

BNSF

Burlington Northern Santa Fe

**Oregon
Division**

**Timetable
No. 1**

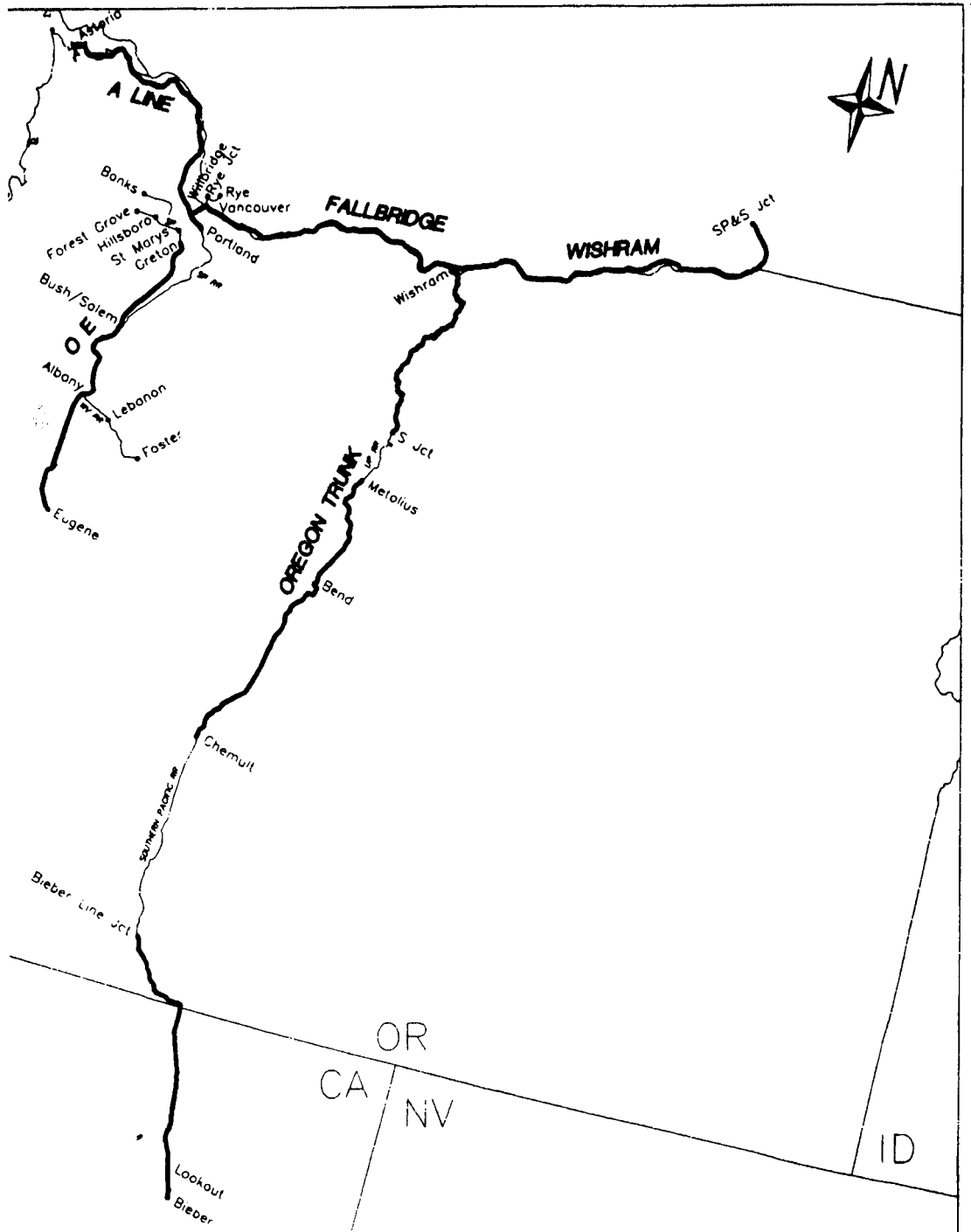
**IN EFFECT AT 0001
Pacific Continental Time**

Thursday August 1, 1996

**Division Superintendent
R.R. FAY
Vancouver, WA
(360) 418-6371**

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

Burlington Northern Santa Fe Oregon Division



WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Fallbridge Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
		12269	106.1	WISHRAM	BJTX(2)	2MT	
		12272	103.4	AVERY		CTC	
9,935	12282	93.3	NORTH DALLS				
3,200	12290	85.3	LYLE				
11,115	12299	75.5	BINGEN				
9,888	12309	65.4	COOKS				
11,085	12321	53.9	STEVENSON				
9,958	12333	42.8	SKAMANIA				
9,910	12347	28.9	WASHOUGAL				
	12351	24.5	CAMAS			CTC	
	12361	14.5	McLOUGHLIN				
	12363	12.1	EAVAN		X	2MT	
	12365	9.9	VANCOUVER	BMJTX		CTC	
	12368	8.1	N PORTLAND JCT	MJXY			
	12369	7.0	EAST ST JOHNS	BJXY			
	12372	4.3	WILLBRIDGE	BMJTX		DT	
	12373	2.0	LAKE YARD	TXY		ABS	
	12375		PORTLAND			TWC	
	12374	0.0	(Union Station)	BTXY			

BNSF Radio Channel No.87 in service on this Subdivision.

Dispatcher Radio Call-in:	
Wishram-76	Lyle-78
Bingen-79	Stevenson-80
Camas-81	Vancouver-50

Wishram West Dispatcher- 1-800-285-0082 or 234-1617
Emergency Train Dispatcher Call - 911

1. Speed Regulations

1(A). Speed - Maximum

Wishram to Portland	Passenger 70 MPH.	Freight 60 MPH.
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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 0.9	35 MPH.	35 MPH.
MP 0.9 to MP 0.0	10 MPH.	10 MPH.

1(C). Speed – Switches and Turnouts

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 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

..... 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.

Portland and Vancouver-

Westward freight trains Up to 100 tons O/B Over 100 tons O/B

passing signals:

Interlocking, Willamette River Bridge 5.1 25 MPH. 15 MPH.

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.

MP 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 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. Method 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 8.0, trains and engines may occupy the main track on controlled signal indication or verbal OCS permission.
Between MP 8.0 and MP 0.9 eastward main track; MP 0.6 westward main track, trains and engines may occupy main track with verbal OCS permission.
See System Special Instructions, Item 14, Rule 18.0 Occupancy Control System (OCS).
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.

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 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

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting bridges, tunnels or other structures—None

B. Other FED locations:

McLoughlin	MP 19.8
Prindle	MP 37.6
North Bonneville	MP 48.4
Home Valley	MP 61.0
Hood	MP 70.7
Bingen	MP 81.7
Avery	MP 100.0

6. FRA Excepted Track–

Portland—St. Helens road lead, west of 12th St. yard.

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	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 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– 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 and 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 protected by industry flag and rampmaster lock when in use by rampmaster crews. Refer to GCOR Rule 5.14.

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.

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 crossing west end of siding between 0730 and 0800, between 1430 and 1500, and between 1530 and 1600 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 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 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.

Automatic Equipment Identification (AEI)—Located at: North Portland Jct, MP 8.0 to MP 8.2.

Close Clearance —May exist on all auxiliary 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.

FALLBRIDGE SUBDIVISION

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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	Guilds 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	Yard	East
12279 Dam Spur	3.3 east of North Dalles	10	West
12290 Skidway (2 tracks)	Lyle	106	Both
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	70	Both
12350 Camas--Washougal Port	3.8 east of Camas	15	East
	CRT Spur	3	East
	Hamilton Bros. Lumber Co.	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

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Wishram Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD ↑
		12143	231.4	PASCO	BMJTY	ABS		
		12148	229.7	SP&S JCT	MJY			
				1.1				
	7,932	12147	228.5	HOVER		CTC		
	3,632	12151	223.9	FINLEY				
	9,352	12159	215.8	YELLEPIT				
	7,015	12172	203.3	BERRIAN				
	9,351	12183	192.0	PLYMOUTH				
	7,052	12195	179.8	PATERSON				
	9,128	12205	170.4	WHITCOMB				
	7,103	12218	157.7	McCREIDIE				
	8,459	12228	147.8	ROOSEVELT				
	7,099	12240	135.9	BATES				
	9,136	12250	125.0	TOWAL				
	7,092	12261	113.8	MARYHILL				
		12269	106.1	WISHRAM	BJT			

BNSF Radio Channel No. 87 in service on this Subdivision.

Dispatcher Radio Call-In:	
Kennewick-54	Yellepit-70
Umatilla-71	Whitcomb-73
Roosevelt-59	Towal-75
Maryhill-41	Wishram-76

Wishram East Dispatcher 1-800-285-0062 or 234-1619

Emergency Train Dispatcher Call -911

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	25 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.

Yellepit Berrian

Plymouth Paterson

Whitcomb McCredie

Bates Towal

Maryhill 35 MPH. 35 MPH.

Through dual control turnouts at the following locations:

Pasco (MP 230.2) 25 MPH. 25 MPH.

SP&S Jct 25 MPH. 25 MPH.

1(D). Speed – Other

Pasco Wye Track 10 MPH. 10 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

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

3. Method 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 Failed Equipment Detectors (FED)–

Towal	MP 128.0
Roosevelt	MP 152.2
Paterson	MP 177.2
Berrian	MP 207.8

6. **FRA Excepted Track–None**7. **Special Conditions–**

Pasco–All trains arriving Pasco will use BNSF radio channel No. 70 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 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 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 Cars	Switch Opens
12200 Ballast Track MP 174	3.9 east of Whitcomb	37	Both
12254 Aluminum Plant on Spur	1.6 from Cliffs	Yard	West
12255 Cliffs	5.0 east of Maryhill	33	West
12256 Hewett	4.0 east of Maryhill	60	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Oregon Trunk Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
		12269	0.0	WISHRAM	BJTY	ABS TWC	
		14002	1.0	1.5 O T JCT	AJY		
	4,399	14006	5.4	4.0 MOODY			
	5,449	14018	17.8	12.7 LOCKIT			
	2,544	14026	25.9	8.1 DIKE			
	2,539	14030	29.9	4.2 SINAMOX			
	6,292	14040	39.2	9.6 OAKBROOK			
		14055	54.2	14.6 MAUPIN			
	4,526	14056	55.1	0.8 CAMBRAI			
	2,557	14064	63.3	8.3 NENA			
	5,533	14071	70.6	6.9 DIXON			
	5,294	14080	79.6	9.7 KASKELA			
	5,386	14086	85.3	5.5 SOUTH JCT			
	1,746	14094	93.5	8.2 GATEWAY			
	5,579	14100	99.3	5.8 PAXTON			
	2,474	14105	104.7	5.3 MADRAS	Y		
	4,885	14110	109.7	5.0 METOLIUS			
	2,677	14115	114.5	4.7 CULVER			
	5,570	14122	121.1	7.1 OPAL CITY			
	2,548	14130	129.0	7.5 TERREBONNE			
	4,202	14132	131.8	2.8 PRINEVILLE JCT	JY		
	5,122	14135	134.1	2.7 REDMOND	Y		
	6,336	14144	143.3	9.1 DESCHUTES			
			152.0	7.4	R	TWC	
		14152	0.0Z	BEND	BTR		
	8,725	14165	12.6Z	13.1 LAVA			
	7,836	14183	31.6Z	18.4 LAPINE			
	7,816	14203	50.7Z	20.2 CRESCENT			
	8,229	14220	67.8Z	16.9 CHEMULT	JR		
				75.4			

BETWEEN CHEMULT AND BIEBER LINE JCT. SOUTHERN PACIFIC TRANSPORTATION
COMPANY RULES AND TIMETABLE GOVERN.

	14295	0.0X	BIEBER LINE JCT	JR	TWC	
	14296	1.0X	1.0 KLAMATH FALLS	BTR		
2,620	14311	15.4X	14.1 MERRILL			
	14320	24.5X	9.4 MALIN			
2,487	14327	31.6X	7.2 STRONGHOLD	A		
5,073	14340	44.7X	12.7 MAMMOTH			
6,751	14350	54.2X	10.3 KEPHART			
5,036	14362	66.5X	11.9 SCARFACE			
6,820	14374	78.3X	11.8 LOOKOUT	J		
8,024	14385	91.0X	11.2 BIEBER	JTR		

BNSF Radio Channel No. 66 in service on this Subdivision.

Dispatcher Radio Call-In:	
Sinamox-74	Wishram-89
Maupin-10	South Jct-19
Madras-12	Redmond-13
Bend-14	Beal-15
Klamath Falls-16	Tionesta-17
Lookout-Bieber-18	

Branch Line Dispatcher 1-800-285-0064 or 234-1605
Emergency Train Dispatcher Call - 911

1. Speed Regulations

1(A). Speed - Maximum

Freight

Wishram to Metolius	35 MPH.
Metolius to Bend	50 MPH.
Bend to Bieber	49 MPH.

1(B). Speed - Permanent Restrictions

Between Wishram and Bend:

MP 0.0 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

Westward

MP109.1 to MP 109.3

MP 114.2 to MP 114.3 (HE only)

MP 134.4 to MP 134.9 (HE only)

Between Bieber Line Jct and Bieber

MP 5.1X to MP 5.5X

MP 14.8X to MP 15.1X

MP 31.1X to MP 31.4X

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:

Wishram to Bieber 143 tons

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

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

Lobert and Chiloquin--Not more than one six axle locomotive or one six axle derrick permitted on industry tracks.

3. Method of Operation--

ABS--in effect:

Wishram MP 0.0 to Bend MP 149.8

TWC--in effect:

Wishram MP 0.0 to Chemult MP 67.8
Bieber Line Jct MP 0.0X to Bieber MP 91.0X

Yard Limits—in effect:

Wishram MP 0.0 to OT Jct. MP 1.5
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 66.2X to MP 67.8
Bieber Line Jct MP 0.0X to Klamath Falls MP 2.5X
Bieber MP 88.3X to MP 91.0X

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 advised by Wishram chief clerk 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—**

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 Failed Equipment Detectors (FED)**—None

6. **FRA Excepted Track**—None

7. **Special Conditions—**

Between OT Jct. and Chemult—Loaded garbage trains, loaded unit grain 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 setout cars, do not block access to set offs.

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.

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.

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 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 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 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 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.

8. Line Segments-

Road Line Segments-

Line Segment	Limits
53	Wishram to Bend
54	Bend to Chemult
55	Bieber Line Jet to Bieber
455	Lookout to Hambone

Yard Line Segments-

Line Segment	Limits
632	Wishram
637	Bend O.T.
638	Casca
639	South Klamath
640	South Klamath White Line Yard

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
14047 Sherar	7.3 east of Maupin	34	East
14051 Tuscan	3.8 east of Maupin	10	East
14068 Dant	3.7 west of Nena	3	East
14154 Cascan	2.8 west of Bend	Yard	Both
14225 Diamond Lake (SPT)	5.3 west of Chemult	112	Both
14231 Yamsay (SPT)	10.7 west of Chemult	111	Both
14240 Lenz (SPT)	19.9 west of Chemult	112	Both
14249 Fuego (SPT)	28.8 west of Chemult	112	Both
14253 Kirk (SPT)	33.0 west of Chemult	111	Both
14258 Calimus (SPT)	38.0 west of Chemult	130	Both
14266 Chiloquin (SPT)	46.6 west of Chemult	113	Both
14271 Lobert (SPT)	50.6 west of Chemult	130	East
14276 Modoc Point (SPT)	56.1 west of Chemult	111	Both
14284 Algoma (SPT)	64.4 west of Chemult	111	Both
14289 Wocus (SPT)	69.2 west of Chemult	111	Both
14291 Chelsea (SPT)	71.4 west of Chemult	113	Both
14293 Klamath Falls Depot (SPT)	73.8 west of Chemult	Yard	Both
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	39	Both
69034 Hambone (MCR)	33.9 from Lookout	Conn.	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	A Line Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD ↑
		12372	4.3	WILLBRIDGE	BMJTR			
		68203	7.3	3.0 LINNTON	R			
	4,945	68204	8.9	1.6 HARBOR SIDING	R			
		68206	10.0	1.1 UNITED JCT	JR			
	1,440	68208	12.8	2.8 HOLBROOK				
	1,653	68216	19.9	7.1 SCAPPOOSE	R			
	2,365	68223	27.6	7.7 ST. HELENS	BR			
	2,278	68227	31.3	3.7 REICHOLD	R			
	1,121	68235	39.5	8.0 GOBLE				
	2,595	68243	46.8	7.5 AVON		TWC		
	2,574	68252	56.1	9.0 MAYGER				
	2,304	68258	62.2	6.4 CLATSKANIE	R			
	1,426	68267	71.1	9.0 WESTPORT				
		68269	73.5	2.3 WAUNA				
	2,113	68274	78.7	4.9 CLIFTON				
	1,122	68282	86.7	8.1 KNAPPA				
		68296	96.8	13.2 ASTORIA	R			

BNSF Radio Channel No. 76 in service on this Subdivision.

Dispatcher Radio Call-in:	
Green Mountain-48	Willbridge-56

Branch Line Dispatcher- 1-800-285-0064 or 234-1605
Emergency Train Dispatcher Call - 911

1. Speed Regulations

1(A). Speed - Maximum

Freight

Willbridge to Astoria 30 MPH.

1(B). Speed - Permanent Restrictions

MP 4.3 to MP 10.0 20 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 96.88 25 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:**

Willbridge to United Jct	134.0 tons
United Jct. 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 tons not permitted.

Between United Jct. and Astoria–Six axle locomotives and six axle derricks heavier than 175 tons not permitted.

3. Method of Operation–

TWC–in effect:

United Jct. MP 10.0 to Astoria MP 96.88

Restricted 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 96.88

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–

Clatskanie River, MP 62.7.

Blind Slough, MP 84.8.

John Day River, MP 94.8.

4. General Code of Operating Rules Items–

Rule 6.19–When flagging is required, distance will be 1.0 mile.

5. Trackside Failed Equipment Detectors (FED)–None

6. FRA Excepted Track–Between Wauna MP 74.0 and Astoria MP 96.88.

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.

Wauna–At James River Mill, sound whistle frequently for crossings unless protected by a crew member on the ground.

Astoria–Automatic crossing signals at MP 64.3, MP 71.2, MP 86.6, and MP 95.6 may be ineffective. Be governed by Rule 6.32.2.

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

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.

Close Clearance –May exist on all auxiliary 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 car's arrival and within two hours of the car's 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 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.

8. **Line Segments—**

Road Line Segments—

Line Segment	Limits
440	Willbridge to Astoria

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

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	O E Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD ↑
	3,554	68452	68.6	BUSH	0.4	R	TWC	
		68454	69.0	SALEM	3.8	BR		
	5,668	68456	72.6	MINTO	12.0	R		
	3,546	68468	84.6	SIDNEY	11.9			
		68479	96.5	ALBANY		BJTR		
				to AMERICAN 20.8				
		68479	0.0	ALBANY	14.5	BJTR		
				BETWEEN ALBANY AND LEBANON WILLAMETTE VALLEY RAILWAY				
				COMPANY RULES AND TIMETABLE GOVERN				
		68815	14.5	LEBANON	17.4	R		
		68832	31.9	FOSTER		R		
	1,500	68500	117.1				TWC	
		68512	128.8	JUNCTION CITY	10.2			
			139.0	BETHEL		R		

BNSF Radio Channel No. 76 in service on this Subdivision.

Dispatcher Radio Call-in:	
Willbridge-56	Beaverton-84
Curtis-57	Salem-85
Albany-86	Eugene-87
Green Mountain-48	

Branch Line Dispatcher- 1-800-285-0064 or 234-1605
Emergency Train Dispatcher Call - 911

1. Speed Regulations

1(A). Speed - Maximum

Bush to Bethel 35 MPH.

1(B). Speed - Permanent Restrictions

MP 64.7 to MP 69.1 35 MPH.
MP 69.1 to MP 71.4 10 MPH.
MP 71.4 to MP 78.7 35 MPH.
MP 78.7 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 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

Through turnouts MP 139.0 to end of track MP 141.5 5 MPH.

On sidings and through turnouts 10 MPH.

1(D). Speed – Other

Over Geary St. and Water St. crossing Albany 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:**

Bush to Bethel 134 tons

Albany to Foster 131.5 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 in Albany Yard.

Albany to Foster:

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

3. Method 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

Albany MP 96.57 to MP 100.50

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 SP interchange track, MP 69.16, at Salem, is lined and locked for movement to SP interchange track.

5. Trackside Failed Equipment Detectors (FED)–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 SP railroad via Labish must contact SP 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 SP 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 out of service. 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 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 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 car's arrival and within two hours of the car's 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 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 not permitted on the OE Subdivision via SP/BNSF interchange tracks at Salem account excessive curvature through the interchange tracks.

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 Cars	Switch Opens
68463 Orville	4.9 east of Sidney	14	Both
68487 Ehlen-Van Waters and Rogers	6.2 west of Albany	10	East
68489 Verdure	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	Both
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 Weldwood	15.9 west of Albany on spur	30	Both

O E SUBDIVISION

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Name		Miles-Location	Ca- pac- ity Cars	Switch Opens
68821	Bauman Lumber Co	20.9 west of Albany on spur	13	East
68826	Pleasant Valley	26.0 west of Albany on spur	8	Both
68829	Sweet Home	29.0 west of Albany on spur	20	Both

Division Operating Officers

R.R. FAY Division Supt. Vancouver ... (360) 418-6371

D.C. WOLTER Terminal Superintendent .. Vancouver ... (360) 418-6377

R.L. DANIELSON .. Terminal Manager Vancouver ... (360) 418-6423

T.L. KEENE Terminal Manager Vancouver ... (360) 418-6423

G.W. BOWMAN Terminal Trainmaster Vancouver ... (360) 418-6331

C.E. BROOKS Terminal Trainmaster Vancouver ... (360) 418-6331

B.K. BROWN Terminal Trainmaster Vancouver ... (360) 418-6331

K.R. DEPEE Terminal Trainmaster Vancouver ... (360) 418-6331

J.E. MEYER Industry Trainmaster Vancouver ... (360) 418-6331

J.E. WEBER Terminal Trainmaster Vancouver ... (360) 418-6331

M.D. WILLIAMS ... Road Foreman Vancouver ... (360) 418-6222

D.J. BRUSS Road Foreman Pasco (509) 546-3265

W.E. THOMPSON . Division Trainmaster Wishram (509) 748-3203

J.F. WHITE Division Trainmaster Bend (541) 385-7530

M.E. WHEELER ... Division Trainmaster Klamath Falls . (541) 885-2230

C.M. JAMES Division Trainmaster Albany (503) 967-6753

J.F. EOFF General Roadmaster Vancouver ... (360) 418-6415

D. COLLARD Roadmaster Vancouver ... (360) 418-6324

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

A. FRANCO Roadmaster Bend (541) 385-7539

T.C. CUNNINGHAM Roadmaster Klamath Falls . (541) 885-2239

A. CORONADO Roadmaster Albany (503) 967-6754

R.A. MIKKELSON .. General Car Foreman Vancouver ... (360) 418-6355

O.H. NICKERSON . Gen. Locomotive Forman . Portland (503) 241-4417

J.E. WEBER Mgr. Safety/Rules Vancouver ... (360) 418-6233