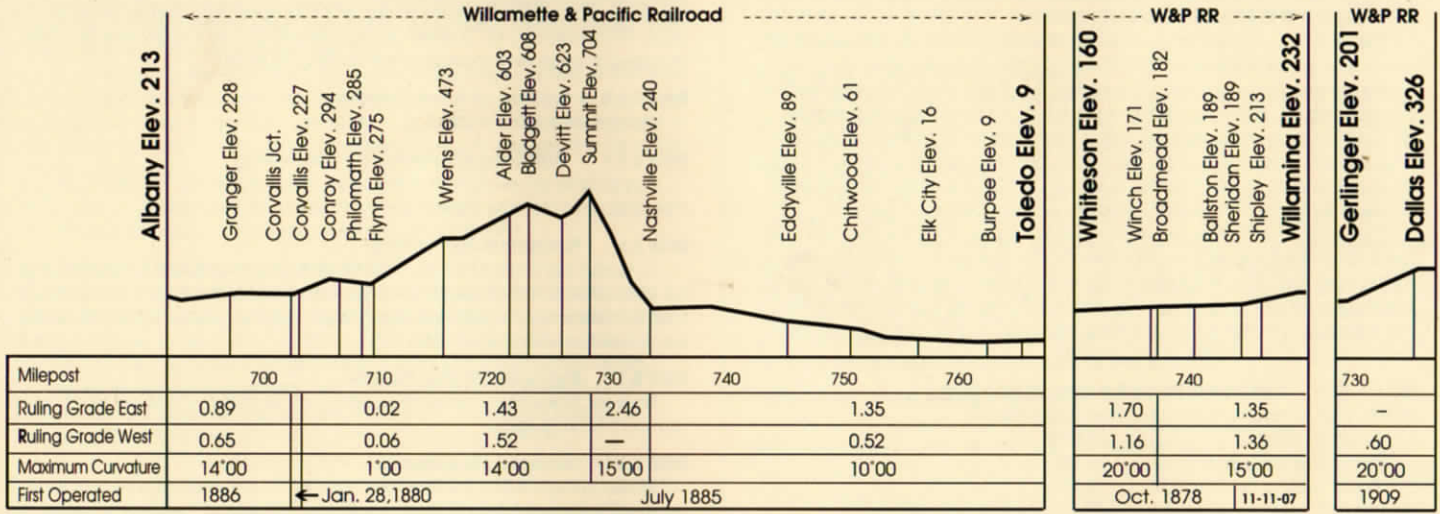
RULE 6.12 All track of this district is designated as FRA Excepted Track; except for public road crossings at grade and all bridges and track approaching bridges for 100 feet on either side.

RULE 8.20 Derial in main track at MP 679.6, Dawson.

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

Capacity of Sidings	Facilities	WESTWARD		TIME TABLE		EASTWARD		Mile Post	Station Number
				No. 4 February 22, 1996					
				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**



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 "1993 Emergency Response Guidebook" available while on duty.

WPRR has adopted Southern Pacific's Hazardous Material Instructions effective April 10, 1994.

Safety Rules

Willamette & Pacific Safety Rules effective April 1, 1995, apply.

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 hostile locomotives, Other Employees who may commingle their regular

6 SPECIAL RULES AND INSTRUCTIONS - ALL DISTRICTS

duties with "covered" serviceForm WPRR 002
Signal Maintainers.SP Form C.S. 3050

RULE 1.40 Reporting Engine Defects

Form WP4003, Locomotive Inspection Trip Report, is stocked in all locomotive cabs with W&P's Daily Locomotive Inspection Report printed on the reverse side.

The Daily Locomotive Inspection Report is the document that supports the "ICC Rule 203" card required to be maintained in every engine cab. Regulations require that each locomotive in service be inspected once each calendar day, and the "203" card endorsed accordingly.

Updating a "203" card in this manner requires completion of a Daily Locomotive Inspection Report for the locomotive(s) inspected. Inspection reports must be FAXed or mailed to the Albany roundhouse foreman where they are required to remain on file for 90 days. Inspection of multiple-unit consists may be reported on one inspection form, but the "203" card in each separate unit of the consist must be endorsed.

The daily inspection 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 required checks, such as 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 maintaining locomotives in good order.

RULE 1.47.1 Equipment Requiring Special Handling

WPRX 1736 - Derrick, maximum speeds permissible:

- Boom leading..... 20 MPH
- Boom trailing, jointed rail..... 20 MPH
- Boom trailing, welded rail..... 30 MPH

WPRX 4057 - Jordan Spreader, maximum speeds permissible:

- Towed, nose trailing..... 20 MPH
- Towed, nose forward..... 30 MPH
- Pushed, forward..... 25 MPH

WPRR 8101 and 8102, side-dumping gondolas:

- Loaded or empty..... 30 MPH

When handled in train, WPRX 1736 (Derrick), WPRX 4057 (Spreader) and WPRR 5132 (Relief Tender-Tool Car) should be entrained not more than five cars from rear end. Passenger cars should not be entrained with more than 1,000 trailing tons coupled behind them.

RULES 4.1.1 and 4.2 Notice of New Timetable and Special Instructions

Southern Pacific division timetable and System Special Instructions No. 1 are effective April 10, 1994. WPRR employees operating on SP trackage must obtain copies of these documents and insert them in the back of their binders containing General Code of Operating Rules.

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. Proceed at restricted speed not exceeding 10 MPH.

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 extra trains. Eastward regular trains are superior to westward regular trains.

RULE 6.9.1 Clearing Superior Train

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

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

(b) A train must be clear of main track before a following superior train is due to leave the next station in the rear where time is shown, but not less than ten minutes if schedule or wait time provides less than ten minutes 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 the 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 head end 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 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 through the area to comply with Rule 6.21.3. This restriction will apply to the train that had the emergency 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 persons 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 must flag vehicular traffic. Movement may then proceed with caution through the intersection not exceeding 15 MPH.

At some WPRR grade crossings, STOP signs govern approaching rail movements. If crossing is equipped with automatic warning devices, signs will be placed at or near point where devices are actuated. Stopping is not required if approach is sufficiently slow to permit automatic devices to operate for at least 20 seconds, and crossing gates, if provided, 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 by track warrant to directionally proceed, 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" track warrant authorization.

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 movement with "restricted" following authority behind a train 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.

Trains granted "restricted" following authority, or "restricted" work

between authority, must move at **restricted speed** in the restricted direction and not pass the preceding train whose identity will be specified in track warrant.

A train that does not have "restricted" following authority issued by track warrant, but has cleared a superior train under provisions of Rule 6.9.1, may enter the main track and follow the superior train at **restricted speed**, the same as if "restricted" following authority had been granted.

When a following train is informed by the train dispatcher, or by the train being followed, that the train ahead is clear of the shared limits, the requirement that the following train operate at restricted speed is cancelled.

RULE 14.4.2 Relief from Restricted Speed

When two trains are authorized by track warrant to occupy overlapping limits, 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 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:

- Train dispatcher must state intention to issue a track bulletin restriction change.
- Change may not be copied by employee operating the controls of a moving locomotive.
- Employee receiving change must write revisions above original entries and then draw a line through the portion changed.
- 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

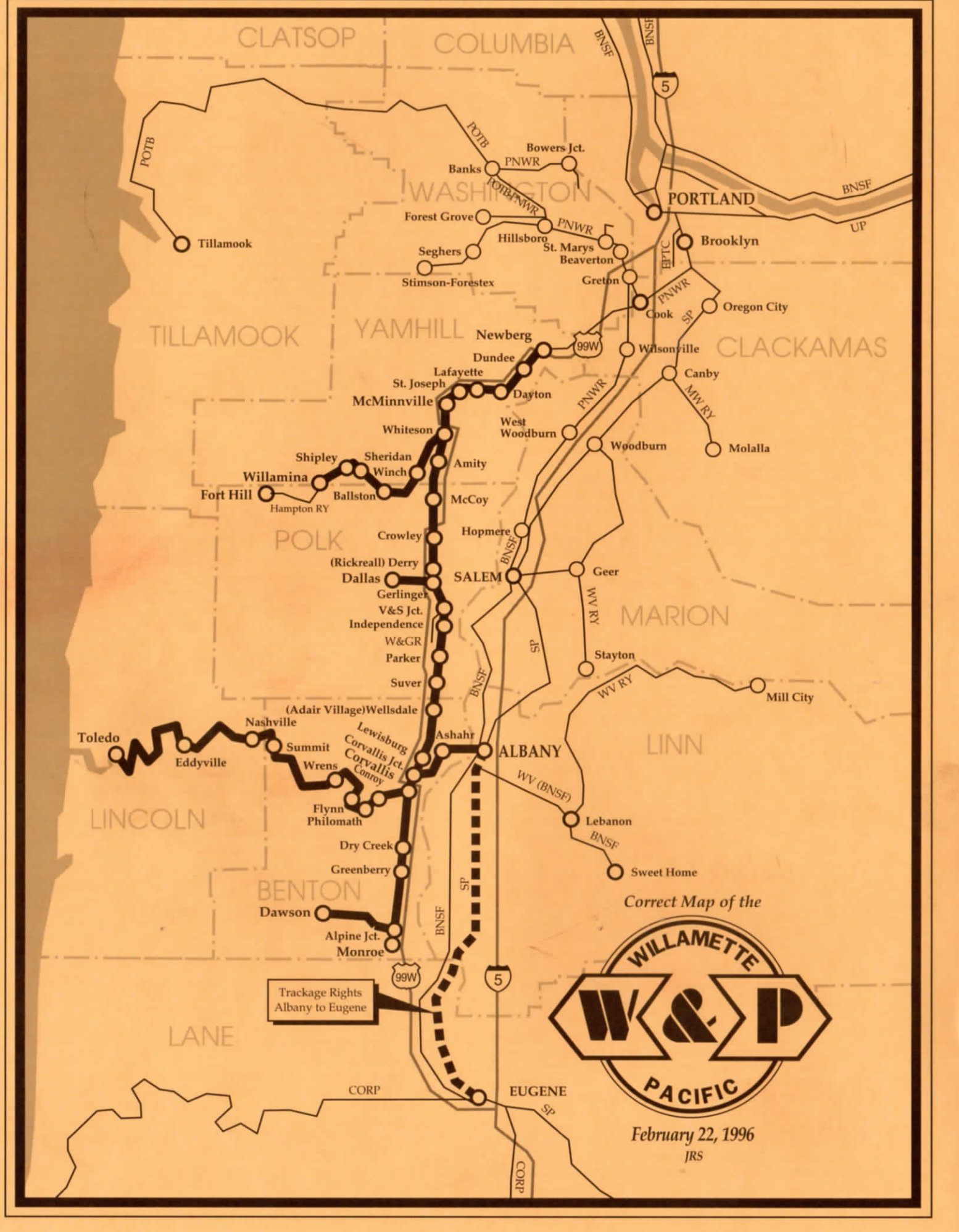
A train identified by a timetable schedule. Unless otherwise provided, regular trains are superior to extra trains.

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.



**Serving Oregon's
Heartland**



Trackage Rights
Albany to Eugene

Correct Map of the



February 22, 1996
IRS