



Pasco Division

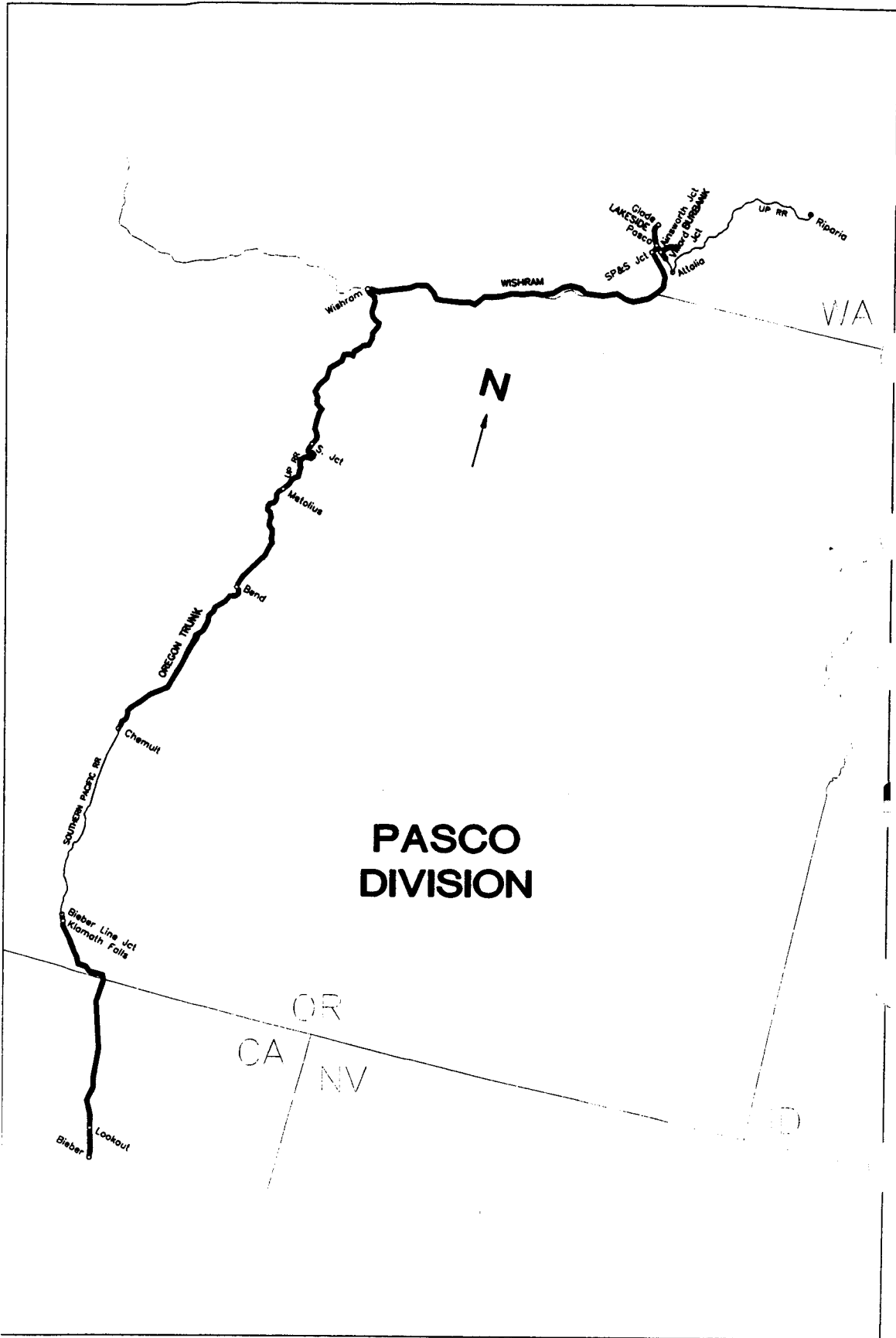
Timetable No.1

**IN EFFECT AT 0001
Pacific Continental Time**

Sunday April 10, 1994

**Division Superintendent
T.N. Bissen
Pasco, Washington
546-3257**

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



WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Wishram Subdiv		Distance from Pasco	EASTWARD
					MAIN LINE STATIONS			
					Trk	Rule 4.3 Oper		
		12143	46	231.4	PASCO	BUKTY	0.0	
		12148		229.7	1.7 SP&S JCT	LJY	1.7	ABS
	7,932	12147		228.5	1.1 HOVER		2.8	
	3,632	12151		223.9	5.7 FINLEY		8.5	
	9,352	12159		215.8	7.3 YELLEPIT		15.8	
	7,015	12172		203.3	12.6 BERRIAN		28.4	
	9,351	12183		192.0	11.2 PLYMOUTH		39.6	
	7,052	12195		179.8	13.6 PATERSON		53.2	
	9,128	12205	47	170.4	9.4 WHITCOMB		62.6	
	7,103	12218		157.7	11.3 MCCREDIE		73.9	CTC
	8,459	12228		147.8	10.9 ROOSEVELT		84.8	
	7,099	12240		135.9	12.3 BATES		97.1	
	9,136	12250		125.0	10.9 TOWAL		108.0	
	7,092	12261		113.8	10.0 MARYHILL		118.0	
		12269		106.1	8.2 WISHRAM	BJKT	126.2	

BN Radio Channel No. 2 in service on this Subdivision.

Train Dispatcher Calls: Yellepit-70, Umatilla-71, Whitcomb-73, Roosevelt-59, Towal-75, Maryhill-41, Wishram-76

Wishram East Dispatcher 1-800-285-0062 or 625-6327

Emergency Train Dispatcher Call -911

1. Maximum Speed Permitted-	Passenger	Freight
Pasco to Wishram	79 MPH.	60 MPH.
Pasco Wye Track	10 MPH.	10 MPH.
Over Switch No. 9 from Walla Walla Main to Eastward		
Freight Main	10 MPH.	10 MPH.
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.
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)
SP&S Jct 25 MPH. 25 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.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

Rule 6.13 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 employee has 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

Rule 15.1--Eastward NRPC trains must receive track warrant endorsed "Wishram East" at Wishram.

Westward NRPC trains must receive track warrant endorsed "Wishram East" at Pasco.

5. Trackside Failed Equipment Detectors (FED)--

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations:

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

6. **FRA Excepted Track**– In Pasco Yard, Storage tracks 5 through 16, including switches to these tracks; City lead in Zone 3 and 4, from fouling point of switch at MP 231.1 including lead tracks and switches to industries, down to Port of Pasco owned track. See GCOR Rule 6.12.

7. **Special Conditions**–

Pasco–All trains arriving Pasco must, after requesting yard tracks from Pasco operator, 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 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.

8. **Other Line Segments**–

Yard Line Segments–

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

Other Road Line Segments– NONE

Ballast Pits–

Line Segments	Limits
684	Cactus
688	Whitcomb–MP 174.0

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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Oregon Trunk Subdiv MAIN LINE STATIONS		Distance from Wishram	EASTWARD ↑
					Trk	Rule 4.3 Oper		
		12269	53	0.0	WISHRAM	BJKY	0.0	
		14002		1.0	O T JCT	AJY	1.5	
4.399		14006		5.4	MOODY		5.5	
5.449		14018		17.8	LOCKIT		18.2	
2,544		14026		25.9	DIKE		28.3	
2,539		14030		29.9	SINAMOX		30.5	
6,292		14040		39.2	OAKBROOK		40.1	
		14055		54.2	MAUPIN		54.7	
4,526		14056		55.1	CAMBRAI		55.5	
2,557		14064		63.3	NENA		63.8	
5,533		14071		70.6	DIXON		70.7	
5,294		14080		79.6	KASKELA		80.4	
5,386		14086		85.3	SOUTH JCT		85.9	
1,746		14094		93.5	GATEWAY		94.1	ABS
5,579		14100		99.3	PAXTON		99.9	TWC
2,474		14105		104.7	MADRAS	Y	105.2	
4,885		14110		109.7	METOLIUS		110.2	
2,677		14115		114.5	CULVER		114.9	
5,570		14122		121.1	OPAL CITY		122.0	
2,548		14130		129.0	TERREBONNE		129.5	
4,202		14132		131.8	PRINEVILLE JCT	JY	132.3	
5,122		14135		134.1	REDMOND	Y	135.0	
6,336		14144		143.3	DESCHUTES		144.1	
				152.0				
		14152	54	0.0	BEND	BKTY	151.5	
8,725		14165		12.6	LAVA		164.6	
7,836		14183		31.6	LAPINE		183.0	TWC
7,816		14203		50.7	CRESCENT		203.2	
8,229		14220		67.8	CHEMULT	JY	220.1	
					75.4			

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

		14295	55	0.0	BIEBER LINE JCT	JY	295.5	
		14296		1.0	KLAMATH FALLS	BKTY	296.5	
2,620		14311		15.4	MERRILL		310.6	
		14320		24.5	MALIN		320.0	
2,487		14327		31.6	STRONGHOLD	A	327.2	
5,073		14340		44.7	MAMMOTH		339.9	TWC
6,751		14350		54.2	KEPHART		350.2	
5,036		14362		66.5	SCARFACE		362.1	
6,820		14374		78.3	LOOKOUT	J	373.9	
8,024		14385		91.0	BIEBER	JTY	385.1	

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

**Train Dispatcher Calls: Sinamox-74, Wishram-89, Maupin-10, South Jct-19,
Madras-12, Redmond-13, Bend-14, Beal-15, Klamath Falls-16, Mallin-17,
Lookout-Bieber-18.**

Branch Line Dispatcher 1-800-285-0064 or 625-6476

Emergency Train Dispatcher Call - 911

1. Maximum Speed Permitted-	Freight
Wishram to Metollus	35 MPH.
Metollus to Bend	50 MPH.
Bend to Bieber	49 MPH.
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	10 MPH.
Westward	13 MPH.
MP109.1 to MP 109.3	25 MPH.
MP 114.2 to MP 114.8	35 MPH.
MP 134.4 to MP 134.9	35 MPH.
Bridge 104.3 cars heavier than 134 tons	10 MPH.
Between Bieber Line Jct and Bieber	
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.
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 not permitted on Haines, Drill and Mill spurs.

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

3. Type 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 0.0 to Bieber MP 91.0

Rule 6.13 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 3.1

Chemult MP 66.2 to MP 67.8

Bieber Line Jct MP 0.0 to Klamath Falls MP 2.5

Bieber MP 88.3 to MP 91.0

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 hi-rail inspection vehicles or motorcars until permission is obtained from Wishram operator. After instructions received from operator have been fulfilled and signals fail to clear, 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 mile between Wishram and Metolius and 2 miles between Metolius and Bieber.

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

5. Trackside Failed Equipment Detectors (FED)--

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. FRA Excepted Track--

In Klamath Falls, all trackage Whiteline Yard; Bieber, all yard tracks. See GCOR Rule 6.12.

7. Special Conditions--

Between OT Jct and Chemult--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.

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

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

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

Other Road Line Segments-

Line Segment	Limits	Mileposts
455	Lookout-Hambone (BN-MCR)	0.0 to 33.4

Ballast Pits- NONE

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 Hannchen	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

WESTWARD ↓	Length of Siding in Feet	Station No.	Line Segment	Mile Post Location	Burbank Subdiv BRANCH LINE STATIONS		Distance from Riparia	EASTWARD ↑
					Trk	Rule 4.3 Oper		
		64869	435	65.3		RIPARIA TY	0.0	
74.1 BETWEEN RIPARIA AND VILLARD JCT. UNION PACIFIC RULES AND TIMETABLE GOVERN.								
		64106	450	5.7		VILLARD JCT JY	74.1	
		64104		4.0		BURBANK Y	76.2	
				2.7				
		12142		233.2		AINSWORTH JCT Y	77.4	
		12143	47	231.3		PASCO BJKTXY	80.2	

BN Radio Channel No. 1 in service on this Subdivision.
Branch Line Dispatcher— 1-800-235-0064 or 625-6476
Emergency Train Dispatcher call - 911

- 1. Maximum Speed Permitted—**
- | | | |
|--|----------------|----------------|
| Villard Jct to Pasco | Freight | 20 MPH. |
| MP 2.7 to MP 3.0 | | 10 MPH. |
| Ainsworth Jct to East Pasco | | 10 MPH. |
| Pasco - over Oregon Ave. | | 10 MPH. |
| Switch No. 3 from MT to Walla Walla Main | | 10 MPH. |
| Crossover Switch No. 9 from Eastward to Westward track | | 10 MPH. |
- Item 1A, 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:
 Villard Jct to Pasco 134 tons
 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

3. Type of Operation—

Rule 6.13 Yard limits in effect:

Villard Jct MP 5.7 to Pasco MP 231.3

Locations Designated as Industrial Track between:

Ainsworth Jct MP 233.2 and East Pasco MP 235.5
 GCOR Rule 6.28 applies.

Interlockings and Drawbridges not Indicated at Station—

Between Ainsworth Jct and Burbank, Snake River Bridge 3 Drawspan is controlled by an automatic interlocking. The following instructions will apply:

Trains must not enter drawspan 75-foot approach circuits, or bridge must not be lowered by maintenance personnel, or be occupied by hy-rail inspection vehicles or motor cars until permission is obtained from Pasco Control Operator. Permission must not be requested until you are ready to occupy the bridge.

After obtaining permission, **train crews** will do the following:

1. Occupy 75-foot approach circuit with lead engine.
2. Wait twelve (12) minutes.
3. When bridge lowers and absolute signal aspect indicates proceed, cross the bridge.
4. Notify Pasco Control Operator when caboose, last car, or light engine is clear of bridge.

If bridge **does not lower** after twelve (12) minutes:

1. Unlock case marked Train Crew Case, and follow instructions posted in case.

Hy-Rail Vehicles, on-track machinery, and motor cars must do the following after obtaining permission to use bridge:

1. Open case marked M/W Case, and follow instructions posted in case.

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

Pasco-Maintenance of Way employees may occupy manual interlocking on verbal authority from Pasco operator. Pasco operator must provide protection for movement until Maintenance of Way employee has reported clear of the limits.

4. General Code of Operating Rules Items-

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

5. Trackside Failed Equipment Detectors (FED)-

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. FRA Excepted Track-

At Burbank, MP 4.1 lead off main track including Columbia Basin Steel. See GCOR Rule 6.12.

7. Special Conditions-

Pasco- All inbound trains must receive permission from Pasco operator before passing Ainsworth Jct.

All outbound trains must receive verbal authority from Pasco operator before moving from yard track.

All trains arriving Pasco must, after requesting yard tracks from Pasco operator, receive permission from Pasco tower before entering yard.

Permission must be received from Pasco operator before coming onto Walla Walla Main from Big Barn.

Pasco to Ainsworth Jct-Normal position of Ainsworth Jct switch is to be lined for East Pasco.

Normal position of Big Barn switch on Walla Walla Main is to be lined for the Walla Walla Main.

Between Ainsworth Jct and Villard Jct-

Signals governing the movement of trains over the dual control switch at Villard Jct are controlled by the Union Pacific control operator. Trains must not occupy the main track between Ainsworth Jct and Villard Jct without authority of Pasco control operator.

Handling 80 Feet or Longer Cars-

Regardless of tonnage of train all cars 80 feet or longer must be handled on rear of train.

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.

8. Other Line Segments-

Yard Line Segments-

Line Segment	Yard	Limits
471	Pasco Hump	
630	Pasco	
631	Pasco WFE	

Other Road Line Segments-NONE

Ballast Pits-NONE

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
64112 Attalia	6.3 east of Villard Jct	Yard	Both
12140 East Pasco	2.3 east of Ainsworth Jct		

Division Operating Officers

S.F. WEST	Supt. Terminal Operations	Pasco	546-3252
E.L. HENCZ	Trainmaster	Pasco	546-3270
G.L. WEEKLEY	Trainmaster	Pasco	546-3270
W.H. SCHARF	Trainmaster	Pasco	546-3270
R.R. KOELLNER	Trainmaster	Pasco	546-3270
S.A. BATES	Trainmaster	Pasco	546-3270
W.E. THOMPSON	Trainmaster	Wishram	748-3203
J.F. WHITE	Trainmaster	Bend	385-7530
W.H. LYTTLE	Trainmaster	Klamath Falls	885-2230
R.S. BARTHOLOMEW	Mgr Operating Practices	Pasco	546-3264
F.J. BREEN	Roadmaster	Pasco	546-3235
D.C. YOUNG	Roadmaster	Bend	385-7539
T.C. CUNNINGHAM	Roadmaster	Klamath Falls	885-2239
K.P. BARKER	Safety	Pasco	546-3239
D.R. SANFORD	Genl. Foreman Cars	Pasco	546-3297
L.D. ZWANG	Asst. Genl. Foreman Cars	Pasco	546-3296
L.C. ARKLE	Genl. Foreman Locos.	Pasco	546-3210
S.P. MALLORY	Mgr. Operating Rules	Vancouver	418-6234