



Portland Division

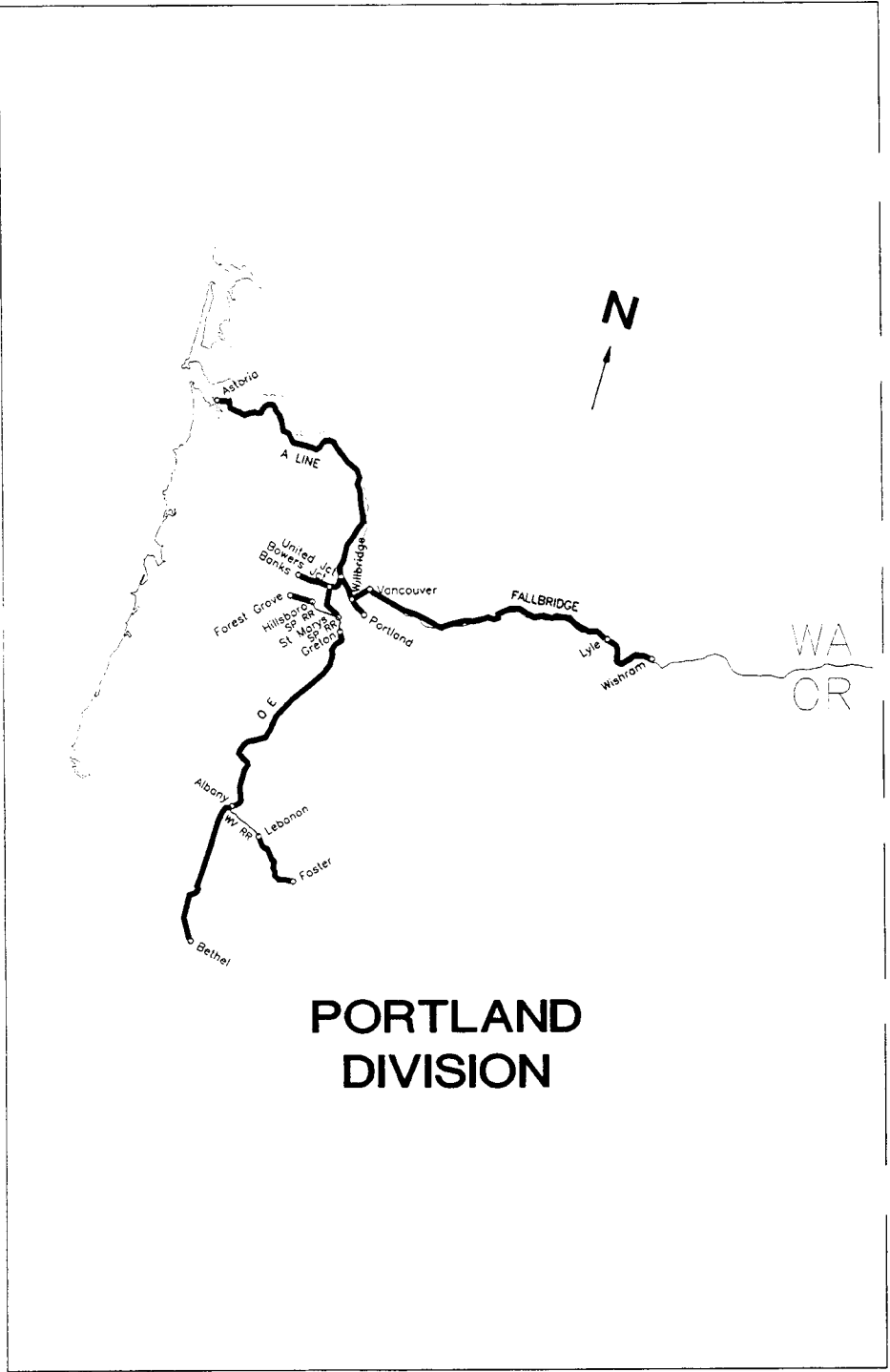
Timetable No. 1

**IN EFFECT AT 0001
Pacific Continental Time**

Sunday April 10, 1994

**Division Superintendent
R.R. FAY
Vancouver, WA
418-6371**

**See Back Cover for Division Operating Supervisor's Names, Locations
and Phone numbers**



**PORTLAND
DIVISION**

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Fallbridge Subdiv MAIN LINE STATIONS		Distance from Wishram	EASTWARD
					Trk	Oper		
		12269	47	106.1	2MT	WISHRAM BJKTX(2)		0.0
		12272		103.2		AVERY		2.1
9,935	12282	93.3				NORTH DALLES		11.8
3,327	12290	85.3				LYLE		20.6
11,115	12299	75.9				BINGEN		30.3
9,888	12309	65.8				COOKS		40.1
11,085	12321	54.8				STEVENSON		52.1
9,958	12333	42.5				SKAMANIA		63.1
9,910	12347	28.9				WASHOUGAL		78.5
	12351	23.8				CAMAS	CTC	81.5
	12361	14.5				McLOUGHLIN		91.9
	12363	12.1			2MT	EAVAN X		93.7
	12365	9.9				VANCOUVER BIJKTXY		96.1
	12368	8.1				N PORTLAND JCT WJXY		98.0
	12369	7.0				EAST ST JOHNS BJXY		99.1
	12372	4.3			DT	WILLBRIDGE BIJKTXY	ABS	101.8
	12373	2.0				LAKE YARD KTTY		104.1
	12375					PORTLAND		
	12374	0.0				(Union Station) BKTXY		106.1

BN Radio Channel No.1 in service on this Subdivision.

Train Dispatcher Calls: Wishram-76, Lyle-78, Bingen-79, Stevenson-80, Camas-81.
 Wishram West Dispatcher- 1-800-285-0082 or 625-6323
 Emergency Train Dispatcher Call - 911

1. Maximum Speed Permitted-	Passenger	Freight
Wishram to Portland	70 MPH.	60 MPH.
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)	25 MPH.	25 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.

PORTLAND DIVISION

MP 5.0 to MP 0.9	35 MPH.	35 MPH.
MP 0.9 to MP 0.0	10 MPH.	7 MPH.
Vancouver Middle Lead Track between 8th Street and Vancouver Center	10 MPH.	10 MPH.
On Willbridge Wye track	15 MPH.	15 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.
Through turnouts:		
Vancouver Center		
Vancouver Center to Yard Lead	10 MPH.	10 MPH.
Through dual control turnouts:		
Columbia River Bridge Interlocking to Fallbridge Subdivision	10 MPH.	10 MPH.
Willbridge Interlocking	15 MPH.	15 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.

	Up to 100 tons O/B	Over 100 tons O/B
Portland and Vancouver—		
Engine Westward freight trains passing signals:		
Interlocking, Willamette River bridge 5.1	25 MPH.	15 MPH.
3.1	35 MPH.	30 MPH.
2.1	35 MPH.	25 MPH.
1.5	30 MPH.	20 MPH.
Engine Eastward freight trains passing signals:		
1.2	35 MPH.	25 MPH.
2.8	35 MPH.	25 MPH.
6.2	40 MPH.	35 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
 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Six axle locomotives 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.

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

Rule 6.13 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 8.0, trains and engines may occupy the main track on signal indication. Trains and engines occupying main track at other than controlled signals must obtain OCS permission.

See System Special Instructions, item 14.

All trains at Portland Union Station must obtain permission from Wishram West 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 Vancouver MP 10.1

Double Track between:

Vancouver MP 10.1 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.
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 hi-rail movements are controlled by Wishram West 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–Westward NRPC trains must receive track warrant endorsed "Wishram West" at Wishram.

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations:

- McLoughlin MP 18.8
- Prindle MP 37.6
- Home Valley MP 61.0
- Bingen MP 81.7
- Avery MP 100.0

6. FRA Excepted Track–NONE

7. Special Conditions–

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

At the intersection of 29th Avenue and Nicolai Street control of traffic signals operate 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 Pennwalt 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 Pennwalt–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 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.

Care must be exercised to avoid blocking the crossings unnecessarily.

Basic Operation:

Train occupies track circuit in approach of the stop sign, 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— Hoyt Street Yard— All tracks except Nos. 1, 2, and 3 in the Middle yard have impaired clearance and will not clear a man on side of car.

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

Terminal 6— Track occupancy south of Marine Drive will be controlled by a Staff System. A Staff is located on a stand next to the rail at Marine Drive. This Staff is secured by a BN switch lock and a Rampmaster lock. BN or Rampmaster crews occupying any track south of Marine Drive must have Staff in their possession. Staff must be returned to stand when track occupancy completed.

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 on engine must stop at sign located 75 ft. 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.

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.

No switching service is to be performed on wood chip tracks between 1400 and 0830 without first contacting James River personnel.

Skamania—Do not block crossing west end of siding between 0700 and 0800, and between 1530 and 1630 Monday through Friday when school is in session to allow school bus access.

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 Rule 241 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.

Close Clearance —May exist on all auxillary tracks.

Hazardous Material— Oregon Statute ORS 761.395: 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 cars arrival and within two hours of the cars departure.

As part of the implementation of the visual inspection requirements of ORS 761.395, the required inspections, if no carmen 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 originates. 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.

8. Other 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	Guilds Lake Yard	Hub Center

Other Road Line Segments—NONE

Ballast Pits—NONE

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
12278 Dallesport Ind. Park	3.7 east of North Dalles	Yard	East
12279 Dam Spur	3.3 east of North Dalles	10	West
12300 Underwood Fruit & Whse.	0.9 west of Bingen	6	East
12304 Hood	4.3 west of Bingen	54	Both
12316 Home Valley	6.6 west of Cooks	40	Both
12322 Stevenson Plywood Co	1.6 west of Stevenson	15	East
12326 North Bonneville (1 Track)	5.0 west of Stevenson	104	Both
12337 Prindle	4.3 west of Skamania	3	East
12343 Mt Pleasant	4.0 east of Washougal	95	Both
Old Siding Washougal	Washougal	70	Both
12350 Camas-Washougal Port	3.8 east of Camas	15	East
CRT Spur	2.2 east of Camas	3	East
Hamilton Bros. Lumber Co.	2.0 east of Camas	3	East
12355 Columbia Vista Lbr Co.	3.4 west of Camas	2	West
12362 Portco (Main 2)	1.0 east of Eavan	6	East

WESTWARD	Length of Siding In Feet	Station No.	Line Segment	Mile Post Location	A Line Subdiv		Distance from Will-bridge
					BRANCH LINE	STATIONS	
				Trk	Rule 4.3	Oper	
		12372		4.3		WILLBRIDGE BIJKTY	0.0
		68203		7.3		LINNTON Y	3.0
	4,945	68204		8.9		HARBOR SIDING Y	4.6
		68206		10.0		UNITED JCT JY	5.7
	1,440	68208		12.8		HOLBROOK	8.5
	1,653	68216		19.9		SCAPPOOSE Y	15.6
	2,365	68223		27.6		ST. HELENS BKY	23.3
	2,278	68227	440	31.3		REICHHOLD Y	27.0
	1,121	68235		39.5		GOBLE	35.0
	2,595	68243		46.8		AVON	42.5
	2,574	68252		56.1		MAYGER	51.5
	2,304	68258		62.2		CLATSKANIE Y	57.9
	1,426	68267		71.1		WESTPORT	66.9
		68269		73.5		WAUNA	69.2
	2,113	68274		78.7		CLIFTON	74.1
	1,122	68282		86.7		KNAPPA	82.2
		68296		99.7		ASTORIA Y	95.4

BN Radio Channel No. 1 and 2 in service on this Subdivision. Train Dispatcher Call: Green Mountain-48.

Branch Line Dispatcher- 1-800-285-0064 or 625-6476
Emergency Train Dispatcher Call - 911

1. Maximum Speed Permitted-	Freight
Willbridge to Astoria	30 MPH.
MP 17.3 to MP 18.8	25 MPH.
MP 18.8 to MP 20.4	20 MPH.
MP 20.4 to MP 45.3	25 MPH.
MP 45.3 to MP 45.9	10 MPH.
MP 45.9 to MP 72.8	25 MPH.
MP 72.8 to MP 73.8	15 MPH.
MP 73.8 to MP 98.9	25 MPH.
MP 98.9 to MP 102.0	10 MPH.
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:**
- Willbridge to Astoria 131.5 tons
- Astoria 110 tons
- 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.
- Derricks heavier than 175 ton and over not permitted.
- Between United Jct and Astoria-Six axle locomotives heavier than 175 tons not permitted.

3. Type of Operation-
- TWC in effect:
- United Jct MP 10.0 to Astoria MP 99.7

Rule 6.13 Yard limits in effect:

Willbridge MP 4.3 to United Jct MP 10.0
 Trains and engines must obtain permission from Willbridge
 yardmaster before entering these limits.
 Scappoose MP 18.6 to MP 21.0
 St. Helens MP 25.5 to Reichhold MP 32.0
 Clatskanie MP 61.4 to MP 63.0
 Astoria MP 96.1 to MP 99.7

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

employees— Willbridge – Maintenance of Way employees may occupy interlocking on
 OCS authority from train dispatcher.

Drawbridges not Indicated at Station—

John Day River, MP 94.8. Clatskanie River, MP 62.7.
 Blind Slough, MP 84.8.

4. General Code of Operating Rules Items—

Rule 6.17 Normal position for main track switch United Jct is lined for OE subdivision.

Rule 6.19—When flagging is required, distance will be 1 mile.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. FRA Ecepted Track— NONE**7. Special Conditions—**

St. Helens—Crossing signals have been installed at old Portland Road at Multnomah
 switch lead, located at MP 26.5. Trains must stop at stop signs, 25 feet from crossing, and
 wait for signals and gates to operate before proceeding over crossing.

Astoria—Account rusty rail conditions, automatic crossing signals at MP 100.1, MP 100.2,
 MP 100.3, MP 100.4, MP 100.5, and MP 101.5 may be ineffective. Trains and engines
 must stop before crossing and crew member must be in position on the ground at the
 crossing prior to movement by train or engine to warn highway traffic.

Stop signs installed on both sides of 3rd St. protect crossing as outlined above.

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 auxillary tracks.

Hazardous Material— Oregon Statute ORS 761.395: 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
 cars arrival and within two hours of the cars departure.

As part of the implementation of the visual inspection requirements of ORS 761.395, the
 required inspections, if no carmen 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 originates. 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.

8. Other Line Segments—NONE

9. Locations not Shown as Stations—

Name		Miles—Location	Capacity Cars	Switch Opens
68202	Gasco	1.3 west of Willbridge	10	West
68222	Multnomah Plywood	1.5 east of St. Helens	25	East
68226	Columbia City Tracks	0.6 east of Reichhold	50	Both
68237	Trojan	1.3 west of Goble	10	West
68254	Port Westward on spur	2.2 west of Mayger	Yard	East

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	O E Subdiv		Distance from United Jct.
					BRANCH LINE	STATIONS	
					Trk	Rule 4.3 Oper	
		66206	442	10.0	UNITED JCT	JY	0.0
		68705		14.6	TUNNEL SPUR		4.5
		68707		17.1	BOWERS JCT	Y	7.0
3,822	68410	26.4		BEAVERTON	BKY	TWC	16.4
	68411	26.7		ST. MARYS	JY		16.7
							4.5

BETWEEN ST. MARYS AND GRETON SOUTHERN PACIFIC TRANSPORTATION COMPANY RULES AND TIMETABLE GOVERN.

	68414		31.3	GRETON	JY	21.2
3,803	68415		32.1	TIGARD	Y	21.9
1,166	68476		42.8	WILSONVILLE		32.9
3,664	68428		45.6	CURTIS		35.9
	68436		53.3	LOGANVILLE		43.4
3,647	68437	442	54.4	WEST WOODBURN		44.5
3,554	68452		68.6	BUSH	Y	58.6
	68454		69.0	SALEM	BKY	59.0
5,668	68456		72.6	MINTO	Y	62.8
3,546	68468		84.6	SIDNEY		74.8
	68479		96.5	ALBANY	BJKTY	86.7

to AMERICAN 20.8

	68479	634	0.0	ALBANY	BJKTY	
BETWEEN ALBANY AND LEBANON WILLAMETTE VALLEY RAILWAY						
COMPANY RULES AND TIMETABLE GOVERN						
	68815	634	14.5	LEBANON	Y	
	68832		31.9	FOSTER	Y	

1,500	68500	442	117.1	JUNCTION CITY		107.5
	68512		128.8	BETHEL	Y	118.5
			139.0			128.7

BN Radio Channel No. 1 and 2 in service on this Subdivision. Train Dispatcher Calls: Beaverton-84, Salem-85, Albany-86, Eugene-87, Green Mountain-48. Branch Line Dispatcher- 1-800-285-0064 or 625-6476 Emergency Train Dispatcher Call - 911

1. Maximum Speed Permitted-		Freight
MP 10 to MP 17.6	Westward	15 MPH.
	Eastward	10 MPH.
MP 17.6 to MP 21.4		20 MPH.
MP 21.4 to MP 22.2		10 MPH.
MP 22.2 to MP 25.4		20 MPH.
MP 25.4 to MP 26.7		10 MPH.
MP 31.3 to MP 32.9		20 MPH.
MP 32.9 to MP 51.5		35 MPH.
MP 36.1 over Tualatin - Sherwood Hwy		25 MPH.
MP 51.5 to MP 57.4		25 MPH.

MP 57.4 to MP 66.4	35 MPH.
MP 66.4 to MP 69.1	20 MPH.
MP 69.1 to MP 71.4	10 MPH.
MP 71.4 to MP 73.3	20 MPH.
MP 73.3 to MP 78.3	35 MPH.
MP 78.3 to MP 79.9	10 MPH.
MP 79.9 to MP 88.4	35 MPH.
MP 88.4 to MP 89.7	25 MPH.
MP 89.7 to MP 93.1	35 MPH.
MP 93.1 to MP 100.5	20 MPH.
MP 100.5 to MP 117.0	10 MPH.
MP 117.0 to MP 124.0	25 MPH.
MP 124.0 to MP 129.0	10 MPH.
MP 129.0 to MP 135.7	25 MPH.
MP 135.7 to MP 139.0	20 MPH.
MP 139.0 to End of track MP 141.5	10 MPH.
Through turnouts MP 139.0 to end of track MP 141.5	5 MPH.
Bridges 17.4 and 22.1, cars heavier than 131.5 tons	10 MPH.
Bowers Jct to Banks	10 MPH.
BN Jct Hillsboro to Forest Grove	10 MPH.
Lebanon to Foster	20 MPH.
Sweet Home over 18th Ave	15 MPH.
Over Santiam Hwy., Salem Rd., and Geary St. on Foster branch line	10 MPH.
Over Geary St. and Water St. crossing Albany	10 MPH.
On sidings and through turnouts	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:

United Jct to St Marys	134 tons
St Marys to Bethel	131.5 tons
Br SP 719.7 Salem	110 tons
Albany to Foster	131.5 tons
Bowers Jct to Banks	134 tons
BN Jct Hillsboro to Forest Grove	134 tons

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

Six axle locomotives and 175 ton and heavier derricks not permitted, except six axle locomotives permitted between Banks and North Plains.

Albany to Foster:

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

3. Type of Operation--

TWC in effect:

United Jct MP 10.0 to Bethel MP 139.0

Rule 6.13 Yard limits in effect:

United Jct MP 10.0 to MP 10.9
 Bowers Jct MP 16.6 to MP 17.6
 Beaverton MP 25.0 to St. Marys MP 26.7
 Greton MP 31.3 to Tigard MP 32.9
 Bush MP 65.5 to Minto MP 73.3
 Albany MP 93.1 to MP 100.5
 Bethel MP 135.7 to MP 139.0
 Lebanon MP 14.5 to Foster MP 31.9

Locations Designated as Industrial Track--between:

Bowers Jct MP 17.1 and Banks MP 28.0
 BN Jct Hillsboro MP 4.7 and Forest Grove MP 10.3
 GCOR Rule 6.28 applies

Between St. Mary's and BN Jct Hillsboro-- Southern Pacific Transportation Co. Rules and timetable govern.

St. Marys to Greton—CTC under control of SP Branch Dispatcher at Roseburg, CA telephone number 916-781-7041 or 800-452-1699 ext. 7041.

4. General Code of Operating Rules Items—

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

Rule 8.3—Santiam Jct Switch, MP 96.8, Albany may be left lined and locked for movement last made. Trains and engines must approach this switch expecting it to be lined for other than main track movement.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures:

Tonquin (WWD) MP 39.1 (DED Only)

Donald (EWD) MP 46.9 (DED Only)

B. Other FED locations:

Tonquin (EWD) MP 39.1 (DED Only)

Donald (WWD) MP 46.9 (DED Only)

6. FRA Excepted Track—

All tracks between between Bowers Jct. MP 17.1 and Banks MP 28.0, and between Hillsboro MP 4.7 and Forest Grove MP 10.3. See GCOR Rule 6.12.

7. Special Conditions—

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

Between Bowers Jct and Banks—Account rusty rail conditions, automatic crossing signals at MP 21.4 may be ineffective. Trains and engines must stop before crossing and crew member must be in position on the ground at the crossing prior to movement by train or engine to warn highway traffic.

North Plains—All movements over Main Street Crossing must have member of crew on ground at crossing prior to movement by train or engine to warn highway traffic.

Greton—Eastward trains must stop at Tiedeman Road Crossing to determine if way is clear prior to occupying crossing assuring that any vehicles approaching from the west side have been stopped by SP Crossing gates and are not fouling OE Subdivision.

Tigard Siding—Account rusty rail conditions automatic crossing signals at Main St. crossing MP 32.2 may be ineffective. Trains and engines must stop before crossing and crew member must be in position on the ground at the crossing prior to movement by train or engine to warn highway traffic.

Between Tigard and West Woodburn—Dragging equipment detectors at MP 39.1 and MP 46.9 consisting of two white lights mounted back to back on a single mast and a flashing amber light mounted on adjacent mast operate as follows:

Enginemen must alert crew members on rear of train when approaching detector site.

Continuously illuminated white light as viewed from an approaching train—Train will be inspected.

Continuously illuminated white light as viewed from the rear of a passing train—No dragging equipment detected.

Flashing amber light illuminated and white lights extinguished—Dragging equipment detected—Stop and inspect train.

All lights extinguished as viewed from the rear of a passing train—Detector inoperative. Stop and inspect train and notify train dispatcher by first available means of communication.

Train must not move beyond dragging equipment sign located 10,000 feet beyond dragging equipment detector site until authorization to proceed is received from rear of train.

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.

Albany—The following will govern the use of the weigh-in-motion scale:

Maximum speed over scale is 5 MPH.

When a train or yard engine enters the storage track, the engineer will call Albany yard and receive permission from either the operator or yard clerk before crossing scale.

After permission is received, train speed will be governed by fixed signals, located at the scale, the west end and the east end of the storage track.

There, signals 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 out of service. Crew member must be in position on ground at the crossing prior to movement by train or engine to warn traffic.

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.

Between United Jct and Tunnel Spur—Trains of greater than 5000 trailing tons must handle empty cars, 80 feet and longer in the rear 5000 tons.

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.

Close Clearance —May exist on all auxillary tracks.

Hazardous Material— Oregon Statute ORS 761.395: 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 cars arrival and within two hours of the cars departure.

As part of the implementation of the visual inspection requirements of ORS 761.395, the required inspections, if no carmen 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 originates. 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.

8. Other Line Segments—

Yard Line Segments—

Line Segment	Yard	Limits
633	Salem	
634	Albany	Foster
635	Eugene	

Other Road Line Segments—NONE

Ballast Pits—NONE

9. Locations not Shown as Stations-

	Names	Miles-Location	Capacity Cars	Switch Opens
68402	Bandemeer	1.4 west of Bowers Jct	11	East
68404	Merle	3.9 West of Bowers Jct	16	West
68419	Tualatin	4.0 west of Tigard	8	Both
68420	Albertson-Oregon Culvert	5.4 west of Tigard	4	West
68421	Tri-County Industrial	5.8 west of Tigard	6	East
68423	Storwest (Mulloy)	5.2 east of Curtis	6	East
68432	Donald	3.7 west of Curtis	21	Both
68440	St. Louis	2.9 west of West Woodburn	8	East
68446	Hopmere	5.5 east of Bush	32	Both
68463	Orville	4.9 east of Sidney	14	Both
68487	Ehler-Van Waters and Rogers	6.2 west of Albany	10	East
68489	Verdura	8.2 west of Albany	4	West
68494	Fayetteville	13.2 west of Albany	12	East
68497	Potter	3.3 east of American	3	East
68501	Miller Seed Co.	10.4 east of Junction City	3	West
68504	Cartney	7.3 east of Junction City	6	East
68507	Harrisburg	5.0 east of Junction City	8	East
68518	Awbrey	3.3 east of Bethel	8	West
68519	Enid	1.3 east of Bethel	20	East
68526	Eugene	2.8 west of Bethel	Yard	Both
68816	Weidwood	15.9 west of Albany on spur	30	Both
68821	Bauman Lumber Co	20.9 west of Albany on spur	13	East
68826	Boise Cascade Plywood	26.0 west of Albany on spur	8	Both
68829	Sweet Home	29.0 west of Albany on spur	20	Both
68712	North Plains	4.9 west of Bowers Jct on spur	8	Both
68718	Banks	10.4 west of Bowers Jct on spur	15	Both
68605	Hillsboro	20.4 west of Bowers Jct on spur	14	Both
68611	Forest Grove	26.0 west of Bowers Jct on spur	14	Both

Division Operating Officers

M.C. BRUCE	Supt. Terminal Oper.	Vancouver	418-6377
C.E. BROOKS	Trainmaster	Vancouver	418-6331
G.W. BOWMAN	Trainmaster	Vancouver	418-6331
J.Z. ALBINGER	Trainmaster	Vancouver	418-6331
K.R. DEPEE	Trainmaster	Vancouver	418-6331
T.L. KEENE	Trainmaster	Vancouver	418-6331
J.E. WEBER	Asst. Trainmaster	Vancouver	418-6331
J.E. MEYER	Trainmaster	Vancouver	418-6363
G.A. FILCHER	Trainmaster	Albany	967-6753
E.E. PERCIVAL	Mgr. Operating Practices	Vancouver	418-6222
W.H. JACKSON	Roadmaster	Vancouver	418-6324
G.J. MOUAT	Roadmaster	Bingen	748-3204
A. CORONADO	Roadmaster	Albany	967-6754
C.K. WEBER	Safety	Vancouver	418-6233
R.A. MIKKELSON	Genl. Forman Cars	Vancouver	418-6355
R.L. FOSTER	Asst. Genl. Foreman Cars	Vancouver	418-6399
R.E. SLAGLE	Asst. Genl Foreman Cars	Portland	241-6295
O.H. NICKERSON	Genl Forman Locomotives	Portland	241-4417
S.P. MALLORY	Mgr. Operating Rules	Vancouver	418-6234