RULE 10-I

Oral authorization and acknowledgments between Foremen and Engineers for trains to pass "Red Conditional Stop" signs must be worded in the following forms:

Foreman's Initial Contact

SP FOREMAN_____AT MP_____, CALLING SP (TRAIN NO.)_____.

Engineer's Response

THIS IS SP (TRAIN No.)_____.

Foreman's Response

THIS IS SP FOREMAN_____IN CHARGE OF THE WORK BETWEEN MP_____AND MP _____, SP TRAIN ORDER NO._____. WE ARE IN THE CLEAR AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER AT _____MPH, _____MPH.

Engineer's Response

THIS IS ENGINEER SP (TRAIN NO.)_____. I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO._____BETWEEN MP_____ AND MP_____AT (speed) REPEAT (speed) MPH.

Foreman's Acknowledgment

SP TRAIN ORDER NO._____, BETWEEN MP _____AND MP_____, _____MPH OK.

SPEED TABLE

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
41″	87.8	1′11″	50.7
42″	85.7	1′12″	50
43″	83.7	1′13″	49.3
44″	81.8	1′14″	48.6
45″	80	1′15″	48
46″	78.3	1′16″	47.4
47″	76.6	1′17″	46.8
48″	75	1′18″	46.2
49″	73.5	1′19″	45.6
50″	72	1′20″	45
51″	70.6	1′25″	42.4
52″	69.2	1′30″	40
53″	67.9	1′35″	37.9
54″	66.7	1′40″	36
55″	65.5	1′45″	34.3
56″	64.3	1′50″	32.7
57″	63.2	1′55″	31.3
58″	62.1	2′00″	30
59″	61	2′15″	26.7
1′00″	60	2′30″	24
1′01″	59	2′45″	21.8
1′02″	58.1	3′00″	20
1′03″	57.1	3′30″	17.1
1′04″	56.2	4′00″	15
1′05″	55.4	5′00″	12
1′06″	54.5	6′00″	10
1′07″	53.7	7′00″	8.6
1′08″	52.9	7′30″	8
1′09″	52.2	8′00″	7.5
1′10″	51.4	10′00″	6

SOUTHERN PACIFIC COMPANY

OREGON DIVISION SPECIAL INSTRUCTIONS

No. 4

EFFECTIVE JANUARY 1, 1969 AT 12:01 A.M., PACIFIC STANDARD TIME.

THESE INSTRUCTIONS CONSTITUTE A PART OF THE TIMETABLE CURRENTLY IN EFFECT.

M. A. McINTYRE,
General Manager.

S. B. BURTON,
R. L. KING,
Assistant General Managers.

J. J. WILLIS,
General Superintendent of Transportation.

O. D. GOODWILL,
Superintendent of Transportation.

A. W. KILBORN,
Superintendent.

RULE A. Employes must have copy of Rules and Regulations of the Transportation Department effective Jan. 1, 1969.

RULE 7-B. Switchmen must use green flag or light or oral instructions for all train movements to or from yard tracks at Eugene Yard, Albany, Salem, Brooklyn, Ashland and Klamath Falls.

RULES 10-G, 10-H and 10-I. When unattended red flag or red light, yellow flag, red CONDITIONAL STOP sign and yellow PROCEED PREPARED TO STOP sign are displayed between siding switches, they must be duplicated to right of track in direction of approach. If clearance between siding and main track does not permit display of these signals to right of track in direction of approach, signals may be displayed to left of track in direction of approach. Display of these signals to the left of track in direction of approach must be respected as though they were displayed in accordance with these rules.

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 21. When helper engine is coupled ahead of road engine over part of a subdivision, train will be identified by engine number displayed on lead unit of road engine.

RULE 26. On diesel fueling tracks a blue light will not be attached to reflectorized blue "Men at Work" signs.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction, except as may be noted on schedule pages of timetable.

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 toward 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 104-D. Running switches will be made only when in the judgment of the conductor it is necessary and with his personal supervision.

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.

ELECTRICAL OR MECHANICAL SWITCH LOCKS

Be governed by instructions posted on door, in telephone booth or on housing.

LETTER TYPE INDICATORS

RULE 705. HOT BOX DETECTORS

Instructions follow for operation of hot box detector boxes when stopped by illuminated letter or flashing white light actuated by hot box detector device. These instructions are also posted inside detector boxes.

Hot box detector scanner sites have a white light continuously displayed on track side of instrument house, except when a hot bearing is detected, at which time light will start flashing. Crew members must keep a vigilant lookout for light and, when flashing, conductor and engineer must immediately orally compare observation when means of communication is available. Absence of white light must be promptly reported to Train Dispatcher:

When letter "H" is illuminated or it is known a hot bearing has been detected by crew member observing the flashing white light at scanner site, speed of train must be reduced to not exceeding 15 MPH until stop is made at location of readout indicator.

When letter "W" is illuminated, train must stop and wait until indicator is extinguished or permission is obtained from train dispatcher to proceed. Telephone located near "W" indicator.

Numerals displayed by indicator inside of box indicate location of car with hot bearing in train. Top row indicates hot bearing on right side of train and lower row on left side of train in direction of movement. Numbers displayed on top row or bottom row indicate number of axles between hot bearing and rear of train. Indicator will display a maximum of four hot bearings on each side of train. All journals of car indicated by detector as well as each adjoining car must be inspected.

When H indicator indicates a hot journal on train and there is no count shown on hot bearing detector and red light below readout marked "Locator out of Service" is illuminated, all journals on train must be inspected.

After inspection has been completed train dispatcher must be notified of condition found. When it is safe to proceed, member of crew must push button below indicator panel to cancel numbers on the indicator. Case door must be closed and secured with switch lock.

When hot box detectors actuated, following information is to be reported at next terminal in telegraph message form addressed jointly to Superintendent, Division Engineer, Signal Supervisor, and Chief Dispatcher identified by symbol H.B.

1. Date and time stopped, and M.P. Location.
2. Train identification.
3. Car number and location in train.
4. Box location (1, 2, 3 or 4 from trailing end of car in direction of movement, right or left side).
5. Disposition of car. (If set out, state where. If inspection shows that it was not necessary to set out even though journal was warm enough to activate the detector, advise what corrective action was taken to permit movement of car. If roller bearing equipped, so state.)
6. Report all cases where train passes over the detector without an indication having been displayed, but developing a hot box between detector and a point 20 miles beyond detector.

GENERAL REGULATIONS

RULE 825. At terminals where instructions require application of hand brakes on freight trains, outgoing crews must not release hand brakes until road engine is coupled and brake system charged.

Rail skids are hung on posts at sidings at locations listed under subdivisions. Train picking up cars at these locations must return rail skid to post, securing it with switch lock.

Car set out on grade with defective hand brake, must have another car with brake securely set placed below and against the bad order car.

RULE 827. Train handling logs on flat cars being met or passed by train on adjacent track must be thoroughly inspected to know that proper clearance exists and at meeting or passing point will move only when train on adjacent track is standing. They must clear the time of first class train sufficiently in advance to make inspection and must afford protection against first class train until inspection is made. Trains except first class must not meet or pass train handling logs on flat cars until signal or communication is received that inspection has been made.

Engines running light on descending grade without dynamic brake in operation must stop a sufficient length of time to permit wheel heat radiation if there is indication of overheating.

RULE 883. Engine must not be left unattended on grade unless protected in descending direction by derail or spur track switch lined for diverging route.

AIR BRAKE RULES

RULE 2-A. On departure from locomotive maintenance facility, enginemen must determine by making running air brake test that the independent and automatic brakes are operating effectively.

RULE 2-B. Dynamic brake on head end of freight and mixed trains must not exceed three 8-axle units, four 6-axle units, six 4-axle units or any combination thereof which totals 24 axles, except dynamic brake on EF 415 A and B and EP 415 A and B classes is limited to five units.

Dynamic brake must not be used when operating in multiple with engines other than SP or SSW units unless equipped with dynamic brake interlock.

RULE 3. A full independent brake application on road locomotive classes EF623, GF628, EF630, GF630, GF633, EF636, EP636 and EF850B results in a brake cylinder pressure of 72 psi. This brake cylinder pressure must be maintained to provide required braking power at very low speeds or when stopped. Under no circumstances must self-lapping portion of independent brake valve be changed except to obtain brake cylinder pressure of 72 psi from a full independent brake application.

RULE 11. Cars equipped with brake cylinder release valve may have one or two operating release rods. Operating rods connected to brake cylinder release valve may be identified by stencil reading "Br. Cyl. Rel." or by a diamond-shaped stencil or by noting that ends of release rod form a small closed circle. Air brakes can be released on cars equipped with brake cylinder release valve by a hard momentary pull on release rod after brake pipe pressure has been depleted.

RULE 17. If at any time in engineer's judgment the use of retaining valves is required, stop will be made and retaining valves turned up in accordance with his request.

RULE 23. The following series of cars are equipped with ABEL brake system which has automatic change-over feature to provide proper brake function when car is loaded and when empty:

SP	333500–334399	Gondolas
SP	337500–337599	Gondolas
SP	345000–345669	Gondolas
SP	354000–354399	Chip Cars
SP	463500–463999	Hoppers
SP	467500–467599	Hoppers
SP	480000–480193	Hoppers
SP	491000–491059	Hoppers
SP	492000–492039	Hoppers
SP	500604	Flat car
SP	590000–590099	Flat cars
SSW	75700– 75799	Gondolas
SSW	78500– 78599	Hoppers

RULE 25. After making brake pipe reduction and if unable to obtain a proper air brake test while running (Rule 29) when temperature is 32° or less train must be stopped and air brake hoses on head end blown out as prescribed in Air Brake Rule 26.

MISCELLANEOUS

1. HELPER SERVICE:

(a) When helper engine is placed behind caboose, not more than 2 operating units or 4000 operative horsepower will be used.

(b) When helper engine is placed directly ahead of caboose, a combination of not more than 18 axles will be used.

(c) Helper engines consisting of more than 12 axles must not be placed directly behind 80 ft. or longer TOFC cars.

(d) When helper engine is placed directly ahead of caboose, additional helper must not be coupled behind caboose. Helper engines must be separated by at least 20 cars.

(e) Air will be cut in on all helper engines and engine must not be coupled or uncoupled while train is in motion.

(f) When helper engine is shoving on ascending grade, throttle must be reduced as train speed reduces, then throttle regulated so that amperage will be approximately the same as indicated before train speed reduction.

2. SNOW SERVICE:

(a) Rotary snow plow will not clear certain structures, tunnels and cuts with wings extended; be governed by instructions posted in rotary cab.

(b) Flanger must raise flanger blades and stop while train or engine is passing on adjacent track.

(c) When meeting or passing train, rotary snow plow must be stopped on straight track with wings in closed position and remain stopped until passing train has cleared.

3. Forward brakemen in freight service will ride the lead diesel unit unless otherwise instructed by conductor or engineer.

5. Scale test cars must not be handled with other cars during switching movements, and must be entrained behind helper engines when moving in train.

6. When moving against current of traffic, or when movement is not protected by block signals, speed of passenger train or light engine must not exceed 59 MPH, and speed of freight train must not exceed 49 MPH, nor may speed exceed that applying to normal operation.

7. Diesel engine weighing 100,000 pounds or more moving dead in train will be placed first behind engine handling train; diesel engine weighing less than 100,000 pounds must be placed near rear of train.

8.

(a) Unless otherwise authorized, train handling passenger cars with flat spots on wheels in excess of 3¼ inches in length must not exceed 10 MPH. When flat spots are not in excess of 3¼ inches long such cars may be operated at maximum authorized speeds.

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

(c) 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 train except on authority of Superintendent.

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

(e) Baggage, express, mail, refrigerator or other head-end cars must not be handled on rear of passenger train unless trainmen can pass through them.

9. Following assigned veneer service cars must not be interchanged to another railroad or loaded to any point on SP lines outside of State of Oregon.

SP 208161-H to 208208-H inclusive

SP 208563-H	SP 208852-H	SP 208959-H
SP 208572-H	SP 208869-H	SP 208962-H
SP 208578-H	SP 208877-H	SP 208996-H
SP 208594-H	SP 208880-H	SP 209018-H
SP 208614-H	SP 208886-H	SP 209030-H
SP 208631-H	SP 208890-H	SP 209034-H
SP 208688-H	SP 208899-H	SP 209048-H
SP 208745-H	SP 208917-H	SP 209055-H
SP 208751-H	SP 208921-H	SP 209083-H
SP 208825-H	SP 208943-H	SP 209088-H
SP 208830-H	SP 208945-H	SP 209527-H
SP 208851-H		

SP 213892-H to SP 213941-H
SP 615082-H to SP 615122-H

10. MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT.

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or triple loads	..	25
Logs loaded on flat or logging cars, except	35	35
on curves	25④	25
through truss bridges, tunnels and passing stations	15⑤	15
Trains handling flanger, except	30	30
Engine, flanger and caboose only may operate at Column 1 speeds not exceeding 45 MPH on tangent track and 35 MPH on curves		
Scale test cars, except	40	30②
SPMW 2024	65	49
Steel pile-drivers, except	40	25
SPMW 4088, 4542, 5479 and 5595		
(locomotive crane pile-driver)	45	25
Relief outfit with steam derrick, except	45	25
On Siskiyou and Modoc Lines, except	35	35
No. 7007	35①	25①
(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, Hendricks and End Marcola Branch, Springfield and Tallman, Lebanon and West Stayton and Mill City Branch)		
Locomotive cranes:		
With boom disconnected, heavy end forward	45	25
With boom disconnected, light end forward	20	15
With boom in place, either end forward	25	15
Rotary snow plows:		
Electrified	35	15③
Steam	25	15
Jordan Spreader, running backward	25	20
Moving forward (prepared for travel)	50	35
Passenger equipment with caboose and Engine and Caboose only may operate at Column 1 speed not exceeding 65 MPH		

①On 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.

②When more than one scale test car is handled in a train on a branch, they must be separated by at least one car.

③Restricted on Branch lines as follows: Woodburn-Springfield between Springfield and Tallman and between Lebanon and West Stayton; Mill City; Marcola between MP 649.4 and MP 659.8; Coos Bay between Myrtle Point and Powers.

④Main track between Eugene Yard and Albany 35 MPH.

⑤Main track between Eugene Yard and Albany 20 MPH.

11. SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown in table on the following page is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains.

(a) Engines handled dead must not exceed speed shown in table.

(b) Light engines are authorized to operate at Column 1 speeds except on descending grade without dynamic brake in operation must not exceed Column 2 speeds.

MAXIMUM SPEED FOR ENGINES

LENGTH OF DIESEL UNITS
(Between Pulling Face of Couplers)

CLASSIFICATION	ENGINE NUMBERS	MAXIMUM SPEED EXCEPT#	LENGTH (FEET)
EF415C	304	70	56
EF418A	600-629	70	51
EF418B	702-724	70	50
EF415AC	925-975, odd numbers only	70	51
EF415BC	928-952, even numbers only	70	50
EF415A	360-379, 6213-6387, 6392, 6394-6440, 6443, 6463-6470	70	51
EP415A	354-356, 6190, 6388-6391, 6393, 6441-6442, 6444-6461	79	51
EF415B	535-538, 547-553, 8101, 8104, 8110, 8116-8117, 8131, 8143-8289, 8292, 8295, 8299-8300, 8304-8305	70	50
EP415B	540-545, 8091-8095, 8103, 8106-8109, 8114, 8118-8129, 8135-8137, 8290-8291, 8293-8294, 8296-8298, 8302-8303	79	50
EP415AC	6462	70	55
ES406	1004-1016	45	44
AS407	1024-1031	60	44
ES408	1100-1128	65	44
ES408B	1150-1153	65	44
ES409	1170-1179	65	44
AS409	1200-1281	60	45
AS410	1703-1845	60	45
BS410	1856-1869	60	46
ES410C	1900-1903	65	44
ES410	1904-1912	60	44
ES410	1914-1953	65	44
BS412	2100-2157	60	46
ES412C	2200-2207, 2250-2261, 2289-2293	65	44
ES412	2208-2223, 2262-2288	65	44
FS412	2350-2394	60	46
AS415	2400-2409	65	54
ES415	2450-2480, 2493-2510	65	45
ES415C	2481-2492	65	45
ES615	2700, 2702-2703, 2716, 2722	55	61
ES615	2701, 2704-2715, 2717-2721, 2723-2742	70	61
AS416C	2800-2805	75	56
AS416C	2807-2816	65	56
AS616	2852-2886	65	56
AS616C	2888-2890	65	56
AS418	2900-2936	70	57
AS618	2950-2970	70	58
EP418	3000-3010	79	56
FP624	3020-3035	70	66
EP636	3200-3209	70	71
EF418	3400-3640, 3653-3727	70	56
EF418C	3641-3652	70	56
EF618	3800-3966	70	61
AF420	4000-4009	70	57
EF420C	4030, 4040-4049	70	56
EF420C	4031-4039	75	56
EF420	4050-4087	70	56
BS615B	4900	35①	58
BS616B	4901-4902	35①	58
EF423C	5000-5009	70	56
EF423	5010-5017	70	56
GS407	5100-5120	55	37
AF624C	5150-5159	75	67
AF624	5160-5162	70	67
BS615	5208-5220, 5245	35①	58
BS616	177-184, 5233-5244, 5247-5278	35①	58
EF623	5300-5317	70	66
EP620B	5900-5916	79	70
EP620A	6003	79	71
EP624A	6046-6054	79	70
EF425C	6500-6519, 6680-6681	70	56
EF425	6520-6679	70	56
GF425	6700-6767	70	60
EF625	6900-6928	70	61
GF428	7025-7028	70	60
AF628	7100-7128	70	69
GF628	7150-7159	70	67
EF430C	7600-7607	70	59
AF630	7800-7814	70	69
GF630	7900-7929	70	67
EF630	8400-8488	70	66
GF633	8600-8629	70	67
EF636	8800-8963	70	66
EF636C	8964-8981	70	66
KF636	9106-9120	70	68
AF640	9150-9152	70	59
EF850B	9500-9502	70	88
GF850	9550-9552	70	84
	Any engine not listed, except, SP&S Ry DE Units, No. 60-84, 90-98, 150-155, 200-213, 850-869, 300-306, 310-317, 320-327	35	
	WPRR D239, 701-713, 725-732, 801A, 801D, 802A, 913-924	65	
	GN Ry GP7, GP9, RS5, A-F-A, A-F-B, SD9, SW7, RS4	65	

#When operated in multiple unit control, on head end of train or running light and engineer is in other than the leading control cab in direction of movement, speed must not exceed 30 MPH. 'A' type units (indicated by letter 'A' following classification numerals) operating in reverse as lead unit in direction of movement must not exceed 30 MPH.

①Speed must not exceed 25 MPH on less than 90 lb rail.

RULE 14(k). Will not apply between Portland and Eugene.

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.

Eugene Yard: Signals with blue and amber aspects located adjacent to and to be used in connection with permanently installed BLUE SIGNS at the entrances to various departure tracks. Signals are operated by Mechancial Department employes, and following will govern movement on these tracks.

Amber: Aspect will permit movement past blue sign into track and permit coupling or moving of cars on that track.

Blue: Aspect will NOT permit movement into or on track and all provisions of Rule 26 apply.

Not Lighted: Considered as displaying most restrictive indication and Yardmaster must be contacted.

RULE 26-A.

Oregon City and Pulp: Indicator lights on tower of Publishers Paper Co. retractable chip unloader and adjacent to chlorine unloading spot on tracks 54 and 55 at Oregon City and on post near Crown-Zellerbach retractable chip unloader at Pulp govern movement as follows:

Green: Track may be used for switching movement.

Red: Track may be entered but cars, except cars ahead of chlorine spot on track 54, must not be coupled to or moved, until unloader operator contacted.

Not Lighted: Considered as displaying most restrictive indication.

Jefferson Street: Indicator lights located on side of Multnomah Plywood Bldg. govern movements as follows:

Green: Track may be used for switching movement.

Red: Track must not be entered.

Not Lighted: Considered as displaying most restrictive indication.

Eugene Yard: Indicator lights on Tracks 30 and 32, govern movement on these tracks as follows:

Green: Tracks may be used for train or switching movement.

Yellow: Tracks may be entered, switched, and engines, cars or cabooses added or detached.

Red: Tracks may be entered, but cars on these tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.

Not Lighted: Considered as displaying most restrictive indication and Icing Platform Foreman contacted for instructions before cars are coupled to or moved.

When indicator light at east end Track 30 displays Red aspect, engine moving eastward on this track must not pass fouling point until indicator light displays Green aspect.

Toledo: On spurs leading to Georgia-Pacific Co., gates have been installed with SP lock on outside. Crew entering must unlock and open gate and close and lock gate immediately after completing movement, except if another switch is to be made within 30 minutes. Before entering plant use push button located at gate to activate warning device for G-P crews.

RULE 81. Willsburg Jct.—Brooklyn: Two Main Tracks between MP 764.9, Willsburg Junction and MP 766.7, Brooklyn. Track No. 1 is located west of and adjacent to track No. 2.

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

RULE 82-A. Regular train authorized on Cascade Subdivision and terminating at Eugene, may assume the corresponding schedule on the Brooklyn Subdivision without obtaining clearance at Eugene.

Regular train authorized on the Brooklyn Subdivision, terminating at Eugene may assume the corresponding schedule on the Cascade Subdivision without obtaining clearance at Eugene.

Train-orders may be issued on Brooklyn or Cascade Subdivision to apply on either subdivision.

When crew of regular or extra train is relieved at Eugene all train-orders and instructions must be delivered to relieving crew; except when outgoing engineer is not available at time incoming engineer is released, train-orders and instructions will be given to conductor for delivery to outgoing engineers.

Train to operate as No. 706 or section thereof from Albany is authorized to display such identity between Eugene Yard and Albany and will receive clearance at Eugene Yard accordingly.

Train operated as No. 705 or section thereof to Albany is authorized to display such identity through to Eugene Yard.

Corvallis: Train to Monroe-Dawson do not obtain clearance.

Brooklyn: Train originating will obtain clearance delivered by tube to Yard Office. Clearance and train orders for train via East Milwaukie will be delivered in red container and for train via Tillamook Branch in yellow container.

RULE 83: Extra train operating between Canby and Molalla, Wilsonia and Jefferson Street, Whiteson and Willamina-Perrydale, Corvallis and Monroe-Dawson, Tallman and MP 658.5 (Woodburn-Springfield Branch) or Springfield and MP 658.5 (Woodburn-Springfield Branch), in addition to information required by train register located at first named station of territory to be used, must register destination of trip (turning point) and date of departure in the column captioned "Signals". When trip has been completed, date of arrival at first named station must also be entered in column captioned "Signals". Extra train enroute to this territory must not leave first named station until it has been ascertained from train register that the preceding extra train via the route to be used has completed the trip and registered time and date of arrival at first named station accordingly.

RULE 83-A. At the following stations only the train indicated will register:

Eugene Yard.....Train originating or terminating.
Brooklyn.....Train via Tillamook Branch originating or terminating.
Corvallis Junction and Cook.....Only train instructed by train order.
Wilsonia.....(Tillamook Branch) Only train instructed by train order.

RULE 83-B. At open train-order offices train may register by ticket as follows:

Brooklyn....Train to or from Tillamook Branch.
Hillsboro.....All Trains.
Corvallis.....All Trains.
Albany.....Train to or from Toledo Branch and OE Ry. Train.

RULE 87(c). Will not apply between block system limit, MP 769.2 and Portland.

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

West MP		East MP
643.00	Eugene (Siskiyou Subdiv.)	652.00
	" (Brooklyn Subdiv.)	652.00
	" (Coos Bay Branch)	652.29
689.67	Albany	692.30
	" (Toledo Branch)	692.43
	" (Tallman Branch)	690.40
715.91	Salem	718.90
718.93	" (Woodburn-Springfield Branch)	719.58
	" (Dallas Branch)	721.38
736.38	Woodburn (Woodburn-Springfield Branch)	
	Canby (Molalla Branch)	748.20

West MP		East MP
765.01	Brooklyn	
741.24	Brooklyn (Tillamook Branch)	
683.43	Tallman (Woodburn-Springfield Branch)	685.72
696.91	" (Tallman Branch)	
685.75	Lebanon	690.17
685.87	Corvallis (West Side Branch)	690.96
701.02	" (Toledo Branch)	706.20
763.50	Toledo	End of Branch
699.00	Wellsdale	700.63
708.49	Independence	711.17
713.25	Gerlinger (West Side Branch)	715.64
727.84	" (Dallas Branch)	End of Branch
730.23	McMinnville (West Side Branch)	738.92
	" (Newberg Branch)	738.40
	" (Willamina Branch)	731.39
764.11	Hillsboro (West Side Branch)	
766.69	" (Tillamook Branch)	764.18
756.48	Beaverton	755.30
748.07	Newberg	751.13
762.41	Cook (Newberg Branch)	
750.00	" (Tillamook Branch)	747.28
745.67	Lake Oswego (Tillamook Branch)	741.58
	" (Jefferson Street Branch)	768.80
826.03	Batterson	824.37
	Tillamook	854.00

RULE 97: Between the following locations extra train moving in either direction is authorized to run extra without train order authority:

End of CTC, MP 647.6 and End of CTC, MP 652.0
End of CTC, MP 688.7 and End of CTC, MP 692.3
End of CTC, MP 715.5 and End of CTC, MP 718.9
End of CTC MP 765.0 and Haig
Canby and Molalla
Wilsonia and Jefferson Street
Whiteson and Willamina-Perrydale
Corvallis and Monroe-Dawson
Tallman and MP 658.5
Springfield and MP 658.5

RULE D-97. Will apply between Haig and Portland.

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,
Gerlinger①.....West Side Branch and Dallas Branch.
Hillsboro.....OERy crossing at Washington St.
East Portland.....SP&SRy crossing at Madison St.
" " PT Co. crossings over yard tracks.

①Train or engine operating on West Side Branch not required to stop.

RULE 99 will not apply between:

Canby and Molalla
Wilsonia and Jefferson Street
Whiteson and Willamina-Perrydale
Corvallis and Monroe-Dawson
Tallman and MP 658.5
Springfield and MP 658.5

RULE 99-A. Between the following locations, except on train carrying passengers, flag protection is not required:

End of CTC, MP 647.6 and End of CTC, MP 652.0
Eugene-Portland line, MP 689.67, and End CTC, MP 692.3
Eugene-Portland line, MP 715.91 and End CTC, MP 718.9
End of CTC, MP 765.0 and Haig.

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

RULE 103-A.

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

In event westward train or engine on either main track is 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. Traffic signals will resume normal operation after 60 seconds and continue in normal operation until "CONTROL POINT" is passed, at which time traffic signals will display "stop" for highway traffic until rear of train or engine clears crossing.

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 train or engine enter crossing.

Eastward movement 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.

Cook: Gates to protect highway traffic crossing leads to TOFC ramps at Cook, MP 749.5, are operated manually by inserting and turning switch key in receptacle located on posts each side of crossing. Key may be removed but crossing must be occupied within 45 seconds or gates will raise.

Tigard: All switching movements must stop at stop signs in advance of Hunziker Road crossing on Overmyer Warehouse spur.

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

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

Toledo: Butler Road crossing over leads to GP paper mill.

RULE 104. Normal position of rigid switch at junction point and end of double track is:

Eugene Yard..Coos Bay line, for yard track,
Albany.....OERy connection, for SP main track,
Albany.....Toledo Branch, for Eugene-Portland line,
Salem.....Dallas Branch, for Eugene-Portland line,
Canby.....Molalla Branch, for yard track,
Haig.....End double track, for eastward track,
Springfield....Woodburn-Springfield Branch, for Cascade line,
Tallman.....West wye switch Woodburn-Springfield Branch (Brownsville end of wye), lined for movement between Lebanon and Brownsville,
Junction switch and west wye switch on Tallman Branch for movement between Albany and Lebanon,
Geer.....Salem end—Salem to West Stayton,
West Stayton end—West Stayton to Silverton,
Silverton end—Silverton to West Stayton,
Woodburn....Woodburn-Springfield Branch, for yard track,
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,
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 (P-A),
Greton.....OERy connection, for SP main track (P-A)
Wilsonia.....Jefferson St. Branch, for Tillamook Branch.

Derail 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.

Young: Main track switch located at MP 709.5 is lined for movement Young to Stayton.

RULE 221. Brooklyn: Train-order office only for trains originating.

Eugene Yard: Train-order office only for trains originating.

Light will not be displayed in train order signal at the following stations, except when train order operator is on duty:
Independence McMinnville Newberg

RULE D-251. Will apply between Haig and block system limit, MP 769.2.

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

Eastward Signal	Protection	Westward Signal
P-6504	Spring switch, MP 650.36, Eugene Yard . . .	
P-A	Spring switch, west end Irving siding	
	Spring Switch, on Irving Siding	P-6523
P-7168	Spring switch west end yard track, Pringle . .	
P-A	Collision detector, highway underpass	
P-A	MP-755.85 and 755.99 Oregon City	P-7561
	Spring switch east end siding, East Milwaukie	P-A

Albany (Toledo Branch): 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.

AUTOMATIC BLOCK SIGNAL SYSTEM

Between the following locations trains moving in either direction will move by block signals whose indications will supersede the superiority of trains:

End of CTC, MP 647.6 and End of CTC, MP 652.0
End of CTC, MP 688.7 and End of CTC, MP 692.3
End of CTC, MP 715.5 and End of CTC, MP 718.9
End of CTC, MP 765.0 and Haig

Brooklyn: Westward signal 7665 governs movement on Track No. 1 and westward signal 7667 governs movement on Track No. 2. When these signals display stop indication, permission must be obtained from operator before applying Rule 507.

Yard engine en route to Reed siding, Willsburg Jct. or industries on track No. 2 must have permission of operator before passing signal 7665 or 7667.

East Portland: Movement over SP&SRy crossing at Madison St. is governed by dwarf light signals located near crossing. If signal displays stop indication, train or engine must stop, and if crossing is clear of intersecting movement, may then proceed as prescribed by Rule 507, 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.

SPRING SWITCHES

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

Location		Normal Position
Eugene Yard	MP 650.36 from yard	Main track
Irving	West end siding	Main track
Pringle	West end yard track	Main track
East Milwaukie	East end siding	Main track

INTERLOCKING

Willsburg Jct.: Limits extend on track No. 1 from end of CTC, MP765.0, to westward interlocking signal, MP 765.2 and to eastward interlocking signal on Tillamook Branch, MP 765.1 and is under the control of operator at Brooklyn.

Before authorizing eastward train to pass eastward absolute signal, MP 764.9, displaying stop indication for movement to track No. 1, train dispatcher must obtain authority from operator. Authority from train dispatcher will also authorize movement through interlocking.

Before authorizing movement under Rule 663 (b), operator must ascertain that indication lights on control panel are illuminated indicating dual-control switch is in proper position and locked. When indication lights are not illuminated, dual-control switch must first be placed in hand position in accordance with Rule 772, until movement over switch has been completed, then returned to motor position.

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 East Second Street, o o —,
To SP yard, o — o,
To track 10, o o — —.

Portland Terminal Railroad 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 PTR Co.

When signal indicates "stop" the following whistle signals will be used:
To Albina, — o,
To SP Main track, o —,
To SP yard, o — o,
To East Second Street, o o —.

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

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

Train or engine 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.

Train or engine 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:

Illum. Letter	On Signal	Approaching	Authorizes and requires Movement as follows
S	6900	West switch to Yard, Albany	Be governed by instructions of yardmaster or his representative.
S	6923	East switch to Yard, Albany	Be governed by instructions of yardmaster or his representative.
S	7168	Pringle	Be governed by instructions of yardmaster or his representative.
S	7189	Pringle	Be governed by instructions of yardmaster or his representative.
W.	MP-765.6. .	Tacoma Ave. . . crossing Brooklyn	Westward train on Tracks No. 1 or No. 2, when indicator illuminated must stop short of Tacoma Ave. and wait until indicator extinguished. Signals 7665 and 7667 as the case may be will display yellow aspect when indicator is illuminated. Indicator for Track No. 2 located to left of track.
S	Eastward. . "A"	East Milwaukie.	Pass absolute signal displaying Stop indication and enter siding East Milwaukie.

HOT BOX DETECTORS

Illum. Letter	On Signal	Approaching	Location of Readout
H*	M.P. 679.4.	Shedd	Westward Absolute Signal W.E. Shedd
W.	6806 .	Tangent	
H*	M.P. 682.7	Tangent	M.P. 684.6 Tangent
W.	6833 .	Shedd	
H	7067 .	Marion	Westward Absolute Signal W.E. Marion
W.	7088 .	Turner	
W.	7109 .	Turner	
H	7128 .	Renard	Eastward Absolute Signal E.E. Renard
H	7347 .	Gervais	Westward Absolute Signal W.E. Gervais
W.	7374 .	Hubbard	
W.	7397 .	Hubbard	
H	7398 .	Hito	Eastward Absolute Signal E.E. Hito

*Displays flashing white light when "H" illuminated.

SCANNER SITE:

M.P.	Direction	Location
681.1	East and West	Shedd-Tangent
710.0	East and West	Marion-Turner
737.8	East and West	Woodburn-Hubbard

Refer to Rule 705 All Subdivisions.

ABSOLUTE-PERMISSIVE BLOCK

Absolute-Permissive Block between Greton and Beburg.

Eastward SP train will, when meet is made at Beburg, move through siding unless otherwise provided by train order. Eastward train entering siding at Beburg must clear main track as soon as possible to release signals for other movements.

Beburg. Junction switch with O.E. Ry., is dual-control switch.

Westward absolute signal governs movements over switch.

Junction switch will automatically line for westward movement via S.P. or O.E. depending on movement made into A-PB at Greton.

O.E. Ry. train entering A-PB at Beburg will operate push button adjacent to their main track before entering Beaverton. White light will be displayed in box to indicate that line up has been requested. When green light is illuminated will indicate line up has been made and signal is clear for movement into A-PB.

When eastward absolute signals at Beburg display stop indication, switch must be taken in hand-throw while movement is made over switch.

When westward abolute signal at Beburg displays stop indication, train, after stopping and taking switch in hand-throw while movement is made over switch, may proceed at restricted speed to A-PB limit and Rule 744 will not apply.

Signal 7530 equipped to display aspect per Rule 284.

CENTRALIZED TRAFFIC CONTROL

Limits extend from MP 652.0, Eugene Yard to MP 688.7 Hallawell; MP 692.3, Albany to MP 715.5, Renard; MP 718.9, Salem to MP 765.0, Willsburg Jct.

Irving: Proceed indication displayed by signal 6524 from yard will authorize movement to siding without permission of Train Dispatcher. Signal 6524 governs movement to siding only and will remain dark for movement lined to tail track.

Albany, Page, Pringle: Train, before entering main track at Albany, Pringle or Page must first ascertain that Train Dispatcher will be able to move train into CTC limits.

Labish: When absolute signal on siding or yard track at west switch displays lunar aspect per Rule 289, Rule 775 and second paragraph of Rule 771 will not apply.

Coalca: When absolute signal on siding or extension at east switch displays lunar aspect per Rule 289, Rule 775 and second paragraph of Rule 771 will not apply.

GENERAL REGULATIONS

RULE 825. Portable rail skids are located at:
Hito. . . . East end siding
Renard . . East and West end siding

RULE 842: Eugene Yard: Westward train will enter yard at MP 650.94 unless otherwise instructed and switchman must not line switch into yard until train has been identified. Train entering yard must not exceed 15 MPH over 1600-foot section of track in appraoch to switch to permit identification and operation of switch.

Eastward train entering yard via 60 lead must not pass west crossover to hump lead until proceed signal received from switchman.

Identified manifest train arriving do not exceed 7 MPH into receiving track to permit inspection by carmen.

Brooklyn: Eastward train terminating Brooklyn must not pass signal bridge MP 766.7 unless authorized by yardmaster or by a proceed signal from switchman. When so authorized, train entering yard from main track No. 2 may pass signal 7666 displaying stop indication without stopping, at restricted speed, which is an indication that protection for the movement has been provided and switchman is responsible that such protection has been provided.

Train arriving or leaving, do not exceed 7 MPH while passing telegraph office to permit clerk to check train.

RULE 872. Enginemen taking charge of engines at Brooklyn and Eugene Terminal will consider engines as having been amply supplied and sanders operative.

AIR BRAKE RULES
FREIGHT AND MIXED TRAINS

RULE 17. Summit to Nashville, between Timber and Enright and Tunnel 25 to Buxton.

Retaining valves must be used on descending grades as follows:

Without dynamic brake in operation:

One retaining valve for each 80 tons in train. If gross tonnage exceeds 80 tons per operative brake retaining valves must be used on all cars and speed must not exceed 15 MPH.

With dynamic brake in operation:

	Permissible Tons Per Unit Without Retaining Valves*				
	Basic Dynamic Brake		Extended Range Dynamic Brake		
	4 Axle	6 Axle	4 Axle	6 Axle	8 Axle
With dynamic brake in operation but **Without** pressure maintain system of braking:					
Summit to Nashville	525	775	625	950	1250
Timber and Enright.	350	550	450	675	900
Tunnel 25 to Buxton.	600	900	725	1075	1450
With dynamic brake in operation and **With** pressure maintaining system of braking:					
Summit to Nashville.	1500	2250	1800	2700	3600
Timber and Enright.	800	1200	1000	1500	2000
Tunnel 25 to Buxton.	1500	2250	1800	2700	3600

If permissible tonnage is exceeded, one retaining valve will be used for each 150 tons in excess thereof.

*If any unit having basic dynamic brake is operated with units having extended range dynamic brake, all units in consist must use tonnage authorized for units having basic dynamic brake.

Locomotive Classes AF628, AF630, EF425, EF623, EF625, EF630, EF636, GF425 (except units 6700-6727), GF628, GF-630, GF633, EF850B and GF850 are equipped with extended range dynamic brake.

RULE 17-A. Train using retaining valves may operate Cochran to Enright before stopping to permit wheel heat radiation and train inspection.

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

RULE 24-B: Eugene Yard: Incoming engineer, after completing stop, must make a full service brake application leaving brakes applied. When outgoing crew takes charge of train on arrival or otherwise is assured, upon request that continuity of brake pipe has not been disturbed, engineer will release brakes and proceed.

RULE 25. Will apply at Cochran when temperature is 32 degrees or less.

RULE 33. Summit to Nashville, between Timber and Enright and Tunnel 25 to Buxton:
Maximum tonnage per operative brake.....80 tons, except with dynamic brake and pressure maintaining system of braking in operation with not more than 15 cars for each six axles of dynamic brake; with speed not exceeding 15 MPH and with all retaining valves on loaded cars in high pressure position.....100 tons

Should dynamic brake failure occur while handling in excess of 80 tons per operative brake, train may proceed at speed not exceeding 15 MPH if in judgment of conductor and engineer it is safe to do so and provided retaining valves are used as prescribed by Air Brake Rule 17.

Restrictive grades are as follows:

	MP	to	MP	Speed-MPH
Summit to Nashville....	728.6		733.2	15
Timber and Enright.....	793.3		810.1	15
Tunnel 25 to Buxton....	789.8		781.5	15

1. MISCELLANEOUS

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

Mile Post	Location	Description	
	MAIN LINE		
698.93	East of Millersburg.....	N. Santiam River Crossing...	Overhd & Side
	WOODBURN-SPRINGFIELD BRANCH		
650.25	East of Springfield.....	McKenzie River Crossing.....	Overhd & Side
671.67	East of Rowland.....	Calapooia River Crossing.....	Overhd & Side
698.48	East of Crabtree.....	Crabtree Creek Crossing.....	Overhd & Side
698.58	East of Crabtree.....	N. Fork Crabtree Creek Crossing.....	Overhd & Side
706.29	East of Shelburn.....	N. Santiam River Crossing....	Overhd & Side
	MILL CITY BRANCH		
714.00	East of Shelburn.....	Rock cut.....	Side
	DALLAS BRANCH		
719.74	East of Salem.....	Willamette River Crossing.....	Overhd & Side
	WEST SIDE BRANCH		
731.85	East of Whiteson.....	S. Yamhill River Crossing.....	Overhd & Side
702.96	East of Suver.....	Luckiamute River Crossing....	Overhd & Side
	TOLEDO BRANCH		
691.70	Albany.....	First Street Crossing.....	Side
691.82	Albany.....	Willamette River Crossing.....	Overhd & Side
711.35	East of Flynn.....	1st Crossing Marys River.....	Overhd & Side
714.81	East of Flynn.....	Rock cut.....	Side
752.40	East of Eddyville.....	Tunnel No. 24.....	Overhd & Side
	NEWBERG BRANCH		
762.12	East of Cipole.....	Tualatin River Crossing.....	Overhd & Side
	WILLAMINA BRANCH		
745.27	East of Sheridan.....	S. Yamhill River Crossing.....	Side
	TILLAMOOK BRANCH		
789.60	East of Timber.....	Tunnel No. 25.....	Overhd & Side
801.80	West of Cochran.....	Tunnel No. 26.....	Overhd & Side
803.60	West of Cochran.....	Tunnel No. 27.....	Overhd & Side
805.70	West of Cochran.....	Tunnel No. 28.....	Overhd & Side
806.20	West of Cochran.....	Tunnel No. 29.....	Overhd & Side
806.50	West of Cochran.....	Tunnel No. 30.....	Overhd & Side
807.90	West of Cochran.....	Tunnel No. 32.....	Overhd & Side
808.50	West of Cochran.....	Tunnel No. 34.....	Overhd & Side
809.50	West of Cochran.....	Rock cut.....	Side
809.90	West of Cochran.....	Tunnel No. 35.....	Overhd & Side
810.20	West of Cochran.....	Rock cut.....	Side
810.40	West of Cochran.....	Rock cut.....	Side
810.70	West of Cochran.....	Tunnel No. 36.....	Overhd & Side
813.90	West of Enright	Rock cut.....	Side
815.00	West of Enright.....	Rock cut.....	Side
815.50	West of Enright.....	Rock cut.....	Side
815.81	West of Salmonberry....	1st Crossing Nehalem River....	Overhd & Side
817.90	West of Salmonberry....	Rock cut.....	Side
819.00	West of Salmonberry....	Rock cut.....	Side
822.10	West of Salmonberry....	Rock cut.....	Side
830.50	West of Batterson.....	Rock cut.....	Side
830.89	West of Batterson.....	2nd Crossing Nehalem River...	Overhd & Side
846.85	West of Garibaldi.....	Miami River Crossing.....	Overhd & Side
852.74	West of Bay City.....	Kelchis River Crossing.....	Overhd & Side
854.37	West of Juno.....	Wilson River Crossing.....	Overhd & Side

2. Only engines listed may operate on tracks shown below:

No engines.....	Oregon City—Beyond engine restriction sign Publishers Paper Co. mill track.
2262-2288.....	Oregon City—Beyond engine restriction sign Publishers Paper Co. lead.
No engines.....	Canby—Beyond engine restriction signs old pit and outfit tracks.
3800-3830.....	Lebanon—Crown Zellerbach Co. tracks except No. 3 track beyond frog.
No engines.....	Lake Oswego—Cement Plant—Beyond engine restriction signs on tracks 604, 605, 606, 608 and 609; over crossover between tracks 602 and 603; no cars or engine over car unloader on track 603.
No engines or cars...	Lake Oswego—Beyond restriction sign on Crown Zellerbach Co. roll-over chip unloader track.
No engines of cars...	Juno—Beyond chip loader at North Plains Lbr. Co.
No engines.....	Tillamook—Beyond engine restriction sign on team track and Union Oil spur.
No engines.....	V & S Jct.—Boise Cascade—Beyond engine restriction signs on tracks Nos. 6, 7 and 8.
1004-2394.....	Dry Creek—Industry track at airport.
1004-2394.....	Monroe—House track and Brickyard spur.
No engines.....	Toledo—Georgia-Pacific Paper Mill—Scale spur and crossover between outside track and scale spur; Outside or inside track beyond point opposite west end of rotary dumper shed.

3. Load limit (car and contents):

Eugene-Portland	315,000 pounds
Albany-Mill City	240,000 pounds
Springfield-Coburg	169,000 pounds
Tallman-Coburg	240,000 pounds
West Stayton-Woodburn	240,000 pounds
Salem-Geer	240,000 pounds
Albany-Toledo	263,000 pounds
Salem-Buman	240,000 pounds
Monroe-St. Joseph①	240,000 pounds
St. Joseph-Hillsboro	263,000 pounds
St. Joseph-Cook	263,000 pounds

Alpine Jct.-Dawson	240,000 pounds
Whiteson-Willamina	240,000 pounds
Broadmead-Perrydale	199,000 pounds
Canby-Molalla	240,000 pounds
Wilsonia-Jefferson St.	240,000 pounds
Willsburg Jct.-Hillsboro②	263,000 pounds
Hillsboro-Tillamook	240,000 pounds
①Fertz. in 100 ton CH car Corvallis-Monroe	263,000 pounds
②Dogfood from Albers Bros. Hillsboro	281,000 pounds

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

4. Eighty-five foot or longer cars must not operate on tracks shown below:

Dallas Branch,	
Tillamook Branch.	West of Buxton
Toledo Branch.....	East of Summit
Clackamas.....	Safeway Stores, Inc.
Jefferson Street....	Oregon Chain Co., Overhead Door Co., Zidell Machinery & Supply Co. and Alaska Junk Co.
Whiteson.....	West leg of wye

5. Portland: To assist spotting eastward passenger train 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.

Tracks Nos. 1 to 7 inclusive have impaired clearance and will not clear man on side of car.

6. Jefferson St.: SPCo. employes will not handle cars on Overhead Door Co. track beyond point 25 feet inside of gate.

7. Dallas: Trainmen must not operate beyond restriction sign located to left of tracks 145 feet beyond clearance point Willamette Industries chip loading tracks.

8. East Portland: Movement with passenger equipment must not be made through crossover between main tracks, just east of Stark Street.

9. Brooklyn: Movement with passenger equipment must not be made through crossover between main track and yard just west of Lafayette Street.

10. Oregon City: Publishers Paper Co. Log unloading A frame, 1500 feet east of east interchange track switch, creates impaired clearance. Inspection must be made to know this structure has been raised.

Clearance between tracks 52 and 58 will not clear man on side of car.¶

Portable platform across track 50 between spots 10 and 11. Inspection must be made to know this platform has been removed before switching at that location.

Eastward switching movement across 5th St. must be made governed by traffic signals.

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 5 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, 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.

EASTWARD MP MP Column:	PSGR TRAINS 1	FRT & MIXED 2	WESTWARD MP MP Column:	PSGR TRAINS 1	FRT & MIXED 2
EUGENE TO PORTLAND:			PORTLAND TO EUGENE:		
647.30 to 648.20	30	30	771.00 to 770.70	6	6
648.20 to 653.50	60	60	770.70 to 770.25	8	8
653.50 to 689.61	70	60	770.25 to 767.90	20	20
689.61 to 690.36	50	50	767.90 to 766.90	50	50
			766.70 to 764.90 Track No. 2	50	50
			766.70 to 764.90 Track No. 1	25	25
			764.90 to 764.30	50	50
			764.30 to 764.10	45	45
			764.10 to 758.00	65	60
			758.00 to 756.31	50	50
690.36 to 692.50	30	30	756.31 to 754.35	40	40
692.50 to 699.06	70	60	754.35 to 750.35	55	55
699.06 to 699.58	60	60	750.35 to 748.95	35	35
699.58 to 715.77	70	60	748.95 to 746.92	70	60
715.77 to 716.52	55	55	746.92 to 746.62	50	50
716.52 to 717.95	35	35	746.62 to 744.35	70	60
			744.35 to 742.72	45	45
			742.72 to 735.76	70	60
			735.76 to 734.45	45	45
			734.45 to 721.31	70	60
			721.31 to 720.56	55	55
717.95 to 718.85	20	20	720.56 to 718.85	35	35
718.85 to 720.56	35	35	718.85 to 717.95	20	20
720.56 to 734.45	70	60	717.95 to 716.52	35	35
734.45 to 735.76	45	45	716.52 to 699.58	70	60
735.76 to 742.72	70	60	699.58 to 699.06	60	60
742.72 to 744.35	45	45	699.06 to 693.25	70	60
744.35 to 746.62	70	60			
746.62 to 746.92	50	50			
746.92 to 748.20	70	60			
748.20 to 748.95	55	55			
748.95 to 750.35	35	35	693.25 to 692.50	55	55
750.35 to 754.35	55	55	692.50 to 690.36	30	30
754.35 to 756.31	40	40	690.36 to 653.50	70	60
756.31 to 758.00	50	50	653.50 to 648.95	60	60
758.00 to 764.10	65	60	648.95 to 648.20	55	55
764.10 to 764.30	45	45	648.20 to 647.30	30	30
764.30 to 764.90	50	50			
764.90 to 766.70 Track No. 2	50	50			
764.90 to 766.70 Track No. 1	20	20			
766.70 to 767.90	50	50			
767.90 to 770.25	20	20			
770.25 to 770.70	8	8			
770.70 to 771.00	6	6			

Freight and mixed train containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 65 MPH provided trains do not exceed:

Number of Cars	Tons per Operative Brake
70	70
75	69
80	68
85	67
90	66
95	65
100	64
105	63
110	62
115	61
120	60

TOFC train may operate at Column 1 speeds, not to exceed 65 MPH, provided tons per operative brake do not exceed 80 tons.

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 turnouts and sidings at Irving, Swain, Alford, Shedd, Hallawell, Millersburg, Marion, Renard, Labish, Gervais, Hito, Coalca, Clackamas	25
Through turnouts on other than sidings	10
On Union Station tracks, Portland	6

EASTWARD MP MP Column:	ALL TRAINS 1	WESTWARD MP MP Column:	ALL TRAINS 1
ALBANY TO TALLMAN:		TALLMAN TO ALBANY:	
689.68 to 690.40	25	697.37 to 690.40	40
690.40 to 697.37	40	690.40 to 689.68	25
SPRINGFIELD TO WOODBURN:		WOODBURN TO SPRINGFIELD:	
645.00 to 645.12	15	737.80 to 737.64	10
645.12 to 652.20	25	737.64 to 727.45	35
652.20 to 684.87	15	727.45 to 725.15	25
684.87 to 687.83	40	725.15 to 719.45	35
687.83 to 690.07	15	719.45 to 719.10	15
690.07 to 704.67	30	719.10 to 717.45	20
704.67 to 712.95	15	717.45 to 714.90	15
712.95 to 714.90	20	714.90 to 712.95	20
714.90 to 717.45	15	712.95 to 704.67	15
717.45 to 719.10	20	704.67 to 690.07	30
719.10 to 719.45	15	690.07 to 687.83	15
719.45 to 725.15	35	687.83 to 684.87	40
725.15 to 727.45	25	684.87 to 652.20	15
727.45 to 737.64	35	652.20 to 645.12	25
737.64 to 737.80	10	645.12 to 645.00	15
SHELBURN TO END MILL CITY BRANCH:		END MILL CITY BRANCH TO SHELBURN:	
704.93 to 705.40	15	727.88 to 724.90	15
705.40 to 710.25	40	724.90 to 720.00	40
710.25 to 713.65	25	720.00 to 719.10	15
713.65 to 714.26	20	719.10 to 717.84	40
714.26 to 715.64	25	717.84 to 715.64	30
715.64 to 717.84	30	715.65 to 714.26	25
717.84 to 719.10	40	714.26 to 713.65	20
719.10 to 720.00	15	713.65 to 710.25	25
720.00 to 724.90	40	710.25 to 705.40	40
724.90 to 727.88	15	705.40 to 704.93	15
SALEM TO GEER:		GEER TO SALEM:	
725.93 to 725.73	15	719.12 to 719.34	15
725.73 to 724.70	25	719.34 to 724.70	35
724.70 to 719.34	35	724.70 to 752.73	25
719.34 to 719.12	15	725.73 to 725.93	15

SPEED RESTRICTIONS FOR TRAINS: Continued.

EASTWARD MP MP Column:	ALL TRAINS 1	WESTWARD MP MP Column:	ALL TRAINS 1
ALBANY TO TOLEDO:		TOLEDO TO ALBANY:	
690.90 to 691.35	25	766.00 to 763.50	20
691.35 to 691.93	15	763.50 to 752.46	25
691.93 to 692.80	35	752.46 to 752.28	20
692.80 to 695.49	40	752.28 to 734.40	25
695.49 to 696.20	35	734.40 to 732.00	20
696.20 to 701.45	40	732.00 to 728.66	15
701.45 to 702.10	35	728.66 to 708.50	20
702.10 to 702.15	15	708.50 to 705.05	40
689.82 to 688.67	15	705.05 to 704.33	30
	W/S Br.		
703.29 to 703.30	15	704.33 to 703.30	20
703.30 to 704.33	20	703.30 to 703.29	15
704.33 to 705.05	30	688.67 to 689.82	15
			W/S Br.
705.05 to 708.50	40	702.15 to 702.10	15
708.50 to 728.66	20	702.10 to 701.45	35
728.66 to 732.00	15	701.45 to 696.20	40
732.00 to 734.40	20	696.20 to 695.49	35
734.40 to 752.28	25	695.49 to 692.80	40
752.28 to 752.46	20	692.80 to 691.93	35
752.46 to 763.50	25	691.93 to 691.35	15
763.50 to 766.00	20	691.35 to 690.90	25
SALEM TO END DALLAS BRANCH:		END DALLAS BRANCH TO SALEM:	
718.36 to 720.04	15	740.94 to 733.80	15
720.04 to 721.18	25	733.80 to 724.60	40
721.18 to 724.60	30	724.60 to 721.18	30
724.60 to 733.80	40	721.18 to 720.04	25
733.80 to 740.94	15	720.04 to 718.36	15
MONROE TO HILLSBORO:		HILLSBORO TO MONROE:	
671.48 to 688.13	30	765.35 to 765.20	20
688.13 to 688.57	20	765.20 to 764.54	25
688.57 to 689.82	15	764.54 to 762.22	30
689.82 to 690.48	25	762.22 to 760.29	12
690.48 to 709.04	30	760.29 to 753.22	30
709.04 to 709.31	25	753.22 to 752.81	15
709.31 to 709.50	10	752.81 to 746.00	30
709.50 to 710.10	25	746.00 to 745.49	25
710.10 to 727.81	30	745.49 to 742.69	30
727.81 to 728.53	25	742.69 to 741.90	25
728.53 to 733.59	30	741.90 to 735.72	30
		735.72 to 733.59	25
733.59 to 735.72	25	733.59 to 728.53	30
735.72 to 741.90	30	728.53 to 727.81	25
741.90 to 742.69	25	727.81 to 710.10	30
742.69 to 745.49	30	710.10 to 709.50	25
745.49 to 746.00	25	709.50 to 709.31	10
746.00 to 752.81	30	709.31 to 709.04	25
752.81 to 753.22	15	709.04 to 690.48	30
753.22 to 760.29	30	690.48 to 689.82	25
760.29 to 762.22	12	689.82 to 688.57	15
762.22 to 764.54	30	688.57 to 688.13	20
764.54 to 765.20	25	688.13 to 671.48	30
765.20 to 765.35	20		

EASTWARD MP MP Column:	ALL TRAINS 1	WESTWARD MP MP Column:	ALL TRAINS 1
ST. JOSEPH TO COOK:		COOK TO ST. JOSEPH:	
737.89 to 745.80	30	763.98 to 757.35	30
745.80 to 746.40	25	757.35 to 754.00	20
746.40 to 748.09	30	754.00 to 753.60	15
748.09 to 749.07	15	753.60 to 750.95	20
749.07 to 750.95	30	750.95 to 749.07	30
750.95 to 753.60	20	749.07 to 748.09	15
753.60 to 754.00	15	748.09 to 746.40	30
754.00 to 757.35	20	746.40 to 745.80	25
757.35 to 763.98	30	745.80 to 737.89	30
ALPINE JCT. TO DAWSON:	20	DAWSON TO ALPINE JCT.:	20
WHITESON TO WILLAMINA:		WILLAMINA TO WHITESON:	
730.46 to 730.73	15	749.46 to 742.75	20
730.73 to 737.70	40	742.75 to 737.79	40
737.70 to 737.79	30	737.79 to 737.70	30
737.79 to 742.75	40	737.70 to 730.73	40
742.75 to 749.46	20	730.73 to 730.46	15
BROADMEAD TO PERRYDALE:	15	PERRYDALE TO BROADMEAD:	15
CANBY TO MOLALLA:		MOLALLA TO CANBY:	
747.52 to 747.69	15	757.81 to 757.20	20
747.69 to 757.20	30	757.20 to 747.69	30
757.20 to 757.81	20	747.69 to 747.52	15
WILSONIA TO JEFFERSON ST.:	20	JEFFERSON ST. TO WILSONIA:	20
TILLAMOOK TO WILLSBURG JCT.:		WILLSBURG JCT. TO TILLAMOOK:	
855.80 to 855.58	20	740.72 to 741.60	30
855.58 to 854.28	30	741.60 to 742.17	12
854.28 to 850.70	35	742.17 to 743.10	30
850.70 to 847.00	30	743.10 to 745.16	10
847.00 to 844.40	20	745.16 to 751.88	30
844.40 to 841.31	30	751.88 to 756.20	20
841.31 to 839.83	25	756.20 to 764.86	30
839.83 to 837.00	30	764.86 to 765.06	15
837.00 to 836.50	20	765.06 to 765.90	20
836.50 to 835.20	25	765.90 to 781.69	30
835.20 to 833.16	30		
833.16 to 832.86	25	781.69 to 800.00	20
832.86 to 831.00	30	800.00 to 811.76	15
831.00 to 830.16	20	811.76 to 815.99	20
830.16 to 828.76	25	815.99 to 817.58	25
828.76 to 828.22	20	817.58 to 822.40	30
828.22 to 823.52	30	822.40 to 823.52	20
823.52 to 822.40	20	823.52 to 828.22	30
822.40 to 817.58	30	828.22 to 828.76	20
817.58 to 815.99	25	828.76 to 830.16	25
815.99 to 811.76	20	830.16 to 831.00	20
811.76 to 800.00	15	831.00 to 832.86	30
800.00 to 781.69	20	832.86 to 833.16	25
781.69 to 765.90	30	833.16 to 835.20	30
765.90 to 765.06	20	835.20 to 836.50	25
765.06 to 764.86	15	836.50 to 837.00	20
764.86 to 756.20	30	837.00 to 839.83	30
756.20 to 751.88	20	839.82 to 841.31	25
751.88 to 745.16	30	841.31 to 844.40	30
745.16 to 743.10	10	844.40 to 847.00	20
743.10 to 742.17	30	847.00 to 850.70	30
742.17 to 741.60	12	850.70 to 854.28	35
741.60 to 740.72	30	854.28 to 855.58	30
		855.58 to 855.80	20

RULE M. 4800 volt power line on signal pole line Kirk to Umli. If found broken or down extreme caution must be used and prompt report made from first available means of communication.

RULE 14(k). Will not apply between Eugene and Klamath Falls.

RULE 26-A.

Springfield: Indicator lights located on mast at Georgia-Pacific Plywood chip track govern movement as follows:

Green: Track may be used for switching movement.
Red: Track must not be entered.
Not Lighted: Considered as displaying most restrictive indication and G-P Plywood supervisor must be contacted before cars are coupled to or moved.

Clear Fir Products track No. 2 equipped with gate across track, which automatically opens building door for switching inside building. Train must stop at stop sign located approximately 25 feet from gate. Indicator lights located on right side of gate indicate following:

Green: Gate Open.
Red: Gate Closed.
Not Lighted: Considered as displaying most restrictive indication and cars are not to be coupled to or moved.

If door fails to open, emergency switch on left side of door will actuate automatic door.

After completion of switching, gate must be closed and locked, which will automatically close plant door.

If indicator lights are not lighted and if door fails to close, contact plant foreman immediately.

Eugene Yard: Indicator lights located on Tracks Nos. 30 and 32, govern movement on these tracks as follows:

Green: Tracks may be used for trains or switching movements.
Yellow: Tracks may be entered, switched and engines, cars or cabooses added or detached.
Red: Tracks may be entered, but cars on these tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.
Not Lighted: Considered as displaying most restrictive indication and Icing Platform Foreman contacted for instructions before cars are coupled to or moved.

When indicator light at east end Track 30 displays Red aspect, engine moving eastward on this track must not pass fouling point until indicator light displays Green aspect.

RULE 82-A. Regular train authorized on Cascade Subdivision and terminating at Eugene, may assume the corresponding schedule on the Brooklyn Subdivision without obtaining clearance at Eugene.

Regular train authorized on the Brooklyn Subdivision, terminating at Eugene may assume the corresponding schedule on the Cascade Subdivision without obtaining clearance at Eugene.

Train-orders may be issued on Brooklyn or Cascade Subdivision to apply on either subdivision.

When crew of regular or extra train is relieved at Eugene all train-orders and instructions must be delivered to relieving crew; except when outgoing engineer is not available at time incoming engineer is released, train-orders and instructions will be given to conductor for delivery to outgoing engineer.

Crescent Lake: Regular train must be re-authorized at Crescent Lake by receipt of clearance bearing okay time and initials of Chief Train Dispatcher and must be endorsed "Green" or "No" signals as the case may be and Rule 96 will not apply.

Klamath Falls: Train originating Klamath Falls will obtain clearance issued at Klamath Falls Yard and delivered by tube to Crew Dispatchers' Office, Klamath Falls.

Marcola Branch: Train authorized to operate on Marcola Branch must not occupy main track between MP-649.25 Hendricks and MP 659.8 between the hours of 5:00 AM. and 5:00 PM. on Monday through Saturday.

RULE 83. Train via Siskiyou Subdivision may identify trains between Eugene Yard and Judkins and such identification will apply at Springfield Jct.

Extra train operating on Marcola Branch, in addition to information required by train register located at Mohawk Junction, must register destination of trip (turning point) and date of departure in the column captioned "Signals". When trip has been completed, date of arrival at Mohawk Junction must also be entered in column captioned "Signals". Extra train enroute to this territory must not leave Mohawk Junction until it has been ascertained from train register that the preceding extra train via the route to be used has completed the trip and registered time and date of arrival at Mohawk Junction accordingly.

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

West MP		East MP
427.50	Klamath Falls	429.81
551.80	Klamath Falls, Modoc Subdivision	
527.17	Crescent Lake	529.08
612.07	Fall Creek Jct. (Fall Creek Branch)	End of Branch
	Springfield (Marcola Branch)	649.00
643.00	Eugene (Siskiyou Subdivision)	
	Eugene (Brooklyn Subdivision)	652.00
	Eugene (Coos Bay Branch)	652.29

RULE 97. Between Mohawk Jct. and End Marcola Branch, MP 659.8 train moving in either direction is authorized to run extra without train order authority.

RULE 99. Will not apply between Mohawk Jct. and End Marcola Branch.

RULE 99-A. Between the following locations, except on train carrying passengers, flag protection is not required:

End of CTC, MP 425.8 and MP 432.66.
End of CTC, MP 527.23 and End of CTC, MP 529.03.
"A" signal MP 618.4 and west switch Judkins.
End of CTC, MP 647.62 and End of CTC, MP 652.0.

RULE 104. Normal position of rigid switch at junction point is:

Fall Creek Jct. . . . . Fall Creek Branch for Cascade line,
Mohawk Jct. . . . . Marcola Branch, for track No. 3,
Springfield . . . . . Woodburn-Springfield Branch for Cascade line,
Klamath Falls . . . GNRy main track, for SP main track,
Gilchrist Jct. . . . . KNRy main track, for interchange track,

Derail in main track:
Fall Creek Jct. . . . . Clearance point junction switch.
Marcola . . . . . 200 feet east of east switch.

Hendricks: Switch from Marcola Branch to Weyerhaeuser Company tracks is lined for movement to Weyerhaeuser tracks.

RULE 221. Springfield: Train order office only for trains via Siskiyou Subdivision.

Chemult: Train-order office only for westward GNRy trains.

RULE 291. Klamath Falls: Unit for display of flashing yellow on westward absolute signal, MP 429.87. Display of flashing yellow authorizes train to proceed without stopping at restricted speed to enter Track No. 25.

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":

Eastward Signal	Protection	Westward Signal
P-4406	Slide detector fence between MP 441.9 and MP 442.4	P-4423
P-4424	Slide detector fence between MP 442.4 and MP 444.0	P-4441
P-4440	Slide detector fence between MP 444.0 and MP 445.5	P-4455
P-4456	Slide detector fence between MP 445.6 and MP 446.1	P-A P-A
P-A	Fire detector Cascade Creek Bridge, MP 546.38	P-A
P-A P-A	Slide detector fence East of Tunnel No. 6 MP 546.70	P-5469
P-5470	Fire detector on trestle between Tunnels Nos. 7 and 8, MP 547.70	P-5481
P-5478	Fire detector on trestle between Tunnels Nos. 9 and 10, MP 547.60	P-5491
P-5490	Fire detector on Side Canyon Bridge, MP 549.10	P-5497
P-A P-A	Fire detector on Steep Canyon Bridge, MP 552.30	P-5529
P-5528	Slide detector on cinder fill ½ mile West of Fields, MP 553.60	P-A P-A
5582	Slide detector, MP 559	P-A P-A
P-5628	Fire detector on Salt Creek Bridge, MP 563.20	P-A P-A
P-A P-A	Fire detector on Eagle Creek Bridge, MP 565.50	P-5655
P-5726 P-5714	Slide detector fence, MP 572.20	P-5725 P-5735
P-5828	Slide detector fence, MP 583.00	P-5839
P-A P-A	Slide detector fence, MP 586.90	P-5875
P-A P-A	Slide detector fence, MP 596.20	P-5973
P-6118 P-6120	Collision detector underpass, MP 611.90 Slide detector fence, MP 612.50	P-6133
P-6134	Slide detector fence, MP 613.80	P-A P-A
P-A	Collision detector highway underpass, MP 621.00	P-6213 P-A P-A

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.

AUTOMATIC BLOCK SIGNAL SYSTEM

Between the following locations, trains moving in either direction will move by block signals whose indications will supersede the superiority of trains:

End of CTC, MP 427.5 and end of CTC, MP 429.8.
End of CTC, MP 527.2 and end of CTC, MP 529.0.
End of CTC, MP 527.2 and end of CTC, MP 529.0.

Signal 4278 at derail GNRy Bieber line
Top unit . . . . . to Cascade line
Bottom unit . . . . . to Lake Ewauna line

Signal 4277 at derail from line crossing Lake Ewauna governs to GNRy Bieber line only.

Eugene: When aspect displayed by Signal 6482, located just east of Van Buren Street crossing, requires train to stop, stop just west of Van Buren Street crossing.

If a preceding train is not clear of main track after stop has been made, train will remain clear of Van Buren Street crossing until preceding train has entered yard.

RULE 535. Spring Switches

Oakridge: Spring switches equipped with switch point indicators are located as follows:

East and West end Track No. 2.

RULE 705. HOT BOX DETECTORS

Illum. Letter	On Signal	Approaching	Location of Readout
H	Westward Absolute Signal E.E. Calimus	Calimus	Westward Absolute Signal W.E. Calimus
H	Westward Absolute Signal E.E. Lenz	Lenz	Westward Absolute Signal W.E. Lenz
W	4872	Mazama	
W	4887	Mazama	
H	4902	Yamsay	Eastward Absolute Signal E.E. Yamsay
H	Westward Absolute Signal E.E. Diamond Lake	Diamond Lake	Westward Absolute Signal W.E. Diamond Lake
H*	MP 596.6	Crale	Westward Absolute Signal W.E. Crale
W	5989	Crale	
H*	MP 599.6	Minnow	Eastward Absolute Signal E.E. Minnow
W	5974	Minnow	

*Displays flashing white light when letter "H" illuminated.

SCANNER SITE:

M.P.	Direction	Location
469.0	West	Calimus-Kirk
487.1	East and West	Lenz-Yamsay
501.1	West	Diamond Lake-Chemult
598.1	East and West	Crale-Minnow

Refer to Rule 705 All Subdivisions

CENTRALIZED TRAFFIC CONTROL

Limits extend from MP 429.81, Klamath Falls to MP 527.23, Crescent Lake; MP 529.03, Crescent Lake to MP 647.62, Eugene.

Klamath Falls: Absolute signals governing movement on drill track will display proceed indication regardless of track occupancy between these signals unless indication is changed by train dispatcher. Switching movement may be made on drill track when signal governing such movement displays proceed indication and Rule 775 will not apply. When these signals display stop indication, track between these signals must be cleared immediately.

Crescent Lake: Train entering yard will use track indicated in illuminated indicator on absolute signal at entrance to yard. When not lit, contact operator.

Unit for display of flashing white light located adjacent to lead at each end of yard. Train departing from yard must not enter lead without permission of train dispatcher or flashing white light is displayed.

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

Unit for display of flashing yellow per Rule 291 installed on A signals at MP 647.55 governing east and west movement on WP siding. When flashing yellow aspect displayed on signal, Rule 775 and Second Paragraph of Rule 771 will not apply.

GENERAL REGULATIONS

RULE 825. Number of hand brakes required:

Klamath Falls and Klamath Falls Yard:
Passenger Train . . . . . Two brakes on west end.
Freight Train . . . . . Five brakes on west end.

Staff brake must be set with assistance of a brake club. Except in preparing train for departure, employe releasing any of these brakes must set an equal number to replace them.

Klamath Falls: Hand brakes will not be set on passenger train standing at station unless engine is detached provided conductor has reached understanding that engineer will remain on engine.

Klamath Falls Yard: Hand brakes will not be set on freight train if outgoing crew takes charge of train on arrival or if inbound crew is advised by yardmaster that engine is not to be detached.

Portable rail skids are located at:

Dougren	East end siding
Dexter	East and West end siding
Hampton	East end siding
Lookout	East end siding
Oakridge	East and West end siding
Pryor	East and West end siding
McCredie Springs	East and West end siding
Heather	East and West end siding
Wicopee	East and West end siding
Fields	East end siding, base leg wye, West end siding
Frazier	East and West end siding
Cruzatte	East and West end siding
Abernathy	East and West end siding
Cascade Summit	East end siding
Calimus	West end siding

RULE 842. Klamath Falls: Movement of GNRy train or engine between end of CTC and junction switch of GNRy will be directed by yardmaster.

Westward train must not pass absolute signal displaying "Proceed on Diverging Route" at east switch unless flashing white light is displayed on signal bridge, MP 429.81.

Eugene Yard: Eastward train, except train consisting of passenger equipment, must not pass signal 6486 unless authorized by yardmaster or by a proceed signal from switchman to enter yard at MP 648.6 or to continue on main track to enter yard at MP 650.2.

Westward train leaving departure yard and moving on main track will not pass Signal 6489 until proceed signal is received from switchman.

Identified manifest train arriving Eugene Yard, except SLE, do not exceed 7 MPH into receiving track to permit inspection by carmen.

RULE 872. Enginemen taking charge of engines at Eugene Terminal and Klamath Falls Terminal will consider engines as having been amply supplied and sanders operative.

AIR BRAKE RULES

PASSENGER TRAINS

RULE 17. Cascade Summit to Oakridge. Without dynamic brake in operation turn up retaining valves on all cars.

RULE 39. Running test must be made as follows: Eastward train....Just west of station sign Cascade Summit.

FREIGHT AND MIXED TRAINS

RULE 17. Cascade Summit to Oakridge.

Retaining valves must be used on descending grade as follows:

Without dynamic brake in operation:

One retaining valve for each 80 tons in train. If gross tonnage exceeds 80 tons per operative brake, retaining valves must be used on all cars and speed must not exceed 15 MPH.

With dynamic brake in operation:

	Permissible Tons per Unit Without Retaining Valves*				
	Basic Dynamic Brake		Extended Range Dynamic Brake		
	4 Axle	6 Axle	4 Axle	6 Axle	8 Axle
With dynamic brake in operation but **Without** pressure maintaining system of braking.....	650	950	800	1200	1600
With dynamic brake in operation and **With** pressure maintaining system of braking.....	1600	2400	2000	3000	4000

If permissible tonnage is exceeded, one retaining valve will be used for each 150 tons in excess thereof.

*If any unit having basic dynamic brake is operated with units having extended range dynamic brake, all units in consist must use tonnage authorized for units having basic dynamic brake.

Locomotive classes AF628, AF630, EF623, EF425, EF625, EF630, EF636, GF425 (except units 6700-6727), GF628, GF-630, GF633, EF850B and GF850 are equipped with extended range dynamic brake.

Retaining valves may be turned up at Crescent Lake and turned down at Pryor or Lookout.

RULE 17-A. Trains using retaining valves will stop at Cruzatte for wheel heat radiation and train inspection after which train may operate not to exceed 18 miles before again stopping for wheel heat radiation and train inspection.

RULE 24-B. Eugene Yard:

Crescent Lake:

Klamath Falls Yard (Train operating through Klamath Falls Yard, Cascade to Modoc Subdivision in both directions):

Incoming engineer, after completing stop, must make a full service brake application leaving brakes applied. When outgoing crew takes charge of train on arrival or otherwise is assured, upon request, that continuity of brake pipe has not been disturbed, engineer will release brakes and proceed.

RULE 25. Will apply as designated below, except when conditions are favorable for releasing air brakes (Rule 29) while running, and engineer after informing trainman test is to be made approaching station named, receives positive information following test that brakes did apply on caboose and brake pipe pressure is being restored:

Kirk: Westward when temperature is 32° or less.
Cascade Summit: Eastward when temperature is 32° or less.

RULE 33. Cascade Summit to Oakridge.

Maximum tonnage per operative brake. 80 tons, except with dynamic brake and pressure maintaining system of braking in operation; with not more than 20 cars for each six axles of dynamic brake; with speed not exceeding 25 MPH, and with all retaining valves on loaded cars in high pressure position.... .....100 tons

Should dynamic brake failure occur while handling in excess of 80 tons per operative brake, train may proceed at speed not exceeding 15 MPH if in judgment of conductor and engineer it is safe to do so, and provided retaining valves are used as prescribed by Air Brake Rule 17.

Restrictive grades are as follows:

	MP	to	MP	Speed-MPH
Cascade Summit to Oakridge	537.7		579.2	25

1. MISCELLANEOUS

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

Mile Post	Location	Description	
537.80	East of Cascade Summit.	Tunnel No. 3	Overhd & Side
544.30	East of Abernethy	Tunnel No. 4	Overhd & Side
545.20	East of Abernethy	Tunnel No. 5 & Rock Shed	Overhd & Side
546.50	East of Cruzatte	Tunnel No. 6	Overhd & Side
547.10	East of Cruzatte	Tunnel No. 7 & Snow Shed	Overhd & Side
547.70	East of Cruzatte	Tunnel No. 8	Overhd & Side
548.30	East of Cruzatte	Tunnel No. 9 & Snow Shed	Overhd & Side
548.60	East of Cruzatte	Tunnel No. 10 & Rock Shed	Overhd & Side
548.80	East of Cruzatte	Tunnel No. 11 & Rock Shed	Overhd & Side
549.30	East of Cruzatte	Tunnel No. 12 & Rock Shed	Overhd & Side
550.00	East of Cruzatte	Tunnel No. 13	Overhd & Side
551.80	East of Frazier	Tunnel No. 14 & Snow Shed	Overhd & Side
553.90	East of Frazier	Tunnel No. 15	Overhd & Side
556.00	East of Fields	Tunnel No. 16	Overhd & Side
557.10	East of Fields	Tunnel No. 17	Overhd & Side
557.80	East of Fields	Tunnel No. 18	Overhd & Side
558.60	East of Fields	Tunnel No. 19	Overhd & Side
560.90	East of Wicopee	Tunnel No. 20	Overhd & Side
565.48	East of Heather	Eagle Creek through Pl.Girder	Overhd & Side
572.10	East of McCredie Springs	Tunnel No. 21	Overhd & Side
581.80	East of Oakridge	Tunnel No. 22	Overhd & Side
584.50	East of Westfir	Tunnel No. 23	Overhd & Side
587.20	East of Lookout	Tunnel No. 24	Overhd & Side
590.00	East of Lookout	1st Crossing middle Will. River through truss	Overhd & Side
620.58	East of Springfield	Through girder Mill Creek	Side
649.50	East of Hendricks	McKenzie River Crossing	Overhd & Side

2. Only engine listed may operate on track shown below:

Class of Engine	Restricted Tracks
No engine	Beyond engine restriction sign at following location: Oakridge—Outfit spur.

3. Load limit (car and contents):

Klamath Falls Yard-Eugene Yard	315,000 pounds
Mohawk Jct.—MP 649.40 (Marcola Br.)	240,000 pounds
MP 649.40 (Marcola Br.)-End Marcola Br.	169,000 pounds
Fall Creek Jct.-Fall Creek	251,000 pounds

4. Diesel engine cooling water facilities available following locations:

Oakridge	¾-inch hose on reel on west end of old engineman's locker room.
McCredie Springs	1½-inch hose near old locomotive water tank.
Wicopee	1½-inch hose near former location of middle locomotive water tank and buildings.
Fields	1-inch hose near B&B camp.
Cruzatte	Near former location of station building.
Crescent Lake	1-inch hose in baggage room at station.
Chemult	Baggage Room.
Chiloquin	Baggage Room.

When necessary to use these facilities replace hose in proper place.

5. SNOW SERVICE:

(a) Rotary snow plow SPMW 211 restricted east of the west portal of Tunnel 7.

(b) All rotary snow plows restricted from operating on Judkins and Natron sidings.

(c) At Judkins, Natron, Dougren, Dexter, Minnow, Crale, Hampton and Lookout, stop rotary snow plow and similar equipment before passing 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.

(d) Rotary snow plow SPMW 206 on main track or siding will not clear eastward A signal, 2-unit dwarf at Lawrence Street, Eugene. Signal maintainer must be called before movement is made past this dwarf signal.

(e) Rotary snow plow with wings extended, creates the following impaired clearances between MP 565.48 (Eagle Creek) and Crescent Lake:

(1) At all snow sheds and tunnels.

(2) 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).

(3) All water columns at Wicopee and Crescent Lake.

(4) Westward "A" signal between East switch Cruzatte and Tunnel No. 6, Signals 5282 and 5288.

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 5 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, 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.

EASTWARD MP MP Column:	PSGR TRAINS 1	FRT & MIXED 2	WESTWARD MP MP Column:	PSGR TRAINS 1	FRT & MIXED 2
KLAMATH FALLS TO EUGENE YARD:			EUGENE YARD TO KLAMATH FALLS:		
428.50 to 429.87	25	25	649.70 to 648.95	60	60
429.87 to 433.91	50	50	648.95 to 648.20	55	55
433.91 to 438.65	65	60	648.20 to 646.90	30	30
438.65 to 439.02	60	60	646.90 to 620.40	40	40
439.02 to 444.93	70	60	620.40 to 617.19	55	45
444.93 to 445.09	65	60	617.19 to 616.70	50	45
445.09 to 454.81	70	60	616.70 to 614.02	55	55
454.81 to 467.67	50	50	614.02 to 611.81	50	50
467.67 to 508.70	70	60	611.81 to 596.94	60	60
			596.94 to 596.61	55	55
			596.61 to 592.40	60	60
508.70 to 523.51	60	60			
523.51 to 528.60	70	60	592.40 to 591.90	55	55
528.60 to 533.12	60	60	591.90 to 588.99	60	60
533.12 to 537.31	55	55	588.99 to 583.87	50	50
537.31 to 553.50	30	25	583.87 to 580.50	55	55
553.50 to 554.00	25	25	580.50 to 554.00	30	30
554.00 to 580.50	30	25	554.00 to 553.50	25	25
580.50 to 583.87	55	55	553.50 to 537.31	30	30
583.87 to 588.99	50	50	537.31 to 533.12	55	55
588.99 to 591.90	60	60	533.12 to 528.60	60	60
591.90 to 592.40	55	55	528.60 to 523.51	70	60
592.40 to 596.61	60	60	523.51 to 508.70	60	60
			508.70 to 467.67	70	60
596.61 to 596.94	55	55	467.67 to 454.81	50	50
596.94 to 611.81	60	60	454.81 to 445.09	70	60
611.81 to 614.02	50	50	445.09 to 444.93	65	60
614.02 to 616.70	55	55	444.93 to 439.02	70	60
616.70 to 617.19	50	45	439.02 to 438.65	60	60
617.19 to 620.40	55	45	438.65 to 433.91	65	60
620.40 to 646.90	40	40	433.91 to 429.87	50	50
646.90 to 648.20	30	30	429.87 to 428.50	25	25
648.20 to 649.70	60	60			
MOHAWK JUNCTION TO END MARCOLA BRANCH:			END MARCOLA BRANCH TO MOHAWK JUNCTION:		
646.59 to 647.21		20	659.81 to 647.21		25
647.21 to 659.81		25	647.21 to 646.59		20
FALL CREEK JCT. TO FALL CREEK:			FALL CREEK TO FALL CREEK JCT.:		
611.04 to 608.35		25	608.35 to 611.04		25

TOFC train may operate at Column 1 speeds, not to exceed 65 MPH provided tons per operative brake do not exceed 80 tons.

Oakridge—Cascade Summit: Engine, flanger and caboose, while engaged in snow service, is authorized to operate 5 MPH in excess of Col. 1 speeds.

Freight and mixed train containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 65 MPH provided trains do not exceed:

Number of Cars	Tons Per Operative Brake
70	70
75	69
80	68
85	67
90	66
95	65
100	64
105	63
110	62
115	61
120	60

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 turnouts and sidings at Wocus, Algoma, Modoc Point, Chiloquin, Kirk, Calimus, Fuego, Lenz, Yamsay, Diamond Lake, Chemult, Mowich, Umli, Cascade Summit, Abernethy, Cruzatte, Frazier, Fields, Wicopee, Heather, McCredie Springs, Pryor, Oakridge and Lookout	25
Through turnouts and sidings at Hampton, Crale, Minnow, Dexter, Dougren, Natron, Judkins	20
Through turnouts on other than sidings	10
On branches	10

RULE M. 7200 volt power line on signal pole line, Black Butte to Mt. Hebron. If found broken or down, extreme caution must be used and prompt report made from first available means of communication.

RULE 14(k). Will not apply between Dunsmuir Yard and Klamath Falls.

RULE 81. Dunsmuir Yard: Two main tracks between MP 319.61 and MP 321.30. Track nearest yard tracks designated Track No. 2.

RULE 82-A. Dunsmuir Yard: Train originating will obtain clearance issued at Dunsmuir and delivered by tube to Yard Office, Dunsmuir Yard. Clearance and train orders for first-class train will be delivered in red container; and for extra train in yellow container.

Regular train originating at Gazelle on Siskiyou Subdivision will be authorized by receipt of clearance at Dunsmuir or Dunsmuir Yard to apply at Gazelle and is authorized to display such identity between Dunsmuir Yard and Gazelle.

Klamath Falls: Train originating Klamath Falls will obtain clearance issued at Klamath Falls Yard and delivered by tube to Crew Dispatchers' Office, Klamath Falls.

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

West MP		East MP
427.50	Klamath Falls	429.81
551.80	" (Modoc Sub.)	

RULE 99-A. Dunsmuir & Dunsmuir Yard: Flag protection is not required on Main Tracks between eastward absolute signal at west end Dunsmuir Yard and westward absolute signal at east end Dunsmuir.

Klamath Falls: Flag protection, except on train carrying passengers, is not required between eastward absolute signal at MP 425.8 and MP 432.66.

RULE 103-A. Public Utilities Commission Order prohibits operation of a train, engine or car over the following crossings unless first brought to a stop and traffic on highway protected by a memberof crew:

Mount Shasta.Texaco spur
Grass Lake...Tail of wye
Dorris.....Mountain Valley Moulding Co. spur
American Forest Products Co. spur

RULE 104. The normal position of rigid switch at junction point is:

Mount Shasta...McCRRR main track, for interchange track,
Klamath Falls...GNRy main track, for SP main track,
Klamath Falls...OC&ERy main track, for yard track.

RULE 291. Dunsmuir Yard: Units for display of flashing yellow installed on mast of westward absolute signals at west end track Nos. 1 and 2, MP 319.61.

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

Eastward Signal	Protection	Westward Signal
P-3234	Slide detector fence, between MP 323.61 and MP 323.67	P-3243
P-A P-A	Slide detector fence, MP 326.86 and MP 326.92	P-3273
P-3274	Slide detector fence, MP 327.50	P-3281
P-3290	Slide detector fence, MP 329.50	P-3301
P-A	Collision detector, bridge 360.82	P-A
P-4106	Collision detector, bridge 410.57	P-4125
P-4258	Spring switch west end of lead, Texum	

AUTOMATIC BLOCK SIGNAL SYSTEM

Klamath Falls Yard: Signal 4278 at derail GNRy Bieber line, top unit governs from Bieber line to Cascade line main track; lower unit governs from Bieber line to GNRy line crossing Lake Ewauna.

Signal 4277 at derail from line crossing Lake Ewauna governs to GNRy Bieber line only.

Between the following locations, train moving in either direction will move by block signals whose indications will supercede the superiority of trains:

End of CTC, MP 427.5 and End of CTC, MP 429.8.

RULE 535. SPRING SWITCHES

Spring switch equipped with facing point lock is located as follows:

Location		Normal Position
Texum	West end of lead	Main track

INTERLOCKING

Klamath Falls Yard: Limits extend from westward interlocking signal, opposite MP 427, 225 feet westward to eastward interlocking signal at MP 553.16 on Alturas line and 225 feet westward to eastward interlocking signal at MP 426.95 on Texum lead.

RULE 705. HOT BOX DETECTORS

Illum. Letter	On Signal	Approaching	Location of Readout
H	3885	Kegg	Westward Absolute Signal W.E. Kegg
W	3902	Mt. Hebron	
W	3919	Kegg	
H	Eastward Absolute Signal W.E. Mt. Hebron	Mt. Hebron	Eastward Absolute Signal E.E. Mt. Hebron

SCANNER SITE:

M.P.	Direction	Location
390.9	East and West	Kegg-Mt. Hebron

Refer to Rule 705 All Subdivisions.

CENTRALIZED TRAFFIC CONTROL

Limits extend from MP 319.6 to MP 321.3 on both main tracks Dunsmuir Yard and between MP 321.3 and MP 427.5 Klamath Falls Yard.

Black Butte: Eastward absolute signal on Main Track just west of crossover governs movement as follows:

Top Unit.....Main track
Middle Unit.....Crossover to Siskiyou Line
Bottom Unit.....Crossover to Controlled Siding

Unit for display of flashing white light located on right and left of signal mast on siding west of crossover. When flashing, indicates signal is cleared for movements as follows:

Right of Mast.....On Controlled Siding
Left of Mast.....From Siskiyou Siding

When absolute signal on siding displays lunar aspect per Rule 289, Rule 775 and second paragraph of Rule 771 will not apply.

Dunsmuir Yard: Three-unit westward absolute signal No. 1 Track, MP 321.35, governs movement as follows:

Top Unit.....No. 1 Main Track
Middle Unit.....No. 2 Main Track
Bottom Unit.....Yard lead

Eastward absolute signal at east end yard lead governs movement to main or drill track and will remain dark until switch lined for movement.

GENERAL REGULATIONS

RULE 825. Number of hand brakes required:

Dunsmuir and Dunsmuir Yard:
Passenger Train ..... Two brakes on east end, Three brakes on west end.
Freight train or cut of 25 cars or less ..... Ten brakes on west end.
Freight train or cut of 26 to 50 cars ..... Ten brakes on west end, Five brakes on east end.
Freight train or cut of over 50 cars ..... Ten brakes on west end, Ten brakes on east end.

Klamath Falls and Klamath Falls Yard:
Passenger Train ..... Two brakes on west end,
Freight train ..... Five brakes on west end.
Staff brake must be set with assistance of a brake club.

Except in preparing train for departure, employe releasing any of these brakes must set an equal number to replace them.

Dunsmuir Yard and Klamath Falls Yard: Hand brakes will not be set on freight train if outgoing crew takes charge of train on arrival or if inbound crews at Klamath Falls Yard is advised by yardmaster that engine is not to be detached.

Dunsmuir and Klamath Falls: Hand brakes will not be set on passenger train standing at station unless engine is detached provided conductor has reached understanding that engineer will remain on engine.

Portable rail skids are located at:

Small ..... East and West end siding
Mott ..... East and West end siding
Azalea ..... West end siding
Mount Shasta ..... West end siding
Upton ..... West end siding
Black Butte ..... East of east wye switch
Andesite ..... East and West end siding
Penoyar ..... West end siding
Kegg ..... West end siding

RULE 827. Hotlum-Andesite: Dragging equipment indicator, MP 356.8. Dragging equipment will activate rotating red light and conductor will arrange to immediately stop and inspect train.

RULE 842. Klamath Falls Yard: Eastward train must not pass crossover located 2050 feet east of signal 4280 unless authorized by yardmaster or proceed signal from switchman.

Klamath Falls: Trains, except passenger, terminating on main track do not exceed 15 MPH between signal 4286 and east switch to permit carmen to make inbound inspection.

RULE 872. Enginemen taking charge of engines at Dunsmuir Terminal and Klamath Falls Terminal will consider engines as having been amply supplied and sanders operative.

AIR BRAKE RULES
PASSENGER TRAINS

RULE 17. Grass Lake to Dunsmuir. Without dynamic brake in operation turn up retaining valves on all cars between Azalea and Dunsmuir.

RULE 39. Running test must be made as follows:
Grass Lake: Westward trains.
Black Butte: Eastward trains via Siskiyou line.

FREIGHT AND MIXED TRAINS

RULE 17. Grass Lake to Dunsmuir

Retaining valves must be used on descending grade as follows:

Without dynamic brake in operation:

One retaining valve for each 80 tons in train. If gross tonnage exceeds 80 tons per operative brake, retaining valves must be used on all cars and speed must not exceed 15 MPH.

With dynamic brake in operation:

	Permissible Tons Per Unit Without Retaining Valves*				
	Basic Dynamic Brake		Extended Range Dynamic Brake		
	4 Axle	6 Axle	4 Axle	6 Axle	8 Axle
With dynamic brake in operation but **Without** pressure maintaining system of braking.....	525	775	625	950	1250
With dynamic brake in operation and **With** pressure maintaining system of braking.....	1500	2250	1800	2700	3600

If permissible tonnage is exceeded, one retaining valve will be used for each 150 tons in excess thereof.

*If any unit having basic dynamic brake is operated with units having extended range dynamic brake, all units in consist must use tonnage authorized for units having basic dynamic brake.

Locomotive Classes AF628, AF630, EF425, EF623, EF-625, EF630, EF636, GF425 (except units 6700-6727), GF 628, GF630, GF633, EF850B and GF850 are equipped with extended range dynamic brake.

When retaining valves are used, speed must not exceed 20 MPH, Mount Shasta to Dunsmuir Yard.

RULE 17-A. Trains using retaining valves will stop at Andesite and Azalea for wheel heat radiation and train inspection.

RULE 24-B. Dunsmuir Yard:

Dunsmuir:

Klamath Falls Yard (Trains operating through Klamath Falls Yard, Black Butte to Modoc Subdivision in both directions):

Incoming engineer, after completing stop, must make a full service brake application leaving brakes applied. When outgoing crew takes charge of train on arrival or otherwise is assured, upon request, that continuity of brake pipe has not been disturbed, engineer will release brakes and proceed.

RULE 25. Will apply as designated below, except when conditions are favorable for releasing air brakes (Rule 29) while running, and engineer after informing trainman test is to be made approaching stations named, receives positive information following test that brakes did apply on caboose and brake pipe pressure is being restored:

Grass Lake ..... Westward
Black Butte ..... To and from Siskiyou Line

RULE 33:

Grass Lake to Dunsmuir.

Maximum tonnage per operative brake . . 80 tons, except with dynamic brake and pressure maintaining system of braking in operation; with not more than 20 cars for each six axles of dynamic brake; with speed not exceeding 20 MPH and with all retaining valves on loaded cars in high pressure position ..... 100 tons

Should dynamic brake failure occur while handling in excess of 80 tons per operative brake, train may proceed at speed not exceeding 15 MPH if in judgment of conductor and engineer it is safe to do so and provided retaining valves are used as prescribed by Air Brake Rule 17.

Restrictive grades are as follows:

	MP	to	MP	Speed-MPH
Grass Lake to Mott...	367.5		332.4	25
Azalea to Dunsmuir...	332.4		322.2	20

RULE 60. Westward train using dynamic brake with 80 foot or longer TOFC cars entrained within first 20 cars from head end, dynamic braking force must be reduced to one-half of maximum, and, if necessary, automatic brakes applied sufficiently so that speed will not exceed 20 MPH 500 feet before reaching curve at MP 328.17 and until train has passed MP 327.87.

MISCELLANEOUS

1.

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

MP	Location	Description
325.00	Dunsmuir . . Sacramento River 16th crossing.....	Overhead and side
407.80	Dorris ..... Tunnel No. 17.....	Overhead and side
410.00	Dorris ..... Tunnel No. 18.....	Overhead and side

2. Only engine listed may operate on track shown below:

Class of Engine	Restricted track
No engines.....	Dorris—Beyond engine restriction sign Ass'd. Lbr. Co. spur.

3. Load limit (car and contents):
Dunsmuir Yard—Klamath Falls ..... 315,000 pounds
Unless authorized by Superintendent, heavier loads must not be handled.

4. Mount Shasta: Switching movement to or from McCRRR tracks Nos. 1, 2 or 3 when made through the connection from siding to McCRRR main track, may be made without flag protection after ascertaining that there is no movement being made on McCRRR west of State highway. Movement on west leg of wye McCRRR track must not be made without flag protection.

5. Slide Detector Light at MP 327.7 for westward train. Slide will activate rotating red light located to left of track in direction of movement. Upon observing rotating red light, train must stop and make inspection of area at MP 327.5 to assure that it is safe for passage of train.

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 5 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, 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.

EASTWARD	PSGR TRAINS	FRT & MIXED	WESTWARD	PSGR TRAINS	FRT & MIXED
MP MP Column:	1	2	MP MP Column:	1	2
DUNSMUIR YARD TO KLAMATH FALLS:			KLAMATH FALLS TO DUNSMUIR YARD:		
319.61 to 321.37 Track No. 2....	15	15	429.87 to 428.50...	25	25
319.61 to 321.37 Track No. 1....	25	25	428.50 to 427.57...	50	25
321.37 to 327.87...	25	25	427.57 to 426.89...	50	40
327.87 to 328.17...	20	20	426.89 to 412.40...	70	60
328.17 to 332.62...	25	25	412.40 to 409.90...	60	60
332.62 to 333.40...	30	30	409.90 to 408.46...	50	50
333.40 to 337.87...	45	45	408.46 to 407.77...	45	45
			407.77 to 390.10...	70	60
			390.10 to 387.70...	65	60
			367.70 to 379.12...	50	50
			379.12 to 373.76...	70	60
			373.75 to 363.71...	50	50
337.87 to 347.36...	50	50	363.71 to 355.50...	45	45
347.36 to 350.79...	35	35	355.50 to 354.97...	35	35
350.79 to 354.97...	40	40	354.97 to 350.79...	40	40
354.97 to 355.50...	35	35	350.79 to 347.36...	35	35
355.50 to 363.71...	45	45	347.36 to 337.87...	50	50
363.71 to 373.76...	50	50	337.87 to 333.48...	45	45
373.76 to 379.12...	70	60	333.43 to 332.62...	30	30
379.12 to 387.70...	50	50	332.62 to 328.17...	25	25
387.70 to 390.10...	65	60	328.17 to 327.87...	20	20
390.10 to 407.77...	70	60	327.87 to 321.37...	25	25
407.77 to 408.46...	45	45	321.37 to 319.61...		
408.46 to 409.90...	50	50	Track No. 1....	25	25
409.90 to 412.40...	60	60	321.37 to 319.61		
412.40 to 426.89...	70	60	Track No. 2....	15	15
426.89 to 428.50...	50	40			
428.50 to 429.87...	25	25			

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 sidings and turnouts at Mott, Azalea, Upton, Hotlum, Andesite and Bray	25
Through turnouts on other than sidings.....	10
Through sidings and turnouts at Grass Lake, Kegg and Mt. Hebron.....	20

RULE 26-A. Medford and Grants Pass: Indicator lights located at:

Medford:

Boise Cascade Corp.....Track 241
Medford Corp.....Track 221
Timber Products Co.....Track 210
PFE Co. ice deck.....Track 116

Grants Pass:

Vancouver Plywood Co. ...Track 125
govern movement as follows:

Green: Track may be used for switching movement.
Red: Track may be entered but cars located beyond the light must not be coupled to or moved until foreman contacted.
Not Lighted: Considered as displaying most restrictive indication.

RULE 82-A. Train to Siskiyou Subdivision at Springfield Jct. must obtain clearance at Eugene Yard or Springfield, OK'd by Chief Train Dispatcher.

Regular train originating at Gazelle will be authorized by receipt of clearance at Dunsmuir or Dunsmuir Yard to apply at Gazelle and is authorized to display such identity between Dunsmuir Yard and Gazelle.

RULE 83. Eastward train may identify westward train at Black Butte to apply at End of CTC, Gazelle.

RULE 83-A. At following stations only the train indicated will register:

Springfield Jct.....Train instructed by train order.
Medford.....All Trains.
Cottage Grove.....Train Originating.
Gazelle.....Train instructed by train order.

RULE 83-B. At open train order office train may register by ticket as follows:

Medford.....All Trains.
Grants Pass.....All Trains.

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

West MP		East MP
360.80	Gazelle	362.07
374.66	Montague	376.34
392.26	Hornbrook	394.01
400.46	Hilt	402.98
426.92	Ashland	430.79
436.55	Medford	451.00
	" (White City Branch)	End of track
471.00	Grants Pass	474.57
501.00	Wolf Creek	503.00
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
607.00	Drain	610.66
623.75	Cottage Grove	627.15
643.00	Eugene	
	" (Brooklyn Subdivision)	652.00
	" (Coos Bay Subdivision)	652.29

RULE 99-C. Will apply between Gazelle and Springfield Jct.

RULE 103-A.

Drain: When moving over former Pacific Highway crossing flag protection must be provided for highway traffic.

RULE 104. The normal position of rigid switch at junction point is as follows:

Tolo.....White City Branch, for siding.
Montague.....YWRy main track, for house track.

Derail in main track:

White City.....MP 454.5, 400 feet west of Table Rock Road.
Ashland.....210 feet west of east switch.

RULE 105. Following track is designated for use as siding:

Medford: Siding extends from MP 441.4 to MP 442.1.

Kane: Siding extends from Signals 4396-4397 to Signals 4406-4407.

Siskiyou: When a westward train is holding main track to meet an eastward train and switch is open for train to enter siding, conductor of train holding main track will arrange to protect the eastward train against light engine or other train occupying siding, and will give the eastward train sufficient room to avoid stopping engines in tunnel.

RULE 221. Medford: Closed train order office between 12:01 AM and 8:01 AM. Sunday.

Weed: Train order office only for eastward train.

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-3500	Collision detector, bridge 351.73	P-3595
P-3726	Collision detector, bridge 373.54	P-3741
P-4112	Slide detector at west end—tunnel 13, Siskiyou	P-4119
P-5574	Slide detector fence between MP 558.8 and MP 559.1	P-5591
P-6418	Collision detector, highway underpass, MP 642.30	P-6429

AUTOMATIC BLOCK SIGNAL SYSTEM

Between the following locations, train moving in either direction will move by block signals whose indications will supercede the superiority of trains.

End of CTC, MP 621.75 and fouling point, west leg wye switch Springfield Jct.

Siskiyou: When Signal 4112 west of Siskiyou displays proceed on diverging route, eastward train is authorized to enter siding at Siskiyou.

CENTRALIZED TRAFFIC CONTROL

Limits extend from MP 345.2, Black Butte to MP 360.8, Gazelle.

GENERAL REGULATIONS

RULE 825. Number of hand brakes required:

Ashland and Medford:
Train or cut of cars.....Five brakes on east end.
Staff brake must be set with assistance of a brake club.
Except in preparing train for departure, employe releasing any of these brakes must set an equal number to replace them.

Portable rail skid located at:

Siskiyou.....East end siding.
Leland.....East end siding.

RULE 827. Riddle: High load detector at MP 543.5 west of Riddle for westward train. Cars above 15 feet 4 inches high will illuminate white light and activate horn located on post on right side of track in direction of movement at MP 543.5.

Upon observing white light illuminated or hearing horn, conductor will arrange to stop and inspect train at Cornutt for any restricted cars, advising train dispatcher of any cars set out.

This warning device does not warn of all restricted cars and does not relieve conductor of checking for cars listed under Special Instructions, Page 24, Miscellaneous Item 4.

RULE 842. Ashland: Eastward train must not pass signal 4284 and westward train must not pass signal 4297 unless authorized by yardmaster or by a proceed signal from yardman. When so authorized, trains may pass these signals without stopping.

Roseburg: Except between 6:00 AM and 9:00 AM and between 5:00 PM and 10:00 PM Monday through Friday and between 6:00 AM Saturday and 10:00 PM Sunday, westward train must not pass signal 5729 unless flashing white light is displayed on signal mast or is authorized by yardmaster or by a proceed signal from switchman.

RULE 872. Enginemen taking charge of engines at Dunsmuir Terminal and Ashland will consider engines as having been amply supplied and sanders operative.

AIR BRAKE RULES

PASSENGER TRAINS

RULE 17. Between Black Butte and Ashland.

All retaining valves must be turned up on descending grade between Hornbrook and Ashland and when operating without dynamic brake from Black Butte to MP 353.

When dynamic brake is in operation from Black Butte to MP 353, engineer will notify trainmen if retaining valves are required.

RULE 38. Immediately prior to leaving Siskiyou test must be made to determine that brakes on rear car apply and release.

RULE 39. Running test must be made as follows:

Black Butte: Eastward trains via Siskiyou Line.
Siskiyou: Eastward and Westward trains.

FREIGHT AND MIXED TRAINS

RULE 3. Standard brake pipe pressure for freight and mixed trains is 90 pounds, except:

Westward train Ashland to MP 422.....80 pounds
Eastward train Dunsmuir Yard to Hilt.....80 pounds

RULE 17. Black Butte to MP 353, between Montague and Hornbrook, Grants Pass and Glendale and Oakland and Divide.

Retaining valves must be used on descending grades as follows:

Without dynamic brake in operation:

One retaining valve for each 80 tons in train. If gross tonnage exceeds 80 tons per operative brake, retaining valves must be used on all cars and speed must not exceed 15 MPH.

With dynamic brake in operation:

	Permissible Tons per Unit Without Retaining Valves*				
	Basic Dynamic Brake		Extended Range Dynamic Brake		
	4 Axle	6 Axle	4 Axle	6 Axle	8 Axle
With dynamic brake in operation and **Without** pressure maintaining system of braking.....					
Black Butte to MP 353, Grants Pass and Glendale, Oakland and Divide.....	525	775	625	950	1250
Montague and Hornbrook.....	650	950	800	1200	1600
With dynamic brake in operation and **With** pressure maintaining system of braking.					
Black Butte to MP 353, Grants Pass and Glendale, Oakland and Divide.....	1500	2250	1800	2700	3600
Montague and Hornbrook.....	1600	2400	2000	3000	4000

If permissible tonnage is exceeded, one retaining valve will be used for each 150 tons in excess thereof.

*If any unit having basic dynamic brake is operated with units having extended range dynamic brake, all units in consist must use tonnage authorized for units having basic dynamic brake.

Locomotive Classes AF628, AF630, EF425, EF623, EF625, EF630, EF636, GF425 (except units 6700-6727), GF628, GF-630, GF633, EF850B and GF850 are equipped with extended range dynamic brake.

Hornbrook and Ashland:

Retaining valves must be used on descending grade as follows:

Without dynamic brake in operation:

One retaining valve for each 80 tons in train and speed must not exceed 15 MPH.

With dynamic brake in operation:

	Permissible Tons per Unit Without Retaining Valves*				
	Basic Dynamic Brake		Extended Range Dynamic Brake		
	4 Axle	6 Axle	4 Axle	6 Axle	8 Axle
With dynamic brake in operation but **Without** pressure maintaining system of braking.....	325	500	375	575	775
With dynamic brake in operation and **With** pressure maintaining system of braking.....	600	900	700	1050	1400
Except, with speed not exceeding 15 MPH.....	700	1050	800	1200	1600

If permissible tonnage is exceeded, one retaining valve will be used for each 150 tons in excess thereof.

*If any unit having basic dynamic brake is operated with units having extended range dynamic brake, all units in consist must use tonnage authorized for units having basic dynamic brake.

Locomotive Classes AF628, AF630, EF425, EF623, EF625, EF630, EF636, GF425 (Except units 6700-6727), GF628, GF-630, GF633, EF850B and GF850 are equipped with extended range dynamic brake.

RULE 17-A. Train using retaining valves will stop at MP 419, Cole, Hilt for wheel heat radiation and train inspection.

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

RULE 24-B. Roseburg:

Ashland: Incoming engineer, after completing stop, must make a full service brake application leaving brakes applied. When outgoing crew takes charge of train on arrival or otherwise is assured, upon request, that continuity of brake pipe has not been disturbed, engineer will release brakes and proceed.

RULE 25. Will apply at Siskiyou except when engineer receives positive information from trainman that air gage in caboose shows an increase in brake pipe pressure after leaving MP-422 westward, or after leaving Hilt eastward.

Will apply as designated below, except when conditions are favorable for releasing air brakes (Rule 29) while running, and engineer after informing trainman test is to be made approaching stations named, receives positive information following test that brakes did apply on caboose and brake pipe pressure is being restored:

Black Butte: To and from Siskiyou Line.
Glendale: Westward when temperature is 32° or less.

RULE 33. Hornbrook and Ashland:

Maximum tons per operative brake.....80 tons

Black Butte to MP 353—Montague and Hornbrook—Grants Pass and Glendale—Oakland and Divide.

Maximum tonnage per operative brake.....80 tons, except with dynamic brake and pressure maintaining system of braking in operation; with not more than 20 cars for each six axles of dynamic brake; with speed not exceeding 25 MPH, except 20 MPH Black Butte to MP 353, and with all retaining valves on loaded cars in high pressure position..100 tons

Should dynamic brake failure occur while handling in excess of 80 tons per operative brake, train may proceed at speed not exceeding 15 MPH if in judgment of conductor and engineer it is safe to do so, and provided retaining valves are used as prescribed by Air Brake Rule 17.

Restrictive grades are as follows:

	MP	to	MP	Speed-MPH
Black Butte to Gazelle...	345.2		353.4	20
Montague and Hornbrook	381.5		389.3	25
Rice Hill to Yoncalla....	597.5		601.6	25
Divide to Comstock.....	621.9		618.0	25
Rice Hill to Oakland....	597.5		594.2	25
Glendale to Leland.....	505.5		500.8	25

MISCELLANEOUS

1.

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

Mile Post	Location	Description	
390.90	Hornbrook	Klamath River bridge	Overhd & Side
411.30	Siskiyou	Tunnel No. 13	Overhd & Side
414.60	Siskiyou	Tunnel No. 14	Overhd & Side
415.20	Siskiyou	Tunnel No. 15	Overhd & Side
456.78	East of Tolo	Through Truss Rogue River	Overhd & Side
458.66	East of Gold Hill	Through Girder Sardine Creek	Side
482.57	East of Merlin	Through Girder Louse Creek	Side
490.60	East of Hugo	Tunnel No. 9	Overhd & Side
505.20	East of Wolf Creek	Tunnel No. 8	Overhd & Side
509.22	East of Glendale	Through Truss Cow Creek	Overhd & Side
514.10	East of Glendale	Tunnel No. 7	Overhd & Side
514.70	East of Glendale	Tunnel No. 6	Overhd & Side
515.70	East of Glendale	Tunnel No. 5	Overhd & Side
516.00	East of Glendale	Tunnel No. 4	Overhd & Side
518.60	East of Glendale	Tunnel No. 3	Overhd & Side
518.98	East of Glendale	Rock cut	Side
521.00	East of Glendale	Tunnel No. 2	Overhd & Side
521.06	East of Glendale	Through Truss Cow Creek	Overhd & Side
521.40	East of Glendale	Through Truss West Fork Cow Creek	Overhd & Side
523.85	East of Glendale	Rock cut	Side
525.02	East of Glendale	Rock cut	Side
526.70	East of Glendale	Rock cut	Side
526.73	East of Glendale	Rock cut	Side
526.91	East of Glendale	Rock cut	Side
528.11	East of Glendale	Rock cut	Side
530.80	East of Glendale	Tunnel No. 1	Overhd & Side
539.27	East of Glendale	Rock cut	Side
550.12	East of Weaver	Through Truss S. Umpqua	Overhd & Side
578.01	East of Roseburg	Through Truss N. Umpqua	Overhd & Side
589.88	East of Oakland	Through Truss Calapooya	Overhd & Side
607.85	East of Yoncalla	Through Truss 1st Elk Creek	Overhd & Side
608.62	East of Yoncalla	Through Truss 1st Pass Creek	Overhd & Side
610.71	East of Drain	Through Truss 2nd Pass Creek	Overhd & Side
620.16	East of Safley	Rock cut	Side
625.53	East of Latham	Through Truss 1st Coast Fork Willamette	Overhd & Side
627.39	East of Cottage Grove	Through Truss 2nd Coast Fork Willamette	Overhd & Side

2. Only engines listed may operate on tracks shown below:

Class of Engines	Restricted Tracks
No engines	Riddle—Across unloading pit tracks Mining & Minerals Mfg. Co.
No engines	Creswell—Beyond restriction sign on Plywood Products Corp. Spur.

3. Load limit (car and contents):
Black Butte-Springfield Jct.....263,000 pounds
White City-Tolo.....263,000 pounds

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

4. The following cars must not be operated between Cornutt and Hugo:

(a) Wood chip Cars
SP 351600 to 351999 incl. SP 354000 to 354399 incl.
SP 352000 to 352117 incl. SSW 78000 to 78049 incl.

(b) Veneer Cars

SP 208161-H to 208208-H inclusive

SP 208563-H	SP 208852-H	SP 208959-H
SP 208572-H	SP 208869-H	SP 208962-H
SP 208578-H	SP 208877-H	SP 208996-H
SP 208594-H	SP 208880-H	SP 209018-H
SP 208614-H	SP 208886-H	SP 209030-H
SP 208631-H	SP 208890-H	SP 209034-H
SP 208688-H	SP 208899-H	SP 209048-H
SP 208745-H	SP 208917-H	SP 209055-H
SP 208751-H	SP 208921-H	SP 209083-H
SP 208825-H	SP 208943-H	SP 209088-H
SP 208830-H	SP 208945-H	SP 209527-H
SP 208851-H		

SP 213892-H to SP 213941-H
SP 615082-H to SP 615122-H

(c) Cars bearing Exceed Plate C symbol or words Excess Height

(d) Cars 85 feet or longer except see item 6.

5. The following cars must not be operated between Ashland and Hilt:

(a) Woodchip Cars
SP 351600 to 351999 incl. SP 354000 to 354399 incl.
SP 352000 to 352117 incl. SSW 78000 to 78049 incl.

(b) Cars bearing Exceed Plate C symbol or words Excess Height

(c) Closed cars 60 feet or longer

(d) Cars 85 feet or longer except see item 6

(e) Crews of Eastward trains, before leaving Hilt, will make visual inspection of their train to insure there are no cars entrained listed in this item.

6. 79 feet-89 feet TOFC cars may be handled provided load does not exceed following dimensions:

79ft.-85 ft. cars maximum height 14′8″ ATR 8′8″ wide.
89 ft. cars maximum height 14′8″ ATR 8′0″ wide.

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 5 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, 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.

EASTWARD MP MP Column:	ALL TRAINS 1
BLACK BUTTE TO SPRINGFIELD JCT.:	
345.20 to 348.00	25
348.00 to 349.00	20
349.00 to 355.60	25
355.60 to 359.05	35
359.05 to 360.83	45
360.83 to 372.24	50
372.24 to 374.00	30
374.00 to 381.48	40
381.48 to 391.20	25
391.20 to 394.65	35
394.65 to 414.60	20
414.60 to 414.85	10
414.85 to 424.39	20
424.39 to 428.65	30
428.65 to 430.79	20
430.79 to 432.45	25
432.45 to 440.59	35
440.59 to 441.41	20
441.41 to 442.14	15
442.14 to 442.71	20
442.71 to 445.60	45
445.60 to 445.80	35
445.80 to 450.62	45
450.62 to 451.46	25
451.46 to 456.89	30
456.89 to 457.40	35
457.40 to 466.16	45
466.16 to 471.87	40
471.87 to 473.66	35
473.66 to 474.18	20
474.18 to 482.10	25
482.10 to 485.36	40
485.36 to 515.81	25
515.81 to 528.17	20
528.17 to 539.40	25
539.40 to 543.90	40
543.90 to 544.71	35
544.71 to 550.30	30
550.30 to 550.50	25
550.50 to 552.99	30
552.99 to 554.05	25
554.05 to 559.26	30
559.26 to 559.61	25
559.61 to 563.60	30
563.60 to 565.11	20
565.11 to 569.19	35
569.19 to 571.77	30
571.77 to 572.48	25
572.48 to 572.70	15
572.70 to 573.86	25
573.86 to 577.83	45
577.83 to 578.69	40
578.69 to 584.70	55
584.70 to 586.70	35
586.70 to 586.90	25

WESTWARD MP MP Column:	ALL TRAINS 1
SPRINGFIELD JCT. TO BLACK BUTTE:	
644.60 to 642.71	30
642.71 to 635.52	50
635.52 to 635.48	35
635.48 to 630.40	50
630.40 to 629.84	25
629.84 to 626.73	30
626.73 to 626.00	25
626.00 to 621.20	40
621.20 to 618.46	25
618.46 to 613.17	40
613.17 to 612.01	25
612.01 to 609.10	35
609.10 to 606.21	30
606.21 to 603.90	40
603.90 to 603.70	35
603.70 to 600.39	30
600.39 to 594.43	25
594.43 to 589.00	30
589.00 to 588.80	25
588.80 to 586.90	30
586.90 to 586.70	25
586.70 to 584.70	35
584.70 to 578.69	55
578.69 to 577.83	40
577.83 to 573.86	45
573.86 to 571.77	25
571.77 to 569.19	30
569.19 to 565.11	35
565.11 to 563.60	20
563.60 to 559.61	30
559.61 to 559.26	25
559.26 to 554.05	30
554.05 to 552.99	25
552.99 to 550.50	30
550.50 to 550.30	25
550.30 to 544.71	30
544.71 to 543.90	35
543.90 to 539.40	40
539.40 to 528.17	25
528.17 to 515.81	20
515.81 to 485.36	25
485.36 to 482.10	40
482.10 to 474.18	25
474.18 to 473.66	20
473.66 to 471.87	35
471.87 to 466.16	40
466.16 to 457.40	45
457.40 to 456.89	35
456.89 to 451.46	30
451.46 to 450.62	25
450.62 to 445.80	45
445.80 to 445.60	35

EASTWARD MP MP Column:	ALL TRAINS 1
BLACK BUTTE TO SPRINGFIELD JCT.:	
586.90 to 588.80	30
588.80 to 589.00	25
589.00 to 594.43	30
594.43 to 600.39	25
600.39 to 603.70	30
603.70 to 603.90	35
603.90 to 606.21	40
606.21 to 609.10	30
609.10 to 612.01	35
612.01 to 613.17	25
613.17 to 618.46	40
618.46 to 621.20	25
621.20 to 626.00	40
626.00 to 626.73	25
626.73 to 629.84	30
629.84 to 630.40	25
630.40 to 635.48	50
635.48 to 635.52	35
635.52 to 642.71	50
642.71 to 644.60	30
TOLO TO WHITE CITY:	
450.2 to 455.9	25

WESTWARD MP MP Column:	ALL TRAINS 1
SPRINGFIELD JCT. TO BLACK BUTTE:	
445.60 to 442.71	45
442.71 to 442.14	20
442.14 to 441.41	15
441.41 to 440.59	20
440.59 to 432.45	35
432.45 to 430.79	25
430.79 to 428.65	20
428.65 to 424.39	30
424.39 to 414.85	20
414.85 to 414.60	10
414.60 to 394.65	20
394.65 to 391.20	35
391.20 to 381.48	25
381.48 to 374.00	40
374.00 to 372.24	30
372.24 to 360.83	50
360.83 to 359.05	45
359.05 to 355.60	35
355.60 to 349.00	25
349.00 to 348.00	20
348.00 to 345.20	25
WHITE CITY TO TOLO:	
455.9 to 450.2	25

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 turnouts on other than sidings	10
On branches	10
Hornbrook, wye	10
Medford, GRC track	4
Roseburg, U.S. Ply. lead	7
Dole siding	10

RULE 83-A. At following stations only the trains indicated will register:

Mapleton.....Only trains instructed by train order.
Richardson....Only trains instructed by train order.

RULE 83-B. At open train order offices trains may register by ticket as follows:

Mapleton.....All trains.

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

West MP		East MP
643.00	Eugene (Siskiyou Subdivision)	
	Eugene	652.29
764.28	Coos Bay	771.19
783.77	Coquille	787.50
794.02	Myrtle Point	795.36
801.91	Warner	802.95
806.75	Gaylord	808.10
811.85	Powers	

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

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

RULE 99-C. Will apply on Coos Bay Branch.

RULE 104. The normal position of switch at junction point is:

Eugene Yard.....Coos Bay line, for yard track.

RULE 221. Coquille: Light will not be displayed in train-order signal except when operator is on duty.

Reedsport: Train order office located on draw span of Umpqua River Bridge (MP-739).

INTERLOCKING

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

When interlocking signal located approximately 650 feet east of Umpqua River Bridge displays green aspect, it will authorize movement of train between Reedsport and train order office on draw span, which will supersede the superiority of trains.

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

GENERAL REGULATIONS

RULE 872. Enginemen taking charge of engines at Eugene Terminal will consider engines as having been amply supplied and sanders operative.

1. MISCELLANEOUS

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

Mile Post	Location	Description	
664.87	East of Veneta	4th Crossing Long Tom Creek	Side
669.50	East of Vaughn	Tunnel No. 13	Overhd & Side
681.10	East of Vaughn	Tunnel No. 14	Overhd & Side
720.70	East of Cushman	Tunnel No. 15	Overhd & Side
721.50	East of Canary	Tunnel No. 16	Overhd & Side
727.70	East of Canary	Tunnel No. 17	Overhd & Side
734.50	East of Kroll	Tunnel No. 18	Overhd & Side
739.64	East of Gardiner Jct.	Umpqua River Crossing	Overhd & Side
745.60	East of Reedsport	Tunnel No. 19	Overhd & Side
750.10	East of Reedsport	Tunnel No. 20	Overhd & Side
751.20	East of Reedsport	Tunnel No. 21	Overhd & Side
763.64	East of Cordes	Coos Bay Crossing (dwarf signals)	Side
795.90	East of Myrtle Point	Coquille River Bridge (1)	Overhd & Side
797.50	East of Estabrook	Coquille River Bridge (2)	Overhd & Side
802.70	East of Warner	Coquille River Bridge (8)	Overhd & Side
808.70	East of Gaylord	Rowland Creek Bridge (9)	Overhd & Side
809.30	East of Gaylord	Tunnel No. 1	Overhd & Side
813.30	East of Gaylord	Coquille River Bridge (14)	Overhd & Side

2. Only engines listed may operate on tracks shown below:

Class of Engines	Restricted Tracks
No Engines	Mapleton—Beyond 792 ft. from switch on log loading spur, U.S. Plywood Corp.
" "	Kroll—Trestle on Crown Zellerbach log loading track.
No engine or cars	Reedsport—Beyond engine restriction signs on Umpqua River Navigation Co. hopper and log spur.
No engines	Rogers—Beyond sand chute.
No engines or cars	Johnson — Coos Bay Timber Co. (Georgia-Pacific Corp.) log dump track and siding.

3. Load limit (car and contents):

Eugene-McCormac.....263,000 pounds
McCormac-Mytle Point.....240,000 pounds
Myrtle Point-Powers.....169,000 pounds

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

4. Reedsport: Do not switch cars under or through chip loader on U.S. Plywood Co. Track No. 2.

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 5 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, 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.

EASTWARD MP MP	ALL TRAINS Column: 1	WESTWARD MP MP	ALL TRAINS Column: 1
EUGENE TO POWERS:		POWERS TO EUGENE:	
648.40 to 651.10	30	813.50 to 786.35	15
651.10 to 652.00	35	786.35 to 785.65	10
652.00 to 663.74	49	785.65 to 768.90	25
663.74 to 665.35	40	768.90 to 765.50	15
665.35 to 668.27	30	765.50 to 763.95	20
668.27 to 668.69	25	763.95 to 763.37	15
668.69 to 670.07	30	763.37 to 757.56	49
670.07 to 672.01	40	757.56 to 757.39	40
672.01 to 674.09	30	757.39 to 753.21	45
674.09 to 677.53	40	753.21 to 752.94	35
677.53 to 678.06	30	752.94 to 751.33	45
678.06 to 680.39	40		
680.39 to 698.52	30	751.33 to 751.20	25
698.52 to 703.50	40	751.20 to 750.30	45
703.50 to 703.62	30	750.30 to 750.10	25
703.62 to 712.00	40	750.10 to 749.52	45
712.00 to 716.11	35	749.52 to 746.50	40
716.11 to 716.43	30	746.50 to 745.60	20
716.43 to 716.56	15	745.60 to 744.70	30
716.56 to 720.71	30	744.70 to 740.61	35
720.71 to 721.15	20	740.61 to 740.25	10
721.15 to 726.95	30	740.25 to 739.64	15
726.95 to 727.68	35	739.64 to 734.79	35
727.68 to 727.95	20	734.79 to 734.46	25
727.95 to 733.38	35	734.46 to 733.55	35
733.38 to 733.55	30		
733.55 to 734.46	35	733.55 to 733.38	30
734.46 to 734.79	25	733.38 to 727.95	35
734.79 to 739.64	35	727.95 to 727.68	20
739.64 to 740.25	15	727.68 to 726.95	35
740.25 to 740.61	10	726.95 to 721.15	30
740.61 to 744.70	35	721.15 to 720.71	20
744.70 to 745.60	30	720.71 to 716.56	30
745.60 to 746.50	20	716.56 to 716.43	15
746.50 to 749.52	40	716.43 to 716.11	30
749.52 to 750.10	45	716.11 to 712.00	35
750.10 to 750.30	25	712.00 to 703.62	40
750.30 to 751.20	45	703.62 to 703.50	30
751.20 to 751.33	25	703.50 to 698.52	40
		698.52 to 680.39	30
751.33 to 752.94	45	680.39 to 678.06	40
752.94 to 753.21	35	678.06 to 677.53	30
753.21 to 757.39	45	677.53 to 674.09	40
757.39 to 757.56	40	674.09 to 672.01	30
757.56 to 763.37	49	672.01 to 670.07	40
763.37 to 763.95	15	670.07 to 668.69	30
763.95 to 765.50	20	668.69 to 668.27	25
765.50 to 768.90	15	668.27 to 665.35	30
768.90 to 785.65	25	665.35 to 663.74	40
785.65 to 786.35	10	663.74 to 652.00	49
786.35 to 813.50	15	652.00 to 651.10	35
		651.10 to 648.40	30

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, ballon tracks, crossovers and turnouts, except:	15
Through turnouts on other than sidings	10
On branches	10

RULE 83. Extra train operating between Alturas and Lakeview or between Wendel and Susanville, in addition to information required by train register located at first named station of territory to be used, must register destination of trip (turning point) and date of departure in the column captioned "Signals". When trip has been completed, date of arrival at first named station must also be entered in column captioned "Signals". Extra train enroute to this territory must not leave first named station until it has been ascertained from train register that the preceding extra train, via the route to be used, has completed the trip and registered time and date of arrival at first named station accordingly.

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

West MP		East MP
427.50	Klamath Falls	429.81
551.80	" (Modoc Subdivision)	
528.60	Tule Lake	530.40
454.93	Alturas	461.23
	" (Lakeview Branch)	460.19
421.70	Sage Hen	423.71
356.00	Wendel	360.08
	" (Westwood Branch)	359.65

RULE 97. Between the following locations extra train moving in either direction is authorized to run extra without train order authority:

End of double-track Flanigan and Wendel.
Alturas and Lakeview.
Wendel and Susanville.

RULE D-97. Will apply as follows:

On both main tracks between MP 336.5, Flanigan and interlocking limits MP 337.7.

RULE 99. Will not apply between: Wendel and Susanville, Alturas and Lakeview.

RULE 99-C. Will apply between Klamath Falls Yard and Wendel.

RULE 103-A. Public Utilities Commission Order prohibits operation of train, engine or car over the following crossings unless first brought to a stop and traffic on highway protected by a member of crew.

Tule Lake.....First crossing west of station over spur 725, MP 529.4.
Lakeview.....Western Avenue Crossing, MP 512.5.
Alturas.....Main St. on Lakeview Branch.

RULE 104. The normal position of rigid switch at junction point is:

Klamath Falls.....GNRy main track, for SP main track.
Klamath Falls.....OC&ERy main track, for yard track.
Alturas.....Lakeview Branch, for Modoc line.
Wendel.....Westwood Branch, for Modoc line.

RULE 221. WPRR train orders and clearance will be issued at Wendel to apply at Flanigan.

RULE D-251. Will apply as follows:

On both main tracks between MP 336.5, Flanigan and interlocking limits, MP 337.9.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Interlocking signals are listed as "I" or "P-SA."

Eastward Signal	Protection	Westward Signal
P-SA / P-SA	Spring switch, west end double track Flanigan	
	Spring switch, east end double track Flanigan	P-3379
	Spring switch, SP Co end WPRR connection	P-I
P-I	High water detector bridge MP 345.68, between Herlong and Flanigan	P-I

RULE 535. Spring switches not equipped with facing point lock are located as follows:

Location		Normal Position
*Alturas	Initial switch at west end of yard	Lead
Flanigan	West end double track, MP 336.5	Eastward track
Flanigan	East end WPRR connection, MP 336.5	WPRR main track
Flanigan	East end double track, MP 337.9	Westward track
*Wendel	Initial switch at west end of yard	Lead

*Equipped with switch-point indicator. Indicator does not indicate track occupancy, and will display green aspect when switch is lined for normal position. When indicator displays red aspect or unlighted, stop must be made and member of crew must examine and ascertain points are in proper position for movement before proceeding.

INTERLOCKING

Klamath Falls Yard: Limits extend from westward interlocking signal opposite MP 427, 225 feet westward to eastward interlocking signal at MP 553.16 on Alturas line and 225 feet westward to eastward interlocking signal at MP 426.95 on Texum lead.

Wendel-Flanigan: Limits extend between eastward signal east end double track MP 337.7, Flanigan and westward signal MP 357.2, Wendel, and is under control of operator, Wendel.

Train using switches at Herlong must occupy main track continuously or leave main track switch open while work is being performed. Tracks at Herlong must not be used for meeting or passing of trains.

Flanigan: Limits extend, between westward interlocking signals end of double track, MP 336.5 to WPRR signal, MP 384.35 and to SP eastward signal MP 336.2. WPRR connection on WPRR is dual control switch.

Two-unit westward interlocking signal west end double track MP 336.5 governs movements as follows:

Top Unit.....Via WPRR main track.
*Bottom Unit.....Across WPRR main track via SP.

*Unit equipped with letter type indicator for display of letter S which must be illuminated for movements via SP across WPRR main track. When letter S is illuminated, crew of SP train operating via SP will hand throw spring switch at east end of WPRR connection for movement across WPRR main track and when spring switch properly lined, bottom unit will display proceed indication.

Route selection for train over WPRR crossing is under control of WPRR train dispatcher.

When train is stopped by signal governing use of interlocking and no WPRR train can be seen approaching or moving through the interlocking, member of crew must consult with WPRR train dispatcher by telephone located at the crossing.

When instructed by WPRR train dispatcher to use emergency release, operate push button in iron box at crossing.

After push button is operated, red indicator light when displayed indicates time release is in operation. After time interval has elapsed yellow indicator light should be displayed, indicating signals on intersecting line display stop indication, and train may then proceed in accordance with Rule 663(c).

If yellow light is not displayed, train must proceed only after providing necessary protection on intersecting track as required by Rule 663(c).

Instructions for operating push button release posted inside of box at crossing.

AUTOMATIC INTERLOCKING

Stronghold: Crossing GNRy MP 525.4.

GENERAL REGULATIONS

RULE 812. SP trains are authorized to operate over WPRR tracks between Flanigan and Weso and paired track connection at Weso being governed by current rules, timetable, timetable bulletins and special instructions of WPRR. WPRR bulletins posted at Wendel.

RULE 825. Number of hand brakes required:
Klamath Falls and Klamath Falls Yard:
Passenger train ..... Two brakes on west end.
Freight train ..... Five brakes on west end.

Staff brake must be set with assistance of a brake club.

Except in preparing train for departure, employe releasing any of these brakes must set an equal number to replace them.

Klamath Falls Yard: Hand brakes will not be set on freight train if outgoing crew takes charge of train on arrival or if inbound crew is advised by yardmaster that engine is not to be detached.

Klamath Falls: Hand brakes will not be set on passenger train standing at station unless engine is detached provided conductor has reached understanding that engineer will remain on engine.

RULE 827. HOT BOX DETECTORS

SCANNER SITE:

MP	Direction	Location	Location of Readout
354.7	East	Herlong-Wendel	Wendel Station
368.0	West	Karlo-Wendel	Wendel Station
451.2	East	Likely-Alturas	Alturas Yard Office
463.6	West	Canby-Alturas	Alturas Yard Office

When it is known a hot bearing has been detected by crew member observing the flashing white light at scanner site, stop must be made and train inspected. If in conductor's judgment movement can be made safely, train may proceed not exceeding 15 MPH to location of readout indicator.

RULE 842. Klamath Falls Yard: Train or engine must not pass Signal 5528 unless flashing white light is displayed on signal mast which will authorize movement to east end Track No. 17.

AIR BRAKE RULES

PASSENGER TRAINS

RULE 17: Ambrose to Canby: Between Likely and Madeline, Crest to Karlo and MP 365.6 to Wendel.

Without dynamic brake in operation turn up retaining valves on all cars.

RULE 39. Running air brake test must be made at Sage Hen in both directions; and at Crest and MP 365.6 westward.

FREIGHT AND MIXED TRAINS

RULE 17. Ambrose to Canby, between Likely and Madeline, Crest to Karlo and MP 365.6 to Wendel.

Retaining valves must be used on descending grade as follows:

Without dynamic brake in operation:
One retaining valve for each 80 tons in train. If gross tonnage exceeds 80 tons per operative brake, retaining valves must be used on all cars and speed must not exceed 15 MPH.

With dynamic brake in operation:

Permissible Tons per Unit Without Retaining Valves*

	Basic Dynamic Brake		Extended Range Dynamic Brake		
	4 Axle	6 Axle	4 Axle	6 Axle	8 Axle
With dynamic brake in operation but **Without** pressure maintaining system of braking.....					
Ambrose to Canby	525	775	625	950	1250
Likely and Madeline Crest to Karlo, MP 365.6 to Wendel...	650	950	800	1200	1600
With dynamic brake in operation and **With** pressure maintaining system of braking.....					
Ambrose to Canby	1500	2250	1800	2700	3600
Likely and Madeline Crest to Karlo, MP 365.6 to Wendel...	1600	2400	2000	3000	4000

If permissible tonnage is exceeded, one retaining valve will be used for each 150 tons in excess thereof.

*If any unit having basic dynamic brake is operated with units having extended range dynamic brake, all units in consist must use tonnage authorized for units having basic dynamic brake.

Locomotive Classes AF628, AF630, EF425, EF623, EF625, EF630, EF636, GF425 (except units 6700-6727), GF628, GF-630, GF633, EF850B and GF850 are equipped with extended range dynamic brake.

RULE 17-A. Freight or mixed train using retaining valves will stop at MP 383.6 and MP 430.0 for wheel heat radiation and train inspection.

RULE 24: Will apply at Wendel.

RULE 24-B. Alturas:

Klamath Falls Yard: (Trains operating through Klamath Falls Yard, Cascade to Modoc Subdivision in both directions and Black Butte to Modoc Subdivision in both directions):

Incoming engineer, after completing stop, must make a full service brake application leaving brakes applied. When outgoing crew takes charge of train on arrival or otherwise is assured, upon request, that continuity of brake pipe has not been disturbed, engineer will release brakes and proceed.

RULE 25. Will apply as designated below, except when conditions are favorable for releasing air brakes (Rule 29) while running, and engineer after informing trainman test is to be made approaching stations named, receives positive information following test that brakes did apply on caboose and brake pipe pressure is being restored:

Ambrose: Westward
Sage Hen: Both directions
Ravendale: Westward when temperature is 32° or less

RULE 33:

Ambrose to Canby, between Likely and Madeline, Crest to Karlo and MP 365.6 to Wendel.

Maximum tonnage per operative brake ..... 80 tons, except with dynamic brake and pressure maintaining system of braking in operation; with not more than 20 cars for each six axles of dynamic brake; with speed not exceeding 25 MPH, except 20 MPH Ambrose to Canby, and with all retaining valves on loaded cars in high pressure position.... 100 tons

Should dynamic brake failure occur while handling in excess of 80 tons per operative brake, train may proceed at speed not exceeding 15 MPH if in judgment of conductor and engineer it is safe to do so, and provided retaining valves are used as prescribed by Air Brake Rule 17.

Restrictive grades are as follows:

	MP	to MP	Speed-MPH
Ambrose to Canby...	484.7	478.8	20
Crest to Karlo.....	392.2	387.6	25
Crest to Karlo.....	383.7	374.8	25
Karlo to Wendel....	365.6	360.1	25
Sage Hen to Likely..	423.4	438.6	25

MISCELLANEOUS

1. Load limit (car and contents):
Klamath Falls-Flanigan ..... 315,000 pounds
Wendel-Susanville ..... 240,000 pounds
Alturas-Lakeview ..... 199,000 pounds
Unless authorized by Superintendent, heavier loads must not be handled.

2. Cars eighty-five feet or longer must not be handled over Western Starch Company, Inc., spur at Hatfield.

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 5 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, 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.

EASTWARD MP MP Column:	ALL TRAINS 1	WESTWARD MP MP Column:	ALL TRAINS 1
FLANIGAN TO KLAMATH FALLS:		KLAMATH FALLS TO FLANIGAN:	
336.33 to 337.93	20	553.27 to 553.21	15
337.93 to 356.52	50	553.21 to 552.91	25
356.52 to 357.27	30	552.91 to 497.81	49
357.27 to 359.03	15	497.81 to 497.20	40
359.03 to 365.78	30	497.20 to 485.05	49
365.78 to 367.64	40	485.05 to 480.29	25
367.64 to 375.38	49	480.29 to 478.63	30
375.38 to 376.31	40	478.63 to 460.03	49
376.31 to 380.03	35		
380.03 to 385.13	30	460.03 to 458.30	30
385.13 to 392.69	25	458.30 to 456.79	15
392.69 to 419.82	49	456.79 to 455.11	25
419.82 to 421.05	40	455.11 to 443.95	49
421.05 to 423.65	35	443.95 to 436.43	45
423.65 to 436.43	25	436.43 to 423.65	25
436.43 to 439.20	40	423.65 to 418.75	35
439.20 to 443.95	45	418.75 to 392.69	49
443.95 to 455.11	49	392.69 to 385.13	25
455.11 to 456.79	25	385.13 to 380.03	30
456.79 to 458.30	15		
458.30 to 460.03	30	380.03 to 375.38	35
460.03 to 478.63	49	375.38 to 367.64	49
478.63 to 480.29	40	367.64 to 365.78	40
480.29 to 485.05	25	365.78 to 359.03	30
485.05 to 497.20	49	359.03 to 357.27	15
497.20 to 497.81	40	357.27 to 337.26	50
497.81 to 552.91	49	337.26 to 336.51	40
552.91 to 553.21	25	336.51 to 336.33	25
553.21 to 553.27	15		
WENDEL TO SUSANVILLE:		SUSANVILLE TO WENDEL:	
358.70 to 359.03	15	381.90 to 379.23	20
359.03 to 379.23	25	379.23 to 359.03	25
379.23 to 381.90	20	359.03 to 358.70	15
ALTURAS TO LAKEVIEW:		LAKEVIEW TO ALTURAS:	
456.80 to 458.74	20	512.30 to 490.17	40
458.74 to 461.96	35	490.17 to 482.53	30
461.96 to 472.29	30	482.53 to 472.29	40
472.29 to 482.53	40	472.29 to 461.96	30
482.53 to 490.17	30	461.96 to 458.74	35
490.17 to 512.30	40	458.74 to 456.80	20

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 turnouts on other than sidings	10
On branches	10
Sage Hen, on balloon track	10