

LA GRANDE SUBDIVISION (0837)

Mile Post	Rule 6.3	CP #'s	Radio Display: East La Grande to Hinkle- 2020(*07). -		Sta. #'s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
290.7	CTC 2MT	N291	EAST LA GRANDE (0.6)	X	OX485	
290.1				LA GRANDE (1.1)	BT	OX486
289.0		N289	W. LA GRANDE (3.3)	X	OX487	
287.7			N288			
285.7	CTC	N286	PERRY (2.4)		OX490	
283.3			N283	HILGARD (6.9)	!	OX494
281.4		N281				
276.4			N277	MOTANIC (4.3)	!	OX500
274.6	CTC 2MT	N273	NORDEEN (0.3)		OX504	
272.1			N272	KAMELA (4.1)	T	OX505
271.8		N270				
270.3			N268	ROSS (4.6)	X	OX509
267.7	CTC	N263	HIGHBRIDGE (4.4)		OX514	
263.1			N259	HURON (3.8)	!	OX518
258.7		N257				
256.8			N255	CAMP (5.3)	!	OX522
254.9		N253				
253.7			N250	DUNCAN (8.9)	!	OX527
249.6		N248				
247.8			N241	BONIFER (3.3)	!	OX536
240.7		N239				
238.9			N237	GIBBON (1.5)	!T	OX538
237.4		N236				
236.3			N235	MILAM (5.7)	!	OX540
235.9		N233				
233.3			N230	HOMLY (4.0)	!	OX546
230.2		N229				
228.9			N226	MINTHORN (6.6)	!	OX551
226.2		N224				
224.3			N219	MUNRA (3.5)		OX557
219.6		N218				
218.4			N216	PENDLETON (2.0)	B(9)!	OX560
216.1		N215				
214.6			N214	RIETH (5.3)	!	OX564
214.1		N211				
211.3			N209	BARNHART (8.2)		OX567
208.8		N207				
207.4			N201	NOLIN (7.5)	!	OX577
200.6		N199				
198.8			N193	ECHO (4.5)		OX583
193.1	CTC 2MT	N192				
191.8			E189	STANFIELD (2.4)	X	OX587
188.6		E188				
188.0			E186	CP E186 (0.6)		
186.2		E185	CP E185 (0.3)			
185.6				HINKLE	BT	OX591
185.3						
(104.8)						

SI-01 MAIN TRACK AUTHORITY CTC In Effect Entire Subdivision.																																																																	
SI-02 MAXIMUM SPEED TABLE <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Maximum Speed</th> <th style="text-align: right;">MPH</th> </tr> </thead> <tbody> <tr> <td>Between Mileposts</td> <td></td> </tr> <tr> <td>290.7 and 185.3</td> <td style="text-align: right;">PSGR FRT</td> </tr> <tr> <td>(Except as Below)</td> <td style="text-align: right;">79 65</td> </tr> <tr> <td>291.2 and 289.8 - Trk. 1&2 E.....</td> <td style="text-align: right;">20+ 20+</td> </tr> <tr> <td>289.8 and 282.0.....</td> <td style="text-align: right;">30 25</td> </tr> <tr> <td>282.0 and 257.2.....</td> <td style="text-align: right;">30 20</td> </tr> <tr> <td>257.2 and 247.3.....</td> <td style="text-align: right;">35 30</td> </tr> <tr> <td>247.3 and 244.8.....</td> <td style="text-align: right;">55 45</td> </tr> <tr> <td>244.8 and 244.0.....</td> <td style="text-align: right;">45 35</td> </tr> <tr> <td>244.0 and 242.0.....</td> <td style="text-align: right;">60 45</td> </tr> <tr> <td>242.0 and 239.7.....</td> <td style="text-align: right;">30 25</td> </tr> <tr> <td>239.7 and 238.2.....</td> <td style="text-align: right;">45 40</td> </tr> <tr> <td>238.2 and 237.9.....</td> <td style="text-align: right;">45 40</td> </tr> <tr> <td>237.9 and 236.6.....</td> <td style="text-align: right;">30 25</td> </tr> <tr> <td>234.0 and 233.2.....</td> <td style="text-align: right;">45 40</td> </tr> <tr> <td>233.2 and 231.6.....</td> <td style="text-align: right;">55 45</td> </tr> <tr> <td>231.6 and 227.3.....</td> <td style="text-align: right;">35 30</td> </tr> <tr> <td>226.2 and 225.9.....</td> <td style="text-align: right;">70 60</td> </tr> <tr> <td>218.9 and 217.6.....</td> <td style="text-align: right;">55 45</td> </tr> <tr> <td>217.6 and 214.1.....</td> <td style="text-align: right;">35 35</td> </tr> <tr> <td>214.1 and 213.0.....</td> <td style="text-align: right;">50 40</td> </tr> <tr> <td>210.9 and 208.9.....</td> <td style="text-align: right;">50 45</td> </tr> <tr> <td>206.9 and 204.5.....</td> <td style="text-align: right;">55 50</td> </tr> <tr> <td>204.5 and 202.3.....</td> <td style="text-align: right;">50 45</td> </tr> <tr> <td>202.3 and 200.7.....</td> <td style="text-align: right;">60 50</td> </tr> <tr> <td>198.9 and 194.5.....</td> <td style="text-align: right;">50 45</td> </tr> <tr> <td>194.5 and 193.4.....</td> <td style="text-align: right;">45 40</td> </tr> <tr> <td>192.2 and 191.8.....</td> <td style="text-align: right;">50 50</td> </tr> <tr> <td>191.8 and 188.6.....</td> <td style="text-align: right;">55 50</td> </tr> <tr> <td>188.6 and 185.3 - Trk. 1.....</td> <td style="text-align: right;">45 40</td> </tr> <tr> <td>188.6 and 185.3 - Trk. 2.....</td> <td style="text-align: right;">60 50</td> </tr> </tbody> </table>		Maximum Speed	MPH	Between Mileposts		290.7 and 185.3	PSGR FRT	(Except as Below)	79 65	291.2 and 289.8 - Trk. 1&2 E.....	20+ 20+	289.8 and 282.0.....	30 25	282.0 and 257.2.....	30 20	257.2 and 247.3.....	35 30	247.3 and 244.8.....	55 45	244.8 and 244.0.....	45 35	244.0 and 242.0.....	60 45	242.0 and 239.7.....	30 25	239.7 and 238.2.....	45 40	238.2 and 237.9.....	45 40	237.9 and 236.6.....	30 25	234.0 and 233.2.....	45 40	233.2 and 231.6.....	55 45	231.6 and 227.3.....	35 30	226.2 and 225.9.....	70 60	218.9 and 217.6.....	55 45	217.6 and 214.1.....	35 35	214.1 and 213.0.....	50 40	210.9 and 208.9.....	50 45	206.9 and 204.5.....	55 50	204.5 and 202.3.....	50 45	202.3 and 200.7.....	60 50	198.9 and 194.5.....	50 45	194.5 and 193.4.....	45 40	192.2 and 191.8.....	50 50	191.8 and 188.6.....	55 50	188.6 and 185.3 - Trk. 1.....	45 40	188.6 and 185.3 - Trk. 2.....	60 50
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SI-04 MAIN TRACK DESIGNATIONS Two Main Tracks MP 290.7 to MP 285.7; MP 272.1 to MP 263.1; MP 188.6 to MP 185.3.																																																																	
SI-05 MILEPOST EQUATIONS - None.																																																																	
SI-06 DTC BLOCK LIMITS - None.																																																																	

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 284.4	% 256.1
% 280.3	% 255.6
% 278.8	% 253.0
% 276.8	(#) 243.7
% 272.9	% 239.7 *
% 268.2	(#) 222.9
% 263.5	% 211.1
% 262.5	(#) 207.1
% 261.5	(#) 194.9
% 259.4	% 188.6

* Applies to Main Track and Siding

SI-08 RULES ITEMS

Rule 31.5.1: On trains operating under the remote control locomotive configuration, operative dynamic brakes on a locomotive consist that is cut into the train must not exceed 32 axles.

Rule 31.8.2 - Exceptions: 1. Helper Service Placement Rule 31.8.2 does not apply to trains operating under the remote control configuration.

2. Refer to Helper Placement Chart, Section 1 titled "Any Helpers", this will apply to all remote control manifest trains.

3. Section 3 - Part reading 9-12 is changed to read 9-16.

4. All manifest trains exceeding 7,200 tons must comply with Section 3
- (9-16 axles) train make-up restrictions.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Meacham	265.1	OX511
Mission W.....	220.8	OX555

SI-11 INDUSTRIAL LEADS

Pilot Rock Industrial Lead: Rieth to Pilot Rock 14.3 miles southward. Maximum speed 20 MPH except between
Mile Posts: 0.0 and MP 0.7 - 15 MPH;
MP 10.7 and MP 11.3 - 15 MPH;
MP 13.0 and MP 14.3 - 15 MPH.
Main track derail at MP 12.5 and MP 13.9.
Maximum Gross Weight: 143 tons.

Operating Instructions - Pilot Rock Industrial Lead:

After 12:01 PM, Mondays through Fridays, crew assigned to perform service on the Pilot Rock Branch when given verbal permission from the train dispatcher, will run Rieth to Pilot Rock and return to Rieth on authority of this instruction.

After 9:01 AM, Saturdays, crew assigned to perform service on Pilot Rock Branch when given verbal permission from train dispatcher, will run Rieth to Pilot Rock and return to Rieth on authority of this instruction.

It will not be necessary to protect train per Rule 6.19 unless instructed by train dispatcher to do so. This authority expires at 7:01 AM.

From 7:01 AM until 12:01 PM, daily Monday through Friday, track car operator and MofW employees may occupy the main track between Rieth and Pilot Rock without flag protection or track car operator's line up.

FOR MOFW EMPLOYEES ONLY:

Before occupying or performing maintenance during which time the track would be unsafe for movement of trains, the employee in charge of any track, car, machine, or maintenance crew of any MofW craft must check with dispatcher daily, prior to occupying main track to ensure that this instruction is current and has not been changed or reissued.

Business Tracks	MP	Sta.#'s
Pilot Rock	14.0	OM115

Umatilla Industrial Lead: Hinkle to Umatilla 10.6 miles northward. Maximum speed - 20 MPH except between
Mile Posts: 0.0 and MP 0.1 - 10 MPH;
MP 2.3 and MP 3.7 - 15 MPH;
MP 3.8 - 10.0 MPH;
MP 9.4 and MP 10.6 - 10 MPH.
Derail 40 feet west of Johns Manville spur at Umatilla.

Business Tracks	MP	Sta.#'s
Hermiston	4.1	OK904
Umatilla	10.2	OK911

LA GRANDE SUBDIVISION (0837)

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 158 Tons.

Maximum Trailing Tonnage for Heavy Ascending Grades Between Hinkle and La Grande.

Eastward Trains

From / To	Maximum Tons	Type of Train
Huron to Kamela	5600 tons	All Trains Except Double Stack Trains* With Head-end Power Only
	9200 tons	All Trains Except Double Stack Trains* With Rear-end Helper
	7000 tons	Double Stack Trains* With Head-end Power Only
	9200 tons	Double Stack Trains* With Rear-end Helper

Westward Trains

From / To	Maximum Tons	Type of Train
E. La Grande to Kamela	5100 tons	All Trains Except Double Stack Trains* With Head-end Power Only
	8500 tons	All Trains Except Double Stack Trains* With Rear-end Helper
	6800 tons	Double Stack Trains* With Head-Power Only
	9200 tons	Double Stack Trains* With rear-end Helper

***Note:** Double stack Trains containing from 15 to 26 double stack cars may also contain the following number of other cars and still be considered a double stack train for maximum trailing tonnage limitations:

1. A maximum of four TOFC/COFC flat cars; or
2. A maximum of two multi-platform intermodal cars; or
3. A maximum of two TOFC/COFC flat cars and one multi-platform intermodal car.

When double stack trains contain other cars, these cars must not be entrained ahead of more than 5500 tons; and, when entrained ahead of helper, these cars must be separated from helper by at least 2 loaded double stack cars. Provisions in Special Instructions Item 5-A for empty intermodal cars remains in effect.

With passenger trains, running test as prescribed in Air Brake Rule 30.7.2 must be made before descending grade at Kamela.

On descending grades from Kamela to Hilgard, and from Kamela to Huron, the following items A, B, and C apply:

A. Freight trains exceeding 75 tons per operative brake must be handled with a brake pipe reduction of not less than 6 pounds. The first reduction must be made before the entire train is on the descending grade.

B. Retaining valves must be set:
 1. On any freight train exceeding 80 tons per operative brake and 7200 trailing tons. (See Note 1).

2. On any freight train exceeding 80 tons per operative brake and 300 tons per dynamic brake axle (including helper). (See Note 1)

Note 1: Retaining valve requirement does not apply to double stack trains* not exceeding 115 tons per operative brake, not exceeding 9600 trailing tons and not exceeding 300 tons per dynamic brake axle (including helper locomotives). Retaining valve requirement also does not apply to trains operating under the remote control locomotive configuration.

3. On any freight train exceeding 500 tons per dynamic brake axle (including helper locomotives).

4. On any freight train being handled without pressure maintaining.

C. All freight trains exceeding 80 tons per operative brake and operating without retainers:

1. Anytime train is stopped with a total brake pipe reduction exceeding 15 pounds, sufficient hand brakes, but not less than 10, must be applied to hold train and brake system must be recharged before proceeding. (See Note 2)

2. Anytime total brake pipe reduction exceeds 15 pounds to control speed, train must be stopped and retainers set prior to releasing train brakes. Brake system must be recharged before proceeding. If retainers are not sufficient to hold train while recharging, hand brakes must also be applied. (See Note 2)

Note 2: Whenever necessary to apply hand brakes to hold train on grade; after air brake system is recharged, reduce brake pipe pressure not less than 6 pounds to hold train while hand brakes are released.

Do not exceed 65 MPH if freight train averages over 80 tons per operative brake. Do not exceed 60 MPH if freight train averages over 100 tons per operative brake. Do not exceed 50 MPH if freight train averages over 115 tons per operative brake.

Exception: Trains containing reefer cars (with R as the second letter in the car code field of the TCS train consist) may operate at a maximum speed of 70 MPH provided the train:

- Does not exceed an average of 105 tons per operative brake.
- Does not exceed a total of 60 cars, and
- Does not contain more than four other cars, including four multi-platform intermodal cars.

Respect all lower speeds, such as TCS train consist speed requirements.

LA GRANDE SUBDIVISION (0837)

SI-13 TRAIN MAKE-UP RESTRICTIONS

La Grande to Kamela:

Locomotive Tonnage Ratings for cut-in Helper placement				
Model	Consist With DC		Model	Consist With DC
B23-7	801		SD38-2	986
B30-7, B36-7	855		SD39	1034
B39-8, B40-8	1495		SD40, SD40-2, SD40T-2	1242
C30-7	1528		SD45	1235
C36-7	1847		SD45-2, SD45T-2	1299
C39-8	1960		SD50, SD50M	1793
C40-8	1986		SD60, SD60M	1922
C41-8	2048		SD70M	2041
C44-9	2275		SD70MAC	1824
C44AC, C60/44	2379		SD90/43	2308
C60AC	2960		SD90AC	2924
GP15, GP15-1	700			
GP30, GP35	822		Model	All AC Consist
GP38, GP 38-2, GP39-2	845		C44AC, C60/44	2931
GP40, GP40-2, GP40P-2	877		C60AC	2966
GP40X	867		SD70MAC	2453
GP50	1271		SD90/43	2895
GP60	1495		SD90AC	2931

Camp to Kamela:

Locomotive Tonnage Ratings for cut-in Helper placement				
Model	Consist With DC		Model	Consist With DC
B23-7	893		SD38-2	1102
B30-7, B36-7	953		SD39	1157
B39-8, B40-8	1657		SD40, SD40-2, SD40T-2	1385
C30-7	1700		SD45	1378
C36-7	2050		SD45-2, SD45T-2	1448
C39-8	2175		SD50, SD50M	1991
C40-8	2204		SD60, SD60M	2133
C41-8	2273		SD70M	2264
C44-9	2522		SD70MAC	2026
C44AC, C60/44	2636		SD90/43	2558
C60AC	3275		SD90AC	3236
GP15, GP15-1	783			
GP30, GP35	916		Model	All AC Consist
GP38, GP 38-2, GP39-2	943		C44AC, C60/44	3244
GP40, GP40-2, GP40P-2	978		C60AC	3283
GP40X	967		SD70MAC	2718
GP50	1411		SD90/43	3205
GP60	1657		SD90AC	3244

LA GRANDE SUBDIVISION (0837)

SI-14 MISC. INSTRUCTIONS

At Hinkle, amber rotating tri-radial lights are at main track fueling facilities between Main Trk. 1&2. When these lights are burning, this is an indication that mechanical forces are fueling units. Trains approaching this area must move at restricted speed, sound whistle and be on the lookout for and protect against employees working in this area.

At Hinkle, up to 12 coupled locomotives may be moved or switched when at least 4 locomotives have independent brakes connected and operable.

Within Hinkle terminal, receiving lead, hump lead, hump pullback, east receiving lead, departure lead east and west, tracks 203-208 and trim pullback are exceptions to Timetable Special Instructions, Item 2, and are restricted to 15 MPH. Once rear of train has departed final turnout onto departure lead, speed is restricted to 40 MPH.

Rotating amber lights located on pole line at CP E186 and MP 188 protect the car dept. personnel while working along roadways between receiving Track 8, Main Track 1 and 2.

When lights are operating, train speeds must be reduced immediately to 20 MPH or less consistent with good train handling on No.2 when cars are standing on No. 1 between CP E186 and MP 188 and No. 1 when cars are standing on receiving track No. 8.

La Grande Yd. - MP 290.25: Eastward movements must stop at stop sign until gates are down protecting Fir St. crossing.

CP N289 MT1 - Strobe light will flash when switch is open.

MP 290.25 (main one to Joseph Br.): Strobe Light will flash when either switch of crossover is opened.

Mountain and Standard Time: Crews operating west of CP N291 operate on Pacific Time and crews operating east of CP N291 operate on Mountain Time.

The train dispatchers phone number is (402)-636-1702.