

# SOUTHERN PACIFIC COMPANY



## PORTLAND DIVISION SPECIAL INSTRUCTIONS

### No. 7

EFFECTIVE SUNDAY, MARCH 2, 1958

AT 12:01 A. M.,

PACIFIC STANDARD TIME

SUPERSEDING SPECIAL INSTRUCTIONS No. 6

THESE INSTRUCTIONS CONSTITUTE A PART  
OF THE TIMETABLE CURRENTLY IN  
EFFECT

**W. D. LAMPRECHT,**  
General Manager.

**E. D. MOODY,**  
**J. A. McKINNON,**  
Assistant General Managers.

**C. H. GRANT,**  
General Superintendent of  
Transportation.

**J. M. HATCHER,**  
Superintendent of Transportation.

**L. R. SMITH,**  
Superintendent.

©This symbol indicates change, except changes on rating of engines pages are not so indicated.

⊙**RULE A.** Transportation Department rule revisions from December 1, 1951 to and including April 1, 1957 are shown on pages 1 and 2 of the Rules and Regulations of the Transportation Department. Employees must have revised pages covering these revisions in their copy of the Rules and Regulations of the Transportation Department.

**RULE M.** Employees are warned that it is dangerous to ride on top or sides of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and sidings.

There are numerous structures with impaired clearance on yard and station tracks on the division, and employees must be familiar with their locations and avoid personal injury.

**RULE 7-B.** Yardmen must use green flag by day and green light by night in giving signals for all movements except for yard engines entering or leaving yard tracks at Eugene Yard, Albany, Salem and Brooklyn.

⊙**RULE 10-J.** Speed signs prescribing an increase in speed will not be installed on branches. Speed Restrictions tables will indicate permissible speeds between mile post locations named.

**RULE 15.** Each torpedo placed will be duplicated on opposite rail during snow storms, or when snow on rails.

⊙**RULE 19.** Certain passenger cars have supplemental roof-line markers in addition to side electric markers. When such cars are on rear of train, the supplemental markers must be lighted by day as well as by night and duplicate the display to the rear of side electric markers.

**RULE 102.** Should a passenger train break in two or an emergency application of brakes occur while in motion on an ascending grade head brakeman will immediately go towards rear, close angle cock at opening if train has parted, set hand brakes, and turn up retaining valves on detached portion. After train is coupled air must be applied from engine before hand brakes and retaining valves are released.

If necessary to leave detached portion on main track, rear truck of detached portion ascending grade or lead truck of detached portion descending grade must be blocked or chained in such manner as to derail car should there be an uncontrolled movement.

**RULE 283.** Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route", Figs. A and B, must be made with caution.

**RULES 281 and 285.** Movements against the current of traffic governed by semaphore type dwarf signals displaying "Proceed", Fig. E, Rule 281; or by light type dwarf signals displaying "Proceed not Exceeding Medium Speed", Fig. G, Rule 285, must be made with caution and position of switches observed.

### ⊙**RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM**

#### PUSH BUTTONS

Where signal protection is provided for movements from an adjacent track to main track, push buttons and pilot lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding. Train on siding to let train on main track pass should not pass Approach Circuit sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track.

Further instructions posted inside push button box.

#### ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track, until block indicator indicates block clear on opposite track. Within CTC limits, train dispatcher must also be notified by telephone when completed.

After lock box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock box indicates "unlocked".

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked. Within CTC limits, train dispatcher's permission must also be obtained before lock box door is opened.

When block indicators indicate "block occupied", instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary.

Low type electric locks, such as are applied direct to lever of hub type switch stands, function as above except that the removal of the switch lock has the same effect as opening the lock box door. Instead of being equipped with an "unlocked" indicator, these locks have a pilot light that indicates by illumination when the lock is unlocked.

When pilot light will not illuminate to indicate electric lock is unlocked, push button on adjacent cast iron box, protected with a cover and locked with switch lock, should be depressed to illuminate green light. After a time interval of from one to seven minutes pilot light on electric lock will be illuminated, indicating lock is unlocked.

Emergency lock release to be used only in case of electrical or mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency lock release, train dispatcher must be notified immediately, and movement made only after flag protection provided on both tracks.

#### MECHANICAL SWITCH LOCKS

After lock box door is opened lock lever may be moved upward against stop. After a time interval of from one to seven minutes indicator will show UNLOCKED and lever may be moved to reverse position "R". Switch may then be operated in usual manner.

Lock lever must not be returned to normal position "N" until all movements over the switch are completed and switch returned to normal position and locked.

Emergency lock release is to be used only in case of mechanical failure, as indicated by failure of time release to function after several minutes. When necessary to break seal on emergency release, train dispatcher or signal operator must be notified immediately and movement made only after necessary flag protection is provided.

### GENERAL REGULATIONS

**RULE 825.** When cars are set out or left on grade not protected by derail, they must also be chained to rail, or chain placed ahead of lead wheels on down-grade end. When bad order car is set out another car with brake securely set must be placed below and against the bad order car.

**RULE 827.** Trains handling logs on flat cars being met or passed by trains on adjoining track must be thoroughly inspected to know that proper clearance exists to insure safe movement on adjoining track and when practicable must remain standing while train on adjoining track is moving.

**RULE 836.** When necessary to shove cars ahead of engine between stations on descending grade, cars must be chained to the engine unless air brakes are operative on all cars and air cut in.

**RULE 873.** Sanders must not be operated between absolute or interlocking signals governing movement over dual control or power operated switches.

### AIR BRAKE RULES

**RULE 2.** When temperature is 32 degrees above zero or less, air brake system must be blown out as follows before coupling any engine to any train:

Place automatic brake valve handle on lap to accumulate maximum main reservoir pressure, then open angle cock at rear of tender (or at rear of auxiliary tender, if used), then move brake valve handle suddenly to release position, causing heavy flow of air throughout the brake pipe, which should blow out any condensation that may have accumulated in the brake system.

Before road test is made on any freight train, after engine is coupled to train, blow out air brake pipe hose on head end of train as follows:

Close angle cocks between second and third cars; break air hose under pressure; close angle cocks between first and second cars; break air hose under pressure; close angle cocks between first car and tender; break air hose under pressure; then couple hose and cut in all closed angle cocks. During this test, engineer must drain tender dirt collector on brake pipe.

**RULE 3.** On engines of DP-5, 6, 8, 9, 10 and 11 classes the safety valve in the discharge pipe must be set at 185 pounds.

Standard brake pipe pressure for No. 377 (PCE) and No. 378 (PCE) is 90 pounds.

**RULE 13.** Should all power units of an engine running light or while handling train become inoperative on a grade, light engine or train, after stopping, must be immediately secured with hand brakes and engine wheels secured by blocking or chains.

Should it become impossible to stop an engine or train with air brakes or hand brakes, apply dynamic brake if engine is so equipped. If engine is not so equipped or dynamic brake is inoperative, place the switch marked "Rule 13, Sand" in "ON" position (if unit so equipped), place throttle in idle position, move transition lever to No. 1 position, place reverse lever in the opposite position and move the throttle to No. 1 position.

### FREIGHT TRAINS

⊙**RULE 17.** Engines used as helpers that are placed at or near rear of freight trains handled by engines with dynamic brakes in operation on head end will use dynamic brakes on descending grades. Additional tonnage in the same ratio as specified for road engines may be handled without retaining valves.

Trains handled by DF-120 to 126 class engines must not use more than three units of dynamic brakes, and trains handled by DF-1 to 12 class engines must not use more than four units of dynamic brakes. Dynamic brake cable must be removed between third and fourth units in direction of movement and unit selector switch on lead unit placed in No. 3 position.

### MISCELLANEOUS

#### 5. Helper service:

- Helper engines must not be placed behind wooden underframe equipment.
- Helper engines consisting of not more than two units may be placed behind caboose.
- Helper engines consisting of not more than four units may be placed immediately ahead of caboose.
- Helper engines must not be placed behind trailer-flat cars (SP 510500 to 510649) when such cars are handled in the rear ten cars of a train.

**24.** Operation of rotary snow plows with wings extended confined to territory between MP 565.48 (Eagle Creek) and Crescent Lake.

When operating snow plow and full extension of wings is not desired, side brace stops must be in place. These braces must also be kept in place unless wings are held in closed position by air cylinders.

**SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS**

Movement of rotary snow plow when not in operation must not be made until side brace stops are in place and tie bar connecting wings is secured to prevent uncontrolled opening of wings.

When operating rotary snow plow on descending grade retaining valves must be turned up on rotary, engine tank and caboose and rotary snow plow chained to engine.

Do not exceed 10 MPH when operating rotary snow plow with wings in extended position.

Extreme care must be exercised in moving through tunnels, sheds, meeting and passing trains and at water columns.

Trains handling rotary snow plow, when extended wings are not in secured closed position, must be brought to a complete stop before entering tunnels or passing the above impairments and before passing a train or cars on an adjoining track.

Rotary snow plows must not be moved between Eugene Yard and Oakridge unless authorized by Superintendent.

At Judkins, Natron, Dougren, Dexter, Minnow, Crale, Hampton and Lookout, stop rotary snow plow and similar equipment before passing starting or dwarf signals located between siding and main track. These signals will clear hinges on snow plow wings only about one inch. After stop, movement by signals to be with caution not exceeding 5 MPH.

Rotary snow plows equipped with wings and when wings are extended, the following impaired clearances exist between MP 565.48 (Eagle Creek) and Crescent Lake:

- (a) At all snow sheds and tunnels.
- (b) Bridges Nos. 565.48 (Eagle Creek), 563.23 (Salt Creek), 552.30, 549.07, 548.95, 548.50 (Noisy Creek), 547.67 (Shady Creek), 546.38 (Cascade Creek), 536.93 (Trapper Creek), 528.52 (Crescent Creek).
- (c) All water and oil columns at Wicopee, Cruzatte, Cascade Summit and Crescent Lake.
- (d) Westward "A" signal between East switch Cruzatte and Tunnel No. 6. Signals 5282 and 5288 west and east end of Crescent Lake passenger siding.

27. Should a passenger train be stopped in a tunnel, air conditioned cars within the tunnel must immediately have the air conditioning systems, including ice engines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off.

Should a train be stopped with the engine in a tunnel and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied. Engine wheels must be secured by blocks and chains, and power plants and steam generators, if any, on engine shut down.

28. DF and DP class engines when moving without cars must, when possible be operated from cab in direction of movement, except for short direct movements.

DF and DP class engines operated with engineer in other than lead unit in direction of movement, must not exceed 20 MPH when approaching highway or street crossings at grade, subject to further restrictions imposed by local conditions.

**◎SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains:**

NOMINAL CLASS	RUNNING FORWARD		RUNNING BACKWARD WITH TRAIN OR LIGHT
	WITH TRAIN	LIGHT	
DF-1 to 12, except 6194, 6195, 6230, 6231, 6240, 6247, 6254, 6270 to 6283, 6286, 6288, 6293, 6300, 6301, 6307 to 6311, 6317, 6321, 6328, 6351, 6357, 6360, 6365, 8094, 8146, 8166, 8168, 8170, 8172 to 8174, 8178 to 8182, 8195, 8200, 8202, 8203, 8207, 8208, 8213, 8220, 8229, 8231, 8233, 8241, 8245, 8250, 8254, 8255, 8257	65	65	*30
6190 to 6193, 6202, 6203, 6206 to 6211, 6214 to 6219, 6222 to 6229, 6232 to 6239, 6378 to 6382, 6384, 6385, 6387 to 6392, 6395 to 6405, 6440 to 6445, 6447, 6450, 6451, 6455 to 6457, 8090 to 8093, 8102, 8103, 8106, 8107, 8109, 8110, 8115 to 8117, 8119, 8122 to 8126, 8130 to 8133, 8138, 8139, 8290 to 8303	***55	55	*30
8383, 8386, 6393, 6446, 6448, 6449, 6452 to 6454, 8095, 8108, 8111, 8114, 8118, 8127 to 8129, 8134 to 8137	70	70	*30
DF-100, 114 (5288, 5289), 115, 119, 123, 126	79	79	*30
DF-114 (5279 to 5287, 5290 to 5293), 117	65	65	**65
DF-116, 118, 120, 121, 122, 124, 125	55	55	**55
DF-101 to 112	70	70	**70
DF-200 to 206	60	60	**60
DF-300 to 306	55	55	**55
DF-307	65	65	**65
DF-500, 501	60	60	**60
DF-603, 606	70	70	**70
DF-605, 607, 611	70	70	**70
DF-608, 609	65	65	**65
DF-610	75	75	**75
DP	65	65	**65
DS-1, 4, 5	79	79	*30
DS-2, 3, 6 to 12	45	45	45
DS-100 to 108, 110, 111, 113 to 115, 117 to 122	60	60	60
DS-109	60	60	**60
DS-200, 201	65	65	65
Any engine not listed	35	35	35

\*When on head end of train or running light and engineer is in other than leading control cab in direction of movement.

\*\*When operated in multiple unit control with engineer in other than lead unit in direction of movement must not exceed 30 MPH.

\*\*\*May operate at maximum speed of 60 MPH when handling No. 377 (PCE) and No. 378 (PCE).

**SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS**

◎Maximum speed of trains handling dead engines of S or SE class 20 MPH; other SPCo steam engines 40 MPH; and diesel engines the speed shown for same engine running forward light, except DS-200, 201 class must have traction motor brushes removed and speed restricted to 30 MPH.

Dead diesel engines hauled in train and weighing 150,000 pounds or more must be placed first behind engine handling the train. If weight is less than 150,000 pounds dead diesel engines must be placed near rear of train.

◎Dead steam engines hauled in train weighing 150,000 pounds or more on drivers, must, as far as practicable, be cut in between 25 and 30 cars from the head end of the train but in no event less than 8 cars from engine handling the train. If weight is less than 150,000 pounds on drivers dead steam engines must be placed near rear of train.

Unless otherwise restricted, not more than two dead steam engines shall be moved in any one train and when so moved they must be separated by five cars. When an S or SE class and a road engine are moved dead in train, a steel underframe freight car must be placed between them and S or SE class engine entrained with tender ahead.

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine or equipment is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

Movement of foreign line engines, in service or dead in train, must not be authorized until provisions of current Line Clearance Circular have been complied with.

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or triple loads	..	25
Scale test cars	40**	30**
Cars with arch bar trucks	40	30
Steel pile-drivers	40*	30*
Relief outfits with steam derrick, except:	35*	25*
Between Springfield Jet. and Ashland	30*	..
(Relief outfits 7014 and 7025 must not be operated on any branch).		
(Relief outfits 7003 and 7004 must not be operated between Myrtle Point and Powers, Corvallis and Toledo, Springfield and Tallman, Lebanon and Geer, nor on Mill City Mollala and Marcola Branches).		
With a light car each side, over Phoenix column spans on Marcola and Woodburn-Springfield Branches	..	10
Power shovel on own wheels	35*	25*
Ditcher on own wheels	35*	25*
Car-top ditchers, if blocking and tie-down cables are removed	35*	25*
K&J pedestal or center-hinged air-dump cars (except SPMW 5100 to 5289 loaded or empty)	35*	25*
Locomotive cranes:		
With boom disconnected, heavy end forward	35*	25*
With boom disconnected, light end forward	20*	15
With boom in place, either end forward	25*	15
Rotary snow plows	25	15

\*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than shown in timetable and on speed signs.

\*\*When more than one scale test car is handled in a train on any branch, they must be separated by at least one steel-underframe car.

**OTHER MAXIMUM SPEEDS**

	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Foreign steel-wheel cars not equipped with high speed trucks	60	55
Trains of deadhead equipment, with caboose	55	..
Passenger trains, with caboose	55	..
Engine and caboose only, except:	..	55
must not exceed speed for same engine running forward light.		
Trains handling flanger	..	30
Engine, flanger and caboose only	..	30
Logs loaded on flat or logging cars, except:	..	25
On curves	..	20
Through truss bridges, tunnels, and passing stations	..	15

SPMW cars equipped with K type brakes must not be handled in trains consisting of more than 50 cars and train must not exceed 40 MPH while handling such equipment.

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

When foreign steel-tired or all-steel wheel cars are picked up at points where no car inspectors are on duty, conductor must contact train dispatcher to determine applicable speed restriction for the movement.

Freight cars must not be handled behind occupied passenger carrying cars, except in mixed trains in military or naval movements.

Portland Traction Co. freight cars with arch bar trucks may be handled on through trains between Eugene and Portland. Canadian railroads' box cars with arch bar trucks may be handled in through trains between all points on the Division. Any such cars must be entrained next ahead of caboose and careful inspection of these cars must be made at all stops.

◎When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains and light engines must not exceed 59 MPH, and speed of freight trains must not exceed 49 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

SPECIAL INSTRUCTIONS—SPRINGFIELD SUBDIVISION

RULE 14(k). Will not apply in CTC limits between Eugene and Crescent Lake.

RULE 21-C. Train indicators on extra trains will be displayed during time train is at Crescent Lake.

Light engines at Crescent Lake, Eugene or Eugene Yard, moving from or to CTC limits or within CTC limits need not display train indicators, white lights or white flags.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within CTC limits, are established at the following stations:

Table with 3 columns: West MP, Station Name, East MP. Rows include Crescent Lake, Fall Creek Jct., Springfield, Eugene, etc.

Crescent Lake: Trains entering yard will use track indicated in illuminated indicator located on westward SA westward SA signal at east switch for westward trains and on eastward SA signal at west switch for eastward trains.

T. ains entering yard will use track indicated in illuminated indicator located on westward SA signal at east switch for westward trains and on eastward SA signal at west switch for eastward trains.

Units for display of flashing white light located west of west ladder track and east of east ladder track leads and when displayed will authorize movement from yard tracks to beginning of CTC.

Oakridge: Westward trains entering yard will use track indicated in illuminated indicator located on westward absolute signal at east switch.

Switch position indicators located at spring switches on tracks Nos. 1 and 2.

Indicators do not indicate track occupancy. Indicator will display green aspect with switch in either normal or reverse position. When indicator displays red aspect or indicator light is extinguished, careful examination of switch must be made before making a facing point movement.

Eugene: Junction switch will be handled by yardmen.

Westward first-class trains approach Signal 6477 prepared to head in if signal received from yardman.

RULE 104. The normal position of rigid switches at junction points is as follows:

- Fall Creek Jct. .... Fall Creek Branch for Cascade line, Mohawk Jct. .... Marcola Branch, for track No. 3, Springfield. .... Woodburn-Springfield Branch, for Cascade line, Springfield Jct. .... Medford Subdivision for Springfield Subdivision.

Derails in main track:

- Fall Creek Jct. .... Clearance point junction switch. Marcola. .... 200 feet east of east switch.

RULE 306. The following block signals, equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as "P-A":

Table with 4 columns: Eastward Signal, Protection, Westward Signal, Signal. Lists various fire detectors and slide detectors with their locations and signal types.

In addition to making careful inspection of track where slide fences are located, the face of bluff above the track must be observed for indication of slide.

RULE 505. AUTOMATIC SIGNAL SYSTEM

Crescent Lake: Trains moving on main track, in either direction, will move between end of CTC, at west switch yard track No. 1, and end of CTC, at east switch yard track No. 1, by block signals whose indications will supersede the superiority of trains.

Eugene-Burma: Trains moving on main track in either direction will move between end of CTC and fouling point east switch Eugene Yard, MP 650.94, by block signals, whose indications will supersede the superiority of trains.

SPECIAL INSTRUCTIONS—SPRINGFIELD SUBDIVISION

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Table with 3 columns: Illum. Letter, On Signal, Approaching, Authorizes and Requires Movement as Follows. Lists indicators for West and East switches at Crescent Lake.

CENTRALIZED TRAFFIC CONTROL

RULE 760. Limits extend from fouling point at west end running track Eugene MP 649.19 to east switch Crescent Lake MP 529.03.

Judkins: Westward absolute signals located on signal bridge at west switch govern movements as follows:

- Top units for movements on main track. Bottom units for movement to Medford Subdivision.

Eugene: Dwarf light type absolute signal east end crossover MP 647.05 governs westward movements through crossover to main track only and will remain dark until electric locks are unlocked by train dispatcher.

GENERAL REGULATIONS

RULE 825. Portable rail skids are hung on posts at lower end of sidings at the following stations: Cruzatte, Frazier.

When necessary to leave cars on any of these sidings, permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto rail skid, and hand brakes set if brakes are operative, before engine is detached.

Trains picking up cars from these sidings must remove rail skid and return it to proper post and lock it in place with switch lock.

RULE 826. Springfield: Indicator lights located on mast at east end Booth-Kelly chip track spur govern movements as follows:

- Green: Track may be used for switching movements. Red: Track must not be entered. Not Lighted: Must be considered as displaying most restrictive indication and Lumber Co. Mechanical Superintendent or Lumber Manager must be contacted before cars are coupled to or moved.

RULE 827. Eastward freight and mixed trains using retaining valves and with less than three dynamic brakes in operation will stop at Frazier 10 minutes for heat radiation unless stop has previously been made at Cruzatte. When stop of 10 minutes has been made at either Frazier or Cruzatte, train may thereafter run not to exceed 18 miles before again stopping for wheel radiation.

Eastward freight and mixed trains with retaining valves in use and with three or more dynamic brakes in operation, will stop at Frazier 10 minutes for heat radiation unless stop has previously been made at Cruzatte. When stop of 10 minutes has been made at either Frazier or Cruzatte, train may thereafter run to Oakridge without stopping.

Train inspection must be made at heat radiation stops. Air Brake Rule 34 must be complied with.

On freight trains between Crescent Lake and Eugene, in both directions, a member of crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train. Lights placed on rear of caboose will be used at night to assist in observing track.

AIR BRAKE RULES

RULE 17. Cascade Summit to Oakridge: Eastward passenger trains, with dynamic brakes operating, and not over 20 cars need not turn up retaining valves; if over 20 cars turn up one retaining valve for each 100 tons over 20 cars, on head end of train. Other eastward passenger trains will turn up retaining valves on all passenger-carrying equipment and one head-end cars in excess of three, stopping if necessary at Cascade Summit, to do so.

Retaining valves will be used on freight and mixed trains on descending grades as follows:

Cascade Summit-Oakridge. .... 1 retaining valve for every 70 tons except with four dynamic brakes in operation and over 4250 tons one retaining valve for each 125 tons or with three dynamic brakes in operation and over 3675 tons one retaining valve for each 100 tons.

For operating convenience retaining valves may be turned up at Crescent Lake and turned down at Pryor or Lookout.

FREIGHT TRAINS

RULE 25. In making rear-end test between Crescent Lake and Oakridge, not including Oakridge, it must be made in accordance with Air Brake Rule 25(b).

RULE 33. Gross tonnage of any freight train must not exceed 60 tons per operative brake Cascade Summit to Oakridge.

PASSENGER TRAINS

RULE 38. Eugene: When engine crew and/or train crew are changed, but consist including engine remains intact, incoming engineer, after completing stop will make full service automatic brake application, leaving brakes applied. Inspector or outgoing trainman, after noting brakes are applied on rear car, will signal outgoing engineer to release brakes and note that brakes on rear car do release.

Running test in accordance with Air Brake Rule 39 must be made as soon as speed permits after starting.

RULE 39. Running test must be made by passenger trains as follows:

Eastward trains... Just west of station Cascade Summit.

TRAIN HANDLING

RULE 60. On freight trains using dynamic brakes, before entering or leaving siding, turnout or crossover on descending grade between Cascade Summit and Oakridge, dynamic braking force must be reduced to one half of the maximum and, if necessary, automatic brake applied sufficiently so that speed of 15 MPH will not be exceeded while engine is moving between points 500 feet before reaching and 1500 feet after passing turnout or crossover.

MISCELLANEOUS

11. Load limit (car and contents):

Crescent Lake-Eugene..... 251,000 pounds
Mohawk Jct.-MP 649.40 (Marcola Br.)... 210,000 pounds
MP 649.40 (Marcola Br.)-Hyland..... 169,000 pounds

13. LOCATION OF STOCK YARDS

Table with 2 columns: Station, Capacity in cars. Eugene Yard..... 8 (Water)

30. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Table with 5 columns: Mile Post, Location, Description, Height Above Top of Rail, Side Clearance From Rail. Lists various tunnel and crossing locations with their respective clearances.

Eugene: Impaired clearance exists when chutes are in place on Eugene Sand & Gravel Co. spur.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 4 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

Large table with columns for Territory, Passenger Trains, Freight and Mixed, Light Engines, and specific mileposts. It details speed restrictions for various routes like Eastward, Crescent Lake to Eugene Yard, and Westward, Eugene Yard to Crescent Lake.

\*\*\*PUC Order.

No. 377 (PCE) and No. 378 (PCE), when consist contains no restricted cars, may operate at speeds shown in Column 1, except maximum speed must not exceed 60 MPH.

Light engines on descending grades without dynamic brakes in operation must not exceed speed shown for freight and mixed trains.

RULE 10-J. A light engine, or an engine with caboose may make speed shown in Speed Restrictions table for light engines in territory where such speed is in excess of that authorized by speed sign, except maximum speed must not exceed 60 MPH.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS With Caution Not Exceeding MPH

Table listing speed restrictions for other than main tracks. Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except: 15. Through controlled sidings at Lookout, Hampton, Crale, Minnow, Dexter, Dougren, Natron and Judkins..... 20. Through junction switch at Springfield Jct. 25. Through slip switches..... 10. Through turnouts on other than sidings..... 10. On branches..... 10.

SPECIAL INSTRUCTIONS—SPRINGFIELD SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

Table with columns for NOMINAL CLASS, ENGINE NUMBERS, and various routes: Crescent Lake to Eugene, Eugene to Hampton, Hampton to Oakridge, Oakridge to Cascade Summit, Cascade Summit to Crescent Lake, Mohawk Jct. to Hyland, Hyland to Mohawk Jct.

① Not more than 2 units in multiple may be operated over McKenzie River Bridge.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

RULE 14(b). Salem: After stopping at railroad crossings, sound Signal 14(b) only when visibility is obscured.

RULE 14(m). Salem and Hillsboro: Approaching railroad crossings sound Signal 14(m) only when visibility is obscured.

Brooklyn: Eastward freight trains will not sound Signal 14 (m).

RULE 26. Portland: At Union Station blue sign may be displayed on fireman's side when conditions do not permit sign to be displayed on engineer's side of cab of engine.

RULE 31. Use of engine whistle within city limits of Portland, Oswego, Hillsboro, McMinnville and Corvallis should be confined to operating purposes or to cases of emergency.

Whistle signals, as required by rule, must be sounded between east city limits and Marion Street, Salem. Not necessary to sound extended whistle signals but warning signal must be sounded, in addition engine bell must be rung.

Engine bell must be ringing continuously while moving on 12th Street, Salem, and where possibility of striking motor vehicles, whistle must also be sounded.

① RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

Table with columns for West MP and East MP, listing stations and yard limits such as Eugene, Albany, Salem, Woodburn, Canby, Clackamas, Brooklyn, Tallman, Lebanon, Shelburn, Silverton, Mill City, Corvallis, Nashville, Toledo, Wellsdale, Independence, Gerlinger, Whiteson, McMinnville, St. Joseph, Carlton, Seghers, and Carnation.

West MP East MP

Table listing stations and yard limits for West MP and East MP, including Hillsboro, Beaverton, Cook, Dawson, Tillamook, Garibaldi, Wheeler, Batterson, Enright, Cochran, Timber, Newberg, Oswego, Winona, Dallas, Black Rock, Molalla, Broadmead, and Willamina.

Eugene: Westward first-class trains approach Signal 6477 prepared to head in if signal received from yardman.

Eugene-Burma: Trains moving on main track in either direction will move between end of CTC and fouling point east switch Eugene Yard, MP 650.94 by block signals, whose indications will supersede the superiority of trains.

Burma: Yardmen must not line east switch for westward trains to enter Eugene Yard until after train has been identified.

Albany: OERy trains between Albany and Lebanon will cross SP main track through crossovers 300 feet west of Signal 6915; being governed for westward movement by indication of dwarf Signal 6913 located at derail on OERy track; and will use Albany and Page sidings between Albany and Tallman Branch junction switch at Page; but must comply with Rules 93 and 842.

Yardman's proceed signal will indicate protection has been provided against first-class trains for trains moving across main track to or from Toledo Branch.

Toledo: Georgia Pacific Corp. may move their engine between sawmill and junction switch logging railroad.

Brooklyn: Eastward branch line freight trains entering yard may pass Signal 7666 displaying stop indication without stopping at restricted speed provided proceed signal received from yardman, which is an indication that protection for the movement has been provided and yardman is responsible such protection has been provided.

Unit for display of flashing white light, located 100 feet east of Powell Blvd., governs movement of westward transfers entering east end of yard. When flashing white light is not displayed, such transfers must stop and not proceed until foreman contacts yardmaster by telephone for instructions.

RULE 98. Railroad crossings at grade not interlocked: Albany... OERy crossings over yard tracks, Salem... OERy crossings over yard tracks, Between Salem and Pinckney... OERy crossing, Between Independence and Wigrich... V&SRR crossing, Gerlinger... West Side Branch and Falls City Branch crossing, Hillsboro... OERy crossing at Washington St. East Portland... PTCO. at old IP lead, SP&SRy crossing at Madison St.

RULE 99-C. Will apply as follows: On all branches.

○RULE 103-A. Automatic crossing gates:

Following crossings protected by gates with control circuits located within short distance of crossings.

Crews of trains or engines making stop, reverse movements, movements against the current of traffic or movements from siding, yard or industrial tracks over crossing must know that gates are down and crossings clear of vehicular traffic before entering crossings.

Table with 3 columns: Station, Location, MP. Lists crossings from Harrisburg to Salem and Portland.

East Milwaukie: Ringing bells on automatic warning device at Oak Street crossing are equipped with a cut-out device so that bells will stop ringing after an interval of two minutes.

Haig: City traffic signals governing vehicular traffic crossing tracks 17th and Powell Streets are synchronized with flashing light crossing signals so that whenever crossing signal is actuated, traffic signals will display "stop."

In event westward trains or engines on westward main track are delayed within the 480 foot traffic circuit east of Powell Street, stop should be made just east of sign indicating "CONTROL POINT" located 55 feet east of Powell Street.

After a movement has been stopped and started within the approach circuit caution must be exercised to know that vehicular traffic is being properly controlled by traffic signals before trains or engines enter crossing.

Eastward movements against current of traffic approaching S. E. Powell St., crossing must stop within 75 feet of crossing, wait 30 seconds for ringing circuit to operate, and in addition flagman must go to crossing to protect traffic until movement is commenced over crossing.

Trains and engines must stop and be preceded by flagman before crossing following highways:

Seghers... Within 50 feet of Westside Highway Stimson Mill spur.

RULE 104. Normal position of rigid switches at junction points and end of double track is as follows:

- Eugene Yard... Coos Bay line, for yard track, Page... Page siding, for Tallman Branch, Albany... OERy connection, for SP main track, Albany... Toledo Branch, for Brooklyn line, Canby... Molalla Branch, for siding, Haig... End double track, for eastward track, Springfield... Woodburn-Springfield Branch, for Cascade line, Tallman... Junction switch, for Tallman Branch, Tallman... West wye switch, for wye, Shelburn... West wye switch, for Lebanon-Geer line, Shelburn... East wye switch, for Lebanon-Geer line, Geer... East switch Geer wye on Geer Branch, and west wye switch on Woodburn-Springfield Branch lined for movement Salem to Shelburn, Geer... East switch on Woodburn-Springfield Branch lined for movement Woodburn to Salem, Woodburn... Woodburn-Springfield Branch, for siding, Corvallis Jct... West Side Branch, for Toledo Branch, Corvallis Jct... East wye switch on West Side Branch, for wye, Corvallis... West Side Branch, for Toledo Branch, Toledo... Georgia Pacific Corp., tracks, for SP main track, Alpine Jct... Bailey Branch, for West Side Branch, V&S Jct... V&SRR track, for SP main track, St. Joseph... Newberg Branch, for West Side Branch, Newberg... Spaulding Lbr. Co. track, for SP track, Hillsboro... West Side Branch, for Tillamook Branch, Cook... Newberg Branch, for Tillamook Branch, Whiteson... Willamina Branch, for West Side Branch, Willamina... LP&NRy connection, for siding, Broadmead... Perrydale Branch, for Willamina Branch, Beburg... OERy connection, for SP main track (A-PB), Gretton... OERy connection, for SP main track (A-PB), Wilsonia... Jefferson St. Branch, for Tillamook Branch.

Derails in main track:

- Canby... On Molalla Branch, 100 feet east of east wye switch, Willamina... 1550 feet east of station building, Dawson... 210 feet east of west switch, Black Rock... 200 feet east of west switch on old main track, Gates... Clearance point opposite east end of siding.

RULE 211. Will apply when letter "M" is illuminated in letter-type indicator as follows:

Table with 2 columns: Signal, Protection. Shows On Signal and Approaching.

○RULE 306. The following block signals, equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device:

Table with 3 columns: Signal, Protection, Westward Signal. Lists signals P-7168, P-7500, P-7556.

Albany: Light type indicators located at MP 691.65 and MP 691.85 in vicinity of First St. and Water St. underpasses. When indicators display red or lunar aspect the following will govern:

- Red... Stop and make inspection of structure. Lunar... Proceed.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Eugene Yard: Westward trains entering yard tracks at Eugene Yard must not exceed 15 MPH over the 1600-foot section of track in approach to east switch to permit identification and operation of switch.

Salem: Trains moving on main track in either direction will move between Signals 7178 and 7179 by block signals whose indications will supersede the superiority of trains.

When Signal 7178 displays stop indication, train after stopping must not proceed until permission obtained from signal operator at Pringle. After permission obtained from signal operator movement may be made under the applicable provisions of Rules 509 or 510.

Westward trains or engines, after stopping at OERy crossing, MP 719.68 between Pinckney and Salem, must not proceed unless Signal D-7197 displays green aspect. If signal does not display green aspect, member of crew must contact signal operator at Pringle by telephone for instructions.

Wilsonia: Normal indication of Signal 7438 on Jefferson Street Branch is "Stop".

At above locations Rule 513 applies. If signal does not indicate proceed after switch is lined for entry into main track, be governed by Rule 509 or Rule 510.

Portland: Movements over SP&SRy crossing at Madison St. are governed by dwarf light signals located near crossing. If signals display stop indication, trains and engines must stop, and if crossing is clear of intersecting movement, may then proceed as prescribed by Rule 509 or 510, but flag protection must be provided on intersecting track unless derails are known to be in derailing position. Movement against current of traffic over crossing governed by signal for movement with current of traffic.

Lebanon: OERy junction switch at MP 688.90 is protected by Signals 6889 and 6891 located near clearance points and Signal 6888 approximately 1500 feet west of junction switch.

Normal position of switch is for movement on SP track. Normal indication of signals on SP track is "proceed" and signal on OERy "stop".

When block indicator located at main track switch indicates block clear, switch may be lined for movement to SP track and when so lined, and block is clear, signal on OERy will change to proceed. If signal does not change to proceed, be governed by Rules 509 and 510.

When operator is on duty at Lebanon, OERy trains must obtain permission from operator before entering SP main track.

○RULE 516. Overlap posts:

- Eastward trains: Fair Grounds... 800 feet east of west switch, Westward trains: Irving... 2500 feet east of west switch.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Table with 2 columns: Location, Normal Position. Lists Pringle, Hito, Coalca.

○RULE 605. INTERLOCKING

When for any reason proceed indication of an interlocking signal cannot be acted upon at once, signal operator must immediately be notified.

Salem: Limits extend from westward SA signal on main track, MP 718.89 and westward SA signal on Falls City Branch, MP 718.90 to eastward SA signal on signal bridge, MP 718.80, and is under control of signal operator at Pringle.

Eastward SA signal on signal bridge, MP 718.80 governs movements as follows:

- Top unit... via Fair Grounds Bottom unit... via Falls City Branch.

Junction switch is a dual control switch under control of signal operator at Pringle. When necessary to hand throw this switch permission must be obtained from signal operator and be governed by Rules 771 and 772.

When moving under provisions of Rules 663(b) or 663(c) dual control switch must be placed in hand position until movement over switch has been completed. After movement over switch has been completed dual control switch must be returned to motor position and locked.

Willsburg Jct.: Limits extend from eastward interlocking signal, MP 765.15 to westward interlocking signal on signal bridge, MP 766.70, and is under control of signal operator at Brooklyn.

Westward SA signal, MP 765.20, governs movements as follows:

- Top unit... via East Milwaukie Bottom unit... via Tillamook Branch.

Junction switch is a dual control switch under control of signal operator at Brooklyn. When necessary to hand throw this switch permission must be obtained from signal operator and be governed by Rules 771 and 772.

When moving under provisions of Rules 663(b) or 663(c) dual control switch must be placed in hand position until movement over switch has been completed. After movement over switch has been completed dual control switch must be returned to motor position and locked.

West switch "Reed siding" equipped with electric lock and spurs between west switch "Reed siding" and Willsburg Jct. equipped with mechanical switch locks. When necessary to use these switches permission must first be obtained from signal operator.

East Portland Tower: Governs movement over Willamette River bridge.

Limits extend from east end of Willamette River bridge to 1500 feet west of west end of bridge.

Movement governed by UPRR rules, the requirements of which are similar to SP interlocking rules except UPRR Rule 663 requires hand signal from signalman to be given from the center of track on which the movement is to be made.

The following whistle signals will be used:

- To Portland, —, To Albina, — o, To SP main track, o —, To Transfer track, — o —, To Graham (Sullivan Gulch line), — —, To East Second Street, o o —, To SP yard, o — o, To track 10, o o — —.

Northern Pacific Terminal Tower: Limits extend from east end of Willamette River bridge to Terminal tracks, Union Station. Trainmen and enginemen are subject to the rules and regulations of NPTCo.

Interlocking at south end of freight and passenger yards governs all trains and engines entering or leaving NPTCo. yards.

When the home signal indicates "stop" the following whistle signals will be used:

- To Albina, — o, To Troutdale, — —, To SP Main track, o —, To SP yard, o — o, To East Second Street, o o —, To SP&SRy to East Side, o o —.

When the home signal indicates "proceed" the whistle must not be sounded.

When conditions are favorable use hand or lamp signals for route desired, omitting whistle signals.

Trains and engines using tracks Nos. 1 to 10 inclusive, must move at restricted speed when passing a train receiving or discharging passengers, and must not cross under "High Shed" at passenger station without receiving proceed signal from stationmaster or his assistant.

Yard engines moving under "High Shed" will have member of crew ride leading end of engine. When cars are being shoved under "High Shed" member of crew must ride leading end of lead car in direction of movement.

A flagman must precede the movement of yard engines over crossing in front of the baggage room unless a proceed signal is given by the stationmaster, baggagemaster or their assistants.

Trains and engines must not exceed 10 MPH between N.W. 17th Ave. and passenger station, and 6 MPH between north end of passenger station tracks and N.W. Front Ave.

○RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Table with 4 columns: Illum. Letter, On Signal, Approaching, Authorizes and requires Movement as follows:

W. . . . . 7642 . . . East end siding, East Milwaukee. . . . . When Signal 7630 displays approach indication and Signal 7642 displays stop indication with indicator illuminated, eastward trains must stop short of Oak St. and wait until indicator is extinguished.

RULE 740. ABSOLUTE - PERMISSIVE BLOCK

Absolute-Permissive Block between Greton and Beburg. Eastward SP trains will, when meets are made at Beburg, move through siding unless otherwise provided by train-order. Eastward trains entering siding at Beburg must clear main track as soon as possible to release signals for other movements.

GENERAL REGULATIONS

○RULE 827. Freight trains using retainers on descending grade will stop at Enright 10 minutes for heat radiation, at which time train inspection will be made.

AIR BRAKE RULES FREIGHT TRAINS

RULE 17. Retaining valves will be used on freight and mixed trains on descending grades as follows:

- Macleay-Geer . . . . . 1 retaining valve for each 60 tons in train, Black Rock, Falls City . . . . . 1 retaining valve for each 50 tons in train, Summit-Nashville . . . 1 retaining valve for each 60 tons in train, Timber-Enright both directions . . 1 retaining valve for each 57 1/2 tons in train, except:

With dynamic brake in operation and handling: Over 1000 tons with 1 dynamic brake Over 2000 tons with 2 dynamic brakes Over 3000 tons with 3 dynamic brakes Over 4000 tons with 4 dynamic brakes Over 5000 tons with 5 dynamic brakes Over 6000 tons with 6 dynamic brakes

For operating convenience, retaining valves may be turned up and retaining valve test made at Timber.

Tunnel 25-Buxton . . . 1 retaining valve for each 60 tons in train, except:

With dynamic brake in operation and handling: Over 1200 tons with 1 dynamic brake Over 2400 tons with 2 dynamic brakes Over 3600 tons with 3 dynamic brakes Over 4800 tons with 4 dynamic brakes Over 6000 tons with 5 dynamic brakes

In event dynamic brake failure occurs in retainer territory, stop must be made immediately. Retaining valves must be turned up; and after brake pipe pressure has been restored, train may proceed, being governed by applicable retaining valve rule.

○RULE 22. Trainmen must not couple air hoses on outgoing freight trains at Albany or Salem until they have been notified by yardmaster or his representative that switching has been completed. After trainmen have been so notified, yardmen must not perform switching on, nor couple other cars or engines to the train without instructions from the yardmaster or his representative who must notify trainmen before intended move is made.

RULE 25. Rear-end air test must be made on all trains immediately before leaving Cochran.

When helper engine is in train, after rear-end test has been made, the leading engineer must not attempt to start until the helper engineer has sounded Signal 14(b). The helper engineer must not sound whistle until signal is received from rear.

In making rear-end test between Buxton and Salmonberry, between Black Rock and Falls City, it must be made in accordance with Air Brake Rule 25(b).

RULE 33. Gross tonnage on any freight train must not exceed the tons per operative brake between the stations shown:

Table with 2 columns: Station names, Tons

PASSENGER TRAINS

RULE 38. Eugene: When engine crew and/or train crew are changed, but consist including engine remains intact, incoming engineer, after completing stop will make full service automatic brake application, leaving brakes applied. Inspector or outgoing trainman, after noting brakes are applied on rear car, will signal outgoing engineer to release brakes and note that brakes on rear car do release.

Running test in accordance with Air Brake Rule 39 must be made as soon as speed permits after starting.

RULE 39. Passenger trains leaving Portland will not make running test until after crossing Willamette River bridge.

MISCELLANEOUS

5. Helper service: Tillamook Branch: When necessary to entrain three engines in any combination in helper service in rear of train, empty flat cars and empty tank cars should be placed behind helper engine, except between Timber and Cochran. If operating conditions require, they may be entrained on head end of train but should be at least 12 cars ahead of helper engine.

Not more than three units of dynamic braking may be used on head end of any train.

Engines with dynamic brake inoperative must not be entrained behind empty skeleton log flats on descending grade between Timber and Enright.

Empty log flats must be entrained behind other equipment in train on descending grades between Timber and Enright unless other equipment weighs less than 700 tons.

Empty 67-foot skeleton log flats must not be placed in train ahead of helper engines.

○10. Engines listed must not operate on tracks shown below:

Table with 2 columns: Class of Engines, Restricted Tracks

SP-94500 to 95199, SP-350100 to 350459 and SP-351010 to 351059, wood-chip cars, must not be operated between Summit and Toledo.

Trailer-flat cars (SP 510500 to SP 510649) must not be operated on the following tracks:

- East Portland: Hudson House, Inc., Rudie Wilhelm's Warehouse Co., Municipal Terminal track No. 2 and General Grocery Co. Brooklyn: Grand Rapids Store Equipment Co., Libby McNeill and Libby, N.W. Foundry and Furnace Co. Salem: Thomas Kay Woolen Mills, on curve from Front St. to Chemeketa St., Portland Gas and Coke Co., Hunt Bros. Cannery at Front and Division Sts.

East Portland: Movements with passenger equipment must not be made through No. 7 crossover between main tracks, Stark and Oak Sts.

Salem: Movements on track serving Hunt Foods, Inc., Front St. lead, must be stopped before entering gate.

Menefee: Closed cars must not be moved through siding.

Tigard: Cars left on Air King Mfg. Corp. track must be not less than 50 feet from highway crossing.

Wren: Cars must not be stored on west end of siding opposite open burner.

Tillamook: Engines must not exceed 6 MPH over bridges on Hole track.

Between Geer and Armitage: Two or more engines coupled must not operate over truss bridges. This does not apply to DF-200 to 204 class engines.

V&S Jct.: SPCo engines must not operate on track No. 5 (main line V&SRR).

Portland: To assist proper stopping eastward passenger trains arriving Union Station, Stationmaster will give stop signal when train is one car-length from point of final stop. Rear brakeman will sound communicating signal 16(b) (o o) when stop signal is given.

Engineer on Train No. 11 will apply brakes as soon as Train No. 408 stops, keeping them applied until communicating signal whistle indicates cars from No. 408 have been coupled to Train No. 11 and air cut in, thereby avoiding moving Train No. 11 when coupling is made and train is stretched.

Table with 2 columns: Location, Load limit (car and contents)

Unless authorized by Superintendent, heavier loads must not be handled.





SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

⊙SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 4 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

Table with columns: TERRITORY, FREIGHT AND MIXED, LIGHT ENGINES. Rows include: EASTWARD, ALBANY TO TALLMAN; EASTWARD, SPRINGFIELD TO WOODBURN; EASTWARD, SHELburn TO GATES; EASTWARD, SALEM TO GEER; EASTWARD, ALBANY TO TOLEDO; EASTWARD, SALEM TO BLACK ROCK; WESTWARD, TALLMAN TO ALBANY; WESTWARD, WOODBURN TO SPRINGFIELD; WESTWARD, GATES TO SHELburn; WESTWARD, GEER TO SALEM; WESTWARD, TOLEDO TO ALBANY; WESTWARD, BLACK ROCK TO SALEM.

★★ICC Regulation.

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

⊙SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 4 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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Table with columns: TERRITORY, FREIGHT AND MIXED, LIGHT ENGINES. Rows include: EASTWARD, CHESHIRE TO HILLSBORO; WESTWARD, HILLSBORO TO CHESHIRE; EASTWARD, ST. JOSEPH TO COOK; WESTWARD, COOK TO ST. JOSEPH; EASTWARD, ALPINE JCT. TO DAWSON; WESTWARD, DAWSON TO ALPINE JCT.; EASTWARD, TILLAMOOK TO WILLSBURG JCT.; WESTWARD, WILLSBURG JCT. TO TILLAMOOK.

★Regulated by City ordinance.

★★ICC Regulation.

**SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION**

**RATING OF ENGINES—In Units of 2000 Lbs. (Tons)**

NOMINAL CLASS	ENGINE NUMBERS	Territories			
		Eugene to Salem	E. Milwaukie to Clackamas Oregon City to Coalinga Canby to Aurora Hilo to Salem Salem to Barlow Canby to Oregon City Clackamas to Brooklyn	Brooklyn to E. Milwaukie Clackamas to Oregon City Coalinga to Canby Aurora to Hilo	Salem to Eugene Barlow to Canby Oregon City to Clackamas
DP-4, 7	6000 to 6004, 6017, 6018, 5900 to 5909, 5916, 5917	1250	1250	1250	1250
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915, 6019 to 6033, 5918 to 5924, 6034 to 6045	2300	2675	1575	2125
DP-12	6046 to 6054	.....	.....	.....	.....
DF-1 to 12	6138 to 6461, 8022 to 8303, except with 61:16 gear ratio with 60:17 gear ratio	2750	2975	1800	2375
DF-100	5200 to 5202	2725	3175	1925	2525
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	3550	4000	2425	3250
DF-109, 111	4903 to 4905, 5250 to 5252	5225	6100	3525	4775
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	4350	5000	3000	4000
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	.....	.....	.....	.....
DF-200 to 206	5100 to 5120	1375	1600	950	1275
DF-300 to 304	4600 to 4623, 4700 to 4703	.....	.....	.....	.....
DF-305, 306	4624 to 4633	.....	.....	.....	.....
DF-307	4634 to 4645	.....	.....	.....	.....
DF-500, 501	4800 to 4815	.....	.....	.....	.....
DF-603, 605, 606, 607, 611	5600 to 5719, 5730 to 5799	3325	3825	2325	3075
DF-608 to 610	5720 to 5729	.....	.....	.....	.....
DS-1 to 8	1000 to 1032	1100	1275	750	1025
DS-9 to 12	1033 to 1090	.....	.....	.....	.....
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1675	1925	1150	1550
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	2325	2500	1575	2125
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	.....	.....	.....	.....
DS-200, 201	1900 to 1903	.....	.....	.....	.....

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

**SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION**

**RATING OF ENGINES—In Units of 2000 Lbs. (Tons)**

NOMINAL CLASS	ENGINE NUMBERS	Territories															
		Albany to Lebanon	Springfield to Tallman	Lebanon to Aumsville	Aumsville to Geer	Geer to Woodburn	Woodburn to Geer	Geer to Aumsville	Aumsville to Lebanon	Tallman to Springfield	Lebanon to Albany	Shelburn and Gates	Salem and Geer	Albany to Corvallis	Corvallis to Flynn	Flynn to Corvallis	Corvallis to Albany
DF-1 to 12	6138 to 6461, 8022 to 8303, except with 61:16 gear ratio with 60:17 gear ratio	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DF-100	5200 to 5202	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	3875	5000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DF-109, 111	4903 to 4905, 5250 to 5252	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DF-200 to 206	5100 to 5120	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DF-300 to 304	4600 to 4623, 4700 to 4703	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DF-305, 306	4624 to 4633	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DF-307	4634 to 4645	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DF-500, 501	4800 to 4815	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DF-603, 605, 606, 607, 611	5600 to 5719, 5730 to 5799	1625	1875	1475	800	575	420	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DF-608 to 610	5720 to 5729	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DS-1 to 8	1000 to 1032	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DS-9 to 12	1033 to 1090	1625	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	2900	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	3150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DS-200, 201	1900 to 1903	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

① Rating Gates to Shelburn 1300.  
 ② Rating Geer to Salem 3000.  
 ③ Rating Toledo to Nashville 2500; Summit to Flynn 1750.  
 ④ Rating Toledo to Nashville 1400; Summit to Flynn 875.  
 ⑤ Rating Geer to Salem 4000.  
 ⑥ Rating Geer to Salem 5000.  
 ⑦ Rating Geer to Salem 10000.  
 ⑧ Does not apply to DF-121, 122, 124 and 125.  
 SP&S engines may operate as follows: Between Albany and Lebanon.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

**SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION**

**RATING OF ENGINES—In Units of 2000 Lbs. (Tons)**

NOMINAL CLASS	ENGINE NUMBERS	Salem to Dallas	Dallas to MP 735.5	MP 735.5 to Falls City	Falls City to Black Rock	Gilliams to MP 735.5	Black Rock to Gilliams MP 735.5 to Dallas	Dallas to Salem	Cheshire to Corvallis	Corvallis to Gaston	Gaston to Hillsboro	Hillsboro Jct. to Cook Cook to Sherwood	Willisburg Jct. to Cook Cook to Hillsboro	Gaston to Corvallis	Corvallis to Cheshire	Sherwood to Springbrook	Springbrook to Sherwood	Sherwood to Cook Cook to Willisburg Jct.	Springbrook to St. Joseph
DF-1 to 12	{ 6138 to 6461, 8022 to 8303, except with 61:16 gear ratio. 5200 to 5202. 4900 to 4902, 5203 to 5249, 5253 to 5278. 4903 to 4905, 5250 to 5252. 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493. 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507. 5100 to 5120. 4600 to 4623, 4700 to 4703. 4624 to 4633. 4634 to 4645. 4800 to 4815.	1925	1300	400	400	1300	1500	1300	3400	1650	1325	11125	11125	1475	1050	875	950	3400	3400
DF-101 to 108, 110, 112	{ 4903 to 4905, 5250 to 5252. 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493. 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507. 5100 to 5120. 4600 to 4623, 4700 to 4703. 4624 to 4633. 4634 to 4645. 4800 to 4815.	2875	2000	650	650	2025	2325	2000	7025	2325	2400	2075	2075	2225	1625	1375	1450	4000	4000
DF-109, 111	{ 4903 to 4905, 5250 to 5252. 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493. 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507. 5100 to 5120. 4600 to 4623, 4700 to 4703. 4624 to 4633. 4634 to 4645. 4800 to 4815.	1925	1300	400	400	1300	1500	1300	3400	1650	1325	11125	11125	1475	1050	875	950	3400	3400
DF-114, 116 to 118, 120 to 122, 124, 125	{ 4903 to 4905, 5250 to 5252. 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493. 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507. 5100 to 5120. 4600 to 4623, 4700 to 4703. 4624 to 4633. 4634 to 4645. 4800 to 4815.	1925	1300	400	400	1300	1500	1300	3400	1650	1325	11125	11125	1475	1050	875	950	3400	3400
DF-115, 119, 123, 126	{ 4903 to 4905, 5250 to 5252. 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493. 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507. 5100 to 5120. 4600 to 4623, 4700 to 4703. 4624 to 4633. 4634 to 4645. 4800 to 4815.	1925	1300	400	400	1300	1500	1300	3400	1650	1325	11125	11125	1475	1050	875	950	3400	3400
DF-200 to 206	{ 4903 to 4905, 5250 to 5252. 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493. 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507. 5100 to 5120. 4600 to 4623, 4700 to 4703. 4624 to 4633. 4634 to 4645. 4800 to 4815.	950	700	725	375	700	850	575	1700	850	1150	925	925	750	420	450	500	1150	1150
DF-300 to 304	{ 4903 to 4905, 5250 to 5252. 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493. 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507. 5100 to 5120. 4600 to 4623, 4700 to 4703. 4624 to 4633. 4634 to 4645. 4800 to 4815.	950	700	725	375	700	850	575	1700	850	1150	925	925	750	420	450	500	1150	1150
DF-305, 306	{ 4903 to 4905, 5250 to 5252. 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493. 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507. 5100 to 5120. 4600 to 4623, 4700 to 4703. 4624 to 4633. 4634 to 4645. 4800 to 4815.	950	700	725	375	700	850	575	1700	850	1150	925	925	750	420	450	500	1150	1150
DF-307	{ 4903 to 4905, 5250 to 5252. 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493. 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507. 5100 to 5120. 4600 to 4623, 4700 to 4703. 4624 to 4633. 4634 to 4645. 4800 to 4815.	950	700	725	375	700	850	575	1700	850	1150	925	925	750	420	450	500	1150	1150
DF-500, 501	{ 4903 to 4905, 5250 to 5252. 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493. 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507. 5100 to 5120. 4600 to 4623, 4700 to 4703. 4624 to 4633. 4634 to 4645. 4800 to 4815.	950	700	725	375	700	850	575	1700	850	1150	925	925	750	420	450	500	1150	1150
DF-603, 605, 606, 607, 611	{ 4903 to 4905, 5250 to 5252. 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493. 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507. 5100 to 5120. 4600 to 4623, 4700 to 4703. 4624 to 4633. 4634 to 4645. 4800 to 4815.	950	700	725	375	700	850	575	1700	850	1150	925	925	750	420	450	500	1150	1150
DF-608 to 610	{ 4903 to 4905, 5250 to 5252. 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493. 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507. 5100 to 5120. 4600 to 4623, 4700 to 4703. 4624 to 4633. 4634 to 4645. 4800 to 4815.	950	700	725	375	700	850	575	1700	850	1150	925	925	750	420	450	500	1150	1150
DS-1 to 8	{ 1000 to 1032. 1033 to 1090. 1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567. 1442 to 1463, 1492 to 1513, 1539 to 1550. 1486 to 1491, 1529 to 1538, 1568 to 1596. 1900 to 1903.	1750	2875	3500	1275	1750	2875	3500	1275	1750	2875	3500	1275	1750	2875	3500	1275	1750	2875
DS-9 to 12	{ 1000 to 1032. 1033 to 1090. 1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567. 1442 to 1463, 1492 to 1513, 1539 to 1550. 1486 to 1491, 1529 to 1538, 1568 to 1596. 1900 to 1903.	1750	2875	3500	1275	1750	2875	3500	1275	1750	2875	3500	1275	1750	2875	3500	1275	1750	2875
DS-100 to 109, 111, 115, 119	{ 1000 to 1032. 1033 to 1090. 1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567. 1442 to 1463, 1492 to 1513, 1539 to 1550. 1486 to 1491, 1529 to 1538, 1568 to 1596. 1900 to 1903.	1750	2875	3500	1275	1750	2875	3500	1275	1750	2875	3500	1275	1750	2875	3500	1275	1750	2875
DS-110, 114, 118	{ 1000 to 1032. 1033 to 1090. 1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567. 1442 to 1463, 1492 to 1513, 1539 to 1550. 1486 to 1491, 1529 to 1538, 1568 to 1596. 1900 to 1903.	1750	2875	3500	1275	1750	2875	3500	1275	1750	2875	3500	1275	1750	2875	3500	1275	1750	2875
DS-113, 117, 120 to 122	{ 1000 to 1032. 1033 to 1090. 1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567. 1442 to 1463, 1492 to 1513, 1539 to 1550. 1486 to 1491, 1529 to 1538, 1568 to 1596. 1900 to 1903.	1750	2875	3500	1275	1750	2875	3500	1275	1750	2875	3500	1275	1750	2875	3500	1275	1750	2875
DS-200, 201	{ 1000 to 1032. 1033 to 1090. 1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567. 1442 to 1463, 1492 to 1513, 1539 to 1550. 1486 to 1491, 1529 to 1538, 1568 to 1596. 1900 to 1903.	1750	2875	3500	1275	1750	2875	3500	1275	1750	2875	3500	1275	1750	2875	3500	1275	1750	2875

① Rating Willisburg Jct. to Cook 1650; Rating Cook to Sherwood and Hillsboro to Gaston 1850.  
② Rating Willisburg Jct. to Cook 3000; Rating Cook to Sherwood and Hillsboro to Gaston 2750.  
③ Rating Monroe to Corvallis 3000.  
④ Rating Corvallis to Monroe 1200.  
⑤ Rating MP 735.5 to Dallas 4000.  
⑥ Rating MP 735.5 to Dallas 5000.  
⑦ Rating MP 735.5 to Dallas 10000.  
⑧ Does not apply to D-121, 122, 124 and 125.  
⑨ SP&SRy engines may operate as follows: Between Gretton and Beburg—DES class not to exceed 248,000 lbs.

**UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.**

**SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION**

**RATING OF ENGINES—In Units of 2000 Lbs. (Tons)**

NOMINAL CLASS	ENGINE NUMBERS	Dawson to Alpine Jct.	Alpine Jct. to Dawson	Whitson and Perrydale	Broadhead to Williamina	Williamina to Broadhead	Canby and Molalla	Wilsonia to Jefferson St.	Jefferson St. to Wilsonia	Tillamook to Salmonberry	Salmonberry to Enright	Timber and Enright	Timber to Buxton	Enright to Tillamook	Hillsboro to Buxton	Buxton to Timber
DF-1 to 12	{ 6138 to 6461, 8022 to 8303, except with 61:16 gear ratio. 5200 to 5202. 4900 to 4902, 5203 to 5249, 5253 to 5278. 4903 to 4905, 5250 to 5252. 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493. 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507. 5100 to 5120. 4600 to 4623, 4700 to 4703. 4624 to 4633. 4634 to 4645. 4800 to 4815.	7252	1225	1325	1900	1250	1475	1425	1175	1925	1125	540	1300	2900	2725	775
DF-100	{ 4903 to 4905, 5250 to 5252. 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493. 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507. 5100 to 5120. 4600 to 4623, 4700 to 4703. 4624 to 4633. 4634 to 4645. 4800 to 4815.	3950	1825	2050	2850	1900	2275	2150	1850	3425	1500	700	1725	4000	4000	975
DF-101 to 108, 110, 112	{ 4903 to 4905, 5250 to 5252. 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493. 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507. 5100 to 5120. 4600 to 4623, 4700 to 4703. 4624 to 4633. 4634 to 4645. 4800 to 4815.	3950	1825	2050	2850	1900	2275	2150	1850	3425	1500	700	1725	4000	4000	975
DF-109, 111	{ 4903 to 4905, 5250 to 5252. 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493. 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507. 5100 to 5120. 4600 to 4623, 4700 to 4703. 4624 to 4633. 4634 to 4645. 4800 to 4815.	3950	1825	2050	2850	1900	2275	2150	1850	3425	1500	700	1725	4000	4000	975
DF-114, 116 to 118, 120 to 122, 124, 125	{ 4903 to 4905, 5250 to 5252. 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493. 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507. 5100 to 5120. 4600 to 4623, 4700 to 4703. 4624 to 4633. 4634 to 4645. 4800 to 4815.	3950	1825	2050	2850	1900	2275	2150	1850	3425	1500	700	1725	4000	4000	975
DF-115, 119, 123, 126	{ 4903 to 4905, 5250 to 5252. 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493. 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507. 5100 to 5120. 4600 to 4623, 4700 to 4703. 4624 to 4633. 4634 to 4645. 4800 to 4815.	3950	1825	2050	2850	1900	2275	2150	1850	3425	1500	700	1725	4000	4000	975
DF-200 to 206	{ 4903 to 4905, 5250 to 5252. 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493. 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507. 5100 to 5120. 4600 to 4623, 4700 to 4703. 4624 to 4633. 4634 to 4645. 4800 to 4815.	1700	485	675	950	650	775	550	470	950	575	275	675	1475	1375	400
DF-300 to 304	{ 4903 to 4905, 5250 to 5252. 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493. 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507. 5100 to 5120. 4600 to 4623, 4700 to 4703. 4624 to 4633. 4634 to 4645. 4800 to 4815.	1700	485	675	950	650	775	550	470	950	575	275	675	1475	1375	400
DF-305, 306	{ 4903 to 4905, 5250 to 5252. 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493. 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507. 5100 to 5120. 4600 to 4623, 4700 to 4703. 4624 to 4633. 4634 to 4645. 4800 to 4815.	1700	485	675	950	650	775	550	470	950	575	275	675	1475	1375	400
DF-307	{ 4903 to 4905, 5250 to 5252. 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493. 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507. 5100 to 5120. 4600 to 4623, 4700 to 4703. 4624 to 4633. 4634 to 4645. 4800 to 4815.	1700	485	675	950	650	775	550	470	950	575	275	675	1475	1375	400
DF-500, 501	{ 4903 to 4905, 5250 to 5252. 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493. 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507. 5100 to 5120. 4600 to 4623, 4700 to 47															

○**RULE 93.** Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP	East MP
426.92	Ashland..... 430.79
438.40	Medford..... 446.40
449.37	Tolo..... 451.00
	“ White City Branch..... End of track
456.70	Gold Hill..... 458.12
471.00	Grants Pass..... 474.57
506.64	Glendale..... 509.11
541.50	Riddle..... 546.00
548.00	Myrtle Creek..... 551.00
559.00	Dillard..... 564.50
571.03	Roseburg..... 574.56
584.98	Oakland..... 589.86
608.29	Drain..... 609.65
623.75	Cottage Grove..... 627.15

**Roseburg:** Westward trains may pass Signal 5729 displaying stop indication if flashing white light is displayed on signal mast or proceed signal received from yardman.

**RULE 103-A. Drain:** When moving over Pacific Highway crossing flag protection must be provided for highway traffic.

**Cottage Grove:** When moving to or from Lorane Valley Lbr. Co. track, flag protection must be provided for highway traffic at Pacific Highway crossing.

○**Sutherlin:** Cars or engines must not be left standing on Calapooia St. (Highway 99) crossing and movements over crossing must not exceed 12 MPH. When shoving cars ahead of the engine over crossing, flag protection must be afforded vehicular traffic on both sides of crossing.

**RULE 104.** The normal position of rigid switches at junction points is as follows:

Tolo.....	White City Branch, for siding.
Derails on main track:	
.....	On White City Branch, 100 feet west of west switch of interchange track.
Ashland.....	210 feet west of east switch.

**RULE 306.** The following block signals equipped with triangular plate displaying letter “P” have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-6418	Collision detector, highway underpass, MP 642.30.....	P-6429

**RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM**

**Ashland:** Trains or engines stopped by Signals 4293 or 4297 may proceed with caution not exceeding 12 MPH.

○**RULE 825.** Instructions for setting hand brakes:

- Ashland:
- Passenger trains..... Two brakes on east end.
- Freight trains or cuts of cars..... Five brakes on east end.

**GENERAL REGULATIONS**

**RULE 826. Medford:** Indicator lights located on tracks at each end Medford Ice and Cold Storage Co. icing platform govern movements as follows:

- Green:** Tracks may be used for train or switching movements.
- Red:** Engines or cars must not be placed beyond end of ice dock or cars at ice dock coupled to or moved.
- Not lighted:** Must be considered as displaying most restrictive indication and ice dock foreman must be contacted before cars are coupled to or moved.

Indicator light on right side of dock at east end governs movements into Ice Dock No. 2.

Indicator light on left side of dock at west end governs movements into Ice Dock No. 1.

**AIR BRAKE RULES**

**RULE 17.** Retaining valves will be used on passenger trains on descending grades as follows:

**Glendale-Grants Pass:** In both directions—accessible. Retaining valves will be used on freight and mixed trains on descending grades as follows:

Glendale-Grants Pass, both directions—10 retaining valves on head end of train. Stop for inspection will not be required if there is no evidence of overheating and in judgment of conductor and engineer there is no necessity for such stop. Retaining valves will be used between Rice Hill and MP 594.00, when necessary, to comply with Rule 29. Eastward trains exceeding 4000 tons will use 20 retaining valves on head end Rice Hill to MP 602.00, except:

Glendale-Grants Pass, both directions:  
DF-100 to 126 class, with three or more dynamic brakes in operation handling over 4800 tons—10 retaining valves solid on head end of train; with two dynamic brakes in operation handling over 3000 tons—10 retaining valves solid on head end of train; with one dynamic brake in operation handling over 1500 tons—10 retaining valves solid on head end of train.

DF-1 to 12 class, with four dynamic brakes in operation handling over 4800 tons—10 retaining valves solid on head end of train; with three dynamic brakes in operation handling over 3000 tons—10 retaining valves solid on head end of train; with less than three dynamic brakes in operation retaining valves will be used as prescribed for trains handled by steam engines.

Between Oakland and Divide:  
DF-100 to 126 class, with three or more dynamic brakes in operation handling over 6500 tons—10 retaining valves solid on head end; with two dynamic brakes in operation handling over 4560 tons—10 retaining valves solid on head end; with one dynamic brake in operation handling over 2300 tons—10 retaining valves solid on head end.

DF-1 to 12 class, with four dynamic brakes in operation handling over 6500 tons—10 retaining valves solid on head end; with three dynamic brakes in operation handling over 4560 tons—10 retaining valves solid on head end.

**FREIGHT TRAINS**

**RULE 25.** In making rear-end test between Glendale and Grants Pass, it must be made in accordance with Air Brake Rule 25 (b).

**RULE 33.** Gross tonnage on any freight train must not exceed the tons per operative brake between the stations shown:  
Grants Pass and Glendale..... 70 tons.

**TRAIN HANDLING**

**RULE 60.** On freight trains using dynamic brakes, before entering or leaving siding, turnout or crossover on descending grade between Divide and Comstock, Yoncalla and Oakland and West Fork and Grants Pass, dynamic braking force must be reduced to one half of the maximum and, if necessary, automatic brake applied sufficiently so that speed of 15 MPH will not be exceeded while engine is moving between points 500 feet before reaching and 1500 feet after passing turnout or crossover.

○**10.** Engines listed must not operate on tracks shown below:

Class of Engines	Restricted Tracks
All engines.....	Medford—Crossover between tracks Nos. 3 and 4, Government Yard.

SP-94500 to 95199, SP-350100 to 350459, and SP-351010 to 351059, wood-chip cars, must not be operated between Peck and Hugo.

**11. Load limit (car and contents):**  
Ashland-Springfield Jct..... 251,000 pounds  
White City-Tolo..... 251,000 pounds  
Unless authorized by Superintendent, heavier loads must not be handled.

○**13. LOCATION OF STOCK YARDS**

Station	Capacity in cars
Medford.....	10½ (Water)

○**30.**  
**LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

Mile Post	Location	Description	Height Above Top of Rail	Side Clearance From Rail
456.78	Tolo-Gold Hill.....	Through Truss Rogue River.....	20.5	4.9
458.66	Gold Hill-Rogue River.....	Through Girder Sardine Creek.....	3.7	
482.57	Merlin-Hugo.....	Through Girder Louse Creek.....	3.4	
490.00	Hugo-Leland.....	Tunnel No. 9.....	16.7	4.5
505.00	Wolf Creek-Glendale.....	Tunnel No. 8.....	16.0	4.1
509.22	Glendale-Reuben.....	Through Truss Cow Creek.....	20.5	5.1
514.00	Reuben-Brandt.....	Tunnel No. 7.....	16.3	5.2
514.00	“.....	Tunnel No. 6.....	15.2	4.8
515.00	“.....	Tunnel No. 5.....	16.1	4.7
516.00	“.....	Tunnel No. 4.....	16.3	4.4
518.00	Brandt-West Fork.....	Tunnel No. 3.....	17.1	4.5
518.00	5180 feet east.....	Rock Cut.....	5.4	
521.00	Brandt-West Fork.....	Tunnel No. 2.....	17.0	4.4
521.06	Langdon-West Fork.....	Through Truss Cow Creek.....	20.5	4.8
521.40	Brandt-West Fork.....	West Fork Creek Crossing.....	21.8	4.9
523.00	4490 feet east.....	Rock cut.....	5.2	
525.00	125.....	“.....	5.8	
526.00	3700.....	“.....	5.7	
526.00	3865.....	“.....	5.3	
526.00	4785.....	“.....	5.2	
528.00	600.....	“.....	5.4	
530.80	Cow Creek-Peck.....	Tunnel No. 1.....	16.4	4.5
539.00	1450 feet east.....	Rock cut.....	5.5	
550.12	Weaver-Myrtle Creek.....	Through Truss S. Umpqua.....	20.5	5.0
578.01	Winchester-Akin.....	Through Truss N. Umpqua.....	20.5	4.9
589.88	Oakland-Isadora.....	Through Truss Calapooia.....	20.5	4.9
607.85	Yoncalla-Drain.....	Through Truss 1st Elk.....	20.5	5.0
608.62	Yoncalla-Drain.....	Through Truss 1st Pass Creek.....	20.5	5.0
610.71	Krewsen-Leona.....	Through Truss.....	20.5	5.0
620.00	856 feet east.....	Rock cut.....	5.7	
625.53	Cottage Grove-Kimwood.....	Through Truss 1st Coast Fork Willamette.....	20.5	4.9
627.39	Cottage Grove-Saginaw.....	Through Truss 2nd Coast Fork Willamette.....	20.5	4.9

**SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS**  
With Caution Not Exceeding MPH

Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches.....	10
Through turnouts on other than sidings.....	10
On branches.....	10
Green..... Associated Plywood tracks ..	10

**SPECIAL INSTRUCTIONS—MEDFORD SUBDIVISION**

◎SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 4 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP	MP	Column:	1	2	3	MP	MP	Column:	1	2	3
EASTWARD, ASHLAND TO SPRINGFIELD JCT.:						WESTWARD, SPRINGFIELD JCT. TO ASHLAND:					
***429.10 to 429.93 (Ashland)			20	20	20	644.60 to 642.60			30	25	25
429.93 to 434.00			30	20	20	642.60 to 635.52			40	40	40
***434.00 to 434.70 (Talent)			35	35	35	***635.52 to 635.48 (Creswell)			35	35	35
434.70 to 436.80			50	40	40	635.48 to 630.40			40	40	40
***436.80 to 437.30 (Phoenix)			35	35	35	630.40 to 629.84			30	25	25
437.30 to 440.59			50	40	40	629.84 to 626.73			35	25	25
***440.59 to 441.41 (Medford)			20	20	20	***626.73 to 626.00 (Cottage Grove)			25	25	25
***441.41 to 442.14 (Medford)			15	15	15	626.00 to 623.95			40	35	35
***442.14 to 442.71 (Medford)			20	20	20	623.95 to 623.73			35	30	35
442.71 to 445.60			50	40	40	623.73 to 621.20			40	30	30
***445.60 to 445.80 (Central Point)			35	35	35	621.20 to 618.46			25	20	20
445.80 to 450.62			50	40	40	618.46 to 613.17			40	35	35
450.62 to 451.46			30	25	25	613.17 to 612.01			30	25	25
451.46 to 456.89			30	30	30	612.01 to 609.10			40	30	30
***456.89 to 457.40 (Gold Hill)			35	35	35	***609.10 to 608.63 (Drain)			30	30	30
457.40 to 462.03			50	40	40	608.63 to 606.21			30	25	25
462.03 to 463.57			45	40	40	606.21 to 603.90			40	35	35
463.57 to 464.90			50	40	40	***603.90 to 603.70 (Yoncalla)			35	35	35
***464.90 to 465.10 (Rogue River)			35	35	35	603.70 to 600.39			40	35	35
465.10 to 466.16			50	40	40	600.39 to 594.43			25	20	20
466.16 to 470.29			35	35	35	594.43 to 589.76			35	30	30
470.29 to 471.87			50	35	35	589.76 to 589.00			30	25	25
***471.87 to 474.25 (Grants Pass)			35	35	35	***589.00 to 588.80 (Oakland)			25	25	25
***474.25 to 474.94 (Grants Pass)			25	25	25	588.80 to 586.90			30	25	25
474.94 to 482.10			30	25	25	***586.90 to 586.70 (Sutherlin)			25	25	25
482.10 to 485.36			50	35	35	***586.70 to 585.10 (Sutherlin)			35	35	35
485.36 to 507.50			30	25	25	585.10 to 581.63			40	35	35
***507.50 to 508.01 (Glendale)			25	25	25	581.63 to 573.86			35	30	30
508.01 to 515.81			30	25	25	***573.86 to 571.77 (Roseburg)			25	25	25
515.81 to 516.13			20	20	20	571.77 to 569.19			30	25	25
516.13 to 527.80			25	20	20	569.19 to 565.11			45	30	30
527.80 to 528.17			20	20	20	565.11 to 563.60			30	20	20
528.17 to 536.92			30	25	25	563.60 to 550.50			30	25	25
536.92 to 539.40			25	25	25	***550.50 to 550.30 (Myrtle Creek)			25	25	25
539.40 to 543.07			45	35	35	550.30 to 544.71			30	25	25
543.07 to 543.90			40	35	35	544.71 to 544.30			40	35	35
***543.90 to 544.30 (Riddle)			35	35	35	***544.30 to 543.90 (Riddle)			35	35	35
544.30 to 544.71			40	35	35	543.90 to 543.07			40	35	35
544.71 to 550.30			30	25	25	543.07 to 539.40			45	35	35
***550.30 to 550.50 (Myrtle Creek)			25	25	25	539.40 to 536.92			25	25	25
550.50 to 563.60			30	25	25	536.92 to 528.17			30	25	25
563.60 to 565.11			30	20	20	528.17 to 527.80			20	20	20
565.11 to 569.19			45	30	30	527.80 to 516.13			25	20	20
569.19 to 571.77			30	25	25	516.13 to 515.81			20	20	20
***571.77 to 573.86 (Roseburg)			25	25	25	515.81 to 508.01			30	25	25

\*\*\*PUC Order.

Light engines on descending grades without dynamic brakes in operation must not exceed speed shown for freight and mixed trains.

RULE 10-J. Passenger trains may operate at speed shown in Column 1 in territory where such speed is in excess of that authorized by speed sign.

MEDFORD—Trains must not exceed 25 MPH through Stewart Ave., Jackson St., Clark St. and McAndrews Road, and 15 MPH through Eleventh St., Fourth St. and Third St.

**SPECIAL INSTRUCTIONS—MEDFORD SUBDIVISION**

◎SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 3, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 4 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP	MP	Column:	1	2	3	MP	MP	Column:	1	2	3
EASTWARD, ASHLAND TO SPRINGFIELD JCT.:						WESTWARD, SPRINGFIELD JCT. TO ASHLAND:					
573.86 to 581.63			35	30	30	***508.01 to 507.50 (Glendale)			25	25	25
581.63 to 585.10			40	35	35	507.50 to 485.36			30	25	25
***585.10 to 586.70 (Sutherlin)			35	35	35	485.36 to 482.10			50	35	35
***586.70 to 586.90 (Sutherlin)			25	25	25	482.10 to 474.94			30	25	25
586.90 to 588.80			30	25	25	474.94 to 474.25			25	25	25
***588.80 to 589.00 (Oakland)			25	25	25	***474.25 to 471.87 (Grants Pass)			35	35	35
589.00 to 589.76			30	25	25	471.87 to 470.29			50	35	35
589.76 to 594.43			35	30	30	470.29 to 466.16			35	35	35
594.43 to 600.39			25	20	20	466.16 to 465.10			50	40	40
600.39 to 603.70			40	35	35	***465.10 to 464.90 (Rogue River)			35	35	35
***603.70 to 603.90 (Yoncalla)			35	35	35	464.90 to 463.57			50	40	40
603.90 to 606.21			40	35	35	463.57 to 462.03			45	40	40
606.21 to 608.63			30	25	25	462.03 to 457.40			50	40	40
***608.63 to 609.10 (Drain)			30	30	30	***457.40 to 456.89 (Gold Hill)			35	35	35
609.10 to 612.01			40	30	30	456.89 to 451.46			30	30	30
612.01 to 613.17			30	25	25	451.46 to 450.62			30	25	25
613.17 to 618.46			40	35	35	450.62 to 445.80			50	40	40
618.46 to 621.20			25	20	20	***445.80 to 445.60 (Central Point)			35	35	35
621.20 to 623.73			40	30	30	445.60 to 442.71			50	40	40
623.73 to 623.95			35	30	30	***442.71 to 442.14 (Medford)			20	20	20
623.95 to 626.00			40	35	35	***442.14 to 441.41 (Medford)			15	15	15
***626.00 to 626.73 (Cottage Grove)			25	25	25	***441.41 to 440.59 (Medford)			20	20	20
626.73 to 629.84			35	25	25	440.59 to 437.30			50	40	40
629.84 to 630.40			30	25	25	***437.30 to 436.80 (Phoenix)			35	35	35
630.40 to 635.48			40	40	40	436.80 to 434.70			50	40	40
***635.48 to 635.52 (Creswell)			35	35	35	***434.70 to 434.00 (Talent)			35	35	35
635.52 to 642.60			40	40	40	434.00 to 429.93			30	20	20
642.60 to 644.60			30	25	25	***429.93 to 429.10 (Ashland)			20	20	20
EASTWARD, TOLO TO WHITE CITY.						WESTWARD, WHITE CITY TO TOLO.					
			..	25	25				..	25	25

\*\*\*PUC Order.

Light engines on descending grades without dynamic brakes in operation must not exceed speed shown for freight and mixed trains.

RULE 10-J. Passenger trains may operate at speeds shown in Column 1 in territory where such speed is in excess of that authorized by speed sign.

MEDFORD—Trains must not exceed 25 MPH through Stewart Ave., Jackson St., Clark St. and McAndrews Road, and 15 MPH through Eleventh St., Fourth St. and Third St.

**RATING OF ENGINES—In Units of 2000 Lbs. (Tons)**

NOMINAL CLASS	ENGINE NUMBERS	Ashland to Grants Pass Divide to Drain	Grants Pass and Glendale Drain to Roseburg	Glendale to Roseburg	Roseburg to Divide	Divide to Springfield Jct.	Springfield Jct. to Divide	Roseburg to West Fork Grants Pass to Ashland	West Fork to Glendale
DP-4, 7	6000 to 6004, 6017, 6018, 5900 to 5909, 5916, 5917	.....	.....	.....	.....	.....	.....	.....	.....
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915	5525	650	1400	675	1650	1400	1400	1125
DP-12	6019 to 6033, 5918 to 5924, 6034 yo 6045 6046 to 6054	.....	.....	.....	.....	.....	.....	.....	.....
DF-1 to 12	6138 to 6461, 8022 to 8303, except with 61:16 gear ratio with 60:17 gear ratio	6050	800	1600	800	1875	1600	1600	1300
DF-100	5200 to 5202	.....	.....	.....	.....	.....	.....	.....	.....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	5000	1100	3000	1325	3525	3000	2150	1775
DF-109, 111	4903 to 4905, 5250 to 5252	5000	①1400	3150	1500	3700	3150	3150	2575
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	10000	1250	2600	1325	3100	2600	2600	2150
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	.....	.....	.....	.....	.....	.....	.....	.....
DF-200 to 206	5100 to 5120	3000	425	850	425	1000	850	850	700
DF-300 to 304	4600 to 4623, 4700 to 4703	.....	.....	.....	.....	.....	.....	.....	.....
DF-305, 306	4624 to 4633	.....	.....	.....	.....	.....	.....	.....	.....
DF-307	4634 to 4645	.....	.....	.....	.....	.....	.....	.....	.....
DF-500, 501	4800 to 4815	.....	.....	.....	.....	.....	.....	.....	.....
DF-603, 605, 606, 607, 611	5600 to 5719, 5730 to 5799	.....	.....	.....	.....	.....	.....	.....	.....
DF-608 to 610	5720 to 5729	.....	.....	.....	.....	.....	.....	.....	.....
DS-1 to 8	1000 to 1032	1075	305	660	310	775	585	630	535
DS-9 to 12	1033 to 1090	.....	.....	.....	.....	.....	.....	.....	.....
DS-100 to 109, 111, 115 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1650	480	1025	490	1200	900	975	825
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	4000	665	1400	685	1650	1400	1300	1125
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	.....	.....	.....	.....	.....	.....	.....	.....
DS-200, 201	1900 to 1903	.....	.....	.....	.....	.....	.....	.....	.....

①Rating Drain to Roseburg 1500.

**UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.**

**MISCELLANEOUS**

⑩. Engines listed must not operate on tracks shown below:

Class of Engines	Restricted Tracks
All engines	Vaughn—Beyond 300 ft. east of east switch of Long Bell interchange track.
All engines and loaded cars	Siuslaw—Consumers Co-op Ass'n. Engines restricted beyond clear point.
All engines	Mapleton—Beyond 792 feet from switch on log loading spur, U. S. Plywood Corp.
All engines and loaded cars	Booth—Log dump track.
All engines	Kroll—Trestle on Crown Zellerback log loading track.
All engines and cars	Reedsport—Beyond engine restriction sign on Umpqua Navigation Co. log spur.
All engines and loaded cars	Tharp—Beyond clear point on log loading siding.
All engines and cars	Rogers—Beyond sand chute.
All engines and loaded cars	North Bend—Old town spur. Engines restricted beyond first road crossing.
All engines and cars	McCormac—Coos Bay Timber Co. (Georgia Pacific Corp.) log dump tracks.
All engines	Hayden—On gravel hopper, Porter-Yett track.
"	Overland—Zellner-Loney Co. spur.
"	Chrome—Gravel hopper on outside track.
All engines and cars	Cedar Point—Coos Bay Timber Co. (Georgia Pacific Corp.) log dump tracks.
"	Johnson—Coos Bay Timber Co. (Georgia Pacific Corp.) log dump track and siding.

11. Load limit (car and contents):

Eugene-Coos Bay	210,000 pounds
Coos Bay-Myrtle Point	210,000 pounds
Myrtle Point-Powers	169,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

30.

**LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

Mile Post	Location	Description	Height Above Top of Rail	Side Clearance From Rail
664.87	Veneta-Noti	4th crossing Long Tom Creek	.....	4.7
669.50	Vaughn-Flagg	Tunnel No. 13	19.6	5.0
681.10	Globe-Austa	Tunnel No. 14	19.7	5.4
720.70	Siboco-Canary	Tunnel No. 15	19.8	5.4
721.50	Canary-Siltcoos	Tunnel No. 16	19.8	5.2
727.70	Ada-Booth	Tunnel No. 17	20.0	5.4
734.50	Kroll-Brenham	Tunnel No. 18	19.7	5.2
739.64	Gardiner-Reedsport	Umpqua River crossing	21.9	4.7
745.60	Tharp-Lakeside	Tunnel No. 19	19.9	5.4
750.10	"	Tunnel No. 20	19.9	5.4
751.20	"	Tunnel No. 21	20.0	5.4
763.64	Cordes-North Bend	Coos Bay crossing (dwarf signals)	.....	4.1
795.90	Myrtle Point-Broadbent	Coquille River bridge (1)	20.2	4.5
797.50	"	" (2)	20.2	4.5
800.60	Broadbent-Warner	" (5)	20.2	4.5
801.60	"	" (7)	20.2	4.2
802.70	Warner-Gaylord	" (8)	19.0	3.8
808.70	Gaylord-Byerle	Rowland Creek bridge (9)	20.2	4.6
809.30	Byerle-Fensler	Tunnel No. 1	18.8	.....
813.30	Fensler-Powers	Coquille River bridge (14)	18.5	4.5

**Gaylord:** Coos Bay Dredging Company Dock Track has overhead impaired clearance at 10 feet 0 inches above top of rail. All equipment in excess of such height must not be moved beyond engine restriction and impaired clearance signs at gravel loading dock.

③RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP	East MP
696.50	Swishhome
704.37	Mapleton
737.46	Reedsport
764.28	Coos Bay
777.95	Overland
783.77	Coquille
794.02	Myrtle Point
801.91	Warner
806.75	Gaylord
811.85	Powers

**Eugene:** Coos Bay Subdivision main track ends at Eugene at switch connecting with running track at Signal 6483.

**RULE 98.** Railroad crossings at grade and drawbridges not interlocked:

Between Eugene Yard and Danebo. OERy crossing. Coos Bay..... Coalbank Slough.

③RULE 99-C. Will apply as follows:  
On Coos Bay Branch.

**RULE 104.** The normal position of switches at junction points and end of double track is as follows:

Eugene..... Coos Bay line, for running track,  
Eugene Yard..... Coos Bay line, for yard track,  
Fairview Jct..... CBTCo. connection, for SP main track.

**RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM**

**Cordes-North Bend:** MP 763.00 to MP 765.10.

**RULE 516.** Overlap posts:

Eastward trains:  
Cordes..... 1616 feet west of east switch.

**RULE 605. INTERLOCKING**

When for any reason proceed indication of an interlocking signal cannot be acted upon at once, operator must immediately be notified.

**Reedsport Drawbridge Tower:** Governs movement over Umpqua River drawbridge 0.6 miles west of Reedsport.

Normal position of drawbridge is for water traffic.

**North Bend Drawbridge Tower:** Governs movement over Coos Bay drawbridge 1.7 miles west of North Bend.

Normal position of drawbridge is for water traffic.

SPECIAL INSTRUCTIONS—COOS BAY SUBDIVISION

⊙ SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 4 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

Table with columns: TERRITORY, FREIGHT AND MIXED, LIGHT ENGINES. Rows include Eastward, Eugene to Powers and Westward, Powers to Eugene with various mileposts and engine ratings.

★★ICC Regulation.

GPCorp engines Nos. 9 and 10 must not exceed 15 MPH over all bridges and trestles between Myrtle Point and Coos Bay.

Table titled 'SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS' with columns for 'With Caution Not Exceeding MPH' and various track types like sidings, yard, and branches.

Vertical text on the left side of the page, including 'LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS' and other technical notes.

SPECIAL INSTRUCTIONS—COOS BAY SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

Large table with columns: NOMINAL CLASS, ENGINE NUMBERS, and various engine ratings (Eugene and Noti, Not to Flagg, etc.). Rows include engine classes like DF-1 to 12, DF-100, DS-1 to 8, etc.

① Rating does not apply to DF-121, 122, 124 to 126.

CBTCo engines may operate between Coos Bay and Powers, except GPCorp engine No. 11 must not operate between Myrtle Point and Coos Bay.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.