OREGON REGION

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!

Westward Read Down					Eastward Read Up			Special Rules and Instructions for the Oregon Electric District
Capacity of Siding	Timetable Characters	Method of Operation	Stations	3	Track Diagram	Mile Post	Station	Maximum Authorized Speed Main Track Between: MPH Greton and Bethel
	J	5.13	GRETON 0.8 (Jct. Tillamook D	Dist.)	1	31.3	00375	Main Track Between or at: MPH MP 31.3 and MP 31.4
3803		YL Rule 6.13	TIGARD 1.0		Ы	32.1	20008	MP 31.4 and MP 33.1 (Westward head end only)
	J		TIGARD CROSSOVER 3.0 (Jct. Tillamook Dist.)		И	33.1	20018	MP 78.7 and MP 79.9
			TUALATIN 3.4	7.00.7		36.1	20048	MP 92.3 and MP 95.1 (Eastward head end only)
833	s		TONQUIN 3.3		4	39.5	20077	MP 124.0 and MP 124.8
166			WILSONVILLE 2.8		b	42.8	20115	MP 128.2 and MP 129.0
884	4	TWC Rule 14.1	CURTIS 3.7	;	45.6	20143	Equipment Restrictions	
		VC Ru	DONALD		1	49.3	20180	EQ-1 Maximum Gross Weight of Car
'ard		2	LOGANVILLE		7	53.5	20222	Greton to Eugene, MP 141.5
		1	WEST WOODBU	URN		54.4	20231	EQ-2 Restricted Equipment
	s		REED JCT 4.3		1	62.5	20312	A. Salem: Cars with longer than 89 feet inside length are not permitted on any interchange track due to excessive track
			Salem East Yard 1.8	Limit		66.8		curvature. Safety
554		13	BUSH 0.6		\$	68.6	20373	Rule 1400 Using Protective Equipment
Yard	BJQ	YL Rule 6.13	SALEM 2.3 (Connection UI		4	69.2	0377	Tonquin and Reed Jct.: Unless located inside railroad equipment, railroad personnel must wear ANSI approved hard hats when
			Salem West Yard 1.1	Limit	Ш	71.5		performing duties at aggregate loading or unloading facilities.
668		TWC Rule 14.1	MINTO 12.0		1	72.6	20413	Operating Rules
546		N 4	SIDNEY 7.7		4 [84.6	20533	Rule 1.20 Impaired Overhead Clearances
			Albany East Yard 3.7	Limit		92.3		MP 62.5 (on spur) – Overhead loading structure
'ARD	BJY	YL Rule 6.13	ALBANY 0.6		96.0	20652	RULE 2.7 Monitoring Radio Transmissions WPRR Road Channel No. 1 (AAR Code 4444) is in service Salem east,	
			WEST ALBAN 20.5 (Connection UP	P)	*	96.6		WPRR Road Channel No. 2 (AAR Code 4949) is in service Salem yard wes on the OE District
500		TWC Rule 14.1	AMERICAN 11.7		P.	117.1	2-858	Rule 6.2 Initiating Movement
	7	N.	JUNCTION CIT 9.5			128.8	20975	Minto: Eastward trains destined the UP Railroad via Labish must contact the UP Dispatcher (WS-68) Omaha at (402) 636-1647 or
		-	Eugene East Yard 0.7	Limit		138.3		(800) 726-1168 before leaving to ascertain that UP can take your train.
ARD		2	BETHEL 1.5	🕴	139.0	21077	Salem: Westward trains destined the PNWR Railroad via UP Labish must contact the PNWR Dispatcher Albany at (541) 924-6599 1 hour	
	BJY Q	YL Rule 6.13	EUGENE 1.0 (Connection UF	P)		140.5	21105	prior to arriving UP Labish to obtain PNWR track warrants. To reach the PNWR dispatcher train crew must go to WPRR Road Channel
			End of Track			141.5		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
							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

Special Rules and Instructions for the Oregon Electric District - Continued

Rule 6.16

Approaching Railroad Crossings, Drawbridges, and End of Multiple Main Track

Eugene: MP 140.7 - UP Crossing is protected by stop signs

Rule 6.29.1 Inspecting Passing Trains

Talking dragging equipment and derailment detectors are located as follows:

MP 39.1 at Tonquin.

MP 46.9 between Curtis and Donald

Rule 6.32 Road Crossings

The following crossings must be flag protected:

Bush: Industry Drive Crossing on Industrial Spur serving Capital Lumber Co.

Rule 6.32.2 Automatic Crossing Devices

Greton: All trains entering and exiting the O.E. District must stop at the STOP signs at Tiedeman Road crossing, MP 31.4 and insure the way is clear at Tiedeman Rd. crossing before proceeding. Crossing devise must operate for at least 20 seconds before entering intersection.

Automatic warning devices may be ineffective due to rusty rail or other conditions at the following crossings.

Eugene: MP 141.3, Garfield Street,

Rule 6.32.6 Blocking Public Crossings

Salem: Movements on the Running Track from Cherry St. to Labish on the UP: If your train is delayed or if the UP Train Dispatcher cannot take your train onto their main track, crews must be sure their train clears the Industrial Way crossing. If the delay is to exceed 10 minutes, this crossing must be cut to avoid a crossing blockage violation.

Rule 7.8 Coupling to Moving Cars on Tracks Where Cars are being Loaded or Unloaded

Reed Pit. Indicator lights are positioned over the track on east side of structure. If green light is displayed, chute is raised and train, not exceeding Plate C, 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. Before departing, both Conductor and Engineer must observe green indicator light and conductor must continue to observe green indicator light until entire train is clear. If light turns red or goes dark, train must stop and an inspection be made to determine that chutes are in the fully raised position before proceeding.

Rule 8.3 Main Track Switches

Location of Electrically Operated Switches:

MP 39.77 Tonquin, West switch MP 62.5 Reed Jct.

To operate switch, use push buttons mounted in box attached to switch. The switch is protected by a lockout circuit to prevent operation while occupied by equipment. To operate switch, engine and equipment must be clear of lockout circuit. The switch is equipped with a switch point indicator for facing point movements. All facing point movements must approach the switch prepared to stop unless the switch point indicator is illuminated as per Rule 8.10.

Normal Position: The following switches may be left lined in the last position used:

Salem: MP 69.16

GENERAL SPECIAL RULES AND INSTRUCTIONS

RULE 1.3.1 - Rules, Regulations and Instructions

The general Code of Operating Rules, Fourth Edition, will govern operation of WPRR/PNWR.

RULE 1.47.2 Train Makeup Restrictions

The following cars must not have 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 4.3 Timetable Characters

The following symbols when placed in column on timetable schedule page indicate:

- 3 -bulletin station
- J -junction of two districts
- K -standard clock
- Q -base station radio
- S -Main Track Switch per Rule 8.3
- Y -turning facility

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

Applicable on all districts with yellow or Yellow-Red flags 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 5.5 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. The lesser number governs all other trains.

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)

TWC - Rule 14.0 (Track Warrant Control)

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.