

SOUTHERN PACIFIC COMPANY



PORTLAND DIVISION SPECIAL INSTRUCTIONS

No. 2

EFFECTIVE SUNDAY, AUGUST 13, 1950
AT 12:01 A. M.,
PACIFIC STANDARD TIME
SUPERSEDING SPECIAL INSTRUCTIONS No. 1

THESE INSTRUCTIONS CONSTITUTE A PART
OF THE TIMETABLE CURRENTLY IN
EFFECT

R. E. HALLAWELL,
General Manager.

E. D. MOODY,
H. R. HUGHES,
Assistant General Managers.

C. H. GRANT,
General Superintendent of
Transportation.

M. S. OLSEN,
Superintendent of Transportation.

L. P. HOPKINS,
Superintendent.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

RULE A. All, or portions of, the following rules have been changed. Pastors have been printed covering these changes, and employes must have the pasters in their copy of Book of Rules:

Rules	10 (H)	295
	15	297
	26	705
	99	707
	104 (D)	708
	210	763
	221	837
	271	

DEFINITION of FIXED SIGNAL is changed to read as follows:

"A signal of fixed location indicating a condition affecting the movement of a train, such as train-order, automatic, interlocking or absolute signal; switch, stop boards, yard limit boards or speed boards."

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

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

Use extreme care in performing switching on tracks adjacent to log loading and unloading facilities, platforms, lumber docks and where lumber is piled adjacent to tracks, on account of obstructions and impaired clearance conditions which are created by shippers in loading and unloading shipments. At log loading and unloading points, particularly at log rollways, side clearance should be closely observed and employes should be on guard for overhead cable or other obstructions.

Side clearance of bridges authorized by Public Utilities Commission of Oregon is 5 feet from rail. All bridges having less clearance than 5 feet from rail are noted in instructions for each subdivision.

The clearance shown as height above top of rail is for 9 feet wide or 4 feet 6 inches each side of center line of track.

Side clearance from rail is for all points between 4 feet and 14 feet above top of rail.

RULES 1 (A), 2 (A), 3 (A) and 3 (B) are cancelled, and Rules 1, 2 and 3 are amended as follows:

"RULE 1. Standard time, obtained from an authorized observatory, will be transmitted by telegraph daily except Sundays and holidays. Clocks bearing the prescribed sign 'Standard Clock' will be maintained at designated places, as shown in timetable, and employes charged with the duty of receiving time signal must set standard clock to agree with time signal and make record on prescribed form of any variation.

"At enginehouses and other locations of standard clocks where time signal is not received, employe in charge of standard clock must obtain correct time from nearest train-order operator by telephone, during, or after, transmittal of time signal, and set the clock."

"RULE 2. Each of the following employes, and such other employes as may be designated, must carry, while on duty, a reliable railroad grade watch, and must carry a watch certificate, Form CS-2821, which must be presented to an authorized watch inspector for renewal during the month of November of each year:

*Train-Order Operators	Outside Hostlers
*Signal Operators	Outside Hostler Helpers
*Except when assigned in offices where a standard clock is located.	General Yardmasters
Conductors	Asst. General Yardmasters
Brakemen	Yardmasters
Engineers	Asst. Yardmasters
Firemen	Yard-Engine Foremen
	Yardmen
	Switch Tenders
	Herders

"Employes must show their watches and certificates to division officers, authorized watch inspectors and traveling watch inspectors upon request."

"RULE 3. Conductors, yard-engine foremen, engineers and outside hostlers must compare their watches with a standard clock, and conductors and yard-engine foremen must compare time with their engineers, when commencing each day's work; and conductors must compare time with their brakemen, yard-engine foremen with their yardmen, and engineers with their firemen, as soon thereafter as practicable.

"The time when watch is compared with standard clock, and any variation of such watch, if not set to correct time, must be recorded on prescribed form.

"When an additional engine is added to a train enroute, engineer of that engine must compare time with the conductor or an engineer of the train.

"When conductors and engineers tie up at a point where there is no standard clock, time must be compared with train-order operator on duty when commencing each day's work. If this cannot be done, time must be compared with conductor or engineer of first available train.

"At train-order offices and interlockings where there is no standard clock, train-order operators and signal operators must, during each tour of duty, compare time with time signal if possible, otherwise with a train-order operator where standard clock is maintained, or time signal is received.

"Watches must be set to correct time if they reflect a variation of more than twenty seconds from correct time when comparison is made as prescribed in this rule."

RULE 7 (B). Yardmen must use green flag by day and green light by night in giving signals for movement of trains and engines entering or leaving yard tracks at Eugene Yard, Albany, Salem and Brooklyn.

RULE 10 (J) is revised to read as follows:

"Speed boards will be located to the right of track in direction of approach where practicable, except on double track where trains keep to the left, they will be located to the left if proximity of adjoining main track prevents location to the right.

"Speed boards that prescribe reduction in speed will be located three-fourths mile from initial point of restriction. Speed boards that authorize an increase in speed will be located at the point where higher speed is permissible, and speed may be increased accordingly as soon as rear of train has passed the speed board."

(no change in Figures 1, 2 and 3)

"The higher number on speed board indicates the maximum speed of trains consisting entirely of passenger equipment, and the lower number indicates the maximum speed of all other trains. Where but one number is shown it indicates the maximum speed of all trains.

"Round yellow speed boards indicate by black figures the maximum speed of certain passenger trains designated by special instructions in the timetable or by timetable bulletin; speed indicated by oval white speed boards applies to those trains unless a round yellow speed board is displayed on same post below the oval speed board.

"Certain speed boards have the word SIGNAL above the figures. Such speed boards in approach to a distant signal indicate the speed that must not be exceeded while engine is passing the distant signal three-fourths mile beyond the speed board, unless distant signal can plainly be seen to be displaying proceed indication; and such speed boards in approach to a home signal indicate the speed that must not be exceeded while approaching the home signal three-fourths mile beyond the speed board, until indication of home signal can plainly be seen. The word SIGNAL on an oval speed board also applies to a round yellow speed board if displayed on the same post."

Speed boards prescribing an increase in speed will not be installed on branches. Speed Restrictions tables will indicate permissible speeds between mile post locations named.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

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

RULE 17. Oscillating white light on engines so equipped must be operated during stormy weather day and night, foggy weather during daylight hours only and must be operated approaching road crossings at grade both day and night under all conditions.

Oscillating red light on engines so equipped shall be operated by day or night, only when a train has stopped, or is stopping, under circumstances that may cause an adjacent track to be fouled, and will not in any way relieve trainmen or engineers from compliance with Rules 99 and 102. A train or engine on adjacent track must stop at once, and may proceed only after ascertaining that track is safe for passage of trains.

RULES 17, 17 (B), 17 (C), and S-17. Headlight will be displayed by day on all passenger and freight trains as an aid to motorists. When so displayed, the provisions of Rules 17, 17 (B), 17 (C) and S-17 will not apply unless other conditions require.

RULE 19. Classification lamps on rear of DEF and DERS class engines will be considered as marker lamps by day or by night only when such lamps are lighted.

RULE 34. On multiple-unit Diesel engines in freight service, the fireman must not leave the cab while the train is in motion unless authorized by the engineer and unless a member of the train crew is in the cab in a position to communicate with the engineer the indication of signals affecting the movement of train as provided for in Rule 34. If a member of the train crew is not in the cab, and not engaged in other duties, the engineer may signal him to come to the cab by giving two short sounds of the whistle repeated once (oo oo). If a condition arises which necessitates the fireman leaving the cab at a time that a member of the train crew is absent, which cannot await a regular stop of the train, the train must be stopped during the time that the fireman is absent from the cab.

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

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

RULE 221. Within block system limits only, third and sixth paragraphs of Rule 221 are modified to the extent that it will no longer be necessary for train to obtain clearance if train-order signal at an open train-order office is first seen and remains in proceed position.

If no orders are held for trains from the same direction, or if orders held are for trains originating only, the operator may clear the signal before train reaches such view-point.

Also, within block system limits only, signal may be cleared for a first-class train for which there are no orders, when orders are held for another train from the same direction, provided such orders do not restrict the train addressed at that station, and further provided that permission is first obtained from train dispatcher. Such permission must not be given if the train to which orders are addressed has passed the last open train-order office.

Last paragraph is changed to read as follows:

"When light is not displayed in a train-order signal at night, day indication of the signal arm will govern, and report must be made from next open office, unless special instructions provide that light will not be displayed."

RULE 281B. Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route", Figs. 1 and 2, must be made with caution.

RULES 281 and 281D. Movements against the current of traffic governed by semaphore type dwarf signals displaying "Proceed", Fig. 5, Rule 281; or by light type dwarf signals displaying "Proceed Prepared to Stop at next Home Signal", Fig. 7, Rule 281D, must be made with caution, and position of switches observed.

RULE 505. AUTOMATIC BLOCK SYSTEM PUSH BUTTONS

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 until light appears. Train on siding to let train on main track pass should not pass Approach Circuit sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track. Further instructions posted inside push button box.

ELECTRIC SWITCH LOCKS

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

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

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked. Lock-box door must then be closed and locked.

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

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

MECHANICAL SWITCH LOCKS

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

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

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

RULE 535. SPRING SWITCHES

Maximum speed for trailing movement when the spring is to be actuated, and maximum speed for facing movement with switch points in normal position, as indicated in speed restrictions tables must not be exceeded.

A spring switch with facing point lock must not be trailed through unless switch target displays the letters "SS" in normal position, or switch has been lined for the movement.

When a signal with triangular number plate protecting a spring switch with facing point lock displays stop indication, member of crew must open and close spring switch by hand, removing any obstruction. If signal does not then display proceed indication, switch must be hand thrown for the movement.

When a spring switch or spring derail is hand thrown, trainman so setting same must again set it for normal position after movement has been completed, unless he has arranged for another trainman to do so.

Trains and engines moving against the current of traffic must not exceed 25 MPH over a spring switch in facing point direction. Unless the movement is protected by a block signal displaying proceed indication, or by a switch-point indicator displaying green aspect, stop must be made before reaching the spring switch and member of crew must examine same and know that points are in proper position for movement and switch locked, before proceeding.

RULE 536. Wheels of tenders must not be considered as engine wheels.

GENERAL REGULATIONS

RULE 813. Oregon law prohibits use of any person less than 21 years of age as flagman, or in connection with operation of any passenger train.

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

Fifth and sixth paragraphs are revised to read as follows: "When empty cars are stored on tracks adjacent to buildings an opening of at least forty feet must be made every five car-lengths.

"Outfit cars must not be left adjacent to oil or gasoline loading or unloading locations, lumber yards, storehouses, warehouses or other buildings. When placed on tracks without fire protection, an opening of at least forty feet must be made every five car-lengths. Diner should not be separated from kitchen car."

RULE 826. When a sign reading "Occupied Outfit Cars" is attached to switch lock, the outfit cars must not be coupled to, nor moved, until occupants have been notified, and permission given by foreman or his representative.

RULE 827. Unless otherwise provided, when conditions are favorable and in the judgment of conductor it is safe, freight trains need not stop for train inspection. Where stops are made for other reasons, inspection of trains must be made as often as practicable. When weather conditions restrict visibility, or other conditions require, conductor will designate stops for inspection which in his judgment are necessary.

Cars bearing placards denoting contents are explosive, inflammable, poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

Trains, including military trains, made up in part of freight cars or cabooses equipped with cast iron wheels are required to comply with rules and timetable instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

When train handling logs (except in gondolas) takes siding to meet an opposing train or allow a following train to pass, such train must be thoroughly inspected to see that proper clearance exists to insure safe movement for the expected train, and no movement of train on siding attempted until expected train has passed.

RULE 828 is revised to read as follows:

"Speed of freight trains must not exceed eight miles per hour for a distance sufficient to permit running inspection when starting. Trainmen must closely watch to see that brakes are released, and if necessary must signal enginemen to stop if wheels are found sliding. Conductors must promptly mail to the Superintendent a report of flat wheels discovered under cars in his train."

RULE 831 is revised to read as follows:

"Occupied wooden frame outfit cars must be placed next ahead of passenger cars if handled in mixed trains, or next ahead of caboose if handled in freight trains.

"Women and children must not be permitted to ride in outfit cars when moved by freight train. Other occupants of outfit cars must remain inside and not ride on top, sides or between these and other cars during course of road or yard movements."

RULE 832. Wooden underframe cars of any class must be placed next ahead of caboose, except that when handled in the same train with wooden frame outfit cars they must be placed next ahead of the outfit cars.

RULE 836. Cars moved from one station to another ahead of engine on descending grade must be chained to the engine. Switching movement on descending grades must be protected by a derail. When practicable engine must be kept on lower end of cars.

RULE 869 is cancelled.

RULE 873. Sanders must not be operated within 150 feet of any power operated switch.

RULE 883. Engines must not be left standing unattended on any track where there is a possibility of their fouling the main track without being secured by a derailer. If no derail in the track on which engine is left standing, the engine must be secured by blocking or by leaving engine coupled to cars on which hand brakes are properly applied.

AIR BRAKE RULES

RULE 3. Brake pipe pressure on Streamliners SHASTA DAYLIGHT and CASCADE is 110 pounds. When necessary to use steam engine to handle train, such engine must carry 110 pounds brake pipe pressure. High pressure side of air compressor governor of steam engine must be set for 140 pounds and low pressure side for 130 pounds.

FREIGHT TRAINS

RULE 24. Compliance with this rule is required at turnaround points where no change is made in engine, engine crew or train crew.

RULE 32. On ascending grade before helper engines in the rear of freight trains are detached, sufficient hand brakes must be set ahead of helpers to prevent slack running out.

MISCELLANEOUS**4. Helper service:**

No helper engine will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 320,000 pounds on drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

One helper may be placed on head-end, except that not more than one AC class engine, nor more than two engines of other classes may be placed on head-end of any freight train. When additional helpers are required, they will be placed back in train and cut in ahead of any cars of wooden frame construction, and when practicable should be placed behind a loaded car.

Helper or doubleheader engines must not be placed on head-end of freight trains powered by DEF class engines.

When used as helpers in rear of train, AC or MM class engines must not be coupled together, nor may more than two F, Mt, or heavier class, or more than three smaller classes be coupled together. When coupled, larger engines must be placed ahead of smaller engines. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars, and when practicable should be placed behind a loaded car.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper engines must not be cut off from train at the same time without hand brakes being securely set.

4(a). Pushing trains out of yards:

No engine will be placed behind a wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 320,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through pusher engine.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold coupler pin from dropping, thus making it unnecessary for employees to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

5. While train is on main track oscillating red light on rear of trains so equipped must be operated continuously by night, and by day when range of vision is impaired by fog, rain, or other adverse condition. Light must be extinguished when train is clear of main track. Red light shall be turned on and turned off by trainmen. Display of red light does not relieve conductors or engineers from providing proper flag protection, or from complying with other rules.

18. When two road engines, in charge of one messenger, are moved, they shall be coupled together, if physical condition of track or structures will permit.

When a yard engine (without engine truck) and a road engine, in charge of one messenger, are moved, a freight car of steel underframe construction shall be placed between them.

When an engine weighing 150,000 lbs. or over on drivers is moved, it should be placed near head-end, with from 8 to 15 cars between it and the engine handling train. If there are cars to be set out en route, they should be placed ahead, to avoid switching with dead engine.

When an engine weighing less than 150,000 lbs. on drivers is moved, it should be placed near rear.

25. Electric hand lamps may be used for displaying white light only, except that yardmen may use electric lamp with green light in giving signals to trains entering or leaving yard tracks during night hours.

26. Before workmen enter turntable pit for any purpose, the turntable must be placed out of line with all tracks leading thereto, and a blue signal or authorized sign displayed in a conspicuous position immediately adjacent to the controls of power operated turntables and at both ends of manually operated turntables. Such a sign or signal when so displayed indicates workmen are under or about the turntable, and while thus protected the turntable must not be moved. Each class of workmen must be protected by its own blue signals or signs and workmen of the same class are alone authorized to remove them.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

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

Table with columns: NOMINAL CLASS, RUNNING FORWARD WITH TRAIN, RUNNING FORWARD LIGHT, RUNNING BACKWARD WITH TRAIN OR LIGHT. Lists various engine classes and their speed restrictions.

Steam or Diesel engines when operated in backward motion must not exceed 30 MPH on all curves and 20 MPH when approaching highway or street crossings at grade.

Steam engines coupled tender to tender must not exceed speed permitted same engines running light backward.

Engines with tenders having water capacity of 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, must not exceed 50 MPH.

Maximum speed of engines under following conditions, running under own steam, or hauled in train:

- When all weight has been removed from any one pair of drivers... 20 MPH
When all weight has been removed from only one wheel of any pair of drivers... 30 MPH
When engine truck is removed... 20 MPH
When main rod only is removed... 30 MPH
When side rod only is removed... 30 MPH
When both main and side rods are removed... 20 MPH

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.

Maximum speed of trains handling dead engines of S or SE class 20 MPH; other steam engines 30 MPH; and Diesel engines the speed shown for same engine running forward light.

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

When train-order is received indicating that main track is out of service and that trains are to be detoured through a siding or other track, or over a shoofly, necessitating a reduction in normal train speed, signal 16(f) must be sounded on passenger trains one mile before reaching point where train must reduce speed, which must be acknowledged by whistle signal 14(g).

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT

Table with columns: EQUIPMENT DESCRIPTION, MPH MAIN TRACKS OTHER THAN BRANCHES, MPH MAIN TRACKS ON BRANCHES. Lists equipment like steel pile-drivers, relief outfits, etc.

*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 boards.

OTHER MAXIMUM SPEEDS

Table with columns: EQUIPMENT DESCRIPTION, MPH PASSENGER TRAINS, MPH FREIGHT AND MIXED TRAINS. Lists speeds for baggage-express cars, foreign steel-wheel cars, etc.

*Wooden underframe passenger carrying cars must not be handled in regular passenger trains. When handled in other than regular passenger trains they must be kept together and handled on the rear.

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

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

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

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

Loaded 16-foot hog fuel cars prohibited from movement on main tracks except between Eugene and Mohawk Jct.; Black Rock and Salem; Eugene and Albany.

SPECIAL INSTRUCTIONS—SPRINGFIELD SUBDIVISION

RULE 10 (J). Round yellow speed boards indicate the speed restrictions applying to Streamliners SHASTA DAY-LIGHT and CASCADE with DEP class engine only.

RULE 14(d). Springfield Jct.: To recall flagman from west on Medford Subdivision, give six long sounds of whistle.

RULE 21. Oakridge: Light has been placed on pole located at left hand side (going east) west pocket track opposite west main line crossover switch. When this light is burning, it will indicate that westward freight train being restricted for eastward light engines arriving Oakridge is about ready to depart and such helper engines will remain on pocket with indicators and markers displayed until departing westward train, including helper engines, identify them.

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

Table with columns: West MP, East MP. Lists yard limits for Crescent Lake, Cascade Summit, Oakridge, Springfield, Eugene.

Crescent Lake: Eastward freight trains entering yard use track 1; westward freight trains entering yard use track 2.

Oakridge: Tracks 1, 2, 3 and 4 will be left clear of cars for use by freight trains as instructed by dispatcher.

Westward trains, except first class, will enter yard at Oakridge unless otherwise instructed.

Eugene: Coos Bay Subdivision main track ends at Eugene at switch connecting with running track at Signal 6483. Coos Bay Subdivision trains must use this running track to and from Eugene passenger station. Other trains must not use this track when such use will interfere with the movement of Coos Bay Subdivision first-class trains. Junction switch will be handled by herders.

Westward first-class trains approach Signal 6477, and eastward first-class trains approach Signal 6470 prepared to head in if signal received from yardman.

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

- Mohawk Jct... Marcola Branch, for house track, Springfield... Woodburn-Springfield Branch, for Cascade line, Eugene... Coos Bay line, for running track, Eugene Yard... Coos Bay line, for yard track.

RULE 505. AUTOMATIC BLOCK SYSTEM

Westfir: Electric lock on switch to interchange spur. Instructions for operating posted on inside of lock box.

Eugene: Westward repeater light type signal on mast of eastward Signal 6470 west of Eugene repeats indication displayed by westward home Signal 6471 west of Eugene passenger station.

PUSH BUTTONS

Push buttons and lights on side of relay case at west end of sidings at Cruzatte and Lookout. Train occupying main track may clear signal governing movement from siding by pressing button with number corresponding to number of signal on siding. Train on siding to let train on main track pass should not pass "Approach Circuit" sign on siding; but if necessary to do so, press button with number corresponding to number of signal on main track. At Cruzatte operate time-release also.

Push buttons and time-release on side of relay case on Signal 6208 at Springfield Jct. If signal governing movement desired indicates "stop", and train on other line has stopped, or switch indicator indicates block clear, operate time-release and press button with number corresponding to number of signal desired. Signal should clear after four-minute interval. If signal does not clear train may proceed only after providing flag protection on other line and as prescribed by Rule 509 (J).

RULES 510 and 663. The following block signals, equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Interlocking signals are listed as "P-SA", and Rule 663 in addition to Rule 510 must be complied with when stopped by such signals:

Table with columns: Eastward Signal, Protection, Westward Signal. Lists various signals like P-5274, P-5356, P-5454, etc.

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

RULE 516. Overlap posts:

- Eastward trains: Hemlock... 1650 feet east of west switch. Westward trains: Hemlock... 2025 feet west of east switch.

SPECIAL INSTRUCTIONS—SPRINGFIELD SUBDIVISION

RULE 535. SPRING SWITCHES

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

Location	Normal Position
Crescent Lake... West switch track 1.....	Main track
Crescent Lake... East switch track 1.....	Main track
Cascade Summit... West end westward siding.....	Main track
Cruzatte..... West switch siding.....	Main track
Frazier..... West switch siding.....	Main track
Wicopee..... West switch siding.....	Main track
Lookout..... West switch siding.....	Main track
Springfield Jct.... Junction switch.....	Cascade line

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
Eugene Yard... East switch Diesel Service Track.....	Diesel Service Track
Eugene Yard... East switch Roundhouse lead.....	Track 102
Eugene Yard... East switch track 102.....	Track 103
Eugene Yard... East switch track 103.....	Track 104
Eugene Yard... East switch track 104.....	Track 104

RULE 605. INTERLOCKING

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

Cruzatte: Remote control switch, east end of siding. Interlocking limits extend from westward SA Signal to eastward SA Signals on main track and siding.

Interlocking signals and power operated switch controlled by operator Cruzatte. Trains stopped by these signals will communicate with operator by telephone at switch and be governed by his instructions. If instructed to hand-throw switch, follow instructions posted in telephone box. The employe hand-throwing the switch must return to it normal position, unless another trainman of his train has been notified to do so. Operator must be notified by telephone when switch has been returned to motor position and locked.

When eastward train holds main track at Cruzatte and is to be passed by a following train, operator must be notified so proper line-up may be made.

Eastward trains taking siding at Cruzatte must throw siding switch before engine passes Signal P-5454.

Frazier: Remote control switch, east end of siding. Interlocking limits extend from westward SA Signal to eastward SA Signals on main track and siding.

Distant Signal 5523 just east of Tunnel 14 is equipped to display indications as per Rule 281C, but this does not supersede caution indication of the distant signal.

Interlocking signals and power operated switch controlled by operator at Wicopee. Trains stopped by these signals will communicate with operator Wicopee by telephone at switch, and be governed by his instructions. If instructed to hand-throw switch, follow instructions posted in telephone box. The employe hand-throwing the switch must return it to normal position, unless another trainman of his train has been notified to do so. Operator must be notified by telephone when switch has been returned to motor position and locked.

When eastward or westward train holds main track at Frazier and is to be passed by another train, operator at Wicopee must be notified so proper line-up may be made.

Spring switch at west end of siding at Frazier, and interlocking limits extend from eastward SA Signal to westward SA Signals on main track and siding.

Eastward SA Signal west end Frazier is equipped with indicator. If indicator displays letter "S", and train is required by train-order or timetable to take siding, train must stop before passing the signal and line switch, and may then proceed through interlocking limits to siding, without operator's permission. If train is not required by train-order or timetable to take siding, and signal indicates "stop" or indicator displays letter "S", member of crew must call operator Wicopee on telephone for instructions. If signal indicates "proceed" and train wishes to enter siding, operator's permission must be obtained before throwing switch.

RULE 705. Wicopee: Trains entering siding or continuing on main track on "M" or "S" indication will not pass leaving home signal at opposite end of siding to take water or in switching moves until opposing train has been met.

GENERAL REGULATIONS

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

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

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

RULE 827. Eastward freight trains will stop at Cruzatte 10 minutes for heat radiation and may thereafter run not to exceed 16 miles between 10 minute stops for heat radiation between Cruzatte and Oakridge. Train inspection will be made at heat radiation stops. Air Brake Rule 34 must be complied with.

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

AIR BRAKE RULES

RULE 2. Crescent Lake: When temperature is 20 degrees above zero or less air brake system must be blown out as follows before coupling any engine to any train:

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

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

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

RULE 17. Cascade Summit to Oakridge: Eastward passenger trains with DEP class engine, with dynamic or electro-pneumatic brakes operating, and not over 20 cars need not turn up retainers; if over 20 cars turn up one retainer for each 200 Ms over 20 cars, on head end of train. Other eastward passenger trains will turn up retainers on all passenger-carrying equipment and on head-end cars in excess of three, stopping if necessary at Cascade Summit, to do so.

Retainers will be used on freight and mixed trains with steam engine on descending grades as follows:

Cascade Summit-Oakridge... 1 valve for every 140 Ms.

Retainers will be used on freight and mixed trains with DEF class engines as follows:

Crescent Lake-Oakridge:

With four dynamic brakes in operation and over 8500 Ms will use one retainer for each 250 Ms.

With three dynamic brakes in operation and over 6350 Ms will use one retainer for each 200 Ms.

With less than three dynamic brakes in operation will use retainers as prescribed for trains with steam engine.

For operating convenience retainers may be turned up at Crescent Lake and turned down at Lookout.

FREIGHT TRAINS

RULE 25. In making rear-end test between Crescent Lake and Oakridge, including Oakridge, it must be made in accordance with Air Brake Rule 25(b).

SPECIAL INSTRUCTIONS—SPRINGFIELD SUBDIVISION

10.

Class of Engine	Restricted Tracks
F, AC, Mt, GS, SP.....	Jasper—Spur Armet—Spur.
All engines.....	Westfir—Must not go beyond 100 ft. from switch on interchange spur.
F, AC, Mt, GS, SP.....	Hemlock—Hines Lbr. Co. track No. 2.
Engines over 210,000 pounds on drivers.....	Springfield—Booth-Kelly Lbr. Co. tracks; high-line log spur; flour mill spur; storage track.
"	Eugene—Jennings spur; Gas spur; House track; Woolen Mill spur; Allen & Lewis spur; Eugene Concrete Co. spur; Walters Bushong spur west of road crossing; Eugene Sand & Gravel Co. spur.
"	Eugene Yard—Spur at MP 649.8 Coos Bay line.

Load limit (car and contents):

Crescent Lake-Eugene.....	251,000 pounds
Mohawk Jct.-MP 649.4.....	210,000 pounds
MP 649.4-Hyland.....	169,000 pounds

PASSENGER TRAINS

RULE 38. Road test on Streamliners SHASTA DAY-LIGHT and CASCADE will be made at Eugene as prescribed in last two paragraphs of Rule 38.

If electro-pneumatic brakes are inoperative or continuity of brake pipe has been disturbed rear-end test at these stations shall be made as prescribed in paragraph 2 of this rule.

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

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

MISCELLANEOUS

1. Steam engines take full tank of water before leaving Springfield for Marcola Branch.

4. In helper service:

Oakridge: Trains of 95 cars or less with steam engine helper engines will be placed in train with first helper cut in not more than 78 cars from road engine, second helper not less than 7 cars behind first helper, and third helper not less than 7 cars behind second helper, but in all cases ahead of wooden underframe cars, outfit cars, passenger equipment, and at least 7 cars ahead of caboose. Trains of more than 95 cars, rear helper will be cut in at least 7 cars ahead of caboose and at least 7 cars will be placed between other helpers.

Trains with DEF class engine, requiring only one helper engine will place helper not more than 10 cars ahead of caboose, but in all cases ahead of wooden underframe cars, outfit cars and passenger equipment, and at least 7 cars ahead of caboose.

When two engines are used on westward freight trains between Eugene Yard and Oakridge the second engine will be cut in train in the location where helper from Oakridge will be cut in.

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

All water tanks and water columns have impaired side clearance at spout.

Mile Post	Location	Description	Height Above Top of Rail	Side Clearance From Rail
537.8	Cascade Summit-Aber-nethy.....	Tunnel 3.....	20.5	5.6
544.3	Abernethy-Cruzatte.....	Tunnel 4.....	20.5	5.6
545.2	".....	Tunnel 5 and Rock Shed.....	20.5	5.6
546.5	Cruzatte-Frazier.....	Tunnel 6.....	20.5	5.6
547.1	".....	Tunnel 7 and Snow Shed.....	20.5	5.6
547.7	".....	Tunnel 8.....	20.5	5.6
548.3	".....	Tunnel 9 and Snow Shed.....	20.5	5.6
548.6	".....	Tunnel 10 and Rock Shed.....	20.5	5.6
548.8	".....	Tunnel 11 and Rock Shed.....	20.5	5.6
549.3	".....	Tunnel 12 and Rock Shed.....	20.5	5.6
550.0	".....	Tunnel 13.....	20.5	5.6
551.8	Frazier-Fields.....	Tunnel 14 and Snow Shed.....	20.5	5.6
553.9	".....	Tunnel 15.....	20.5	5.6
556.0	Fields-Wicopee.....	Tunnel 16.....	20.5	5.6
557.1	".....	Tunnel 17.....	20.5	5.6
557.8	".....	Tunnel 18.....	20.5	5.6
558.6	".....	Tunnel 19.....	20.5	5.6
560.9	Wicopee-Heather.....	Tunnel 20.....	20.5	5.6
572.1	McCredie Springs-Pryor.....	Tunnel 21.....	20.5	5.6
581.8	Oakridge-Westfir.....	Tunnel 22.....	18.8	5.0
584.5	Hemlock-Lookout.....	Tunnel 23.....	19.7	5.3
587.2	Lookout-Armet.....	Tunnel 24.....	20.0	5.6
608.24	Pengra-Fall Creek.....	Fall Creek Crossing.....	.....	4.9
649.50	Hendricks-Marcola.....	McKenzie River crossing.....	18.4	4.5
651.02	".....	1st Mohawk River crossing.....	20.3	4.2

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

SPECIAL INSTRUCTIONS—SPRINGFIELD 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 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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

TERRITORY	Streamliners SHASTA DAYLIGHT CASCADE	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	Streamliners SHASTA DAYLIGHT CASCADE	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD					RUNNING FORWARD	RUNNING BACKWARD
				Column: A	1					2	3	4	Column: A	1	2	3	4
EASTWARD, CRESCENT LAKE TO EUGENE YARD: MP 528.60 to 533.12.....	60	55	35	35	30	WESTWARD, EUGENE YARD TO CRESCENT LAKE: MP 649.20 to 648.69.....	79	70	50	50	30
533.12 to 536.70 (Cascade Summit).....	55	50	35	35	30	★648.69 to 647.40 (Eugene).....	50	50	30	30	20
536.70 to 542.00.....	35	30	20	30	15	647.40 to 646.90 (curves).....	30	30	30	30	20
542.00 to 553.50.....	35	30	25	30	15	★646.90 to 646.27 (Eugene).....	50	50	30	30	20
553.50 to 554.00 (curve).....	15	15	15	15	15	646.27 to 644.60 (620.88).....	55	50	30	30	30
554.00 to 558.03.....	35	30	25	30	15	620.88 to 619.40 (Springfield).....	40	40	30	30	30
558.03 to 558.71 (curve).....	25	25	25	25	15	619.40 to 580.50 (Oakridge).....	55	50	35	35	20
558.71 to 580.50 (Oakridge).....	35	30	25	30	15	580.50 to 558.71.....	35	30	25	30	15
580.50 to 619.40 (Springfield).....	55	50	35	35	20	558.71 to 558.03 (curve).....	25	25	25	25	15
619.40 to 620.88 (644.60).....	40	40	30	30	30	558.03 to 554.00.....	35	30	25	30	15
644.60 to 646.27.....	55	50	30	30	30	554.00 to 553.50 (curve).....	15	15	15	15	15
★646.27 to 646.90 (Eugene).....	50	50	30	30	20	553.50 to 542.00.....	35	30	25	30	15
646.90 to 647.40 (curves).....	30	30	30	30	20	542.00 to 536.70 (Cascade Summit).....	35	30	25	30	15
★647.40 to 648.69 (Eugene).....	50	50	30	30	20	536.70 to 533.12.....	55	50	35	35	30
648.69 to 649.20.....	79	70	50	50	30	533.12 to 528.60.....	60	55	35	35	30
EASTWARD, MOHAWK JCT. TO HYLAND.....	..	..	20	20	15	WESTWARD, HYLAND TO MOHAWK JCT.....	..	..	20	20	15

★Regulated by City ordinance.

Streamliners SHASTA DAYLIGHT and CASCADE when handled by steam power and consisting of streamlined equipment, may run not to exceed 75 MPH on Tangent Track where 70 MPH is authorized in Column 1.

Maximum speed of trains handling flangers is 30 MPH. Trains consisting of engine, flanger and caboose only should be considered freight trains and speed restricted accordingly.

RULE 10(J). Light engines may make speed shown in Speed Restrictions table in territory where such speed is in excess of that authorized by speed board.

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

Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches.....	10
Through turnouts on other than sidings.....	10
On branches.....	10
Through all sidings, yard tracks and other tracks with engine running backward.....	10
Cascade Summit, AC class engines on either leg of wye.....	6

SPECIAL INSTRUCTIONS—SPRINGFIELD SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Crescent Lake to Eugene	Eugene to Hills Lowell to Armet	Hills to Lowell Armet to Oakridge	Oakridge to Crescent Lake	Mohawk Jct. to Hyland	Hyland to Mohawk Jct.
DEP-3	6017.....	7500	6200	5500	2100	.....	.....
DEP-4, 7	6000 to 6004 and 6018.....	7500	5650	5650	2100	.....	.....
DEP-5, 6	6005 to 6016.....	12000	9000	8000	3600	.....	.....
DEF-1	6122 to 6137.....	.....	.....	.....	.....	.....	.....
DEF-1	6138 and 6139.....	.....	.....	.....	.....	.....	.....
DEF-2	6140 to 6179.....	.....	.....	.....	.....	.....	.....
DEF-3, 4, 5, 6	6180 to 6339.....	20000	18050	16200	9500	.....	.....
DERS-1	5200 to 5202.....	6800	3900	3450	1900	.....	.....
DERS-2, 4 to 7	5203 to 5239.....	8000	4900	4400	2450	.....	.....
DERS-200, 201	5100 to 5113.....	①3750	②2900	.....	.....	.....	.....
DES-1 to 7	1000 to 1022.....	2750	1550	1360	730	.....	.....
DES-100 to 109	1300 to 1441.....	4150	2350	2100	1130	.....	.....
M-4	1617 to 1713.....	3050	2250	2000	920	.....	.....
M-6, 8	1721 to 1803, 1824 and 1825.....	3550	2650	2350	1100	.....	.....
M-9	1804 to 1822, 1826 to 1830 and 1836.....	3800	2800	2500	1200	.....	.....
M-11	1832 to 1835.....	3950	2900	2600	1250	.....	.....
T-1	2248 and 2252.....	2600	1900	1700	790	.....	.....
T-8	2178.....	1850	1350	1200	540	1850	2050
T-23	2301 to 2310.....	3750	2750	2450	1150	.....	.....
T-26	2296 and 2299.....	3200	2350	2050	990	.....	.....
T-28, 31	2312 to 2362.....	4100	3000	2700	1300	.....	.....
T-32	2363 to 2370, 2372 to 2384.....	4200	3100	2750	1300	.....	.....
T-40	2371.....	4200	3100	2750	1300	.....	.....
T-37	2105 and 2106.....	3750	2750	2450	1150	.....	.....
P-1, 3, 5	{ 2404, 2408, 2411, 2412, 2417, 2428 to 2433, 2439 to 2452 and 2459 }	3350	2450	2150	980	.....	.....
P-1	{ 2403, 2405 to 2407 and 2415 }	3500	2550	2250	1050	.....	.....
P-4	{ 2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436 }	3700	2700	2400	1050	.....	.....
P-6	2453, 2454 and 2458.....	4200	3050	2700	1250	.....	.....
P-7	2476 and 2477.....	4450	3250	2900	1350	.....	.....
P-8, 10	2461 to 2474, 2478 to 2483.....	4550	3350	2950	1350	.....	.....
P-8, 10	2475, 2484 to 2491.....	4850	3550	3150	1450	.....	.....
P-11	3104 and 3109.....	3600	2650	2350	1100	.....	.....
P-12	3120 to 3129.....	4850	3550	3150	1450	.....	.....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469.....	4550	3350	3000	1400	.....	.....
C-18	3400 to 3409.....	4200	3100	2750	1350	.....	.....
C-19	3410 to 3426.....	4350	3200	2850	1400	.....	.....
TW-1	2900 to 2913.....	3500	2600	2300	1100	.....	.....
TW-2, 3	2937 to 2952.....	2800	2050	1850	860	2750	3000
TW-8	2914 to 2923.....	3950	2900	2600	1200	.....	.....
A-3	3025 and 3057.....	2800	2000	1800	770	.....	.....
A-6	3000 and 3002.....	3250	2350	2100	930	.....	.....
Mk-2, 4	3201 to 3240.....	5250	3900	3450	1600	.....	.....
Mk-5, 6	3241 to 3277.....	5800	4250	3800	1800	.....	.....
Mk-7, 8, 9	3300 to 3324.....	6350	4700	4200	2000	.....	.....
Mk-10	3295.....	4900	3600	3250	1550	.....	.....
Mk-11	3297 and 3298.....	4700	3500	3100	1500	.....	.....
F-1	3611 to 3652.....	6650	4950	4400	2100	.....	.....
F-3, 4, 5	3653 to 3769.....	7600	5650	5050	2400	.....	.....
MM-3	3930 and 3931.....	8700	6500	5800	2700	.....	.....
AC-4, 5	4100 to 4125.....	11900	8800	7850	3850	.....	.....
AC-6 to 12	3800 to 3811, 4126 to 4294.....	12800	9500	8500	4100	.....	.....
Mt-1, 3, 4, 5	4300 to 4376.....	6050	4450	3950	1850	.....	.....
Mt-2	4385 to 4390.....	.....	.....	.....	.....	.....	.....
GS-1, 2	4401 to 4415.....	6450	4750	4200	1950	.....	.....
GS-3, 4, 5, 6	4416 to 4469.....	6600	4850	4300	1950	.....	.....
SP-1, 2, 3	5000 to 5048.....	8900	6600	5850	2850	.....	.....

①Rating Springfield to Eugene only. ②Rating Eugene to Springfield only.
In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms; except from Oakridge to Crescent Lake add 3 Ms for each such car of 55 Ms or less.

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

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

RULE 10 (J). Round yellow speed boards indicate the speed restrictions applying to Streamliners SHASTA DAY-LIGHT and CASCADE with DEP class engine only.

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

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

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

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

Table with 2 columns: West MP, East MP. Lists yard limits for various stations including Eugene, Albany, Salem, Woodburn, Canby, Brooklyn, Tallman, Lebanon, Shelburn, Silverton, Mill City, Corvallis, Toledo, Wellsdale, Independence, Gerlinger, Whiteson, McMinnville, St. Joseph, Carlton, Seghers, Carnation, Hillsboro, Beaverton, Cook, Dawson, Glenbrook, Garibaldi, Wheeler, Salmonberry, Enright, Cochran, Timber, Buxton, Newberg, Oswego, Winona, Dallas, Black Rock, Molalla, Broadmead, Willamina.

Yard limit one mile board for westward trains at MP 722.2 approaching Salem is located to left of track.

When cars are moved in either direction between Brooklyn, East Portland, Portland, Albina, on main track by night, a red light must be displayed on rear of rear car.

Eugene: Coos Bay Subdivision main track ends at Eugene at switch connecting with running track at Signal 6483. Coos Bay Subdivision trains must use this running track to and from Eugene passenger station. Other trains must not use this track when such use will interfere with the movement of Coos Bay Subdivision first-class trains. Junction switch will be handled by herders.

Eugene: Westward first-class trains approach Signal 6477 and eastward first-class trains approach Signal 6470 prepared to head in if signal received from yardman.

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

Albany: OERy trains between Albany and Lebanon will cross SP main track through crossovers 300 feet west of Signal 6915; being governed for westward movement by indication of dwarf Signal 6913 located at derail on OERy track; and will use Albany and Page sidings between Albany and Tallman Branch junction switch at Page; but must comply with Rules 93 and 842. When no yardmaster or representative present must comply with Rules 83 and 83 (C), eastward OERy trains obtaining check of register at Albany station, and westward OERy trains obtaining check of register by telephone from SPCo operator at Albany, before fouling SPCo main track. Check of register received by telephone must be repeated for verification.

Toledo: C. D. Johnson Lbr. Corp. have permission to move their engine between their sawmill and their logging road within yard limits.

RULE 98. Railroad crossings at grade not interlocked:

- Albany... OERy crossings over yard tracks,
Salem... OERy crossings over yard tracks,
Between Salem and Pinckney... OERy crossing,
Between Independence and Wigrich Jct... V&SRR crossing,
Gerlinger... West Side Branch and Falls City Branch crossing,
Hillsboro... OERy crossing at Range St.

RULE 99 (C). Will apply as follows:

- Toledo Branch, between Corvallis and Toledo,
Woodburn-Springfield Branch, between Springfield and Tallman,
West Side Branch, between Corvallis and Cheshire,
Alpine Branch,
Bellfountain Branch,
Tillamook Branch, between Wheeler and Tillamook.

RULE 103 (A). Trains and engines must stop and be preceded by flagman before crossing following highways:

- Seghers... Within 50 feet of Westside Highway Stimson mill spur,
Canby... (Molalla Branch) Pacific Highway.
Eastward movements against current of traffic approaching S. E. Powell St., crossing at Haig must stop within 75 feet of crossing, wait 30 seconds for ringing circuit to operate, and in addition flagman must go to crossing to protect traffic until movement is commenced over crossing.

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

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

- Eugene... Coos Bay line, for running track,
Eugene Yard... Coos Bay line, for yard track,
Page... Tallman Branch, for Page siding,
Albany... OERy connection, for SP main track,
Albany... Toledo Branch, for Brooklyn line,
Salem... Falls City Branch, for Brooklyn line,
Salem... Geer Branch, for east leg of wye,
Canby... Molalla Branch, for siding,
Willsburg Jct... Tillamook Branch, for Brooklyn line,
Haig... End double track, for eastward track,
Springfield... Woodburn-Springfield Branch, for Cascade line,
Tallman... East wye switch, for Albany-Lebanon line,
Tallman... West wye switch, for Albany-Brownsville line,
Lebanon... OERy connection, for SP main track,
Shelburn... West wye switch, for Lebanon-Mill City line,
Shelburn... East wye switch, for Lebanon-Geer line,
Geer... East switch Geer wye on Geer Branch, and west wye switch on Woodburn-Springfield Branch lined for movement Salem to Shelburn,
Geer... East switch on Woodburn-Springfield Branch lined for movement Woodburn to Salem,
Woodburn... Woodburn-Springfield Branch, for siding,
Corvallis Jct... West Side Branch, for Toledo Branch,
Corvallis Jct... East wye switch on West Side Branch, for wye,
Corvallis... West Side Branch, for Toledo Branch,
Toledo... C. D. Johnson Lbr. Corp. tracks, for SP main track,
Alpine Jct... Alpine Branch, for West Side Branch,
V&S Jct... V&SRR track, for SP main track,
St. Joseph... Newberg Branch, for West Side Branch,
Hillsboro... Spaulding Lbr. Co. track, for SP track,
Hillsboro... West Side Branch, for Tillamook Branch,
Cook... Newberg Branch, for Tillamook Branch,
Bailey Jct... Bellfountain Branch, for Alpine Branch,
Whiteson... Willamina Branch, for West Side Branch,
Willamina... W&GRRy connection, for siding,
Broadmead... Perrydale Branch, for Willamina Branch,
Beburg... OERy connection, for SP main track (A-P.B.),
Gretton... OERy connection, for SP main track (A-P.B.),
Wilsomia... Jefferson St. Branch, for Tillamook Branch.
Glenbrook: Normal position of switch east end of siding will be for movement to siding.
Derails in main track:
Salem... On Falls City Branch, at clearance point, junction switch,
Canby... On Molalla Branch, 100 feet east of east wye switch,
Willsburg Jct... On Tillamook Branch, at clearance point, junction switch,
Wilsomia... On Jefferson St. Branch, at clearance point, junction switch,
Willamina... 1550 feet east of station building,
Glenbrook... 50 feet east of east switch of siding,
Dawson... 210 feet east of west switch,
Black Rock... 200 feet east of west switch on old main track.
Gates... MP 730.16 end of SPCo. track.

RULE 505. AUTOMATIC BLOCK SYSTEM

Eugene: Westward repeater light type signal on mast of eastward Signal 6470 west of Eugene repeats indication displayed by westward home Signal 6471 west of Eugene passenger station.

Eugene Yard: Westward trains to enter yard tracks at Eugene Yard must not exceed 15 MPH over the 1600-foot section of track in approach to east switch to permit yardman to identify train and operate electric switch lock and throw switch for yard track.

Salem: Dwarf Signal 7191 on Falls City Branch governs movement of trains from Falls City Branch.

Willsburg Jct.: Mechanical time switch lock installed on derail. Instructions for operating posted on inside of lock box.

Normal indication of home signal on Tillamook Branch is stop. If signal does not clear after switch and derail are lined for diverging route, be governed by Rules 99 and 509.

When a Tillamook Branch train is stopped by Signal 7657 and opposing train is standing on main track clear of junction switch at Willsburg Jct., it may proceed immediately with caution, not exceeding 12 MPH to junction switch, providing track is seen to be clear to that switch.

Eastward main line trains holding meet or waiting for opposing trains to enter Tillamook Branch at Willsburg Jct. will stop west of Signal 7652 west of Willsburg Jct.

Lebanon: OERy junction switch at MP 688.9 is protected by Signals 6889 and 6891 located near clearance points and Signal 6888 approximately 1500 feet west of junction switch.

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

When switch indicator located at derail indicates block clear, derail and switch may be lined for movement to SP track and when so lined, and block is clear, signal on OERy will change to proceed. If signal does not change to proceed, be governed by Rules 509 and 99.

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

PUSH BUTTONS

Push buttons and lights on side of relay case at west end of sidings at Pringle, Hito and Coalca. Train occupying main track may clear signal governing movement from siding by pressing button with number corresponding to number of signal on siding. Train on siding to let train on main track pass should not pass "Approach Circuit" sign on siding; but if necessary to do so, press button with number corresponding to number of signal on main track.

RULES 510 and 663. The following block signals, equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Interlocking signals are listed as "P-I," and Rule 663 in addition to Rule 510 must be complied with when stopped by such signals:

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

RULE 516. Overlap posts:

- Eastward trains:
Swain... 1900 feet east of Signal 6594, opposite clearance point of storage track,
Fair Grounds... 300 feet east of west switch,
East Milwaukie... 3100 feet west of east switch.
Westward trains:
Irving... 2500 feet east of west switch,

RULE 535. SPRING SWITCHES

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

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

Spring switches not equipped with facing point locks are located as follows:

Table with 2 columns: Location, Normal Position. Lists Eugene Yard, Eugene Yard.

RULE 605. INTERLOCKING

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

SP&SRy Crossing: Madison St., Portland: Movement over crossing governed by dwarf light signals located 80 feet from crossing.

Movement against traffic over crossing governed by signal for movement with traffic.

When signals at stop or view of signal obstructed, be governed by Rule 663.

East Portland Tower: Governs movement over Willamette River bridge.

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

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

The following whistle signals will be used:

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

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

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

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

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

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

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

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

In making this movement with yard engines, a member of the crew, and not more than one, must ride on leading foot-board of the engine, and when cars are being pushed must ride on front of leading car in direction of movement.

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

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

UPRR 3800 series engines create very close clearance at outside of curves when moving over tracks at south end Union Station passenger yard. Trains or engines on any of the odd numbered tracks should remain on straight track sufficient distance from curve to afford proper clearance.

Albany Drawbridge Tower: Governs movement over Willamette River drawbridge 0.8 mile east of Albany on Toledo Branch.

Salem Drawbridge Tower: Governs movement over Willamette River drawbridge one mile east of Salem on Falls City Branch.

RULE 740. ABSOLUTE - PERMISSIVE BLOCK SYSTEM

Absolute-Permissive Block system between Greton and Beburg.

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

GENERAL REGULATIONS

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

AIR BRAKE RULES

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

- Macleay-Geer.....1 valve for every 120 Ms in train, Timber-Enright both directions.....1 valve for every 115 Ms in train,
- Black Rock-Falls City.....1 valve for every 100 Ms in train,
- Tunnel 25-Buxton.....1 valve for every 120 Ms in train,
- Summit-Nashville.....1 valve for every 120 Ms in train.

Freight and work trains passing Cochran must be given a retainer test by car inspectors when on duty and by trainmen when car inspectors are not on duty. Trains must not leave Cochran with more than one retainer in ten inoperative.

FREIGHT TRAINS

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

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

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

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

- Summit and Nashville.....120 Ms
- Black Rock and Falls City.....100 Ms
- Timber and Belding.....100 Ms
- Buxton and Strassel.....120 Ms

PASSENGER TRAINS

RULES 36 and 39. Rear-end air brake test will be made before passenger trains leave Portland, as follows: Air inspector will attach gauge to rear of train and give four blasts of air signal from rear car. Engineman will make full service application. Inspector will note fall of pipe pressure and then signal engineman to release by four blasts of air signal. If pressure comes up on brake pipe on rear-end to the standard carried, conductor will be advised that train is ready to proceed. Passenger trains leaving Portland will not make running test until after crossing Willamette River bridge. Rear brakeman of westward passenger trains making running test after crossing Willamette River bridge, Portland, as prescribed by Rule 39, must signal engineman by use of communicating signal.

When passing over Willamette River bridge, Portland, a trainman will remain at rear of train in position to apply emergency brake if necessary.

RULE 38. Road test on Streamliners SHASTA DAY-LIGHT and CASCADE will be made at Eugene as prescribed in last two paragraphs of Rule 38.

If electro-pneumatic brakes are inoperative or continuity of brake pipe has been disturbed rear-end test at these stations shall be made as prescribed in paragraph 2 of this rule.

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

- Willamette River bridge.. Passing Haig,
- Newberg Branch..... East and west of Rex,
- Tillamook Branch..... Eastward trains before descending grade east of Tunnel 25.

MISCELLANEOUS

1. Engines moving toward Shelburn take full tank of water at Aumsville, Lebanon or Lyons, and favor water supply at Shelburn as much as possible.

Road engines and helper engines on head-end of eastward trains take full tank of water at Cochran.

4. In helper service:

When more than one helper engine is used on a train in freight service, in either direction between Brooklyn and Eugene Yard or intermediate points, those in excess of one will be placed next ahead of caboose and ahead of wooden under-frame cars.

Tillamook Branch: Helper engines must be detached from train on descending grade between Cochran and Enright, except that one helper may be operated on head-end of train. Helper engines must not be operated in rear of train.

Car limit descending grades is 71 cars, except between Cochran and Westimber is 60 cars.

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

10.

Class of Engine	Restricted Tracks
Engines over 200,000 lbs. on drivers.....	Eugene—Jennings spur; Gas spur; House track; Woolen Mill spur; Allen & Lewis spur; Eugene Concrete Co. spur; Walters Bushong spur west of road crossing; Eugene Sand & Gravel Co. spur.
"	Eugene Yard—Spur at MP 649.8 Coos Bay line.
F, AC, Mt, GS.....	Junction City—All inside tracks except siding (F class may use back track from east end to stock corral).
SP.....	Junction City—Hult Lbr. Co.; Johnson Lbr. Co.; Mylers spur; House track; Team tracks 1 and 2.
F, AC, Mt, GS, SP.....	Tangent—Mill track; house track.
Engines over 200,000 lbs. on drivers.....	Albany—Water Street track.
P-10, 14, Mt, GS.....	Albany—Old C&E main track from rip track to roundhouse.
F, AC, Mt, GS, SP.....	Albany—House track; all tracks in old C&E yard.
"	Jefferson—House track; back tracks.
"	Marion—House track.
"	Turner—House track.
Engines over 200,000 lbs. on drivers, except.....	Salem—Trade Street track.
DES-100 may operate on all tracks Salem except tracks leading from Front St. into Chemeketa St., and from Front St. to Hunts Cannery.	
Steam engines.....	Salem—Front Street tracks.
Engines over 200,000 lbs. on drivers.....	Woodburn—Beyond 800 ft. west of switch to Terminal Ice & C. S. Co. track on Woodburn-Springfield Branch.
AC.....	Woodburn—On east leg of wye.
F, AC, Mt, GS, SP.....	Barlow—Spur.
"	Canby—Pit track; stock track; team track.
"	Pulp—Log dump track.
Engines over 200,000 lbs. on drivers.....	Pulp—Crown Willamette track between warehouse and river.
F, AC, Mt, GS, SP.....	Oregon City—Paper Mill track.
"	East Portland—North leg of wye at west end Willamette River bridge.
DERS-1, 2, 4 to 7.....	Brooklyn — Libby McNeill & Libby lead.

Class of Engine	Restricted Tracks
DERS-1,2, 4 to 7.....	East Portland—General Grocery track; Municipal Terminal track 2.
Engines over 161,000 lbs. on drivers.....	East Portland—SP open dock tracks.
Engines over 250,000 lbs. on drivers.....	Willsburg Jct.—International Harvester Co. track.
DERS-5, 6, 7.....	Tillamook—House track from west end of platform to crossover switch; Hole track from Pulp spur switch to Aberdeen Plywood spur.
"	Batterson—Pocket track.
"	Salmonberry—Y&W spur.
"	Cochran—Blue Lake No. 3.
Engines over 180,000 lbs. on drivers.....	Corvallis—Fishers spur.
All.....	Jefferson St.—Multnomah Fuel Co. spur.

Mk (except Engines 3297 and 3298), F, SP, P-12, and AC class engines must not operate over Willamette River bridge, Portland.

Two or more engines coupled must not operate over truss bridges between Geer and Coburg.

SP engines must not operate on track 4 (main line V&SRR) at V&S Jct.

Cars must not be stored on west end of side track opposite open burner of B&W Lbr. Co., at Wrens.

Look out for logs falling from cold deck onto track at Manhattan.

Engines must not go beyond engine restriction sign on old C. H. Wheeler spur at Cochran.

Engines must not operate beyond engine restriction sign on Lewis Shingle Mill spur at Wheeler.

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

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

Load limit (car and contents):

Eugene-Portland.....	251,000 pounds
Albany-Tallman.....	210,000 pounds
Springfield-Geer.....	169,000 pounds
Geer-Woodburn.....	210,000 pounds
Shelburn-Idanha.....	169,000 pounds
Salem-Geer.....	210,000 pounds
Albany-Corvallis.....	210,000 pounds
Corvallis-Toledo.....	190,000 pounds
Salem-Black Rock.....	210,000 pounds
Cheshire-Hillsboro.....	210,000 pounds
St. Joseph-Cook.....	210,000 pounds
Bailey Jct.-Dawson.....	169,000 pounds
Alpine Jct.-Glenbrook.....	169,000 pounds
Whiteson-Willamina.....	210,000 pounds
Broadmead-Perrydale.....	169,000 pounds
Canby-Molalla.....	169,000 pounds
Wilsonia-Jefferson St.....	210,000 pounds
Tillamook-Willsburg Jct.....	210,000 pounds

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

22. SP trains will stop before passing under SP&SRy track while log trains are passing on overhead crossing in either direction, MP 773.5 between Banks and Roy.

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

All water tanks and water columns have impaired side clearance at spout.

Mile Post	Location	Description	Height Above Top of Rail	Side Clearance From Rail
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BROOKLYN SUBDIVISION

698.93	Millersburg-Jefferson	N. Santiam River crossing	21.7	4.9
755.4	Oregon City	Rock cut on siding		
757.50	Park Place-Clackamas	Clackamas River crossing	21.3	4.9

WOODBURN-SPRINGFIELD BRANCH

650.25	Chestnut-Armitage	McKenzie River crossing	18.5	5.7
671.67	Brownsville-Rowland	Calapooia River crossing	20.6	4.3
698.48	Griggs-Crabtree	Crabtree Creek crossing	19.9	5.3
698.58		N. Fork Crabtree Creek crossing	20.5	5.0
700.99	West Scio-Crabtree	Thomas Creek crossing	20.3	4.8
706.29	Shelburn-N. Santiam	N. Santiam River crossing	18.0	4.6

MILL CITY BRANCH

714	Kingston-Lyons	Rock cut		5.2
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TOLEDO BRANCH

691.70	Albany	First Street crossing		4.5
691.82	Albany	Willamette River crossing	21.8	4.4
711.35	Flynn-Wrens	1st crossing Marys River	18.4	4.2
715.0	1000 feet west	Rock cut		4.6
716.68	Wrens-Harris	6th crossing Marys River	17.8	4.4
717.13		7th " "		4.7
718.88	Harris-Blodgett	8th " "		4.6
719.37		9th " "		4.4
719.66		10th " "		4.7
720.25		11th " "		4.7
720.51		12th " "		4.6
720.78		14th " "		4.7
730.3	Summit-Nashville	Tunnel 22	16.1	3.1
732.0		Tunnel 23	16.1	3.7
739.18	Nortons-Eddyville	4th crossing Yaquina River		4.5
739.43		5th " "		4.6
743.68		6th " "		4.7
745.79	Eddyville-Chitwood	7th " "		4.8
748.72		8th " "		4.5
751.22	Chitwood-Elk City	9th " "		4.4
751.57		10th " "		4.7
751.77		11th " "		4.8
752.4		Tunnel 24	16.4	4.0
752.99		15th crossing Yaquina River		4.8

FALLS CITY BRANCH

719.74	Pinckney-Salem	Willamette River crossing	21.6	4.9
743	3700 feet west	Rock cut		4.3
747.10	Black Rock-End of line	6th crossing Little Luckiamute River		4.7

WEST SIDE BRANCH

731.85	McMinnville-Whiteson	S. Yamhill River crossing	19.5	4.5
702.96	Parker-Suver	Luckiamute River crossing	19.8	4.5

NEWBERG BRANCH

762.12	Tualatin-Cook	Tualatin River crossing	21.1	
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WILLAMINA BRANCH

745.27	Sheridan-Shipley	S. Yamhill River crossing		5.0
	Willamina	Willamina Clay Prod. Co.	16.6	2.8

MOLALLA BRANCH

751.06	Canby-Liberal	Molalla River crossing		4.7
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Mile Post	Location	Description	Height Above Top of Rail	Side Clearance From Rail
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TILLAMOOK BRANCH

789.6	Strassel-Hulbert	Tunnel 25	20.1	
801.8	Cochran-Mayo	Tunnel 26	19.1	4.8
803.6		Tunnel 27	20.0	4.6
805.7	Mayo-Enright	Tunnel 28	20.1	
806.2		Tunnel 29	19.3	5.0
806.5		Tunnel 30	20.1	
807.9		Tunnel 32	19.5	5.2
808.5		Tunnel 34	20.0	5.5
809.5	Belding-Enright	Rock cut		5.7
810.2		Tunnel 35	19.8	
810.4		Rock cut		5.9
810.7		Tunnel 36	20.1	5.5
813.9	Belfort-Salmonberry	Rock cut		5.7
815.0		" "		5.6
815.5		" "		5.7
815.81	Salmonberry-Wakefield	1st crossing Nehalem River	21.3	4.9
817.9		Rock cut		4.6
819.0	Wakefield-Batterson	" "		5.5
822.1		" "		5.8
830.5	Batterson-Mohler	" "		5.3
830.89		2nd crossing Nehalem River	21.1	4.9
846.85	Miami-Bay City	Miami River crossing	20.2	4.9
848.0		Tunnel 37	19.1	5.3
852.74	Idaville-Tillamook	Kelchis River crossing	20.3	4.9
854.37		Wilson River crossing	20.9	

Pulp: Portable platform across paper loading track to handle shipments from boats to warehouse. Careful inspection must be made to know that this platform has been removed before coupling into cars or doing switching on this track.

Portland, Union Station: South end tracks 1 and 2, 3 and 4, 5 and 6, 7 and 8, 9 and 10, from interlocking signals to a point 100 feet north of the crossing at the south end of these tracks.

Tracks 5 and 6 are on 12 ft. 3 inch centers their entire length.

Above tracks will not clear man on side of a car.

Dallas: Trains operating between Dallas and Falls City before occupying main track between switches of deck track, Dallas, will stop and a trainman will notify crane operator to discontinue operation of crane until train has passed.

Willamina: Before switching on spur track serving Pacific Plywood Corp., Willamina, see that the hog fuel loading platform is in an upright position.

Jefferson St.: Impaired clearance between main track and run-around track, Macadam St. When necessary to use run-around track, employes must not ride on sides of engines or cars, or stand between tracks, and movement must be carefully observed to see that equipment will clear.

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

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

TERRITORY	Streamliners SHASTA DAYLIGHT CASCADE	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	Streamliners SHASTA DAYLIGHT CASCADE	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD					RUNNING FORWARD	RUNNING BACKWARD
Column:	A	1	2	3	4	Column:	A	1	2	3	4
EASTWARD, EUGENE TO PORTLAND:						WESTWARD, PORTLAND TO EUGENE:					
MP MP						MP MP					
647.30 to 647.40 (curve)	30	30	30	30	20	771.00 to 770.70	6	6	6	6	6
★647.40 to 648.69 (Eugene)	50	50	30	30	20	770.70 to 767.90 (Haig)	10	10	10	10	10
648.69 to 661.13	79	70	50	50	30	767.90 to 761.25	65	60	40	40	30
661.13 to 661.67 (curve)	70	70	50	50	30	761.25 to 758.85	55	50	40	40	30
661.67 to 663.30	79	70	50	50	30	758.85 to 757.56 (curves)	30	25	20	20	20
663.30 to 663.91	70	70	50	50	30	757.56 to 757.50 (bridge)	20	20	20	20	20
663.91 to 690.36	79	70	50	50	30	757.50 to 756.95 (curves)	30	25	20	20	20
★690.36 to 692.50 (Albany)	30	30	30	30	20	756.95 to 754.35 (curves)	40	35	30	30	30
692.50 to 693.02 (curve)	70	70	50	50	30	754.35 to 752.35	55	50	35	35	30
693.02 to 696.42	79	70	50	50	30	752.35 to 748.95 (curves)	40	35	30	30	30
696.42 to 697.25	70	70	50	50	30	748.95 to 744.35	79	70	50	50	30
697.25 to 699.06	79	70	50	50	30	744.35 to 742.99	50	45	35	35	30
699.06 to 699.58 (curve)	60	55	45	45	30	742.99 to 742.00 (curves)	55	50	35	35	30
699.58 to 702.70	79	70	50	50	30	742.00 to 735.76	79	70	50	50	30
702.70 to 703.55 (curve)	70	70	50	50	30	★735.76 to 734.45 (Woodburn)	45	45	45	45	20
703.55 to 717.27	79	70	50	50	30	734.45 to 720.56	79	70	50	50	30
★717.27 to 717.95 (Salem)	35	35	35	35	20	★720.56 to 718.85 (Salem)	35	35	35	35	20
★717.95 to 718.85 (Salem)	20	20	20	20	20	718.85 to 717.95 (Salem)	20	20	20	20	20
★718.85 to 720.56 (Salem)	35	35	35	35	20	★717.95 to 717.27 (Salem)	35	35	35	35	20
720.56 to 734.45	79	70	50	50	30	717.27 to 703.55	79	70	50	50	30
★734.45 to 735.76 (Woodburn)	45	45	45	45	20	703.55 to 702.70 (curve)	70	70	50	50	30
735.76 to 742.00	79	70	50	50	30	702.70 to 699.58	79	70	50	50	30
742.00 to 742.99 (curves)	55	50	35	35	30	699.58 to 699.06 (curve)	60	55	45	45	30
742.99 to 744.35 (curves)	50	45	35	35	30	699.06 to 697.25	79	70	50	50	30
744.35 to 748.95	79	70	50	50	30	697.25 to 696.42	70	70	50	50	30
748.95 to 752.35 (curves)	40	35	30	30	30	696.42 to 693.02	79	70	50	50	30
752.35 to 754.35	55	50	35	35	30	693.02 to 692.50 (curve)	70	70	50	50	30
754.35 to 756.95 (curves)	40	35	30	30	30	★692.50 to 690.36 (Albany)	30	30	30	30	20
756.95 to 757.50 (curves)	30	25	20	20	20	690.36 to 663.91	79	70	50	50	30
757.50 to 757.56 (bridge)	20	20	20	20	20	663.91 to 663.30 (curve)	70	70	50	50	30
757.56 to 758.85 (curves)	30	25	20	20	20	663.30 to 661.67	79	70	50	50	30
758.85 to 761.25	55	50	40	40	30	661.67 to 661.13 (curve)	70	70	50	50	30
761.25 to 767.90 (Haig)	65	60	40	40	30	661.13 to 648.69	79	70	50	50	30
767.90 to 770.70	10	10	10	10	10	★648.69 to 647.40 (Eugene)	50	50	30	30	20
770.70 to 771.00	6	6	6	6	6	647.40 to 647.30 (curve)	30	30	30	30	20

★Regulated by City ordinance.

Streamliners SHASTA DAYLIGHT and CASCADE when handled by steam power and consisting of streamlined equipment, may run not to exceed 75 MPH on Tangent Track where 70 MPH is authorized in Column 1.

◆RESTRICTED CARS are twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed Permitted with Certain Equipment"; scale test cars; and cars with arch bar trucks, and trains handling such cars must not exceed maximum speed of 40 MPH.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10
Through all sidings, yard tracks and other tracks with engine running backward	10
On Union Station tracks, Portland	6

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

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

Table with columns for Territory, Passenger Trains, Freight and Mixed, Light Engines (Running Forward, Running Backward). Rows include: EASTWARD, ALBANY TO TALLMAN; EASTWARD, SPRINGFIELD TO WOODBURN; EASTWARD, SHELburn TO GATES; EASTWARD, SALEM TO GEER; EASTWARD, ALBANY TO TOLEDO; EASTWARD, SALEM TO BLACK ROCK; WESTWARD, TALLMAN TO ALBANY; WESTWARD, WOODBURN TO SPRINGFIELD; WESTWARD, GATES TO SHELburn; WESTWARD, GEER TO SALEM; WESTWARD, TOLEDO TO ALBANY; WESTWARD, BLACK ROCK TO SALEM.

*Regulated by City ordinance.

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

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Table with columns for Territory, Passenger Trains, Freight and Mixed, Light Engines (Running Forward, Running Backward). Rows include: EASTWARD, CHESHIRE TO HILLSBORO; EASTWARD, ST. JOSEPH TO COOK; EASTWARD, BAILEY JCT. TO DAWSON; EASTWARD, TILLAMOOK TO WILLSBURG JCT.; WESTWARD, HILLSBORO TO CHESHIRE; WESTWARD, COOK TO ST. JOSEPH; WESTWARD, DAWSON TO BAILEY JCT.; WESTWARD, WILLSBURG JCT. TO TILLAMOOK.

*Regulated by City ordinance.

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	RATING OF ENGINES—In Units of 1000 Lbs. (Ms)			
		Eugene to Salem	E. Milwaukee to Clackamas Oregon City to Coalinga Hito to Aurora Salem to Barlow Canby to Oregon City Clackamas to Brooklyn	Brooklyn to E. Milwaukee Clackamas to Oregon City Coalinga to Canby Aurora to Hito	Salem to Eugene Barlow to Canby Oregon City to Clackamas
DEP-3	6017	7500	7500	6100	7500
DEP-4, 7	6000 to 6004 and 6018	7500	7500	7500	7500
DEP-5, 6	6005 to 6016	12500	14500	9000	12000
DEF-1	6122 to 6137	.....	.....	.....	.....
DEF-1	6138 and 6139	.....	.....	.....	.....
DEF-2	6140 to 6179	.....	.....	.....	.....
DEF-3, 4, 5, 6	6180 to 6339	20000	20000	17750	20000
DERS-1	5200 to 5202	5450	6350	3850	5050
DERS-2, 4 to 7	5203 to 5239	7100	8000	4850	6500
DERS-200, 201	5100 to 5113	.....	.....	.....	.....
DES-1 to 7	1000 to 1022	2200	2550	1500	2050
DES-100 to 109	1300 to 1441	3350	3850	2300	3100
M-4	1617 to 1713	3250	3750	2200	3000
M-6, 8	1721 to 1803, 1824 and 1825	3800	4400	2600	3500
M-9	1804 to 1822, 1826 to 1830 and 1836	4000	4650	2750	3700
M-11	1832 to 1835	4200	4850	2850	3850
T-1	2248 and 2252	2750	3200	1850	2500
T-8	2178	1950	2300	1350	1800
T-23	2301 to 2310	4000	4650	2700	3650
T-26	2296 and 2299	3400	3950	2300	3150
T-28, 31	2312 to 2362	4350	5050	2950	4000
T-32	2363 to 2370, 2372 to 2384	4450	5200	3050	4150
T-40	2371	4450	5200	3050	4150
T-37	2105 and 2106	4000	4650	2700	3700
P-1, 3, 5	{2404, 2408, 2411, 2412, 2417, 2428 to 2433, 2439 to 2452 and 2459	3600	4200	2400	3300
P-1	2403, 2405 to 2407 and 2415	3750	4400	2550	3450
P-4	{2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	3950	4600	2650	3600
P-6	2453, 2454 and 2458	4450	5200	3000	4100
P-7	2476 and 2477	4750	5500	3200	4350
P-8, 10	2461 to 2474, 2478 to 2483	4850	5650	3250	4450
P-8, 10	2475, 2484 to 2491	5150	6000	3500	4750
P-11	3104 and 3109	3850	4500	2600	3550
P-12	3120 to 3129	5150	6000	3500	4750
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469	4850	5600	3300	4450
C-18	3400 to 3409	4450	5150	3050	4100
C-19	3410 to 3426	4650	5400	3150	4250
TW-1	2900 to 2913	3700	4300	2550	3450
TW-2, 3	2937 to 2952	3000	3450	2050	2750
TW-8	2914 to 2923	4200	4850	2850	3850
A-3	3025 and 3057	2950	3450	1950	2700
A-6	3000 and 3002	3450	4050	2300	3150
Mk-2, 4	3201 to 3240	5600	6500	3800	5150
Mk-5, 6	3241 to 3277	6150	7150	4200	5650
Mk-7, 8, 9	3300 to 3324	6750	7800	4600	6200
Mk-10	3295	5200	6050	3550	4800
Mk-11	3297 and 3298	5000	5800	3400	4600
F-1	3611 to 3652	7100	8250	4850	6550
F-3, 4, 5	3653 to 3769	8100	9400	5550	7500
MM-3	3930 and 3931	9350	10800	6400	8600
AC-4, 5	4100 to 4125	12700	14700	8700	11700
AC-6 to 12	3800 to 3811, 4126 to 4294	13400	15500	9200	12400
Mt-1, 3, 4, 5	4300 to 4376	6450	7550	4400	①5950
Mt-2	4385 to 4390	6900	8000	4650	6350
GS-1, 2	4401 to 4415	7050	8200	4750	6450
GS-3, 4, 5, 6	4416 to 4469	9500	11000	6500	8750
SP-1, 2, 3	5000 to 5048	.....	.....	.....	.....

①Rating Barlow to Canby—5350.
In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms.

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

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	RATING OF ENGINES—In Units of 1000 Lbs. (Ms)																		
		Corvallis to Albany	Flynn to Corvallis	Toledo to Flynn	Flynn to Toledo	Corvallis to Flynn	Albany to Corvallis	Salem and Geer	Shelburn and Gates	Lebanon to Albany	Tallman to Springfield	Aumsville to Lebanon	Geer to Aumsville	Woodburn to Geer	Geer to Woodburn	Aumsville to Geer	Lebanon to Aumsville	Springfield to Tallman	Albany to Lebanon	
DES-1 to 7	1000 to 1022	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DES-100 to 109	1300 to 1441	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DERS-1	5200 to 5202	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DERS-200, 201	5100 to 5113	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M-4	1617 to 1713	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M-6, 8	1721 to 1803, 1824 and 1825	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M-9	1804 to 1822, 1826 to 1830 and 1836	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M-11	1832 to 1835	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-1	2248 and 2252	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-8	2178	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-23	2301 to 2310	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-26	2296 and 2299	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-28, 31	2312 to 2362	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-32	2363 to 2370, 2372 to 2384	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-40	2371	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-37	2105 and 2106	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P-1, 3, 5	2404, 2408, 2411, 2412, 2417, 2428 to 2433, 2439 to 2452 and 2459	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P-1	2403, 2405 to 2407 and 2415	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P-4	{2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P-6	2453, 2454 and 2458	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P-7	2476 and 2477	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P-8, 10	2461 to 2474, 2478 to 2483	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P-8, 10	2475, 2484 to 2491	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P-11	3104 and 3109	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C-18	3400 to 3409	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C-19	3410 to 3426	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
TW-1	2900 to 2913	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
TW-2, 3	2937 to 2952	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
TW-8	2914 to 2923	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

①Rating Gates to Shelburn 2600.

②Rating Geer to Salem 6000.

③Rating Toledo to Nashville 5000; Summit to Flynn 3500.

④Rating Toledo to Nashville 2800; Summit to Flynn 1750.

SP&S engines may operate as follows: Between Albany and Lebanon—N class not to exceed 198,080 pounds on drivers. In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms and 3 Ms for each such car of 45 to 55 Ms; except from Geer to Aumsville and between Flynn and Toledo add 3 Ms for each such car of 55 Ms or less.

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

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Salem to Dallas	Dallas to MP 735.5	MP 735.5 to Falls City	Falls City to Black Rock	Gilliam to MP 735.5	Black Rock to Gilliams	Dallas to Salem	Cheshire to Corvallis	Corvallis to Gaston	Gaston to Corvallis	Corvallis to Cheshire	Sherwood to Springbrook	Springbrook to Sherwood	Sherwood to Willaburg Jct.	Springbrook to St. Joseph
DES-1 to 7	1000 to 1022	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DES-100 to 109	1300 to 1441	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DE-1	5200 to 5202	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DE-2, 4 to 7	5203 to 5239	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DE-200, 201	5100 to 5113	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M-4	1617 to 1713	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M-6, 8	1721 to 1803, 1824 and 1825	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M-9	1804 to 1822, 1826 to 1830 and 1836	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M-11	1832 to 1835	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-1	2248 and 2252	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-8	2178	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-23	2301 to 2310	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-26	2296 and 2299	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-28, 31	2312 to 2362	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-32	2363 to 2370, 2372 to 2384	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-40	2371	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-37	2105 and 2106	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P-1, 3, 5	2404, 2408, 2411, 2412, 2417, 2428 to 2433, 2439 to 2452 and 2459	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P-1	2403, 2405 to 2407 and 2415	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P-11	3104 and 3109	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C-18	3400 to 3409	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C-19	3410 to 3426	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
TW-1	2900 to 2913	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
TW-2, 3	2937 to 2952	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
TW-8	2914 to 2923	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

① Rating Willaburg Jct. to Cook 3300; no rating Cook to Sherwood and Hillsboro to Gaston.

② Rating Willaburg Jct. to Cook 6000; no rating Cook to Sherwood and Hillsboro to Gaston.

③ Rating Monroe to Corvallis 6000.

④ Rating Corvallis to Monroe 2400.

SP&S engines may operate as follows: Between Gretton and Beburg—F class not to exceed 161,160 lbs. on drivers; N class not to exceed 198,080 lbs. on drivers; 0-1, 0-2, 0-3 and DBS class not to exceed 248,000 lbs. on drivers.

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms and 3 Ms for each such car of 45 to 55 Ms; except from Dallas to MP 735.5, Falls City to Black Rock, Corvallis to Cheshire, Sherwood to Springbrook, St. Joseph to Springbrook, Springbrook to Sherwood, add 3 Ms for each such car of 55 Ms or less.

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

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Bailey Jct. to Dawson	Dawson to Bailey Jct.	Alpine Jct. to Glenbrook	Glenbrook to Alpine Jct.	Whiteson and Perrydale	Broadmead to Williamsina	Williamsina to Broadmead	Canby and Molalla	Wilsonia to Jefferson St.	Jefferson St. to Wilsonia	Tillamook to Salmonberry	Salmonberry to Enright	Timber and Enright	Timber to Buxton	Enright to Tillamook	Hillsboro to Buxton	Buxton to Timber
DES-1 to 7	1000 to 1022	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DES-100 to 109	1300 to 1441	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DE-1	5200 to 5202	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DE-2, 4 to 7	5203 to 5239	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DE-200, 201	5100 to 5113	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M-4	1617 to 1713	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M-6, 8	1721 to 1803, 1824 and 1825	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M-9	1804 to 1822, 1826 to 1830 and 1836	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M-11	1832 to 1835	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-1	2248 and 2252	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-8	2178	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-23	2301 to 2310	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-26	2296 and 2299	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-28, 31	2312 to 2362	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-32	2363 to 2370, 2372 to 2384	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-40	2371	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-37	2105 and 2106	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P-1, 3, 5	2404, 2408, 2411, 2412, 2417, 2428 to 2433, 2439 to 2452 and 2459	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P-1	2403, 2405 to 2407 and 2415	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P-11	3104 and 3109	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C-18	3400 to 3409	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C-19	3410 to 3426	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
TW-1	2900 to 2913	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
TW-2, 3	2937 to 2952	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
TW-8	2914 to 2923	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms and 3 Ms for each such car of 45 to 55 Ms; except from Bailey Jct. to Dawson, Whiteson to Perrydale, Williamsina to Broadmead, Salmonberry to Enright, and between Alpine Jct. and Glenbrook, Wilsonia and Jefferson St., Timber and Enright, Timber and Buxton, add 3 Ms for each such car of 55 Ms or less.

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

RULE 14(d). Springfield Jct.: To recall flagman from west on Medford Subdivision, give six long sounds of whistle.

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

West MP	East MP
427.08	430.79
439.21	444.37
456.70	458.12
472.94	474.57
507.52	508.33
571.48	574.56
584.98	587.16
608.29	609.65
623.75	627.15

Ashland: Eastward freight trains will use track 1 and when necessary double over to track 3. Westward freight trains arriving Ashland will head in on track 1 and if necessary to double to other track, double over as instructed by Agent or his representative when yard engine not on duty. During the hours no yard engine is on duty both freight and passenger trainmen will be required to head their trains in and out of Ashland yard, also set out or pick up any cars for their train and handle their engines to and from roundhouse.

Roseburg: Eastward freight trains entering yard will use No. 1 track. Westward freight trains will use scale track.

RULE 103 (A). Trains and engines must stop before reaching crossing of Highway 99 (Pacific Highway) on tracks leading to Weyerhaeuser Lumber Co. at Sutherlin, and two flagmen must protect traffic until movement blocks the crossing. Movement over crossing must not exceed 12 MPH, and must be so operated that no part of a standing car or engine will block any part of crossing.

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

RULE 505. AUTOMATIC BLOCK SYSTEM

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

PUSH BUTTONS

Push buttons and time-release on side of relay case on Signal 6208 at Springfield Jct. If signal governing movement desired indicates "stop", and train on other line has stopped, or switch indicator indicates block clear, operate time-release and press button with number corresponding to number of signal desired. Signal should clear after four-minute interval. If signal does not clear train may proceed only after providing flag protection on other line and as prescribed by Rule 509 (J).

RULE 510. The following block signals equipped with triangular plate displaying letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-6408	Collision detector, highway underpass, MP 642.30	P-6429
P-6208 P-6446	Spring switch, junction switch Springfield Jct.	P-6447

RULE 516. Overlap posts:

Eastward trains:
Latham.....1700 feet west of Signal 6252.
Westward trains:
Medford.....1434 feet east of Signal 4413.

RULE 535. SPRING SWITCHES

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

Location	Normal Position
Springfield Jct.....	Junction switch.....
	Cascade line

GENERAL REGULATIONS

RULE 825. Engines may operate over the live rail of track scale at Grants Pass, not exceeding 4 MPH.

AIR BRAKE RULES

RULE 17. Retainers will be used on passenger trains on descending grades as follows:

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

Glendale-Grants Pass, both directions—10 valves on head end of train. Stop for inspection will not be required if there is no evidence of overheating and in judgment of conductor and engineer there is no necessity for such stop.

Retainers will be used between Rice Hill and MP 594; when necessary to comply with provisions of Rule 29. Eastward freight trains exceeding 8000 Ms will use 20 retainers on head end Rice Hill to MP 602.

FREIGHT TRAINS

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

RULE 33. Gross tonnage on any freight train must not exceed the Ms per operative brake between the stations shown:
Grants Pass and Glendale.....140 Ms.

PASSENGER TRAINS

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

Eastward trains leaving Grants Pass,
Westward trains leaving Glendale.

MISCELLANEOUS

1. Engines take full tank water at Glendale eastward and Myrtle Creek westward, and favor water supply at West Fork.

4. In helper service not more than two engines will be coupled together in train. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least 7 cars.

In all cases helper engines will be placed in train ahead of wooden underframe and outfit cars, and passenger equipment.

10.

Class of Engine **Restricted Tracks**

Engines over 200,000 lbs. on drivers.....	Medford—Big Pine spur; Clark Henry spur; old Jacksonville Ry. track.
F, AC, Mt, GS, SP.....	Medford—Medford Timber Prod. Corp. spur; west lead to Medford Corp. beyond 200 feet beyond derail; through crossover from track 4 to track 3 Government yard.
F, AC.....	Medford—East end Government tracks beyond point 700 feet west of east switch.
F, AC, Mt, GS, SP.....	Myrtle Creek—Standard Oil spur; Shell Oil spur; House track.
"	Myrtle Creek—Packing Plant track.
AC.....	Green—Eugene Plywood track; other engines restricted to 8 MPH.
All.....	Shady—Beyond sign on Metzgers spur.
Engines over 200,000 lbs. on drivers.....	Roseburg—Kenny spur.
"	Deady—Spur.
F, AC, Mt, GS, SP.....	Sutherlin—Stock Yard track.
AC, Mt, GS, SP.....	Oakland — House track between east switch and station..
F, AC, Mt, GS, SP.....	Drain—Old wye tracks to Whipple Lbr. Co., Douglas Timber Corp.; Griswold & Sons; Standard Oil Co.
AC, Mt, GS, SP.....	Divide—Wye.
F, AC, Mt, GS, SP.....	Latham—All yard tracks, except M&M spur.

Load limit (car and contents):

Ashland-Springfield Jct.....251,000 pounds
Unless authorized by Superintendent, heavier loads must not be handled.

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

All water tanks and water columns have impaired side clearance at spouts.

Mile Post	Location	Description	Height Above Top of Rail	Side Clearance From Rail
490	Hugo-Leland.....	Tunnel 9.....	16.7	4.0
505	Wolf Creek-Glendale.....	Tunnel 8.....	16.0	4.1
514	Reuben-Brandt.....	Tunnel 7.....	16.3	4.2
514	"	Tunnel 6.....	15.2	3.3
515	"	Tunnel 5.....	16.1	3.6
516	"	Tunnel 4.....	16.3	4.2
518	Brandt-West Fork.....	Tunnel 3.....	17.1	4.8
518	5180 feet east.....	Rock cut.....		5.4
521	Brandt-West Fork.....	Tunnel 2.....	17.0	4.7
521.40	"	West Fork Creek crossing.....	21.8	4.9
523	4490 feet east.....	Rock cut.....		5.2
525	125 " ".....	" ".....		5.8
526	3700 " ".....	" ".....		5.7
526	3865 " ".....	" ".....		5.3
526	4785 " ".....	" ".....		5.2
528	600 " ".....	" ".....		5.4
530.8	Cow Creek-Peck.....	Tunnel 1.....	16.4	4.7
539	1450 feet east.....	Rock cut.....		5.5
620	856 feet east.....	Rock cut.....		5.7

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

Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches.....	10
Through turnouts on other than sidings.....	10
On branches.....	10
Through all sidings, yard tracks and other tracks with engine running backward.....	10

SPECIAL INSTRUCTIONS—MEDFORD SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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

TERRITORY	LIGHT ENGINES				TERRITORY	LIGHT ENGINES			
	PASSENGER TRAINS	FREIGHT AND MIXED	RUNNING FORWARD	RUNNING BACKWARD		PASSENGER TRAINS	FREIGHT AND MIXED	RUNNING FORWARD	RUNNING BACKWARD
			Column: 3	Column: 4				Column: 3	Column: 4
EASTWARD, ASHLAND TO SPRINGFIELD JCT.: MP MP					WESTWARD, SPRINGFIELD JCT. TO ASHLAND: MP MP				
429.10 to 434.60 (Talent).....	30	20	20	20	644.30 to 642.29.....	30	20	20	15
434.60 to 436.55.....	50	35	35	30	642.29 to 630.40.....	50	35	35	30
436.55 to 436.69.....	50	25	25	20	630.40 to 629.84.....	25	20	20	15
436.69 to 441.67.....	50	35	35	30	629.84 to 627.03.....	35	25	25	15
441.67 to 441.81 (over Main St., Medford).....	10	10	10	10	★627.03 to 625.70 (Cottage Grove).....	25	25	25	15
441.81 to 445.41.....	50	35	35	30	625.70 to 624.20.....	50	35	35	30
★445.41 to 446.26 5 AM. to 10 PM. (Central Point).....	35	35	35	20	624.20 to 622.12.....	35	25	25	15
445.41 to 446.26 10 PM. to 5 AM. (Central Point).....	50	35	35	30	622.12 to 617.85.....	25	20	20	15
446.26 to 450.60.....	50	35	35	30	617.85 to 613.70.....	50	35	35	30
450.60 to 456.42.....	30	25	25	15	613.70 to 611.39.....	30	20	20	15
456.42 to 456.83.....	25	25	25	15	611.39 to 609.17.....	40	30	30	15
456.83 to 462.04.....	50	35	35	30	609.17 to 606.28.....	30	20	20	15
462.04 to 463.57.....	45	35	35	15	606.28 to 603.83.....	50	35	35	30
					★603.83 to 603.56 (Yoncalla).....	25	25	25	15
					603.56 to 601.60.....	50	35	35	30
463.57 to 466.10.....	50	35	35	30	601.60 to 593.61.....	25	20	20	15
466.10 to 470.96.....	35	25	25	15	593.61 to 589.71.....	35	25	25	15
470.96 to 474.70.....	50	35	35	30	589.71 to 586.72.....	30	20	20	15
474.70 to 482.24.....	30	20	20	15	586.72 to 582.21.....	50	35	35	30
482.24 to 485.36.....	50	35	35	30	582.21 to 573.86.....	35	25	25	15
485.36 to 499.07.....	30	20	20	15	★573.86 to 571.77 (Roseburg).....	25	25	25	15
499.07 to 501.98.....	30	25	25	20	571.77 to 568.68.....	30	25	25	15
501.98 to 509.50.....	30	20	20	15	568.68 to 565.12.....	45	30	30	15
509.50 to 515.81.....	30	25	25	20	565.12 to 544.71.....	30	20	20	15
515.81 to 516.19.....	20	15	15	15	544.71 to 543.07.....	40	35	35	15
516.19 to 527.09.....	25	20	20	15	543.07 to 539.60.....	45	35	35	30
527.09 to 528.65.....	20	15	15	15	539.60 to 536.91.....	20	15	15	15
528.65 to 536.91.....	30	20	20	15	536.91 to 528.65.....	30	20	20	15
					528.65 to 527.09.....	20	15	15	15
536.91 to 539.60.....	20	15	15	15	527.09 to 516.19.....	25	20	20	15
539.60 to 543.07.....	45	35	35	30	516.19 to 515.81.....	20	15	15	15
543.07 to 544.71.....	40	35	35	15	515.81 to 509.50.....	30	25	25	20
544.71 to 565.12.....	30	20	20	15	509.50 to 501.98.....	30	20	20	15
565.12 to 568.68.....	45	30	30	15	501.98 to 499.07.....	30	25	25	20
568.68 to 571.77.....	30	25	25	15	499.07 to 485.36.....	30	20	20	15
★571.77 to 573.86 (Roseburg).....	25	25	25	15	485.36 to 482.24.....	50	35	35	30
573.86 to 582.21.....	35	25	25	15	482.24 to 474.70.....	30	20	20	15
582.21 to 586.72.....	50	35	35	30	474.70 to 470.96.....	50	35	35	30
586.72 to 589.71.....	30	20	20	15	470.96 to 466.10.....	35	25	25	15
589.71 to 593.61.....	35	25	25	15	466.10 to 463.57.....	50	35	35	30
593.61 to 601.60.....	25	20	20	15	463.57 to 462.04.....	45	35	35	15
601.60 to 603.56.....	50	35	35	30					
★603.56 to 603.83 (Yoncalla).....	25	25	25	15	462.04 to 456.83.....	50	35	35	30
603.83 to 606.28.....	50	35	35	30	456.83 to 456.42.....	25	25	25	15
606.28 to 609.17.....	30	20	20	15	456.42 to 450.60.....	30	25	25	15
609.17 to 611.39.....	40	30	30	15	450.60 to 446.26.....	50	35	35	30
611.39 to 613.70.....	30	20	20	15	★446.26 to 445.41 5 AM. to 10 PM. (Central Point).....	35	35	35	20
613.70 to 617.85.....	50	35	35	30	446.26 to 445.41 10 PM. to 5 AM. (Central Point).....	50	35	35	30
617.85 to 622.12.....	25	20	20	15	445.41 to 441.81.....	50	35	35	30
622.12 to 624.20.....	35	25	25	15	441.81 to 441.67 (over Main St., Medford).....	10	10	10	10
624.20 to 625.70.....	50	35	35	30	441.67 to 436.69.....	50	35	35	30
★625.70 to 627.03 (Cottage Grove).....	25	25	25	15	436.69 to 436.55.....	50	25	25	20
627.03 to 629.84.....	35	25	25	15	436.55 to 434.60.....	50	35	35	30
629.84 to 630.40.....	25	20	20	15	434.60 to 429.10.....	30	20	20	20
630.40 to 642.29.....	50	35	35	30					
642.29 to 644.30.....	30	20	20	15					

★Regulated by City ordinance.

SPECIAL INSTRUCTIONS—MEDFORD SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Ashland to Grants Pass	Grants Pass and Glendale	Glendale to Roseburg	Roseburg to Divide
		Divide to Drain	Drain to Roseburg		
DEF-1	6122 to 6137.....	.....	.....	.....	.....
DEF-1	6138 and 6139.....	.....	.....	.....	.....
DEF-2	6140 to 6179.....	.....	.....	.....	.....
DEF-3, 4, 5, 6	6180 to 6339.....	20000	8400	15300	8400
DES-1 to 7	1000 to 1022.....	2150	610	1320	620
DES-100 to 109	1300 to 1441.....	3300	960	2050	980
M-4	1617 to 1713.....	2950	820	1800	840
M-6, 8	1721 to 1803, 1824 and 1825.....	3450	970	2100	1000
M-9	1804 to 1822, 1826 to 1830 and 1836.....	3650	1050	2250	1050
M-11	1832 to 1835.....	3800	1100	2350	1100
T-1	2248 and 2252.....	2550	700	1550	720
T-8	2178.....	1800	470	1100	490
T-23	2301 to 2310.....	3650	1000	2250	1100
T-26	2296 and 2299.....	3200	870	1950	900
T-28, 31	2312 to 2362.....	4050	1150	2550	1200
T-32	2363 to 2370, 2372 to 2384.....	4100	1150	2550	1200
T-40	2371.....	4100	1150	2550	1200
T-37	2105 and 2106.....	3650	1000	2250	1050
P-1, 3, 5	{2404, 2408, 2411, 2412, 2417, 2428 to 2433, 2439 } to 2452 and 2459	3250	860	1950	890
P-1	2403, 2405 to 2407 and 2415.....	3400	900	2050	930
P-4	{2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, } 2424 and 2436	3600	940	2150	980
P-6	2453, 2454 and 2458.....	4050	1200	2450	1100
P-7	2476 and 2477.....	4300	1200	2650	1200
P-8, 10	2461 to 2474, 2478 to 2483.....	4500	1150	2700	1200
P-8, 10	2475, 2484 to 2491.....	4700	1250	2850	1300
P-11	3104 and 3109.....	3500	920	2100	950
P-12	3120 to 3129.....	.....	.....	.....	.....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469.....	4400	1250	2700	1300
C-18	3400 to 3409.....	4050	1150	2550	1200
C-19	3410 to 3426.....	4250	1200	2600	1250
TW-1	2900 to 2913.....	3400	970	2100	1000
TW-2, 3	2937 to 2952.....	2700	760	1650	780
TW-8	2914 to 2923.....	3750	1050	2300	1100
A-3	3025 and 3057.....	2700	670	1600	690
A-6	3000 and 3002.....	3150	810	1900	840
Mk-2, 4	3201 to 3240.....	5100	1400	3100	1450
Mk-5, 6	3241 to 3277.....	5600	1600	3450	1600
Mk-7, 8, 9	3300 to 3324.....	6150	1800	3800	1850
Mk-10	3295.....	4750	1350	2950	1400
Mk-11	3297 and 3298.....	4550	1300	2850	1350
F-1	3611 to 3652.....	6400	1850	3950	1900
F-3, 4, 5	3653 to 3769.....	8000	2300	4900	2350
MM-3	3930 and 3931.....	8550	2450	5300	2550
AC-4, 5	4100 to 4125.....	.....	.....	.....	.....
AC-6 to 12	3800 to 3811, 4126 to 4294.....	.....	.....	.....	.....
Mt-1, 3, 4, 5	4300 to 4376.....	6000	1650	3650	1700
Mt-2	4385 to 4390.....	.....	.....	.....	.....
GS-1, 2	4401 to 4415.....	.....	.....	.....	.....
GS-3, 4, 5, 6	4416 to 4469.....	.....	.....	.....	.....
SP-1, 2, 3	5000 to 5048.....	8700	2500	5350	2600

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms; except between Grant's Pass and Glendale and from Drain to Roseburg, Roseburg to Divide add 3 Ms for each such car of 55 Ms or less.

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

SPECIAL INSTRUCTIONS—MEDFORD SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Divide to Springfield Jct.	Springfield Jct. to Divide	Roseburg to West Fork Grants Pass to Ashland	West Fork to Glendale
DEF-1	6122 to 6137	.....	.....	.....	.....
DEF-1	6138 and 6139	.....	.....	.....	.....
DEF-2	6140 to 6179	.....	.....	.....	.....
DEF-3, 4, 5, 6	6180 to 6339	18450	14100	15150	13000
DES-1 to 7	1000 to 1022	1550	1170	1260	1070
DES-100 to 109	1300 to 1441	2400	1800	1950	1650
M-4	1617 to 1713	2150	1550	1700	1250
M-6, 8	1721 to 1803, 1824 and 1825	2500	1850	2000	1450
M 9	1804 to 1822, 1826 to 1830 and 1836	2650	2000	2150	1550
M-11	1832 to 1835	2800	2050	2250	1650
T-1	2248 and 2252	1850	1350	1500	1100
T-8	2178	1300	960	1050	780
T-23	2301 to 2310	2650	1950	2100	1550
T-26	2296 and 2299	2300	1700	1850	1450
T-28, 31	2312 to 2362	2950	2200	2350	1850
T-32	2363 to 2370, 2372 to 2384	3000	2200	2400	1850
T-40	2371	3000	2200	2400	1850
T-37	2105 and 2106	2650	1950	2150	1550
P-1, 3, 5	2404, 2408, 2411, 2412, 2417, 2428 to 2433, 2439 to 2452 and 2459	2350	1700	1850	1350
P-1	2403, 2405 to 2407 and 2415	2450	1800	1950	1400
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	2600	1900	2050	1450
P-6	2453, 2454 and 2458	2950	2150	2350	1700
P-7	2476 and 2477	3150	2300	2550	1850
P-8, 10	2461 to 2474, 2478 to 2483	3250	2400	2600	1950
P-8, 10	2475, 2484 to 2491	3400	2500	2750	1950
P-11	3104 and 3109	2550	1850	2000	1420
P-12	3120 to 3129	.....	.....	.....	.....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469	3200	2400	2600	1900
C-18	3400 to 3409	2950	2200	2400	1750
C-19	3410 to 3426	3100	2300	2500	1850
TW-1	2900 to 2913	2450	1850	2000	1500
TW-2, 3	2937 to 2952	1950	1450	1600	1150
TW-8	2914 to 2923	2700	2050	2200	1550
A-3	3025 and 3057	1950	1400	1550	1100
A-6	3000 and 3002	2250	1650	1800	1300
Mk-2, 4	3201 to 3240	3700	2750	3000	2200
Mk-5, 6	3241 to 3277	4100	3050	3300	2400
Mk-7, 8, 9	3300 to 3324	4500	3350	3650	2650
Mk-10	3295	3450	2600	2800	2050
Mk-11	3297 and 3298	3350	2500	2700	2000
F-1	3611 to 3652	4650	3500	3800	2800
F-3, 4, 5	3653 to 3769	5800	4900	4900	4000
MM-3	3930 and 3931	6250	4650	5050	3700
AG-4, 5	4100 to 4125	.....	.....	.....	.....
AC-6 to 12	3800 to 3811, 4126 to 4294	.....	.....	.....	.....
Mt-1, 3, 4, 5	4300 to 4376	4350	3250	3500	2650
Mt-2	4385 to 4390	.....	.....	.....	.....
GS-1, 2	4401 to 4415	.....	.....	.....	.....
GS-3, 4, 5, 6	4416 to 4469	.....	.....	.....	.....
SP-1, 2, 3	5000 to 5048	6350	5750	5150	4700

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms; except from West Fork to Glendale add 3 Ms for each such car of 55 Ms or less.

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

SPECIAL INSTRUCTIONS—COOS BAY SUBDIVISION

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

West MP	East MP
704.37	Mapleton..... 706.34
739.61	Reedsport..... 741.13
764.28	Coos Bay..... 771.19
777.95	Overland..... 778.84
784.15	Coquille..... 786.87
794.02	Myrtle Point..... 795.36
801.91	Warner..... 802.95
806.75	Gaylord..... 808.10
811.85	Powers.....

Eugene: Coos Bay Subdivision main track ends at Eugene at switch connecting with running track at Signal 6483. Coos Bay Subdivision trains must use this running track to and from Eugene passenger station. Other trains must not use this track when such use will interfere with the movement of Coos Bay Subdivision first-class trains. Junction switch will be handled by herders.

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

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

RULE 103 (A). When operating across highway on spur track serving Siuslaw Forest Products Co. at Mapleton, member of crew must be stationed in each direction along highway 300 feet from track, with red flag by day, red light by night, to protect highway traffic.

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

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

RULE 505. AUTOMATIC BLOCK SYSTEM

Approaches to following tunnels protected by block signals:

- Tunnel 13, from MP 668 to MP 671.9,
- Tunnels 15 and 16 from MP 719.2 to MP 723.1,
- Tunnel 19 from MP 744 to MP 748.

Cordes-North Bend: MP 763 to MP 765.1.

RULE 516. Overlap posts:

- Eastward trains:
- Cordes.....1616 feet west of east switch.
- Westward trains:
- Flag.....807 feet east of west switch.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
Eugene Yard	East switch Diesel Service Track
Eugene Yard	East switch Roundhouse lead
Eugene Yard	East switch track 102
Eugene Yard	East switch track 103
Eugene Yard	East switch track 104
Eugene Yard	East switch track 104

RULE 605. INTERLOCKING

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

Cushman Drawbridge Tower: Governs movement over Siuslaw River bridge just east of Cushman.

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

North Bend Drawbridge Tower: Governs movement over Coos Bay drawbridge 1.7 miles west of North Bend. Normal position of drawbridge is for water traffic.

AIR BRAKE RULES

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

One mile east and west of Siuslaw River bridge, Cushman; Umpqua River bridge, Reedsport; Coos Bay bridge between Cordes and North Bend; and Coalbank Slough, Coos Bay.

MISCELLANEOUS

10.

Class of Engine	Restricted Tracks
Engines over 200,000 lbs. on drivers	Eugene—Jennings spur; Gas spur; House track; Woolen Mill spur; Allen & Lewis spur; Eugene Concrete Co. spur; Walters Bushong spur west of road crossing; Eugene Sand & Gravel Co. spur.
"	Eugene Yard—Spur at MP 649.8 Coos Bay line.
Engines over 122,000 lbs. on drivers	Coos Bay—Over connection between high line and track 4.
"	Cedar Point—On siding.
All engines and cars	Mapleton—Beyond 1188 ft. from switch on Mill spur; beyond 792 ft. from switch on log loading spur.
All engines	Mapleton—Siuslaw Forest Products log spur.
F-1	Cushman—House track.
"	Canary—Spur.
"	Ada—Spur.
"	Booth—Side track and log dump track.
"	Reedsport—E. K. Wood and Bridge Lbr. Co. tracks.
"	Tharp—Side track and log loading tracks.
"	Rogers—Spur beyond chute.
"	North Bend—Pocket and all industry tracks.
"	Coos Bay—All industry tracks.
"	Danebo, Long Tom, Noti, Flagg, Globe, Siltcoos, Brenham and Hauser—All side tracks.
All engines	Kroll—Trestle on Crown Zellerbach log loading track.

Coquille: Engines must not be operated beyond fouling point on Dimmicks spur.

Load limit (car and contents):

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

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

16. Three-wire line between Coos Bay and Coquille, two-wire line between Coquille and Myrtle Point and single wire line between Myrtle Point and Powers is telegraph line and all concerned are cautioned not to use the high voltage line on opposite side of track.

Trains handling logs loaded on flat cars must stop before entering Tunnels 14 and 21 westward, and Tunnels 13 and 18 eastward, and at Cordes to inspect condition of loads.

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

All water tanks and water columns have impaired side clearance at spout.

Mile Post	Location	Description	Height Above Top of Rail	Side Clearance From Rail
664.87	Long Tom-Noti	4th crossing Long Tom Creek	19.6	4.7
669.5	Vaughn-Flagg	Tunnel 13	19.6	5.0
681.1	Globe-Austa	Tunnel 14	19.7	5.4
720.7	Siboco-Canary	Tunnel 15	19.8	5.4
721.5	Canary-Siltcoos	Tunnel 16	19.8	5.2
727.7	Ada-Booth	Tunnel 17	20.0	5.4
734.5	Kroll-Brenham	Tunnel 18	19.7	5.2
739.64	Gardiner-Reedsport	Umpqua River crossing	21.9	4.7
745.6	Tharp-Willard	Tunnel 19	19.9	5.4
750.1	Willard-Lakeside	Tunnel 20	19.9	5.4
751.2		Tunnel 21	20.0	5.4
763.64	Cordes-North Bend	Coos Bay crossing (dwarf signals)	20.2	4.1
795.9	Myrtle Point-Broadbent	Coquille River bridge (1)	20.2	4.5
797.5		" (2)	20.2	4.5
800.6	Broadbent-Warner	" (5)	20.2	4.5
801.6		" (7)	20.2	4.2
802.7	Warner-Gaylord	" (8)	19.0	3.8
808.7	Gaylord-Byerle	Rowland Creek bridge (9)	20.2	4.6
809.3	Byerle-Fensler	Tunnel 1	18.8	4.5
813.3	Fensler-Powers	Coquille River bridge (14)	18.5	4.5

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

Restriction	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10
Through all sidings, yard tracks and other tracks with engine running backward	10

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 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
			RUNNING FORWARD	RUNNING BACKWARD				RUNNING FORWARD	RUNNING BACKWARD
Column: 1 2 3 4					Column: 1 2 3 4				
EASTWARD, EUGENE TO POWERS:					WESTWARD, POWERS TO EUGENE:				
MP	MP				MP	MP			
647.30 to 648.61	30	30	30	15	813.50 to 794.70	15	15	15	15
648.61 to 653.15	35	25	25	15	794.70 to 786.35	20	20	15	15
653.15 to 657.15 (fill)	30	25	25	15	786.35 to 785.65 (curve & crossing)	10	10	10	10
657.15 to 665.65	35	25	25	15	785.65 to 769.85	20	20	15	15
665.65 to 670.05 (curves & tunnel)	25	25	25	15	769.85 to 769.10 (slough & sink)	10	10	10	10
670.05 to 680.05	35	25	25	15	769.10 to 768.90	20	20	15	15
680.05 to 683.15 (curves)	25	25	25	15	768.90 to 765.60 (North Bend)	15	15	15	15
683.15 to 684.75	35	25	25	15	765.60 to 763.95	35	25	25	15
684.75 to 684.95 (curves)	25	25	25	15	763.95 to 763.55 (drawbridge)	15	15	15	15
684.95 to 687.85	35	25	25	15	763.55 to 750.25	35	25	25	15
687.85 to 687.95 (curve)	25	25	25	15	750.25 to 750.15 (tunnels)	25	25	25	15
687.95 to 689.55	35	25	25	15	750.15 to 746.05	35	25	25	15
689.55 to 691.05 (curve)	25	25	25	15	746.05 to 744.75 (curves & tunnel)	25	25	25	15
691.05 to 694.35	35	25	25	15	744.75 to 740.25	35	25	25	15
694.35 to 696.75 (curves)	25	25	25	15	740.25 to 739.64 (drawbridge)	15	15	15	15
696.75 to 698.35	35	25	25	15	739.64 to 733.55	35	25	25	15
698.35 to 698.45 (curve)	25	25	25	15	733.55 to 733.35 (curve)	25	25	25	15
698.45 to 703.55	35	25	25	15	733.35 to 730.85	35	25	25	15
703.55 to 704.35 (curves)	25	25	25	15	730.85 to 730.05 (trestles & slide area)	25	25	25	15
704.35 to 716.43	35	25	25	15	730.05 to 726.95	35	25	25	15
716.43 to 716.56 (drawbridge)	15	15	15	15	726.95 to 724.15 (curves)	25	25	25	15
716.56 to 717.85 (curve)	25	25	25	15	724.15 to 721.85	35	25	25	15
717.85 to 719.65	35	25	25	15	721.85 to 719.65 (curves)	25	25	25	15
719.65 to 721.85 (curves)	25	25	25	15	719.65 to 717.85	35	25	25	15
721.85 to 724.15	35	25	25	15	717.85 to 716.56 (curves)	25	25	25	15
724.15 to 726.95 (curves)	25	25	25	15	716.56 to 716.43 (drawbridge)	15	15	15	15
726.95 to 730.05	35	25	25	15	716.43 to 704.35	35	25	25	15
730.05 to 730.85 (trestles & slide area)	25	25	25	15	704.35 to 703.55 (curves)	25	25	25	15
730.85 to 733.35	35	25	25	15	703.55 to 698.45	35	25	25	15
733.35 to 733.55 (curve)	25	25	25	15	698.45 to 698.35 (curve)	25	25	25	15
733.55 to 739.64	35	25	25	15	698.35 to 696.75	35	25	25	15
739.64 to 740.25 (drawbridge)	15	15	15	15	696.75 to 694.35 (curves)	25	25	25	15
740.25 to 744.75	35	25	25	15	694.35 to 691.05	35	25	25	15
744.75 to 746.05 (curves & tunnel)	25	25	25	15	691.05 to 689.55 (curves)	25	25	25	15
746.05 to 750.15	35	25	25	15	689.55 to 687.95	35	25	25	15
750.15 to 750.25 (tunnels)	25	25	25	15	687.95 to 687.85 (curve)	25	25	25	15
750.25 to 763.55	35	25	25	15	687.85 to 684.95	35	25	25	15
763.55 to 763.95 (drawbridge)	15	15	15	15	684.95 to 684.75 (curve)	25	25	25	15
763.95 to 765.60 (North Bend)	35	25	25	15	684.75 to 683.15	35	25	25	15
765.60 to 768.90 (Coos Bay)	15	15	15	15	683.15 to 680.05 (curves)	25	25	25	15
768.90 to 769.10	20	20	15	15	680.05 to 670.05	35	25	25	15
769.10 to 769.85 (slough & sink)	10	10	10	10	670.05 to 665.65 (tunnel & curves)	25	25	25	15
769.85 to 785.65	20	20	15	15	665.65 to 657.15	35	25	25	15
785.65 to 786.35 (curve & crossing)	10	10	10	10	657.15 to 653.15 (fill)	30	25	25	15
786.35 to 794.70	20	20	15	15	653.15 to 648.61	35	25	25	15
794.70 to 813.50	15	15	15	15	648.61 to 647.30	30	30	30	15

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

CBL engines 11 and 12 must not operate between Myrtle Point and Coos Bay.

C class engines restricted to 30 MPH when handling passenger trains between Eugene and Coos Bay.

SPECIAL INSTRUCTIONS—COOS BAY SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Eugene and Noti Rainrock and Coos Bay	Noti to Flagg Rainrock to Vaughn	Vaughn to Noti Flagg to Rainrock	Coos Bay to Myrtle Point	Myrtle Point to Coos Bay	Myrtle Point to Powers	Powers to Myrtle Point
DERS-200, 201 M-4 M-6, 8 M-9 M-11	5100 to 5113..... 1617 to 1713..... 1721 to 1803, 1824 and 1825..... 1804 to 1822, 1826 to 1830 and 1836..... 1832 to 1835.....	..... 4000 4750 5000 5200	..... 3000 3550 3700 3000	..... 5500 8000 8000 8000	..... 830 ..... ..... .....	..... 1000	1010	2950
T-1 T-8 T-23 T-26 T-28, 31 T-32 T-40 T-37	2248 and 2252..... 2178..... 2301 to 2310..... 2296 and 2299..... 2312 to 2362..... 2363 to 2370, 2372 to 2384..... 2371..... 2105 and 2106.....	3100 2450 4950 5450 5000	2300 1800 3700 4100 3700	5500 5500 8000 8000 8000	720 490 1050	870 600 1250	..... 560 ..... ..... ..... ..... ..... .....	..... 1150
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-8, 10 P-11 P-12	{ 2404, 2408, 2411, 2412, 2417, 2428 to 2433, 2439 to 2452 and 2459 2403, 2405 to 2407 and 2415..... 2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436 2453, 2454 and 2458..... 2476 and 2477..... 2461 to 2474, 2478 to 2483..... 2475, 2484 to 2491..... 3104 and 3109..... 3120 to 3129.....	4500 4700 5000 4900	3300 3500 3700 3600	7400 6200 6450 6300.....	.............................................	.............................................	.............................................	.............................................
C-5, 8, 9, 10, 26 to 29 C-18 C-19 TW-1 TW-2, 3 TW-8	2513 to 2599, 2625 to 2860, 3440 to 3469..... 3400 to 3409..... 3410 to 3426..... 2900 to 2913..... 2937 to 2952..... 2914 to 2923.....	6050 5500 5800 4650 3500 5200	4500 4150 4300 3450 2650 3900	8000 8000 8000 8000 6000 8000	1300 1200 1250 1000 730 1100	1550 1450 1500 1200 890 1300	..... ..... ..... ..... 890 .....	..... ..... ..... ..... 1800
A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11	3025 and 3057..... 3000 and 3002..... 3201 to 3240..... 3241 to 3277..... 3300 to 3324..... 3295..... 3297 and 3298.....	..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... .....
F-1 F-3, 4, 5 MM-3 AC-4, 5 AC-6 to 12	3611 to 3652..... 3653 to 3769..... 3930 and 3931..... 4100 to 4125..... 3800 to 3811, 4126 to 4294.....	8800	7000	12000....................	.........................	.........................	.........................	.........................
Mt-1, 3, 4, 5 Mt-2 GS-1, 2 GS-3, 4, 5, 6 SP-1, 2, 3	4300 to 4376..... 4385 to 4390..... 4401 to 4415..... 4416 to 4469..... 5000 to 5048.....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms; except between Coos Bay and Powers add 3 Ms for each such car of 55 Ms or less.

CBL engines may operate between Coos Bay and Powers.

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