

# WILLAMETTE & PACIFIC RAILROAD INC.



## Supplement No. 1 to TIME TABLE No. 1

EFFECTIVE

12:01 A.M. Pacific Time  
Sunday, April 11, 1993

SUPERSEDING SCHEDULE PAGE OF THE  
TOLEDO DISTRICT SHOWN ON PAGE 2.

**R. I. MELBO**  
*General Manager*

**B. L. ENFIELD**  
*Operations Manager*

**C. F. PENNY**  
*Road Foreman of Engines*

**A. B. CARSWELL**  
*Manager of Motive  
Power & Equipment*

**D. L. SULLIVAN**  
*Maintenance of Way  
Manager*

**T. G. CRESWELL**  
*Manager of  
Customer Service*

**D. G. BOUSQUET**  
*Chief Train Dispatcher*

ALBANY, OREGON

**SPEED TABLE - FOR INFORMATION ONLY**

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
1 00	60.0	1 46	34.0
1 02	58.0	2 00	30.0
1 06	54.5	2 10	27.7
1 10	51.4	2 24	25.0
1 12	50.0	2 30	24.0
1 16	47.4	2 45	21.8
1 20	45.0	3 00	20.0
1 26	41.9	3 30	17.1
1 30	40.0	4 00	15.0
1 34	38.3	5 00	12.0
1 40	36.0	6 00	10.0
1 42	35.3	12 00	5.0



## 2 TOLEDO DISTRICT

Capacity of sidings	Facilities	WESTWARD		Supplement No. 1 to TIME TABLE		EASTWARD		Mile Post	Station Number
		75		No. 1		76			
		Leave Daily		STATIONS		Arrive Daily			
Yard	BKPQYJ	PM 12:30	R	ALBANY	YL	PM 9:30		690.9	26910
		12:39		NORTH ALBANY		9:16		692.5	
1165				GRANGER				697.1	26970
6145		12:51		ASHAHR		9:06		699.0	26990
	YJ	1:00	R	CORVALLIS JCT.	YL			702.1	16900
Yard	YJ	1:08	R	CORVALLIS	YL	8:45		703.3	16890
				CABBAGE PATCH				705.6	
1500		1:16		LARSON		8:36		705.8	
				CONROY				707.0	27070
970		1:24		PHILOMATH		8:28		708.5	27080
				FLYNN		8:22		709.4	27090
705		1:47		WRENS		8:15		715.9	27160
				ALDER				722.0	27220
		2:09		BLODGETT		7:51		723.2	
				DEVITT				726.0	
1550		2:26		SUMMIT		7:34		728.5	27280
		2:50		NASHVILLE		7:10		733.7	27340
1770		3:25		EDDYVILLE		6:35		745.2	27450
		3:42		CHITWOOD		6:18		750.6	
		4:00		ELK CITY		6:00		756.5	
1760		4:18		BURPEE		5:42		762.5	27620
Yard	BKPQ	PM 4:32	R	TOLEDO	YL	PM 5:00		765.6	27650
		Arrive Daily		(74.7)		Leave Daily			

**RULE 400, Track Warrant Control (TWC) in effect.**  
**RULE 70, No. 75 is superior to No. 76.**

### MAXIMUM AUTHORIZED SPEED

Albany to Toledo.....	35	Albany to Toledo.....	35
MP 691.4 to 692.4.....	10	MP 708.5 to 728.7.....	20
MP 702.1 to 703.3.....	10	MP 728.7 to 732.0.....	12
MP 703.3 to 704.3.....	20	MP 732.0 to 763.8.....	20
MP 704.3 to 708.5.....	30	MP 763.8 to 766.7.....	10

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

### SPECIAL RULES and INSTRUCTIONS TOLEDO DISTRICT

#### FIXED SIGNALS:

Albany: Light-type indicators located at MP 691.6 and MP 691.8 in vicinity of First Street and Water Street underpasses and are connected to collision detectors on trestle approach to the Willamette River. When indicators display red or lunar aspect the following will govern:

Red..... Stop and make inspection of structure; then proceed if safe.

Lunar... Proceed.

#### RULE K. 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 81(A).** At Albany, WPRR trains and engines must have permission from SP train dispatcher before entering or crossing over main track of SP's Valley Line.

**RULE 98(A).** 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 109(C).** Trackage Detectors: Dragging equipment detectors equipped with revolving red beacon are located as listed below on this district. Beacon normally will be dark. When detector is activated, the revolving red light is displayed. Train must be stopped and a walking inspection made of the entire train.

When revolving red light is observed before engine reached detector it is considered a detector malfunction and no action is required. The condition must be reported.

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, between Eddyville and Chitwood.

MP 756.7, between Elk City and Burpee.

MP 760.0, between Elk City and Burpee.

**RULE 317.** Albany: Arriving eastward WPRR train must stop short of APPROACH CIRCUIT sign at MP 691.9 on bridge over Willamette River until informed by SP dispatcher or his representative that train can foul SP Valley Line main track.

Upon entering approach circuit, signals D-692 and non-controlled absolute signal MP 690.9 are equipped to display green aspect provided Valley Line main track is unoccupied. Signal D-692 must be passed within 8 minutes of entering approach circuit or favorable indication will time out. If this occurs, or if unable to obtain favorable signal indications, push-button control boxes are located adjacent to signals D-692 and noncontrolled absolute signal at MP 690.9. Instructions for use of push buttons are posted inside push-button control boxes.

If crossover from Valley Line main track into Albany yard is lined in advance of movement from Toledo District, non-controlled absolute signal at MP 690.9 will display red aspect and operation of push buttons will have no effect.

If, for whatever reason the absolute signal at MP 690.9 displays a "STOP" indication, the applicable rule to apply is Rule 312(4). However, this rule refers back to Rule 317 which has been revised to read: (Note: Only portions pertinent to WPRR operations are quoted.)

#### RULE 317. ENTERING MAIN TRACK AT HAND OPERATED SPRING SWITCH:

In territory outside of CTC or manual interlocking limits, before a train or engine may enter a main track at a hand operated or spring switch, it must be opened to establish block signal protection. After expiration of 5 minutes if no movement is seen or heard approaching, a train or engine having authority may enter main track. A spring switch may be returned to the normal position and locked after the leading wheels of movement have passed the absolute signal governing movement to the main track.

EXCEPTION: (A) The opening of a spring switch and the 5-minute wait, or (B), the 5-minute wait after a hand operated switch has been opened is not required under any of the following conditions:

- (2) Where the block occupancy indicator indicates the block is clear.
- (3) When the block signal governing movement to the main track displays a proceed indication.
- (4) When the signals governing movements on the main track indicate no train is approaching from either direction.
- (5) Where the block to be entered is occupied by a train, engine, or car either standing or moving away from the switch to be used.

**RULE 505.** Radio base stations at Albany and Toledo equipped with SP frequency 9696. Toledo is unattended; Albany is attended during daylight hours.