

**WILLAMETTE VALLEY
RAILROAD COMPANY**

TIMETABLE

NUMBER 1

EFFECTIVE AT 12:01 AM

FEBRUARY 22, 1993

ALL INJURIES ARE

PREVENTABLE

1. MAXIMUM AUTHORIZED SPEED

TILLAMOOK DISTRICT

MP 764.80 to MP 766.7515 MPH
MP 766.75 to MP 781.5010 MPH
MP 781.50 to MP 799.8220 MPH
MP 799.82 to MP 802.5015 MPH
MP 802.50 to MP 802.6010 MPH
MP 802.06 to MP 815.9515 MPH
MP 815.95 to MP 822.8020 MPH
MP 822.80 to MP 823.1715 MPH
MP 823.17 to MP 828.2020 MPH
MP 828.20 to MP 831.4515 MPH
MP 831.45 to MP 834.2020 MPH
MP 834.20 to MP 843.7010 MPH
MP 843.70 to MP 847.4015 MPH
MP 847.40 to 12th St.10 MPH
On sidings10 MPH

MILL CITY DISTRICT

MP 689.7 to MP 691.410 MPH
MP 691.4 to MP 687.340 MPH
MP 687.3 to MP 689.910 MPH
MP 689.9 to MP 725.725 MPH

MT. ANGEL DISTRICT

Salem to MP 719.410 MPH
MP 719.4 to MP 737.825 MPH

STAYTON DISTRICT

MP 719.4 to MP 708.110 MPH
Stayton Drill Track10 MPH

FORT HILL DISTRICT

MP 0.0 to MP 5.110 MPH

2. Type of Operations

TILLAMOOK DISTRICT

TWC in effect:
MP 775.5 to MP 855.4

Rule 93 Yard Limits in effect:
MP 766.7 to MP 775.5
Banks to North Plains
MP 855.4 to end of track

MILL CITY DISTRICT

TWC in effect:
MP 690.7 to MP 687.3
MP 689.9 to MP 725.7

Rule 93 Yard Limits in effect:
MP 689.7 to MP 691.4
MP 687.3 to MP 689.9

MT. ANGEL DISTRICT

TWC in effect:
MP 723.5 to MP 737.8

Rule 93 Yard Limits in effect:
MP 725.9 to MP 723.5

STAYTON DISTRICT

TWC in effect:
MP 719.4 to MP 708.1
Stayton Drill track

FORT HILL DISTRICT

Rule 93 Yard Limits in effect:
MP 0.0 to MP 5.1

3. General Code of Operating Rules Items -

Rule 99 - When flagging is required,
distance will be 1 mile.

4. FRA Excepted Track

All sidings are excepted track under CFR 213.4..

5. Required Air Tests

Initial terminal air test shall be performed at Tillamook, Mahan, Salem and Albany.

Application and release test shall be performed at Cochran.

6. Restrictions on Locomotives

All locomotives with air and electrical multiple unit (MU) connections must be coupled together with the powered locomotives for MU operation.

Locomotives not MU'ed to the head-end consist must be prepared for dead-in-train handling and placed behind the head-end consist. The engineer must insure the proper application and release of the brakes. If other placement is required, permission must be obtained from proper authority.

7. FRA Presumption of Impairment Notice

Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the railroad reasonably suspects that you are under the influence of, or impaired by drugs while on duty.

Because of its sensitivity, the urine test may reveal whether or not you have used drugs within the recent past (in rare cases, up to 60 days before the sample is collected). As a general matter, the test cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

You can avoid this presumption by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment from a positive urine test.

If you have used any drug off the job (other than medication that you possessed lawfully) in the prior sixty days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative and you may not wish to provide a blood sample. You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to the Federal Post-Accident testing requirements (49CFR Part 219, Subpart C). A complete copy of the Federal regulations is available for your review at the Willamette Valley Railroad office in McMinnville.

Air Brake Rules

Between Timber and Enright: Maximum tonnage per operative brake ••• 80 tons, except with not more than 250 tons per axle of dynamic brake and speed not exceeding 15 MPH ••• 100 tons.

MP 790 to Buxton: Maximum tonnage per operative brake ••• 80 tons, except with not more than 250 tons per axle of dynamic brake and speed not exceeding 25 MPH ••• 100 tons.

Insufficient dynamic brake capacity or failure of dynamic brake which results in exceeding these tonnages per axle, is to be considered as operating without dynamic brakes.

Should dynamic brake failure occur on one or more locomotives resulting in insufficient dynamic brake capacity, train must stop and all retaining valves turned up. Train may then proceed not exceeding 15 MPH if, in the judgement of the conductor and engineer, it is safe to do so.

If AIR BRAKE RULES cannot be complied with, permission to proceed must be obtained from proper authority.

Restrictive grade are as follows:

Timber and Enright 15 MPH
MP 790 to Buxton 15 MPH

Retaining Valves

Between Timber and Enright and MP 790 to Buxton.

Retaining valves must be used on descending grades as follows:

Without dynamic brake in operation One retaining valve for each 80 tons in train with a minimum of 10 required. If gross tonnage exceeds 80 tons per operative brake, retaining valves must be used on all cars and speed must not exceed 15 MPH.

With dynamic brake in operation
Timber and Enright - 200 tons per axle without retaining valves and standard range dynamic brake.

MP 790 to Buxton - 375 tons per axle without retaining valves and standard range dynamic brake.

If permissible tonnage is exceeded, one retaining valve will be used for each 150 tons in excess thereof, with a minimum of 10 required.

MILE POST	STATION	
764.80	Hillsboro	SP10
766.40	Mahan	SP11
770.25	Shefflin	SP15
772.50	Roy	
774.70	Banks	1000
781.25	Buxton	1070
784.85	Scofield	
788.52	Strasel	
791.50	Caster Creek	
793.10	Timber	1180
800.00	Cochran	1250
805.00	Mayo	
807.00	Belding	
807.90	North Fork	
810.90	Enright	1360
815.70	Salmonberry	1410
825.10	Batterson	1500
831.15	Mohler	1560
833.35	Wheeler	1580
836.52	Brighton	
841.35	Rockaway	
843.70	Barview	
845.30	Hardwood	1690
845.75	Garibaldi	1700
846.40	Miami	1710
855.80	Tillamook	

TELEPHONE NUMBERS

EMERGENCY.....911
Mike Root - home.....472-5250
Dick Shankle - home.....581-8870
Gary Beachy - home.....842-7783
George Lavacot - home.....662-4764
David Root - home.....472-1538
Dick Jones - home.....842-1215
Railroad Office.....434-9400
Railroad Fax.....434-9208
Tillamook MOW Fax.....842-3464
Timber MOW Fax.....357-5592