

**AIR BRAKE RULES**

**RULE 50.9 Locomotive Shut-down Procedure**

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 of time, such as over a weekend, locomotive(s) should be left idling. If expected period of inactivity is not expected to exceed 12 hours, they may be shut down.

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

At night, running locomotives(s) should be left on tracks where they are least likely to inconvenience the public.

**RULE 50.16B Switcher Units M.U.'d in Engine Consist**

Applicable to SW1200m locomotives WPRR 1201-1204, and SW1500 locomotive WPRR 1551, only when handling cars in grade territory on West Side District and on WPRR Toledo District west of Larson.

**RULE 50.19B Switcher Unit Speed Restrictions**

WPRR SW1200m and SW1500 class switcher units may not exceed 45 MPH.

**Rule 51.3.1 Two-Way End of Train (EOT) Telemetry System**

A two-way EOT device transmits and receives information between the head-end and rear-end units. The additional purpose of a two-way EOT device is to provide a way to initiate from the locomotive an emergency brake application at the rear of the train. For this to happen, both the head-end and the rear-end units must be equipped for two-way communication and armed (emergency enabled). An Emergency toggle switch associated with the EOT cab display is used to activate the EOT emergency valve located on the rear-end unit.

The following trains must be equipped with armed and functioning two-way EOT head-end and rear-end units.

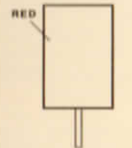
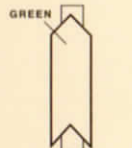
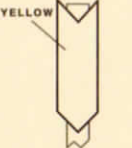
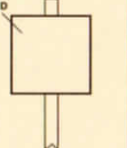
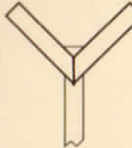
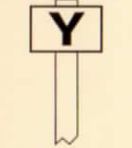
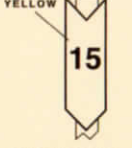
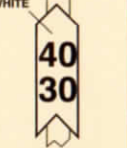




- a) All trains operating over 30 MPH.
- b) All trains operating on average grades in excess of 2% for two miles or more.
- c) All trains in excess of 4000 trailing tons and operating on average grades in excess of one percent for 3 miles or more.

Trains in radio contact with an occupied caboose on the rear of the train or an occupied helper locomotive located in the rear third of the train are exempted from these requirements.

The devices must be tested at its initial installation point by isolating the brake pipe on the rear car from the rest of the train and actuate an emergency application on the rear car of the train utilizing the emergency toggle switch on the head-end device.

**RULES 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.

 RED FLAG	 GREEN FLAG	 YELLOW FLAG	 RED FLAG
 YARD LIMIT SIGN	 YARD LIMIT SIGN	 PERMANENT SPEED REDUCTION SIGN	 INCREASE IN SPEED SIGN
 WHISTLE SIGN NUMERAL WHEN ATTACHED DENOTES NUMBER OF CROSSINGS LESS THAN 1/4 MILE APART	 VARIABLE SWITCH SIGN	 SPRING SWITCH TARGET	 STOP SIGN

**WILLAMETTE & PACIFIC  
RAILROAD INC.  
PORTLAND & WESTERN  
RAILROAD INC.**



**SYSTEM  
TIME TABLE No.**

**1**

**EFFECTIVE**

**12:01 A.M. Pacific Time**

**Sunday, November 1, 1998**

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

<b>R. I. MELBO</b> <i>President</i>	<b>A. B. CARSWELL</b> <i>Vice President &amp; General Manager</i>
<b>B. L. ENFIELD</b> <i>Operations Manager</i>	<b>K. E. NICHOLS</b> <i>Road Foreman of Engines</i>
<b>D. A. FARRELL</b> <i>Manager of Motive Power &amp; Equipment</i>	<b>D. G. BOUSQUET</b> <i>Chief Train Dispatcher</i>
<b>T. G. CRESWELL</b> <i>Manager of Customer Service</i>	<b>D. L. SULLIVAN</b> <i>Manager Maintenance of Way</i>
<b>S. C. WALSH-ENLOE</b> <i>Director of Marketing</i>	<b>R. K. CARSKADON</b> <i>Trainmaster</i>
<b>M. A. BARRON</b> <i>Manager of Personnel</i>	



## 2 TOLEDO DISTRICT - WPRR

Capacity of Sidings	Facilities	WESTWARD		SYSTEM TIME TABLE		EASTWARD		Mile Post	Station Number
			75	No. 1 November 1, 1998		76			
		Leave Daily		STATIONS		Arrive Daily			
Yard	BKPQYJ	PM 12:20	R	ALBANY	YL	PM 9:02		690.9	26910
		12:29		NORTH ALBANY		8:48		692.5	
1165				GRANGER				697.1	26970
6145		12:41		ASBAHR		8:38		699.0	26990
	YJ	12:50	R	CORVALLIS JCT.	YL	8:25		702.1	16900
VIA WEST SIDE DISTRICT									
Yard	YJ	12:58		CORVALLIS	YL	8:17		703.3	16890
				OREGON STATE UNIV.				703.8	
1500		1:06		LARSON		8:08		705.8	
				CONROY				707.0	27070
970		1:14		PHILOMATH		8:00		708.5	27080
				FLYNN		7:54		709.4	27090
705		1:37		WRENS		7:47		715.9	27160
				ALDER				722.0	27220
		1:59		BLODGETT		7:23		723.2	
				DEVITT				726.0	
1550		2:16		SUMMIT		7:06		728.5	27280
		2:40		NASHVILLE		6:42		733.7	27340
1770		3:15		EDDYVILLE		6:07		745.2	27450
		3:32		CHITWOOD		5:50		750.6	
		3:50		ELK CITY		5:32		756.5	
1760		4:08		BURPEE		5:14		762.5	27620
Yard	BKPQ	PM 4:22	R	TOLEDO	YL	PM 5:00		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 .....	30	MP 703.3 to 704.3.....	20*
MP 691.4 to 692.4.....	10	MP 709.7 to 728.7 .....	20
MP 692.4 to 701.1 .....	25	MP 728.7 to 732.0 .....	15
MP 701.1 to 702.1 .....	20*	MP 732.0 to 763.8 .....	20
MP 702.1 to 703.3.....	10	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 1.20 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, permission must be obtained from UP train dispatcher before train or engine may occupy UP main track within yard limits. After receipt of permission, comply with requirements of Rule 9.17. In addition to conveying permission to enter the main track, the dispatcher may issue a track permit in accordance with Rule 9.15.

**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:.....UP 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 are located as listed below on this district.

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:

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 UP dispatcher to occupy UP main track (Rule 6.3), or issuance of track permit (Rule 9.15).

**RULE 9.15** Albany: Track permits are in effect on UP main track within yard limits at Albany-Page as a means to protect maintenance of way employees who may be occupying the main track within these limits. Track permits will be issued by UP dispatcher to train or engines to allow joint occupancy with maintenance personnel within yard limits.

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

# WEST SIDE DISTRICT - WPRR

Capacity of Sidings	Facilities	WESTWARD		SYSTEM TIME TABLE		EASTWARD		Mile Post	Station Number
			75	No. 1		76			
		Leave Daily		November 1, 1998		Leave Daily			
		STATIONS							
Yard			PM	NEWBERG	YL	PM		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			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				715.0	17150
				0.7					
	YJ			GERLINGER				714.3	17140
				3.8					
Yard				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	12:50		R CORVALLIS JCT.	YL	8:25		689.9	16900
				1.0					
Yard	YJ	12:58		CORVALLIS	YL	8:17		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
				(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 auxiliary tracks at Independence.
- Tracks 2 and 3 at V&S Jct.
- Double-ended track at Derry.
- Auxiliary track at McCoy.
- Double-ended track at Amity.
- All auxiliary tracks at St. Joseph.

**RULE 6.13** Yard limits established between the following locations:

- Corvallis Jct.: MP 691.1 inclusive to Monroe
- Whiteson: MP 730.0 and MP 731.2
- McMinnville-St. Joseph: MP 733.1 and MP 739.0
- Newberg: MP 748.1 and MP 750.0

**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 either route.

**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:

**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 locomotives(s) are to be left running unless otherwise instructed. Running locomotives(s) should be left near the car repair shed, consistent with operating conditions, where they are least likely to inconvenience the public.

**RULE 52.1.7** Summit to Nashville: If train exceeds 450 tons per axle of operative dynamic brake, one retaining valve will be used for each 150 tons in excess thereof, with a minimum of 10 required. With no dynamic brake in operation, one retaining valve will be used for each 80 tons in train, with a minimum of 10 required.

**RULE 51.3.1** Between Summit and Nashville, all trains must be equipped with armed and functioning two-way EOT head-end and rear-end units. Br governed by the last paragraph of this rule.

### Yard Limits Corvallis Jct. to Monroe, inclusive.

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

**Rule 6.3.1** No. 75 superior to No. 76


### MAXIMUM AUTHORIZED SPEED

	Column 1	Column 2		Column 1	Column 2
Newberg to Monroe	40	30	MP 730.0 to 731.2	20*	20*
MP 671.7 to 689.3	10	10	MP 733.1 to 739.0	20*	20*
MP 689.3 to 691.1	20*	20*	MP 739.0 and 748.1	25	25
MP 709.3 to 710.2	10**	10**	MP 748.1 and 750.0	20*	20*
MP 727.9 to 728.3	25*	25*			

\* Restriction ends when engine passes increase speed sign.


\*\*Restriction ends when engine passes increase speed sign provided rear car has exited Second Street, Independence.

#### 4 WILLAMINA DISTRICT - WPRR

Capacity of Sidings	Facilities	WESTWARD		SYSTEM TIME TABLE		EASTWARD		Mile Post	Station Number	SPECIAL RULES and INSTRUCTIONS WILLAMINA DISTRICT	
				No. 1 November 1, 1998							
				STATIONS							
1750	YJ			WHITESON	YL			730.6	17310	<b>RULE 1.20 Impaired Side Clearances</b> MP 745.3.....Bridge MP 750.05.....Willamina Lumber Company, overhead Conveyor  <b>RULE 6.12</b> 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.  <b>RULE 6.28</b> Willamina: No engines may operate beyond clearance points of No. 2 track at Willamina yard. Wnch: No engines may operate beyond derail on spur.  <b>RULE 7.8</b> 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.  <b>RULE 8.13</b> Willamina: Scale on track 4997 not equipped with dead rail. Engines not permitted on scale and speed over scale must not exceed 3 MPH.	
					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	J			3.0 WILLAMINA	YL			749.3	37490		
				(18.7)							


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		SYSTEM TIME TABLE		EASTWARD		Mile Post	Station Number	SPECIAL RULES and INSTRUCTIONS HAMPTON RAILWAY
				No. 1 November 1, 1998						
				STATIONS						
Yard				WILLAMINA	YL			0.0	37490	<b>RULE 6.12</b> 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.
					5.2 FORT HILL	YL			5.2	
				(5.2)						


Yard Limits Willamina to Fort Hill, inclusive. Speed 10 MPH on Hampton Railway.

#### DALLAS DISTRICT - WPRR

Capacity of Sidings	Facilities	WESTWARD		SYSTEM TIME TABLE		EASTWARD		Mile Post	Station Number	SPECIAL RULES and INSTRUCTIONS DALLAS DISTRICT	
				No. 1 November 1, 1998							
				STATIONS							
	YJ			THIELSEN	YL			728.5	57280	<b>RULE 6.12</b> 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.  <b>RULE 6.32.2</b> 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.  <b>RULE 7.8</b> 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.	
					0.4 GERLINGER	YL			728.9		17140
					4.9 DALLAS	YL			733.8		57340
				(5.3)							

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

#### BAILEY DISTRICT - WPRR

Capacity of Sidings	Facilities	WESTWARD		SYSTEM TIME TABLE		EASTWARD		Mile Post	Station Number	SPECIAL RULES and INSTRUCTIONS BAILEY DISTRICT	
				No. 1 November 1, 1998							
				STATIONS							
1280	J			ALPINE JCT.	YL			673.0	16730	<b>RULE 6.12</b> 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.  <b>RULE 8.20</b> Derail in main track at MP 679.6, Dawson.	
					4.0 BELLFOUNTAIN	YL			677.0		
					2.9 DAWSON	YL			679.9		46800
				(6.9)							

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

# VALLEY DISTRICT - WPRR

Capacity of Sidings	Facilities	WESTWARD		SYSTEM TIME TABLE		EASTWARD		Mile Post	Station Number
				No. 1 November 1, 1998					
				STATIONS					
Yard	BKPQY	▼		R ALBANY	YL			690.9	26910
					41.2				
Yard	KPOY			EUGENE YARD	YL		▲	649.7	03000
				(41.2)					

**BETWEEN ALBANY AND EUGENE YARD  
UNION PACIFIC TIMETABLE AND INSTRUCTIONS GOVERN**

# WEST SIDE DISTRICT - PNWR

Capacity of Sidings	Facilities	WESTWARD		SYSTEM TIME TABLE		EASTWARD		Mile Post	Station Number	
				No. 1 November 1, 1998						
				STATIONS						
Yard	JY	↕		COOK	YL			764.0	00336	
					2.0					
					TUALATIN				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 6.13** Yard limits established at Newberg (MP 750.0) and at Cook (MP 762.9).
  - 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 6.32.3** Sherwood: Stop signs installed on siding both sides of Sherwood Blvd. (MP 757.55) and both sides of Washington Street (MP 757.61). Movement must stop on siding and wait for crossing gates to fully lower before proceeding.
- AIR BRAKE RULES**
- RULE 51.3.1** Between Newberg and Sherwood, trains in excess of 4000 trailing tons must be equipped with armed and functioning two-way EOT head-end and rear-end units. Be governed by the last paragraph of this rule.

### Rule 14.0 Track Warrant Control (TWC) in effect. MAXIMUM AUTHORIZED SPEED

Newberg to Cook .....	25
MP 748.5 to 750.0 .....	20*
MP 751.0 to 755.6 .....	15
MP 755.6 to 757.4 .....	20
MP 762.9 to 764.0.....	20*

\* Restriction ends when engine passes increase speed sign.

# SEGHERS DISTRICT - PNWR

Capacity of Sidings	Facilities	WESTWARD		SYSTEM TIME TABLE		EASTWARD		Mile Post	Station Number	
				No. 1 November 1, 1998						
				STATIONS						
Yard	BJPQY	↕		HILLSBORO	YL			765.3	00504	
					3.6					
					CORNELIUS	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)						

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

### 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.**

# 6 ASTORIA DISTRICT - PNWR

Capacity of Sidings	Facilities	WESTWARD		SYSTEM TIME TABLE		EASTWARD		Mile Post	Station Number
				No. 1 November 1, 1998					
STATIONS									
Yard	JY			WILLBRIDGE				4.3	50084
				0.7					
Yard	Y			OW YARD YL				5.0	50091
				0.6					
Yard				GASCO YL				5.6	50097
				1.7					
Yard				LINNTON				7.3	50110
				1.6					
4945				HARBOR SIDING				8.9	50126
				1.1					
	J			UNITED JCT. YL				10.0	50137
				2.8					
1440				HOLBROOK				12.8	50165
				7.1					
1653				SCAPPOOSE				19.9	50236
				6.4					
				MULTNOMAH PLYWOOD				26.3	50300
				1.3					
2385	BPQ			ST. HELENS				27.6	50313
				3.1					
Yard				COLUMBIA CITY				30.7	50344
				0.6					
2278				WATERVIEW				31.3	50350
				1.9					
				DEER ISLAND				33.2	50369
				6.3					
				GOBLE				39.5	50431
				1.3					
				TROJAN				40.8	50444
				5.0					
				RAINIER				45.8	50502
				1.0					
2595				AVON				46.8	50512
				9.3					
2304				MAYGER				56.1	50602
				2.2					
				PORT WESTWARD				57.8	50624
				6.1					
2304				CLATSKANIE				62.2	50688
				0.5					
	P			CLATSKANIE RIVER DRAWBRIDGE				62.7	
				8.5					
1426				WESTPORT				71.2	50777
				2.3					
				WAUNA				73.5	50800
				4.9					
2113				CLIFTON				78.4	50849
				6.4					
				BLIND SLOUGH DRAWBRIDGE				84.8	50910
				1.8					
1122				KNAPPA				86.7	50929
				8.2					
				JOHN DAY RIVER DRAWBRIDGE				94.9	
				1.9					
				TONGUE POINT				96.7	51029
				3.0					
Yard				ASTORIA				99.7	51059
				1.9					
Yard				PORT OF ASTORIA				101.6	51078
				(97.3)					

**RULE 14.0 Track Warrant Control (TWC)**  
in effect between Gasco and Port of Astoria.

**AT WILLBRIDGE BURLINGTON NORTHERN  
SANTA FE TIMETABLE AND INSTRUCTIONS  
GOVERN.**

### MAXIMUM AUTHORIZED SPEED

Gasco to Port of Astoria .....30  
 MP 4.3 to 6.0 .....20\* MP 20.4 to 45.3 .....25  
 MP 6.0 to 9.9 .....25 MP 45.3 to 45.9 .....10\*  
 MP 9.9 to 10.1 .....20\* MP 45.9 to 58.0 .....25  
 MP 17.3 to 18.8 ...25 MP 58.0 to 64.3 .....10  
 MP 18.8 to 20.4 ...20\* MP 64.3 to 66.1 .....25  
 MP 66.1 to 101.9 .....10

\*Restriction ends when engine passes  
increase speed sign.

### SPECIAL RULES and INSTRUCTIONS ASTORIA DISTRICT

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

**RULE 5.8.2** At Wauna, sound whistle frequently at crossings in Fort James paper mill unless protected by crew member on ground.

**RULE 6.12** The following portions of the Astoria 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:

Between MP 58.0 and MP 64.3, between Mayger and Westport.

Between MP 66.1 and MP 74.0, between Clatskanie River Drawbridge and Clifton.

Between MP 74.0 and MP 96.97, between Wauna and Astoria, and this portion also is out-of-service.

**RULE 6.13** Yard limits established between the following locations:

Between Willbridge and Linnton MP 5.2 and MP 6.0  
 United Junction MP 9.9 and MP 10.1

**RULE 6.14** Restricted limits established between MP 5.2 and MP 4.3 between Gasco and Willbridge. Trains and engines must obtain permission from BNSF Willbridge yardmaster before entering these limits.

**RULE 6.16** Non-signalled drawbridges are normally aligned against rail traffic at Clatskanie River, Blind Slough and John Day River. Trains must stop until drawbridge position permits movement.

**RULE 6.17** United Junction: Normal position of switch at junction of Astoria and United Railways Districts will be for either route.

**RULE 6.32.2** Movements on Multnomah Plywood switching lead at MP 26.5 must stop at STOP signs on both sides of old Portland Road crossing, and wait for gates to fully lower before proceeding.

Clatskanie-Westport: Automatic crossing signals at MP 64.3 and 71.2 may be ineffective. Be governed by the last paragraph of this rule.

Knappa: Automatic crossing signal at MP 86.6 may be ineffective. Be governed by the last paragraph of this rule.

Knappa-Tongue Point: Automatic crossing signals at MP 95.6 may be ineffective. Be governed by the last paragraph of this rule.

Astoria: STOP signs installed on both sides of Third Street. Movement must stop and wait for crossing gates to fully lower before proceeding.

# TILLAMOOK DISTRICT - PNWR

Capacity of Sidings	Facilities	WESTWARD		SYSTEM TIME TABLE		EASTWARD		Mile Post	Station Number
				No. 1 November 1, 1998					
				STATIONS					
Yard				BROOKLYN	YL			766.9	00246
Yard	JP			1.7					
				CTC WILLSBURG JCT.	YL			740.7	00263
				1.2					
				MILWAUKIE				741.9	00275
1560				1.1					
				MENEFEE				743.0	00286
				1.2					
				LAKE OSWEGO				744.2	00298
				3.3					
1520				BRYANT	YL			747.5	00331
Yard	JY			0.5					
				COOK	YL			748.0	00336
				2.0					
	J			TIGARD CROSSOVER	YL			750.0	
				1.1					
				TIGARD				751.1	00367
				0.8					
	J			GRETON				751.9	00375
				1.5					
				FANNO				753.4	00390
				1.6					
4090	Y			BEBURG				755.0	00406
				0.6					
				BEAVERTON				755.6	00412
				1.3					
Yard	BPQ			ST.MARYS	YL			756.9	00425
				3.2					
				REEDVILLE				760.1	00457
				3.1					
				NEWTON				763.2	00488
				1.6					
Yard	BJPYQ			HILLSBORO	YL			764.8	00504
				0.5					
Yard	J			FOREST GROVE JCT.	YL			765.5	00511
				0.9					
Yard				MAHAN	YL			766.4	00520
				3.8					
1175				SCHEFFLIN	YL			770.2	00558
				2.3					
				ROY				772.5	
				2.2					
	J			BANKS				774.7	00603
				(35.5)					

**RULE 14.0** Track Warrant Control (TWC) in effect between Willsburg Jct. and Hillsboro.  
**WITHIN YARD LIMITS WILLSBURG JCT. AND BROOKLYN, UNION PACIFIC TIMETABLE AND INSTRUCTIONS GOVERN.**

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

**MAXIMUM AUTHORIZED SPEED**

	Column 1	Column 2
Willsburg Jct. to Banks	40	30
MP 740.7 to 741.6	10	10
MP 741.6 to 743.1	30	30
MP 743.1 to 744.6	20	20
MP 744.6 to 747.1	30	30
MP 747.1 to 750.1	20*	20*
MP 756.6 to 757.4	20*	20*
MP 764.2 to 770.5	10	10

\* Restriction ends when engine passes increase speed sign.  
 Rule 6.28 Maximum speed siding Beburg is 20 MPH.

**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 770.2 (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 at the following locations on this District:  
 Bryant (MP 747.1)-Tigard Crossover (MP 750.1)  
 St. Marys (MP 756.5 to 757.4)  
 Hillsboro (MP 764.2)-Schefflin (MP 770.2)
- 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 8.3** At St. Marys, main track switch may be left lined and locked in reverse position.
- 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.

# FOREST GROVE DISTRICT - PNWR

Capacity of Sidings	Facilities	WESTWARD		SYSTEM TIME TABLE		EASTWARD		Mile Post	Station Number
				No. 1 November 1, 1998					
				STATIONS					
Yard	J			FOREST GROVE JCT.	YL			4.6	00511
				0.1					
700				HILLSBORO	YL			4.7	40001
				3.1					
				CORNELIUS	YL			7.8	40031
				2.2					
700				FOREST GROVE	YL			10.0	40053
				(5.4)					

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

**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.



# 8 OREGON ELECTRIC DISTRICT - PNWR

Capacity of Sidings	Facilities	WESTWARD		SYSTEM TIME TABLE		EASTWARD		Mile Post	Station Number
				No. 1 November 1, 1998					
				STATIONS					
	J			GRETON	YL			31.3	00375
				0.8					
3803				TIGARD	YL			32.1	20008
				1.0					
	J			TIGARD CROSSOVER	YL			33.1	20018
				1.3					
				DURHAM				34.4	20031
				1.7					
				TUALATIN				36.1	20048
				1.3					
				ALBERTSON				37.4	20061
				2.1					
				TONQUIN				39.5	20077
				0.9					
				STORWEST				40.4	20090
				2.4					
1166				WILSONVILLE				42.8	20115
				2.8					
3664				CURTIS				45.6	20143
				3.7					
1050				DONALD				49.3	20180
				4.2					
Yard				LOGANVILLE				53.5	20222
				0.9					
3647				WEST WOODBURN				54.4	20231
				2.9					
				ST. LOUIS				57.3	20260
				2.2					
				CONCOMLY				59.5	20282
				1.8					
				WACONDA				61.3	20300
				1.2					
				REED JCT.				62.5	
				0.6					
1600				HOPMERE				63.1	20318
				1.0					
				QUINABY				64.1	20328
				4.5					
Yard				BUSH	YL			68.6	20373
				0.4					
Yard				SALEM	YL			69.0	20377
				(37.7)					

**RULE 14.0 Track Warrant Control (TWC) in effect.**  
**BETWEEN MP 64.7 AND SALEM BURLINGTON NORTHERN SANTA FE TIMETABLE AND INSTRUCTIONS GOVERN**

**MAXIMUM AUTHORIZED SPEED**  
 Column 1 Column 2

Gretton to Quinaby .... 40 30  
 MP 31.3 to 33.2 ..... 20\* 20\*  
 MP 51.5 to 57.4 ..... 25 25  
 \* Restriction ends when engine passes increase speed sign.

**SPECIAL RULES and INSTRUCTIONS OREGON ELECTRIC DISTRICT**

**RULE 6.13** Yard limits established between junction sv/tch at Gretton and MP 33.2, Tigard Crossover.

**RULE 6.29.1** Talking dragging equipment and derailment detectors located and operate as follows:  
 MP 39.1 at Tonquin.  
 MP 46.9 between Curtis and Donald.

**RULE 6.32.2**

Gretton: Eastward trains must stop at STOP sign just south of Tiedeman Road crossing, MP 31.4, and allow automatic protection to operate for at least 20 seconds before entering intersection.

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

Hopmere: At Brookdale Road, MP 63.1, STOP signs are posted for trains moving in both directions. Refer to Rule 6.32.2, All Districts for further information.

Quinaby: Stop Signs installed both sides of Quinaby Road (MP 64.1). Movement must stop and wait for crossing gates to fully lower before proceeding.

# BENDEMEER DISTRICT - PNWR

Capacity of Sidings	Facilities	WESTWARD		SYSTEM TIME TABLE		EASTWARD		Mile Post	Station Number
				No. 1 November 1, 1998					
				STATIONS					
	J			BOWERS JCT.	YL			17.1	00707
				1.4					
				BENDEMEER	YL			18.5	00721
				1.5					
				MERLE	YL			20.0	-
				(2.9)					

**SPECIAL RULES and INSTRUCTIONS BENDEMEER DISTRICT**

**RULE 6.32.2 Road Crossings**

Movement on the Bendemeer District must stop before proceeding across public road crossings at MP 18.98, West Union Road, MP 19.24, Jacobson Road, MP 19.8, Cornelius Pass Road.

**Yard Limits Bowers Jct. to Merle, Inclusive.**

**Speed 20 MPH on Bendemeer District.**

# UNITED RAILWAYS DISTRICT - PNWR

Capacity of Sidings	Facilities	WESTWARD		SYSTEM TIME TABLE No. 1 November 1, 1998	EASTWARD		Mile Post	Station Number
	J			<b>STATIONS</b>				
				UNITED JUNCTION YL			10.0	50137
				1.3 FLEMING			11.3	00000
				0.4 BURLINGTON			11.7	00761
				2.8 TUNNEL SPUR			14.6	00733
				1.6 ROCKTON			16.1	00717
1320	J			1.0 BOWERS JCT.			17.1	00707
				0.5 HELVETIA			17.6	00702
				1.5 CONNELL			19.1	00686
1320				2.8 NORTH PLAINS			21.9	00658
				1.4 VADIS			23.3	00643
				4.0 WILKESBORO			26.4	00612
750	J			1.1 BANKS YL			27.5	00603
				(17.5)				

**Rule 14.0 Track Warrant Control (TWC) in effect.**  
**MAXIMUM AUTHORIZED SPEED**  
 United Banks to Banks .....25  
 MP 10.0 to 15.4 (westward) ..... 20  
 MP 10.0 to 15.4 (eastward) .....15  
 MP 21.9 (Over Main St. Crossing) .....10\*  
 MP 26.8 to 27.5 .....20\*  
 \* Restriction ends when engine passes increase speed sign.

**SPECIAL RULES and INSTRUCTIONS UNITED RAILWAYS DISTRICT**  
**RULE 6.13** Yard limits established between the following locations:  
 United Junction MP 10.0 and MP 10.3  
 Banks MP 26.8 and MP 27.5

**AIR BRAKE RULES**  
**RULE 51.3.1** Between Bowers Junction and United Junction, trains in excess of 4000 trailing tons must be equipped with armed and functioning two-way EOT head-end and rear-end units. Be governed by the last paragraph of this rule.

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

**Hazardous Materials**

WPRR/PNWR train crews must have a copy of the U. S. Department of Transportation "1996 Emergency Response Guidebook" available while on duty.

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

**Safety Rules**

WPRR/PNWR has adopted Safety Rules of Willamette & Pacific/Portland & Western Railroad effective August 1998.

**Air Brake-Train Handling**

WPRR/PNWR has adopted Southern Pacific Lines Rules and Instructions Governing Air Brake System and Train Handling effective April 10, 1994, and revisions dated April 14, 1996.

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

**RULE 1.40 Reporting Engine Defects**

WPRR/PNWR 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 1.47 Duties of Trainman and Enginemen**

B: Engineer Responsibilities

3. Engineers will be equally responsible with conductors to assure that all of their assignment's service responsibilities are fulfilled.

C: Conductor and Engineer Responsibilities

2. When commencing a tour of duty, and at appropriate times during a tour of duty, conductor and engineer (and other employees who may be involved), will confer as to the nature of and factors relating to the work to be accomplished. Topics to be discussed include operating and safety rule of the day or week, track warrants and track bulletins, general orders and General Manager's notices, customer needs and requirements, and a general outline of how work is to be progressed. The conductor and engineer equally are responsible to assure that their required duties are completed safely and efficiently.

**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:

- 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), WRRR 5001 (Crane) WPRX 4057 (Spreader) and WPRR 6737 (Relief Tender-Tool Car) should be

# 10 SPECIAL RULES AND INSTRUCTIONS - ALL DISTRICTS

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.

## RULE 1.47.2 Train Makeup Restrictions

The following cars must not be entrained with no more than 4,000 trailing tons:

- (a) Empty tank cars measuring less than 35 feet in length.
- (b) Car measuring less than 42 feet in length coupled to a car longer than 73 feet in length unless both cars are loaded.

## RULE 3.3 Time Comparison

Time may be compared by calling the WPRR Albany dispatcher, or (503) 249-2300 to access UP phone system and then 8-279-9601.

## 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          | M -manual interlocking |

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

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. 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 12 hours after their time at each station. Schedules date from their initial station on each district.

Regular trains more than 12 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 2,500 feet ahead of restricted area. All references to "2 miles" in this rule should be interpreted as 2,500 feet.

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 WPRR/PNWR.

## RULE 5.4.4 Authorized Protection by Yellow Flag

Applicable on all districts with yellow flags displayed not less than 2,500 feet ahead of restricted area.

## RULE 5.5 Permanent Speed Signs

A yellow sign with the point downward will be placed 2500 feet in advance of point where speed reduction is effective. When speed signs display Two Sets of Numbers, the greater number governs light engine movements, engines handling only cabooses and/or passenger equipment, and trains authorized at Column 1 speeds. The lesser number governs all other trains.

## RULE 5.8.2 Sounding Whistle

Rule 5.8.2, that portion of chart item (11) reading:

"Use this signal to warn employees when view is restricted,"

is revised to read:

"Use this signal to warn employees when:

- Approaching men or equipment on or near the track, regardless of any whistle prohibitions, or
- View is restricted."

## RULE 5.9.5 and 5.9.6 Displaying Ditch Lights and Oscillating White Headlight

All trains operating over 20 MPH must display ditch lights or oscillating signal light to the front of the train when the headlight is on bright. The leading locomotive out of a train's initial terminal must have operative ditch or oscillating headlights.

If one ditch light fails enroute, train may proceed but repairs must be made by the next daily inspection. If two ditch lights or the oscillating signal light fail enroute, the train may proceed but must not travel beyond

the first point where repairs may be made or until the next daily inspection, which ever occurs first.

## 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 10 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 10 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
-----------------------------	-------------------

30 MPH or less.....	1 Mile
Over 30 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 6.21.5 Foul Time

When necessary to restrict the movement of a train because of Maintenance of Way work not covered by a Form B track bulletin, it will be performed in the following manner:

- Train dispatcher must state his intention to issue Foul Time.
- Foul Time may not be copied by an employee operating the controls of a moving engine.
- Foul Time must be copied by the receiving employee before it is repeated back to the train dispatcher.
- Foul Time will be issued under the following format:  
Train dispatcher to train: "Foul Time is issued to foreman \_\_\_\_\_ between MP (or station) and MP (or station) effective at \_\_\_\_\_ AM/PM." Train will repeat instructions, and if correct, train dispatcher will respond with, "That is correct."  
-During the time that Foul Time is effective, the train must not enter the limits, or if already in the limits, must stop until Foul Time is released by the train dispatcher.

## 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 6.29.1 Trackside Warning Detectors**

When a talking detector is activated, it will begin broadcasting a warning immediately. When a warning or the message "detector malfunction" is heard, train must stop and a walking inspection made of the portion that has passed over the detector. If the detector is activated and no defect is found, notify WPRR Albany Dispatcher when on duty for instructions before proceeding. If not on duty, notify an operating official before proceeding.

If the message "detector malfunction" is heard and no defect is found, proceed and report status as soon as practical.

Detector will transmit a "no defects" message after passage of train if not activated. Failure of detector to report on train status must be reported.

#### **RULE 6.31 Maximum Authorized Speed**

Over certain Districts of the railroad, the time table may prescribe Column and Column 2 speeds. Column 1 speeds are applicable to light engine movements, engines handling only cabooses and/or passenger equipment, and trains authorized by train dispatcher to use them. Authorization may be verbal, or conveyed by via "Other Specific Instructions" of track warrant.

#### **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 Paragon Communications at 1-800-800-2203. Also notify WPRR dispatcher, if any on duty as well as 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 the same or 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.

#### **RULE 14.11 Changing Track Warrants**

Employees must not add to or alter the track warrant in any manner, except any line of a track warrant may be voided by verbal or written authority of train dispatcher.

When the limits or instructions of a track warrant must be changed, other than having a line being made void by a train dispatcher, a new warrant must be issued showing, "Track Warrant No. \_\_\_\_\_ is void." When a track warrant of a previous date is voided, the date must be included. The previous track warrant will no longer be in effect.

#### **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 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.