



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

WILLAMETTE & PACIFIC RAILROAD INC.



Supplement No.2 to TIME TABLE No. **3**

EFFECTIVE
12:01 A.M. Pacific Time
Thursday, December 1, 1994

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

R. I. MELBO
General Manager

B. L. ENFIELD **A. W. MOGYTYCH**
Operations Manager *Director of Marketing*

A. B. CARSWELL **D. L. SULLIVAN**
Manager of Motive *Maintenance of Way*
Power & Equipment *Manager*

T. G. CRESWELL **D. G. BOUSQUET**
Manager of *Chief Train Dispatcher*
Customer Service

Albany, Oregon

K. E. NICHOLS
Road Foreman of Engines
McMinnville, Oregon

2 TOLEDO DISTRICT

Capacity of Sidings	Facilities	WESTWARD		Supplement No.2 to TIME TABLE		EASTWARD		Mile Post	Station Number
			75	No. 3 December 1, 1994		76			
		Leave Daily		STATIONS		Arrive Daily			
Yard	BKPQYJ	PM 12:05	R	ALBANY	YL	PM 9:02		690.9	26910
		12:14		NORTH ALBANY		8:48		692.5	
1165				GRANGER				697.1	26970
6145		12:26		ASHAHR		8:38		699.0	26990
	YJ	12:35	R	CORVALLIS JCT.	YL			702.1	16900
Yard	YJ	12:43	R	CORVALLIS	YL	8:17		703.3	16890
				OREGON STATE UNIV.				703.8	
1500		12:51		LARSON		8:08		705.8	
				CONROY				707.0	27070
970		12:59		PHILOMATH		8:00		708.5	27080
				FLYNN		7:54		709.4	27090
705		1:22		WRENS		7:47		715.9	27160
				ALDER				722.0	27220
		1:44		BLODGETT		7:23		723.2	
				DEVITT				726.0	
1550		2:01		SUMMIT		7:06		728.5	27280
		2:25		NASHVILLE		6:42		733.7	27340
1770		3:00		EDDYVILLE		6:07		745.2	27450
		3:17		CHITWOOD		5:50		750.6	
		3:35		ELK CITY		5:32		756.5	
1760		3:53		BURPEE		5:14		762.5	27620
Yard	BKPQ	PM 4:07	R	TOLEDO	YL	PM 5:00		765.6	27650
		Arrive Daily		(74.7)		Leave Daily			

RULE 14.0 Track Warrant Control (TWC) in effect.

RULE 6.3.1 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

* Restriction ends when engine passes increase speed sign.

**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**

RULE 1.1.5 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 frequency 4444. Additionally, Albany is equipped to broadcast on SP frequency 9696. Toledo is unattended. Albany is attended during office hours.

RULE 4.4 Corvallis Jct.: All trains will register unless otherwise instructed. 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 6.3 At Albany, when block indicator indicates clear, WPRR trains and engines may cross over SP main track to Toledo District wye without first obtaining permission from SP dispatcher. When indicator indicates block occupied, train or engine must obtain permission from SP dispatcher to enter main track, thereafter complying with requirements of Rule 6.3. WPRR trains and engines entering SP main from yard for westward movement must first receive dispatcher's assurance that movement can be handled into CTC and then be governed accordingly by block indicators.

RULE 6.13 Yard limits established between the following locations on the Toledo District:

Albany-North Albany.....SP 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 Trackside 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 reaches 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 7.10 Toledo: On spurs leading to Georgia Pacific paper mill, gates are secured with WPRR lock. Crews must lock and close gate after last switch of the day. 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 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.
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 SP dispatcher or his representative that train can foul SP Valley Line main track.

Upon entering approach circuit, signals D-692 and noncontrolled 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 non-controlled 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, apply Rule 9.17.