

**DO IT
THE SAFE WAY
— OR DON'T DO IT**

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P. A. WILSON Brooklyn

ASST. TERMINAL SUPERINTENDENTS

R. E. SHAVER Eugene
L. R. HOLSINGER, JR. Eugene
D. W. JORDAN Eugene
D. J. DOYLE Brooklyn

TRAINMASTERS

J. M. GALLAWAY Albany
F. D. BUCHANAN Roseburg
G. M. JOYCE Medford
W. L. MARTIN Klamath Falls
R. L. ROSS Dunsmuir

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ROAD FOREMEN OF ENGINES**

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ROAD FOREMEN OF ENGINES

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CHIEF TRAIN DISPATCHER

H. H. MAYBERRY Eugene

GENERAL YARDMASTER

G. A. MORSE Eugene
J. REED, JR. Brooklyn

**SOUTHERN PACIFIC
TRANSPORTATION
COMPANY**



**OREGON DIVISION
TIMETABLE**

6

EFFECTIVE SUNDAY, APRIL 24, 1977

**AT 12:01 A. M.
PACIFIC STANDARD TIME**

**FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY**

R. L. KING,
Vice President and General Manager.

**W. J. LACY,
J. D. RAMSEY,**
Regional Operations Managers.

C. T. BABERS,
Assistant General Manager.

J. J. WILLIS,
Asst. Vice President — Transportation.

J. W. BREEN,
Manager Operations Planning & Control.

J. E. NEAL,
Superintendent.

**W. F. CURRIER, JR.,
E. A. HOWDEN,**
Assistant Superintendents.

Timetable 5 eff 31 Oct 1976

7 30 Oct 1977

OREGON DIVISION TIMETABLE No. 6, APRIL 24, 1977

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BROOKLYN SUBDIVISION

EAST- WARD	Mile Post Location	West Side Branch STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WEST- WARD Distance from Hillsboro	EASTWARD		Mile Post Location	Tillamook Branch STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WESTWARD Distance from Willisburg Jct.	SECOND CLASS 687 Freight Ar. Mon., Wed., Fri.
					SECOND CLASS 688 Freight Lv. Tues., Thurs., Sat.	Ar. Mon., Wed., Fri.					
	671.5	MONROE	02140	93.1	AM 8.00	855.8	855.8	TILLAMOOK	00798	114.9	PM 3.08
	673.0	1280 ALPINE JCT.	02121	91.6	8.31	845.7	845.7	1110 GARIBALDI	00787	104.8	2.37
	681.3	GREENBERRY	02111	83.3		843.8	843.8	680 BARVIEW	00786	102.9	
	684.6	2600 DRY CREEK	02105	80.0	9.01	833.6	833.6	540 WHEELER	00776	92.7	2.07
	688.9	4.3 TO-R CORVALLIS BKYPQ	02017	75.7		831.2	831.2	1020 MOHLER	00773	90.3	
	689.9	1.0 R CORVALLIS JCT. Y	02014	74.7	9.25	825.1	825.1	5400 Yd. Lmts. R BATTERSON 6.1	00767	84.2	1.43
	699.1	9.2 WELLSDALE	01434	65.5	9.48	815.7	815.7	9.4 SALMONBERRY	00758	74.8	1.20
	702.0	2.9 SUVER	01427	62.6	10.04	811.0	811.0	4.7 ENRIGHT	00753	70.1	1.04
	709.3	7.3 R INDEPENDENCE P	01410	55.3	10.48	800.0	800.0	2055 COCHRAN 11.0	00742	59.1	12.20 PM
	710.5	1.2 V. & S. JCT. P	...	54.1	11.09	793.1	793.1	6.9 TIMBER	00733	52.2	11.59 AM
	714.3	3.8 R GERLINGER YP	01330	50.3	11.46	781.2	781.2	710 BUXTON 11.9	00721	40.3	11.22
	715.0	0.7 Yd. Lmts. DERRY P	01220	49.6	AM 11.59	774.7	774.7	R BANKS 6.5	00715	33.8	11.09
	722.8	7.8 McCOY	01210	41.8	PM 12.08	770.2	770.2	1175 SCHEFFLIN 4.5	00710	29.3	11.00
	728.1	5.3 AMITY	01205	36.5	12.16	766.4	766.4	2340 R MAHAN 3.8	00705	25.5	10.52
	730.7	1750 R WHITSON YP	01030	33.9		765.5	765.5	R BN JCT. 0.9	...	24.6	
	734.9	2910 TO-R McMINNVILLE BKYPQ	01020	29.7	12.21	765.0	765.0	TO-R HILLSBORO 0.5 BKYPQ	00680	24.1	10.47
	738.0	825 R ST. JOSEPH YP	01005	26.6	12.32	760.1	760.1	820 REEDVILLE 4.7	00660	19.4	10.36
	742.2	4.2 CARLTON	00850	22.4	12.42	755.6	755.6	Yd. Lmts. BEAVERTON 780 4.5 P	00650	14.9	10.26
	745.6	3.4 YAMHILL	00839	19.0		755.0	755.0	3200 BEBURG 0.6 P	00640	14.3	
	752.3	6.7 DELLWOOD	00835	12.3		753.4	753.4	1.6 FANNO	00630	12.7	
	753.1	0.8 GASTON	00832	11.5	12.53	751.9	751.9	1.5 GRETON P	00620	11.2	10.15
	754.9	1.8 SEGHERS	00825	9.7	1.05	748.0	748.0	Yd. Lmts. COOK 3.9 YP	00430	7.3	10.03
	757.8	2.9 DETOUR	00817	6.8		747.5	747.5	2270 R BRYANT 0.5	00420	6.8	
	758.5	0.7 CARNATION	00811	6.1	1.17	744.2	744.2	3160 TO LAKE OSWEGO 3.3 BKYPQ	00400	3.5	9.51
	759.2	2.5 CORNELIUS	00805	3.6		743.9	743.9	R WILSONIA 0.3 P	00320	3.2	
	761.7	3.6 Yd. Lmts. HILLSBORO BKYPQ	00680	0.0	1.25	743.0	743.0	1560 R MENEFFEE 0.9	00315	2.3	9.43
	765.3					741.9	741.9	1.1 MILWAUKIE	00300	1.2	
	764.9					740.7	740.7	1.2 WILLSBURG JCT. IP	00275	0.0	9.35 AM
		(93.1)						(114.9)			Lv. Mon., Wed., Fri.

EAST- WARD	Mile Post Location	Bailey Branch STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WEST- WARD Distance
	673.0	1280 ALPINE JCT.	02121	6.9
	679.9	6.9 DAWSON (6.9)	02130	0.0
		Jefferson St. Branch		
	768.2	Yd. Lmts. R WILSONIA P	00320	6.0
	774.2	6.0 JEFFERSON ST.	00340	0.0
		(6.0)		

ADDITIONAL STATIONS			
Capacity and Direction of entry into spurs	Mile Post	NAME	Station Number
Tillamook Branch			
735 (2 Tracks)	742.4	Milwaukie Interchange	00312
294W ..	751.1	Tigard..... (Spur)	00610
150W ..	763.2	Newton.....	00670
410W ..	772.5	Roy..... (Spur)	00713
441W ..	794.3	Westimber..... (Spur)	00735
600E ..	853.6	Juno..... (Spur)	00796
West Side Branch			
228W ..	718.4	Crowley..... (Spur)	01215
.. ..	759.0	Forest Grove (on spur.. from Detour).....	00815

BROOKLYN SUBDIVISION

EAST-WARD	Mile Post Location	Station Number	WEST-WARD
	Newberg Branch		
	STATIONS SIDING CAPACITIES AND FACILITIES		
738.0	R 825 Yd. Lmts. ST. JOSEPH YP	01005	26.0
746.1	8.1 DUNDEE	00540	17.9
748.5	2.4 NEWBERG P	00535	15.5
750.8	Yd. Lmts. 1050 2.3 SPRINGBROOK	00530	13.2
753.0	1060 2.2 REX	00525	11.0
757.6	1610 4.6 SHERWOOD	00515	6.4
764.0	Yd. Lmts. 6.4 COOK YP	00430	0.0
748.0	R		
(26.0)			

EAST-WARD	Mile Post Location	Station Number	WEST-WARD
	Tallman Branch		
690.9	Yd. Lmts. TO-R ALBANY BKYPQ	03650	8.8
689.9	1.0 R PAGE P	03670	7.8
689.5	Yd. Lmts. 7.8 TALLMAN YP	03751	0.0
697.3	R		
(8.8)			

RULE 5. Time at Page applies at Albany East Yard Limit on Tallman Branch.

EAST-WARD	Mile Post Location	Station Number	WEST-WARD
	Woodburn-Springfield Branch		
645.0	R Yd. Lmts. SPRINGFIELD BKYP	03895	92.8
672.0	27.0 BROWNVILLE	03918	65.8
684.8	R 12.8 TALLMAN Y	03751	53.0
685.5	0.7 IRVINVILLE	03745	52.3
688.5	Yd. Lmts. 4840 3.0 TO-R LEBANON BKYPQ	03730	49.3
702.9	14.4 WEST SCIO	03703	34.9
704.7	1.8 SHELburn	03505	33.1
708.3	3.6 WEST STAYTON	03340	29.5
719.4	Yd. Lmts. 11.1 GEER Y	03322	18.4
731.5	12.1 MT. ANGEL	03305	6.3
737.8	Yd. Lmts. 6.3 TO-R WOODBURN BKYPQ	03230	0.0
(92.8)			

EAST-WARD	Mile Post Location	Station Number	WEST-WARD
	Mill City Branch		
705.0	SHELburn	03505	20.7
719.3	14.3 LYONS	03515	6.4
725.7	6.4 MILL CITY	03535	0.0
(20.7)			

EAST-WARD	Mile Post Location	Station Number	WEST-WARD
	Perrydale Branch		
737.7	BROADMEAD	01110	2.2
739.9	2.2 PERRYDALE	01120	0.0
(2.2)			

EAST-WARD	Mile Post Location	Station Number	WEST-WARD
	706		
	Freight		
	Leave Daily		
PM 1.30	690.9	Yd. Lmts. TO-R ALBANY BKYPQ	03650
	697.1	1165 6.2 GRANGER P	02010
	699.0	6145 1.9 ASHAHR	02012
	702.1	3.1 R CORVALLIS JCT. YP	02014
	689.9	1.2 TO-R CORVALLIS BKYPQ	02017
1.54	703.3	3.7 CONROY	02030
2.08	707.0	2.4 FLYNN	02038
2.14	709.4	1550 19.1 SUMMIT	02061
3.12	728.5	5.2 NASHVILLE	02067
	733.7	1770 11.5 EDDYVILLE	02074
4.52 PM	745.2	Yd. Lmts. 20.4 TO-R TOLEDO BKYPQ	02098
	765.6	(74.7)	
Arrive Daily			
	706		

RULE 5. Time at Corvallis for Eastward trains applies at MP 689.3.

EAST-WARD	Mile Post Location	Station Number	WEST-WARD
	Molalla Branch		
	STATIONS SIDING CAPACITIES AND FACILITIES		
747.4	R Yd. Lmts. CANBY YP	03050	10.2
754.6	7.2 LIBERAL	03110	3.0
757.6	3.0 MOLALLA	03115	0.0
(10.2)			

EAST-WARD	Mile Post Location	Station Number	WEST-WARD
	Dallas Branch		
	STATIONS SIDING CAPACITIES AND FACILITIES		
718.3	Yd. Lmts. SALEM BKYPQ	03430	15.5
720.6	2.3 WEST SALEM	01306	13.2
722.6	2.0 WINONA	01308	11.2
728.5	Yd. Lmts. 1590 5.9 THIELSEN	01318	5.3
728.9	0.4 RGERLINGER YP	01330	4.9
733.8	4.9 DALLAS P	01340	0.0
(15.5)			

EAST-WARD	Mile Post Location	Station Number	WEST-WARD
	Willamina Branch		
730.6	R 1750 Yd. Lmts. WHITESON YP	01030	18.7
737.7	7.1 BROADMEAD	01110	11.6
740.5	2.8 BALLSTON	01130	8.8
744.7	4.2 SHERIDAN	01135	4.6
749.3	4.6 WILLAMINA	01150	0.0
(18.7)			

EAST-WARD	Mile Post Location	Station Number	WEST-WARD
	Geer Branch		
725.9	Yd. Lmts. SALEM BKYPQ	03430	6.5
719.4	6.5 GEER Y	03322	0.0
(6.5)			

Capacity and Direction of entry into spurs	Mile Post	NAME	Station Number
343 W	693.7	Tallman Branch	
		Fry.....	03760
		Woodburn-Springfield Branch	
588 E	652.4	Coburg.....	03940
	655.3	Wilkins.....	03935
	658.8	Bowers.....	03933
	663.6	Rowland.....	03927
637 W	678.3	Plainview.....	03910
1790	691.6	Whitaker.....	03725
985	692.8	Brewster.....	03721
1100	694.2	Griggs.....	03716
	697.4	Crabtree.....	03711
	706.4	Stayton (on Spur from MP 709.5)	03335
790	711.0	Young.....	03332
	712.1	Aumsville.....	03329
	715.0	Shaw.....	03325
931 E	721.3	Pratum.....	03319
1390	727.3	Silverton.....	03312
		Mill City Branch	
	720.2	Fawn.....	03519
	722.5	Fox Valley.....	03526
294 E	737.2	Willamina Branch	
	746.3	Winch..... (Spur)	01108
		Shipley.....	01139
		Toledo Branch	
970	708.5	Philomath.....	02035
705	715.9	Wrens.....	02045
	722.0	Alder.....	02052
1760	762.5	Burpee.....	02092
		Newberg Branch	
637 E	742.1	Dayton..... (Spur)	00550
147	759.5	Cipole.....	00510
	762.0	Tualatin.....	00505

OREGON DIVISION TIMETABLE No. 6, APRIL 24, 1977

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BROOKLYN SUBDIVISION

EASTWARD				Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	Distance from East Portland	WESTWARD	
SECOND CLASS	FIRST CLASS		FIRST CLASS					SECOND CLASS	
688 Local Freight Lv. Tues., Thurs., Sat.			11 Passenger Arrive Daily					687 Local Freight Ar. Mon., Wed., Fri.	
			14 Passenger Leave Daily						
			AM 11.07	647.3	1986 EUGENE BKP	03860	123.0		
				649.7	2.4 TO-R EUGENE YARD BKYPQ	03858	120.6		
				653.0	6555 3.3 IRVING P	03852	117.3	5.29	
				659.9	7342 6.9 SWAIN P	03844	110.4		
				660.6	0.7 JUNCTION CITY P	03841	109.7		
				667.0	7301 6.4 ALFORD P	03830	103.3		
				673.8	6.8 HALSEY P	03823	96.5		
				679.0	7326 5.2 SHEDD P	03817	91.3		
			AM 11.40	688.0	7430 9.0 HALLAWELL P	03805	82.3		
				689.9	1.9 PAGE P	03670	80.4		
				690.9	1.0 TO ALBANY BKYPQ	03650	79.4		
				695.4	7278 4.5 MILLERSBURG P	03637	74.9	4.47	
				704.2	7708 8.8 MARION P	03623	66.1		
				714.7	7373 10.5 RENARD P	03610	55.6		
			PM 12.11	718.2	Yd. Lmts 3.5 SALEM BKYPQ	03430	52.1	4.26	
			s 12.27	722.2	7352 4.0 LABISH P	03419	48.1	4.14	
				732.1	7280 9.9 GERVAIS P	03405	38.2		
				735.2	3.1 WOODBURN BKYPQ	03230	35.1		
				741.6	8011 6.4 HITO P	03215	28.7		
				746.8	5.2 CANBY YP	03050	23.5		
				750.8	7316 4.0 COALCA P	03045	19.5		
				760.0	7335 9.2 CLACKAMAS P	03015	10.3		
			1.12	765.2	No. 2 Tr. 5.2 WILLSBURG JCT. IP	00275	5.1		AM 9.35
				766.9	1.7 TO-R BROOKLYN BKYPQ	00250	3.4		9.30 AM
				767.9	1.0 HAIG DT	00210	2.4	3.33	
				770.3	2.4 EAST PORTLAND IPYQ	00065	0.0	3.23 PM	

ALBINA, PORTLAND AND LAKE YARD SHOWN BELOW FOR INFORMATION ONLY. CREWS OPERATING OVER BN RY, UPRR AND PTR CO. TRACKS IN THE PORTLAND AREA ARE GOVERNED BY OPERATING RULES, CURRENT TIMETABLES AND SPECIAL RULES OF THE RAILROAD INVOLVED.

					1.1 (via UPRR) Yd. Lmts. ALBINA				
			s 2.05 PM	771.0	0.7 (via UPRR-PTR Co.) Yd. Lmts BKIP R PORTLAND	00064		3.20 PM	
					2.0 (via BNRy) Yd. Lmts. LAKE YARD	00001			
Ar. Tues., Thurs., Sat.			Arrive Daily					Leave Daily	Lv. Mon., Wed., Fri.
688			14					11	687

(124.1)

(125.7)

ADDITIONAL STATIONS				ADDITIONAL STATIONS			
Capacity and Direction of entry into spurs	Mile Post	NAME	Station Number	Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
1225 P	665.1	Harrisburg.....	03835	1200 P	738.8	Hubbard.....	03220
.. ..	675.8	American..... (on Spur from Halsey)	03825	480W P	743.2	Aurora..... (Spur)	03210
1340 P	684.6	Tangent.....	03810	230W ..	750.1	New Era..... (Spur)	03048
740W P	699.5	Jefferson..... (Spur)	03630	.. ..	752.9	Pulp.....	03040
1330 P	710.7	Turner.....	03615	5534 P	755.5	Oregon City.....	03030
3800 P	726.9	Brooks.....	03411	1502W P	764.1	East Milwaukie (Spur)	03005

CASCADE SUBDIVISION

EASTWARD				Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	Distance from Eugene Yard	WESTWARD					
FIRST CLASS								FIRST CLASS					
			14										
			Passenger										
			Leave Daily										
		AM	6.22	429.5	Yd. Lmts. KLAMATH FALLS BKPO	06540	197.5	PM					
				434.1	6241 4.6 P WOCUS	06531	192.9	10.15					
				438.9	6152 4.8 P ALGOMA	06525	188.1						
				447.2	6156 8.3 P MODC POINT	06516	179.8						
				456.7	6218 9.5 P CHILOQUIN	06460	170.3						
				465.3	7161 8.6 P CALIMUS	06444	161.7						
				470.3	6138 5.0 P KIRK	06438	156.7						
				474.5	6189 4.2 P FUEGO	06432	152.5						
				483.4	6162 8.9 P LENZ	06423	143.6						
				492.6	6150 9.2 P YAMSAY	06412	134.4						
				498.0	6160 5.4 P DIAMOND LAKE	06406	129.0						
				503.3	9266 5.3 BPQ CHEMULT	06340	123.7						
				514.8	6462 11.5 MOWICH	06315	112.2						
				524.0	6139 9.2 UMLI	06305	103.0						
				528.6	9575 4.6 CRESCENT LAKE	06262	98.4						
				536.7	7687 8.1 CASCADE SUMMIT	06253	90.3						
				540.8	6138 4.1 ABERNETHY	06248	86.2						
				546.0	4820 5.2 CRUZATTE	06243	81.0						
				551.3	5455 5.3 FRAZIER	06237	75.7						
				554.8	8590 3.5 FIELDS Y	06232	72.2						
				560.4	5401 5.6 WICOPEE	06226	66.6						
				564.2	5852 3.8 HEATHER	06221	62.8						
				569.3	8520 5.1 McCREDIE SPRINGS	06214	57.7						
				575.3	6757 6.0 PRYOR	06207	51.7						
				580.5	6808 5.2 BKYPQ OAKRIDGE	06150	46.5						
				585.6	5758 5.1 P LOOKOUT	06135	41.4						
				590.9	5245 5.3 P HAMPTON	06129	36.1						
				595.4	5226 4.5 P CRALE	06123	31.6						
				600.6	5330 5.2 P MINNOW	06116	26.4						
				604.3	5426 3.7 P DEXTER	06112	22.7						
				609.9	8430 5.6 P DOUGREN	06105	17.1						
				612.0	2.1 P FALL CREEK JCT.	06030	15.0						
				615.1	5260 3.1 P NATRON	06024	11.9						
				619.0	3.9 P MOHAWK JCT.	06002	8.0						
				620.4	1.4 BKYPQ TO SPRINGFIELD	03895	6.6						
				621.6	1.2 YP SPRINGFIELD JCT.	03888	5.4						
				644.3	5231 0.8 P JUDKINS	03882	4.6						
				645.1	1966 2.2 BKP EUGENE	03860	2.4			5.48			
				647.3	TO-R 2.4 BKYPQ EUGENE YARD	03858	0.0			PM			
				649.7	(197.5)								
			Arrive Daily										
			14										

EASTWARD	Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WESTWARD	Distance from End of Branch
		Yd. Lmts. P R MOHAWK JCT.	06002		13.2
	646.6	2.7 HENDRICKS	06004		10.5
	649.3	1.2 YARNELL	06006		9.3
	650.5	1960 8.1 MARCOLA	06020		1.2
	658.6	1.2 END OF BRANCH			0.0
	659.8	(13.2)			

EASTWARD	Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WESTWARD	Distance from Fall Creek
		Yard Limits FALL CREEK Jct.	06030		2.6
	612.0	0.9 HILLS	06035		1.7
	611.0	1.7 FALL CREEK	06038		0.0
	610.1	(2.6)			
	608.4				

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
P	431.9	Chelsea.....	06584
P	452.7	Loberst.....	06510
P	513.2	Gilchrist Jct.....	06320
P	582.7	Westfir.....	06189
P	612.9	Jasper.....	06028

OREGON DIVISION TIMETABLE No. 6, APRIL 24, 1977

6 BLACK BUTTE SUBDIVISION

EASTWARD				Mile Post Location	STATIONS			Station Number	Distance from Klamath Falls	WESTWARD		
FIRST CLASS					SIDING CAPACITIES AND FACILITIES					FIRST CLASS		
14										11		
			Passenger								Passenger	
			Leave Daily								Arrive Daily	
				321.2	8501	DUNSMUIR YARD	BKPQ	07255	106.4			
				322.1	TO-R	DUNSMUIR	BKPQ	07250	105.5		AM	
			AM 3.27	326.1	5579	SMALL		07237	101.5		s 1.00	
				331.4	7248	MOTT		07234	96.2			
				333.5	5880	AZALEA		07229	94.1			
				336.7	4337	MOUNT SHASTA	P	07220	90.9			
				339.1	8670	UPTON		07218	88.5			
				344.7	13300	BLACK BUTTE	YP	07210	82.9			
				345.2	5065	HOTLUM		07155	75.9			
				352.2	8342	ANDESITE		07144	67.4			
				360.7	5675	GRASS LAKE		07135	59.6			
				368.5	5169	PENoyer		07126	50.9			
				377.2	4754	BRAY		07121	46.2			
				381.9	8343	KEGG		07116	42.1			
				386.0	7286	MT. HEBRON	P	07105	34.1			
				394.0	5592	MACDOEL	P	07042	31.4			
				396.7	5060	DORRIS	P	07028	21.0			
				407.1	5060	WORDEN	P	07017	13.9			
				414.2	Yd. Limits.	TEXUM	YP	07005	3.3			
				415.6	TO KLAMATH FALLS	YARD	BKIYPQ	06700	0.8		10.30	
				426.2	Klamath Falls	Klamath Falls	BKPQ	06540	0.0		PM	
			s 6.07 AM	428.7	(106.4)						Leave Daily	
			Arrive Daily	429.5							11	
			14								11	

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
1470E P	335.1	Pioneer..... (Spur)	07226
9700W P	386.9	Kegg Pit..... (4 tracks)	07113
4828 P	422.3	Midland.....	07010

SISKIYOU SUBDIVISION

EAST-WARD		Station Number	WEST-WARD
Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES		Distance from Springfield Jct.
345.2	13300 BLACK BUTTE YP	07210	300.3
344.0			
348.4	3421 TO WEED BKYP	05480	295.9
361.0	5343 Yd. Lmts. 12.6 R GAZELLE P	05462	283.3
375.5	3151 Yd. Lmts. 14.5 TO MONTAGUE PQ	05440	268.8
393.1	3583 Yd. Lmts. 17.6 HORN BROOK Y	05416	251.2
412.2	4588 SISKIYOU	05392	232.1
429.1	TO-R 16.9 ASHLAND BKYPQ	05380	215.2
434.6	3091 TALENT 5.5	05374	209.7
440.7	2940 KANE 6.1	05365	203.6
441.8	TO-R 1.1 MEDFORD BKYPQ	05360	202.5
445.7	2711 CENTRAL POINT 3.9	05355	198.6
450.2	3858 TOLO 4.5	05330	194.1
457.2	2120 GOLD HILL 7.0	05322	187.1
464.9	2579 ROGUE RIVER 7.7	05310	179.4
473.9	3632 TO-R 9.0 GRANTS PASS BKYPQ	05278	170.4
482.5	1845 MERLIN 8.6	05267	161.8
487.4	4200 HUGO 4.9	05261	156.9
494.1	3366 LELAND 6.7	05252	150.2
502.0	7.9 WOLF CREEK	05242	142.3
507.9	3100 TO GLENDALE PQ	05235	136.4
544.2	3080 Yd. Lmts. 36.3 TO-R RIDDLE BPQ	05179	100.1
549.3	1830 WEAVER 5.1 P	05173	95.0
550.4	1.1 MYRTLE CREEK P	05171	93.9
554.9	4461 DOLE 4.5 P	05165	89.4
562.0	2935 R DILLARD 7.1 P	05156	82.3
567.7	2093 GREEN 5.7 P	05149	76.6
572.6	TO-R 4.9 ROSEBURG BKYPQ	05142	71.7
581.4	3078 WILBUR 8.8 P	05131	62.9
586.4	4615 SUTHERLIN 5.0 PQ	05124	57.9
589.1	2380 OAKLAND 2.7 P	05118	55.2
597.5	2935 RICE HILL 8.4 P	05108	46.8
603.7	3405 YONCALLA 6.2 P	05070	40.6
609.0	3605 DRAIN 5.3 P	05062	35.3
613.2	3092 SAFLEY 4.2 P	05055	31.1
621.9	4180 R DIVIDE 8.7 P	05042	22.4
626.5	2400 Yd. Lmts. 4.6 TO-R COTTAGE GROVE PQ	05030	17.8
630.6	3249 WALKER 4.1 P	05017	13.7
635.5	3137 CRESWELL 4.9 P	05011	8.8
640.9	3260 GOSHEN 5.4 P	05005	3.4
644.3	Yd. Lmts. 3.4 R SPRINGFIELD JCT. YP	03888	0.0

(300.3)

EAST-WARD	White City Branch	Station Number	WEST-WARD
Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES		Distance from End of Branch
450.5	3858 TOLO	05330	5.8
455.9	5.4 WHITE CITY	05340	0.4
456.3	0.4 END OF BRANCH		0.0
(5.8)			

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
735W P	369.1	Grenada..... (Spur)	05451
1681 ..	401.8	Hilt.....	05405
418E ..	419.1	Steinman.....	
196E ..	426.2	Bellevue..... (Spur)	05382
1048 ..	437.0	Phoenix.....	05371
441W ..	438.4	Gas Works.....	05369
343E ..	438.8	Voorhies.....	05367
196E ..	459.4	Rock Point..... (Spur)	05317
..	472.4	Bulb.....	05280
..	540.3	Cornutt.....	05184
..	557.3	Round Prairie.....	05162
..	577.8	Winchester.....	05136
..	579.0	Akin.....	05134
637W ..	610.2	Krewson..... (Spur)	05059
..	615.2	Anlauf.....	05051
2129 P	617.9	Comstock.....	05047
294 ..	624.3	Kimwood.....	05038
2105 ..	625.0	Latham.....	05034
1078 ..	629.1	Saginaw..... (Spur)	05019

OREGON DIVISION TIMETABLE No. 6, APRIL 24, 1977

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COOS BAY SUBDIVISION

			EAST- WARD				WEST- WARD
			Mile Post Location		Station Number		Distance from End of Branch
				Coos Bay Branch			
				STATIONS SIDING CAPACITIES AND FACILITIES			
			648.7	Yard Limits {	TO-R EUGENE YARD BKYPQ	03858	146.5
			648.4					2850	3.2
			651.6		DANEBO	04005	143.3
			660.5		8.9 VENETA	04018	134.4
			665.3	880	4.8 NOTI	04023	129.6
			668.3	R	3.0 VAUGHN	04027	126.6
			685.0	2850 Rt	16.7 RICHARDSON	04045	109.9
			705.3	4680 R	20.3 MAPLETON P	04070	89.6
			715.0	4520	9.7 WENDSON	04111	79.9
			716.3		1.3 CUSHMAN	04113	78.6
			721.3		5.0 CANARY	04119	73.6
			732.8		11.5 KROLL	04132	62.1
			738.8		6.0 GARDINER JCT.	04140	56.1
			740.4	2480 TO	1.6 REEDSPORT IPQ	04150	54.5
			752.1		11.7 LAKESIDE	04215	42.8
			759.3	2980	7.2 HAUSER	04223	35.6
			763.0	Yard Limits {	2500	04229	31.9
			765.6					3.7 CORDES
			768.9		2.6 NORTH BEND IP	04240	29.3
			770.5		3.3 TO-R COOS BAY BKYPQ	04260	26.0
			778.5		1.6 McCORMAC	04305	24.4
			785.8		8.0 OVERLAND	04319	16.4
			788.6	Yard Limits {	4730	04340	9.1
			791.8					7.3 COQUILLE
			794.7		2.8 JOHNSON	04361	6.3
			794.9	2000	3.2 NORWAY	04365	3.1
				738	2.9 MYRTLE POINT	04369	0.2
					0.2 END OF BRANCH		0.0
					(146.5)		

ADDITIONAL STATIONS			
Capacity and Direction of entry into spurs	Mile Post	NAME	Station Number
245E ..	652.8	Finn..... (Spur)	04009
.. .. P	697.1	Swishome.....	04058
.. .. P	697.8	Siuslaw.....	04062
441E ..	699.2	Tide..... (Spur)	04065
.. .. P	709.0	Beck.....	04105
490E ..	737.2	Franz..... (Spur)	04137
.. ..	761.8	Rogers.....	04227
.. ..	771.3	Cleo.....	04308
.. ..	773.1	Hayden.....	04311
.. ..	781.2	Chrome.....	04323

DEFINITIONS

Holidays:

New Year's Day, January 1,
 Washington's Birthday, third Monday in February,
 Decoration Day, last Monday in May,
 Independence Day, July 4,
 Labor Day, first Monday in September,
 Veteran's Day, November 11,
 Thanksgiving Day, fourth Thursday in November,
 Christmas Day, December 25.

Note. ADD:

Flammable Compressed Gas (FCG): also applies to Flammable Gas (FG).

RULE 1A. Current Rules and Regulations of the Transportation Department were effective October 31, 1976.

RULE C. First paragraph will not become effective until further notice.

RULE 1. Until further advice that equipment has been installed for purpose of setting "Standard Clocks," standard time will temporarily continue to be obtained, as in the past from authorized observatory through time checks.

RULE 19. Caboose not equipped with electric markers may display reflectorized metal flags as markers.

RULE 21. Trains handling loads of excess dimensions covered by train order must be identified within CTC, interlocking limits and on double track.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 81-A. Item (f) is revised to read:

(f) View of track for entire length of block to be occupied and to end of adjoining block in both directions.

RULE 81-A. Where electric or mechanical switch locks are installed, be governed by instructions posted in telephone booths, on doors or on housings of electric or mechanical switch lock.

RULE 98. At interlocked railroad crossings at grade, cars or engines must not be cut off nor left within interlocking limits in such a way as to foul any part of the crossing frogs.

RULE 102. Should a passenger train break in two or an emergency application of brakes occur while in motion on grade, head brakeman will immediately go toward rear, close angle cock at opening if train has parted, apply 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 on ascending grade or lead truck of detached portion on descending grade must be blocked or chained in such manner as to derail car should there be an uncontrolled movement.

RULE 103. Except as otherwise provided in this rule or by other special instructions or timetable bulletins, a public crossing which is blocked by a stopped train, other than a passenger train, must be opened within ten minutes, unless no vehicle or pedestrian is waiting at the crossing. Such a cleared crossing must be left open until it is known that trains are ready to depart. When recoupling at public crossings trains shall be moved promptly consistent with safety.

Switching movements over public grade crossings should be avoided whenever reasonably possible. If not reasonably possible, such crossings must be cleared frequently to allow a vehicle or pedestrian to pass and must not be occupied continuously for longer than ten minutes unless no vehicle or pedestrian is waiting at the crossing.

Within the State of Oregon, only between 10 PM and 6 AM, a crossing may be occupied continuously for not longer than fifteen minutes under circumstances given above.

In the event of any uncontrolled blockage involving more than one grade crossing and a peace officer is on the scene, primary consideration shall be given to the clearing of that crossing which, in the peace officer's judgment, will result in minimum delay to vehicular traffic.

Train or yard crew member of a train blocking a public crossing shall immediately take all reasonable steps, consistent with the safe operation of such train, to clear the crossing upon receiving information from a peace officer, member of any fire department, or operator of an emergency vehicle, that emergency circumstances require the clearing of the crossing.

In the event of any uncontrolled blocking not otherwise provided for in this rule, crossing shall be cleared with reasonable dispatch.

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

RULE S-244. At locations where movement of extra trains or engines are authorized by use of train register, all lines of each page of the train register must be used and filled in before turning and starting a new page.

AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 505. Where signal protection is provided for movements from an adjacent track to main track, push buttons and 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.

RULE 508. Is revised to read:

Except as provided in Rules 509, 663 or 744, when an automatic block signal governing movement ON SINGLE TRACK WITHIN YARD LIMITS displays stop indication, train or engine, after stopping, may proceed at RESTRICTED SPEED under one of the following conditions:

- (a) When a preceding train is seen in the block and intervening track is seen to be clear.
- (b) When view of track is clear to end of second block.
- (c) When no movement is seen or heard approaching, train or engine must be moved forward until leading wheels are past insulated joints at the signal and wait five minutes at that point.

RESTRICTED SPEED must not be exceeded until rear of train or engine has passed out of block.

LETTER-TYPE INDICATORS

RULE 705. For information concerning letter-type indicators in connection with hot box detectors and their appurtenances, refer to Rule 827, All Subdivisions.

GENERAL REGULATIONS

RULE 812. Section entitled "Safety Rules," pages II-1 through II-12, and portion of section entitled "Emergency Procedures" on pages III-4 through III-6, contained in Amtrak's Manual of Instructions for Conductors and Trainmen in Amtrak Service, do not apply to employees of Southern Pacific Transportation Company.

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, brake test completed and blue sign removed.

Many new cars are equipped with truck-mounted brakes. The hand brake is effective on these cars on "B" end only. It will be necessary to check "B" end of these cars to determine that hand brake has been released.

Rail skids are hung on posts at locations listed under subdivisions. When using rail skid it must be placed on rail and leading wheel of first car in descending direction run onto rail skid and hand brakes applied if brakes are operative, before engine is detached. Train crews picking up cars from these locations must remove rail skid, return to proper location and lock in place where lock is provided.

RULE 827. 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.

When trains are stopped by hot box detectors, dragging and/or derailed equipment detectors at locations where bridges, trestles, etc., are not provided with walkways train may be moved slowly ahead a sufficient distance to permit inspection.

DRAGGING AND/OR DERAILED EQUIPMENT DETECTORS

Where dragging and/or derailed equipment detectors are installed as listed under subdivisions, revolving red beacon will be mounted on hot box detector house, on post or relay case adjacent to detector and will be normally dark. When dragging and/or derailed equipment detector is activated, the revolving red light will be displayed.

Unless otherwise provided revolving red beacon will apply to trains in both directions, and when activated enginemen or trainmen must stop train promptly in accordance with Air Brake Rule 5, Sec. D. and make inspection of train and track, advising train dispatcher of conditions found.

ROLLER BEARINGS LOOSE OR MISSING CAP SCREWS

During inspection by trainmen, if any roller bearing is found with one cap screw loose or missing and hot box detector has not been activated and check with tempilstik reveals no overheated condition, train may proceed to the next terminal where car must be set out.

Under the same circumstances, when two or more roller bearing cap screws are found loose or missing, train may proceed with caution to the first available track where car must be set out.

HOT BOX DETECTORS

Three basic types of hot box detectors are utilized. Crew members are to be familiar with the types and locations of these detectors.

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 be alert for the 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 and does not require train inspection.

TYPE A. LETTER "H" INDICATOR WITH DIGITAL READ OUT.

When letter "H" is illuminated or it is known hot bearing has been detected by crew member observing the flashing white light at scanner site, train must be brought to immediate stop and inspection made to determine that it is safe to proceed. Where possible, inspection must be made before passing over switches or structures. After inspection, train must not exceed 15 MPH from point of inspection until stop is made at location of readout locator and be governed by instructions posted inside case.

Member of crew must make a physical count of axles from rear of train to axle indicated by digital readout and when hot bearing is not located then all journals of car indicated by detector as well as five cars on either side of the car involved must be inspected.

Unless entire train has previously been inspected after stopping for detector, all journals of train must be inspected when "H" is illuminated provided any of the following conditions exist:

1. No count shown on readout locator.
2. Red light below readout mark "Locator Out of Service" is illuminated.
3. Digital readout locator displays erroneous indication such as a duplication of numbers.
4. Numbers displayed exceed the number of axles in train.

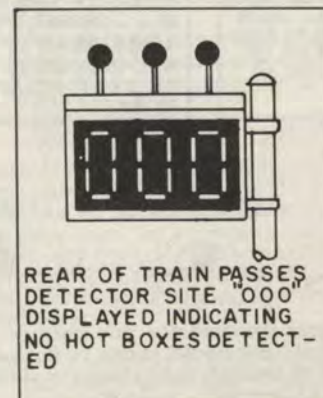
After inspection has been completed train dispatcher must be notified of condition found. When it is safe to proceed, member of crew must push button below indicator panel to cancel numbers on the indicator. Case door must be closed and secured with switch lock.

When letter "W" is displayed it is an indication that preceding train has stopped due to a hot bearing indication but has not cancelled out system. Following trains must stop and not proceed until light is extinguished or permission is obtained from train dispatcher. After stopping, speed of 10 MPH or more should be obtained if possible before passing over detector provided restrictions permit.

TYPE C. MONITOR DISPLAY BOARD WITH INDICATOR LIGHTS.

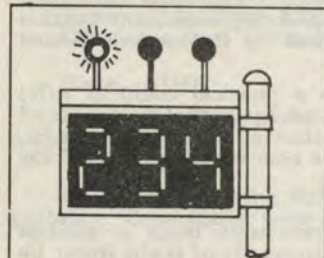
A Monitor Display Board and hot box indicator lights, as shown in diagram, are mounted on a signal mast at side of track. The display board is illuminated as train passes and will display zeros in the absence of a hot bearing. Two seconds after the train passes the detector, the display board will display numerals indicating the accumulated axle count from the hot bearing to the rear of the train.

Absence of any numerical display after passage of a train must be promptly reported to train dispatcher.

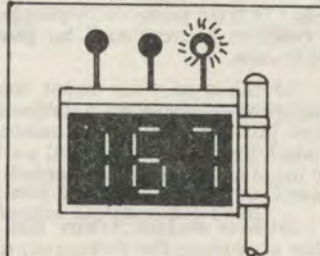


SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

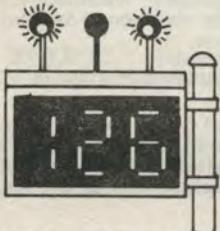
The indicator lights are normally dark, but when hot bearing is detected, will display flashing white aspect as illustrated below:



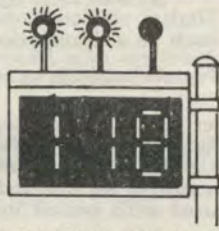
ONE HOT BOX ON RIGHT SIDE OF TRAIN IN DIRECTION OF MOVEMENT. AXLE COUNT (234) FROM REAR OF TRAIN. INSPECT ALL BEARINGS OF CAR INDICATED AS WELL AS EACH ADJOINING CAR.



ONE HOT BOX ON LEFT SIDE OF TRAIN IN DIRECTION OF MOVEMENT. AXLE COUNT (167) FROM REAR OF TRAIN. INSPECT ALL BEARINGS OF CAR INDICATED AS WELL AS EACH ADJOINING CAR.



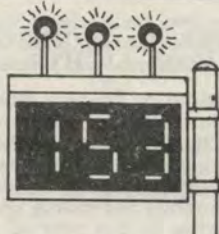
ONE HOT BOX EACH SIDE OF SAME AXLE COUNT (126) FROM REAR OF TRAIN. INSPECT ALL BEARINGS OF CAR INDICATED AS WELL AS EACH ADJOINING CAR.



TWO OR MORE HOT BOXES ON RIGHT SIDE OF TRAIN IN DIRECTION OF MOVEMENT. AXLE COUNT (118) FROM REAR OF TRAIN. INSPECT ALL JOURNALS, REAR OF TRAIN TO AND INCLUDING CAR AHEAD OF AXLE COUNT ON DISPLAY.



TWO OR MORE HOT BOXES ON LEFT SIDE OF TRAIN IN DIRECTION OF MOVEMENT. AXLE COUNT (095) FROM REAR OF TRAIN. INSPECT ALL JOURNALS, REAR OF TRAIN TO AND INCLUDING CAR AHEAD OF AXLE COUNT ON DISPLAY.



ONE OR MORE HOT BOXES ON EACH SIDE OF TRAIN. AXLE COUNT (153) FROM REAR OF TRAIN. INSPECT ALL JOURNALS ON BOTH SIDES, REAR OF TRAIN TO AND INCLUDING CAR AHEAD OF AXLE COUNT ON DISPLAY.

LEGEND

UNILLUMINATED

FLASHING

INDICATOR LAMP



A flashing indicator light in the center indicates that another hot bearing (or bearings) was detected subsequent to the hot bearing which is numerically indicated on the display board.

When any indicator light displays flashing white aspect, train must be stopped promptly and inspection made to locate car with hot bearing.

Lights and illuminated numerals will automatically cancel out 90 seconds after entire train passes detector.

When hot bearing is not located then all journals of car indicated by detector as well as five cars on either side of the car involved must be inspected.

When it is known hot bearing has been detected by crew member observing the flashing white light displayed on track side of instrument house, and a numerical readout is not displayed on the display board, then train must be stopped promptly and all bearings of train must be inspected.

TYPE D. REMOTE READOUT BY RECORDER AT TERMINAL.



Instrument House

Readout is by recorder located at nearby terminal as shown under Rule 827 on each subdivision.

When white light is flashing on instrument house, train must be stopped promptly and when means of communication is available, crew member must contact personnel at location of recorder to determine location of hot bearing. If location of hot bearing cannot be determined by personnel at recorder, inspection must be made of all bearings.

Terminal personnel at recorder will advise train crew of location of overheated journal, location will be given as number of cars from caboose and location of journal from trailing end of car right or left: 1, 2, 3, 4 such as "R-3."

If lead truck of lead locomotive does not appear on tape, train crew is to be advised to carefully hand feel this truck.

If location of journal is furnished by personnel at recorder, but defect cannot be found, inspect all bearings of indicated car as well as all bearings of five cars on either side.

CHECKING FOR JOURNALS SUSPECTED OF OVERHEATING

Whenever an overheated journal is suspected due to hot box detector activation, rolling inspection or visual symptoms, a walking inspection must be made to find the exact car and journal and to observe for other physical defects on the train.

For roller bearing cars special attention must be given to proper use of tempilstiks, loose or missing cap screws, temperature sensitive cap screws and loose or leaking seals.

For plain bearing cars, look for low oil; brass, pad or wedge defective or out of place, or water in journal box.

REPORTING OF HOT BOXES

When hot box detectors are actuated the following information is to be reported at next terminal in telegraph message form identified by symbol HB addressed jointly to Superintendent, Division Engineer, Signal Supervisor, and Chief Train Dispatcher, also General Manager—Amtrak, San Francisco, when an Amtrak passenger train is involved.

1. Date and time stopped and MP location.
2. Train identification.
3. Car number and location in train (whether or not defect found).
4. Box location (1, 2, 3 or 4 from hand brake end of car, right or left side facing hand brake).
5. Disposition of car: If set out, state where. If inspection shows that it was not necessary to set out even though bearing was warm enough to activate the detector, advise what corrective action was taken to permit movement of car. If roller bearing equipped, so state.

NOTE: Report all cases where train passes over the detector without an indication having been displayed, but develops a hot bearing between detector and a point 20 miles beyond detector.

Whenever a roller bearing car experiences two successive hot box detector actuations and overheated journal or other cause of actuation cannot be found after required inspections were made and five cars checked either side, car may be continued in train with provision that conductor must report same at next terminal and inspection is made by qualified maintenance personnel.

Train dispatcher to notify terminal of mandatory inspection when brought to his attention.

If a roller bearing car experiences three successive hot box detector actuations, it must be set out.

Train dispatcher must:

1. Notify Car Department of cars set out.
2. Notify Car Department of cars which are known to have had two successive hot box detector actuations.
3. Submit CS-7159A "Preliminary Report of Overheated Journals" whenever hot box is experienced except if on actuation of type "D" yard approach hot box detector.

Connecting crews, if any, must be notified by incoming crew of failure to locate hot bearing if indication is received on any hot box detector system and car is not set out.

CONTINUOUS WELDED RAIL (CWR) TRAINS

Continuous welded rail trains consist of a tiedown car and a number of roller-rack cars and may contain other cars, such as threader cars and elevator cars to accompany movement. A steel-end box car, refrigerator car, or high-side gondola car must be positioned on each end of CWR train as a buffer car during all movements except preparatory to and during unloading.

In addition to other requirements of this rule, when a CWR train is stopped for any reason, inspection must immediately be made of as much of train as practicable and the following items checked if train is carrying a full or partial load:

- a. Check for undesired movement of rail. The tops of rails are painted adjacent to the tiedown rack on the tiedown car which is located near center of train. Paint marks on each tier of rail must be in line; otherwise, this is an indication of an undesired movement of rail.
- b. Check each rail end to make certain it overhangs the last supporting roller by at least 12 feet and is no closer than 12 feet from the next empty roller. Rails are marked 12 feet from each end.
- c. When a load contains continuous lengths of rail made up of more than one piece, check to see that rail joints are secured with at least four bolts, properly tightened, and that rail ends have not pulled apart.
- d. Check coupler operating levers to make certain they are in position to prevent uncoupling and that coupler operating lever locking devices are in position and locked.

When any of these conditions are not as required, train must not be moved until train dispatcher has been contacted and further instructions are received.

LOGS

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, except when all log flats in train are equipped with permanent type solid stake and logs do not extend above top of stake more than one-half of log width.

RULE 827-A. FLAMMABLE COMPRESSED GAS.

Following are shipping names of Flammable Compressed Gas:

Standard Transportation Classification Code	Shipping Name
4905705	Butadiene, inhibited (butadiene from alcohol)
4905704	Butadiene, inhibited (butadiene from petroleum)
4905703	Butadiene, inhibited (butadiene, impure, for further refining)
4905706	Butane
4905706	Liquefied petroleum gas (butane)
4905702	Butane (butane, impure, for further refining)
4905702	Liquefied petroleum gas (butane, impure, for further refining)
4905727	Compressed gases, n.o.s. (dispersant gases, nec. flammable)
4905748	Compressed gases, n.o.s. (iso-butene)
4905775	Compressed gases, n.o.s. (refrigerants, nec. liquid, flammable)
4905713	Cyclopropane
4905716	Difluorethane
4905719	Difluoromonoethane
4905510	Dimethylamine, anhydrous
4905725	Dimethyl ether
4905734	Ethylene
4905749	Hydrocarbon gas, liquefied
4905749	Liquefied hydrocarbon gas
4905746	Hydrogen
4905745	Hydrogen, liquefied
4905410	Hydrogen sulfide
4905747	Isobutane
4905747	Liquefied petroleum gas (isobutane)
4905750	Isobutane (isobutane for further refinery processing)
4905750	Liquefied petroleum gas (isobutane for further refinery processing)
4905752	Liquefied petroleum gas
4905707	Liquefied petroleum gas (butene gas, liquefied)
4905711	Liquefied petroleum gas (butylene, impure for further refining)
4905780	Liquefied petroleum gas (pintsch gas)
4905758	Methylacetylene—propadiene, stabilized
4905761	Methyl chloride
4905764	Methyl chloride—methylene chloride mixture
4905520	Methyl mercaptan
4905530	Monomethylamine, anhydrous
4905781	Propane
4905781	Liquefied petroleum gas (propane)
4905785	Trifluorochloroethylene
4905540	Trimethylamine, anhydrous
4905792	Vinyl chloride
4905795	Vinyl methyl ether, inhibited

When necessary to provide helper engine for trains handling tank cars containing Flammable Compressed Gas, helper engine must be placed in accordance with helper service instructions and there must be a proper separation of the helper engine from tank cars containing Flammable Compressed Gas.

Unless specifically authorized by Superintendent, trains or cuts of cars containing Flammable Compressed Gas must not exceed 8,000 feet.

RULE 829. In addition to other train inspection requirements, when a train stops to be met or passed by a continuous welded rail train, the CWR train must also be inspected to

determine rails are in position in the roller racks, that ends of continuous rail are not closer than 12 feet from the next empty roller and that they overhang the last supporting roller by at least 12 feet, and to see that cars are properly coupled with locking devices in place.

RULE 834. Loaded multi-level cars in other than solid trains must be entrained at least four cars behind working locomotives in road movement; also loaded multi-level cars must not be entrained next to hopper, gondola or tank cars loaded with stone, gravel, sand, lime, coal, soda ash, chemicals, etc., subject to wind, vapor, or fume action on adjacent cars, nor placed next to empty cars previously loaded with such commodities. Loaded multi-level cars must not be entrained next to open-top loads of lumber, poles, steel, etc., when lading extends beyond top of car.

Open-top cars with lading height exceeding 15 feet six inches, except cars transporting highway trucks or trailers, multi-level freight cars either loaded or unloaded, and automobile underframe cars, shall be entrained at least five cars distance from engine or caboose if length of train permits on train operating in or through the States of California, Nevada and Arizona.

Additionally, in California, wood chip cars transporting wood chips when loaded and covered in such a manner so as to preclude any material from being dislodged enroute, are exempted from restrictions above.

RULE 874. Forward brakeman on freight trains will ride the lead unit when a seat is available.

AIR BRAKE RULES

RULE 3. A full independent brake application on road engine classes EP636, GF628, EF630, EF636, EF642, GF630, GF633, and EF623 results in a brake cylinder pressure of 72 lbs. 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 lbs. from a full independent brake application.

RULE 9. 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:

- SSW 75700—75799 Gondolas
- SSW 78500—78599 Hoppers (Open Top)
- SP 333500—334399 Gondolas
- SP 337500—337599 Gondolas
- SP 345000—345669 Gondolas
- SP 354000—354749 Gondolas
- SP 463500—464899 Hoppers (Open Top)
- SP 467500—467549 Hoppers (Open Top)
- SP 480000—480193 Hoppers (Open Top)
- SP 491000—491059 Hoppers (Covered)
- SP 492000—492039 Hoppers (Covered)
- SP 500604 Flat Car
- SP 590000—590099 Flat Cars

The following series of cars are equipped with ABDEL brake system, which has automatic change-over feature to provide proper brake function when car is loaded and when empty. This feature is fully automatic on these series and requires no action on part of engineer:

- SP 337600—337699 Gondolas
- SP 354750—355299 Gondolas
- SP 463337—463486 Hoppers (Open Top)
- SP 464000—465699 Hoppers (Open Top)
- SP 590100—590131 Flat Cars (Anode)
- SP 595500—595624 Cradle Flats

RULE 17. When dynamic brakes are not used on helper engine(s), tonnage of such engine(s) must be added to that of train in determining the number of retaining valves required.

RULE 21. Coupling caboose and road engine to train will be considered as an indication that train is made up and switchmen have completed their work. Switchmen must not perform switching on or couple other cars to a train on which the road engine and caboose have been attached without in-

structions from the yardmaster, who will see that members of the crew are notified in advance.

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

RULE 27. First paragraph is revised to read:

Refer to Rule 102 of the Rules and Regulations of the Transportation Department regarding procedures when a train or engine with a cut of cars, in motion, on main track or siding has an emergency application of air brakes.

RULE 33. When speed is to be restricted to 45 MPH by Air Brake Rule 33 account tonnage exceeding 80 tons per operative brake, the following trains: LABRT, LABRF, BRLAT, BROAT, OABRT when consisting of not more than 50% multi-level equipment may be authorized, by train order, to operate at maximum speed otherwise allowed but not exceeding speed shown in following table:

Number of cars	TONS PER OPERATIVE BRAKE	
	between 80 and 85	between 85 and 90
1 to 50	70 MPH	65 MPH
51 to 60	65 MPH	65 MPH
61 to 65	65 MPH	55 MPH
65 to 70	60 MPH	.....
71 to 80	50 MPH	.....

In all other cases not covered in the above table Air Brake Rule 33 will apply.

Speed restrictions in grade territories in excess of 1.8 percent designated by Superintendent under subdivisions must be complied with.

MISCELLANEOUS

1. HELPER SERVICE

The following covers engine tractive effort in pounds:

Engine Model	Classification	Starting Tractive Effort
C 415	AS415	62,750
RS 11	AS418-1 to 6	65,000
RS 32	AS420	63,750
C 630	AS600-1	102,000
RSD 15	AS624-1	92,500
C 628	AS628-2	97,750
C 630	AS630-1	101,000
GP 9	EF418-1 to 9; EF418C-1-2; EF418E-1-2-3	64,200
GP 20	EF420-1-2; EF420C-1-2	65,100
GP 30	EF423-1; EF423C-1	66,100
GP 35	EF425-1 to 4; EF425C-1-2-3	66,000
GP 40	EF430C-1	67,560
SD 9	EF618-1 to 5; EF618E-1-2	89,700
SD 39	EF623-1-2	104,150
SD 35	EF625-1	95,540
SD 40	EF630-1-2	102,750
SD 40-2	EF630-3-4	102,100
SD 45	EF636-1 to 6; EF636C-1 to 5	103,470
SD 45-2	EF636-7 to 10-12-15; EF636C-6 to 9	102,600
SD 45X	EF642-1-2	103,240
DD 35	EF850B-1	131,750
GP 40P-2	EP430-1	70,200
SDP 45	EP636-1	102,500
SW 1200	ES412	62,250
SW 1500	ES415-1 to 6	65,000
MP 15	ES415-7	65,400
SD 7	ES615-1 to 4	82,500
SD 38	ES620-1	104,000
U 25 B	GF425-1-2-3	67,800
U 28 B	GF428-1	67,890
U 28 C	GF628-1	103,120
U 30 C	GF630-1-2	104,850
U 33 C	GF633-1 to 10	104,710
U 50	GF850	139,250

NOTE: For classification of engines, see Item 3.

A. Rule for entraining one helper engine:

- (1) On trains of less than 100 cars, helper engine consisting of not more than two six-axle operating units totaling 179,400 pounds tractive effort nor more than two four-axle operating units totaling 135,600 pounds tractive effort or a combination of one four-axle and one six-axle operating unit totaling 157,600 pounds tractive effort may be placed behind caboose.
- (2) On trains of 100 or more cars helper engine consisting of only one unit may be placed behind caboose.
- (3) Helper engine that does not qualify under (1) or (2) must be entrained as near as practicable to shove 1/3 and pull 2/3 of tonnage handled by helper engine.

B. Rule for entraining more than one helper engine:

- (1) Trains having more than one helper engine must have each engine entrained as near as practicable so that it will shove 1/3 and pull 2/3 of tonnage handled.
- (2) Trains powered with two helper engines, one of which qualifies to be placed behind caboose, must entrain the swing helper as near as practicable to shove 1/3 and pull 2/3 of tonnage handled by the swing helper.

C. Air must be cut in on all helper engines and helper engine must not be coupled nor uncoupled while train is in motion.

D. Road engineer and helper engineer must communicate any change affecting the operation of their train when means of communication is available. When speed is being held above 8 MPH on ascending grade, helper engineer must regulate amperage during speed reductions or speed increases to maintain the amperage indicated before speed change; if speed of train drops below 8 MPH or when coming to a stop on ascending grade, helper engineer must regulate amperage during speed reduction to maintain the amperage indicated before speed change, then close throttle just before train stops.

E. When speed of trains powered with 12,000 or more horsepower on the head end and with helper engine drops below 16 MPH, road engineer must reduce throttle to Run 6.

When train speed drops below 16 MPH, head end power being reduced to Run 6 may result in helper power working in short time rating. The short time rating must not be exceeded. If it appears that short time rating will be exceeded, assistance must be requested from train dispatcher. If assistance cannot be obtained, grade must be doubled.

F. Trailing tonnage must not exceed that amount of tonnage listed under column "Maximum Tonnage to be Handled by Road Engine With Helper Entrained" for territory over which helper will be used. Should the amount of tonnage computed exceed the maximum tonnage listed, it may be necessary to isolate road units or add helper power. If practical, isolate units behind the lead unit leaving operating units next to the train. Weight of those units isolated and separated from the train by operating units need not be added to train weight in computing location of helper.

If units have to be isolated next to the train, weight of these units must be added to the train when computing location of the helper.

If units are moved dead in consist, they should be placed next to the train and their weight added to the tonnage of the train.

UNLESS OTHERWISE RESTRICTED MAXIMUM TONNAGE TO BE HANDLED BY ROAD ENGINES WITH HELPERS ENTRAINED:

TERRITORY

Chiloquin-Kirk (E)	10,000
Dougren-Minnow (W)	10,000
Oakridge-Cascade Summit (W)	4,250
Corvallis-Nashville (E&W)	4,250

Timber-Enright (E&W)	3,000
Dunsmuir-Azalea (E)	4,250
Azalea-Grass Lake (E)	6,600
Mt. Hebron-Grass Lake (W)	9,000
Gazelle-Black Butte (W)	4,250
Ashland-Hornbrook (E&W)	2,750
Grants Pass-Glendale (E&W)	5,000
Yoncalla-Oakland (E&W)	5,000
Safley-Divide (E)	5,000
Canby-Ambrose (W)	4,250
Perez-Ambrose (E)	10,000
Likely-Sagehen (E)	5,200
Wendel-Sagehen (W)	4,500

UNLESS OTHERWISE RESTRICTED MAXIMUM TONNAGE TO BE HANDLED BEHIND HELPER ENGINES:

TERRITORY

Chiloquin-Kirk (E)	8,500
Dougren-Minnow (W)	8,500
Oakridge-Cascade Summit (W)	4,250
Corvallis-Nashville (E&W)	3,812
Timber-Enright (E&W)	2,550
Dunsmuir-Azalea (E)	3,812
Azalea-Grass Lake (E)	5,670
Mt. Hebron-Grass Lake (W)	7,500
Gazelle-Black Butte (W)	3,812
Ashland-Hornbrook (E&W)	2,475
Grants Pass-Glendale (E&W)	4,250
Yoncalla-Oakland (E&W)	4,250
Safley-Divide (E)	4,250
Canby-Ambrose (W)	3,812
Perez-Ambrose (E)	8,500
Likely-Sagehen (E)	4,400
Wendel-Sagehen (W)	3,825

G. In locating helper engine(s) in train, the following example of calculating tonnage for road engine and helper engine(s) will be used:

EXAMPLE:

Train: 42 loads, 87 empties = 5756 tons.
 Four-unit road engine (2-GF630, 1-EF623, 1-EF625).
 Three-unit helper engine (2-EF623, 1-EF630).

Total road horsepower	10800
Total helper horsepower	7600
Total horsepower	18400

(1) Divide total horsepower by tonnage =

$$\frac{18400}{5756} = 3.196 \text{ HP/T}$$

(2) Divide road horsepower by HP/T factor =

$$\frac{10800}{3.196} = 3379 \text{ tons}$$
 Road engine will handle 3379 tons

(3) Divide helper horsepower by HP/T factor =

$$\frac{7600}{3.196} = 2377 \text{ tons}$$

(4) To determine 1/3 of helper tonnage divide

$$\frac{2377}{3} = 792 \text{ tons}$$
 Helper engine will shove 792 tons

(5) To determine 2/3 of helper tonnage multiply 792 x 2 = 1584 tons
 Helper engine will pull 1584 tons

(6) Under no circumstances should the tonnage that will trail the helper engine exceed that amount indicated in the chart.

- (7) Should tonnage trailing road or helper engine, as computed above, exceed the amount indicated in the chart it will be necessary to:
- Reduce tonnage or
 - Relocate helper in compliance with instructions (Item D under General) or
 - Add additional helper(s) of sufficient horsepower to handle tonnage in excess of amounts indicated in chart. Additional helper(s) may be placed behind caboose if they meet requirements of item A(1), if not they are to be entrained as follows:

EXAMPLE:

Train: 170 loads, 2 empties = 13,980 tons
 Three-unit road (1-EF630, 1-EF636, 1-GF633)
 Four-unit swing helper (1-EF630, 2-EF636, 1-GF633)
 Two-unit rear helper (1-EF618, 1-EF630)

Total road horsepower	9900
Total swing helper horsepower	13500
Total rear helper horsepower	4800
Total horsepower	28200

- Divide total horsepower by tonnage =

$$\frac{28200}{13980} = 2.017 \text{ HP/T}$$
- Divide road horsepower by HP/T factor =

$$\frac{9900}{2.017} = 4908 \text{ tons}$$

Road engine will handle 4908 tons
- Divide swing helper horsepower by HP/T factor = 13500

$$\frac{13500}{2.017} = 6693 \text{ tons}$$

Swing helper will handle 6693 tons (total)
- To determine 1/3 of swing helper tonnage =

$$\frac{6693}{3} = 2231 \text{ tons}$$

Swing helper will shove 2231 tons
- To determine 2/3 of swing helper tonnage =

$$2231 \times 2 = 4462 \text{ tons}$$

Swing helper will pull 4462 tons
- Divide rear helper horsepower by HP/T factor = 4800

$$\frac{4800}{2.017} = 2380 \text{ tons}$$

Rear helper will handle 2380 tons (total)
- To determine 1/3 of rear helper tonnage =

$$\frac{2380}{3} = 793 \text{ tons}$$

Rear helper will shove 793 tons
- To determine 2/3 of rear helper tonnage =

$$793 \times 2 = 1586 \text{ tons}$$

Rear helper will pull 1586 tons

GENERAL:

- A. At locations designated by the Superintendent, road power must not exceed 24 axles of operative power.

- B. Helper engine must not be placed on head end of train without authority being obtained from train dispatcher, except Cascade Subdivision trains originating at Eugene Yard may entrain helper on head end without dispatcher's authority.
- C. AS415, AS420, ES412 and ES415 class, except ES415 class numbers 2680-2759 units must not be cut into train in helper service. ES415 class numbers 2400-2679 may be cut into train and used in helper service providing coupler stops are applied and locked on both ends of the engine. No more than two of these units may be placed behind the caboose.
- D. Should it become necessary to relocate the helper at other than the shove 1/3, pull 2/3 location in order to separate helper from restrictive cars or in compliance with maximum tonnage trailing helper limitations, the helper may be relocated, but under no circumstances in relocations may helper shove less than 30% nor more than 45% of the total tonnage to be handled by the helper.

2. PLACEMENT OF RESTRICTED CARS IN TRAIN WITH OR WITHOUT HELPER:

- (a) Between Oakridge and Cascade Summit, Dunsmuir Yard and Azalea, Canby and Ambrose, Likely and Wendel, and on Siskiyou Subdivision, empty 70-foot-long or longer equipment must not be entrained closer than ten cars behind road engine nor closer than ten cars ahead of helper engine. A flat with one van or one container, whether loaded or empty, must be considered as an empty.

These instructions will not apply to LABRF, LABRT, BROAT, OABRT and BRLAT.

- (b) When average weight of cars in train, other than locals or switchers with less than 50 cars, is more than 60 tons per car, do not handle any cars which weigh less than 50 tons within five cars of road engine.

These instructions will not apply to continuous welded rail (CWR) trains on any subdivision, nor will they apply to trains on Coos Bay and Brooklyn Subdivisions, except between Wrens and Eddyville on Toledo Branch and between Buxton and Wheeler on Tillamook Branch. Also exempt are locals and road switchers operating between Eugene Yard and Springfield, and all trains operating between Grants Pass and Bellevue.

- (c) Following series of USAX or DODX cars are restricted to movement on rear of train and behind any helper engines:

38016 thru 38666 and
 39095 thru 39199

Restricted cars will be indicated on conductor's train list at terminals. When cars listed in above series are picked up at locations other than terminal, they must be entrained on rear of train and behind any helper engine, unless it is determined that cars are not restricted.

- (d) Cars measuring less than 35 feet over coupler pulling faces must not be handled in train coupled to cars longer than 60 feet over coupler pulling faces.

In addition, empty tank cars under 35 feet outside length will be entrained within 20 rear cars of train.

Either the Train Mass Profile (graph), conductor's train list and/or switch list furnished crew members will identify a car measuring less than 35 feet over coupler pulling faces with letter "S," tank cars with the letters "TS." Cars measuring over 60 feet between coupler pulling faces will be identified by the letter "L."

3. CLASSIFICATIONS ARE DESCRIPTIVE OF ENGINES AS FOLLOWS:

E F 4 15 A C 01

Denotes Order of Purchase for Units of same Classification.

Denotes Ownership if other than SPT Co.: C = SSW ownership.

E = SP Equipment Co. owned, leased to SPT Co.

S = SP Equipment Co. owned, leased to SSW Ry.

Denotes Car Body Type with Control Cab; B = Booster; No Letter = Road Switcher Type.

Denotes Horsepower in Hundreds: 00 = Not Powered; 18 = 1750-1800 HP, etc.

Denotes Number of Axles.

Denotes Service Assignment: F = Freight; M = Misc.; P = Passenger; S = Switcher.

Denotes Builder: A = Alco; E = EMD; G = GE; S = SPT.

4. SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restriction applicable to certain territories as shown in Speed Restrictions for Trains:

MAXIMUM SPEED AND LENGTH OF ENGINES (Between pulling face of couplers)

CLASSIFICATION	ENGINE NUMBERS	MAXIMUM SPEED EXCEPT #	LENGTH (FEET)
AS600	1000-1002	70	70
ES406	1004	45	44
ES408	1100-1128	65	44
ES408B	1150-1153	65	44
ES409	1190-1199	65	44
AS409	1200-1281	60	45
ES410	1300-1337	65	44
ES615	1400-1442	70	61
ES412	2250-2316	65	44
AS415	2400-2409	65	54
ES415	2450-2689	65	45
ES415	2690-2759	65	48
AS418	2900-2903; 2905-2936	70	57
AS618	2951-2970	70	58
ES620	2971-2976	50	69
EP418	3001-3002; 3004-3010	70	56
AS624	3100-3102	25*	67
AS628	3110-3136	25*	69
AS630	3140-3153	25*	69
EP418	3186-3196	70	56
EP430	3197-3199	70	63
EP636	3200-3209	70	71
EF418	3300-3869	70	56
EF618	3870	70	61
EF418	3871-3872	70	56
EF618	3873-3875	70	61
EF418	3877-3879	70	56
EF618	3880-3964	70	61
AS420	4000-4009	70	57
EF420	4030-4153; 4500-4553; 4560-4576	70	56
EF618	4300-4451	70	61
EF620	4700-4724	70	61
EF423	5000-5037	70	56
GS407	5100-5109	55	37
EF623	5300-5325	70	66
EF425	6300-6303	70	56
EF425	6500-6681	70	56
GF425	6700-6767; 6800-6865	70	60
EF625	6900-6953	70	61

CLASSIFICATION	ENGINE NUMBERS	MAXIMUM SPEED EXCEPT #	LENGTH (FEET)
GF428	7025-7028	70	60
GF628	7150-7159	70	67
EF430	7600-7607	70	59
GF630	7900-7936	70	67
EF630	8300-8306; 8350-8356	50	71
EF630	8400-8488	70	66
GF633	8585-8796	70	67
EF636	8800-9156	70	66
EF636	9157-9404	50	71
EF642	9500-9505	50	71
EF850B	9900-9902	70	88
GF850	9950-9952	70	84
AMTRAK ENGINES:			
EP415A	Model F7, 110-123; 376-377	79	51
EP430A	Model F40PH, 200-229	70	56
EP630A	Model SDP40F, 500-649	70	72
GP630A	Model P30CH, 700-724	70	72
BN ENGINES:			
EF418	1700-1980	70	56
EF418	1990-1998	70	56
EF420	2001-2071	70	56
EF420	2072-2109	70	59
EF423	2200-2251	70	56
EF425	2500-2545	70	56
EF430	3000-3039	70	59
AF424	4240-4246	70	59
AF425	4252-4264	70	59
AF636	4360-4369	70	70
GF620	5200-5208	70	67
GF630	5300-5394	70	67
GF425	5400-5429	70	56
GF428	5450-5465	70	60
GF430	5470-5484	70	60
GF625	5600-5641	70	65
GF628	5650-5677	70	67
GF633	5700-5765	70	67
GF630	5800-5839	70	67
GF630	5900-5944	70	67
EF618	6100-6206	70	61
EF624	6240-6255	70	61
EF630	6300-6334	70	66
EF630	6376-6385	50	71
EP630	6394-6399	70	66
EF636	6400-6567	70	66
EF636	6592-6599	70	71
EF630	6700-6752	50	71
EF630	6800-6836	50	71
EF630	6900-6928	50	71
UP ENGINES:			
GF628	2800-2809	70	65
GF630	2810-2919	70	67
EF630	3000-3122	70	66
EF630	3123-3304	50	71
EF636	3600-3649	70	66
EF630	8000-8064	50	71

Engines handled dead must not exceed speed shown in table.

#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.

*May be handled isolated in multiple, dead in multiple, or dead in train at maximum speed of 70 MPH.

Any locomotive not listed in these tables is not to be operated in trains unless authorized by train order indicating maximum permissible speed for locomotive which is then subject to any further restrictions imposed by the timetable or otherwise.

5. MOVEMENT OF LOCOMOTIVES

RULES GOVERNING MOVEMENT OF ENGINES NOT EQUIPPED WITH ALIGNMENT CONTROL COUPLERS

- AS415, AS420, ES415, and following ES412 (2266, 2271, 2272, 2275, 2276, 2279, 2282, 2283, 2284, 2285, 2286, 2287, 2288) class engines must if practicable, be MU'd in accordance with rules. These engines are equipped with dynamic brake wire.
- When necessary to entrain the following class engines:

ES406	ES409	ES410	ES412E
AS407	AS409	ES412	ES415*
ES408	ES410E	FS412	AS415
ES408B	AS410	GS407	AS420

Placement in train will be as follows:

- Foreign line engines not equipped with alignment control are to be considered in above listings.
 - Engines moved dead in train must be prepared for such movement.
 - These engines may be moved on the head end of train, provided train does not exceed 800 tons.
 - On trains of more than 800 tons, these engines must be moved not less than five cars nor more than 10 cars ahead of rear of train and behind any helper engine.
 - Not more than two of these engines may be moved in a train and when two are moved they must be separated by a car no longer than 50 feet.
- When only AS415, AS420, ES412 and ES415* units are used in engine consist, not more than two units may be on the line when making a reverse movement with cars or train and on line units must be located adjacent to the train.
 - One AS415, AS420, ES412 and ES415* unit may be MU'd on the head end of one road unit.
 - When a train being handled by a single unit road engine where no dynamic braking is required or reverse movements will be made, a single AS415, AS420, ES412 and ES415* unit may be placed next to the train.
 - When operating with mixed engine consist, where dynamic braking is required, not more than two AS415, AS420, ES415* and following ES412 units will be used:

2266	2279	2286
2271	2282	2287
2272	2283	2288
2275	2284	
2276	2285	

- If one unit is used it will be placed as second unit in engine consist.
 - If two units are used, they will be placed as second unit and third units in engine consist.
 - A road unit must be coupled against the train.
 - If necessary to make a reverse move with cars or train, lead unit must be isolated.
- If necessary to operate with more than two AS415, AS420, ES412 and ES415* class units in consist (including pick up of units from outlying points), these units must be placed in the lead. If reverse move is made with cars or train, all units ahead of the two rear units in these classes will be isolated.
 - Extreme caution must be used during dynamic braking or when making reverse moves to prevent jackknifing and track damage.

ENGINES EQUIPPED WITH ALIGNMENT CONTROL COUPLERS

* Class ES415, Nos. 2680-2759 are equipped with alignment control couplers in buff and may be MU'd in engine consist without regard to location. These engines may be moved dead on the head end of train.

Engines equipped with multiple unit controls (MU) and alignment control couplers, weighing 150,000 pounds or more, may be handled on head end of train; if weighing less than 150,000 pounds, must be placed near rear of train in accordance with Item 2.

INSTRUCTIONS FOR USE OF HINGED COUPLER STOPS

For use in switching service the coupler stops must be opened (swung back) against end of engine and locking pin secured in bracket provided.

For use in road service, MU service, or dead in train, the coupler stops must be closed (swung in) into coupler opening against coupler pocket side with locking pin secured behind coupler carrier on both ends of engine.

Locking pins must be in place (whether coupler stop is swung back or swung in) to insure securement of the coupler stop.

With the coupler stops in place, these engines may be MU'd in engine consist without regard to location, or may be moved dead on head of train.

Class ES415, Nos. 2450-2679 are equipped with hinged coupler stops.

PREPARATION OF AIR EQUIPMENT FOR MOVEMENT DEAD IN TRAIN

ALL UNITS: Reduce main reservoir pressure to 25 lbs. above zero.

Cut-in dead engine feature.

Remove automatic brake valve handle in running position or with 26-L equipment, remove in handle off position.

If brake valve handles cannot be removed, they must be blocked in running position.

IN ADDITION:

24 RL equipment:

Close brake pipe cut-out cock and place the dual ported cut-out cock in cut-in position.

Open the end cocks on actuating pipe and independent application and release pipe.

6 SL or 14 EL equipment:

Close the brake pipe cut-out cock, or place the rotair valve or 3 position brake pipe cut-out cock in dead position.

26 L equipment:

Place the brake pipe cut-off valve in cut-out position.

Place the dual ported cut-out cock in open or cut-in position, or place the MU 2a valve in lead or dead position.

Open the end cocks on actuating pipe and brake cylinder equalizing pipe.

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

7. Engines operated with engineer in other than lead unit in direction of movement, must not exceed 20 MPH when approaching highway or street crossing at grade, subject to further restrictions imposed by local conditions.

8. When a unit or units in locomotive consist emit excessive smoke through exhaust stacks other than from a cold start, prompt report must be made to train dispatcher who will arrange to notify roundhouse foreman or locomotive maintenance forces on duty at first maintenance facility where train is scheduled to stop. Unit number, time and location where excessive smoking of unit was first observed must be reported.

When a yard engine is observed emitting excessive smoke, report must be made to roundhouse foreman or locomotive maintenance forces on duty.

In addition, engineer must make appropriate entry on work report, Form CS 2326.

9. Not more than 10 diesel units in operation may be used on head end of any freight train.

10. Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3/4 inches in length must not exceed 10 MPH. When flat spots are not in excess of 3/4 inches long such cars may be operated at maximum authorized speeds.

11. Gross weight of SPMW 6400-6439 100-ton air dump cars cannot exceed the gross weight shown in timetable or Line Clearance Circular for each branch line. Also, cars must not be dumped on curves of 25 degrees or more, or operated through curves of 35 degrees or more.

12. Except when handling cabooses on or near the head end in local or road switcher service when handling only a few cars, cabooses are not to be moved other than at rear of train, unless specifically authorized.

13. When setting out bad order cars enroute, head portion of train, together with bad order car, must be taken to the nearest set out point in direction of movement, bad order car set out, engine detached and head portion of train left at set out point, when practicable. Rear portion of train is then to be brought to set out point and head and rear portions of train coupled together.

14. LOAD LIMIT

Where 315,000 pound load limit applies:

Gross weight of 315,000 pounds applies to uniformly loaded four-axle cars with minimum axle spacing of 6'-0" and minimum distance of 37'-0" center to center trucks; also wheels 38" or more in diameter.

Where 263,000 pound load limit applies:

Gross weight of 263,000 pounds or less applies to uniformly loaded four-axle cars having trucks spaced 23'-0" or more center to center and minimum axle spacing of 5'-6".

15. Units SSW 9052 through 9068 and 9090 through 9110 will have overspeed cut-out cocks blocked open and no attempt should be made to close them. In event overspeed device (or speedometer) malfunctions enroute, unit should be rearranged in the locomotive consist as a train-line unit to clear the condition.

16. 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	SP 208852-H	SP 208959-H
SP 208563-H	SP 208869-H	SP 208962-H
SP 208572-H	SP 208877-H	SP 208996-H
SP 208578-H	SP 208880-H	SP 209018-H
SP 208594-H	SP 208886-H	SP 209030-H
SP 208614-H	SP 208890-H	SP 209034-H
SP 208631-H	SP 208899-H	SP 209048-H
SP 208688-H	SP 208917-H	SP 209055-H
SP 208745-H	SP 208921-H	SP 209083-H
SP 208751-H	SP 208943-H	SP 209088-H
SP 208825-H	SP 208945-H	SP 209527-H
SP 208830-H		
SP 208851-H		
SP 213892-H to SP 213941-H		
SP 615082-H to SP 615122-H		

17. SNOW SERVICE

- (1) Rotary snow plow will not clear certain structures, tunnels and cuts with wings extended; be governed by instructions posted in rotary cab.
- (2) Rotary snow plows must be stopped with wings in closed position when a train or engine is passing on adjoining track.
- (3) Flangers operating in snow territory must raise flanger blades and stop while train or engine is passing on adjacent track.

18.

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or multiple loads.....	..	25
Scale test cars.....	40**	30***
except SPMW 2024, 2025, WO-3.....	65	49
Relief outfit with steam derrick.....	45	25
except on Siskiyou and Modoc Lines....	35	35
except No. 7050.....	35*	25*
(Relief outfits 7070 and 7110 must not be operated on any branch)		
(Relief outfits 7000, 7020 and 7030 must not be operated between Hen- drieks and End Marcola Branch, Springfield and Tallman, Lebanon and West Stayton and Mill City Branch)		
Locomotive Crane/Pile Drivers		
SPMW 6603 & 6604:		
With boom in place, either end for- ward①.....	25*	15*
With boom disconnected, heavy end forward.....	45	25
boom end forward.....	20*	15*
With boom disconnected and remov- able counterweight properly posi- tioned, either end forward.....	55	25
SPMW 4028, 4029, SSW 96405:		
With boom in place, either end for- ward①.....	25*	15*
With boom disconnected, heavy end forward.....	40	25
boom end forward.....	20*	15*
With boom disconnected and remov- able counterweight properly posi- tioned, either end forward.....	40	25
SPMW 4027 SPMW 5870		
4088 5874		
4091 5899		
5437 6601		
5479 6602		
5595 SSW 96404		
5852 NWP MW 31		
With boom in place, either end for- ward①.....	25*	15*
With boom disconnected, heavy end forward.....	45	25
boom end forward.....	20*	15*
Steam pile driver SPMW 4053.....	35	25*
Jordan Spreaders:		
Running backward.....	25	20
Moving forward (prepared for travel)..	35	35
Trains handling flanger.....	30	30
except engine, flanger and caboose only may operate at Column 1 speeds not ex- ceeding 45 MPH on tangent track and 35 MPH on curves.....		
Rotary Snow Plows:		
Electrified.....	30	15②
Steam.....	25	15

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

**Scale Test Car NBS-1 to be handled on trains not more than 20 cars ahead of caboose and speed of train handling NBS-1 not to exceed 60 MPH.

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

①When moving in train with boom in place, operator must be on board.

Unless specifically authorized, all relief outfit cranes and the following locomotive cranes and pile drivers: SPMW 4027, 4028, 4029, 4088, 5479, 5595, 5852, 5870, 5874, 5899, 6601, 6602, 6603, 6604, SSW 96404 and SSW 96405 must not operate over lines having maximum load limits of less than 263,000 lbs. and must observe all restrictions applying to cars weighing over 210,000 lbs.

② Restricted 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.

19. OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains of deadhead passenger equipment with caboose.....	65	
Passenger trains with caboose.....	65	
Logs loaded on flat or logging cars not equipped with solid stakes.....		35
except on curves.....		25
through truss bridges, tunnels and passing stations.....		15
PC 598500-PC 598999 (Gondolas).....		55
Trains handling empty bulkhead flat cars equipped with roller bearings, except series SP 590000-590111; SP 591100-591124; SSW 88050-88099.....		55
Trains handling pipe loaded on 89-ft. cars.....		55

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

NOTE: Light engines, or engine with caboose only, are authorized to operate at Column 1 speeds not exceeding 55 MPH, except on descending grade without dynamic brake in operation must not exceed Column 2 speeds.

20. REPEATER AIR CARS (RAC) SP 260 thru 266

The repeater air car is utilized to increase efficiency of train air brakes on long trains and during cold weather. The purpose of repeater relay equipment is to accept pneumatic signals from the brake pipe of forward portion of a train, and by relay action, produce a corresponding response in the brake pipe of the rear section of the train.

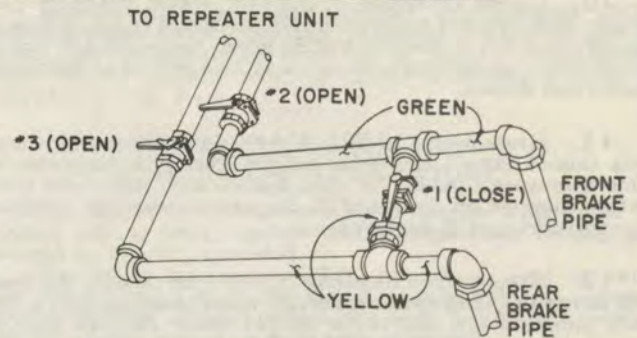
The repeater relay car has the ability to produce faster train charging time, reduce or eliminate brake pipe pressure gradient, more uniform braking forces, and faster brake application and release times.

A. Procedure for adding Repeater Air Car to a train to use Repeater Car Air Equipment.

1. Place as near to center of train as makeup will permit.
2. The RAC car is operational in either direction. The front brake pipe must be coupled to the portion of the train to which the road engine is attached. The rear brake pipe must be coupled to the other end of the train.

The angle cock on the unused brake pipe on each end of the car must be closed.

3. Where repeater air car is positioned in train and front and rear brake pipes have been properly connected and opened, then close the brake pipe bypass cock No. 1 and open the two repeater relay cutout cocks Nos. 2 and 3, all located inside of car.

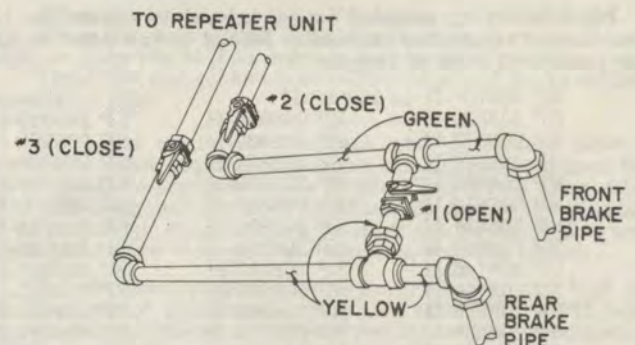


Note: If for any reason it becomes necessary to transfer control of air brakes to the helper engine located in the portion of the train behind the RAC car with the RAC air equipment in operation, the brake pipe hose connections must be changed. The forward brake pipe must be coupled to the portion of the train having the brake valve which is controlling the train. The rear brake pipe must be coupled to the other end of the train.

4. The repeater relay valve No. 5 is a variable valve and is employed to reestablish a satisfactory brake pipe pressure on the rear portion of train. A regulator and gauge to indicate pounds of differential is provided. Trainline pressure on rear portion of train must not be increased above 90 PSI at RAC car. Preferred adjustment is to have the rear brake pipe 1.5 to 2 lbs. above the front brake pipe.

B. Procedure for cutting the RAC Car out of train.

1. Close the repeater relay cutout cocks Nos. 2 and 3.
2. Open the brake pipe bypass cock No. 1—All located inside the car.
3. The car diesel engine and compressor are to remain running except during layover time.



C. Procedure for adding Repeater Air Car to a train when Repeater Car Air Equipment is not to be used.

1. Close the repeater relay cutout cocks Nos. 2 and 3.
2. Open the brake pipe bypass cock No. 1—All located inside the car.
3. Forward brake pipe must be coupled to portion of the train to which the road engine is attached.

Rear brake pipe must be coupled to the other end of the train. The angle cock on the unused brake pipe on each end of the car must be closed.

D. Train operation of Repeater Air Cars.

1. With the repeater air car in operation, proceed with terminal air test as prescribed in the air brake rules and regulations.
2. All rules outlined in the air brake rules and regulations governing train handling shall be adhered to while repeater air car is part of any train.
3. If required, the repeater air car may be cut out by closing the repeater relay cutout cocks Nos. 2 and 3 and opening the brake pipe bypass cock No. 1—**All located inside car.** This provides for normal train operation without the repeater relay equipment operating.
4. If yard air is used to charge the train, it **must** be cut in ahead of the repeater air car.
5. The RAC car must not be kicked, dropped, or humped and must be handled next to switch engine when being cut into or out of train and when being moved to caboose track.
6. During a pickup or setout, or at any time the engine is separated from the train and the air car is in operation in the train, it is absolutely essential that the trainline angle cock be left open on the train.

E. Loss of main reservoir on RAC Car.

1. The depletion of main reservoir air to below 100 lbs. will initiate a service brake pipe reduction in the forward and rear portions of the train. The rotating red light on top of car will operate.
2. In addition to the red rotating light, a radio signal will be initiated and will transmit a series of short beeps for a period of approximately ten seconds and then cease. It will reset itself automatically upon an increase of main reservoir pressure above 110 pounds.
3. If in power, throttle must be reduced to idle and automatic brake valve placed in full service zone until train stops.
4. If in dynamic braking, automatic brake valve must be placed in full service zone and dynamic braking lever handled as prescribed by rules.
5. Train must be immediately secured before determining reason for main reservoir air depletion.

F. Setting RAC car out of train.

1. If it becomes necessary to set RAC car out of train, shut down compressor engine in car and secure car per rules.

Instructions for starting and shutting down compressor engine posted inside of car.

FIXED SIGNALS

Albany (Toledo Branch): Light-signal indicators located at MP 691.65 and MP 691.85 in vicinity of First Street and Water Street underpasses. When indicators display red or lunar aspect the following will govern:

- Red Stop and make inspection of structure, then proceed if safe.
- Lunar Proceed.

RULE P. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Mile Post	Location	Description
MAIN TRACK		
698.93	East of Millersburg	N. Santiam River Crossing Overhd & Side
722.40	East of Labish	I-5 Highway Overpass Overhead

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
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DALLAS BRANCH

719.74	East of Salem	Willamette River Crossing Overhd & Side
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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 Ciple	Tualatin River Crossing Overhd & Side
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WILLAMINA BRANCH

745.27	East of Sheridan	S. Yamhill River Crossing Side
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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 Garibaldi	Kelchis River Crossing Overhd & Side
854.37	West of Juno	Wilson River Crossing Overhd & Side

RULE 7-C. Switchmen must use green flag by day and green light by night or oral instructions for all train movements to or from yard tracks at Eugene Yard, Albany, Salem and Brooklyn, and for all train movements to and from Toledo Branch at Albany.

RULE 10-J. Speed signs prescribing an increase in speed will be installed on Tillamook and West Side Branches.

Speed may be increased as soon as lead engine has passed increase speed sign at following locations:

Westward MP	Eastward MP
764.10	East Milwaukie —
746.62	Canby 745.87
734.45	Woodburn 735.76
717.95	Salem 718.85
699.10	Jefferson 700.00
690.36	Albany 692.50

Tillamook Branch

745.16	Lake Oswego 743.10
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West Side Branch

709.31	Independence 709.50
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Mill City Branch

710.70	Stayton-Jordan Road 710.80*
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*No increase speed signs are installed. Speed may be increased after engine has passed over crossing.

Speed may be increased as soon as lead engine has passed out of yard limits leaving the following stations:

Albany (Toledo Br. only)	Whiteson
Page	St. Joseph
Tallman	Mahan
Corvallis Jct.	Hillsboro (West Side Br. only)
Ashahr	Beaverton
Corvallis	Tigard
Independence	Tualatin
Gerlinger	Junco

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

RULE 26-B. East Milwaukie: Switching movements must stop at STOP sign before entering building of Northwest/United Grocery Co. Indicator lights on side of door to building govern movement as follows:

- Green Building may be entered for switching.
- Red Building may not be entered. Contact grocery company employes to activate green light.
- Not Lighted Considered as displaying most restrictive indication.

Oregon City and Pulp: Indicator lights on tower of Publishers Paper Co. retractable chip unloader and adjacent to chlorine unloading spot on Tracks 854 and 855 at Oregon City and on post near Crown-Zellerbach retractable chip unloader at Pulp governs 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 854, must not be coupled to or moved, until unloader operator contacted.
- Not Lighted Considered as displaying most restrictive indication.

Beburg: Power operated derail installed 90 feet east of switch on Chrysler spur. Derail equipped with electric lighted target and controlled from inside Chrysler warehouse. After actuating lever on power derail, crew must wait until amber indicator light on building is illuminated and then proceed.

Toledo: On spurs leading to Georgia-Pacific Co. paper mill, 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 toggle switch located at gate to activate warning device for G-P crews.

On spurs leading to Georgia-Pacific Co. saw mill, warning device has been installed. Crew entering spurs must activate toggle switch located just past road crossing on saw mill lead to activate protection for G-P crews.

Dallas: Before engine and/or cars foul log crossing adjacent to Main Street, member of crew must activate toggle switch located on building adjacent to log crossing or on chip loader adjacent to plywood shed, switch to activate warning device for Willamette Industries crews.

Willamina: Before switching Willamina Lumber Co. mill, member of crew must operate toggle switch located in vicinity of old chip car loader to activate rotating blue light to warn mill personnel. Light should not be extinguished until switching is completed.

RULE 80. Willsburg Jct.-Brooklyn: Multiple main track between MP 764.9, Willsburg Jct. and MP 766.7, Brooklyn. No. 1 Track is located west of and adjacent to No. 2 Track.

RULE 81-A. Albany, Page and Salem: Train, before entering main track of Portland-Eugene line at Albany, Page or Salem, must know that train dispatcher will be able to move train into CTC limits, provided train is so destined.

Lebanon: When operator is on duty at Lebanon, BN 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.

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

Brooklyn: Amtrak passenger train No. 11 may assume schedule at Portland and operate Portland to Brooklyn without obtaining clearance at Portland. Clearance obtained at Brooklyn will bear notation "No Signals" or "Green Signals."

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, and Amtrak passenger trains Nos. 11 and 14.

Tillamook Branch

- Wilsonia Train instructed by train order and train to and from Jefferson Street Branch.
- Cook Nos. 687, 688 and train instructed by train order.
- Hillsboro Train originating and terminating, and train instructed by train order.
- BN Jct. No. 688 and train instructed by train order.
- Banks No. 687 and train instructed by train order.
- Tillamook Train originating and terminating.

West Side Branch

- Hillsboro Train originating and terminating, and train instructed by train order.
- St. Joseph Train instructed by train order.
- Mc Minnville Train originating and terminating, and train instructed by train order.
- Whiteson Train instructed by train order and train to and from Willamina Branch.
- Gerlinger Train instructed by train order.
- Independence Train instructed by train order.
- Corvallis Jct. No. 706 and train instructed by train order.
- Corvallis Train originating and terminating, train instructed by train order and train operating between Corvallis and Monroe-Dawson.

Newberg Branch

- Cook Train instructed by train order.
- St. Joseph Train instructed by train order.

Tallman Branch

- Albany Train originating and terminating.
- Page Train instructed by train order.
- Tallman Train instructed by train order and train operating between Tallman and MP 653, Woodburn-Springfield Branch.

Woodburn-Springfield Branch

- Springfield Train operating between Springfield and MP 653, Woodburn-Springfield Branch.
- Tallman Train instructed by train order and train operating between Tallman and MP 653, Woodburn-Springfield Branch.
- Lebanon Train originating and terminating, and train instructed by train order.
- Woodburn Train originating and terminating.

Toledo Branch

- Albany Train originating and terminating.
- Corvallis Jct. No. 706 and train instructed by train order.
- Corvallis Train originating and terminating, train instructed by train order and train operating between Corvallis and Monroe-Dawson.
- Toledo Train originating and terminating.

Dallas Branch

- Gerlinger Train instructed by train order.

Molalla Branch

- Canby Train to and from Molalla Branch.

Jefferson Street Branch

- Wilsonia Train to and from Jefferson Street Branch.

Willamina Branch

- Whiteson Train to and from Willamina and Perrydale Branches.

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

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

- Brooklyn Amtrak passenger trains Nos. 11 and 14 and train to or from Tillamook Branch.
- Hillsboro All trains.
- Corvallis All trains.
- Albany Train to or from Toledo Branch and BN train.

RULE 87(b). Will not apply between East Portland and block system limits, MP 769.43 on eastward main track, and MP 769.24 (signal 7693) on westward main track.

RULE 93. Yard limits are established at the following locations:

West MP	East MP
CTC Limit	Eugene-Eugene Yard CTC Limit
CTC Limit	Albany-Page (Portland-Eugene line) CTC Limit
	Albany-Page (Tallman Br.) 691.50
	Albany (Toledo Br.) 694.00
CTC Limit	Salem (Portland-Eugene line) CTC Limit
	Salem-Geer (Geer Br.) Entire Branch
	Salem-West Salem (Dallas Br.) 721.38
718.93	Geer (Woodburn-Springfield Br.) 719.58
736.38	Woodburn (Woodburn-Springfield Br.)
	Canby (Molalla Br.) 748.20
CTC Limit	Willsburg Jct. - Brooklyn-Haig-East Port-
	land (Portland-Eugene line)
683.43	Tallman-Irvinville-Lebanon (Woodburn-
	Springfield Br.) 690.17
696.91	Tallman (Tallman Br.)
685.87	Corvallis-Corvallis Jct. (West Side Br.) 690.96
698.00	Ashahr-Corvallis Jct.-Corvallis (Toledo
	Br.) 706.20
761.33	Toledo End of Branch
708.49	Independence-V&S Jct. 711.17
713.25	Gerlinger-Derry (West Side Br.) 715.64
727.84	Thielsen-Gerlinger-Dallas (Dallas Br.)
	. . . . . End of Branch
729.60	Whiteson-McMinnville-St. Joseph
	(West Side Br.) 738.92
	St. Joseph (Newberg Br.) 738.40
	Whiteson (Willamina Br.) 731.39
763.50	Hillsboro (West Side Br.)
766.69	Mahan-Hillsboro (Tillamook Br.) 764.18
756.48	Beaverton-Beburg 754.50
748.07	Newberg-Springbrook 751.13
762.41	Cook (Newberg Br.)
750.50	Cook-Bryant (Tillamook Br.) 747.28
745.67	Lake Oswego-Wilsonia-Menefee-
	Milwaukie Interchange-Milwaukie-
	Willsburg Jct. (Tillamook Br.)
	Wilsonia (Jefferson Street Br.) 768.80
End of	Tillamook-Juno 853.00
Branch	

RULE 97. Albany: Trains originating and trains arriving from Toledo Branch, when movement is via Portland-Eugene line, may run extra without train-order authority from Albany to beginning of CTC. Refer to Rules 81-A and 505 in special instructions for this subdivision.

Page: Westward train from Tallman Branch may run extra without train-order authority from Page to beginning of CTC. Refer to Rules 81-A and 505 in special instructions for this subdivision.

Salem: Trains originating for movement via Portland-Eugene line may run extra without train-order authority from Salem to beginning of CTC. Refer to Rules 81-A and 505 in special instructions for this subdivision.

Brooklyn: Westward train originating for movement via Portland-Eugene line may run extra without train-order authority from Brooklyn to beginning of CTC, Willsburg Jct. Refer to Rule 505 in special instructions for this subdivision.

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

RULE 98. Railroad crossings at grade not inter-locked:

- Albany BN crossings over yard tracks,
- Salem BN crossings over yard tracks,
- Between Salem
- and West Salem BN crossing,
- Gerlinger ① West Side Branch and Dallas Branch,
- Hillsboro BN crossing at Washington St.,
- East Portland BN crossing at Madison St.,
- East Portland PT Co. crossings over yard tracks.

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

RULE 99-C. Will apply on Tillamook, West Side, Newberg, Tallman, Toledo and Mill City Branches, and on Woodburn-Springfield Branch between Tallman and Woodburn.

RULE 103. Tigard: Gates to warn highway traffic crossing leads to TOFC ramps at Tigard are operated manually by inserting and turning switch key in receptacle located on each side of crossing. Key may be removed but crossing must be occupied within 45 seconds or gates will raise.

Beburg: All movements must stop in advance of STOP signs located on both sides of S.W. 11th Street crossing, MP 755.6-C, in Beaverton Industrial Park.

Tillamook: Gates to warn highway traffic crossing tracks on Third Street, MP 855.7, are operated manually for movement on Team-Stone lead by inserting and turning switch key in receptacle mounted on instrument case located on east side of crossing. Key may be removed, but crossing must be occupied within 45 seconds or gates will raise.

Springfield: All movements must stop 50 feet in advance of Centennial Boulevard crossing MP 645.8.

East Portland: Public grade crossings at Clay Street, MP 769.24, Hawthorne Boulevard, MP 769.29, Madison Street, MP 769.33, Main Street, MP 769.38, Salmon Street, MP 769.43, Taylor Street, MP 769.48, Yamhill Street, MP 769.53, Belmont Street, MP 769.58, Morrison Street, MP 769.63, Alder Street, MP 769.68, and Washington Street, MP 769.73, may be blocked by railroad equipment for not exceeding 30 continuous minutes before being opened to permit vehicles and pedestrians to pass. If blockage of these crossings exceeds 15 minutes, all accumulated vehicular and pedestrian traffic waiting to cross railroad must be allowed to pass before crossings are obstructed again.

Stark Street, MP 769.78, first crossing west of East Portland, IS NOT included in this 30-minute variance and must be cleared in accordance with 10- and 15-minute restrictions contained in Rule 103 under All Subdivisions.

Woodburn: Public grade crossings at Cleveland Street, MP 735.05, Mill Street, MP 735.45, and Hardcastle Street, MP 735.50, may be blocked by railroad equipment for not exceeding 30 continuous minutes before being opened to permit vehicles and pedestrians to pass. If blockage of these crossings exceeds 15 minutes, all accumulated vehicular and pedestrian traffic waiting to cross railroad must be allowed to pass before crossings are obstructed again.

Salem: All movements must stop at limit bar painted across track in advance of Liberty Street, MP 719.3, and Commercial Street, MP 719.12. Movement must not be made into intersections until green light is displayed in normally dark signal head marked "TRAIN—SIGNAL."

Molalla: Gates to warn highway traffic crossing main track on Highway 211, MP 757.5, 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 40 seconds or gates will raise.

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 G-P 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..... BN connection, for SP main track,
 Albany..... Toledo Branch, for Eugene-Portland line,
 Corvallis Jct... West wye switch (Albany end of wye) is lined to West Side Branch,
 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, 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..... Publishers Paper Co. track, for SP track,
 Hillsboro... West Side Branch, for West Side 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..... BN connection, for SP main track (A-PB),
 Greton..... BN connection, for SP main track (A-PB),
 Wilsonia... Jefferson St. Branch, for Tillamook Branch,
 BN Jct..... BN connection, for SP main track,
 Banks..... BN connection, for SP main track.

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,
 Mill City... 100 feet east of trestle at MP 725.46.

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

RULE 104-A. Haig: Movement with passenger equipment must not be made through crossover between main track and yard lead just west of Lafayette Street pedestrian overhead.

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

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

Albany: Train-order office only for trains originating and for trains to and from Toledo Branch.

RULE S-240. MOVEMENT OF TRAINS BY STAFF SYSTEM.

Applies at following locations:

Territory	Register Location
Molalla Branch:	
MP 748.20-Molalla.....	Canby
Jefferson Street Branch:	
MP 768.80-Jefferson Street.....	Wilsonia
Willamina Branch:	
MP 731.39-Willamina-Perrydale.....	Whiteson
West Side Branch:	
MP 685.87-Monroe-Dawson.....	Corvallis
Woodburn-Springfield Branch:	
MP 683.43-MP 653.....	Tallman
Springfield-MP 653.....	Springfield

RULE D-251. Will apply between Haig and block system limits, MP 769.43 on eastward main track, and MP 769.24 (signal 7693) on westward main track.

RULE 306. The following home 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-A	Spring switch, west end Irving siding.....	
	Spring switch, on Irving siding.....	P-6523*
P-7168	Spring switch west end yard track, Salem..	
P-A	Collision detector, highway underpass MP 755.98, 12th St., Oregon City.....	P-7561
	Spring switch spur, East Milwaukie.....	P-A

*Westward trains entering yard may pass signal P-6523 displaying stop indication without stopping when switch is lined for the movement and a proceed signal is received from the herder, or when engineer is otherwise assured that the switch is properly lined for the movement.

AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 505. 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 No. 1 Track and westward signal 7667 governs movement on No. 2 Track. When these signals display stop indication, permission must be obtained from operator before applying Rule 508.

Yard engine enroute to Reed siding or Willsburg Jct. must have permission of operator before passing signal 7665 or 7667.

Haig: Dwarf signal 7676 governs movement only through crossover to eastward main track.

East Portland: Movement over BN crossing at Madison Street 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 details are known to be in derailling position. Movement against current of traffic over crossing governed by signal for movement with current of traffic.

Lebanon: Automatic block signals between MP 688.74 and MP 689.08 protect junction switch to BN at MP 688.96. Signal at MP 689.08 on BN normally displays stop indication until switch is properly lined. Block indicator is located at switch. Refer to Rule 81-A in special instructions for this subdivision.

SPRING SWITCHES

RULE 538. Spring switches equipped with facing point lock are located as follows:

Station	Location	Normal Position
Irving.....	West end siding.....	Main track
Salem.....	West end yard track.....	Main track
East Milwaukie.....	Spur.....	Main track

INTERLOCKING

RULE 606. Willsburg Jct.: Limits extend on No. 1 Track from end of CTC, MP 765.0, 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 No. 1 Track, 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: Interlocking controlled from East Portland Tower on east bank of Willamette River governs movements across Steel Bridge, and movements to and from Albina yard. Interlocking limits extend from interlocking signals at end of SP double track to interlocking signals at Front Street crossing on west bank of river. Maximum permissible speed is 8 MPH through interlocking.

Union Pacific towerman operates interlocking and UPRR rules apply. Applicable UPRR rules include:

RULE 609. When a train or engine has stopped for a signal displaying Stop indication at a manually controlled interlocking, and control operator is unable to clear the signal, train or engine must not proceed except as follows:

- (a) When a proceed signal, given with a yellow flag or yellow light from the center of the track over which movement is to be made, is received.

Before giving such signal, the employe authorizing the movement must examine the route to be used and know it is safe for the movement. Hand signal must not be given until movement has come to a stop at the governing signal.

- (b) At interlockings where distances make it impracticable for employe at control point to examine the route and give hand signal, train or engine may proceed on verbal authority from control operator. A member of crew must examine route and operate switches by hand as required, before proceeding.

Such movements must be made at restricted speed to the next signal or, if there is no other signal, through the interlocking limits.

In addition, UP timetable special rules require that: "... when control operator is unable to clear the signal and movement is authorized as prescribed by Rule 609 (a) or 609 (b), levers on control machine must, when possible, be positioned for route to be used.

Selector lever on all dual-controlled switches over which movement is to be made must be placed in HAND position and must not be restored to POWER position until movement over the switch has been completed."

NOTE: UP definitions of dual control switch and restricted speed are similar to SP's, except that UP restricted speed includes requirement of being able to stop short of an "obstruction" or "anything that may affect movement of train or engine."

SP Rules 605, 633, 661, 669 and 670 are similar to UP interlocking rules and must be respected within East Portland interlocking limits.

The following whistle signals may be used:

To Portland, —,
To Albina, — o,
To SP main tracks, o —,
To SP East Portland yard tracks, o — o.

LETTER-TYPE INDICATORS

RULE 705. 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	Salem	Be governed by instructions of yardmaster or his representative.
S	7189	Salem	Be governed by instructions of yardmaster or his representative.
W	MP 765.6	Tacoma Ave crossing Brooklyn	Westward train on No. 1 or No. 2 Tracks, 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 No. 2 Track located to left of track.
P	7682	Brooklyn St	Eastward freight trains and engines with cars on eastward main track must not pass signal 7682 unless indicator is illuminated. When indicator is not displayed for movement, call UPRR East Portland Tower for instructions to proceed.

ABSOLUTE-PERMISSIVE BLOCK

RULE 740. 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 BN is dual-control switch.

Westward absolute signal governs movements over switch. Junction switch will automatically line for westward movement via SP or BN depending on movement made into A-PB at Greton provided approach circuit just beyond west end of A-PB limits is not occupied.

BN train entering A-PB at Beburg will operate push button adjacent to BN 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, after waiting ten minutes, switch must be taken in hand-throw while movement is made over switch.

When westward absolute 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.

CENTRALIZED TRAFFIC CONTROL

RULE 760. 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.

RULE 763. 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.

Labish: When absolute signal on siding or yard track at west switch displays lunar aspect per Rule 289, Rule 775 and Rule 765-A will not apply.

Coalca: When absolute signal on siding or extension at east switch displays lunar aspect per Rule 289, Rule 775 and Rule 765-A will not apply.

GENERAL REGULATIONS

RULE 812. Brooklyn: Current Burlington Northern and Union Pacific timetable bulletins applicable to movements in the Portland area will be kept in bulletin books provided at crew dispatchers' offices.

RULES 824 and 825. Brooklyn: Hand brakes are not required on Old Main track and yard Tracks 1 through 19.

RULE 825. Portable rail skids are located at:

- Hito East end siding
- Renard East and west end siding

Refer to Rule 825, All Subdivisions.

RULE 827. Dragging equipment detectors located at:

- MP 657.1 between Irving-Swain,
- MP 670.2 between Alford-Shedd,
- MP 681.1 between Shedd-Tangent,
- MP 697.8 between Millersburg-Jefferson,
- MP 701.7 between Jefferson-Marion,
- MP 712.4 between Turner-Renard,
- MP 724.4 between Labish-Gervais,
- MP 757.9 between Oregon City-Clackamas.

Derailed car detector located at:

- MP 726.0 between Flynn-Summit.

HOT BOX DETECTORS

Illum. Letter	On Signal	Approaching	Location of Readout
H*	MP 679.4	Shedd	Westward Absolute Signal W.E. Shedd
W	6806	Tangent	
H*	MP 682.7	Tangent	MP 684.6 Tangent
W	7833	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 SITES:

MP	Type	Direction	Location
657.1	D	West	Swain*
681.1	A	East and West	Shedd-Tangent
710.0	A	East and West	Marion-Turner
737.8	A	East and West	Woodburn-Hubbard

*Readout at Eugene Yard.
Refer to Rule 827, All Subdivisions.

RULE 834-A. Applies at Albany and Salem only to trains using other than main track.

RULE 842. Eugene Yard: Westward trains, except trains consisting of passenger equipment, will enter yard at MP 650.94 unless otherwise instructed by yardmaster. West-

ward trains entering Eugene Yard at MP 650.94 will be authorized by yardmaster or proceed signal from switchman with green flag or green light.

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

Brooklyn: Eastward freight 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 No. 2 Track 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.

Yard limits are continuous between East Portland, Willsburg Jct. and Lake Oswego. All employes in train, engine and yard service are subject to direction of Brooklyn yardmaster regarding movements within yard limits east of Milwaukie.

RULE 872. Brooklyn and Eugene Yard: Enginemen taking charge of engines will consider engines as having been amply supplied with water, fuel, sand and other supplies.

RULE 872. Enginemen taking charge of engines at Brooklyn and Eugene Yard will consider engines as having been amply supplied with water, fuel, sand and other supplies.

**AIR BRAKE RULES
FREIGHT TRAINS**

RULE 2. Taking Charge of Engines.

Section A, will apply at:

- Eugene Yard,
- Brooklyn.

RULE 17. Summit to Nashville, between Timber and Enright and MP 790 (Tillamook Branch) 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 with minimum of ten required. 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
Summit to Nashville	525	775	625	950	1250
Timber and Enright	350	550	450	675	900
MP 790 to Buxton	600	900	725	1075	1450

With dynamic brake in operation but Without pressure maintaining system of braking:

Summit to Nashville	525	775	625	950	1250
Timber and Enright	350	550	450	675	900
MP 790 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
MP 790 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, with minimum of ten required.

Train using retaining valves may operate Cochran to Enright before stopping to permit wheel heat radiation and train inspection as per Rule 827.

Refer to Air Brake Rule 17, All Subdivisions.

RULE 21. Albany and Salem: Trainmen must not couple air hoses on outgoing freight train until they have been notified by yardmaster or his representative that switching has been completed.

Refer to Rule 21, All Subdivisions.

RULE 24. Air pipe under Queen Avenue crossing, MP 690.4, Albany, must be used by trains making air test on main track or old siding when such test would otherwise cause blockage of Queen Avenue for more than ten consecutive minutes.

Pipe connections surface between rails of main track and old siding on each side of crossing approximately 300 feet from center of street. Angle cocks and flexible hoses with glad hands are provided for coupling to train brake pipe.

Before charging under-street pipe, brakemen should ascertain that angle cocks for pipe on adjacent track are closed to prevent air exhaust. Upon completion of brake test, under-street pipe must be exhausted of all air pressure before train is coupled together. Care should be exercised in disconnecting under-street pipe from train brake pipe and flexible hoses must be left safely between rails.

After coupling train and angle cocks are open it must be known that brake pipe pressure is being restored as indicated by caboose gauge and that brakes on rear car are released.

RULE 24-F. Applies only on direct movements between:

- Brooklyn and Albina.
- Brooklyn and Portland Terminal RR Co.

When movement commences at Brooklyn, where carmen are on duty, the carmen will be responsible to couple air hoses and make test as prescribed by Rule 24-F.

Responsibility to know that air test has been completed in all cases rests with yard engineer and yard engine foreman.

RULE 24-G. Applies at Hillsboro and Eugene Yard.

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

RULE 25-B. Applies immediately before passing summit of grade at following locations:

- *Cochran Eastward and Westward
- Tunnel No. 25 (MP 790 Tillamook Br.) Eastward
- Summit Eastward and Westward
- Rex Eastward and Westward

Summit brake test or running brake test made under provisions of Air Brake Rules 25 or 25-A, respectively, will fulfill the above requirements.

*Applicable only when temperature is 33 degrees or higher. When temperature is 32 degrees or less, standing air brake test as prescribed by Air Brake Rule 25 must be made.

RULE 33. Between Timber and Enright: Maximum tonnage per operative brake . . . 80 tons, except with dynamic brake and pressure maintaining system of braking in operation with not more than 1500 tons for each six axles of dynamic brake and speed not exceeding 15 MPH . . . 100 tons.

Summit to Nashville and MP 790 (Tillamook Branch) 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 2500 tons for each six axles of dynamic brake and speed not exceeding 25 MPH . . . 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
MP 790 to Buxton	789.3		781.5	15

MISCELLANEOUS

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

- 4300-01, 4303-06,
4308-13, 4315-16,
4318, 4320, 4322-
26, 4330, 4334, 4336,
4379, 4392-93,
4411-12, 4450-51. Between Woodburn and West Stayton, Shelburn and Mill City, Tallman and Coburg. EF 418 and ES 415 class engines may operate also on Woodburn-Springfield Branch, except between Springfield and Coburg, but are restricted to 10 MPH between West Stayton and Geer and between Tallman and Coburg on 62-pound rail.
- GS-407 Over McKenzie River bridge, MP 650.23, Woodburn-Springfield Branch.
- No engines Oregon City—Beyond engine restriction sign Publishers Paper Co. mill track.
- ES-412 Oregon City—On Tracks 853 and 854 at Publishers Paper Co.
- No engines Canby—Beyond engine restriction signs old pit and outfit tracks.
- No engines Lake Oswego-Cement Plant—Over cross-over between Tracks 602 and 603; no cars or engines over car unloader on Track 603.
- No engines Lake Oswego—Beyond restriction sign on Crown Zellerbach Co. chip car roll-over, Track 610.
- No engines Willamina—Beyond clearance points on No. 2 track.
- No engines Tillamook—Beyond engine restriction sign on Western Farmers spur.
- 1004-2394, 2450-2701. Dry Creek—Industry track at airport.
- 1004-2394, 2450-2701. Monroe—House track.
- 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.
- No engines or cabooses American—Under paper loading sheds.
- EF418, EF618 or lighter engines Brooks—On spur serving Main Line Foods (Stayton Canning) and back track serving onion sheds.
- No engines Garibaldi—Beyond engine restriction sign both ends of Bay track.

2. LOAD LIMIT (car and contents):

Page-Shelburn	263,000	pounds
Shelburn-Mill City	240,000	pounds
Eugene-Portland	315,000	pounds
Springfield-Coburg②	210,000	pounds
Tallman-Coburg	240,000	pounds
West Stayton-Woodburn	240,000	pounds
Salem-Geer	240,000	pounds
Albany-Toledo	263,000	pounds
Salem-Gerlinger	240,000	pounds
Gerlinger-Dallas	263,000	pounds
Monroe-Hillsboro	263,000	pounds
St. Joseph-Cook	263,000	pounds
Alpine Jct.-Dawson	263,000	pounds
Whiteson-Ballston	263,000	pounds
Ballston-Willamina	240,000	pounds
Broadmead-Perrydale	199,000	pounds
Canby-Molalla	240,000	pounds
Wilsonia-Jefferson St.	240,000	pounds
Willsburg Jct.-Hillsboro①	263,000	pounds
Hillsboro-Tillamook	263,000	pounds

①Petfood from Carnation Co. Hillsboro . 281,000 pounds

②Loads in excess of 169,000 pounds must be separated from locomotives and other cars by empty car and speed must not exceed 15 MPH over McKenzie River bridge, MP 650.23.

Refer to Item 14, All Subdivisions.

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

3. 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 Zidell Machinery & Supply Co. and Alaska Junk Co.
- Whiteson West leg of wye.

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

5. Oregon City: Publishers Paper Co. log unloading "A" frame, 1500 feet east of east interchange track switch, creates obstruction. Inspection must be made to know this structure has been raised.

Portable platform across Track 850 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 Fifth Street must be made governed by traffic signals.

6. McMinnville: Engines must not operate beyond restriction sign located to left of scale track in vicinity of scale house, Cascade Steel Rolling Mills, Inc.

7. Brownsville: Stop must be made just prior to entering Permaneer Corp. building.

8. Tigard: Trainmen must not operate beyond edge of dump pit located approximately 100 feet behind restriction sign on Western Foundry spur.

9. Dallas Branch: Temporarily out of service MP 722.62 to MP 726.15 between Winona and Thielsen.

10. Woodburn-Springfield Branch: Temporarily out of service MP 704.7 to MP 707.8 between Shelburn and West Stayton.

11. MOVEMENTS BETWEEN EAST PORTLAND AND PORTLAND—LAKE YARD:

Interlocking governing movement over Willamette River at East Portland controlled by UPRR East Portland Tower. Refer to Rule 606 in special instructions for this subdivision.

On west bank of Willamette River Portland Terminal Railroad's VC Telegraph Tower controls interlocking governing all movements between Front Street crossing and south end of yard tracks Union Station.

Maximum authorized speed on PTR Co. trackage is 8 MPH. PTR Co. limits extend from signs reading "BEGIN PTRR" near Front Street crossing for eastward movements and near 14th Street crossing for westward movements, to signs reading "END PTRR" on eastward main track near 18th Avenue and, for westward movements, near Front Street.

On passenger trains arriving Portland, rear brakeman will signal engineer in order to stop rear car two car lengths north of the south end of station platform. When conditions do not permit blue sign to be displayed on engineer's side of cab of engine, blue sign may be displayed on opposite side of cab.

For eastward freight movements, Front Street interlocking signals authorize movement through Union Station yard on designated track to Ninth Street crossing where eastward SP movements must receive proceed signal from switch tender stationed just beyond Ninth Street crossing. If switch tender not available, member of crew must contact PTR Co. yardmaster over speaker located approximately two car lengths west of beginning of double track.

When authorized by switch tender or yardmaster, movement will proceed on eastward main track, being governed by signal indication, to west end of Lake Yard crossover located just beyond signal 20.

Maximum authorized speed on BNRy from end PTR Co. trackage to Lake Yard is 35 MPH.

Movement through crossover to Lake Yard is under control of switch tender at west end of yard who will be advised of SP approach by PTR Co. yardmaster. West end switch tender at Lake Yard will give proceed signal when route is lined through crossover to yard lead. Switch tender will give track sign or yardmaster will instruct movement by radio as to receiving track number to be used and SP trainman will line switches for movement from yard lead to receiving track.

If necessary to foul BN main track at east end of yard, member of crew must first contact yardmaster and obtain a BN switch key, and must comply with Rule 513 of the Consolidated Code of Operating Rules before main track is fouled.

When SP movements originate at Lake Yard, yardmaster will notify west end switch tender and PTR Co. yardmaster when SP movement is ready to depart. Switch tender, complying with Rule 513, will establish route to westward BN main track. When route is lined, switch tender will give SP movement proceed signal and movement may proceed westward to end of double track being governed by signal indication.

Before proceeding beyond end of double track, SP movement must receive proceed signal from PTR Co. switch tender at Ninth Street. If no switch tender available, member of crew must contact PTR Co. yardmaster by speaker for instructions.

Authority to operate between Portland and Lake Yard is under provisions of Rule 93.

SP crews, while operating over tracks of PTR Co. and BN, are governed by operating rules, current timetables, timetable bulletins and special rules of the railroad involved, as provided by SP Rule 812. PTR Co. and BN use Consolidated Code of Operating Rules and the following Consolidated Code rules are applicable:

DEFINITIONS:

Reduced Speed: Proceed prepared to stop short of train, engine or obstruction.

Restricted Speed: Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined, looking out for broken rail or anything that may require the speed of a train or engine to be reduced, but not exceeding 20 MPH.

RULE 10. The explosion of two torpedoes is a signal to immediately reduce speed to 20 MPH or as much slower as conditions require, prepared to stop short of train or obstruction. After reducing to 20 MPH, speed must not be increased until train has reached a point at least one mile from where torpedoes were exploded.

The explosion of one torpedo will indicate the same as two, but the use of two is required.

Torpedoes must be placed not less than 150 feet apart, and not in immediate vicinity of station buildings or public crossings or where they may cause injury.

During extremely cold weather or when torpedoes may be covered with snow, a duplicate set must be placed on the opposite rail to explode simultaneously.

RULE 11. A train or engine finding a fusee burning red on or near its track must stop, and may then proceed at reduced speed for one mile. If the fusee is beyond the nearest rail of an adjacent track, the train or engine need not stop, but must proceed at reduced speed for one mile.

Fusees must not be placed where they may set fire to anything, nor on public crossings.

RULE 12. A yellow flag or a yellow light displayed to the right of the track as viewed from an approaching train or engine indicates that beginning at a point two miles from the yellow signal the train or engine must proceed at a speed of not more than 10 MPH unless a different speed is specified by train order, bulletin or general order.

Speed must not be increased until entire train has passed a green flag or a green light displayed to the right of track indicating the end of the restriction.

RULE 14. A train or engine finding a yellow-red flag displayed to the right of track as viewed from an approaching train must be prepared to stop before any part of the train or engine passes a red flag or red light two miles beyond the yellow-red flag. In the absence of a red signal at that location, a train or engine may proceed at a speed of not more than 10 MPH unless a different speed is specified by Form Y train order. Speed of train must not be increased until entire train has passed a green flag displayed to the right of track.

NOTE: In Rules 12 and 14, when a train or engine finds a yellow flag or a yellow-red flag displayed to the right of track and the train or engine is to move to a route not affected by the slow or impassable track condition, a green flag will be placed just beyond the clearance point on the route to be used to indicate that no restriction exists on that route.

RULE 14(A). Except when governed by Form Y train order, a train or engine finding a red flag or a red light displayed between the rails of the track or to the right of the track as viewed from an approaching train must stop before any part of the train or engine passes the red signal and must not proceed until a proceed signal given with a yellow flag or a yellow light is received or verbal permission is received.

Red signal must be replaced when found between the rails.

RULE 93. Yard limits will be indicated by yard limit signs. Within yard limits the main track may be used, clearing first class trains when due to leave the last station where time is shown. Protection against second and third class trains, extra trains and engines is not required.

In ABS territory, information issued by the train dispatcher, either verbally or by message, may be used to determine when delayed first class trains are due to leave the last station where time is shown.

In Non-ABS territory, in case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99.

Second and third class trains, extra trains and engines must move within yard limits at reduced speed unless the main track is known to be clear.

Within yard limits when running against the current of traffic or on a portion of double or three or more tracks used as single track, all trains and engines must move at reduced speed.

NOTE: Where ABS System rules are in effect, "known to be clear" includes when track is known to be clear by signal indication.

RULE 501J. Name: Stop and proceed. Indication: Stop before any part of train or engine passes the signal then proceed at restricted speed through entire block.

(NOTE: This rule is applicable to automatic block signals bearing number plate displaying red aspect between Portland and Lake Yard.)

RULE 513. Before a train or engine enters on or fouls a main track, or crosses from one main track to another, at any switch operated by hand, it must wait five minutes after any switch connected with the movement has been operated to establish block signal protection.

EXCEPTION: Movement may be made to main track without waiting five minutes under the following conditions:

(a) Where block signal governing movement to main track displays an indication to proceed or block indicator indicates block clear.

(b) On single track, if switch to be used is opened immediately after an opposing train has passed.

(c) In CTC territory, when movement to main track is authorized by the control operator.

(d) When block is occupied by a standing train, engine or cars and switch to be used is within that block.

(e) When switch is equipped with a mechanical time lock or electric lock and indication is observed showing lock has released.

(f) At points where switches are in charge of an employe assigned to handle switches, when proceed signal is received from such employe, who must not give proceed signal until five minutes after switches have been properly lined.

12. MOVEMENTS BETWEEN EAST PORTLAND AND ALBINA.

Two Union Pacific parallel main tracks between East Portland and Albina are designated as:

Main track 1—Track nearest river;
Main track 2—Track farther from river.

These tracks are equipped with automatic block signals for movements in both directions on either track. Movements from East Portland to Albina may enter main tracks 1 or 2 on proper interlocking signal indication. For information regarding interlocking refer to Rule 606 in special instructions for this subdivision. Movements from Harding Street (west end of Albina yard) to East Portland on tracks 1 or 2 must receive proceed signals from switch tender.

Maximum authorized speed between East Portland and Albina is 8 MPH.

Authority for all SP movements is under provisions of Rule 93. SP crews, while operating over UP tracks, are governed by operating rules, current timetable, timetable bulletins and special rules of Union Pacific as provided by SP Rule 812. Following UP operating rules are applicable:

DEFINITIONS:

Restricted Speed: Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined, and be on lookout for broken rail, or anything that may affect movement of train or engine, but a speed of 20 MPH must not be exceeded.

RULE 10. The explosion of two torpedoes is a signal to immediately reduce speed to 20 MPH or as much slower as conditions require, keeping a close lookout for train or obstruction. After reducing to 20 MPH, speed must not be increased unless train has reached a point one mile from where the torpedoes were exploded.

The explosion of one torpedo will indicate the same as two, but the use of two torpedoes is required in all cases.

Torpedoes must be placed not less than 150 feet apart, and not in the immediate vicinity of station buildings, public crossings, or where they may cause injury.

In placing torpedoes during extremely cold weather or when they may be covered by snow, in addition to placing torpedoes on the rail on the engineer's side of track, duplicate sets of torpedoes must be placed on the other rail directly opposite those normally required.

RULE 11. A train or engine finding a burning fusee on or near its track must stop before passing the fusee and may then proceed not exceeding 20 MPH for at least one-half mile and as much slower as necessary in order to be able to stop short of train or obstruction.

A train or engine finding a burning fusee beyond the nearest rail of an adjacent track, need not stop, but must proceed not exceeding 20 MPH for at least one-half mile after passing the fusee.

RULE 12. A train or engine finding a red flag or a red light on or near the track must stop before any part of the train or engine passes the red signal, and must not proceed until proper verbal information as to the cause for the red signal is received, or a proceed signal, given with a yellow flag or yellow light is received, or written instructions are found with the red signal.

RULE 12(A). A train or engine finding a yellow-red reflectorized sign displayed to the right of the track as viewed from an approaching train, must proceed prepared to stop for a red flag or a red light two miles beyond the yellow-red signal.

In the absence of a red signal at that location, train or engine may proceed but must move prepared to stop short of men or machines on or foul of track without flag protection until proceed signal given with yellow flag or yellow light is received or proper verbal information is received from employe in charge, or rear of train has passed a green flag or green reflectorized sign displayed to the right of the track.

RULE 93. Within yard limits, the main track may be used without authority conferred by timetable, train order or clearance.

Within yard limits all trains or engines must move prepared to stop short of train, engine or cars unless the main track is seen or known to be clear.

Within yard limits where the main track is protected by a continuous automatic block signal system, protection against other trains or engines is not required.

Within yard limits where the main track is not protected by continuous block signals, protection as prescribed by Rule 99 must be provided against first class trains.

Second class trains, extra trains and engines must avoid delay to first class trains within yard limits.

NOTE: "Known to be clear" includes when main track is known to be clear by the indication of block signals or interlocking signals.

RULE 240B. Name: Stop and proceed. Indication: Stop before any part of train or engine passes the signal then proceed at restricted speed through entire block.

(NOTE: This rule is applicable to automatic block signals bearing number plate displaying red aspect between East Portland and Albina.)

RULE 512. When a train or engine is to enter a siding or yard track at a point where the switch to be used is not more than 500 feet beyond an automatic block signal displaying Stop or Stop-and-Proceed indication, it may pass such signal without stopping, provided the switch and derail are set for the movement and proper hand signal is received from trainman or yardman, but the movement must be made at restricted speed.

EXCEPTION: This rule does not apply at a signal which governs movement over a dual control switch.

RULE 516. Before fouling a main track at any switch operated by hand, train or engine must wait five minutes after any switch connected with the movement has been operated to establish block signal protection on the track to be used.

EXCEPTIONS: Movement may be made to a main track without waiting five minutes under the following conditions:

- On single track, if switch to be used is opened immediately after an opposing train has passed and other conditions permit;
- When block signal governing movement to the main track displays an indication to proceed;
- When block is occupied by a standing train, engine or cars and switch to be used is within the same block;
- When switch is equipped with electric lock or mechanical time lock and indication is received showing lock has released;
- When proceed signal is received from an employe assigned to handle switches. Such employe must not give proceed signal until five minutes after switches have been properly lined;
- In CTC territory, when movement to the main track has been authorized by the control operator.

When using facing point crossover from any track to a main track in automatic block signal territory, switch in track train or engine is on must be lined first, then wait five minutes before lining crossover switch in main track to be used.

Exceptions as shown in Rule 516 apply to this movement the same as at other hand-operated switches.

RULE 520. A train or engine having passed beyond the limits of a block, must not re-enter that block unless a member of the crew is sent far enough in advance of the movement to provide flag protection or the movement is authorized by the train dispatcher.

RULE 871. When a locomotive is left unattended, when practical, locomotive must be placed on a track that is protected by a derail or coupled to a car or cars with hand brakes applied on not less than 10 cars or on all cars if coupled to less than 10 cars.

Reverse lever must be placed in neutral position and handle removed and placed in receptacle provided. Independent brakes must be fully applied and generator field or exciter switch placed in "OFF" position. Hand brakes must be set on each locomotive and wooden blocking must be placed under front and back of one pair of wheels. Windows must be closed and latched and when possible, cab doors locked.

EXCEPTION: At Albina, if locomotive is equipped with operative safety control feature and engines are idling, hand brakes need not be applied or wooden block placed under wheels.

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 17 and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT**, appearing on pages 19 and 20 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.

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
EUGENE TO PORTLAND:					PORTLAND TO EUGENE:				
647.30 to 648.20			30	30	771.00 to 770.25			8	8
648.20 to 653.50			40	40	770.25 to 767.90			20	20
653.50 to 689.88			70	55	767.90 to 766.70			45	45
689.88 to 692.50			30	30	766.70 to 764.90				
692.50 to 699.10			70	55	No. 2 Track			45	45
699.10 to 700.00			35	35	766.70 to 764.90				
700.00 to 716.52			70	55	No. 1 Track			25	25
716.52 to 717.95			35	35	764.90 to 764.10			45	45
717.95 to 718.85			20	20	764.10 to 762.00			50	50
718.85 to 720.56			35	35	762.00 to 757.59			65	55
720.56 to 734.45			70	55	757.59 to 756.31			50	50
734.45 to 735.76			45	45	756.31 to 754.35			40	40
735.76 to 742.72			70	55	754.35 to 750.35			55	55
742.72 to 743.45			40	40	750.35 to 748.95			35	35
743.45 to 744.35			45	45	748.95 to 746.92			70	55
744.35 to 746.62			70	55	746.92 to 746.62			50	50
746.62 to 746.92			50	50	746.62 to 744.35			70	55
746.92 to 748.95			70	55	744.35 to 743.45			45	45
748.95 to 750.35			35	35	743.45 to 742.72			40	40
750.35 to 754.35			55	55	742.72 to 735.76			70	55
754.35 to 756.31			40	40	735.76 to 734.45			45	45
756.31 to 757.59			50	50	734.45 to 720.56			70	55
757.59 to 762.00			65	55	720.56 to 718.85			35	35
762.00 to 764.10			50	50	718.85 to 717.95			20	20
764.10 to 764.90			45	45	717.95 to 716.52			35	35
764.90 to 766.70					716.52 to 700.00			70	55
No. 2 Track			45	45	700.00 to 699.10			35	35
764.90 to 766.70					699.10 to 692.50			70	55
No. 1 Track			25	25	692.50 to 689.88			30	30
766.70 to 767.90			45	45	689.88 to 653.50			70	55
767.90 to 770.25			20	20	653.50 to 648.20			40	40
770.25 to 771.00			8	8	648.20 to 647.30			30	30

Trains handling tank cars containing Flammable Compressed Gas must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed and must not exceed 30 MPH between the following mile post locations:

- MP 756 to MP 754, Oregon City
- MP 748 to MP 746, Canby
- MP 736 to MP 735, Woodburn
- MP 664 to MP 665, Harrisburg
- MP 661 to MP 660, Junction City

SPEED RESTRICTIONS FOR TRAINS—Continued

EASTWARD		ALL TRAINS	WESTWARD		ALL TRAINS
MP	MP		MP	MP	
ALBANY TO TALLMAN:			TALLMAN TO ALBANY:		
689.68 to 691.50		20	697.37 to 696.91		20
691.50 to 696.91		40	696.91 to 691.50		40
696.91 to 697.37		20	691.50 to 689.68		20
SPRINGFIELD TO WOODBURN:			WOODBURN TO SPRINGFIELD:		
645.00 to 670.00		10	737.80 to 737.64		10
670.00 to 684.87		15	737.64 to 719.45		20
684.87 to 687.83		20	719.45 to 704.67		10
687.83 to 690.07		15	704.67 to 696.15		30
690.07 to 696.15		20	696.15 to 690.07		20
696.15 to 704.67		30	690.07 to 687.83		15
704.67 to 719.45		10	687.83 to 684.87		20
719.45 to 737.64		20	684.87 to 670.00		15
737.64 to 737.80		10	670.00 to 645.00		10
SHELBURN TO END MILL CITY BRANCH:			END MILL CITY BRANCH TO SHELBURN:		
704.93 to 705.40		15	725.71 to 724.90		15
705.40 to 710.25		30	724.90 to 723.70		25
710.25 to 710.70		20	723.70 to 720.00		30
710.70 to 710.80		10	720.00 to 719.10		15
710.80 to 715.64		20	719.10 to 715.64		30
715.64 to 719.10		30	715.64 to 710.80		20
719.10 to 720.00		15	710.80 to 710.70		10
720.00 to 723.70		30	710.70 to 710.25		20
723.70 to 724.90		25	710.25 to 705.40		30
724.90 to 725.71		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 723.62		20	719.34 to 723.58		20
723.62 to 723.58		10	723.58 to 723.62		10
723.58 to 719.34		20	723.62 to 725.73		20
719.34 to 719.12		15	725.73 to 725.93		15

LABRF, LABRT, BROAT, OABRT and BRLAT may be authorized by train order to operate at Column 1 speeds not exceeding 65 MPH provided train contains no restricted cars, no empty cars (excluding cabooses and deadhead cabooses) and does not exceed 80 tons per operative and/or 120 cars.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

With Caution Not Exceeding MPH

- Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts 10
- Through turnouts and sidings at Irving, Swain, Alford, Shedd, Hallawell, Millersburg, Marion, Renard, Labish, Gervais, Hito, Coalca, Clackamas 25
- On Union Station tracks, Portland 8

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS—Continued

EASTWARD		ALL TRAINS	WESTWARD		ALL TRAINS	EASTWARD		ALL TRAINS	WESTWARD		ALL TRAINS
MP	MP		MP	MP		MP	MP		MP	MP	
ALBANY TO TOLEDO:			TOLEDO TO ALBANY:			TILLAMOOK TO WILLSBURG JCT.:			WILLSBURG JCT. TO TILLAMOOK:		
691.35 to 692.40		10	766.00 to 746.50		20	855.80 to 855.00	15	740.72 to 743.10		20	
692.40 to 694.00		20	746.50 to 734.40		25	855.00 to 853.00	20	743.10 to 745.16		10	
694.00 to 695.49		40	734.40 to 732.00		20	853.00 to 847.00	25	745.16 to 748.00		30	
695.49 to 698.00		35	732.00 to 728.66		15	847.00 to 844.40	20	748.00 to 750.50		20	
698.00 to 702.15		20	728.66 to 708.50		20	844.40 to 836.60	25	750.50 to 751.88		30	
689.81 to 689.30 W-S Br.		15	708.50 to 706.20		40	836.60 to 836.50	20	751.88 to 756.48		20	
689.30 to 688.67 W-S Br.		10	706.20 to 703.30		20	836.50 to 830.60	25	756.48 to 764.18		30	
703.29 to 703.30		15	703.30 to 703.29		15	830.60 to 828.00	20	764.18 to 766.69		15	
703.30 to 706.20		20	688.67 to 689.30 W-S Br.		10	828.00 to 823.20	25	766.69 to 781.00		25	
706.20 to 708.50		40	689.30 to 689.81 W-S Br.		15	823.20 to 822.50	20	781.00 to 800.00		20	
708.50 to 728.66		20	702.15 to 698.00		20	822.50 to 816.00	25	800.00 to 802.50		15	
728.66 to 732.00		15	698.00 to 695.49		35	816.00 to 811.75	20	802.50 to 802.60		10	
732.00 to 734.40		20	695.49 to 694.00		40	811.75 to 802.60	15	802.60 to 811.75		15	
734.40 to 746.50		25	694.00 to 692.40		20	802.60 to 802.50	10	811.75 to 816.00		20	
746.50 to 766.00		20	692.40 to 691.35		10	802.50 to 800.00	15	816.00 to 822.50		25	
SALEM TO END DALLAS BRANCH:			END DALLAS BRANCH TO SALEM:			800.00 to 781.00		20	822.50 to 823.20	20	
718.36 to 720.04		15	733.80 to 720.04		20	781.00 to 766.69	25	823.20 to 828.00	25		
720.04 to 733.80		20	720.04 to 718.36		15	766.69 to 764.18	15	828.00 to 830.60	20		
MONROE TO HILLSBORO:			HILLSBORO TO MONROE:			764.18 to 756.48		30	830.60 to 836.50	25	
671.58 to 688.50		20	765.35 to 763.50		20	756.48 to 751.88	20	836.50 to 836.60	20		
688.50 to 689.30		10	763.50 to 738.92		25	751.88 to 750.50	30	836.60 to 844.40	25		
689.30 to 689.81		15	738.92 to 729.60		20	750.50 to 748.00	20	844.40 to 847.00	20		
689.81 to 690.96		20	729.60 to 715.64		25	748.00 to 745.16	30	847.00 to 853.00	25		
690.96 to 706.65		40	715.64 to 713.25		20	745.16 to 743.10	10	853.00 to 855.00	20		
706.65 to 708.49		25	713.25 to 711.17		25	743.10 to 740.72	20	855.00 to 855.80	15		
708.49 to 709.31		20	711.17 to 709.50		20						
709.31 to 709.50		10	709.50 to 709.31		10						
709.50 to 711.17		20	709.31 to 708.49		20						
711.17 to 713.25		25	708.49 to 706.65		25						
713.25 to 715.64		20	706.65 to 690.96		40						
715.64 to 729.60		25	690.96 to 689.81		20						
729.60 to 738.92		20	689.81 to 689.30		15						
738.92 to 763.50		25	689.30 to 688.50		10						
763.50 to 765.35		20	688.50 to 671.58		20						
ST. JOSEPH TO COOK:			COOK TO ST. JOSEPH:								
737.89 to 738.40		20	763.98 to 762.41		20						
738.40 to 748.07		25	762.41 to 757.35		25						
748.07 to 749.07		15	757.35 to 754.00		20						
749.07 to 753.60		20	754.00 to 753.60		15						
753.60 to 754.00		15	753.60 to 749.07		20						
754.00 to 757.35		20	749.07 to 748.07		15						
757.35 to 762.41		25	748.07 to 738.40		25						
762.41 to 763.98		20	738.40 to 737.89		20						
ALPINE JCT. TO DAWSON		10	DAWSON TO ALPINE JCT		10						
WHITESON TO WILLAMINA:			WILLAMINA TO WHITESON:								
730.46 to 730.73		15	749.46 to 742.75		20						
730.73 to 731.39		20	742.75 to 731.39		25						
731.39 to 742.75		25	731.39 to 730.73		20						
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 757.81		10	757.81 to 747.52		10						
WILSONIA TO JEFFERSON ST.:			JEFFERSON ST. TO WILSONIA:								
768.21 to 774.72		10	774.72 to 768.21		10						

See preceding page for additional instructions concerning speed.

SPECIAL INSTRUCTIONS—CASCADE SUBDIVISION

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

RULE P. 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 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 Willamette 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

RULE 7-C. Eugene Yard and Klamath Falls Yard: Switchmen must use green flag by day and green light by night or oral instructions for all train movements to or from yard tracks.

RULE 10-J. Bi-directional coupled-in-motion track scale located at MP 428.08, Track 17, Klamath Falls Yard.

Trains or cuts of cars to be weighed will maintain uniform speed not to exceed 3 MPH from a point 600 feet in approach to scale until last car to be weighed has passed over scale. When notified by yardmaster that weighing has been completed remainder of train or cut of cars may be pulled over scale at 6 MPH. Maximum speed over scale when not weighing cars is 10 MPH. Speed indicator lights for eastward and westward movement will display the following:

- Steady White Light.... Permissive speed for accurate weighing.
- Blinking White Light.... Excessive speed for accurate weighing.

Marcola Branch: Speed may be increased as soon as lead engine has passed out of yard limits leaving Mohawk Jct.

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

RULE 26-B. 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.

Indicator lights are located above Track 3261 adjacent to Weyerhaeuser Co. Rail Shop and governs movement into log loading facility as follows:

- Green..... Movement may proceed past indicator light.
- Red..... Movement may not proceed beyond indicator light.
- Not Lighted... Considered as displaying most restrictive indication and Weyerhaeuser Co. supervisor must be contacted for instructions.

Marcola Branch: Before switching Kingsford Charcoal Briquet Co., member of crew must operate toggle switch adjacent to Switch 3232, Old Warehouse lead, to activate red rotating light to warn plant personnel of switching operations. Light should not be extinguished until switching completed.

Fall Creek Branch: Indicator lights control entry to Track 3261 at All American Stud, Inc., and govern as follows:

- Green..... Movement may proceed past indicator light.
- Red..... Movement may not proceed past indicator light.
- Not Lighted... Considered as displaying most restrictive indication and warehouse foreman must be contacted for instructions.

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.

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.

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

Marcola Branch
Mohawk Jct..... Train operating between MP 649 and End of Branch.

RULE 93. Yard limits are established at the following locations:

West MP	East MP
CTC Limit Klamath Falls.....	CTC Limit Fall Creek Jct. (Fall Creek Br.).....
	Entire Branch Mohawk Jct. (Marcola Br.).....
642.00	Springfield Jct. (Siskiyou line).....
CTC Limit Eugene-Eugene Yard.....	CTC Limit

RULE 103. Marcola Branch: All movements must stop in advance of STOP signs located on both sides of 28th Street crossing, MP 648.11-C, on spur serving Coast-to-Coast Industries.

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 BN 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.
 Springfield West leg of wye.

Crescent Lake: Switches east and west end No. 1 track must be left lined and locked for movement through No. 1 track.

Hendricks: Switch from Marcola Branch to Weyerhaeuser Co. 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 BN trains.

RULE S-240. MOVEMENT OF TRAINS BY STAFF SYSTEM.

Applies at following locations:

Territory	Register Location
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Marcola Branch:
 MP 649—End of Branch Mohawk Jct.

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 home 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-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	Fire detector Cascade Creek bridge, MP 546.38	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 548.60	P-5491
P-5490	Fire detector on Side Canyon bridge, MP 549.10	P-5497
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-5582	Slide detector, MP 559.00	P-A
P-5628	Fire detector on Salt Creek bridge, MP 563.20	P-A
P-A	Fire detector on Eagle Creek bridge, MP 565.50	P-5655
P-5726	Slide detector fence, MP 572.20	P-5725
P-5714		P-5735

Eastward Signal	Protection	Westward Signal
P-5828	Slide detector fence, MP 583.00	P-5839
P-A	Slide detector fence, MP 586.90	P-5875
P-A	Slide detector fence, MP 596.20	P-5973
P-6118	Slide detector fence, MP 612.50	P-6133
P-6120		
P-6134	Slide detector fence, MP 613.80	P-A
P-A	Collision detector highway underpass, MP 621.00	P-6213 P-A

When signals with triangular plate bearing letter "P" display stop indication in connection with rock slide fences at the following locations, inspection of track and structures may be made from engine:

- MP 441.9 to MP 442.4
- MP 442.4 to MP 444.0
- MP 444.0 to MP 445.5
- MP 445.6 to MP 446.1
- MP 546.70
- MP 572.20
- MP 583.00
- MP 586.90
- MP 596.20
- MP 612.50
- MP 613.80

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

RULE 505. 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 647.6 and end of CTC, MP 652.0.

Klamath Falls Yard:

Signal 4278 at derail BN Bieber line governs as follows:

- Top unit to Cascade line
- Bottom unit to Lake Ewauna line

Signal 4277 at derail from line crossing Lake Ewauna governs to BN 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.

SPRING SWITCHES

RULE 538. Spring switches equipped with switch point indicators are located as follows:

- Oakridge:** East and west end track No. 2.

CENTRALIZED TRAFFIC CONTROL

RULE 760. Limits extend from MP 429.81, Klamath Falls, 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.

Eugene: Unit for display of flashing yellow per Rule 291 installed on absolute signals at MP 647.55 governing east and west movement on WP siding. When flashing yellow aspect displayed on signal, Rule 775 and Rule 765-A will not apply.

RULE 765. During snow removal operation, work limits and clock time limits will be issued to authorize train movement on both main track and controlled sidings when work limits extend beyond initial switch of siding, or which include one or more sidings. Trains will be governed by absolute signal indication at siding switches. Fifth and sixth paragraphs of Rule 765 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.

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

Hand brakes will not be applied 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.

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

Oakridge: Hand brakes required on freight trains or cuts of freight cars as follows:

50 or more cars Five brakes on west end,

Ten brakes on east end.

26 to 50 cars Five brakes on west end,

Five brakes on east end.

25 or less cars Five brakes on east end.

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

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

Refer to Rule 825, All Subdivisions.

RULE 827. Derailed car detectors located at:

MP 442.65 between Algoma-Modoc Point,

MP 452.6 between Modoc Point-Chiloquin,

MP 460.8 between Chiloquin-Calimus,

MP 468.1 between Calimus-Kirk,

MP 479.8 between Fuego-Lenz,

MP 487.1 between Lenz-Yamsay,

MP 488.6 between Lenz-Yamsay,

MP 500.5 between Diamond Lake-Chemult,

MP 508.3 between Chemult-Mowich,

MP 519.5 between Mowich-Uml,

MP 532.2 between Crescent Lake-Cascade Summit,

MP 538.7 between Cascade Summit-Abernathy,

MP 543.0 between Abernathy-Cruzatte,

MP 549.0 between Cruzatte-Frazier,

MP 552.8 between Frazier-Fields,

MP 557.4 between Fields-Wicopee,

MP 562.7 between Wicopee-Heather,

MP 567.3 between Heather-McCredie Springs,

MP 572.5 between McCredie Springs-Pryor,

MP 577.7 between Pryor-Oakridge.

Dragging equipment detectors located at:

MP 436.5 between Wocus-Algoma,

MP 588.1 between Lookout-Hampton,

MP 606.8 between Dexter-Dougren,

MP 617.2 between Natron-Mohawk Jct.

HOT BOX DETECTORS

Illum. Letter	On Signal	Ap-proaching	Location of Readout
H*	MP 596.4	Crale	Westward Absolute Signal W.E. Crale
W	5989	Crale	
H*	MP 599.9	Minnow	Eastward Absolute Signal E.E. Minnow
W	5974	Minnow	

*Displays flashing white light when "H" illuminated.

SCANNER SITES:

MP	Type	Direction	Location
442.4	C	East and West	Algoma*
469.0	C	East and West	Calimus-Kirk
487.1	C	East and West	Lenz-Yamsay
501.1	C	East and West	Diamond Lake-Chemult
598.1	A	East and West	Crale-Minnow
616.0	D	East	Natron**

*Readout also at Klamath Falls Yard for westward trains only.

**Readout at Eugene Yard.

Refer to Rule 827, All Subdivisions.

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

Eastward trains using main track or track No. 25 must stop short of the fouling point of track No. 25.

Westward train must not pass absolute signal displaying "Proceed on Diverging Route" at east switch unless authorized as prescribed by Rule 7-C in special instructions for this subdivision or flashing white light is displayed on signal bridge, MP 429.81.

Westward BN trains after obtaining yardmaster's permission and information as to which track to use through SP yard before passing Portland Street, may proceed being governed by signal displaying "Proceed on Diverging Route," and yard track switches will be lined by trainman.

Eugene Yard: Eastward train, except train consisting of passenger equipment, must not pass signal 6486 unless authorized by yardmaster or by a proceed signal with green flag or green light 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.

RULE 872. Eugene Yard and Klamath Falls Yard: Enginemen taking charge of engines will consider engines as having been amply supplied with water, fuel, sand and other supplies.

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 TRAINS

RULE 2. Taking Charge of Engines.

Section A, will apply at:

Klamath Falls Yard,
Eugene Yard.

RULE 11. All eastbound freight trains with 115 cars or more, must stop at Oakridge or in the vicinity of Salmon Creek, make a full service application and release of brakes to ensure no sticking brakes east of Oakridge.

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, with minimum of ten required. 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, with minimum of ten required.

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

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.

Refer to Air Brake Rule 17, All Subdivisions.

RULE 24. Will apply at Klamath Falls Yard.

RULE 24-E. Will apply at Klamath Falls Yard.

RULE 24-G. Applies at Eugene Yard and Klamath Falls Yard.

RULE 25-A. Applies at the following locations when temperature is 32 degrees or less:

Kirk Westward
Cascade Summit Eastward

RULE 25-B. Applies immediately before passing summit of grade at following locations when temperature is 33 degrees or higher:

Kirk Westward
Cascade Summit Eastward

Summit brake test or running brake test made under provisions of Air Brake Rules 25 or 25-A, respectively, will fulfill the above requirements.

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 2500 tons for each six axles of dynamic brake and speed not exceeding 25 MPH . . . 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

MISCELLANEOUS

1. Only engine listed may operate on tracks shown below:

Class of Engine	Restricted Tracks
No engine.....	Beyond engine restriction sign at following location: Oakridge—Outfit spur.
EF618.....	Pope and Talbot tracks, Oakridge.
EF618.....	Hines Lumber Company, Westfir.

2. LOAD LIMIT (car and contents):

Klamath Falls Yard-Eugene Yard 315,000 pounds
Mohawk Jct.—MP 649.40 (Marcola Br.) . . . 263,000 pounds
MP 649.40 (Marcola Br.)—End Marcola Br. 169,000 pounds
Fall Creek Jct.—Fall Creek 251,000 pounds

Refer to Item 14, All Subdivisions.

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

3. Diesel engine cooling water facilities available following locations:

- Oakridge ¾-inch hose on reel on west end of old enginemen'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 old station site.
- Chiloquin 1-inch hose old station site.

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

4. SNOW SERVICE:

(a) Rotary snow plow SPMW 211 restricted east of the west portal of Tunnel No. 7.

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

(c) At east end Judkins, west end Natron, west end Dexter, east end Minnow, west end Crale, west end Hampton and east end 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 absolute signal, two-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 close 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.
- (4) Westward absolute signal between east switch Cruzatte and Tunnel No. 6, signals 5282 and 5288.

5. Tunnel No. 7: Air flow curtain west end of tunnel, MP 547.1, is normally raised and will lower as westbound train passes signal 5481. Curtain will rise as train approaches within 400 feet. Eastbound trains will not lower curtain.

SPECIAL INSTRUCTIONS—CASCADE SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 17 and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT**, appearing on pages 19 and 20 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 freight trains and light engines respect Column 2 speeds between **Crescent Lake and Eugene Yard**.

Trains handling tank cars containing Flammable Compressed Gas must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed and must not exceed 30 MPH between the following mile post locations:

- MP 621 to MP 619, Springfield
- MP 582 to MP 580, Oakridge
- MP 504 to MP 502, Chemult
- MP 458 to MP 456, Chiloquin
- MP 432 to MP 430, Chelsea

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

Between **Crescent Lake and Klamath Falls, LABRF, LABRT, BROAT, OABRT and BRLAT** may be authorized by train order to operate at Column 1 speeds not exceeding 65 MPH provided train contains no restricted cars, no empty cars (excluding cabooses and deadhead cabooses) and does not exceed 80 tons per operative brake and/or 120 cars.

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
KLAMATH FALLS TO EUGENE YARD:					EUGENE YARD TO KLAMATH FALLS:				
428.50 to 429.87...			25	25	649.70 to 648.20...			50	50
429.87 to 434.25...			40	40	648.20 to 646.90...			30	30
434.25 to 438.65...			65	55	646.90 to 620.80...			40	40
438.65 to 439.02...			60	55	620.80 to 620.40...			30	30
439.02 to 444.93...			70	55	620.40 to 617.19...			55	45
444.93 to 445.09...			65	55	617.19 to 616.70...			40	40
445.09 to 454.81...			70	55	616.70 to 611.81...			45	45
454.81 to 461.65...			50	50	611.81 to 597.30...			60	55
461.65 to 467.67...			40	40	597.30 to 589.00...			50	50
467.67 to 508.70...			70	55	589.00 to 580.50...			45	45
508.70 to 523.51...			60	55	580.50 to 554.00...			30	30
523.51 to 528.83...			70	55	554.00 to 553.50...			25	25
528.83 to 533.12...			60	55	553.50 to 537.31...			30	30
533.12 to 537.31...			40	40	537.31 to 533.12...			40	40
537.31 to 553.50...			30	25	533.12 to 528.83...			60	55
553.50 to 554.00...			25	25	528.83 to 523.51...			70	55
554.00 to 580.50...			30	25	523.51 to 508.70...			60	55
580.50 to 589.00...			45	45	508.70 to 467.67...			70	55
589.00 to 597.30...			50	50	467.67 to 461.65...			40	40
597.30 to 611.81...			60	55	461.65 to 454.81...			50	50
611.81 to 616.70...			45	45	454.81 to 445.09...			70	55
616.70 to 617.19...			40	40	445.09 to 444.93...			65	55
617.19 to 620.40...			55	45	444.93 to 439.02...			70	55
620.40 to 620.80...			30	30	439.02 to 438.65...			60	55
620.80 to 646.90...			40	40	438.65 to 434.25...			65	55
646.90 to 648.20...			30	30	434.25 to 429.87...			40	40
648.20 to 649.70...			50	50	429.87 to 428.50...			25	25
MOHAWK JCT. TO END MARCOLA BRANCH:					END MARCOLA BRANCH TO MOHAWK JCT.:				
646.59 to 649.00...				20	659.81 to 649.00...				25
649.00 to 659.81...				25	649.00 to 646.59...				20
FALL CREEK JCT. TO FALL CREEK:					FALL CREEK TO FALL CREEK JCT.:				
611.04 to 608.35...				20	608.35 to 611.04...				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	10
Through turnouts and sidings at Wocus, Algoma, Modoc Point, Chiloquin, Kirk, Calimus, Fuego, Lenz, Yamsay, Diamond Lake, Chemult, Mowich, Umli, Crescent Lake (No. 1 track), Cascade Summit, Abernethy, Cruzatte, Frazier, Fields, Wicopee, Heather, McCredie Springs, Pryor, Oakridge, Lookout, Hampton, Crale, Minnow, Dexter, Dougren, Natron, Judkins ..	25

FIXED SIGNALS

Small-Mott: 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.

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 to train dispatcher from first available means of communication.

RULE P. 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

RULE 7-C. Eugene Yard and Klamath Falls Yard: Switchmen must use green flag by day and green light by night or oral instructions for all train movements to or from yard tracks.

RULE 10-J. Bi-directional coupled-in-motion track scale located at MP 428.08, Track 17, Klamath Falls Yard.

Trains or cuts of cars to be weighed will maintain uniform speed not to exceed 3 MPH from a point 600 feet in approach to scale until last car to be weighed has passed over scale. When notified by yardmaster that weighing has been completed remainder of train or cut of cars may be pulled over scale at 6 MPH. Maximum speed over scale when not weighing cars is 10 MPH. Speed indicator lights for eastward and westward movement will display the following:

- Steady White Light Permissive speed for accurate weighing.
- Blinking White Light Excessive speed for accurate weighing.

RULE 82-A. Dunsmuir Yard: Train originating will obtain clearance issued at Dunsmuir.

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 are established at the following locations:

West MP	East MP
CTC Limit	Klamath Falls-Klamath Falls Yard . CTC Limit

RULE 103. 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 member of crew:

- 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 . . . BN main track, for SP main track,
- Klamath Falls . . . OC&ERy main track, for yard track.

RULE 306. The following home 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 fences, between MP 323.61 and MP 324.0	P-3243
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-SA	Spring switch west end of lead, Texum	

When signals with triangular plate bearing letter "P" display stop indication in connection with rock slide fences at the following locations, inspection of track and structures may be made from engine:

- MP 323.61 to MP 324.00
- MP 326.86 to MP 326.92
- MP 327.50
- MP 329.50

AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 505. Klamath Falls Yard: Signal 4278 at derail BN Bieber line, top unit governs from Bieber line to Cascade line main track; lower unit governs from Bieber line to BN crossing Lake Ewauna.

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

Between the following locations, train 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.

SPRING SWITCHES

RULE 538. Spring switch equipped with facing point lock is located as follows:

Station	Location	Normal Position
Texum	West end of lead	Main track

Spring switch not equipped with facing point lock is located as follows:

Station	Location	Normal Position
*Texum	West leg of wye	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

RULE 606. Klamath Falls Yard: Limits extend from westward interlocking signal, opposite MP 427.0, 225 feet westward to eastward interlocking signal at MP 553.23 on Modoc Subdivision and 225 feet westward to eastward interlocking signal at MP 426.95 on Texum lead.

SPECIAL INSTRUCTIONS—BLACK BUTTE SUBDIVISION

LETTER-TYPE INDICATORS

RULE 705. Indicators located as follows:

Illum. On Letter Signal	Approaching	Authorizes and requires Movement as follows
----------------------------	-------------	--

W. MP 319.9	South First St. Crossing Dunsmuir Yard	Westward trains, except helper engines, on main track or siding when indicator illuminated, must stop short of South First St. crossing and wait until indicator extinguished.
-------------------------------	--	--

CENTRALIZED TRAFFIC CONTROL

RULE 760. Limits extend from MP 317.91, Castle Crag, to 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

When absolute signal on siding displays lunar aspect per Rule 289, Rule 775 and Rule 765-A will not apply.

Dunsmuir Yard: Three-unit eastward absolute signal east end siding, MP 321.3, governs movement as follows:

Top Unit	Remains Red
Middle Unit	Siding to Main Track
Bottom Unit	Siding to Drill

When eastward absolute signal on siding displays lunar aspect per Rule 289, Rule 775 and Rule 765-A will not apply.

Dunsmuir: Trains or engines must not use or enter drill track unless authorized by signal indication or permission from train dispatcher.

RULE 765. During snow removal operation, work limits and clock time limits will be issued to authorize train movement on both main track and controlled sidings when work limits extend beyond initial switch of siding, or which include one or more sidings. Trains will be governed by absolute signal indication at siding switches. Fifth and sixth paragraphs of Rule 765 will not apply.

GENERAL REGULATIONS

RULE 825. Number of hand brakes required:

Dunsmuir Yard:

Passenger train	{	Two brakes on east end,
Freight train or cut of		Three brakes on west end.
25 cars or less	{	Ten brakes on west end.
Freight train or cut of		
26 to 50 cars	{	Ten brakes on west end,
Freight train or cut of		Five brakes on east end.
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 or cut of cars	Five brakes on west end.

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

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

Hand brakes must not be released on trains originating until blue sign has been removed.

Dunsmuir and Klamath Falls: Hand brakes will not be applied 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
Upton	West end siding
Andesite	East and west end siding
Penoyar	West end siding
Kegg	West end siding

Refer to Rule 825, All Subdivisions.

RULE 827. Derailed car detectors located at:

MP 324.3 between Dunsmuir-Small,
 MP 327.3 between Small-Mott,
 MP 329.1 between Small-Mott,
 MP 330.1 between Small-Mott,
 MP 335.2 between Azalea-Mt. Shasta,
 MP 341.9 between Upton-Black Butte,
 MP 347.7 between Black Butte-Hotlum,
 MP 365.0 between Andesite-Grass Lake,
 MP 374.8 between Grass Lake-Penoyar.

Dragging equipment detectors located at:

MP 357.5 between Hotlum-Andesite,
 MP 379.3 between Penoyar-Bray,
 MP 383.9 between Bray-Kegg,
 MP 390.9 between Kegg-Mt. Hebron,
 MP 400.2 between MacDoel-Dorris,
 MP 412.0 between Dorris-Worden,
 MP 418.5 between Worden-Midland,
 MP 424.0 between Midland-Texum.

HOT BOX DETECTORS

SCANNER SITES:

MP	Type	Direction	Location
418.5	C	East and West	Midland*
390.9	C	East and West	Kegg—Mt. Hebron
357.5	C	East and West	Andesite—Hotlum

*Readout also at Klamath Falls Yard for eastward trains only.

Small: Trainmen of train taking siding are not required to make walking inspection of train between siding and side of canyon where clearance is restricted or footing hazardous. Refer to Rule 827, All Subdivisions.

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.

Eastward trains using main track or track No. 25 must stop short of the fouling point of track No. 25.

Westward trains on main track must not depart unless authorized by yardmaster or his representative.

RULE 872. Klamath Falls Yard and Dunsmuir: Enginemen taking charge of engines will consider engines as having been amply supplied with water, fuel, sand and other supplies.

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 on westward trains at Grass Lake.

FREIGHT TRAINS

RULE 2. Taking Charge of Engines.

Section A, will apply at:

- Dunsmuir,
- Klamath Falls Yard.

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, with minimum of ten required. 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
525	775	625	950	1250
1700	2550	2125	3200	4250

With dynamic brake in operation but

Without pressure maintaining system of braking.....

With dynamic brake in operation and

With pressure maintaining system of braking.....

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

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

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

Refer to Air Brake Rule 17, All Subdivisions.

RULE 24. Will apply at following locations:

Klamath Falls Yard.

Dunsmuir Yard: Only to trains designated by train dispatcher. When instructed, train must stop short of road crossing adjacent to Kelvin Gas Spur (east end of yard) for purpose of making air test.

RULE 24-E. Will apply at Klamath Falls Yard.

RULE 24-G. Applies at Klamath Falls Yard, Dunsmuir and Texum. At Texum applies only to trains operating from Modoc Subdivision to Black Butte Subdivision in both directions.

RULE 25-A. Applies at the following locations:

- Grass Lake..... Westward
- Black Butte..... Train to Siskiyou Subdivision

RULE 25-B. Applies immediately before passing summit of grade at following locations:

- Grass Lake..... Eastward
- Black Butte..... Train from Siskiyou Subdivision
- Azalea..... Westward

Summit brake test or running brake test made under provisions of Air Brake Rules 25 or 25-A, respectively, will fulfill the above requirements.

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 3200 tons for each six axles of dynamic brake and speed not exceeding 25 MPH... 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

TRAIN HANDLING

RULE 2-H, L. Westward train using dynamic brake with 80-foot or longer TOFC cars entrained within first 20 cars from head end, must reduce dynamic braking force 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. Only engine listed may operate on track shown below:

Class of Engine	Restricted Track
No engines.....	Dorris—Beyond engine restriction sign Old Longbell spur.

2. LOAD LIMIT (car and contents):

Dunsmuir Yard—Klamath Falls..... 315,000 pounds.
Refer to Item 14, All Subdivisions.
Unless authorized by Superintendent, heavier loads must not be handled.

3. 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.

4. Dorris: Trainmen must not operate beyond restriction sign Mountain Valley Moulding Co. spur.

5. Dunsmuir-Azalea: Eastward freight trains must not exceed 24 axles of operative power on head end between east switch Dunsmuir and east switch Azalea and, when necessary to isolate units, intermediate units in consist should be isolated. Refer to Helper Service instructions for additional information.

SPECIAL INSTRUCTIONS—BLACK BUTTE SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 17 and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT**, appearing on pages 19 and 20 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.

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
DUNSMUIR YARD TO KLAMATH FALLS:					KLAMATH FALLS TO DUNSMUIR YARD:				
319.61 to 327.87...			25	25	429.87 to 428.50...			25	25
327.87 to 328.17...			20	20	428.50 to 427.57...			50	25
328.17 to 332.62...			25	25	427.57 to 426.89...			50	40
332.62 to 333.48...			30	30	426.89 to 412.40...			70	55
333.48 to 337.87...			40	40	412.40 to 409.90...			60	55
337.87 to 347.36...			50	50	409.90 to 407.77...			40	40
347.36 to 355.50...			35	35	407.77 to 390.10...			70	55
355.50 to 371.30...			40	40	390.10 to 387.70...			65	55
371.30 to 373.76...			50	50	387.70 to 379.12...			50	50
373.76 to 379.12...			70	55	379.12 to 373.76...			70	55
379.12 to 387.70...			50	50	373.76 to 371.30...			50	50
387.70 to 390.10...			65	55	371.30 to 355.50...			40	40
390.10 to 407.77...			70	55	355.50 to 347.36...			35	35
407.77 to 409.90...			40	40	347.36 to 337.87...			50	50
409.90 to 412.40...			60	55	337.87 to 333.48...			40	40
412.40 to 426.89...			70	55	333.48 to 332.62...			30	30
426.89 to 428.50...			50	40	332.62 to 328.17...			25	25
428.50 to 429.87...			25	25	328.17 to 327.87...			20	20
					327.87 to 319.61...			25	25

Trains handling tank cars containing Flammable Compressed Gas must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed and must not exceed 30 MPH between the following mile post locations:

- MP 408 to MP 406, Dorris
- MP 338 to MP 336, Mt. Shasta

LABRF, LABRT, BROAT, OABRT and BRLAT may be authorized by train order to operate at Column 1 speeds not exceeding 65 MPH provided train contains no restricted cars, no empty cars (excluding cabooses and deadhead cabooses) and does not exceed 80 tons per operative brake and/or 120 cars.

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

Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts	10
Through sidings and turnouts at Mott, Azalea, Upton, Hotlum, Andesite and Bray	25
Through sidings and turnouts at Grass Lake, Kegg and Mt. Hebron	20

RULE P. 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 Safey	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

RULE 10-J. Grenada: Coupled-in-motion track scale installed in main track MP 368.9.

Westward trains to be weighed will maintain a uniform speed, not to exceed 4 MPH, from a point 500 feet east of scale until rear of train has cleared scale. Eastward trains will not exceed 15 MPH until rear of train has cleared scale. When helpers are used on trains being weighed, helpers must not work power until entire train is over scale. Speed indicator lights for westward trains weighing will display the following:

- Steady White Light Permissive speed for accurate weighing.
- Blinking White Light Excessive speed for accurate weighing.

Roseburg: Speed may be increased as soon as lead engine of eastward movement has passed increase speed sign at MP 572.74, just east of Washington Street crossing.

RULE 26-B. Two-color indicator lights are located at a number of industries on this subdivision to govern switching movements in and around buildings. Aspects and indications displayed by these lights are 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.

Indicator lights are utilized at the following stations:

Medford:

Boise Cascade Corp. Track 241
 Medford Corp. Tracks 221 and 236
 (Track 236 runs through particle board plant building and near end of spur outside building there is a Flammable Compressed Gas unloading spot for two tank cars protected by derail. Indicator lights on north end building govern switching movements as outlined above. Electric doors over track at BOTH ends of building must be opened before switching commences inside. Member of train crew may press electric switch located next to doorway at north end of building which will open doors at both ends of building simultaneously. When cars are pulled from building doors must be closed unless additional switching is immediately planned. Track inside building has capacity of seven 50-foot cars.)

Timber Products Co. Track 210

Rogue River:

Georgia-Pacific chip track Track 154

Grants Pass:

Vancouver Plywood Co. Track 125

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

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.
- Divide Train instructed by train order.
- Dillard Train instructed by train order.
- Riddle Train instructed by train order.
- Grants Pass All trains.
- Medford All trains.
- 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 are established at the following locations:

West MP	East MP
CTC Limit	Gazelle 362.07
372.60	Montague 377.50
392.26	Hornbrook 394.01
400.46	Hilt 402.98
425.50	Belleview-Ashland-Talent-Phoenix-Gas Works-Voorhies-Kane-Medford-Central Point-Tolo 451.60
471.00	Tolo-White City-End of Branch Entire Branch
501.00	Bulb-Grants Pass-Merlin 483.56
510.00	Wolf Creek-Glendale 509.11
541.50	Riddle 546.19
548.00	Weaver-Myrtle Creek 551.00
553.11	Dole-Round Prairie-Dillard-Green-Roseburg 574.56
584.98	Sutherlin-Oakland 589.86
602.50	Yoncalla-Drain-Krewson 610.66
619.00	Divide-Kimwood-Latham-Cottage Grove-Saginaw-Walker 631.50
642.00	Springfield Jct. CTC Limit

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

RULE 103. Drain: Before moving over former Pacific Highway crossing warning must be afforded 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 455.6.

RULE 105. Following tracks are designated for use as siding:

Grants Pass: Siding extends from signals 4725-4726 to signals 4736-4737.

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

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

Weed: Train-order office only for eastward trains.

RULE 283. Siskiyou: When signal 4112 west of Siskiyou displays "Proceed on Diverging Route," eastward train is authorized to enter Siskiyou siding.

RULE 306. The following home 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-5574	Slide detector fence between MP 558.80 and MP 559.10.....	P-5591
P-6418	Collision detector, highway underpass, MP 642.30.....	P-6429

When signals with triangular plate bearing letter "P" display stop indication in connection with rock slide fences between MP 558.8 and MP 559.1, inspection of track and structures may be made from engine.

AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 505. Between the following locations, train moving in either direction will move by block signals whose indications will supersede the superiority of trains:

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

Ashland: Eastward train must not pass signal 4284 and westward train must not pass signal 4297 unless authorized. When so authorized, trains may pass the location of these signals without stopping.

CENTRALIZED TRAFFIC CONTROL

RULE 760. 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.

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

Portable rail skid located at:

- Siskiyou.....East end siding.
- Bellevue.....Fouling point.
- Hugo.....East and west end siding.
- Leland.....East and west end siding.
- Rice Hill.....East and west end siding.

Refer to Rule 825, All Subdivisions.

RULE 827. Dragging equipment detectors located at:

- MP 385.5 between Montague-Hornbrook,
- MP 398.0 between Hornbrook-Hilt,
- MP 423.3 between Hilt-Bellevue,
- MP 452.7 between Tolo-Gold Hill,
- MP 477.3 between Grants Pass-Merlin,
- MP 492.0 between Hugo-Leland,
- MP 517.0 between Glendale-Cornutt,
- MP 538.0 between Glendale-Cornutt,
- MP 565.1 between Dillard-Green,
- MP 575.7 between Roseburg-Winchester,
- MP 592.0 between Oakland-Rice Hill,
- MP 600.0 between Rice Hill-Yoncalla,
- MP 638.0 between Creswell-Goshen.

Derailed car detectors located at:

- MP 349.9 between Weed-Gazelle,
- MP 407.5 between Hilt-Siskiyou,
- MP 416.6 between Siskiyou-Bellevue.

HOT BOX DETECTORS

SCANNER SITE:

MP Type	Direction	Location	Location of Recorder
641.6	D	East	Goshen.....Eugene Yard

HIGH/WIDE DETECTORS

Riddle: High car detector installed at signal 5439 for westward train. Red and lunar light installed on mast of signals 5439 and 5417. Cars above 15 feet two inches high will illuminate red light.

When lunar light is not displayed at both locations or red light is displayed at either location, train must be stopped and inspected. If restricted cars are found they must be set out at Cornutt. Train dispatcher must be notified when high car detector is activated.

This device does not warn of all restricted cars and does not relieve conductor of checking for cars listed under MISCELLANEOUS.

Hilt: High-wide car detector installed at MP 401.4 for eastward trains. Cars or loads of excess width and/or height will activate revolving red light at detector site. When revolving red light is displayed, train must be stopped and inspected. If restricted cars are found they must be set out at Hilt.

Train dispatcher must be notified when high-wide car detector is activated.

This device does not warn of all restricted cars and does not relieve conductor of checking for cars listed under MISCELLANEOUS.

Refer to Rule 827, All Subdivisions.

RULE 834-A. Applies at Roseburg and Weed only to trains using other than main track.

RULE 837. Merlin: On Track 6756, account grade condition, cars must not be switched unless air brakes are in service on all cars. Cars must not be detached while in motion. When making coupling to cars, air brakes must be cut in and operative on all cars being handled, and they must not be kicked nor dropped against other cars, and other cars must not be kicked nor dropped against them.

RULE 842. Roseburg: Between 10:00 AM and 6:00 PM daily, except Saturday and 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 776(b). Gazelle: Helper engines entering the main track at west end of Gazelle to be cut into westward train, may pass absolute signal displaying stop indication without obtaining authority from train dispatcher under the following conditions:

- (1) When the head portion of the train to be helped is occupying the main track west of absolute signal.
- (2) When conductor of train to be helped is fully acquainted with the intended move so proper protection will be provided.

RULE 872. Ashland: Enginemen taking charge of engines will consider engines as having been amply supplied with water, fuel, sand and other supplies.

AIR BRAKE RULES

PASSENGER TRAINS

RULE 39. Running test must be made as follows:

Black Butte: Eastward trains via Siskiyou Line.

Siskiyou: Eastward and westward trains.

FREIGHT TRAINS

RULE 2. Taking Charge of Engines.

Section A, will apply at:

Ashland.

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

Westward train Ashland to MP 42280 pounds
 Eastward train Dunsmuir Yard to Hilt80 pounds

RULE 17. Black Butte to MP 353, Montague and Hornbrook, Grants Pass and Glendale, 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, with minimum of ten required. 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, with minimum of ten required.

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 (minimum of ten retaining valves required), 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..... 900 1400 1075 1600 2125

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

Train using retaining valves will stop at MP 419, and Hilt for wheel heat radiation and train inspection.

Refer to Air Brake Rule 17, All Subdivisions.

RULE 21. Roseburg: Trainmen must not couple air hoses on outgoing freight train until they have been notified by yardmaster or his representative that switching has been completed.

Refer to Rule 21, All Subdivisions.

RULES 24-B and 24-C. When operating freight trains with 80-pound brake pipe pressure in accordance with special instructions under Air Brake Rule 3, brake tests prescribed by Rules 24-B and 24-C may be made when train brake system is charged to 65 pounds as indicated by a gauge at the rear of train.

RULE 24-G. Applies at Roseburg and Ashland.

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

RULE 25-A. Applies at the following locations:

Black Butte.....Eastward
 Glendale. Westward, when temperature is 32 degrees or less

SPECIAL INSTRUCTIONS—SISKIYOU SUBDIVISION

RULE 25-B. Applies immediately before passing summit of grade at following locations:

Black Butte.....	Westward
MP 381.....	Eastward
MP 399.8 (Bailey Hill).....	Eastward and Westward
Siskiyou.....	Eastward and Westward
MP 468.....	Eastward and Westward
MP 491 (Tunnel No. 9).....	Eastward and Westward
MP 505 (Tunnel No. 8).....	Eastward and Westward
Rice Hill.....	Eastward and Westward
Divide.....	Westward

Summit brake test or running brake test made under provisions of Air Brake Rules 25 or 25-A, respectively, will fulfill the above requirements.

RULE 33. Hornbrook and Ashland: Maximum tonnage per operative brake... 80 tons, except with dynamic brake and pressure maintaining system of braking in operation with not more than 1500 tons for each six axles of dynamic brake and speed not exceeding 15 MPH... 100 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 2500 tons for each six axles of dynamic brake and speed not exceeding 25 MPH... 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. Only engines listed may operate on tracks shown below:

Class of Engines	Restricted Tracks
No engines....	Creswell—Beyond restriction sign on Plywood Products Corp. spur.

2. LOAD LIMIT (car and contents):

Black Butte-Springfield Jct.....	263,000 pounds
White City-Tolo.....	263,000 pounds

Refer to Item 14, All Subdivisions.

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

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

- (a) Woodchip cars:
 - SP 352010, SP 352118 to 352192
 - SP 354000 to 355099

(b) Veneer cars:

SP 208161-H to 208208-H		
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 5.
- (e) Chip car series SP 355100-355299 and APA 1500-1599 may be operated between Cornutt and Hugo.

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

(a) Woodchip cars:

SP 351600 to 351999
SP 352010, SP 352018 to 352192
SP 354000 to 355299
SSW 78000 to 78049

- (b) Cars bearing "Exceed Plate C" symbol or words "Excess Height."
- (c) SP and SSW closed cars over 61 feet inside length. Foreign line closed cars 60 feet or longer, except SPFE, UPFE, PFE and mechanical refrigerator cars of Santa Fe ownership.
- (d) Cars 85 feet or longer except see item 5.
- (e) Crew of eastward train, before leaving Hilt, will make visual inspection of their train to insure there are no cars entrained listed in this item.

5. Seventy-nine- to 89-foot 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.

6. Medford: EF630 and EF636 engines must not operate beyond five car lengths of clearance point from either east or west end of Tracks G-1, 2, 3 and 4.

7. UP 25000 series cabooses are restricted from operating Hilt to Cornutt.

8. Roseburg: EF630, GF633 and EF636 engines must not operate on U.S. Plywood lead.

9. The following tank cars must not be handled between Riddle and Hornbrook:

CHRX 1001 to 1043

10. The following chip cars must not be handled between Ashland and Black Butte:

APA 1500 to 1599

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 17 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, appearing on pages 19 and 20 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.

EASTWARD		ALL TRAINS	WESTWARD		ALL TRAINS
MP	MP		MP	MP	
BLACK BUTTE TO SPRINGFIELD JCT.:			SPRINGFIELD JCT. TO BLACK BUTTE:		
345.20 to 348.00	25	644.60 to 642.71	.....	25
348.00 to 349.00	20	642.71 to 630.40	.....	35
349.00 to 355.60	25	630.40 to 629.84	.....	25
355.60 to 359.05	35	629.84 to 626.73	.....	30
359.05 to 368.85	40	626.73 to 626.00	.....	25
368.85 to 368.95	15	626.00 to 621.20	.....	30
368.95 to 372.24	40	621.20 to 618.46	.....	25
372.24 to 374.00	30	618.46 to 613.17	.....	30
374.00 to 381.48	40	613.17 to 612.01	.....	25
381.48 to 391.20	25	612.01 to 609.10	.....	35
391.20 to 394.65	35	609.10 to 606.21	.....	30
394.65 to 414.60	20	606.21 to 600.50	.....	35
414.60 to 414.85	10	600.50 to 594.43	.....	25
414.85 to 424.39	20	594.43 to 589.00	.....	30
424.39 to 428.65	30	589.00 to 586.70	.....	25
428.65 to 430.79	20	586.70 to 575.00	.....	35
430.79 to 432.45	25	575.00 to 571.77	.....	25
432.45 to 440.59	35	571.77 to 569.19	.....	30
440.59 to 441.41	20	569.19 to 565.11	.....	35
441.41 to 442.14	15	565.11 to 563.60	.....	20
442.14 to 442.71	20	563.60 to 559.61	.....	30
442.71 to 450.62	30	559.61 to 558.75	.....	25
450.62 to 451.46	25	558.75 to 554.05	.....	30
451.46 to 461.85	30	554.05 to 552.99	.....	25
461.85 to 466.16	45	552.99 to 550.50	.....	30
466.16 to 473.66	35	550.50 to 550.30	.....	25
473.66 to 474.18	20	550.30 to 543.90	.....	30
474.18 to 477.65	25	543.90 to 539.40	.....	40
477.65 to 482.10	30	539.40 to 531.00	.....	25
482.10 to 485.36	40	531.00 to 515.81	.....	20
485.36 to 486.80	30	515.81 to 504.60	.....	25
486.80 to 504.10	25	504.60 to 504.10	.....	20
504.10 to 504.60	20	504.10 to 486.80	.....	25
504.60 to 515.81	25	486.80 to 485.36	.....	30
515.81 to 531.00	20	485.36 to 482.10	.....	40
531.00 to 539.40	25	482.10 to 477.65	.....	30
539.40 to 543.90	40	477.65 to 474.18	.....	25
543.90 to 550.30	30	474.18 to 473.66	.....	20
550.30 to 550.50	25	473.66 to 466.16	.....	35
550.50 to 552.99	30	466.16 to 461.85	.....	45
552.99 to 554.05	25	461.85 to 451.46	.....	30
554.05 to 558.75	30	451.46 to 450.62	.....	25
558.75 to 559.61	20	450.62 to 442.71	.....	30
559.61 to 563.60	30	442.71 to 442.14	.....	20
563.60 to 565.11	20	442.14 to 441.41	.....	15
565.11 to 569.19	35	441.41 to 440.59	.....	20
569.19 to 571.77	30	440.59 to 432.45	.....	35
571.77 to 572.48	25	432.45 to 430.79	.....	25
572.48 to 572.74	10	430.79 to 428.65	.....	20
572.74 to 575.00	25	428.65 to 424.39	.....	30
575.00 to 586.70	35	424.39 to 414.85	.....	20
586.70 to 589.00	25	414.85 to 414.60	.....	10
589.00 to 594.43	30	414.60 to 394.65	.....	20
594.43 to 600.50	25	394.65 to 391.20	.....	35
600.50 to 606.21	35	391.20 to 381.48	.....	25
606.21 to 609.10	30	381.48 to 374.00	.....	40
609.10 to 612.01	35	374.00 to 372.24	.....	30
612.01 to 613.17	25	372.24 to 368.97	.....	40
613.17 to 618.46	30	368.97 to 368.85 (scale)	.....	4
618.46 to 621.20	25	368.85 to 359.05	.....	40
621.20 to 626.00	30	359.05 to 355.60	.....	35
626.00 to 626.73	25	355.60 to 349.00	.....	25
626.73 to 629.84	30			

SPEED RESTRICTIONS FOR TRAINS—Continued

EASTWARD		ALL TRAINS	WESTWARD		ALL TRAINS
MP	MP		MP	MP	
BLACK BUTTE TO SPRINGFIELD JCT.:			SPRINGFIELD JCT. TO BLACK BUTTE:		
629.84 to 630.40	25	349.00 to 348.00	.....	20
630.40 to 642.71	35	348.00 to 345.20	.....	25
642.71 to 644.60	25			
TOLO TO WHITE CITY:			WHITE CITY TO TOLO:		
450.50 to 450.73	15	455.90 to 450.73	.....	20
450.73 to 455.90	20	450.73 to 450.50	.....	15

Trains handling tank cars containing Flammable Compressed Gas must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed and must not exceed 30 MPH between the following mile post locations:

MP 376 to MP 375, Montague

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

Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts	10
Medford, GRC track	4
Roseburg, U.S. Plywood lead	7

SPECIAL INSTRUCTIONS—COOS BAY SUBDIVISION

RULE P. 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

RULE 7-C. Eugene Yard: Switchmen must use green flag by day and green light by night or oral instructions for all train movements to or from yard tracks.

RULE 10-J. Speed may be increased as soon as lead engine has passed out of yard limits leaving following stations:

- Finn
- Cordes

Speed signs prescribing an increase in speed will be installed on Coos Bay Branch.

RULE 26-B. Coos Bay: Employees performing loading or unloading on House Track 3832, Pacific Motor Trucking, will utilize EMPLOYE WORKING signs on rail cars. Switchmen entering these tracks will be governed by first and second paragraphs of Rule 26-B.

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

- Richardson..... Trains instructed by train order.
- Vaughn..... Trains instructed by train order.

RULE 93. Yard limits are established at the following locations:

West MP	East MP
	Eugene Yard-Danebo-Finn.....653.20
762.00	Cordes-North Bend-Coos Bay-McCormac.....771.19

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

- Between Eugene Yard and Danebo... BN crossing.
- Coos Bay..... Coalbank Slough.
- *Cushman..... Siuslaw River.

*Cushman Drawbridge, MP 716.40, has gates installed on each end of steel span for protection. Normal position of gates is for rail traffic. Trains must approach drawbridge with caution, prepared to stop before reaching gates. If gates are in normal position, movement can be made, without stopping, at authorized speed. If gates are against rail traffic, rail traffic will stop and not proceed until gates have been opened and bridge properly aligned.

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

RULE 103. Mapleton: When switching U.S. Plywood plant, stop must be made before proceeding over Oregon Street crossing.

Beck: When switching Davidson Industries, Inc. lumber track, stop must be made before proceeding over Highway Street crossing.

Cordes: When switching Roseburg Lumber chip track, stop must be made before proceeding over Horsfal Lake Road crossing.

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

Eugene Yard..... Coos Bay line, for yard track.
Coos Bay Yard... Expect to find main track switches, MP 764.8 and MP 771.19, unattended, lined and locked for movement other than main track.

RULE 221. Reedsport: Train-order office located on draw span of Umpqua River bridge, MP 739.8.

RULE S-240. MOVEMENT OF TRAINS BY STAFF SYSTEM.

Applies at following locations:

Territory	Register Location
Coos Bay Branch:	
MP 771.19-End of Branch.....	Coos Bay

INTERLOCKING

RULE 606. Reedsport Drawbridge Tower, MP 739.8: Governs movement over Umpqua River drawbridge 0.6 miles west of Reedsport.

When interlocking signal located approximately 300 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, MP 763.9: Governs movement over North Bend drawbridge 1.7 miles west of North Bend.

RULE 827. HOT BOX DETECTORS

SCANNER SITE:

MP	Type	Direction	Location	Location of Recorder
653.8	.D.....	West.....	Finn.....	Eugene Yard

Refer to Rule 827, All Subdivisions.

RULE 827-A. Eastward trains handling tank cars containing Flammable Compressed Gas will stop at Gardiner Jct. and Cordes and inspect train.

Refer to Rule 827-A, All Subdivisions.

RULE 872. Eugene Yard: Enginemen taking charge of engines will consider engines as having been amply supplied with water, fuel, sand and other supplies.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 2. Taking Charge of Engines.

Section A, will apply at:
Eugene Yard.

RULE 24-G. Applies at Eugene Yard.

MISCELLANEOUS

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

Class of Engines	Restricted Tracks
No engines	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.

2. LOAD LIMIT (car and contents):

Eugene-McCormac	263,000 pounds
McCormac-Myrtle Point	240,000 pounds
Refer to Item 14, All Subdivisions.	

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

3. Johnson-Norway: All trains proceed prepared to stop short of slides or rocks on track between MP 790.25 and MP 790.75.

4. Coquille: Engines must not be left idling within 50 feet of east approach to bridge at MP 785.96.

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 17 and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT**, appearing on pages 19 and 20 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.

EASTWARD		ALL TRAINS	WESTWARD		ALL TRAINS
MP	MP		MP	MP	
EUGENE TO END OF BRANCH: ★			END OF BRANCH TO EUGENE: ★		
648.40 to 648.85		15	794.90 to 791.00		10
648.85 to 653.20		20	791.00 to 786.35		20
653.20 to 665.35		40	786.35 to 785.65		10
665.35 to 668.50		25	785.65 to 780.62		20
668.50 to 668.58		10	780.62 to 780.32		15
668.58 to 670.06		25	780.32 to 768.90		20
670.06 to 680.37		30	768.90 to 763.20		10
680.37 to 708.75		20	763.20 to 762.00		20
708.75 to 716.43		30	762.00 to 753.21		40
716.43 to 716.56		15	753.21 to 740.61		30
716.56 to 727.30		25	740.61 to 739.64		15
727.30 to 727.95		10	739.64 to 734.78		30
727.95 to 734.45		25	734.78 to 734.45		10
734.45 to 734.78		10	734.45 to 727.95		25
734.78 to 739.64		30	727.95 to 727.30		10
739.64 to 740.61		15	727.30 to 716.56		25
740.61 to 753.21		30	716.56 to 716.43		15
753.21 to 762.00		40	716.43 to 708.75		30
762.00 to 763.37		20	708.75 to 680.37		20
763.37 to 768.90		10	680.37 to 670.06		30
768.90 to 780.32		20	670.06 to 668.58		25
780.32 to 780.62		15	668.58 to 668.50		10
780.62 to 785.65		20	668.50 to 665.35		25
785.65 to 786.35		10	665.35 to 653.20		40
786.35 to 791.00		20	653.20 to 648.85		20
791.00 to 794.90		10	648.85 to 648.40		15

★ Where maximum allowable speed is 25 MPH or greater, trains must maintain a minimum speed of 25 MPH. If unable to maintain 25 MPH, speed must be reduced to 20 MPH. Except for acceleration and deceleration, trains must not operate at speeds between 20 and 25 MPH.

Trains handling tank cars containing Flammable Compressed Gas must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

With Caution
Not Exceeding
MPH

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts	10
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RULE 7-C. Klamath Falls Yard: Switchmen must use green flag by day and green light by night or oral instructions for all train movements to or from yard tracks.

RULE 10-J. Bi-directional coupled-in-motion track scale located at MP 428.08, Track 17, Klamath Falls Yard.

Trains or cuts of cars to be weighed will maintain uniform speed not to exceed 3 MPH from a point 600 feet in approach to scale until last car to be weighed has passed over scale. When notified by yardmaster that weighing has been completed remainder of train or cut of cars may be pulled over scale at 6 MPH. Maximum speed over scale when not weighing cars is 10 MPH. Speed indicator lights for eastward and westward movement will display the following:

- Steady White Light Permissive speed for accurate weighing.
- Blinking White Light Excessive speed for accurate weighing.

Speed may be increased as soon as lead engine has passed out of yard limits leaving the following stations:

- Wendel
- Alturas
- Juniper
- Tule Lake
- Klamath Falls Yard

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

- Alturas Trains originating and terminating and train to and from Lakeview Branch.
- Wendel Trains originating and terminating and train to and from Westwood Branch.

RULE 93. Yard limits are established at the following locations:

West MP	East MP
360.00	Wendel (Westwood Br.)
360.08	Wendel (Klamath Falls-Flanigan line) 356.60
461.23	Alturas-Juniper (Klamath Falls-Flanigan line) 454.93
460.19	Alturas (Lakeview Br.)
530.40	Tule Lake 528.60
	Klamath Falls Yard-Klamath Falls 551.80

RULE 97. Between Flanigan and Wendel extra train moving in either direction is authorized to run extra without train order authority.

RULE D-97. Will apply between MP 336.5, Flanigan and interlocking limits, MP 337.7.

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

RULE 103. 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 afforded warning by a member of crew:

- Tule Lake First crossing east of station over Track 725, MP 529.4.
- Lakeview Western Avenue crossing, MP 512.5.

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

- Klamath Falls BN 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.
- Wendel Main track switch located at MP 358.8 is lined for back lead.

RULE 105. Alturas: No. 1 track is designated as siding.

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

RULE S-240. MOVEMENT OF TRAINS BY STAFF SYSTEM.

Applies at following locations:

Territory	Register Location
Westwood Branch: MP 360.00-MP 382.21	Wendel
Lakeview Branch: MP 460.19-Lakeview	Alturas

RULE D-251. Will apply between MP 336.5, Flanigan and interlocking limits, MP 337.9.

RULE 306. The following home 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-I	High water detector bridge MP 345.68, between Herlong and Flanigan	P-I
P-3379	Spring switch, west end double track Flanigan. Spring switch, east end double track Flanigan	P-SA

AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 505. Flanigan: Automatic block signals on both main tracks between MP 336.50 and interlocking limits MP 337.70 govern movements with current of traffic only.

SPRING SWITCHES

RULE 538. Spring switches not equipped with facing point lock are located as follows:

Station	Location	Normal Position
*Alturas	Initial switch at east end of yard	Main track
Flanigan	East end double track, MP 336.5	Westward track
Flanigan	West end double track, MP 337.9	Eastward track
*Wendel	Initial switch at east end of yard	Main track
*Klamath Falls Yard	Tail of wye— Modoc main track	Main track

*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

RULE 606. Klamath Falls Yard: Limits extend from westward interlocking signal opposite MP 427.0, 225 feet westward to eastward interlocking signal at MP 553.23 on Modoc Subdivision and 225 feet westward to eastward interlocking signal at MP 426.95 on Texum lead.

Wendel-Flanigan: Limits extend between westward signal west end double track MP 337.7, Flanigan, and eastward signal MP 356.6, 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: Absolute signal governs eastward movement to WP Traffic Control System (TCS) from eastward main track. Dwarf absolute signal governs eastward movement to WP TCS from westward main track. If stop indication per WP Rule 292 is displayed, WP Rule 509 will apply.

Beginning of WP TCS, MP 336.33.

AUTOMATIC INTERLOCKING

RULE 680. Stronghold: Crossing BN MP 525.4. Instructions for operating automatic interlocking signals posted in box near railroad crossing.

GENERAL REGULATIONS

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

RULE 825. Number of hand brakes required:

Klamath Falls and Klamath Falls Yard:

Passenger train Two brakes on east end.
Freight train Five brakes on east end.

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

Hand brakes will not be applied 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.

Hand brakes will not be applied 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 hung on posts at the following locations:

Crest East and west end siding.
Sage Hen West end balloon track.
Alturas East end balloon track.
Refer to Rule 825, All Subdivisions.

RULE 827. Derailed car detector located at:

MP 463.6 between Alturas-Canby.

Dragging equipment detectors located at:

MP 354.6 between Herlong-Wendel,
MP 368.0 between Karlo-Wendel,
MP 389.9 between Karlo-Crest,
MP 425.4 between Sage Hen-Likely,
MP 436.0 between Sage Hen-Likely,
MP 481.1 between Canby-Ambrose,
MP 501.2 between Ambrose-Perez,
MP 546.2 between Stukel-Hosley,
MP 549.2 between Stukel-Klamath Falls Yard.

HOT BOX DETECTORS

SCANNER SITE:

MP	Type	Direction	Location	Location of Recorder
354.6	C	East and West	Herlong-Wendel	MP 354.65
368.0	C	East and West	Karlo-Wendel	MP 368.00
416.8	C	East and West	Madeline	Madeline
463.6	C	East and West	Canby	Canby
520.2	C	East and West	Copic	Copic
546.2	C	East and West	Stukel	Stukel*

*Readout also at Klamath Falls Yard for westward trains only.

Refer to Rule 827, All Subdivisions.

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.

Eastward trains using main track or track No. 25 must stop short of the fouling point of track No. 25.

RULE 872. Klamath Falls Yard: Enginemen taking charge of engines will consider engines as having been amply supplied with water, fuel, sand and other supplies.

AIR BRAKE RULES

PASSENGER TRAINS

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

FREIGHT TRAINS

RULE 2. Taking Charge of Engines.

Section A, will apply at:

Klamath Falls Yard.

RULE 17. Ambrose to Canby, 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, with minimum of ten required. 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, with minimum of ten required.

Freight train using retaining valves will stop at MP 383.6 and MP 430.0 for wheel heat radiation and train inspection.

Refer to Air Brake Rule 17, All Subdivisions.

RULE 24. Will apply at Klamath Falls Yard, and at Alturas for trains moving via Texum for Black Butte Subdivision.

RULE 24-E. Will apply at Klamath Falls Yard.

SPECIAL INSTRUCTIONS—MODOC SUBDIVISION

RULE 24-G. Applies at Klamath Falls Yard and Alturas.

RULE 25-B. Applies immediately before passing summit of grade at following locations:

Ambrose	Eastward and Westward
Sage Hen	Eastward and Westward
Crest	Eastward and Westward
MP 366	Eastward

Summit brake test or running brake test made under provisions of Air Brake Rules 25 or 25-A, respectively, will fulfill the above requirements.

RULE 33. Ambrose to Canby, 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 2500 tons for each six axles of dynamic brake, with speed not exceeding 25 MPH...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. Only engines listed may operate on tracks shown below:

Class of Engines	Restricted Tracks
EF 418	Lakeview Branch, Westwood Branch.

2. LOAD LIMIT (car and contents):

Klamath Falls-Flanigan	315,000 pounds
Wendel-Susanville	263,000 pounds
Alturas-Lakeview	199,000 pounds

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

3. Hatfield: Cars 85 feet or longer must not be handled over Western Starch Co. spur.

4. Alturas: Trainmen must not operate beyond restriction sign Calandor Pines industry spur.

5. Susanville: Trainmen must not operate beyond restriction signs on following industry tracks:
Eagle Lake chip and bark spurs,
Honey Lake Grain spur.

6. Westwood Branch: Main track out of service between MP 382.21 and Mason.

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 17 and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT**, appearing on pages 19 and 20 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.

EASTWARD		ALL TRAINS	WESTWARD		ALL TRAINS
MP	MP		MP	MP	
KLAMATH FALLS TO FLANIGAN:			FLANIGAN TO KLAMATH FALLS:		
553.27 to 553.21		15	336.33 to 337.93		20
553.21 to 551.80		20	337.93 to 356.60		40
551.80 to 485.05		40	356.60 to 357.27		20
485.05 to 480.29		25	357.27 to 360.08		15
480.29 to 478.63		30	360.08 to 367.64		30
478.63 to 461.23		40	367.64 to 376.31		40
461.23 to 458.30		20	376.31 to 380.03		35
458.30 to 456.79		15	380.03 to 385.13		30
456.79 to 454.93		20	385.13 to 392.69		25
454.93 to 436.43		40	392.69 to 421.05		40
436.43 to 423.65		25	421.05 to 423.65		35
423.65 to 418.75		35	423.65 to 436.43		25
418.75 to 392.69		40	436.43 to 454.93		40
392.69 to 385.13		25	454.93 to 456.79		25
385.13 to 380.03		30	456.79 to 458.30		15
380.03 to 375.38		35	458.30 to 461.23		20
375.38 to 365.78		40	461.23 to 480.29		40
365.78 to 360.08		30	480.29 to 485.05		25
360.08 to 357.27		15	485.05 to 551.80		40
357.27 to 356.60		20	551.80 to 553.21		20
356.60 to 336.51		40	553.21 to 553.27		15
336.51 to 336.33		25			
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 512.30		20	512.30 to 456.80		20

Trains handling tank cars containing Flammable Compressed Gas must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed and must not exceed 30 MPH between the following mile post locations:

MP 530 to MP 528, Tule Lake

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

Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts 10

C I F I C

C E A N

C O R E

C A L I F

S I S K I T O U

H U M B O L D T

K O R B L E X

A R C A T A

E U R E K A

A L T O N

T R I N I T Y

M A T H E S O N

R E D B L U F F



OREGON DIVISION
 SCALE IN MILES
 REV. TO JAN. 1, 1975

N E V A D A
F L A M I N G A N

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:

"SP FOREMAN AT MP CALLING SP (Train No.)"

(After train answers giving his identification):
(i. e.) SP Train

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, REPEAT MPH"*

Engineer's Response

"THIS IS ENGINEER SP TRAIN I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO. . . . BETWEEN MP . . . AND MP . . . AT (Speed). REPEAT (Speed) MILES PER HOUR."

Foreman must acknowledge Engineer's response as follows:

"SP TRAIN ORDER NO. . . . , BETWEEN MP AND MP MPH* OK."

*When no speed restriction account above Form "Y" Train Order, tell train engineer "At Maximum Authorized Speed."

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

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 OF TRACK . . . AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN ON TRACK . . . AND THROUGH THE LIMITS OF ORDER AT MPH, REPEAT MPH."

Engineer's Response

"THIS IS ENGINEER SP TRAIN I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO. . . . ON TRACK BETWEEN MP AND MP AT (Speed). REPEAT (Speed) MILES PER HOUR."

Foreman must acknowledge Engineer's response as follows:

"SP TRAIN ORDER NO. . . . ON TRACK , BETWEEN MP AND MP MPH OK."

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36"	100
37"	97.3
38"	94.7
39"	92.3
40"	90
41"	87.8
42"	85.7
43"	83.7
44"	81.8
45"	80
46"	78.3
47"	76.6
48"	75
49"	73.5
50"	72
51"	70.6
52"	69.2
53"	67.9
54"	66.7
55"	65.5
56"	64.3
57"	63.2
58"	62.1
59"	61
1'00"	60
1'01"	59
1'02"	58.1
1'03"	57.1
1'04"	56.2
1'05"	55.4
1'06"	54.5
1'07"	53.7
1'08"	52.9
1'09"	52.2
1'10"	51.4
1'11"	50.7
1'12"	50
1'13"	49.3
1'14"	48.6
1'15"	48
1'16"	47.4
1'17"	46.8
1'18"	46.2
1'19"	45.6
1'20"	45
1'25"	42.4
1'30"	40
1'35"	37.9
1'40"	36
1'45"	34.3
1'50"	32.7
1'55"	31.3
2'00"	30
2'15"	26.7
2'30"	24
2'45"	21.8
3'00"	20
3'30"	17.1
4'00"	15
5'00"	12
6'00"	10
7'00"	8.6
7'30"	8
8'00"	7.5
10'00"	6