

Division Operating Officers

Albany

A. CORONADO Roadmaster (541) 967-6754
C.M. JAMES Division Trainmaster (541) 967-6753

Bend

E.W. GRAF Roadmaster (541) 385-7539
J.F. WHITE Division Trainmaster (541) 385-7530

Bingen

R.J. HUGHES Roadmaster (509) 784-3204

Klamath Falls

P.L. KREGER Supt. Operations (541) 885-2249
J.A. OHMART Roadmaster (541) 885-2239
J.C. HENDERSON Road Foreman (541) 885-2271
M.E. WHEELER Division Trainmaster (541) 885-2230

Longview

D.L. MESFORD Roadmaster (360) 578-2360
D.L. SNAPP Division Trainmaster (360) 578-2366

Vancouver

B.K. BROWN Terminal Manager (360) 418-6423
D.L. BURNS Director Administration (360) 418-6321
G.W. BOWMAN Terminal Trainmaster (360) 418-6331
D. COLLARD Roadmaster (360) 418-6324
C.M. DELARGY Terminal Trainmaster (360) 418-6331
K.R. DEPEE Terminal Trainmaster (360) 418-6331
R.B. DUNN Road Foreman (360) 418-6222
B.D. ELLER Terminal Trainmaster (360) 418-6331
J.F. EOFF Division Engineer (360) 418-6415
T.L. KEENE Terminal Manager (360) 418-6429
R.A. MIKKELSON General Car Foreman (360) 418-6355
D.S. NESS Terminal Manager (360) 418-6423
O.H. NICKERSON Gen. Locomotive Foreman ... (360) 241-6450
W.L. SCHROEDER Terminal Trainmaster (360) 418-6331
J.E. WEBER Mgr. Safety/Rules (360) 418-6233
D.C. WOLTER Terminal Superintendent (360) 418-6371

Wishram

G.L. REIN Division Trainmaster (509) 748-3203

BNSF



Oregon Division

Timetable No. 2

IN EFFECT AT 0001

Pacific Continental Time

Wednesday, April 1, 1998

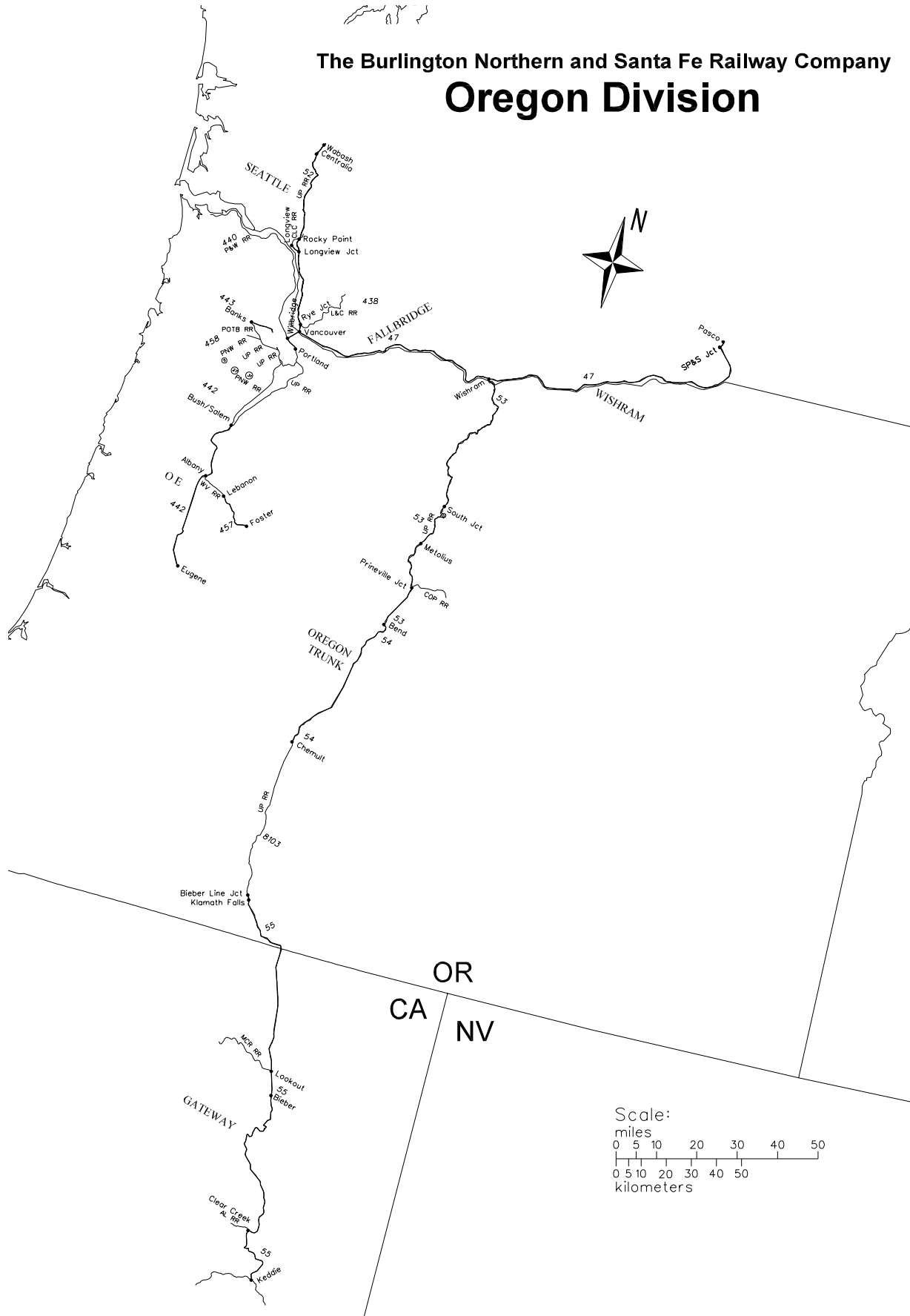
Division Superintendent

R.R. Fay

Vancouver, Washington

(360) 418-6371

The Burlington Northern and Santa Fe Railway Company Oregon Division



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Fallbridge Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
		12269	106.1	WISHRAM	BJTX(2)	2MT CTC		2.7	
		12272	103.4	AVERY				10.1	
	9,935	12282	93.3	NORTH DALLES				8.0	
	3,200	12290	85.3	LYLE				9.8	
	11,115	12299	75.5	BINGEN				10.1	
	9,888	12309	65.4	COOKS		CTC		11.5	
	11,085	12321	53.9	STEVENSON				11.1	
	9,958	12333	42.8	SKAMANIA				13.9	
	9,910	12347	28.9	WASHOUGAL				4.4	
		12351	24.5	CAMAS				10.0	
		12361	14.5	McLOUGHLIN				2.4	
		12363	12.1	EAVAN	X	2MT CTC		2.2	
		12365	9.9	VANCOUVER	BMJTX			1.8	
		12368	8.1	N PORTLAND JCT	MJTX	2MT ABS OCS		1.1	
		12369	7.0	EAST ST JOHNS	BJXY			2.7	
		12372	4.3	WILLBRIDGE	BMJTX			2.3	
		12373	2.0	LAKE YARD	TXY	DT ABS OCS		2.0	
		12375	0.0	PORTLAND (Union Station)	BJXY			106.1	

Radio Channel No. 87 in service between Washougal and Wishram.

Radio Channel No. 76 in service between Portland and Washougal.

Radio Call-In		
Wishram-76(X)	Lyle-78(X)	Bingen-79(X)
Stevenson-80(X)	Camas-81(X)	Vancouver-50(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatchers' Phone Number

1-800-285-0082 or 234-1617

Vancouver Terminal Dispatcher—234-6125

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Wishram to Portland	70 MPH.	60 MPH.

1(B). Speed—Permanent Restrictions

MP 106.1 to MP 105.9	60 MPH.	50 MPH.
MP 105.9 to MP 103.0 (MT 1)	60 MPH.	50 MPH.
MP 105.9 to MP 102.4 (MT 2)	20 MPH.	20 MPH.
MP 92.5 to MP 92.1	65 MPH.	60 MPH.
MP 86.5 to MP 83.6	60 MPH.	55 MPH.
MP 83.6 to MP 82.6	55 MPH.	50 MPH.
MP 82.6 to MP 79.2	60 MPH.	55 MPH.
MP 75.9 to MP 75.3	45 MPH.	45 MPH.
MP 75.3 to MP 54.2	60 MPH.	55 MPH.
MP 54.2 to MP 53.6	45 MPH.	45 MPH.
MP 53.6 to MP 45.1	60 MPH.	55 MPH.
MP 45.1 to MP 33.9	55 MPH.	50 MPH.
MP 28.8 to MP 25.6	65 MPH.	55 MPH.
MP 25.6 to MP 24.9	55 MPH.	40 MPH.
MP 24.9 to MP 24.0	40 MPH.	40 MPH.
MP 24.0 to MP 21.7	70 MPH.	40 MPH.
MP 11.5 to MP 10.5	50 MPH.	50 MPH.
MP 10.5 to MP 9.8 (Both MT)	10 MPH.	10 MPH.
MP 9.8 to MP 8.5	30 MPH.	30 MPH.

MP 8.5 to MP 5.5	70 MPH.	50 MPH.
MP 5.5 to MP 5.0	30 MPH.	30 MPH.
MP 5.0 to MP 3.4	35 MPH.	35 MPH.
MP 3.4 to MP 1.6 (WWD)	50 MPH.	35 MPH.
MP 3.4 to MP 1.3 (EWD)	50 MPH.	35 MPH.
MP 1.6 to MP 0.9 (WWD)	35 MPH.	35 MPH.
MP 1.3 to MP 0.9 (EWD)	35 MPH.	35 MPH.
MP 0.9 to MP 0.0	10 MPH.	10 MPH.

Northbound passenger trains may increase speed to 50 MPH after 39th Street crossing is occupied and gates are set to provide protection.

1(C). Speed—Switches and Turnouts

Through turnouts:
 Vancouver Center
 Vancouver Center to Yard Lead 10 MPH. 10 MPH.
 Fallbridge Subdivision to former
 A-Line Subdivision 10 MPH. 10 MPH.

Through dual control turnouts:
 Columbia River Bridge Interlocking to
 Fallbridge Subdivision 10 MPH. 10 MPH.
 Willbridge Interlocking 10 MPH. 10 MPH.
 North Portland Interlocking 10 MPH. 10 MPH.

Trains over 100 tons per operative brake must not exceed 25 MPH through turnouts shown to exceed that speed.

1(D). Speed—Other

Vancouver Middle Lead Track between
 8th Street and Vancouver Center 10 MPH. 10 MPH.

On Willbridge Wye track 10 MPH. 10 MPH.

Portland on PTRR Co. tracks 10 MPH. 10 MPH.

On sidings and/or through dual control turnouts at the following locations:
 Wishram Avery
 Stevenson Skamania
 McLoughlin Eavan 25 MPH. 25 MPH.
 North Dalles Bingen
 Cooks Washougal 35 MPH. 35 MPH.

On other sidings 10 MPH. 10 MPH.

Portland and Vancouver
Westward freight trains Up to 100 tons O/B Over 100 tons O/B
passing signals
 MP 3.1 35 MPH. 30 MPH.
 MP 2.1 35 MPH. 25 MPH.
 MP 1.5 30 MPH. 20 MPH.

Eastward freight trains passing signals
 MP 1.2 35 MPH. 25 MPH.
 MP 2.8 35 MPH. 25 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
 Wishram to Portland 143 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

Six axle locomotives and six axle derricks are not permitted on the following tracks:
 Dallesport Industrial Park, Industry tracks at Bingen, Flat track at Hood, Co-ply track at Home Valley, Co-ply track at Stevenson, Port of Washougal Lead, at Camas all tracks except: Old Pass, House Track. Portco tracks, Columbia Business Park, Vancouver Yard—caboose track lead and caboose tracks 1 and 2.

3. Type of Operation

CTC—in effect:
 Wishram MP 106.1 to Vancouver MP 10.1

ABS—in effect:
 Vancouver MP 10.1 to Portland MP 0.4

Yard Limits—in effect:
 Vancouver MP 10.1 to Portland MP 0.9 Eastward MT; MP 0.6 Westward MT.

Between MP 0.9 and MP 0.0 on Eastward MT and between MP 0.6 and MP 0.0 on Westward MT, PTRR Rules apply.

Occupancy Control System—in effect:

Vancouver MP 10.1 to Portland MP 0.9 Eastward MT; MP 0.6 Westward MT.

Between MP 10.1 and MP 5.1, trains and engines may occupy the main track on controlled signal indication or verbal OCS permission.

Between MP 5.1 and MP 0.9 eastward main track; MP 0.6 westward main track, trains and engines may occupy main track with verbal OCS permission while traveling with the current of traffic.

See System Special Instructions, Item 14, Rule 18.0 Occupancy Control System (OCS).

All trains at Portland Union Station must obtain permission from Vancouver Terminal Train Dispatcher and PTRR Yardmaster prior to departing.

Two Main Tracks between:

Wishram MP 106.1 and Avery MP 102.4

McLoughlin MP 14.9 and Willamette River Drawbridge MP 5.1

Double Track between:

Willamette River Drawbridge MP 5.1 and Portland MP 0.6

Interlockings and Drawbridges not Indicated at Station Columbia River Drawbridge MP 9.6—Manual Interlocking.

Oregon Slough Drawbridge MP 8.8—Manual Interlocking, normally unattended.

When a signal displays a Stop indication, and no control operator (bridgetender) is on duty, the train will be governed as follows:

A crew member must precede the movement between the outer opposing absolute signals of the interlocking, examine the track for defects, determine that the route is properly lined and that the derails are in the non-derailing position. The crew member must also verify that the drawbridge is in the proper position for the train to pass. The crew member may then authorize the train to proceed through the limits at restricted speed.

Willamette River Drawbridge MP 5.1—Manual Interlocking.

Manual Interlockings not using Track and Time (Rule 10.3) to protect MW employees

Vancouver, N. Portland Jct., Willbridge—Maintenance of Way employees may occupy interlockings on OCS authority from train dispatcher.

Columbia River Drawbridge MP 9.6, Willamette River Drawbridge MP 5.1—Maintenance of Way employees may occupy interlockings on OCS authority from train dispatcher AND verbal permission from bridgetender.

Oregon Slough Drawbridge MP 8.8—Maintenance of Way employees may occupy interlocking on OCS authority from train dispatcher. Bridgetender must not operate bridge without talking to train dispatcher to determine if Maintenance of Way OCS authority is in effect.

Between Columbia River Drawbridge MP 9.8 and Begin/End CTC MP 10.1

All train, engine and hy-rail movements are controlled by Vancouver Terminal Dispatcher. Westward train and engine movements must communicate with Bridgetender on Columbia River Drawbridge before entering these limits.

SP Trackage—Train, engine and yard crews operating over SP trackage between Brooklyn Yard and East Portland Interlocking are governed by SP Rules and Timetable.

UP Trackage—Train, engine and yard crews operating over UP trackage between East Portland Interlocking and North Portland are governed by UP Rules and Timetable.

PTRR Trackage—Train, engine and yard crews operating over PTRR trackage at Portland between Union Station and 17th Ave. on Eastward MT and 14th Ave. on Westward MT are governed by PTRR yard bulletins and instructions.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.5 miles between Wishram and Vancouver, 2.0 miles between Vancouver and Willbridge and 1.0 mile between Willbridge and Portland.

Rule 10.2—Following switches not equipped with electric locks:

MP 20.5 near Camas—Columbia Vista Lumber Mill spur

MP 24.0 Camas—James River Mill spur track

MP 25.8 near Camas—Hamilton Lumber spur track

MP 26.0—CRT spur track

MP 37.8 Prindle—Spur track

MP 42.5 Skamania—East and west switches of outfit spur

MP 54.0 Stevenson—East and west switches of house spur

MP 54.1 Stevenson—Standard Oil Company spur

MP 71.2 Hood—Broughton Lumber Flat track

MP 75.1 Underwood—Fruit spur

MP 96.6 Dam Spur

Rule 15.1—Trains operating to Wishram Subdivision must receive track warrant endorsed Pasco west prior to departure from initial station.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other FED locations

MP 19.8—Recall Code 818

MP 37.6—Recall Code 817

MP 48.4—Recall Code 808

MP 61.0—Recall Code 807

MP 70.7—Recall Code 798

MP 81.7—Recall Code 788

MP 100.0—Recall Code 768

6. FRA Excepted Track

Portland—St. Helen's Road Lead, west of 12th St. Yard. Run Tracks 3, 6 & 10, Columbia Business Park, Zone 2.

7. Special Conditions

Portland, Lake Yard, Willbridge—Cars spotted on city streets must be protected by two red lights on end of end cars.

At the intersection of 29th Avenue and Nicolai Street control of the traffic signals operates as follows:

Before movement enters intersection, crew members will actuate traffic signals by use of switch key controller. After movement has entered intersection, switch key may be removed and signals will return to automatic operation when movement has cleared intersection.

Flashing light signals will protect crossing movements on N.W. Front Avenue for the following spur tracks:

Tricon	Waterway Tracks 3, 4, and 8
Gunderson Tracks	Elf Atochem Spurs 1, 3, and 6
Gemstar	(flashing lights and gates)

Before entering the crossing, movement must stop at Stop signs on each side of crossing and a crew member must actuate the crossing protection by use of a switch key controller located on either side of the crossing.

Insert the switch key in the start position and turn to actuate the crossing protection. Key can then be removed and lights will continue to operate. After movement is clear of crossing, a crew member must restore the crossing protection to normal by inserting the switch key in the Stop position, turning to "Stop" and removing key.

Traffic signals will protect crossing movements on Oregon Steel Spur track at N.W. Front Avenue near N.W. Kittridge Avenue intersection. Before entering the crossing, movement must stop at Stop signs on each side of the crossing and a crew member must actuate the traffic signals by use of a switch key controller on either side of the crossing. After movement is clear of crossing, a crew member must restore the traffic signals to normal operation by use of the switch key controller.

Indicator lights are located adjacent to each switch key controller and will be illuminated to indicate the following traffic signal indications:

Red: Normal operation for traffic.

Green: Traffic signals are operating to provide crossing protection.

Flashing lights with gates in service at Balboa Street crossing near MP 4.2 at Willbridge. Movements on ELF Atochem-Chipman-Gilmore Steel spur must stop at Stop sign 25 feet from crossing, and wait for signals and gates to operate for sufficient time to provide warning. Switch key controller on signal bungalow near crossing provides for manual operation of signals and gates.

26th Ave. and Front Street in Portland—Traffic signals are activated by island track circuits. Rail movements must stop at Stop signs prior to entering Front Street to allow crossing signals to activate.

At Willbridge crossing signal protection for Garbage

Transfer Station—Signals located at North crossing entrance to garbage transfer site near 61st Street and the Atochem Company.

Train or engine must stop at railroad stop sign before occupying the crossing.

Prior to occupying the crossing train crew must observe if the light on the top of the case located in the Northwest quadrant of the crossing is illuminated.

If the light on the case fails to light, the train crew must observe that the traffic signals are all red and provide flag protection before occupying the crossing. Should the light fail to light the signal department must be promptly notified.

Refer to Rule 6.32.6, Blocking Public Crossings.

Basic Operation

Train occupies track circuit in approach of the Stop sign, and this starts the traffic signal preemption to place the traffic signal at stop for all possible moves across the crossing. When the traffic signals have been set to stop, a light on the top of the signal case in the Northwest quadrant will be illuminated to indicate to the train crew that the traffic signals are at stop and their move can be made across the crossing.

The South crossing will be protected by standard railroad crossing equipment. Speeds in approach to the crossing must not exceed 10 MPH.

Impaired Clearance

McCall Oil and Chemical—between Tracks 1102 and 1103.

Northwest Pack Spur—Close clearance to loading dock, do not ride cars past fouling point of this track.

SP&S Main Yard—Account potential close clearance between tracks 4501 to 4518 in Vancouver SP&S Main yard, do not ride cars into these tracks when cars are on adjacent tracks.

Four fire hydrants adjacent to St. Helens Road between MP 3 and MP 3.5 impair standard side clearance in this area by 1 foot 5 inches. Impaired clearance signs not placed.

Hoyt Street—All yard tracks out of service except tracks 0610, 0612, 0615 and 0661.

Terminal 6—Track occupancy on Ford Lead south of Marine Drive will be protected by industry flag, temporary derails and Ford Auto Facility lock when in use by Ford Auto Facility crews. Refer to GCOR Rule 5.14.

East St. Johns—Do not leave engines or cars unattended on the Barnes Lead.

Hyundai Lead crossing signal activation procedures:

Prior to crossing road leading into container facility on Hyundai Lead, the following must be complied with:

1. Train or engine must stop at sign located 75 feet from crossing.
2. Activate key controller. Observe that indicator light on signal bungalow has been activated.
3. After light has been activated, movement can proceed into the crossing area. Note: A 20 second delay occurs from the time key controller is activated until light on bungalow is illuminated.
4. Movement over crossing must not be made until light on bungalow is illuminated.
5. After movement has been completed over crossing, any other movement over crossing must be made in accordance with items 1, 2, and 3 above.
6. A recorder unit is tied to the key controllers to keep a record of each activation and the amount of time elapsed between manual activation of the crossing signal and train occupation of the crossings island track circuit.

Vancouver—Lead connecting tracks NP02-NP07, including crossover between NP07-NP08, north end of NP yard, is out of service.

All locomotive movement in and out of the Vancouver Fueling Facility requires permission from Vancouver Yardmaster.

Normal position of Vancouver Fueling Facility switches are lined for Back Lead movement on the north end and lined for Track 16 on the south end. These switches must be returned to normal position after use.

Within Vancouver SP&S main yard, crews on all trains and engines must get permission from Vancouver Yardmaster prior to commencing movement in or out of "B" yard tracks.

Unless an immediate movement is to be made, all switches on Middle Lead, including switch to New Grain Yard Lead, must be left lined for movement on the Middle Lead.

Camas—When spotting cars of chlorine on the two chlorine spur tracks at the end of the Chlorine tracks, cars must be left separated by at least two feet with couplers in closed position. Operator from the James River Corp. bleach plant will place metal cap over closed couplings before cars are connected for unloading. When cars are to be pulled out, he will remove caps from cars that are to be moved and which have been disconnected from dispensing hoses. Train crew members will not be permitted to remove a cap from a coupling, and will see that all dispensing hoses are disconnected from cars to be moved before further movement is made.

No switching service is to be performed on the Chlorine spur at James River between the hours of 1200 and 1215, 1245 to 1300 and 1700 to 1715. Cars must not be dropped or kicked when performing switching on the following tracks owned by James River Corporation: Chlorine spur, Converting spur, Mill spur and Warehouse spur No. 3.

When James River personnel are using the Chip Tracks to unload woodchips, they will lock both access switches with their lock. BNSF crews must contact the unloading crew using the following procedure:

- Call James River, Ext 3631.
- Call James River rail crew on radio channel 66.
- Call Chip Screen Room operator, Ext 3663.
- Call Chip Screen Room operator on radio channel 66.
- Call James River tug, cellular phone 921-2376.
- Call James River tug on radio channel 66.

A mill phone is located in the crew room at the Camas Depot.

Skamania—Do not block the West Skamania Landing Road crossing between the hours of 0730 and 0800, 1430 and 1500, and 1545 and 1615 Monday through Friday when school is in session to allow school bus access. School busses may not use the East Skamania Landing Road crossing because of clearance problems. If it becomes necessary to cut the crossing, be sure to comply with GCOR Rule 6.32.2 to allow for crossing signals to clear and afford bus driver adequate visibility of the adjacent track when crossing.

Hood—Cars exceeding 75 feet in length must not be handled on Broughton Lumber Flat Track.

Bingen—Bridge 75.3 is protected by detector actuated by high load passing through underpass. Eastward trains receiving Rules 9.1.13 or 9.1.14 aspect at signal 74.0 and westward trains stopped at West Bingen by a stop indication, after complying with rules, must stop short of bridge 75.3 and make inspection for damage before passing over same.

Tunnel Locations

Tunnel No.	Milepost	Tunnel No.	Milepost
1	34.7	6	69.7
1.5	49.5	7	82.8
2	67.6	8	83.1
3	67.9	9	83.3
4	68.4	10	83.5
5	69.1	11	85.9

Train Inspections—A member of inbound crews on through trains operating caboosless will give the outbound train a roll-by inspection and advise outbound crew the condition of the train, unless outbound crew will not be immediately available or inbound crew is otherwise relieved of duties.

Automatic Equipment Identification (AEI)—Located at: North Portland Jct., MP 9.0, McLoughlin MP 14.5.

Close Clearance—May exist on all auxiliary tracks.

Hazardous Material—Oregon Vehicle Code 824.084: Visual external inspections required on all cars standing in rail yards or stations more than two hours. Each rail car containing hazardous material and bearing an “Explosive A,” “Flammable Gas” or “Poison Gas” placard as required by federal regulation, and which remains in a rail yard or station for more than two hours, shall visually be inspected externally by the transporting railroad within two hours of the car’s arrival and within two hours of the car’s departure.

As part of the implementation of the visual inspection requirements of OVC 824.084, the required inspections, if no carman is on duty, shall be made by member of the train or switch crew at each yard or station where the affected rail car terminated or originated. The person making the inspection shall ascertain whether there is any evidence or signs of leakage or other loss or change of contents from any affected rail cars and whether there are any obvious defects in the running gear of any affected rail cars. The dispatcher shall be immediately notified of all problems observed which are not promptly corrected.

Hot Weather Speed Restrictions—When ambient temperature exceeds 90 degrees Fahrenheit, all trains must be reduced to 10 MPH below maximum authorized track speed, including curves and turnouts. Trains over 100 tons per operative brake must not exceed 35 MPH. Reduction below 10 MPH will not be required, unless the train is otherwise restricted to a lower speed. Air Brake and Train Handling Rule 104.10 will govern movement when entering or operating in temporary speed restrictions.

8. Line Segments

Yard Line Segments

Line Segment	Yard	Limits
643.....	Vancouver	Vancouver to East end Columbia River Bridge
645.....	E St. Johns.....	East end Columbia River Bridge to East end Willamette River Bridge
646.....	Willbridge	East end Willamette River Bridge to Gasco (MP 5.6) 10 Kittridge Ave.
647.....	Portland	Kittridge Ave. to East Portland
2119	Guilts Lake Yard	Hub Center

Road Line Segments

Line Segment	Limits
47.....	Wishram to Portland

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
12278 Dallesport Ind. Park	3.7 east of North Dalles-MP 97.0	Yard	East
12279 Dam Spur	3.3 east of North Dalles-MP 96.6	10	West
12290 Skidway (2 tracks)	Lyle-MP 85.3	106	Both
12300 Underwood Fruit & Whse.	0.9 west of Bingen-MP 75.0	6	East
12304 Hood	4.3 west of Bingen-MP 70.9	54	Both
12316 Home Valley	6.6 west of Cook-MP 59.3	40	Both
12322 Stevenson Plywood Co.	1.6 west of Stevenson-MP 53.2	15	East
12326 North Bonneville (1 track)	5.0 west of Stevenson-MP 50.3	104	Both
12337 Prindle	4.3 west of Skamania-MP 37.6	3	East
12343 Mt. Pleasant	4.0 east of Washougal-MP 32.1	95	Both
Old Siding Washougal	Washougal-MP 28.8	70	Both
12350 Camas-Washougal Port	3.8 east of Camas-MP 27.6	15	East
CRT Spur	2.2 east of Camas-MP 26.0	3	East
Hamilton Bros. Lumber Co.	2.0 east of Camas-MP 25.8	3	East
12355 Columbia Vista Lumber Co.	3.4 west of Camas-MP 20.5	2	West
12362 Portco (Main 2)	1.0 east of Eavan-MP 13.1	6	East
12272 Avery Storage Tracks (2)	Avery MP 103.4	140 Each	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Gateway Subdivision		Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				MAIN LINE STATIONS	Rule 4.3				
		14295	0.0	BIEBER LINE JCT	JR	TWC		1.0	
		14296	1.0	KLAMATH FALLS	BTR			14.4	
2,620	14311	15.4	MERRILL		9.1				
	14320	24.5	MALIN		7.1				
2,487	14327	31.6	STRONGHOLD	A	13.1				
5,073	14340	44.7	MAMMOTH		9.5				
6,751	14350	54.2	KEPHART		12.3				
5,036	14362	66.5	SCARFACE		11.8				
6,820	14374	78.3	LOOKOUT	J	12.7				
8,024	14385	91.0	BIEBER	TR	17.2				
4,251	14505	108.2	LITTLE VALLEY		18.3				
6,758	14520	126.5	HALLS FLAT		13.7				
4,235	14525	140.2	LODGE POLE		23.4				
4,338	14545	163.6	WESTWOOD		13.7				
7,942	14555	177.3	ALMANOR		11.0				
4,236	14560	188.3	GREENVILLE		8.5				
4,208	14565	196.8	MOCCASIN		6.0				
	14570	202.8	KEDDIE	JT	202.8				

Radio Channel No. 66 in service.

UPRR Radio Channel 27 in service at Keddie.

Radio Call-In		
Bieber-18(X)	Big Valley-20(X)	Halls Flat-21(X)
Westwood-23(X)	Canyon Dam-24(X)	Crescent Mills-25(X)
Keddie-26(X)	Klamath Falls-16(X)	Tionesta-17(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Oregon Branch Dispatcher

(800) 285-4967 or 234-6454—Mon.-Fri. 0430-2030
 (800) 285-0064 or 234-1604—Mon.-Fri. 2030-0430, Sat.-Sun. 24 Hrs.

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Bieber Line Jct. to Keddie	49 MPH.

1(B). Speed—Permanent Restrictions

MP 5.1 to MP 5.5	30 MPH.
MP 14.8 to MP 15.1	40 MPH.
MP 31.1 to MP 31.4	30 MPH.
MP 92.0 to MP 124.3	25 MPH.
MP 124.3 to MP 126.0	40 MPH.
MP 136.3 to MP 165.7	40 MPH.
MP 165.7 to MP 200.8	25 MPH.
MP 202.0 to MP 202.8	12 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

On sidings 10 MPH.
 Item 1A of System Special Instructions applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Bieber Line Jct. to Keddie 143 tons

3. Type of Operation

TWC—in effect:

Klamath Falls to Keddie

Restricted Limits—in effect:

Bieber Line Jct MP 0.0 to Klamath Falls MP 4.0

Bieber MP 88.3 to MP 92.0

Keddie MP 200.8 to MP 202.8

4. General Code of Operating Rules Items

Test Mile Location

Eastbound

MP 195.0 to MP 194.0

MP 193.0 to MP 192.0

MP 137.0 to MP 136.0

MP 135.0 to MP 134.0

Westbound

MP 21.0 to MP 22.0

MP 23.0 to MP 24.0

MP 134.0 to MP 135.0

MP 136.0 to MP 137.0

Rule 6.19—When flagging is required, distance will be 2 miles.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, Tunnel or other Structures: None

B. Other FED Locations

MP 201.9 (DED only)—Exception Reporting Only

6. FRA Exempted Track—None

7. Special Conditions

Train Inspections—A member of inbound crews on through trains operating caboosless will give the outbound train a roll-by inspection and advise outbound crew the condition of the train, unless outbound crew will not be immediately available or inbound crew is otherwise relieved of duties.

All trains must approach Tunnel No. 2, MP 202.03, prepared to stop short of fouled track, not to exceed 12 MPH through south portal with entire train.

Between MP 202.8 and MP 147.2—When the white power-on light on the exterior of the signal house is not lit, immediately notify the train dispatcher.

Trains must not exceed 5,500 trailing tons. Trains exceeding 3,000 trailing tons will be made up with ten loaded cars or platforms on the head end. Loads will be maintained on the head end as any pickups or setouts are made enroute. When there are less than ten loaded cars or platforms in a train over 3,000 trailing tons, all loads will be placed on the head end. No loaded or empty car or platform, 85 feet or longer outside length, will be handled in head 20 cars of train when the trains exceeds 3,000 trailing tons.

Tonnage limits are as follows:

Westward—All Year, 5,500 tons

Eastward—Summer, 4,300 tons

Eastward—Winter, 3,800 tons

8. Line Segments

Road Line Segments

Line Segment Limits

55 Bieber Line Jct. to Keddie

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
14300 Henley	3.4 west of Klamath Falls	30	East
14312 Stonebridge	1.7 west of Merrill	20	East
14332 Hantchen	4.7 west of Stronghold	22	West
14348 Tionesta	6.0 west of Mammoth	10	West
14540 Clear Creek Jct.	3.3 west of Westwood	10	East
14563 Crescent Mills	2.6 east of Moccasin	6	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	OE Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
	3,554	68452	68.6	BUSH	R		TWC		0.4	
		68454	69.0	SALEM	BR				3.6	
	5,668	68456	72.6	MINTO	R				12.0	
	3,546	68468	84.6	SIDNEY					11.9	
		68479	96.5 0.0	ALBANY To American 20.8 miles	BJTR				14.5	
Between Albany and Lebanon, Willamette Valley Railway Co. rules and timetable govern.										
		68815	14.5	LEBANON	R				17.4	
		68832	31.9	FOSTER	R					
AMERICAN To Albany 20.8 miles										
	1,500	68500	117.1				TWC		11.7	
		68512	128.8	JUNCTION CITY					10.2	
			139.0	BETHEL	R				81.7	

Radio Channel No. 66 in service.

Radio Call-In		
Willbridge-56(X)	Eugene-87(X)	Albany-86(X)
Salem-85(X)	Green Mountain-48(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatchers' Phone Numbers

(800) 285-4967 or 234-6454—Mon.-Fri. 0430-2030
 (800) 285-0064 or 234-1605—Mon.-Fri. 2030-0430, Sat.-Sun. 24 Hrs.

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Bush to Bethel	35 MPH.

1(B). Speed—Permanent Restrictions

MP 67.4 to MP 71.4	10 MPH.
MP 71.4 to MP 74.0	35 MPH.
MP 74.0 to MP 78.7	25 MPH.
MP 78.7 to MP 79.9	10 MPH.
MP 79.9 to MP 93.1	25 MPH.
MP 93.1 to MP 100.5	35 MPH.
MP 100.5 to MP 117.0	10 MPH.
MP 117.0 to MP 124.0	25 MPH.
MP 124.0 to MP 124.8	10 MPH.
MP 124.8 to MP 128.2	25 MPH.
MP 128.2 to MP 129.0	10 MPH.
MP 129.0 to MP 139.0	35 MPH.
MP 139.0 to End of track MP 141.5	10 MPH.
Lebanon to Foster	10 MPH.

1(C). Speed—Switches and Turnouts

On sidings and through turnouts	10 MPH.
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1(D). Speed—Other

Over Geary St. and Water St. crossing Albany	10 MPH.
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See Item 1 of the System Special Instructions for additional speed restrictions.

**2. Bridge and Equipment Weight Restrictions
 Maximum Gross Weight of Car**

Bush to Bethel	134 tons
Albany to Foster	131.5 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

Six-axle locomotives and 175 ton and heavier derricks not permitted, except six axle locomotives permitted in Albany Yard.

Albany to Foster

Not more than two (2) locomotives heavier than 132.5 tons each permitted.

3. Type of Operation

TWC—in effect:

Salem MP 69.16 to Bethel MP 139.0

Restricted Limits—in effect:

Salem MP 69.16 to Minto MP 74.0

Albany MP 93.10 to MP 95.10

Bethel MP 135.7 to MP 139.0

Lebanon MP 14.5 to Foster MP 31.9

Locations Designated as Industrial Track—between:

Salem MP 69.16 and end of BNSF track MP 64.70

Albany MP 95.10 and MP 96.57

Bethel MP 139.0 and End of Track MP 141.5

GCOR Rule 6.28 applies

Railroad Crossings Not Indicated at Station

Eugene MP 140.7—SP Crossing, not protected by signals or gates.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.5 miles.

Rule 8.3—Normal position for main track switch to UP Running track, MP 69.16, at Salem, is lined and locked for movement to UP Running track.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track

All tracks between Lebanon MP 14.5 and Foster MP 31.9. See GCOR Rule 6.12.

7. Special Conditions

Between Bush and Eugene—Cars handled in trains or by yard engines in city streets must have air cut in and operative, except when actually switching.

Bush—Before train or engine occupy Industry Drive Crossing, Industrial spur serving Capital Lumber Co., it will be necessary for a crew member to protect crossing.

Minto—Eastward trains destined UP railroad via Labish must contact UP dispatcher (WS-70) Denver, CO. telephone number (303) 812-5870 (Direct) or 1-800-873-3749, push #3, then dial extension 5870, prior to leaving Minto to ascertain whether UP can accept your train.

Albany—The following will govern the use of the Weigh-In-Motion scale located on the storage track: Maximum speed over the scale is 5 MPH.

A crew member will call Albany yard and receive permission from the yard clerk before crossing the scale.

Signals located at the scale will display the following aspects: Green light—movement is being made within speed limits.

Red light—within speed limits, but at the upper limits of the permissible speed.

No lights—too fast, or scale not activated.

Junction City—Account short approach circuit to Sixth Street crossing, do not exceed 10 MPH until it is known gates are down.

Eugene—Automatic crossing signals at Garfield St. MP 141.3 are may be ineffective. Be governed by Rule 6.33.3.

Handling 80 Feet or Longer Cars

Trains of greater than 7650 trailing tons must handle loaded cars, 80 feet and longer, in the rear 7650 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restrictions on location in train.

Train Inspections—A member of inbound crew on through trains operating cabooseless will give the outbound train a roll-by inspection and advise outbound crew the condition of the train, unless outbound crew will not be immediately available or inbound crew is otherwise relieved of duties.

Close Clearance—May exist on all auxiliary tracks.

Hazardous Material—Oregon Vehicle Code 824.084: Visual external inspections required on all cars standing in rail yards or stations more than two hours. Each rail car containing hazardous material and bearing an “Explosive A”, “Flammable Gas” or “Poison Gas” placard as required by federal regulation, and which remains in a rail yard or station for more than two hours, shall visually be inspected externally by the transporting railroad within two hours of the car’s arrival and within two hours of the car’s departure.

As part of the implementation of the visual inspection requirements of OVC 824.084, the required inspections, if no carman is on duty, shall be made by member of the train or switch crew at each yard or station where the affected rail car terminated or originated. The person making the inspection shall ascertain whether there is any evidence or signs of leakage or other loss or change of contents from any affected rail cars and whether there are any obvious defects in the running gear of any affected rail cars. The dispatcher shall be immediately notified of all problems observed which are not promptly corrected.

Salem—Cars 89 feet and longer inside length not permitted on the OE Subdivision via SP/BNSF interchange tracks at Salem account excessive curvature through the interchange tracks.

Automatic Crossing signals at the following locations may be ineffective due to rusty rail conditions. Be governed by Rule 6.32.2:

- Chemawa Road—MP 66.24
- Claxter Road—MP 67.62
- Hyacinth Road—MP 67.80

8. Line Segments

Yard Line Segments

Line Segment Limits

- 633..... Salem
- 634..... Albany-Foster
- 635..... Eugene

Road Line Segments

Line Segment Limits

- 442..... Salem to Bethel

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Feet	Switch Opens
68463 Orville	4.9 east of Sidney-MP 79.5	14	Both
68487 Ehlen-Van Waters	6.2 west of Albany-MP 102.7	10	East
68489 Verdure	8.2 west of Albany-MP 104.7	4	West
68494 Fayetteville	13.2 west of Albany-MP 109.7	12	East
68497 Potter	3.3 east of American-MP 113.8	3	East
68501 Miller Seed Co.	10.4 east of Junction City-MP 118.4	3	West
68504 Cartney	7.3 east of Junction City-MP 121.5	6	East
68507 Harrisburg	5.0 east of Junction City-MP 123.8	8	Both
68518 Awbrey	3.3 east of Bethel-MP 135.7	8	West
68519 Enid	1.3 east of Bethel-MP 137.7	20	East
68526 Eugene	2.8 west of Bethel-MP 141.8	Yard	Both
68816 Weldwood	15.9 west of Albany on spur-MP 15.9	30	Both
68821 Bauman Lumber	20.9 west of Albany on spur-MP 20.9	13	East
68826 Pleasant Valley	26.0 west of Albany on spur-MP 26.0	8	Both
68829 Sweet Home	29.0 west of Albany on spur-MP 29.0	20	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Oregon Trunk Subdivision MAIN LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Str.	EASTWARD ↑
				Rule 4.3					
			0.2	FALLBRIDGE	JT			0.2	
			0.4	MILEPOST 0.4				0.6	
		14002	1.0	O T JCT	AJ			4.4	
	4,399	14006	5.4	MOODY				12.4	
	5,449	14018	17.8	LOCKIT				8.1	
	2,554	14026	25.9	DIKE				4.0	
	2,539	14030	29.9	SINAMOX				9.3	
	6,292	14040	39.2	OAKBROOK				15.0	
	1,280	14055	54.2	MAUPIN				0.8	
	4,526	14056	55.1	CAMBRAI		ABS TWC		8.2	
	2,557	14064	63.3	NENA				7.3	
	5,533	14071	70.6	DIXON				9.0	
	5,294	14080	79.6	KASKELA				5.7	
	5,386	14086	85.3	SOUTH JCT				8.2	
	1,746	14094	93.5	GATEWAY				5.8	
	5,579	14100	99.3	PAXTON				5.4	
	2,474	14105	104.7	MADRAS	Y			5.0	
	4,885	14110	109.7	METOLIUS				4.8	
	2,677	14115	114.5	CULVER				6.6	
	5,570	14122	121.1	OPAL CITY				7.9	
	2,548	14130	129.0	TERREBONNE				2.8	
	4,202	14132	131.8	PRINEVILLE JCT	JY			2.3	
	5,122	14135	134.1	REDMOND	Y			9.2	
	6,336	14144	143.3	DESCHUTES				8.7	
		14152	152.0 0.0Z	BEND	Y BTR			12.6	
	8,725	14165	12.6Z	LAVA		TWC		19.0	
	7,836	14183	31.6Z	LAPINE				19.1	
	7,816	14203	50.7Z	CRESCENT				17.1	
	8,339	14220	67.8Z	CHEMULT	JR			219.5	

Between Chemult and Bieber Line Jct., UPRR rules and timetable govern.

Radio Channel No. 66 in service.

Radio Call-In		
Sinamox-74(X)	Wishram-89(X)	Maupin-10(X)
South Jct.-19(X)	Madras-12(X)	Redmond-13(X)
Bend-14(X)	Beal-15(X)	Klamath Falls-16(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatchers' Phone Numbers

(800) 285-4967 or 234-6454, Mon.-Fri. 0430-2030
 (800) 285-0064 or 234-1605, Mon.-Fri. 2030-0430, Sat.-Sun. 24 Hrs.

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Fallbridge to Metolius	35 MPH.
Metolius to Bend	50 MPH.
Bend to Chemult	49 MPH.

1(B). Speed—Permanent Restrictions

Between Wishram and Bend

MP 0.2 to MP 1.1	10 MPH.
MP 23.4 to MP 24.3	10 MPH.
MP 24.3 to MP 43.6	30 MPH.
MP 43.6 to MP 44.6	25 MPH.
MP 49.1 to MP 49.3	30 MPH.
MP 61.3 to MP 62.5	10 MPH.
MP 62.5 to MP 67.6	30 MPH.
MP 67.6 to MP 68.0	10 MPH.
MP 75.3 to MP 79.1	25 MPH.
MP 87.0 to MP 98.5	
Eastward	10 MPH.
Westward	13 MPH.
MP 109.1 to MP 109.3	25 MPH.
MP 114.2 to MP 114.3 (HE only)	35 MPH.
MP 134.4 to MP 134.9 (HE only)	35 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

On sidings 10 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Fallbridge to Chemult 143 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

Bend—Six-axle locomotives and six axle derricks not permitted on Haines, Drill and Mill spurs.

3. Type of Operation

ABS—in effect:

Fallbridge MP 0.2 to Bend MP 149.8

TWC—in effect:

Fallbridge MP 0.2 to Chemult MP 67.8Z

Yard Limits—in effect:

Madras MP 103.2 to MP 106.0

Prineville Jct. MP 130.6 to Redmond MP 136.6

Bend MP 148.6 to MP 149.8

Restricted Limits—in effect:

Bend MP 149.8 to MP 3.1

Chemult MP 66.2Z to MP 67.8Z

Interlockings and Drawbridges not Indicated at Station

Columbia River Drawbridge MP 0.6 is controlled by automatic interlocking. Eastward trains must stop at first eastward absolute signal at OT Jct. and be governed by instructions posted in box. Westward trains must not enter draw span 75 foot approach circuits, or bridge must not be lowered by maintenance personnel or be occupied by hy-rail inspection vehicles or motorcars until determined by radio communication that river traffic is clear. If signal fails to indicate proceed, be governed by instructions posted in control box. Trains from UP trackage must not enter track release section at O.T. Jct. if restricted by opposing train movement until movement clears O.T. Jct.

4. General Code of Operating Rules Items

Test Mile Locations

MP 24.2Z to MP 25.2Z

Rule 6.19—When flagging is required, distance will be 1.0 mile between Wishram and Metolius and 2.0 miles between Metolius and Bieber.

Rule 15.1—OT Jct.—Westward Union Pacific trains will receive track warrant at Dalles.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other FED locations
MP 50.4—Recall Code 108

6. FRA Exempted Track—None

7. Special Conditions

On the East Leg of the Wye, between the Fallbridge Subdivision and MP 0.4, on the Oregon trunk Subdivision, movements will be made under GCOR Rule 6.28.

Between OT Jct. and Chemult—Loaded garbage trains, loaded unit grain trains, loaded beet trains or freight trains handling one or more loaded grain pools will hold the main line when meeting, passing, or being passed by other trains, except when authorized by train dispatcher.

Between OT Jct. and South Jct.—When required to set out cars, do not block access to setoffs.

Moody—Siding must not be blocked between East Switch and Industry track.

South Jct.—When opposing trains are meeting, westward train will take siding.

Paxton—When opposing trains are meeting, westward train will take siding.

Deschutes—When opposing trains are meeting, westward train will take siding.

Bend, East Passing Track—When opposing trains are meeting, westward train will take siding.

Cascan—Eastward trains pull all the way to the fluorescent red line at east end of yard, or further, to ensure that lead and switches are not fouled when parking train.

Lapine—When handling dimensional shipments on siding, look out for close clearance at loading device overhanging siding.

Chemult—When opposing trains are meeting, eastward train will take siding.

Handling 80 Feet or Longer Cars—Trains of greater than 6000 trailing tons must handle loaded cars, 80 feet and longer, in the rear 6000 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

Between Madras and South Jct.—Trains of greater than 4300 trailing tons must handle empty cars, 80 feet and longer, in the rear 4300 tons.

Train Inspections—A member of inbound crews on through trains operating cabooselless will give the outbound train a roll-by inspection and advise outbound crew the condition of the train, unless outbound crew will not be immediately available or inbound crew is otherwise relieved of duties.

Close Clearance—May exist on all auxiliary tracks.

Hazardous Material—Oregon Vehicle Code 824.084: Visual external inspections required on all cars standing in rail yards or stations more than two hours. Each rail car containing hazardous material and bearing an “Explosive A”, “Flammable Gas” or “Poison Gas” placard as required by federal regulation, and which remains in a rail yard or station for more than two hours, shall be visually inspected externally by the transporting railroad within two hours of the car’s arrival and within two hours of the car’s departure.

As part of the implementation of the visual inspection requirements of OVC 824.084, the required inspections, if no carman is on duty, shall be made by member of the train or switch crew at each yard or station where the affected rail car terminated or originated. The person making the inspection shall ascertain whether there is any evidence or signs of leakage or other loss or change of contents from any affected rail cars and whether there are any obvious defects in the running gear of any affected rail cars. The dispatcher shall be immediately notified of all problems observed which are not promptly corrected.

Hot Weather Speed Restrictions

When ambient temperature exceeds 90 degrees Fahrenheit, all trains must be reduced to 10 MPH below maximum authorized track speed, including curves and turnouts. Trains over 100 TOB must not exceed 35 MPH. Reduction below 10 MPH will not be required, unless the train is otherwise restricted to a lower speed. Air Brake and Train Handling Rule 104.10 will govern movement when entering or operating in temporary speed restrictions.

8. Line Segments

Road Line Segments

Line Segment Limits

- 53 Fallbridge to Bend
- 54 Bend to Chemult

Yard Line Segments

Line Segment Limits

- 637 Bend O.T.
- 638 Cascan

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
14047 Sherar	7.3 east of Maupin-MP 46.9	34	East
14051 Tuscan	3.8 east of Maupin-MP 50.4	10	East
14068 Dant	3.7 west of Nena-MP 67.0	3	East
14154 Cascan	2.8 west of Bend-MP 2.0Z	Yard	Both
14225 Diamond Lake	5.3 west of Chemult-MP 498.0	112	Both
14231 Yamsay (UP)	10.7 west of Chemult-MP 492.6	111	Both
14240 Lenz (UP)	19.9 west of Chemult-MP 483.4	112	Both
14249 Fuego (UP)	28.8 west of Chemult-MP 474.5	112	Both
14258 Calimus (UP)	38.0 west of Chemult-MP 465.3	130	Both
14266 Chiloquin (UP)	46.6 west of Chemult-MP 456.7	113	Both
14271 Lobert (UP)	50.6 west of Chemult-MP 451.8	130	East
14276 Modoc Point (UP)	56.1 west of Chemult-MP 447.2	111	Both
14284 Aigoma (UP)	64.4 west of Chemult-MP 438.9	111	Both
14289 Wocus (UP)	69.2 west of Chemult-MP 434.1	111	Both
14291 Chelsea (UP)	71.4 west of Chemult-MP 431.9	113	Both
14293 Kiamath Falls Depot (UP)	73.8 west of Chemult-MP 429.5	Yard	Both

W E S T W A R D	Length of Siding (Feet)	Station Nos.	Mile Post	Wishram Subdivision MAIN LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Str.	E A S T W A R D		
				Rule 4.3							
		12143	231.4	PASCO	BMJTY	ABS		1.7			
		12148	229.7	SP&S JCT	MJY			1.2			
	7,932	12147	228.5	HOVER		CTC		4.6			
	3,632	12151	223.9	FINLEY				8.1			
	9,352	12159	215.8	YELLEPIT				12.5			
	7,015	12172	203.3	BERRIAN				11.3			
	9,351	12183	192.0	PLYMOUTH				12.2			
	7,052	12195	179.8	PATERSON				9.4			
	9,128	12205	170.4	WHITCOMB				12.7			
	7,103	12218	157.7	McCREIDIE				9.9			
	8,459	12228	147.8	ROOSEVELT				11.9			
	7,099	12240	135.9	BATES				10.9			
	9,136	12250	125.0	TOWAL				11.8			
	7,092	12261	113.8	MARYHILL				7.7			
		12269	106.1	WISHRAM	BJT					125.9	

Radio Channel No. 87 in service.

Radio Channel No. 76 in effect between SP&S Jct. and Pasco.

Radio Call-In		
Kennewick-54(X)	Yellepit-70(X)	Umatilla-71(X)
Whitcomb-73(X)	Roosevelt-59(X)	Towal-75(X)
Maryhill-41(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatchers' Phone Number

1-800-285-0062 or 234-1619

From Pasco to SP&S Jct. is part of and under jurisdiction of the Washington Division.

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Pasco to Wishram	79 MPH.	60 MPH.

1(B). Speed—Permanent Restrictions

MP 231.3 to MP 230.9	10 MPH.	10 MPH.
MP 230.9 to MP 229.1	35 MPH.	25 MPH.
MP 215.1 to MP 211.5	60 MPH.	50 MPH.
MP 187.5 to MP 182.4	70 MPH.	60 MPH.
MP 174.6 to MP 174.3	60 MPH.	50 MPH.
MP 174.2 to MP 154.2	70 MPH.	60 MPH.
MP 150.2 to MP 142.5	70 MPH.	60 MPH.
MP 138.6 to MP 137.7	70 MPH.	60 MPH.
MP 132.9 to MP 131.3	70 MPH.	60 MPH.
MP 121.4 to MP 112.7	70 MPH.	60 MPH.
MP 112.7 to MP 107.7	50 MPH.	50 MPH.
MP 107.7 to MP 106.1	60 MPH.	60 MPH.

1(C). Speed—Switches and Turnouts

Over Switch No. 9 from Walla Walla Main to Eastward Freight Main	10 MPH.	10 MPH.
On sidings and/or through dual control turnouts at the following locations:		
Hover	25 MPH.	25 MPH.
Except East Dual Control Turnout	12 MPH.	12 MPH.
Roosevelt	30 MPH.	30 MPH.
Plymouth	30 MPH.	30 MPH.

Yellepit
Plymouth
Whitcomb
Bates Towal

Berrian
Paterson
McCredie

Maryhill 35 MPH. 35 MPH.
Through dual control turnouts at the following locations:

Pasco (MP 230.2)	
SP&S Jct.	25 MPH. 25 MPH.

1(D). Speed—Other

Pasco Wye Track 10 MPH. 10 MPH.
MP 230.9 to MP 229.1
(Empty intermodal and unit trains only) 35 MPH. 35 MPH.
Trains over 100 tons per operative brake must not exceed 25 MPH through turnouts shown to exceed that speed.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Pasco to Wishram 143 tons
35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

3. Type of Operation

CTC—in effect:

SP&S Jct. MP 229.3 to Wishram MP 106.1.

ABS—in effect:

Pasco MP 231.4 to SP&S Jct. MP 229.3.

Yard Limits—in effect:

Pasco MP 231.4 to SP&S Jct. MP 229.3.

Manual Interlockings not using Track and Time (Rule 10.3) to protect MW employees

Pasco and SP&S Jct.—Maintenance of Way employees may occupy manual interlockings on verbal authority from Pasco operator. Pasco operator must provide protection for movement until Maintenance of Way employees have reported clear of the limits.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.5 miles between Pasco and Wishram.

Rule 10.2—Following switches not equipped with electric locks:

MP 113.6	Maryhill—Spur track
MP 125.0	Towal—Spur track
MP 135.9	Bates—Spur track
MP 147.8	Roosevelt—Industry switches
MP 157.7	McCredie—Spur track
MP 170.4	Whitcomb—Industry Track switches
MP 179.8	Paterson—Spur track
MP 192.0	Plymouth—All switches off siding
MP 202.6	Berrian—Spur track
MP 215.4	Yellepit—Spur track
MP 228.7	Hover—Pacific Hide & Fur Spur

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other FED locations
 - MP 128.0—Recall Code 758
 - MP 152.2—Recall Code 598
 - MP 177.2—Recall Code 738
 - MP 207.8—Recall Code 718

6. FRA Excepted Track—None

7. Special Conditions

Pasco—All trains arriving Pasco will use BNSF radio channel No. 76 to communicate with Pasco operator and yardmaster when requesting a yard track. After requesting yard tracks, obtain permission from Pasco Tower before entering yard.

All outbound trains will secure verbal authority from Pasco operator before moving from yard track.

Between East Switch Pasco and East Switch Hover—Controlled signals are under jurisdiction of operator at Pasco.

Cliffs—Due to extreme grade, air will be cut in and operative on all cars being handled to and from Aluminum Plant.

Trains pulling loads into Columbia Aluminum plant must use Center #2 track as running track and use crossovers to set cars to South #1 track. Trains shoving loads to Columbia Aluminum can use Center #2 track and South #1 track as running tracks.

Train Inspections—A member of inbound crew on through trains operating cabooselless will give the outbound train a roll-by inspection and advise outbound crew the condition of the train, unless outbound crew will not be immediately available or inbound crew is otherwise relieved of duties.

Hot Weather Speed Restrictions—When ambient temperature exceeds 90 degrees Fahrenheit, all trains must be reduced to 10 MPH below maximum authorized track speed, including curves and turnouts. Trains over 100 tons per operative brake must not exceed 35 MPH. Reduction below 10 MPH will not be required, unless the train is otherwise restricted to a lower speed. Air Brake and Train Handling Rule 104.10 will govern movement when entering or operating in temporary speed restrictions.

Roosevelt—Derails and blue flags have been installed on both ends of the three ramp tracks at Regional Disposal Company's (RDC) intermodal facility at Roosevelt. Responsibilities of RDC and BNSF employees are as follows:

The RDC foreman is responsible for the application and removal of the blue flags/lights, derails and locks which will be applied prior to beginning of loading/unloading a track and removed, and locked, when finished. When a train is spotted for unloading during RDC working hours, the foreman will not flag the track until he has ascertained from the BNSF crew that the track is properly secured.

When spotting an inbound train in RDC's yard, BNSF crew will position it so all rail equipment will be at least 150 feet inside the derail after moving the power to the west end of their inbound train and secure the train per Air Brake and Train Handling Rule 103.8. If RDC tracks are blue flagged, a member of the BNSF train crew will contact the RDC foreman for their removal, any spotting instructions, and inform the foreman when any cars left are properly secured.

Close Clearance—May exist on all auxiliary tracks.

8. Line Segments

Yard Line Segments

Line Segment	Limits
471	Pasco Hump
630	Pasco
631	Pasco WFE
632	Wishram

Ballast Pits

Line Segments	Limits
684	Cactus
688	Whitcomb—MP 174.0
46	Pasco
47	Pasco to Wishram

Road Line Segments

Line Segment	Limits
46	Pasco
47	SP&S Jct. to Wishram

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Feet	Switch Opens
12200 Whitcomb Pit	3.9 east of Whitcomb-MP 174.3	37	Both
12255 Cliffs (Aluminum Plant)	5.0 east of Maryhill-MP 118.6	33	West
12256 Hewett	4.0 east of Maryhill-MP 117.6	60	Both

GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, use the following words:

“Foreman (name) (of Gang No.) using track bulletin no. ___ line no. ___ between MP ___ and MP ___ on ___ Subdivision.”

1. To permit a train to pass a red flag (or light) without stopping, add the following:
 “Unless otherwise restricted, (train) may pass red flag or light located at MP ___ without stopping.” (Specify track if necessary.) Unless otherwise restricted, the train may pass the red flag or light at restricted speed without stopping.
2. To permit a train to proceed at other than restricted speed, add the following:
 “Unless otherwise restricted, (train) may proceed through the limits at ___ MPH (or at maximum authorized speed).” (Specify track if necessary.) The train may move through the limits at the speed specified, unless otherwise restricted.
3. To require a train to move at restricted speed, but less than 20 MPH, add the following:
 “Unless otherwise restricted, (train) must proceed at restricted speed but not exceeding ___ MPH.” (Specify distance and track if necessary.) Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.
4. To permit a train to move at a higher speed after receiving permission to pass a red flag or light at specific speed for a specific distance, add the following:
 “Unless otherwise restricted, (train) may pass red flag (or light) located at MP ___ (without stopping) at ___ MPH until the entire train has passed MP ___. You may then proceed at (higher speed) MPH (or at maximum authorized speed).” (Specify track if necessary.) Only one additional speed can be given. It must be higher than the speed permitted by the red flag or light, and the speed will extend to the end of the Form B limits, unless otherwise restricted.

Speed Tables

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9