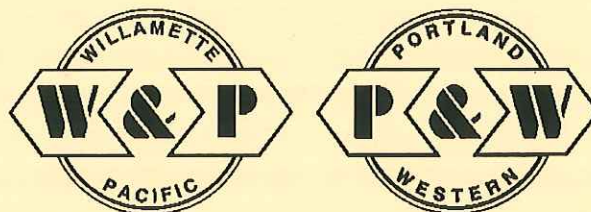


Portland & Western Railroad Inc.
Willamette & Pacific Railroad Inc.



System Time Table No.

2

To Take Effect at
12:01 AM Pacific Time
Sunday, July 2, 2000

Superseding System Time Table No. 1 and all Supplements thereto

This Time Table is for the exclusive use and guidance of employees

R. I. Melbo – *President*
A. B. Carswell – *Vice President & General Manager*
D. A. Farrell – *Assistant Vice President, Transportation*
C. S. Kettenring – *Assistant Vice President, Engineering*
R. D. Vincent – *Director of Customer Service*
W. M. Wilson – *Chief Train Dispatcher*
B. L. Enfield – *Trainmaster, Lines North*
K. E. Nichols – *Road Foreman of Engines*
J. A. Cyrus – *Trainmaster, Lines South*

The Best way is the Safe way!

Toledo District - WPRR

Westward			System Time Table No. 2 July 2, 2000	Eastward	
Capacity of Siding	Rule 4.3	Rule 6.3		Mile Post	Sta. No.
Yard	BK PQ YJ	YL	R ALBANY 1.6	690.9	26910
		TWC	NORTH ALBANY 4.6	692.5	
1165			GRANGER 1.9	697.1	26970
6145			ASHAHR 3.1	699.0	26990
	YJ	YL	R CORVALLIS JCT	702.1	16900
VIA WEST SIDE DISTRICT					
Yard	YJ	YL	CORVALLIS 0.5	703.3	16890
		TWC	OREGON STATE UNIVERSITY 2.0	703.8	
1500			LARSON 1.2	705.8	
			CONROY 1.5	707.0	27070
970			PHILOMATH 0.9	708.5	27080
			FLYNN 6.5	709.4	27090
705			WRENS 6.1	715.9	27160
			ALDER 1.2	722.0	27220
			BLODGETT 2.8	723.2	
			DEVITT 2.5	726.0	
1550			SUMMIT 5.2	728.5	27280
			NASHVILLE 11.5	733.7	27340
1770			EDDYVILLE 5.4	745.2	27450
			CHITWOOD 5.9	750.6	
			ELK CITY 6.0	756.5	
			BURPEE 3.1	762.5	
Yard	BK PQ YJ	YL	TOLEDO (74.7)	765.6	27650

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.
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 7.6 Albany: Crews switching Stafford reload lumber spot between Jackson Street and Stafford dock use rail skid under west wheel of west car left on lumber spot. Remove rail skid when switching. When not in use, rail skid should be left on ground near lumber spot.

Rule 7.10 Toledo: On spurs leading to Georgia Pacific paper mill, gates are secured with WPRR lock. Crews must close and lock gate when not in use. 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 are connected to collision detectors on First Street and Water Street underpasses. When indicators display red or lunar aspect the following will govern:

- Red.....Stop & make inspection of structures; 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, or issuance of track permit (Rule 6.13).

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.

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.

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. Be governed by the last paragraph of this rule.

Rule 52.1.5 Maximum tonnage handled behind road locomotives:
Flynn to Summit (westward).....7,200 tons
Nashville to Summit (eastward)..5,000 tons

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

Maximum Authorized Speed

Albany to Toledo	30	MP 709.7 to 728.7	20
MP 691.4 to 692.4	10	MP 728.7 to 733.4 (westward)	15
MP 692.4 to 701.1	25	MP 728.7 to 732.0 (eastward)	15
MP 701.1 to 702.1	20*	MP 733.4 to 763.8 (westward)	20
MP 702.1 to 703.3	10	MP 732.0 to 763.8 (eastward)	20
MP 703.3 to 704.3	20*	MP 763.8 to 766.7	10

* Restriction ends when engine passes increase speed sign

Special Rules and Instructions for the 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 Road Channel No. 1 (AAR code 4444). Additionally, Albany is equipped to broadcast on UPRR frequency 9696. Toledo is unattended. Albany is attended during office hours.
WPRR Road Channel No. 1 (AAR Code 4444) in service Albany to Wrens.
WPRR Road Channel No. 2 (AAR Code 4949) in service Wrens to Toledo.

Rule 4.4 Corvallis Jct.: Trains will register only if instructed by train dispatcher. 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.

West Side District – WPRR/PNWR

Westward			System Time Table No. 2 July 2, 2000	Eastward		Special Rules and Instructions for the West Side District
Capacity of Siding	Rule 4.3	Rule 6.3		Mile Post	Station No.	
Yard	JY	YL	COOK 2.0	764.0	00336	<p>Rule 1.20 Impaired Side Clearances MP 762.1..... Bridge</p> <p>Rule 2.7 McMinnville: Radio base station equipped for WPRR Road Channel No. 1 (AAR Code 4444) and is unattended.</p> <p>Rule 4.4 Corvallis Jct.: Trains will register only if instructed by train dispatcher. 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: "Example: "TO WEST SIDE DISTRICT."</p> <p>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. Double-ended track at McCoy. Double-ended track at Amity. Track 4941 at Whiteson All auxiliary tracks at McMinnville All auxiliary tracks at St. Joseph.</p> <p>Rule 6.13 Yard limits established between the following locations: Corvallis Jct.: MP 691.1 inclusive to Monroe Whiteson -St. Joseph: MP 730.0 and MP 739.0 Newberg: MP 748.1 and MP 750.0 Cook: MP 762.9 and MP 764.0</p> <p>Rule 6.17 Cook: wye switches at junction of West Side and Tillamook Districts may be left lined and locked for any route. Whiteson: Normal position of switch at junction of Westside and Willamina Districts lined for Westside District. 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 switch at junction of West Side and Bailey Districts lined for either route.</p> <p>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. Cook: Maximum speed on short leg of wye is 10 MPH.</p> <p>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.</p> <p>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.</p> <p>Rule 6.32.4 Whiteson: Equipment on main track or siding must not be left nearer than 150 ft. from Riverbend Road crossing.</p> <p>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.</p> <p>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.</p>
		TWC	TUALATIN 2.5	762.0	17715	
			CIPOLE 1.9	759.5	17690	
1050			SHERWOOD 4.6	757.6	17671	
1060			REX 2.2	753.0	17625	
1050			SPRINGBROOK 2.3	750.8	17603	
Yard		YL	NEWBERG 2.4	748.5	17580	
		TWC	DUNDEE 4.0	746.1	17460	
			DAYTON 2.6	742.1	17420	
			LAFAYETTE 1.5	739.5		
Yard	Y	YL	ST. JOSEPH 4.9	738.0	17380	
2910	BK PQ	YL	McMINNVILLE 4.2	734.9	17350	
1750	YJ		WHITESON 2.6	730.7	17310	
			AMITY 5.3	728.1	17280	
			McCOY 4.4	722.8	17230	
			CROWLEY 3.4	718.4		
			DERRY 0.7	715.0	17150	
	YJ	TWC	GERLINGER 3.8	714.3	17140	
Yard			V&S JCT. 1.2	710.5	17091	
			INDEPENDENCE 5.3	709.3	17090	
			PARKER 2.0	704.0		
			SUVER 3.1	702.0	17020	
1000			WELLSDALE 5.2	699.1	17000	
			LEWISBURG 3.8	693.1	16930	
	YJ		R CORVALLIS JCT 1.0	689.9	16900	
Yard	YJ		CORVALLIS 4.3	688.9	16890	
			DRY CREEK 3.3	684.6	16840	
2600		YL	GREENBERRY 6.5	681.3	16810	
			BURNETT 1.8	674.8		
1280	J		ALPINE JCT. 1.3	673.0	16730	
			MONROE	671.7	16720	
			(92.4)			
Maximum Authorized Speed						
		Col. 1	Col. 2	Col. 1	Col. 2	
Monroe to Cook		40	40	MP 730.0 to 739.0	20*	20*
MP 671.6 to 689.3		10	10	MP 739.0 to 751.0	12	12
MP 689.3 to 691.1		20*	20*	MP 751.0 to 755.6	15	15
MP 709.3 to 710.2		10**	10**	MP 755.6 to 762.9	12	12
MP 710.2 to 714.4		40	30	MP 762.9 to MP 764.0	20*	20*
MP 714.4 to 730.0		30	30			
<p>* Restriction ends when engine passes increase speed sign</p> <p>** Restriction ends when engine passes increase speed sign provided rear car has exited Second Street, Independence</p>						

Willamina District - WPRR


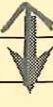
Westward				System Time Table No. 2 July 2, 2000	Eastward			Special Rules and Instructions for the Willamina District
Capacity of Siding	Rule 4.3	Rule 6.3		Stations	Mile Post	Station No.		
1750	YJ	YL	TWC ↓	WHITESON 6.6	730.6	17310	<p>Rule 1.20 Impaired Side Clearances MP 745.3.....Bridge MP 750.05..... Willamina Lumber Co. overhead conveyer</p> <p>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 and main track between MP 742.6 and MP 744.0.</p> <p>Rule 6.13 Yard limits established between the following locations: Whiteson: MP 730.46 and MP 731.4 Willamina: MP 748.4 and MP 749.46</p> <p>Rule 6.28 Willamina: No engines may operate beyond clearance points of No. 2 track at Willamina yard. Winch: No engines may operate beyond derail on spur.</p> <p>Rule 6.32.4 Whiteson: Equipment on main track or siding must not be left nearer than 150 ft. from Riverbend Road crossing.</p> <p>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.</p> <p>Rule 8.12 Willamina: Crossover at west end of Willamina yard may be left lined and locked for crossover movement. If necessary to normal or reverse switch for movement, switch at opposite end must be left in correlation.</p> <p>Rule 8.13 Willamina: Scale on track 4997 not equipped with dead rail. Engines not permitted on scale and speed over scale must not exceed 3 MPH.</p>	
				WINCH 3.3	737.2	37370		
				BALLSTON 4.2	740.5	37400		
				SHERIDAN 1.6	744.7	37450		
				SHIPLEY 3.0	746.3	37460		
Yard	J	YL		WILLAMINA (18.7)	749.3	37490		
<p>Speed 10 MPH on Willamina District except 20 MPH between MP 742.6 and MP 744.0</p>								



Hampton Railway (operated by WPRR under Agreement)



Westward				System Time Table No. 2 July 2, 2000	Eastward			Special Rules and Instructions for the Hampton Railway
Capacity of Siding	Rule 4.3	Rule 6.3		Stations	Mile Post	Station No.		
Yard	J	YL	↑ ↓	WILLAMINA 5.2	0.0	37490	<p>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.</p> <p>Rule 6.13 Yard limits established between Willamina and Fort Hill, inclusive.</p> <p>Rule 6.32.2 Willamina: STOP signs installed on both sides of Highway 18B (MP 1.3) Movement must stop and wait for crossing gates to fully lower before proceeding. Refer to Rule 6.32.2, All Districts for further information.</p>	
				FORT HILL (5.3)	5.2	37495		
<p>Speed 10 MPH on Hampton Railway</p>								

Dallas District - WPRR

Westward				System Time Table No.2 July 2, 2000	Eastward			Special Rules and Instructions for the Dallas District
Capacity of Siding	Rule 4.3	Rule 6.3		Stations	Mile Post	Station No.		
	YJ	YL	↑ ↓	GERLINGER 4.9	728.9	17140	<p>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.</p> <p>Rule 6.13 Yard limits established between Gerlinger and Dallas, inclusive.</p> <p>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.</p> <p>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.</p>	
Yard				DALLAS (4.9)	733.8	57340		
<p>Speed 10 MPH on Dallas District</p>								

Westward				System Time Table No. 2 July 2, 2000	Eastward			Special Rules and Instructions for the Bailey District
Capacity of Siding	Rule 4.3	Rule 6.3		Stations	Mile Post	Station No.		
1280	J	YL		ALPINE JCT. 4.0		673.0	16730	
				BELLFOUNTAIN 2.9		677.0	16770	
				DAWSON (6.9)		679.9	46800	
Speed 10 MPH on Bailey District								
<p>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.</p> <p>Rule 6.13 Yard limits established between Alpine Jct. and Dawson, inclusive.</p> <p>Rule 8.20 Derail in main track at MP 679.6, Dawson.</p>								

Westward				System Time Table No. 2 July 2, 2000	Eastward			Special Rules and Instructions for the Seghers District
Capacity of Siding	Rule 4.3	Rule 6.3		Stations	Mile Post	Station No.		
Yard	BJP YQ	YL		HILLSBORO 3.6		765.3	00504	
				CORNELIUS 2.5		761.7	30036	
				CARNATION 3.6		759.2 758.5	30061	
				SEGHERS 2.7		754.9	30104	
Yard				STIMSON (12.4)		752.2	30131	
Speed 10 MPH on Seghers District								
<p>Rule 2.7 Radio base station at Hillsboro equipped with P&W frequency 4444 and is unattended.</p> <p>Rule 6.13 Yard limits established between Hillsboro and Stimson, inclusive.</p> <p>Rule 6.12 The following portions of the Seghers 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 764.3 (Hillsboro) and end of district. All Auxiliary tracks at Hillsboro except the Seghers-Mahan leg of wye.</p>								

Westward				System Time Table No. 2 July 2, 2000	Eastward			Special Rules and Instructions for the Forest Grove District
Capacity of Siding	Rule 4.3	Rule 6.3		Stations	Mile Post	Station No.		
Yard	J	YL		FOREST GROVE JCT. 0.1		4.6	00511	
700				HILLSBORO 3.1		4.7	40001	
				CORNELLIUS 2.2		7.8	40031	
700				FOREST GROVE (5.4)		10.0	40053	
Speed 10 MPH on Forest Grove District								
<p>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.</p> <p>Rule 6.13 Yard limits established between Forest Grove Jct. and Forest Grove, inclusive.</p>								

Tillamook District - PNWR							Special Rules and Instructions for the Tillamook District				
Westward				System Time Table No. 2 July 2, 2000		Eastward					
Capacity of Siding	Rule 4.3	Rule 6.3		Stations		Mile Post	Station No.				
Yard			UPRR	YL	BROOKLYN 1.7	766.9	00246	Rule 2.7 Radio base stations at St. Marys and Hillsboro equipped with P&W Road Channel No. 1 (AAR code 4444) and are unattended. Rule 6.12 The following portions of the Tillamook 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 766.0 (Mahan) and MP 770.4 (Schefflin). Auxiliary track at Beaverton Ind. Park off Beburg Siding. Track 1904 at Cook (Cook Pit)			
Yard	JP		CTC		WILLSBURG JCT 1.2	740.7	00263				
			TWC		MILWAUKIE 1.1	741.9	00275	Rule 6.13 Yard limits established between the following locations on this District: Bryant -Tigard Crossover.....MP 750.1 and MP 747.1 St. Marys.....MP 756.5 and MP 757.4 Hillsboro – Mahan.....MP 764.2 and MP 767.0 Wilkesboro.....MP 773.3 and MP 774.0			
1560					MENEFEE 1.2	743.0	00286				
					LAKE OSWEGO 3.3	744.2	00298				
1520			YL		BYRANT 0.5	747.5	00331	Rule 6.17 Cook: wye switches at junction of West Side and Tillamook Districts may be left lined and locked for any route. Hillsboro: wye switches at junction of Seghers and Tillamook Districts may be left lined and locked for any route.			
Yard	JY				COOK 2.0	748.0	00336				
	J		TWC		TIGARD CROSSOVER 1.1	750.0		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.			
					TIGARD 0.8	751.1	00367				
	J				GRETON 1.5	751.9	00375				
			YL		FANNO 1.6	753.4	00390	Rule 8.3 St. Marys: main track switch may be left lined and locked in reverse position.			
4090	Y				BEBURG 0.6	755.0	00406				
			TWC		BEAVERTON 1.3	755.6	00412	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.			
Yard	BP Q				ST. MARYS 3.2	756.6 756.9	00425				
					REEDVILLE 3.1	760.1	00457				
			YL		NEWTON 1.6	763.2	00488	Rule 60.14 Hillsboro: Unless inside railroad equipment, railroad personnel must wear ANSI approved hard hats when performing duties at aggregate loading or unloading facilities.			
Yard	BJ PY Q				HILLSBORO 0.5	764.8	00504				
	J		TWC		FOREST GROVE JCT. 0.9	765.5	00511	* Restriction ends when engine passes increase speed sign Unit rock trains are authorized Column 1 speed between Milwaukie and Banks, whether loaded or empty Rule 6.28 Maximum speed siding Beburg is 20 MPH			
2340					MAHAN 3.8	766.4	00520				
1175					SCHEFFLIN 2.3	770.2	00558				
			YL		ROY 2.2	772.5	00581				
					WILKESBORO 0.9	773.8	00594				
Yard	J		POTB		BANKS	774.7	00603				
(35.5)											

Oregon Electric District - PNWR

Westward			System Time Table No. 2 July 2, 2000	Eastward			Special Rules and Instructions for the Oregon Electric District
Capacity of Siding	Rule 4.3	Rule 6.3	Stations	Mile Post	Station No.		
	J	YL	GRETON 0.8		31.3	00375	Rule 1.20 Impaired Overhead Clearances MP 62.5 (on spur) – Overhead loading structure RULE 6.13 Yard limits established between the following locations: Greton-Tigard Crossover MP 31.3 (Jct. Switch) and MP 33.2 Tonquin MP 39.7 and MP 39.8 Reed Jct. MP 62.7 and MP 62.8
3803			TIGARD 1.0		32.1	20008	
	J		TIGARD CROSSOVER 1.3		33.1	20018	
		TWC	DURHAM 1.7		34.4	20031	Rule 6.29.1 Talking dragging equipment and derailment detectors located as follows: MP 39.1 at Tonquin. MP 46.9 between Curtis and Donald. Rule 6.32.2 Greton: 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. 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.
			TUALATIN 1.3		36.1	20048	
			ALBERTSON 2.1		37.4	20061	
1833		TWC	TONQUIN 0.9		39.5	20077	Rule 7.8 Reed Jct.: Overhead loading chutes at Reed Pit will not clear train or engine unless in the fully raised position. Indicator lights are positioned over track on east side of structure. If green light is displayed, chute is raised and train may proceed through structure. If red light is displayed or indicators are dark, train must stop short and inspect chutes. Do not proceed through structure unless chutes are fully raised. Under no circumstances should equipment exceeding Plate C be operated through loading chute. Rule 8.3 Tonquin: West switch is electrically operated. To actuate switch, use push buttons mounted in box attached to switch. A lockout circuit to prevent activation while occupied by equipment protects the switch. To activate switch, engine and equipment must be clear of lockout circuit. The switch is equipped with a switch point indicator for facing point movements. Be governed by Rule 8.10. West switch may be left lined and locked for other than normal movement. Reed Jct.: Switch is electrically operated. To actuate switch, use push buttons mounted in box attached to switch. A lockout circuit to prevent activation while occupied by equipment protects the switch. To activate switch, engine and equipment must be clear of lockout circuit. The switch is equipped with a switch point indicator for facing point movements. Be governed by Rule 8.10. Switch may be left lined and locked for other than normal movement.
			STORWEST 2.4		40.4	20090	
1166			WILSONVILLE 2.8		42.8	20115	
3664			CURTIS 3.7		45.6	20143	
1050			DONALD 4.2		49.3	20180	
Yard			LOGANVILLE 0.9		53.5	20222	
3647			WEST WOODBURN 2.9		54.4	20231	
			ST. LOUIS 2.2		57.3	20260	
			CONCOMLY 1.8		59.5	20282	
			WACONDA 1.2		61.3	20300	
		YL	REED JCT 0.6		62.5		
1600			HOPMERE 1.0		63.1	20318	
			QUINABY 4.5		64.1	20328	
Yard		BN SF	BUSH 0.4		68.6	20373	Rule 60.14 Tonquin and Reed Jct.: Unless inside railroad equipment, railroad personnel must wear ANSI approved hard hats when performing duties at aggregate loading or unloading facilities.
Yard			SALEM (37.7)		69.0	20377	
BETWEEN MP 64.7 AND SALEM BURLINGTON NORTHERN SANTA FE TIMETABLE AND INSTRUCTIONS GOVERN Maximum Authorized Speed							
			<u>Col. 1</u>	<u>Col. 2</u>		<u>Col. 1</u>	<u>Col. 2</u>
Greton to Quinaby			40	30	MP 51.5 to 57.4	25	25
MP 31.3 to 33.2			20*	20*	MP 62.7 to 64.7	20*	20*
MP 39.7 to 39.8			20*	20*			
* Restriction ends when engine passes increase speed sign Empty unit rock trains are authorized Column 1 speeds between Greton and Quinaby. Loaded unit rock trains are not authorized Column 1 speeds between Greton and Quinaby. Rule 6.28 Maximum speed Reed Spur is 20 MPH							

United Railways District - PNWR																
Westward			System Time Table No. 2 July 2, 2000	Eastward			Special Rules and Instructions for the United Railways District									
Capacity of Siding	Rule 4.3	Rule 6.3		Stations	Mile Post	Station No.										
	J	YL	UNITED JCT. 1.3		10.0	50137	<p>Rule 1.47.2 Between United Jct. and Tunnel Spur-Trains of greater than 5000 trailing tons must handle empty cars, 80 feet and longer in the rear 5000 tons.</p> <p>Rule 2.7 PNWR Road Channel No. 3 (AAR code 5151) in service United Junction to Tunnel Spur. PNWR Road Channel No. 1 (AAR code 4444) in service Tunnel Spur to Banks.</p> <p>Rule 6.13 Yard limits established between the following locations: United Junction MP 10.0 and 10.3 Banks MP 26.8 and 27.5</p> <p>Air Brake Rules Rule 51.3.1 Between Bowers Jct. and United Jct., 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.</p>									
		TWC	FLEMING 0.4		11.3											
			BURLINGTON 2.8		11.7	00761										
			TUNNEL SPUR 1.6		14.6	00733										
			ROCKTON 1.0		16.1	00717										
1130	J		BOWERS JCT. 0.5		17.1	00707										
			HELVETIA 1.5		17.6	00702										
			CONNELL 2.8		19.2	00686										
2392			NORTH PLAINS 1.4		21.9	00658										
			VADIS 4.0		23.3	00643										
			WILKESBORO 1.1		26.4	00612										
Yard	J	YL	BANKS (17.5)		27.5	00603										
Maximum Authorized Speed																
<table border="0"> <tr> <td>United Banks to Banks</td> <td>25</td> </tr> <tr> <td>MP 10.0 to 15.4 (west)</td> <td>20</td> </tr> <tr> <td>MP 10.0 to 15.4 (east)</td> <td>15</td> </tr> <tr> <td>MP 21.9 (over Main St. Crossing)</td> <td>10*</td> </tr> <tr> <td>MP 26.8 to 27.5</td> <td>20*</td> </tr> </table> <p>* restriction ends when engine passes increase speed sign</p>								United Banks to Banks	25	MP 10.0 to 15.4 (west)	20	MP 10.0 to 15.4 (east)	15	MP 21.9 (over Main St. Crossing)	10*	MP 26.8 to 27.5
United Banks to Banks	25															
MP 10.0 to 15.4 (west)	20															
MP 10.0 to 15.4 (east)	15															
MP 21.9 (over Main St. Crossing)	10*															
MP 26.8 to 27.5	20*															

Bendemeer District - PNWR							
Westward			System Time Table No. 2 July 2, 2000	Eastward			Special Rules and Instructions for the Bendemeer District
Capacity of Siding	Rule 4.3	Rule 6.3		Stations	Mile Post	Station No.	
	J	YL	BOWERS JCT. 1.4		17.1	00707	<p>Rule 6.13 Yard limits established between Bowers Jct. and Merle, inclusive.</p> <p>Rule 6.32.2 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.</p>
			BENDEMEER 1.5		18.5	00721	
			MERLE (2.9)		20.0	-	
Speed 20 MPH on Bendemeer District							

Astoria District - PNWR

Westward				System Time Table No. 2 July 2, 2000	Eastward			Special Rules and Instructions for the Astoria District
Capacity of Siding	Rule 4.3	Rule 6.3		Stations	Mile Post	Station No.		
Yard		BNSF	CTC	WILLBRIDGE 0.7		4.3	50084	Rule 2.7 PNWR Road Channel No. 3 (AAR code 5151) in service Gasco to Tongue Point. Radio base station at St. Helens equipped with PNWR Road Channel No. 3 (AAR code 5151) and is unattended.
Yard	Y		RL	W YARD 0.6		5.0	50091	
		YL		GASCO 1.7		5.6	50097	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 74.0 between Port Westward and Clifton. Between MP 74.0 and MP 96.97, between Wauna and Tongue Point, and this portion also is out-of-service.
Yard		TWC		LINNTON 1.6		7.3	50110	
4945					HARBOR SIDING 1.1		8.9	50126
	J	YL		UNITED JCT. 2.8		10.0	50137	Rule 6.13 Yard limits established between the following locations: Willbridge - Linnton MP 5.2 and MP 6.0 United Junction MP 9.9 and MP 10.1
1440		TWC	↑	HOLBROOK 7.1		12.8	50165	
1653						SCAPPOOSE 6.4		19.9
		TWC	↑	MULTNOMAH PLYWOOD 1.3		26.3	50300	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.
2385	BP Q					ST. HELENS 3.1		
Yard		TWC	↑	COLUMBIA CITY 0.6		30.7	50344	Rule 6.16 Non-signalized drawbridges are normally aligned against rail traffic at Clatskanie River, Blind Slough and John Day River. Trains must stop until drawbridge position permits movement.
2279						WATERVIEW 1.9		
		TWC	↑	DEER ISLAND 6.3		33.2	50369	Rule 6.17 United Junction: Normal position of switch at junction of Astoria and United Railways Districts will be for either route.
						GOBLE 1.3		
		TWC	↑	TROJAN 5.0		40.8	50444	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.
						RAINIER 1.0		
2595		TWC	↑	AVON 9.3		46.8	50512	Knappa: Automatic crossing signal at MP 86.6 may be ineffective. Be governed by the last paragraph of this rule.
2304						MAYGER 2.2		
		TWC	↑	PORT WESTWARD 6.1		57.8	50624	Knappa-Tongue Point: Automatic crossing signals at MP 95.6 may be ineffective. Be governed by the last paragraph of this rule.
2304						CLATSKANIE 0.5		
	P	TWC	↑	CLATSKANIE RIVER DRAWBRIDGE 8.5		62.7		Rule 60.14 Linnton and Deer Island: Unless inside railroad equipment, railroad personnel must wear ANSI approved hard hats when performing duties at aggregate loading or unloading facilities.
1426						WESTPORT 2.3		
		TWC	↑	WAUNA 4.9		73.5	50800	
2113						CLIFTON 6.4		
		TWC	↑	BLIND SLOUGH DRAWBRIDGE 1.8		84.8	50910	
1122						KNAPPA 8.2		
		TWC	↑	JOHN DAY RIVER DRAWBRIDGE 1.9		94.9		
						TONGUE POINT		
(92.7)								
BETWEEN MP 5.2 AND WILLBRIDGE BURLINGTON NORTHERN SANTA FE TIMETABLE AND INSTRUCTIONS GOVERN								
Maximum Authorized Speed								
Gasco to Tongue Point	30	MP 17.3 to 45.3	25					
MP 5.2 to 6.0	20*	MP 45.3 to 45.9	10*					
MP 6.0 to 9.9	25	MP 45.9 to 58.0	25					
MP 9.9 to 10.1	20*	MP 58.0 to 96.97	10					
* Restriction ends when engine passes increase speed sign								

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, Fourth Edition.

Hazardous Materials

WPRR/PNWR train crews must have a copy of the U.S. Department of Transportation 2000 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 have issued 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 1.6 Conduct Add as follows:

Any act of hostility, misconduct, or willful disregard or negligence affecting the interests of the Company or its employees is sufficient cause for dismissal and must be reported. Indifference to duty, or to the performance of duty, will not be condoned.

RULE 1.17 Hours of Service Law Add as follows:

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, and
other employees who may commingle their regular
duties with "covered" serviceForm WPRR002
Signal MaintainersForm WPRR1002

RULE 1.40 Reporting Engine Defects Add as follows:

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 **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 person making the inspection cannot correct the defect, 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 Trainmen and Enginemen Add as follows:**B: Engineer Responsibilities**

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

C: Conductor and Engineer Responsibilities

- 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 New Rule:

WPRX 1736 (Derrick) and WPRR 5001 (Locomotive Crane), 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 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 New Rule:

The following cars must not be entrained with more than 4,000 trailing tons:

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

RULE 2.7 Monitoring Radio Transmissions

WPRR Road Channel No. 1 (AAR Code 4444) in service all districts unless noted by timetable instructions.

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 8-271-4601.

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 at left of station name indicates:

R –train register station

RULE 5.4.2 Display of Yellow Flag Revise as follows:

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 one mile.

RULE 5.4.3 Display of Yellow-Red Flag Revise as follows:

Yellow-Red 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 one mile.

RULE 5.4.4 Authorized Protection by Yellow or Yellow-Red Flag

Revise as follows:

Applicable on all districts with yellow or Yellow-Red flags displayed not less than one mile feet ahead of restricted area. All references to "2 miles" in this rule should be interpreted as one mile.

RULE 5.5 Permanent Speed Signs Revise as follows:

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 5.9.5 and 5.9.6 Displaying Ditch Lights and Oscillating White Headlight

Revise and add 2nd and 3rd paragraphs as follows:

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 Revise entire rule to read:

Trains will be identified by engine number, adding the direction when required. When an engine of another company is used, initials of the company will precede the engine number. When an engine consists of more than one unit or when two or more engines are coupled, the number of one unit only will be illuminated as the identifying number. When practical, use the leading unit.

SPECIAL RULES AND INSTRUCTIONS - ALL DISTRICTS

RULE 6.3 Main Track Authorization Add as follows:

The following symbols when placed in the timetable column designated Rule 6.3 indicates type of Main Track Authorization in effect:

- YL – Rule 6.13 (Yard Limits)
- RL – Rule 6.14 (Restricted Limits)
- TWC – Rule 14.0 (Track Warrant Control)
- CTC – Rule 10.0 (Centralized Traffic Control)

RULE 6.20 Equipment Left on Main Track Revise paragraph A to read:

A. Portion of Train Left on Main Track

When necessary to leave a portion of a train temporarily on the main track, follow this procedure:

- Set a sufficient number of hand brakes to keep the detached portion from moving.
- Place a torpedo ¼ mile in front of detached portion to warn returning crew members.
- Provide protection against movements that may enter the main track between the detached portion and the returning front portion unless:
 - The train dispatcher verbally relieves the protection.
 - or
 - The return movement is otherwise authorized.

RULE 6.21.3 Unusual Conditions: Emergency Brake Application New Rule:

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 head end clears the specified limit.

RULE 6.21.4 Unforeseen Track Restrictions New Rule:

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 not unusual slack action incidental to stopping.

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

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

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

RULE 6.28 Movement on Other than Main Track Add the following:

Unless otherwise indicated by timetable instruction, maximum speed permitted under this rule is 10 MPH

RULE 6.29.1 Trackside Warning Detectors Add the following:

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 Add the following:

Over certain Districts of the railroad, the timetable may prescribe Column 1 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 via "Other Specific Instructions" of track warrant.

RULE 6.32.2 Automatic Crossing Devices Revise entire rule to read:

When employees observe or receive reports from outside the company of automatic crossing warning system malfunction, an immediate report must be made to a Paragon Communications at 1-800-800-2203. Also notify WPRR dispatcher, if on duty, and attempt to notify other 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 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 crewmember flag vehicular traffic. Movement may then proceed with caution through the intersection not exceeding 15 MPH.

When within ¼ mile of a crossing equipped with automatic warning devices, do not increase speed more than 5 MPH until the device has been operating 20 seconds to provide warning or the crossing gates, if equipped, are fully lowered.

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 Revise entire rule to read:

A stopped train may not block a public crossing for more than 10 minutes between 6 a.m. and 10 p.m., and for more than 15 minutes between 10 p.m. and 6 a.m.

RULE 7.6 Securing of Cars or Engines Following is added:

When hand brakes are to be applied on an unattended train, a minimum of one hand brake will be applied to the cars in addition to the lead locomotive.

RULE 8.14 Conflicting Movements Approaching Switch Following is added:

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 8.20 Derail Location and Position Revise entire rule to read:

Employees in train, engine, and yard service must know the location of all fixed derails.

Do not make a movement over a derail in derailing position. Sidings having hand-thrown derails will have derail locked in non-derailing position, except when engines or cars are left unattended on siding. On auxiliary tracks other than siding, except when derails are placed in non-derailing position to permit movement, make sure they are always in derailing position regardless of whether cars are on the track they are protecting. Lock all derails equipped with a lock.

RULE 14.2.1 Limited Back Up Authority New Rule:

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 Occupying Same Track Warrant Limits Revise Item 2 as follows:

2. In non-signalized territory, all trains are authorized to proceed in the same direction and are instructed to move at restricted speed, except as provided in Rule 14.4.1 or Rule 14.4.2.

RULE 14.4.1 Authorizing Following Movements New Rule:

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. 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.

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.

SPECIAL RULES AND INSTRUCTIONS - ALL DISTRICTS

RULE 14.4.2 Relief from Restricted Speed New Rule:

When two trains or more 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 requirements to proceed at restricted speed outside of the newly designated overlapping limits.

RULE 14.10 Track Warrant in Effect Revise entire rule to read:

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, crewmember 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 Revise entire rule to read:

Employees must not add to or alter the track warrant in any manner, except as specified by Rule 15.1.1 (Changing Address of Track Warrants or Track Bulletins) or line nos. 4, 5, 6, and 7 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 Revise entire rule to read:

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, or track warrant has been made void by issuance of another track warrant.

RULE 15.1.2 Daily Operating Bulletin New Rule:

Daily Operating Bulletins (DOB) are issued as needed and contain information and instructions not included in the previous DOB. Each DOB supersedes the previous DOB. Employees must always review the entire DOB for completeness. Employees may make additions and deletions to the DOB as directed by the train dispatcher. Train dispatcher must give the time of additions and deletions along with their initials.

Employees, whose duties are affected by the timetable, must have a current copy of the DOB. The current DOB will be listed on the track warrant and employees must check to ensure that the DOB in effect is the correct one listed on the track warrant. This DOB can be considered to be in effect for that entire tour of duty.

RULE 15.2 Protection by Track Bulletin Form B Revise Item C as follows:

C. Stop Column

When "STOP" is written in the Stop column, the train must not enter the limits unless instructed by the employee in charge. A red flag or red light must be displayed at the beginning of the limits. A train within the limits at the time the track bulletin Form B takes effect, must not make further movement until instructed by employee in charge.

RULE 15.12 Relief of Engineer or Conductor During Trip

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

RULE 15.13.1 Changing Form A Track Bulletin New Rule

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.)."

AIR BRAKE RULES

RULE 50.9 Locomotive Shut-down Procedure Add the following:

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 locomotive(s) should be left on tracks where they are least likely to inconvenience the public.

RULE 50.19B Switcher Unit Speed Restrictions

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

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

Applicable to SW1200m locomotives WPRR 1201-1202, and SW1500 locomotive WPRR 1551 only when handling cars in grade territory on West Side District and on Toledo District west of Larson. When switcher locomotive units SW1500, SW1200m, or SD7 are M.U.'d in a locomotive consist with road units, the switcher locomotives do not have to be isolated or shut down.

RULE 51.3.1 Two-way End of Train (EOT) Telemetry System New Rule:

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:

- All trains operating over 30 MPH
- All trains operating on average grades in excess of 2% for two miles or more.
- All trains in excess of 4000 trailing tons and operating on average grades in excess of 1% 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 on 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.

RULE 51.10 AND 51.11 Add the following:

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 52.19 Setout of Bad Order Car Add the following:

A railroad freight car which has been bad ordered for any reason must be setout at nearest location and Customer Service notified of location of setout as soon as possible. Any car setout as Bad Order must not be moved without approval from the Mechanical Department.

SAFETY RULES

RULE B, Item 4 Use of Personal Protective Equipment – Eyes Add:

4. ALL EMPLOYEES, VISITORS, and CONTRACTORS are required to wear company approved eye protection while on company property except in the areas listed below. Department Heads will designate the type of eye wear to be worn for each craft. ANSI approved prescription glasses with side shields may be worn in lieu of safety glasses with the approval of department head.

Exceptions:

Safety eyewear will not be required under the following circumstances;

- In an office environment.
- In automobiles with windows and doors closed.
- In locomotive cabs or cabooses with windows and doors closed.
- Other areas, designated by department head, with windows and doors closed

Safety glasses and side-shields will be available through your supervisor or at designated stations. Employees are allowed and encouraged to wear safety glasses in any other area deemed necessary for safety and personal comfort.

RULE B, Item 5 Use of Personal Protective Equipment – Hearing Add:

5. All employees must wear company approved hearing protection devices when working in or entering areas designated by signs, special instructions, safety hand book, or as specified by a supervisor.

Policy Elements:

A. **Identifying Noisy Areas:** Noise exposure surveys will be performed in high noise areas.

B. **Reducing Noise:** The company will strive to reduce unnecessary noise sources.

C. **Hearing Protection:** A variety of company approved hearing protection devices will be provided through your supervisor or at designated locations. The department head will designate the type of hearing protection deemed necessary for each craft.

D. **Hearing Evaluations:** Auditory testing will be performed on a regular basis.

E. **Employee Training:** Educational materials including video training tapes and other printed material will be available for all employees.

F. **Monitoring:** The program will be monitored by all supervisors for compliance and understanding.

SPECIAL RULES AND INSTRUCTIONS - ALL DISTRICTS

Rule B, Item 5 Use of Personal Protective Equipment – Hearing (cont'd)

The Use of Hearing Protection:

All employees who perform or are exposed to the following kinds of work activity will require the use of hearing protection.

A. Mechanical Department:

- When cutting wheels
- When using air for cleaning purposes
- When hammering inside or outside of a car
- When operating an air grinder
- When operating air jacks
- When operating a needle gun
- When working in or around any area where loud noise is evident
- When exposed to Transportation Department criteria
- When in any area designated by sign, special instructions, safety handbook, or as specified by a supervisor.

B. Transportation Department:

- When working in or around mechanical facilities or Maintenance of Way equipment designated by sign special instructions, or safety handbook.
- When in the cab of a moving locomotive and or caboose with any window or door open and a whistle is being, or is required to be sounded, including whistles by approaching or passing trains.
- At locations where the whistle must be or is likely to be sounded and the employee is:
 1. On the locomotive nose or platform
 2. Near the engine while under load.
 3. Flagging a crossing.
- When opening any engine room or air compressor door and when inside any engine compartment.
- When inside a locomotive cab and conditions change causing a noticeable increase in noise.
- When working in or around any area where loud noise is evident.

C. Stores:

- When exposed to Mechanical or Transportation Department criteria.
- When working in or around any area where loud noise is evident.
- When in any area designated by sign, special instructions, safety handbook, or as specified by a supervisor.

Rule B, Item 5 Use of Personal Protective Equipment – Hearing (cont'd)

D. Engineering Department: (M/W, B&B, and Signal)

- When operating any air tool.
- When operating a spiker.
- When operating a rail saw.
- When operating or working around Tampers.
- When operating a chain saw.
- When working in or around any area where loud noise is evident.
- When exposed to Mechanical or Transportation Department criteria.
- When in any area designated by sign, special instructions, safety handbook, or as specified by a supervisor.

E. Administrative and Clerical Departments:

Employees are required to wear hearing protection when exposed to Mechanical or Transportation Department criteria or in any other area where loud noise is evident.

When in any area designated by sign, special instructions, safety handbook, or as specified by a supervisor.

Hearing protection will be available through your supervisor or at designated stations. Employees are allowed and encouraged to wear hearing protection in any other area as deemed necessary for safety and personal comfort.

RULE 60.3 Coupling Air Hoses Add the following:

When an engineer is notified that an employee will be going in between equipment the following three step protection must be established:

- a) Full independent set.
- b) Center the reverser handle.
- c) Turn off the generator field switch.

Engineer must notify the other employee that 3-step protection has been established. Other employees must not move between cars until notified 3-step protection has been established.

RULE 60.10, Item 2 Riding Moving Equipment Revise Item 2 to read:

2. Maintain secure hand holds and foot holds. When riding or getting on or off moving equipment, face the equipment and turn your head in the direction of movement. Keep your body as close to the equipment as possible. Avoid unnecessary movements.

GLOSSARY

District

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

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.

