

OREGON REGION

OF

Genesee & Wyoming Inc.

Portland & Western Railroad Inc.



Supplemental Time Table

No. 1

To Take Effect at
6:01 AM Pacific Time
Sunday, December 29, 2002

This Time Table is for the exclusive use and guidance of foreign road employees operating on the Oregon Electric District only.

L. L. Phipps – *President & General Manager*
C. S. Kettenring – *Assistant Vice President, Engineering*
J. G. Russell – *Chief Mechanical Officer*
R. D. Vincent – *Director of Customer Service*
D. G. Vincent – *Chief Train Dispatcher*
D. A. Farrell – *Trainmaster, Central Lines*
B. L. Enfield – *Trainmaster, Lines North*
J. A. Cyrus – *Trainmaster, Lines South*

The Best way is the Safe way!

Oregon Electric - PNWR						
Westward Read Down ↓			↑ Eastward Read Up		Special Rules and Instructions for the Oregon Electric District	
Capacity of Siding	Timetable Characters	Method of Operation	Stations	Track Diagram	Mile Post	Station Number
	J	YL Rule 6.13	GRETON 0.8 (Jct. Tillamook Dist.)		31.3	00375
3803			TIGARD 1.0		32.1	20008
	J		TIGARD CROSSOVER 3.0 (Jct. Tillamook Dist.)		33.1	20018
			TUALATIN 3.4		36.1	20048
1833	S		TONQUIN 3.3		39.5	20077
1166			WILSONVILLE 2.8		42.8	20115
3884			CURTIS 3.7		45.6	20143
			DONALD 4.2		49.3	20180
Yard			LOGANVILLE 0.9		53.5	20222
			WEST WOODBURN 8.1		54.4	20231
	S		REED JCT 4.3		62.5	20312
			Salem East Yard Limit 1.8		66.8	
3554			BUSH 0.6		68.6	20373
Yard	BJQ	YL Rule 6.13	SALEM 2.3 (Connection UP)		69.2	0377
			Salem West Yard Limit 1.1		71.5	
5668			MINTO 12.0		72.6	20413
3546			SIDNEY 7.7		84.6	20533
			Albany East Yard Limit 3.7		92.3	
YARD	BJY	YL Rule 6.13	ALBANY 0.6		96.0	20652
			WEST ALBANY 20.5 (Connection UP)		96.6	
1500			AMERICAN 11.7		117.1	2-858
			JUNCTION CITY 9.5	128.8	20975	
			Eugene East Yard Limit 0.7	138.3		
YARD			BETHEL 1.5	139.0	21077	
	BJY Q	YL Rule 6.13	EUGENE 1.0 (Connection UP)	140.5	21105	
			End of Track	141.5		

Maximum Authorized Speed
Main Track Between: MPH
 Greton and Bethel..... 25
 Other than Main Track..... 10

Permanent Speed Restrictions
Main Track Between or at: MPH
 MP 31.3 and MP 31.4 10
 MP 31.4 and MP 33.1 (Westward head end only)..... 20
 MP 66.8 and MP 71.5 (Eastward head end only)..... 10
 MP 78.7 and MP 79.9..... 10
 MP 88.5 and MP 89.2..... 10
 MP 92.3 and MP 95.1 (Eastward head end only)..... 20
 MP 95.1 and MP 117.0 10
 MP 124.0 and MP 124.8..... 10
 MP 126.0 and MP 126.4..... 10
 MP 128.2 and MP 129.0..... 10
 MP 138.3 and MP 141.5 (Eastward head end only) 10

Equipment Restrictions
EQ-1 Maximum Gross Weight of Car
 Greton to Eugene, MP 141.5..... 286,000 lbs.

EQ-2 Restricted Equipment
 A. **Salem:** Cars with longer than 89 feet inside length are not permitted on any interchange track due to excessive track curvature.

Safety
Rule 1400 Using Protective Equipment
Tonquin and Reed Jct.: Unless located inside railroad equipment, railroad personnel must wear ANSI approved hard hats when performing duties at aggregate loading or unloading facilities.

Operating Rules
Rule 1.20 Impaired Overhead Clearances
 MP 62.5 (on spur) – Overhead loading structure

RULE 2.7 Monitoring Radio Transmissions
 WPRR Road Channel No. 1 (AAR Code 4444) is in service Salem east, WPRR Road Channel No. 2 (AAR Code 4949) is in service Salem yard west on the OE District

Rule 6.2 Initiating Movement
Minto: Eastward trains destined the UP Railroad via Labish must contact the UP Dispatcher (WS-68) Omaha at (402) 636-1647 or (800) 726-1168 before leaving to ascertain that UP can take your train.
Salem: Westward trains destined the PNWR Railroad via UP Labish must contact the PNWR Dispatcher Albany at (541) 924-6599 1 hour prior to arriving UP Labish to obtain PNWR track warrants. To reach the PNWR dispatcher train crew must go to WPRR Road Channel No. 2 (AAR Code 4949) and dial *88 to obtain a dial tone. Crew can then dial the dispatcher's telephone number direct. When finished crew must dial #88 to hang up.

Rule 6.13 Yard Limits
 Yard limits are established between the following locations:
 MP 31.3 Greton (Jct Switch) and MP 33.1 Tigard Crossover
 MP 66.8 Salem East Y/L and MP 71.5 Salem West Y/L
 MP 92.3 Albany East Y/L and MP 96.6 West Albany
 MP 138.3 Eugene East Y/L and MP 141.5 End of Track

GENERAL SPECIAL RULES AND INSTRUCTIONS

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 unscheduled work or unforeseen circumstances 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 using the following format:

Train dispatcher to train: "Foul Time will be issued to employee _____ 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 6.32.2 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 14.0 Rules Applicable Only Within Track Warrant Control (TWC) Limits

PNWR track warrant forms differ slightly from the suggested form in Diagram A.

RULE 14.2.1 Limited Back Up Authority

This Special Instruction (See Track Warrant box 12) does not apply to foreign road trains.

RULE 14.4 Occupying Same Track Warrant Limits

Revise Item 2 as follows:

2. In non-signaled 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

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.