

SAFETY FIRST
CENTRAL OREGON AND
PACIFIC RAILROAD
TIMETABLE NO. 11



EFFECTIVE 0001
PACIFIC DAYLIGHT SAVINGS TIME
April 1st, 2011

STEVEN HEFLEY
GENERAL MANAGER

GENERAL OFFICE
333 SE MOSHER
ROSEBURG, OR 97470



a RailAmerica Company

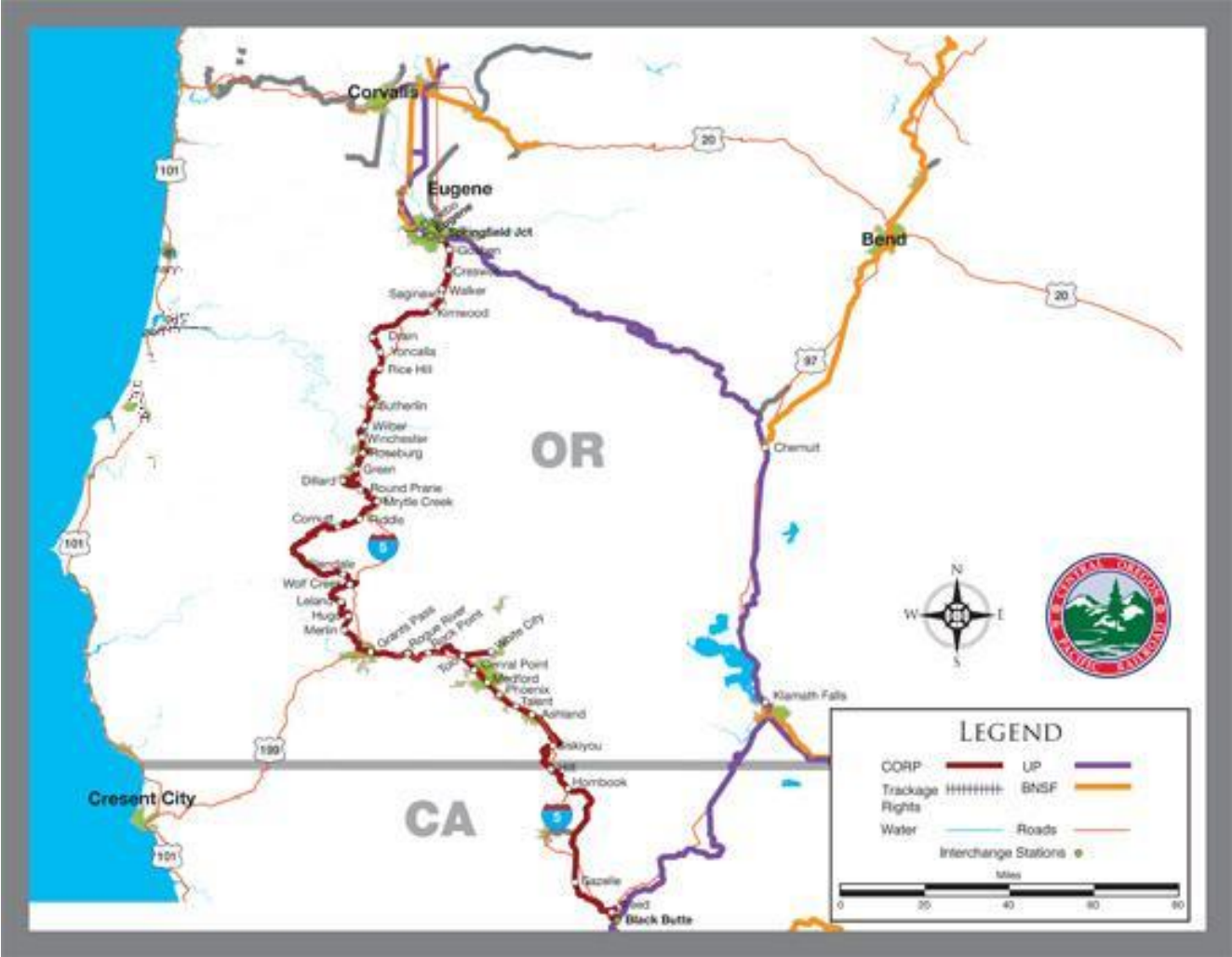
Company Officers

Name	Title
Bob Jones	Regional Vice President
Doug Purdy	Regional Mgr. - Safety/Operating Practices
Steve Hefley	General Manager
John Bullion	Assistant General Manager
Shannon Jenks	Trainmaster (Roseburg)
Ward "Bud" Shirley	Trainmaster (Medford)
Doug Bratton	Chief Mechanical Officer
Dale Summers	Roadmaster
Scott Boyter	Manager - Signals
Kelly Hubert	Office Manager

EMERGENCY TELEPHONE NUMBERS

Roseburg Subdivision First Response Telephone Numbers			
MP	Contact	Non-Emergency	Emergency
645.1 - 621.0	Lane County Sheriff's Office	(541) 687-4150	Same or 911
621.0 - 504.0	Douglas County Sherriff's Office	(541) 440-4471	Same or 911
504.0 - 468.0	Josephine County Sherriff's Office	(541) 474-5123	(541) 474-5115 or 911
468.0 - 440.7	Jackson County Sherriff's Office	(541) 776-7132	(541) 776-7208 or 911

Siskiyou Subdivision First Response Telephone Numbers			
MP	Contact	Non-Emergency	Emergency
440.7 - 405.0	Jackson County Sherriff's Office	(541) 774-6800	(541) 776-7208 or 911
Gold Hill, OR	Gold Hill Police Department	(541) 776-7206	911
405.0 - 349.0	Siskiyou County Sherriff's Office	(530) 841-2908	(530) 841-2900 or 911





Our mission is to consistently exceed customer expectations with the highest degree of integrity, safety, and service

CORE VALUES

INTEGRITY

We speak and act with truth and honesty.

RESPECT

We treat others as we wish to be treated.

FACT-BASED

We make recommendations and decisions based upon objective evidence.

HEADS IN THE GAME

We continuously seek to improve, and we remain focused on our challenges.

HANDS ON

We actively strive for results in our areas of responsibility, and we help one another for the success of the team. We are all expected to contribute to performance improvement.

DEMANDING PARTNER

Our standards are high. We expect from others what we expect from ourselves, and we collaborate to achieve the best results for all.



RailAmerica – The preeminent operator of North American short line and regional railroads.

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TIMETABLE CHARACTERS

- A - Automatic Interlocking
- O - General Orders, General Notices
- B - Radio Base Station
- T - Wye (Turning Facility)
- Y - Yard Limits
- X - Railroad Crossing At Grade
- D - Hot Box and Dragging Equipment
Detector equipped with verbal indicator
- M - Manual Interlocking
- G - Gate - Normal Position Against Conflicting
Route
- g - Gate - Normal Position Against This Route
- J - Junction with another Railroad

ROSEBURG SUBDIVISION

	LENGTH OF TRACK IN FEET	MILE POST LOCATION	STATION	STATION NUMBER	METHOD OF OPERATION	
N O R T H A R D ↓	YARD	441.8	MEDFORD 8.4 BOY	04200	ABS/TWC	↑ S O U T H A R D
	3858 Auxiliary Track	450.2	TOLO 14.7 TY	04125		
	2579 Auxiliary Track	464.9	ROGUE RIVER 9.0	04110		
	5493 Auxiliary Track	473.9	GRANTS PASS 8.6 OTY	04100		
	1845 Auxiliary Track	482.5	MERLIN 4.9	04070		
	4200 Auxiliary Track	487.4	HUGO 6.7	04065		
	3366 Auxiliary Track	494.1	LELAND 12.8	04060		
	3100 Auxiliary Track	507.9	GLENDALE 32.4 Y	04050	TWC	
	2023 Auxiliary Track	540.3	CORNUTT 3.9	04045	ABS/TWC	
	3080 Auxiliary Track	544.2	RIDDLE 5.1	04040		
	1830 Auxiliary Track	549.3	WEAVER 5.6	04035		
	4461 Auxiliary Track	554.9	DOLE 7.1	04025		
	2935 YARD	562.0	DILLARD 10.6 Y	04015		
	5650 YARD	572.6	ROSEBURG 20 CBOY	04000		
	3078 Auxiliary Track	581.4	WILBUR 5.0	03670		
	4615 Auxiliary Track	586.4	SUTHERLIN 2.7	03665		
	2380 Auxiliary Track	589.1	OAKLAND 8.4	03660		
	2935 Auxiliary Track	597.5	RICE HILL 6.2	03655		
	3405 Auxiliary Track	603.7	YONCALLA 8.5	03650		
	3092 Auxiliary Track	612.2	SAFLEY 9.7	03635		

ROSEBURG SUBDIVISION CONT.

N O R T H A R D ↓	LENGTH OF TRACK IN FEET	MILE POST LOCATION	STATION	STATION NUMBER	METHOD OF OPERATION	↑ S O U T H A R D
	4180 Auxiliary Track	621.9	DIVIDE 3.1	03620	ABS/TWC	
	2105 Auxiliary Track	625.0	LATHAM 1.5	03610		
	2820 Auxiliary Track	626.5	COTTAGE GROVE 4.1	03605		
	3249 Auxiliary Track	630.6	WALKER 4.9	03525		
	3137 Auxiliary Track	635.5	CRESWELL 6.5	03520		
		642.0	SPRINGFIELD JCT. TYJ	03510		

ROSEBURG SUBDIVISION SPECIAL INSTRUCTIONS

1. **MAXIMUM AUTHORIZED SPEED**..... **25MPH**

2. **PERMANENT SPEED RESTRICTIONS**

All Tunnels.....	10MPH
MP 456.5 to MP 457.1 (Bridge).....	10MPH
MP 490.5 to MP 496.0.....	20MPH
MP 502.8 to MP 503.4.....	10MPH
MP 504.0 to MP 504.3.....	20MPH
MP 508.3 to MP 512.0.....	20MPH
MP 512.0 to MP 539.0.....	10MPH
MP 563.0 to MP 566.0.....	20MPH
MP 609.0, Track 5980 (Drain Emerald Lead).....	5MPH
MP 618.0 to MP 620.5.....	20MPH

3. **MAIN TRACK AUTHORIZATIONS**

MP 441.8 to MP 451.0.....	Yard Limits/ABS
MP 451.0 to MP 471.0.....	ABS/TWC
MP 471.0 to MP 475.0.....	Yard Limits/ABS
MP 475.0 to MP 507.0.....	ABS/TWC
MP 507.0 to MP 509.0.....	Yard Limits/ABS
MP 509.0 to MP 539.6.....	TWC
MP 539.6 to MP 558.7.....	ABS/TWC
MP 558.7 to MP 563.0.....	Yard Limits/ABS
MP 563.0 to MP 578.0.....	ABS/TWC
MP 578.0 to MP 582.0.....	Yard Limits/ABS
MP 582.0 to MP 642.0.....	ABS/TWC
MP 642.0 to MP 644.3.....	Yard Limits/ABS

4. **JOINT OPERATIONS**

U.P. Track Warrants and Track Bulletins for movement between Eugene Yard and Springfield Jct. will be obtained at the U.P. Yard Office, Eugene.

U.P. General Orders and Notices may be reviewed at the U.P. Yard Office, Eugene.

5. RAILROAD CROSSINGS AT GRADE AND JUNCTIONS

None

6. INDUSTRIAL SPURS

P-4147	Spfd.-Jct.	Farwest Steel	P-6465	Riddle	D.R. Johnson Log
P-4149	Spfd.-Jct	Farwest Steel	P-6467-A	Riddle	DR Johnson
P-4187-A	Spfd.-Jct	Williams Bakery	P-6467-B	Riddle	Riddle Laminators
P-4187-B	Spfd.-Jct	Williams Bakery	P-6468	Riddle	Green Diamond
P-4188	Spfd.-Jct	Pac-West	P-6469	Riddle	Green Diamond
P-4189	Spfd.-Jct	Pac-West	P-6472	Riddle	RFP logs
P-5902	Goshen	Bonneville Power	P-6472-A	Riddle	Herbert Logs
P-5903	Goshen	Cone Lumber	P-6479	Riddle	Roseburg Forest
P-5904	Goshen	Goshen Re-load	P-6485	Riddle	RFP EWP
P-5916	Creswell	Bald Knob	P-6486	Riddle	RFP EWP
P-5924	C. Grove	Westwood	P-6490	Cornutt	Green Diamond
P-5927	C. Grove	Willamette Ind.	P-6490-A	Cornutt	Schnitzer Steel
P-5927-A	C. Grove	High Cascade	P-6514	Glendale	Superior Lumber
P-5949	C. Grove	WeyerHauser	P-6528	Glendale	Superior Plywood
P-5951	C. Grove	WeyerHauser	P-6550	Wolf Creek	Piere
P-5957	C. Grove	WeyerHauser	P-6756	Merlin	Caveman Lumber
P-5971	Drain	Great N. Bark	P-6760-A	Merlin	South Coast
P-5976-A	Drain	International Paper	P-6766	Merlin	Blue Star gas
P-5976-B	Drain	West Helicopter	P-6708	Gr. Pass	Hambro Forest
P-5980	Drain	Emerald Forest	P-6712	Gr. Pass	Diamond Ind.
P-5984	Drain	Amer. Laminators	P-6742	Gr. Pass	Whites
P-5985	Drain	Emerald Forest	P-6825	Gr. Pass	GP Hardwood
P-5997	Yoncalla	Jim Thorpe Lumber	P-6829	Gr. Pass	Amerigas
P-6022	Sutherlin	Murphy Plywood	P-6835	Gr. Pass	Lew Merrill
P-6045	Sutherlin	Glide Lumber	P-6838	Gr. Pass	Suburban Propane
P-6050	Wilbur	West Helicopter	P-6839	Gr. Pass	Spaulding
P-6050-A	Wilbur	Sure Crop Farm	P-6841	Gr. Pass	Montana timber
P-6053	Wilbur	Alcan Cable	P-6854	Rogue Rvr.	Murphy plywood
P-6054	Wilbur	Wyerhauser	P-6857	Gold Hill	Magma gold
P-6055	Wilbur	DC CO-OP	P-7258	Tolo	Tolo forest
P-6060	Roseburg	Do-Able	P-7255-A	Tolo	Cross creek
P-6066	Roseburg	Douglas County	P-7249-E	Central Pt.	Grange co-op
P-6068	Roseburg	Douglas County	P-7110-A	Medford	Tree top
P-6070	Roseburg	Douglas County	P-7110-B	Medford	Crystal springs
P-6075	Roseburg	Keller Lumber	P-7120	Medford	Naumes/tank
P-6080	Roseburg	Ferrell Gas	P-7125	Medford	Naumes
P-6109	Roseburg	West Helicopter	P-7125-A	Medford	Beaver state fish
P-6109-A	Roseburg	Steel Outlet	P-7126	Medford	Tree top
P-6109-B	Roseburg	Malcolm	P-7128	Medford	Tree top
P-6126	Roseburg	Suburban Propane	P-7138	Medford	Oregon pear
P-6403	Green	Lone Rock	P-7145	Medford	Shoscr

P-6404	Green	Sun Studs	P-7146	Medford	Shoscr
P-6410	Green	Roseburg Forest	P-7146-A	Medford	Out
P-6412-A	Green	Nordic	P-7146-B	Medford	Out
P-6415	Green	McGovern Metal	P-7153	Medford	Hays oil
P-6418	Dillard	Hoover	P-7157	Medford	Modoc orchard
P-6421	Dillard	Willamette Ind.	P-7163	Medford	Reter fruit
P-6421-A	Dillard	West Helicopter	P-7201	Medford	Familian pipe
P-6422-A	Dillard	Reforestation	P-7208-A	Medford	Naumes
P-6424	Dillard	RFP Chip	P-7210	Medford	Timber products
P-6425	Dillard	RFP Logs	P-7229	Medford	Van gas
P-6426	Dillard	RFP Lum/Ply	P-7229-A	Medford	SouOre
P-6427	Dillard	RFP Lum/Ply	P-7230	Medford	NW grocery
P-6429	Dillard	RFP Particle Board	P-7232	Medford	NW grocery
P-6430	Dillard	RFP LPG	P-7234	Medford	Suburban propane
P-6431	Dillard	RFP Particle Board	P-7236	Medford	Meditate
P-6440	Dole	Umpqua Lumber	P-7239	Medford	Farwest Steel
P-6460	Riddle	D.R. Johnson			
P-6462	Riddle	C & D Lumber	P-7243	Medford	Boise
P-6463	Riddle	Herbert Lumber	P-7244	Medford	Boise

7. FRA EXCEPTED TRACK

Eugene Round House 49, 50, 51, trk.

Grants Pass

Yard Tracks

6802, 6807, 6702, 6706

Glendale

Tracks

6512, 6516, 6518

Medford

Yard Tracks

7201, 7202, 7203, 7206, 7207

8. RADIO CHANNEL INSTRUCTIONS

	RAILROAD	AAR CHANNEL	CHANNEL #
UP	Eugene	14 - 14	1
UP	UP Footboard	20 - 20	13
UP	UP Footboard	24 - 24	11
UP	UP Footboard	88 - 88	12
Dispatch	Eugene - Rice Hill	65 - 22	9
Trains	Eugene - Rice Hill	22 - 22	10
Dispatch	Rice Hill - Medford	55 - 08	5
Trains	Rice Hill - Medford	08 - 08	6

Contact the dispatcher, tune to channel 5 or 9 and use *114 on the mic. Use *119 for emergencies and use #0 to hang up when call is complete.

9. SPECIFIC SWITCH INSTRUCTIONS

Tolo MP 450.2:

Crews operating to White City may leave the South Wye switch lined and locked in the reverse position. On return, switch must be lined and locked in the normal position.

Riddle, MP 542.2, Track 6485, LVL Track:

Derail is equipped with a Roseburg Forest Products lock.

Cornutt, MP 540.3 after completion of work, switches on both ends of siding must be lined and locked for industry to prevent movement onto our main track.

Dillard, MP 562.0:

Normal position for the switch at the north end of track 6424 is lined for track 6426. Switch must be left lined in normal position after each use.

Springfield Jct., MP 644.3, Rule 8.8:

Wye switches are equipped with U.P. locks

Eugene Locomotive Facility:

Tracks 49, 50 and 51 at Eugene Roundhouse and service track 1 and 2 from a point 300' south of switch #501 northward to and including the sanding facility are designated as Locomotive Maintenance tracks. Tracks 49,50 and 51 are maintained by CORP MOW.

10. DEFECT DETECTOR LOCATIONS

LOCATION	TYPE	LOCATION	TYPE
MP 452.8	F1	MP 575.2	F1
MP 463.0	E1 - E2	MP 583.0	E1 - E2
MP 475.0	F1	MP 591.0	F1
MP 482.8	E1 - E2	MP 602.2	E1 - E2
MP 491.0	F1	MP 623.3	E1 - E2
MP 498.7	E1 - E2	MP 641.6	F1
MP 509.8	E1 - E2		
MP 516.5	F1		
MP 522.3	E1 - E2		
MP 542.7	E1 - E2 - F2		

11. LOCATIONS NOT LISTED AS STATIONS

NONE

12. OTHER SPECIFIC INSTRUCTIONS

A. BLOCK SIGNALS EQUIPPED WITH "P" PLATES:

NORTHWARD	PROTECTION	SOUTHWARD
5574	Slide detector fence between mileage 558.8 and 559.1	5591
5632	Slide detector fence between mileage 563.7 and 563.9	5651
6418	Hi load detector, highway underpass mileage 642.3	6429

B. LEAVING CARS UNATTENDED:

When cars are left unattended at the Divide, Rice Hill, Leland, Hugo and Merlin, rail skids must be placed under the first wheel in the descending direction on the opposite rail of the derail and wheel moved onto skid. Employees are not relieved from securing sufficient hand brakes.

Rail skids are located at the north and south end at Divide, Rice Hill, Leland, Hugo, and at the north end of Merlin. When picking up cars at these locations, the skid must be replaced under car or hung on post and locked. If rail skid is found to be missing, dispatcher must be notified immediately and cars must not be left unattended unless permission is obtained from the proper authority.

Merlin, MP 482.5, Charging Necessary Air Brakes, Rule 7.11:

When switching tracks 6756 or 6760, air brakes must be in service on all cars. Cars must not be detached while in motion. After coupling to cars, air brakes must be cut in and operative on all cars being handled

Dillard, MP 562.0, Tracks 6434 and 6435:

When cars are left unattended a sufficient number of hand brakes must be set on each end of cut to prevent movement, should the hand brakes on the opposite end be released..

Divide, MP 621.9, Rule 6.32.6:

When a train stops, blocking Martin Creek Road, MP 622.2, a member of the crew will immediately proceed to the crossing to be available to cut the train and clear the crossing within the lawful time when vehicular traffic is waiting to cross. Train should remain cut until ready to proceed.

Latham, MP 625.0, Rule 6.32.4:

Rachel Rd., cars must not be left standing on storage track between crossing and signs placed 175 feet south and 200 feet north of crossing. In addition, white stripe has been painted on the side of rails to help identify restricted area.

Cottage Grove, MP 626.5:

Trains moving on siding must stop short of Main St. crossing mileage 626.6, to allow crossing warning devices to operate before entering the crossing.

Walker, MP 630.6:

Locomotives left anywhere except the extreme North end of the siding must be shut down. Locomotives on the extreme North end of the siding may be left running, but must be within 10 car lengths of the North switch.

C. GRADE CROSSINGS

When approaching grade crossings at the following locations and the strobe light on the control case is flashing comply with rule 6.32.2

- MP 527.4 Union Creek
- MP 521.5 West Fork
- MP 521.1 Riddle-Glendale 321
- MP 516.5 Riddle-Glendale 321

D. EUGENE YARD

All movement entering or moving within yard limits between MP 642.0 and MP 644.3 must be made at restricted speed unless operating under a block signal indication that is more favorable than approach.

E. IMPAIRED SIDE CLEARANCE, RULE 1.20:

MP	Description	MP	Description
456.8	Bridge	523.9	Rock Cut
458.7	Bridge	525.0	Rock Cut
482.6	Bridge	526.7	Rock Cut
490.6	Tunnel 9	526.9	Rock Cut
505.2	Tunnel 8	528.1	Rock Cut
509.2	Bridge	539.3	Rock Cut
514.1	Tunnel 7	550.1	Bridge
514.7	Tunnel 6	578.0	Bridge
515.7	Tunnel 5	589.9	Bridge

516.0	Tunnel 4	607.8	Bridge
518.6	Tunnel 3	608.6	Bridge
519.0	Rock Cut	610.7	Bridge
521.0	Tunnel 2	620.2	Rock Cut
521.1	Bridge	625.5	Bridge
521.4	Bridge	627.4	Bridge

Riddle, MP 544.2:

Various overhead and side impairments exist on Track 6479 serving Roseburg Lumber Co. Impairments include door frames of entry doors, pipes on north wall of building, and ladders at fire escapes along the north wall. The door frames are impaired at both ends and pipe and ladder impairments are spaced at intervals within the building. Do not ride on side of cars or engine when passing these locations.

MP 579.3, Do-Able, Track 6060:

Impaired clearance from road crossing to end of track with impairments on the west side of track, 300' past north entrance of building and at a point 39' past the first impairment also on the west side of track.

MP 634.9, Bald Knob:

Impaired side clearance both sides of industry. Locomotive is not to go onto trestle. To spot Bald Knob, there must be (6) cars between locomotive and cars to be spotted.

Caution: There may be other permanent and/or temporary close clearances not listed in this timetable.

F. MAXIMUM TONNAGE RATINGS:

TERRITORY	GP38	GP 20D	SD40
Eugene to Roseburg	850	1000	1300
Roseburg to Grants Pass	750	900	1200
Grants Pass to Medford	1575	1850	2000
Medford to Grants Pass	2800	4200	4400
Grants Pass to Roseburg	750	900	1200
Roseburg to Eugene	850	1000	1300

G. GRADE RESTRICTIONS:

On the following descending grades determine the maximum allowable speed from the following table, taking into account the trains TPOB and tons per axle of operative dynamic brake.

Oakland and Divide
Grants Pass and Glendale

Tons Per Operative Brake (TPOB)	Tons Per Axle Operative Dynamic Brake		
	300 or less	300+ to 500	500+ to 530
Below 100	25 MPH	25 MPH	20 MPH
100 to 110	25 MPH	20 MPH	
110.1 to 140	20 MPH		

A train must be STOPPED and sufficient hand brakes set to prevent movement if any of the following conditions are encountered en-route:

- The tons per operative dynamic brake exceed the limits listed in Table
- A total failure of dynamic brakes is encountered
- More than a 15 pound brake pipe reduction is required to control train speed (ABTH A-3)

Notify the train dispatcher immediately if any of the above conditions are encountered. The train dispatcher will notify the proper authority, who will contact the train and provide further instructions for movement.

Retainers must be set prior to departing Divide or Oakland, or Grants Pass or Glendale if it is known prior to departure from these stations that tons per operative dynamic brake will be exceeded. The dispatcher must also be notified immediately that the use of retainers is required.

See retainers as detailed by ABTH rule 103.7.6

H. COUPLER LIMITS:

The tonnage handled by the locomotive consists of a train must not exceed the following limits on an ascending grade. To determine tonnage handled by the locomotive consists when the train has a rear-end or entrained helper, subtract total locomotive tonnage ratings for the helper engine from the train's adjusted tonnage.

Northward:	Grants Pass - Glendale	5,500 tons
	Oakland - Yoncalla	6,500 tons
	Safely - Divide	6,500 tons
Southward:	Yoncalla - Oakland	6,500 tons
	Glendale - Grants Pass	5,500 tons

Northward trains with entrained helpers operating between Roseburg and Divide must not exceed a maximum of 125 cars. Helper Engines must be positioned to push against 2/3 of train tonnage and pull 1/3 of train tonnage. Helper may be repositioned after reaching Divide to satisfy blocking requirements.

I. DILLARD:

When making shoving moves at Dillard, movement must be stopped and the crossing must be flagged at the following crossings or when cars are left on an adjacent track and the crossing flagged before proceeding over the crossing.

Roseburg Forest Gate 1	MP 561.3
Roseburg Forest Gate 2	MP 560.95
Roseburg Forest Gate 3	MP 560.7
Roseburg Forest Gate 4	MP 560.2

J. RIDDLE:

MP 544.2, Riddle, Track 6472 only. Prior to occupying crossing, train crew must place crossing actuating switch, which is located on the pole with stop sign into the activate position. When crossing is no longer occupied, actuating switch must immediately be returned to normal position. Actuating switch must be left locked in normal position prior to leaving track 6472. If lock is missing or inoperable, contact the train dispatcher immediately for a replacement lock.

SISKIYOU SUBDIVISION							
N O R T H W A R D ↓	LENGTH OF TRACK IN FEET	MILE POST LOCATION	STATION	STATION NUMBER	METHOD OF OPERATION	↑ S O U T H W A R D	
			345.2	U.P. BLACK BUTTE 4.4 TYJ	05360		
	3421	348.4	WEED 12.6 BOTY	04350	TWC		
	5543 Auxiliary Track	361.0	GAZELLE 14.5	04345			
	YARD	375.5	MONTAGUE 17.6 Y	04335			
	YARD	393.1	HORN BROOK 8.7 Y	04330			
	1261 Auxiliary Track	401.8	HILT 10.4	04325			
	4588 Auxiliary Track	412.2	SISKIYOU 16.9	04315			
	5875 Auxiliary Track	429.1	ASHLAND 12.7	04305	TWC/ABS		
	YARD	441.8	MEDFORD BOY	04200			

**SISKIYOU SUBDIVISION
SPECIAL INSTRUCTIONS**

1. **MAXIMUM AUTHORIZED SPEED..... 25MPH**

2. **PERMANENT SPEED RESTRICTIONS**
 - All Tunnels..... 10MPH
 - MP 345.2 to MP 355.4..... 20MPH
 - MP 368.89 to MP 369.0, Scale Track..... 10MPH
 - MP 381.0 to MP 392.0..... 20MPH
 - MP 394.5 to MP 402.0..... 20MPH
 - MP 402.0 to MP 422.0..... 10MPH
 - MP 422.0 to MP 433.8..... 20MPH

3. **MAIN TRACK AUTHORIZATIONS**

Automatic Block Signals are in service between:

 - MP 428.3 and MP 441.8
 - MP 345.2 to MP 349.9..... Yard Limits
 - MP 349.9 to MP 374.5..... TWC
 - MP 374.5 to MP 377.0..... Yard Limits
 - MP 377.0 to MP 392.0..... TWC
 - MP 392.0 to MP 394.5..... Yard Limits

MP 394.5 to MP 428.3.....
 MP 428.3 to MP 438.7.....
 MP 438.7 to MP 441.8.....

TWC
 TWC/ABS
 Yard Limits/ABS

4. JOINT OPERATIONS

BLACK BUTTE:

CORP Crews must contact U.P. Dispatcher 66 (800) 726-1167 to obtain Track Warrant and Track Bulletins before departing from Weed for Black Butte. Warrants, Bulletins, General Orders and Notices will be faxed to the Weed Depot.

CORP Trains and Engines may occupy Black Butte Controlled Siding for interchange purposes, after first obtaining authority from U.P. CTC Dispatcher 66 on (AAR) channel 45-45. Signal into south siding and signal to depart Black Butte will be controlled by Dispatcher 66.

Lighting system at Black Butte is radio controlled. To turn lighting system on, go to (AAR) channel 45-45 and press 3452*. To turn lighting system off, press 3452#.

5. RAILROAD CROSSINGS AT GRADE AND JUNCTIONS:

None

6. INDUSTRIAL SPURS:

P-7160	Kane	Pacific Fertilizer	P-7520-A	WEED	RFP Log
P-7173-A	Phoenix	Associated Fruit	P-7520-B	WEED	RFP Log
P-7173-B	Phoenix	Spec. Products	P-7561	WEED	Patton Dist.
P-7174	Phoenix	Amerigas	P-7573-A	WEED	Schnitzer Steel
P-7448	Ashland	Parson Pine	P-7580	WEED	Vopak
P-7481	Ashland	Croman	P-7581	WEED	Baxxer
P-7544	Montague	Sousa	P-7581-A	WEED	RFP Log
P-7547	Montague	Sousa	P-7581-B	WEED	Short Scrap
P-7550	Grenada	Dunlivesay	P-7591	WEED	Morgan Product
P-7515	Weed	Crystal Geyser	P-7594	WEED	RFP
P-7519	Weed	RFP RH Chip	P-7595	WEED	RFP
P-7520	Weed	RFP LH Chip			

7. FRA EXCEPTED TRACK:

Weed All tracks except siding and main track
 Hornbrook Track 7532
 Ashland Track 7404
 Medford Yard tracks 7201, 7202, 7203, 7206, 7207

8. RADIO CHANNEL INSTRUCTIONS:

RAILROAD	AAR CHANNEL	CHANNEL #
Dispatch Black Butte - Medford	85 - 23	3
Trains Black Butte - Medford	23 - 23	4
UP Black Butte	45 - 45	

Contact the dispatcher, tune to channel 3 and use *114 on the mic. Use *119 for emergencies and use #0 to hang up when call is complete.

9. SPECIFIC SWITCH INSTRUCTIONS:

None

10. DEFECT DETECTOR LOCATIONS:

LOCATION	TYPE	LOCATION	TYPE
MP 353.4	F1	MP 402.1	F1
MP 363.0	E1 - E2	MP 407.5	F1
MP 384.8	E1 - E2	MP 417.3	F1
MP 398.0	F1	MP 423.3	E1 - E2
MP 401.4	F2*		

11. LOCATIONS NOT LISTED AS STATIONS:

None listed.

12. OTHER SPECIFIC INSTRUCTIONS:

A. LEAVING CARS UNATTENDED:

When cars are left unattended at Siskiyou Station, MP 412.2, rail skid must be placed under the first wheel in the descending direction and wheel moved onto skid. Employees are not relieved from securing sufficient hand brakes. Rail skid is located at the north end Siskiyou siding and run-around. When picking up cars at this location, the skid must be hung on post and locked.

B. IMPAIRED SIDE CLEARANCE, RULE 1.20:

MP	Description
411.3	Tunnel 13
414.6	Tunnel 14
415.2	Tunnel 15

Caution: There may be other permanent and/or temporary close clearances not listed in this timetable.

C. MAXIMUM TONNAGE RATINGS:

TERRITORY	GP38	GP 20D	SD40
Medford to Ashland	1575	1850	2000
Ashland to Hornbrook	475	675	800
Hornbrook to Montague	950	1100	1300
Montague to Black Butte	750	900	1200
Black Butte to Hornbrook	1575	1850	2000
Hornbrook to Ashland	475	675	800
Ashland to Medford	2800	4200	4400

D. GRADE RESTRICTIONS:

On the following descending grades the appropriate table must be used to determine the maximum allowable speed, taking into account the trains TPOB and tons per axle of operative dynamic brake.

Ashland and Hornbrook Table A
 MP 353.0 and Black Butte Table B

TABLE A

Tons Per Operative Brake (TPOB)	Tons Per Axle Operative Dynamic Brake	
	205 or less	205+ to 250
Below 80	20 MPH	20 MPH
80 to 115	20 MPH	15 MPH

TABLE B

Tons Per Operative Brake (TPOB)	Tons Per Axle Operative Dynamic Brake		
	300 or less	300+ to 500	500+ to 530
Below 100	25 MPH	25 MPH	20 MPH
100 to 110	25 MPH	20 MPH	
110.1 to 140	20 MPH		

A train must be STOPPED and sufficient hand brakes set to prevent movement if any of the following conditions are encountered en-route:

- The tons per operative dynamic brake exceed the limits listed in Table A or B
- A total failure of dynamic brakes is encountered
- More than a 15 pound brake pipe reduction is required to control train speed (103.7.4)

Notify the train dispatcher immediately if any of the above conditions are encountered. The train dispatcher will notify the proper authority, who will contact the train and provide further instructions for movement.

Retainers must be set prior to departing Ashland or Hornbrook if it is known prior to departure from these stations that tons per operative dynamic brake will be exceeded. The dispatcher must also be notified immediately that the use of retainers is required.

See retainers as detailed by ABTH rule 103.7.6

Southbound trains must contact dispatcher when departing Medford when passing MP 412 and when arriving at Hornbrook.

Northbound trains must contact dispatcher when departing Hornbrook, when passing MP 412 and when arriving at Medford.

E. COUPLER LIMITS:

The tonnage handled by the road engine of a train must not exceed the following limits on an ascending grade.

No more than 7 GP38 or SD40 locomotives may be operated on line in consist. Empty cars must be placed on rear of train only, behind loaded cars.

Northward:	MP 393.0 - MP 429.0	4,000 tons
Southward:	MP 429.0 - MP 393.0	4,000 tons
	Gazelle - Black Butte	4,700 tons

F. PLACEMENT OF EMPTY CARS:

Between MP 428.0 and Hornbrook, loaded cars must be placed on head end of train.

G. RUNNING AIR BRAKE TEST:

Perform a running air brake test to insure that brake pipe is complete at the following locations:

- Northward trains will perform the running air brake test between MP 400 and MP 402.
- Southward trains will perform the running air brake test between Medford and MP 412.

Dynamic braking system must be tested as soon as possible after departing Medford.

H. BLACK BUTTE, MP 344.0, RULE 8.8:

Wye switches are equipped with U.P. switch locks.

I. MP 411.7 SISKIYOU SUBDIVISION TUNNEL #13:

EMERGENCY EVACUATION PLAN

Employees of the Central Oregon and Pacific Railroad are not permitted to ride on the side of moving equipment through the tunnel or be outside of the cab of the locomotive while it is operating through the tunnel.

If a train is stopped in the tunnel for any reason the train crew must separate the locomotive from the cars in the train and immediately exit the tunnel after securing as necessary any equipment left in the tunnel. If the locomotives cannot be moved from the tunnel, they will be secured and shut down.

Employees must always take the safest course and exit the tunnel if an incident occurs ensuring enough hand brakes are applied to secure equipment.

Train crew will immediately notify the Train Dispatcher of the incident, and the Train Dispatcher will notify the Trainmaster who will take control of all activity and give instructions to employees before any employees re-enter the tunnel after an incident in the tunnel.

Trainmaster and or other Managers will job brief the crew and other employees as necessary, advising when they can re-enter the tunnel after an emergency evacuation incident.

The Train Dispatcher will not allow any follow up movements between MP 410 and MP 414 on the Siskiyou Sub. until the train crew operating through the tunnel contacts the Dispatcher and advises that the rear of the train has cleared the tunnel or that a reverse movement, if necessary has been completed.

Locomotives operating through the tunnel will have with them emergency escape breathing apparatus and gas monitor in case of emergency. The breathing apparatuses are good for TEN MINUTES of filtered air. This device is used for escape use only. The gas monitor will be used for monitoring air quality if the train is stopped in the tunnel.

The Trainmaster and Track Inspector have gas monitors and will advise when it is safe to enter the tunnel after an incident, and direct the activity to re-enter and clear the tunnel.

This emergency Evacuation Plan will be verbally discussed with all employees before operating through the tunnels.

WHITE CITY SUBDIVISION						
E A S T ↓	LENGTH OF AUX. TRACK IN FEET	MILE POST LOCATION	STATION	STATION NUMBER	METHOD OF OPERATION	↑ W E S T
		450.5	TOLO 5.4 TY	04125	YARD LIMITS	
	3137	455.9	WHITE CITY Y	04155		

**WHITE CITY SUBDIVISION
SPECIAL INSTRUCTIONS**

1. MAXIMUM AUTHORIZED SPEED..... 10MPH

2. PERMANENT SPEED RESTRICTIONS:
None

3. MAIN TRACK AUTHORIZATION:
MP 449.8 TO MP 456.6..... Yard Limits

4. JOINT OPERATIONS:
When operating beyond sign reading, "Entering WCTR Switching Limits" at mileage 454.4, crew must attempt to contact WCTR switch crew on channel 38 - 38 to notify them that they are working within limits.

5. RAILROAD CROSSINGS AT GRADE AND JUNCTIONS:
None

6. INDUSTRIAL SPURS:

P-7349	White City	Certainteed
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7. FRA EXCEPTED TRACK:
None

8. RADIO CHANNEL INSTRUCTIONS:

RAILROAD	AAR CHANNEL	CHANNEL #
CORP Dispatcher	85 - 23	3

CORP	Trains	23 - 23	4
CORP	Dispatcher	55 - 08	5
CORP	Trains	08 - 08	6
WCTR		38 - 38	

9. SPECIFIC SWITCH INSTRUCTIONS:

Tolo MP 450.2:

Crews operating to White City may leave the South Wye switch lined and locked in the reverse position. On return, switch must be lined and locked in the normal position.

RAILROAD SPECIFIC INSTRUCTIONS

1. COMPANY OFFICERS: See inside front cover
2. EMERGENCY TELEPHONE NUMBERS: See inside front cover
3. DETECTOR MESSAGE AND TRAIN CREW ACTION

The type and location of all trackside detectors will be listed for each subdivision.

SYMBOL TYPE OF DETECTOR

E-1.....Hot Box Talker
E-2.....Dragging Equipment Talker
F-1.....Dragging Equipment Talker
F-2.....High/Wide Load Talker

Following detector instructions apply:

- A. Train speed of at least 10 MPH must be maintained while train is moving over hot box detector when possible.
- B. Do not stop over hot box detector when possible.
- C. Avoid braking, if possible, while approaching or passing hot box detector. Excessive braking may cause false indication.
- D. When a trackside detector has been activated, train must be stopped and inspection must be made. When a hot box detector has been activated, after stopping the train to allow a crew member to detrain, the train may move ahead, not exceeding 5 MPH, to the location of the indicated hot journal under the following conditions:
 - It is not the second activation on the same car;
 - Train is not a KEY train;
 - While stopping, a visual observation of the train indicated no smoke, flame or abnormal amount of dust;
 - Indicated axle will not pass over switch or structure.
- E. When a detector gives an axle count of defect location and defect is not located at the reported axle location, crew must inspect 20 axles ahead and 20 axles behind the axle indicated on both sides. If axle location is not provided, crew must inspect both sides of entire train for the indicated defect.
- F. If train stops, or if speed is below 10 MPH while passing a hot box detector and train subsequently receives a hot box indication, all bearings on both sides of entire train must be inspected. An additional inspection is not required when train clears detector location, regardless of message received.
- G. A train which receives defect message and stops to inspect for indicated defect prior to clearing detector does not have to perform a second inspection if leaving message is a repeat of the original message.
- H. When inspecting for hot bearings, check each roller bearing requiring inspection by use of a tempilstik, if available, on the bearing cup (exposed underside of bearing). If tempilstik melts, car must be set out. If tempilstik is not available and no obvious sign of overheating is

present on axle indicated, cautiously place bare hand on truck side frame working hand toward roller bearing end cap, keeping in mind that any part of this equipment may be extremely hot. If bare hand cannot be held on side frame or roller bearing for a few seconds, car must be set out.

- I. Connecting crew, when possible, must be notified of a car that experiences a false hot box detector actuation.
- J. When a car experiences two false hot box detector actuations, car must be set out at first available track.
- K. When setting out a car suspected of having a hot bearing, attach a fluorescent tag or other marker as close as possible to the hot bearing. Report the journal size of the car to the train dispatcher.
- L. When trackside detector has been activated and axle location of defect received, crew must physically count axles from head end of train to indicated axle. Do not determine the location of indicated axle in any other manner.
- M. If defect is located and it cannot be corrected, car must be set out at the first available track provided it is safe to be moved.

Type E & F: Radio Readout (talker) detector:

When movement over an F-2 detector begins, the system should transmit the following entering example message:

“CORP detector milepost 121.3, detector working”

Type E detectors report the axle count location of a defect from the front of the train.

Type F detectors do not report the axle count.

If defect is detected during movement, the system will immediately transmit a defect message.

Type E Example: “CORP detector milepost 121.3, Stop your train! Stop your train! First hot box axle 210 on left side”

Type F Example: “CORP detector milepost 121.3. Stop your train! Stop your train! Dragging equipment.”

When train has cleared the detector, the defect message will be transmitted an additional two times. If defect messages are received during passage of train over the detector site and the end of train message combines defect reports with the phrase “Detector Malfunction” train must be stopped and entire train must be inspected on both sides for the type(s) normally detected by that detector.

Example: “CORP detector milepost 121.3, Stop your train! Stop your train! First hot box axle 210 on left side, detector malfunction”

When train has passed the detector with no defects found, the system will transmit “no defect” message.

Example: “CORP detector milepost 121.3 no defects.”

When detector is not functioning properly, it will transmit “CORP detector milepost 121.3, detector malfunction”

After receiving a “No Power” message, notify the train dispatcher.

Decision Tables:

The following charts outline aspects and specific conditions of Type E & F trackside detectors. Across the top of each chart are listed the aspects and specific conditions. Each of these are independent of one another. To determine the required action for each, follow vertically down the chart below each column to each box that has an entry. These are the

symbols for the types of detectors requiring action for that specific aspect or condition. To determine the required action, follow the entry line to the right.

See chart on page 24

ASPECTS AND SPECIFIC CONDITIONS

No power message received	No verbal transmission received	Advised detector is out of service	Advised by train dispatcher detector has been activated	REQUIRED ACTION
	E-1, E-2 F-1	E-1, E-2 F-1		No action required except if train passes two consecutive inoperative detectors and has not received a visual inspection on both sides, then train must be stopped and inspection made.
			E-1, E-2	Stop and inspect for the type of defect normally detected by that detector.
E-1, E-2	E-1, E-2 F-1, F-2			Report condition to train dispatcher.
		F-2		Freight train must be stopped short of protected structure and train inspected for high/wide load. Inspection required only in direction of approach to structure.

ASPECTS AND SPECIFIC CONDITIONS

Verbal defect message received	Verbal transmission received but not understood	Detector malfunction message received w/o a defect message	Detector malfunction message received with a defect message	Entering detector message is not received	REQUIRED ACTION
E-1, E-2 F-1, F-2					Stop and inspect for indicated defect.
		E-1, E-2 F-1			No action required except if train passes two consecutive detectors and has not received a visual inspection on both sides, then train must be stopped and inspection made.
	E-1, E-2 F-1, F-2		E-1, E-2 F-1, F-2		Stop and inspect entire train for the type of defect normally detected by that detector.
		E-1, E-2 F-1, F-2	E-1, E-2 F-1, F-2	F-2	Report condition to the train dispatcher.
		F-2		F-2	Freight train must be stopped short of protected structure & train inspected for high/wide load unless verbal "no defect"

					message is received. Inspection required only in direction of approach.
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4. RAILROAD CONTACT NUMBERS

General Office (Roseburg)	Office Fax	(541) 957-0160 (541) 957-0686
Regional Vice President	Office	(530)661-2200
General Manager	Office	(360) 482-4994
Assistant General Manager	Office	(541) 957-2504
Trainmaster (Roseburg)	Office	(541) 957-2513
Trainmaster (Medford)	Office	(541) 857-9670
Chief Mechanical Officer	Office	(541) 461-3112
Roadmaster	Office	(541) 957-2506
Regional Manager Safety and Operating Practices	Office	(916) 919-7127
Dispatcher	Office	(802) 527-3504
Dispatcher	Emergency	(802) 527-3498
Eugene Depot	Crew Room Fax	(541) 461-0192 (541) 607-5743
Eugene Roundhouse	Mechanical Fax	(541) 461-3112 (541) 461-8125
Medford Depot	Crew Room Fax	(541) 857-5148 (541) 858-9805
Weed Depot	Crew Room Fax	(530) 938-3992 (530) 938-3993

5. Other specific instructions:

A. SUBDIVISION MILEAGE:

ROSEBURG SUBDIVISION:

Between Springfield Jct. and Roseburg 71.7
Between Roseburg and Medford 130.8
Between Tolo and White City 5.4

SISKIYOU SUBDIVISION:

Between Medford and Black Butte 97.8

B. TIME COMPARISON, GCOR 1.48:

Correct time may be obtained from Union Pacific Timer Service (402) 271-4601.

C. MARKERS RULE 5.10:

When a train is set out clear of the main track somewhere other than a crew change location, a crew member must remove the end of the train telemetry device, if so equipped and transport the device on the engine to the destination where the crew is relieved. If the engine remains with the train, a crew-member must deliver the end of train telemetry device to the

proper authority at the tie-up point. However, proper authority may advise the crew to leave the device with the train. Always notify the train dispatcher of the location of the telemetry device.

D. BLOCK SIGNAL WITH “P” PLATE:

A block signal equipped with a triangular plate displaying the letter P can be actuated by a special protective device. When a signal equipped with a “P” plate, displays a red aspect, in addition to complying with other applicable signal rules, an inspection from the ground must be made of track or structure for which protection is provided to be sure it is safe for the passage of trains.

EXCEPTION: An inspection from the ground is not required when it can be determined from the engine that the track or structure for which the protection is required is safe for the passage of the train. Number or location of each signal equipped with a “P” plate will be shown in timetable, with a description of the special protective device equipped to that signal.

E. KICKING CARS:

No more than 2 loaded or 5 empty cars can be kicked at one time.

F. ENTERING MAIN TRACK AT HAND-OPERATED OR SPRING SWITCH RULE 9.17:

5 minute wait is not required when Rule 6.13 is in effect.

G. OCCUPYING SAME TRACK WARRANT LIMITS RULE 14.4:

Item #1 is not applicable.

H. RULE 14.13:

Add the following: Repetition is required when track warrants are transmitted mechanically.

I. HIGHLY VISIBLE CLOTHING:

All employees are required to wear and have visible, high visible clothing or vest with reflective stripes at all times while on or near the railroad tracks, except while in locomotive cabs or vehicles.

J. EQUIPMENT RESTRICTIONS:

Six axle locomotives may operate on Main Track, Yard Tracks and Auxiliary Tracks between Black Butte and Springfield Jct.

Six axle locomotives must not operate on industry tracks.

Tank cars placard dangerous or hazardous must not operate between MP 426 and MP 394 without approval from the General Manager.

Cars bearing “Exceed Plate C” symbol or words “Excess Height” or cars 85 feet or longer, except when excessive dimension clearance message is obtained these cars may be operated in accordance with restrictions, if any, contained in message.

“Plate C” symbol bulkhead flat cars 60 feet or longer with bulkheads 15 feet or higher, may be moved if high/wide clearance is obtained. Bulk-head flat cars SSW 87500 through 88399 inclusive and all center beam cars may move empty or loaded without clearance provided when loaded, load does not extend beyond sides or higher than bulkheads.

When train tonnage exceeds 3,600 tons, each of the first five cars behind the road engine must weigh 50 tons or more unless there are no loaded cars in the train.

When train is to be interchanged with Union Pacific for movement to Roseville and tonnage exceeds 4,100 tons, each of the first five cars behind the road engine must be 73 feet or less in length.

Entrain the following cars with no more than 3,000 trailing tons:

- Empty car exceeding 73 feet in length;

TOFC/COFC flat car loaded on one end only;

- Articulated double-stack car having one or more empty platforms;
- Loaded two-axle inter-modal car weighing 25 tons or more;
- Loaded or empty multi-platform articulated spine.

Foreign line cupola cabooses may not operate between Hilt and Cornutt, without obtaining an excessive dimension clearance.

When in possession an excessive dimension clearance message for a car otherwise prohibited, the car may be handled in accordance with instructions contained in the message.

Do not handle TOFC/COFC cars measuring 79 to 89 feet in length if the load exceeds the following dimensions:

- 79 ft - 85 ft cars maximum height 14'8" ATR, 8'8" wide
- 89 ft cars maximum height 14'8" ATR, 8'0" wide.

K. HEAT RESTRICTIONS:

Maintenance of Way personnel are responsible for monitoring temperatures across the railroad and notifying the ARDC when restrictions should be placed and removed.

- **Roseburg Subdivision: MP 509 - MP 644.3**

1. When the ambient temperature reaches, or is above 105 degrees F;
 - a. No train movement allowed until ambient temperature drops below 100 degrees F.
2. When ambient temperature reaches, or is above 95 degrees F;
 - a. All trains to precede not exceeding 10 MPH.
3. When the ambient temperature reaches, or is above 90 degrees F;
 - a. Special hot weather inspections are to be initiated to inspect track for signs of tight rail, thermal misalignments, between the hours of 1200 and 2000 hours.
 - b. Inspections should be focused of areas of past tight rail incidents, CWR locations, in and out of fixed objects (i.e. open deck bridge), vertical curves, grades, small rail/weak track, etc...
 - c. Specific hot weather inspection plans are the responsibility of local engineering and maintenance employees to develop and implement.

- **Roseburg Subdivision MP 441.8 - MP 509 And Entire Siskiyou Subdivision**

1. When ambient temperature reaches or is above 110 degrees F;
 - a. No train movement allowed until ambient temperature drops below 100 degrees F.
2. When ambient temperature reaches or is above 100 degrees F;
 - a. All trains to precede not exceeding 10 MPH.
3. When ambient temperature reaches, or is above 95 degrees F;

- a. Special hot weather inspections are to be initiated to inspect track for signs of tight rail, thermal misalignments, between the hours of 1200 and 2000 hours.
- b. Inspections should be focused of areas of past tight rail incidents, CWR locations, in and out of fixed objects (i.e. open deck bridge), vertical curves, grades, small rail/weak track, etc...
- c. Specific hot weather inspection plans are the responsibility of local engineering and maintenance employees to develop and implement.

L. MOVEMENT OF HIGH/WIDE LOADS:

A high/wide load may move in a train only after the crew receives an excessive dimension clearance message or a crew member ascertains any applicable restrictions from the train dispatcher.

Crew member must advise train dispatcher and other crew members that train contains a high/wide load. Until the train dispatcher has been notified, the crew member is responsible for protection against other wide loads.

Clearance message will contain all restrictions encountered over the entire route of movement.

When necessary to set out a high/wide load en route between terminals, place the load on a track which will provide sufficient clearance from the main track. Advise the train dispatcher that car is being set out.

The inbound crew of a train containing a high/wide load must determine that a crew-member of the relieving or outbound crew has a copy of the clearance message.

When handling a high/wide load, the crew is responsible for compliance with all restrictions in the excessive dimension clearance message. A train must not pass a location where a restriction is shown for the meeting or passing of trains without authority from the train dispatcher. The train dispatcher will not grant such authority until it is known no restricted meet or pass will occur at that location. The train dispatcher will assume responsibility for the safe movement of a high/wide load at the restricted meet or pass location when granting such authority.

Trains operating on the Siskiyou Subdivision with loaded chip hoppers entrained may operate at Maximum Authorized Speed unless other restrictions require a lower speed.

Trains operating on the Roseburg Subdivision with loaded chip hoppers entrained may operate at 20 MPH unless other restrictions require a lower speed.

M. SECURING EQUIPMENT:

At all locations the minimum number of handbrakes on unattended cuts of three or less cars is 100%, on cuts of more than three cars, tie three brakes unless the grade chart requires more.

RULE	ASPECTS	CORP (ONLY)	NAME	INDICATION
9.1.1			Clear	Proceed.
9.1.2			Approach Medium	Proceed, approaching next signal at 30 MPH.
9.1.3			Approach	Proceed, preparing to stop at next signal. Trains exceeding 30MPH must at once reduce speed. Reduction to 30MPH before passing signal.
9.1.4			Medium Clear	Proceed, 30 MPH within interlocking limits or through turnout.
9.1.5			Medium Approach	Proceed at 30 MPH preparing to stop at next signal.
9.1.6			Slow Clear	Proceed, 10 MPH within interlocking limits or through turnout.
9.1.7			Restricting	Proceed at restricted speed.
9.1.8			Stop and Approach	Stop, then proceed at restricted speed.
9.1.9			Stop	Stop.
9.1.10	NOTE: Lighted "S" or flashing light is used in conjunction with block or interlocking signal.		Take (or leave) Siding	Be governed by signal indication. Take (or leave) siding when "S" lighted or light flashing. NOTE: Lighted "S" or flashing light is used in conjunction with a block or interlocking signal.

STANDARD ROADWAY SIGNS

APPEARANCE	INDICATION	APPEARANCE	INDICATION
	Yard Limit		C.T.C. Begins
	Yellow Flag		
	Red Flag		C.T.C. Ends
	Green Flag		
			Station Name Sign
	Spring Switch		
	Indicates number of crossings requiring Whistle		Crossing circuit ends
	Mileage		Block Clearance Point
	Derail		Block Ends
	Begins or Ends BRT Blocks		

PERMANENT SPEED RESTRICTION SIGN

 Signs will be placed at the beginning of permanent speed restrictions. The sign will be placed 2500 feet in advance of beginning speed restriction point. Sign may be any shape or color.

PERMANENT RESUME SPEED SIGN

 The sign indicates the end of a permanent speed restriction.