RULE 10-1

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

Foreman's Response

"THIS IS S.P. FOREMAN IN CHARGE OF THE WORK BETWEEN MP _____ AND MP _____ S.P. TRAIN ORDER NO. _____. WE ARE IN THE CLEAR AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF THE ORDER AT _____ M.P.H."

Engineer's Response

"THIS IS ENGINEER S.P. TRAIN ______, I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO. ______ BETWEEN MP ______ AND MP _____ AT (Speed). REPEAT (Speed) MILES PER HOUR."

Foreman must acknowledge Engineer's response as follows: S.P. TRAIN NO. ____, O.K. ON ORDER NO. ____

SPEED TABLE

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

SOUTHERN PACIFIC COMPANY

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BAAG



OREGON DIVISION SPECIAL INSTRUCTIONS

No. 2

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

THESE INSTRUCTIONS CONSTITUTE A PART
OF THE TIMETABLE CURRENTLY IN
EFFECT

M. A. McINTYRE,
General Manager.

R. D. SPENCE,
S. B. BURTON,
Assistant General Managers.

J. P. GRIFFIN,

General Superintendent of

Transportation.

J. J. WILLIS,
Superintendent of Transportation.

A. W. KILBORN, Superintendent.

SOUTHERN PACIFIC MEMORIAL HOSPITAL, INC.

LOCATION	NAME	TITLE	LOCATION	NAME	TITLE
San Francisco	Dr. Vance M. Strange	Chief Surgeon	Portland	Dr. Jerome Goldman	Oculist
Ashland	Dr. H. A. Woods	District Physician and Surgeon	Oswego	Dr. Wm. H. Cane	Emergency Physician and Surgeon
Ashland	Dr. John W. Bradshaw	Asst. Dist. Physician and Surgeon	Reedsport	Dr. D. L. Courtney	Emergency Physician and Surgeon
Asbland	Dr. B. A. Cope	Oculist and Aurist	Florence	Dr. N. J. Dunn.	Emergency Physician and Surgeon
Medford	Dr. W. G. Bishop	District Physician and Surgeon	North Bend	Dr. Ennis Keizer	District Physician and Surgeon
Medford	Dr. J. T. Weisel	Oculist	Coos Bay	Dr. D. S. Johnson	District Physician and Surgeon
Medford	Dr. F. C. Lorish	Asst. Dist. Physician and Surgeon	Coquille	Dr. P. T. Wolfe	Emergency Surgeon
Grants Pass	Dr. A. L. Forsgren	District Physician and Surgeon	Myrtle Point	Dr. H. H. Thomas	
Grants Pass	Dr. Robert F. Hawley	District Physician and Surgeon	Mill City	Dr. D. W. Reid	
Grants Pass	Dr. W. W. Inkrote	Oculist and Aurist	Lebanon	Dr. Norman E. Irvine	District Physician and Surgeon
Roseburg	Dr. R. W. Pearson	District Physician and Surgeon	Brownsville	Dr. B. J. D'Armond	Emergency Surgeon
Roseburg	Dr. Harvey Kring	Oculist and Aurist	Toledo	Dr. O. N. Callender	District Physician and Surgeon
Roseburg	Dr. J. E. Campbell	District Pyhsician and Surgeon	Newberg	Dr. C. C. Peterson	Emergency Surgeon
Sutherlin	Dr. J. J. Grabow	District Physician and Surgeon	Newberg	Dr. Chester Bump	Emergency Surgeon
Oakland	Dr. J. J. Grabow	District Physician and Surgeon	Hillsboro	Dr. W. H. Piercy	
Glendale		District Physician and Surgeon	Hillsboro	Dr. M. J. Robb	Emergency Physician and Surgeon
Riddle	Dr. Edwin Everett	Emergency Surgeon	Forest Grove	Dr. C. L. Kaufman	District Examiner and Surgeon
Cottage Grove	Dr. J. T. Abbott	District Physician and Surgeon	Carlton	Dr. V. C. Staats	Emergener Surgeon
Cottage Grove	Dr. D. A. Morris	Asst. Dist. Physician and Surgeon	McMinnville	Dr. A. G. Noble	
Springfield	Dr. Melvin S. Jones	District Physician and Surgeon	Independence	Dr. Donald H. Searing	District Physician and Surgeon
Westfir-Oakridge.	Dr. Charles F. Holland, Jr	Asst. Dist. Physician and Surgeon	Independence	Dr. Richard Brust	
Westfir-Oakridge.	Dr. M. W. Poole	Emergency Physician and Surgeon	Corvallis	Dr. Waldo W. Ball	District Physician and Surgeon
Eugene		Division Physician and Surgeon	Corvallis	Dr. Verne S. Gearey	
			Dallas	Dr. E. A. Flaming	Dist. Physician and Surgeon
Eugene	Dr. James Bradley	District Physician and Surgeon	Wheeler	Dr. J. D. Hayschildt	District Physician and Surgeon District Physician and Surgeon
Eugene	Dr. T. M. Lundy	District Physician and Surgeon District Physician and Surgeon	Drain	Dr. W. E. Wiltse	Emergency Surgeon
Eugene	Dr. W. S. McHolick		McMinnville	Dr. James D. Treneman	Emergency Surgeon
Eugene	Dr. Thomas Kerns	District Physician and Surgeon	Dunsmuir	Dr. H. B. Chappell	Emergency Surgeon District Physician and Surgeon
Eugene		District Physician and Surgeon	Dunsmuir	Dr. H. B. Chappen	Asst. Dist. Physician and Surgeon
Eugene	Dr. J. W. Bishop	Asst. Dist. Physician and Surgeon Associate Dist. Physician & Surgeon	Me Chasta	Dr. J. W. Reynolds Dr. J. P. Geyman	District Physician and Surgeon
Eugene	Dr. L. D. Leslie		Mt. Shasta Mt. Shasta	Dr. R. E. McFarlane	District Physician and Surgeon District Physician and Surgeon
Eugene		Oculist and Aurist	Mt. Shasta	Dr. D. D. Todorovic	District Physician and Surgeon District Physician and Surgeon
Eugene				Dr. H. L. Vidricksen	Emergency Surgeon
Eugene	Dr. H. Anderson, Jr	District Physician and Surgeon	Weed	Dr. H. L. vidricksen	Emergency Surgeon Emergency Surgeon
Junction City	Dr. H. Lee Harris	District Physician and Surgeon	Weed Klamath Falls	Dr. Victor J. Thompson	District Physician and Surgeon
Albany	Dr. G. W. Bohl	District Physician and Surgeon	Klamath Falls	Dr. R. H. Engelcke Dr. J. M. Adams	District Physician and Surgeon
Albany		Associate Dist. Physician & Surgeon	Klamath Falls	Dr. J. M. Adams	Division Physician and Surgeon
Salem		District Physician and Surgeon	Klamath Falls	Dr. R. W. Stearns	
Salem	Dr. M. K. Crothers	Associate Dist. Physician & Surgeon		Dr. R. Wayne Esperson	District Physician and Surgeon
Salem	Dr. W. C. Crothers	Asst. Dist. Physician and Surgeon	Tule Lake Alturas	Dr. Isaac Spomer	District Physician and Surgeon Asst. Dist. Physician and Surgeon
Salem.				Dr. Phillip W. McKenney	Asst. Dist. Physician and Surgeon
Salem	Dr. W. N. Thompson	Assistant Oculist and Aurist	Alturas	Dr. Wm. J. Quinn	District Physician and Surgeon
Salem	Dr. W. A. Fairfax, Jr	Assistant Oculist and Aurist	Yreka	Dr. D. L. Meamber	Emergency Surgeon
Salem	Dr. J. Moreland	Assistant Oculist	Susanville	Dr. J. W. Crever	
Salem	Dr. E. Dunham	Assistant Oculist and Aurist	Susanville	Dr. C. I. Burnett	Asst. Dist. Physician and Surgeon
Woodburn	Dr. Gerald B. Smith	District Physician and Surgeon	Susanville	Dr. K. Korver	
Silverton	Dr. V. E. Pettit	Emergency Surgeon	Thorne	Dr. John R. Weisser	Emergency Surgeon
Aurora	Dr. B. F. Giesy	Emergency Surgeon	Westwood	Dr. Heyman Levin	District Physician and Surgeon
Myrtle Creek	Dr. C. W. Fletcher	Emergency Surgeon			
Canby	Dr. J. F. Dinsmore	Emergency Physician and Surgeon		The second of th	
Hubbard	Dr. Benjamin F. Giesey	Emergency Surgeon			[1] [2] [2] [2] [2] [2] [2] [2] [2] [2] [2
Oregon City	Dr. James H. Gerow	Emergency Surgeon	1.7	1868	
Oregon City	Dr. H. E. Schlegel, Jr	Oculist	11 11 11 11 11 11 11 11 11 11 11 11 11		1
Oregon City	Dr. E. N. McLean	Oculist	3.7 . A		
Portland	Dr. A. L. Mundal	Division Physician and Surgeon			summoned for temporary treatment
Portland	Dr. A. T. Morrison	District Physician and Surgeon			ients cannot be sent to or await arri-
Portland	Dr. Minor Nichols	District Physician and Surgeon	val of Division or	District Surgeon.	
* 4 A A A A A A A A A A A A A A A A A A					

HOSPITALS

S. P. MEMORIAL HOSPITAL		SAN	FRANCISCO
GOOD SAMARITAN HOSPITAL			PORTLAND
EMERGENCY HOSPITAL			BROOKLYN
EMERGENCY HOSPITAL			EUGENE
	1.3		

WATCH INSPECTORS

Jakridge	P. L. Ashcraft
pringheld	Privats Jewelers, 129 N. 6th St.
gugene	J. A. Hoffman
gugene	Olson's
Sugene	
libany	French's
	Jackson Jewelers, 225 N. Liberty St.
Voodburn	
Oregon City	Burmeister & Andreson
$\operatorname{Aedford}$	Brophys Jeweler's, 209 E. Main St.
Grants Pass	Fields Jewelry, 229 S.E. Sixth St.
Roseburg	
ottage Grove	
ebanon	Landstrom's, 678 Main St.
Portland	Roy & Molin, 806 S.W. 6th Ave.
Ontland	W. R. Johnson, 6680 S.E. Milwaukie Ave.
Of pland	N. L. Nielsen, 1527 Lloyd Center

Readsport		
North Bend	Roger	Lee Jewelers, R. R. Shiplee
Coos Bay	Hoffmar	Jewelers, 275 Central Ave.
Coquille		
Hillsboro		Abendroth Jeweler's
McMinnville		Hanauer's Jewelry
Toledo		Smith's Jewelers
Corvallis		
Dallas		Brixius Jewelers
Tillamook		McInerney's Jewelers
Dunsmuir		L. L. Huddle
Mt. Shasta		Donald D. Heppner
weed Ashland		Donald D. Heppner
Klamath Falls	Jas.	J. C. Renie
Alturas		Dele Brown
Lakoviow	그는 그 사람들은 하나는 그를 가지고 하면서 그는	B H Amos
Susanville		Sierra Jewelers

RULE A. Employes must have copy of Rules and Regulations of the Transportation Department effective July 1, 1960, with page revisions as listed on pages 1 and 2 revised April 1, 1961.

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.

Employes are prohibited from riding or walking on the roof of any moving car. (Exception: Employes may ride on the roof of cars when necessary during switching operations, but must not cross from the roof of one car to another while in motion.)

Employes must not ride on the tops of high-cube excessheight box cars. When such cars are picked up enroute and train length permits, these cars shall be entrained at least five cars ahead of caboose.

RULE 1. Form prescribed for recording variations for Standard Clock at Time Signal has been discontinued.

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

RULES 10-G, 10-H and 10-I. When unattended red flags or red lights, yellow signals, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between siding switches, they must be duplicated to right of track in direction of approach. If clearance between siding and main track does not permit display of these signals to right of track in direction of approach, signals may be displayed to left of track in direction of approach.

Display of these signals to the left of track in direction of approach must be respected as though they were displayed in accordance with these rules.

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

Light engines are authorized to operate at "passenger train" speeds not exceeding 70 MPH except on descending grades without dynamic brake in operation must not exceed speed shown for "freight and mixed" trains.

Engine, flanger and caboose only are authorized to operate at "passenger train" speeds not exceeding 45 MPH on tangent track and 35 MPH on curves.

Passenger equipment with caboose or engine and caboose only are authorized to operate at "passenger train" speeds not exceeding 65 MPH.

RULE 11-A. At locations where fire hazards exist and the use of fuses is required, fuses must be placed between the rails.

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

RULE 16(e). Is cancelled.

RULE 16(k). When standing apply or release air brakes.

RULE 19. Last sentence of Item (5) is cancelled.

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

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

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

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

RULE 103-A. Automatic crossing gates:

Crossings protected by gates have control circuits located within short distance of crossings.

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

RULE 105. When length of train and/or capacity of siding permits, trains taking siding after clearing main track will provide not less than 400 feet additional clearance to fouling points.

RULE 220-A. First Paragraph of Rule 220-A is revised as follows:

"Train orders relating to track conditions and Form Y train orders, unless annulled, must be respected by conductor and engineer on all trips made during the tour of duty on which such orders are received."

FORMS OF TRAIN ORDERS. Form G, last paragraph is revised as follows:

"When an order, Form G, is fulfilled or annulled, other forms of orders held by the extra so created, except Forms K, V, Y, and train orders relating to track conditions, are also made void.

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

AUTOMATIC BLOCK SIGNAL SYSTEM

PUSH BUTTONS

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

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

Further instructions posted inside push button box.

ELECTRIC SWITCH LOCKS

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

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

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

When block indicators indicate "block occupied," instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary. Low type electric locks, such as are applied direct to lever of hub type switch stands, function as above except that the removal of the switch lock has the same effect as opening the lock box door. Instead of being equipped with an "unlocked" indicator, these locks have a pilot light that indicates by illumination when the lock is unlocked.

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

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

MECHANICAL SWITCH LOCKS

Lock box door must not be opened unless block indicators indicate block clear in both directions.

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

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

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

INTERLOCKING

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

When power operated switches are dual-control type switch machines, Rules 771 and 772 will also apply.

RULE 663 (c). When moving under the provisions of this rule requires movement over a dual-control type power operated switch, switch must be placed in hand position while movement is made over the switch, then returned to motor position.

LETTER TYPE INDICATORS

RULE 705. Instructions follow for operation of hot box detector boxes when stopped by illuminated letter actuated by hot box detector device. These instructions are also posted inside detector boxes.

Numerals displayed by indicator inside of box indicate location of car with hot bearing in train. Top row indicates hot bearing on right side of train and lower row on left side of train in the direction of movement. Numbers displayed on top or bottom row indicate the number of axles between hot bearing and rear axle of train. Indicators will display a maximum of four hot bearings on each side of train. All journals of car indicated by detector as well as each adjoining car must be inspected. After inspection has been completed train dispatcher must be notified of condition found. When it is safe to proceed, member of crew must push button below indicator panel to cancel numbers on indicator. Case door must be closed and locked with switch lock.

CENTRALIZED TRAFFIC CONTROL

RULE 763. Light engines which originate and terminate within CTC limits need not display indicators, white lights or flags as provided for in Rules 21-A, 21-B and 21-C.

RULE 765. Hand operated switches within A-PB or CTC limits (except A-PB Greton-Beburg) must not be operated without permission from train dispatcher and where main track hand operated switches are not equipped with electric or mechanical switch locks and maximum authorized speed is in excess of 20 MPH, trains and engines using such switches must occupy main track continuously or leave main track switch open while work is being performed. Such tracks must not be used by trains or engines for the meeting or passing of trains.

RULE 765-A. The provisions of Rule 765-A will not apply when Form Y train-order is in effect within CTC limits.

RULE 771. "Drops" must not be made over dual-control switches

RULE 776. Trains authorized by train dispatcher to pass absolute signal displaying stop indication and to proceed at restricted speed under provisions of this rule, may resume normal speed after rear of train passes next block signal displaying green aspect.

GENERAL REGULATIONS

RULE 808. In case of grade crossing accident it is permissible for crew members on request of law enforcement officers to furnish their names, occupations and addresses; identification of the train; direction and approximate speed of the train confirmation that the whistle, bell and headlight or headlights were operating; and direction of the vehicle. Signed statements are not to be given. Should police officers desire any additional information they should be courteously referred to Claims Department representative.

District Claims Agent, General Claims Department, Room 340, Union Station Portland, Oregon Telephone: Capitol 8-8181, Extensions 430, 484, 486

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.

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

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

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

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

AIR BRAKE RULES

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

Place automatic brake valve handle in running position, then open angle cock at rear of locomotive, move brake valve handle suddenly to release position, causing heavy flow of air throughout the brake pipe, which should blow out any condensation that may have accumulated in the brake system.

Before road test is made on any freight train after locomotive has been coupled thereto, blow out air brake pipe hoses on head end of train as follows:

After making brake pipe reduction, close angle cocks between second and third cars, uncouple air hose; close angle cocks between first car and locomotive, uncouple air hose; then recouple hoses and reopen all angle cocks. During this test engineer must drain condensation from drain cocks on air compressor intercooler and aftercooler, main reservoir, control reservoir, dirt collectors, air filters, and strainers on lead unit.

RULE 2(B). Dynamic brake on head end of freight trains must not exceed four 6-axle units, six 4-axle units, or any combination of both which totals 24-axles of dynamic braking except, dynamic brake on DF-1 to DF-13 classes is limited to five units

When two or more engines are coupled running light, engineers in charge of trailing engines must not use dynamic brake.

FREIGHT TRAINS

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

On westward trains Ashland to MP-422......80 pounds
On eastward trains Dunsmuir to Hilt.....80 pounds

RULE 14. When dynamic brakes are used on both road and helper engines while moving on descending grades, additional tonnage in the same ratio per unit as specified for road engine may be handled without retaining valves.

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

 SP-345000—345669
 Gondolas

 SP-463500—463999
 Hoppers (open top)

 SP-467500—467549
 Hoppers (open top)

 SP-491000—491059
 Hoppers (covered)

 SP-492000—492039
 Hoppers (covered)

 SP-500604
 Flat car

Before leaving a station or point where such cars have been added to the consist, engineer must actuate the automatic change-over feature by reducing brake pipe pressure to below 20 pounds whether cars are loaded or empty.

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

Close angle cocks between second and third cars, uncouple air hose; close angle cocks between first and second cars, uncouple air hose; close angle cocks between first car and locomotive, uncouple air hose, then recouple hoses and reopen all angle cocks. During this test engineer must drain condensation from drain cocks on air compressor intercooler and aftercooler, main reservoir, control reservoir, dirt collectors, air filters, and strainers on lead unit.

RULE 33. When tonnage of freight train handling cars with single capacity brakes exceeds 80 tons per operative brake, maximum speed of train must not exceed 45 MPH.

Weight of units not using their dynamic brake in road engines must be added to weight of cars and summation thereof divided by the number of cars having operative brakes to determine the tons per operative brake in train.

RULE 60. Changes in dynamic braking force must be made gradually when practicable. On decending grades, dynamic brake on freight trains must be reduced to one-half of maximum 500 feet before entering and 1500 feet after passing through turnout or crossover and during adjustment of slack following release of train air brakes.

MISCELLANEOUS

- 1. HELPER SERVICE:
- (a) Helper engines must not be placed behind wooden underframe equipment.
- (b) When helper engine is placed behind caboose, not more than 2 operating units or 4000 operative horsepower will be used.
- (c) When helper engine is placed immediately ahead of caboose, not more than 4 operating units or 8000 horse-power will be used.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

- 2. Scale test cars must not be handled with other cars during switching movements, and must be entrained behind helper engines when moving in train.
- 3. Rotary snow plows will not clear certain structures, tunnels and cuts with wings extended; be governed by instructions posted in rotary cab.

Flangers operating in snow territory must raise flanger blades and stop while train or engine is passing on adjacent track.

Rotary snow plow SPMW 211 restricted east of the west portal of Tunnel 9, Cascade Line.

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

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

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

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

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

- (a) At all snow sheds and tunnels.
- (b) Bridges Nos. 565.48 (Eagle Creek), 563.23 (Salt Creek), 552.30, 549.07, 548.95, 548.50 (Noisy Creek), 547.67 (Shady Creek), 546.38 (Cascade Creek), 536.93 (Trapper Creek),
- (c) All water columns at Wicopee, Cruzatte and Crescent Lake.
- (d) Westward "A" signal between East switch Cruzatte and Tunnel No. 6. Signals 5282 and 5288.
- 4. Should a passenger train be stopped in a tunnel, air conditioned cars within the tunnel must immediately have the air conditioning systems, including ice engines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off.

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

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

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

6. MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT.

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANGHES	MPH MAIN TRACKS ON BRANCHES
Double or triple loads		25
Logs loaded on flat or logging cars, except:	35	35
on curvesthrough truss bridges, tunnels and passing	25#	25
stations	15##	15
Trains handling flanger	30	30
Scale test cars, except:	40	30**
SPMW 2024	65	49
Cars with arch bar trucks	40	30
Steel pile-drivers, except:	40*	30*
SPMW 4088 and SPMW 5479	Spainter of	14,71 - 9(9)(14,5)
(locomotive crane pile-driver)	45	35
Relief outfits with steam derricks, except:	45	25*
On Siskiyou Line, except:	35	
Nos. 7007, 7009, 7012, 7019 and 7034	35*	25*
(Relief outfits 7014 and 7025 must not be	Section District	P. Speed
operated on any branch.) (Relief derricks 7003 and 7004 must not	white troop	gose inc
operate between Myrtle Point and Powers,	Barriera Na Anno Markania	
Hendricks and Hyland, Springfield and		Po labros
Tallman, Lebanon and West Stayton and	the softerson a	202 1420 2009
Mill City Branch.)	ROOM HARRY	z AlA. s
Relief derrick 7009 restricted between	angapitali sa	MAYS but
Myrtle Point and Powers may operate over	Section 2 decrees	
following bridges with light car on each	r ightibuur s Edalenta	togi P Timustova
side:	e dia santreport. Ti brown bees	enegagoon Katel Inskall
McKenzie Riv. Br. 649.50 Marcola Br.		Principal Superiors.
Mohawk Riv. Br. 651.00 Marcola Br.	SERVE CARRY	HO MARKET
McKenzie Riv. Br. 650.23 WoodSpgfld. Br.	1,000,000	topic age
Calapooia Riv. Br. 671.55 WoodSpgfld. Br. Thomas Creek Br. 700.98 WoodSpgfld. Br.	anticoccity code	tod Vojedi
N. Sant. Riv. Br. 706.29 WoodSpgfld. Br.	i sacili.	WAS DIVISION
N. Sant. Riv. Br. 726.51 Mill City Br		10
Locomotive cranes:	110200119 40	CANTERON N
With boom disconnected, heavy end forward	45*	25*
except SPMW 743, 2575 and 4020	35*	25*
With boom disconnected, light end forward	20*	15
With boom in place, either end forward	25*	15
Rotary snow plows:		
Electrified.	35	15***
M Steamwood, Arro, cooperation, benieurit, work	25	15
All Jordan Spreaders, when running back-	25	20
wards When moving forward (prepared for travel)	50	35
has all a second and and the pared to the very	90	30

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

Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 31/4 inches in length must not exceed 10 MPH. When flat spots are not in excess of 31/4 inches long such cars may be operated at maximum authorized speeds.

When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains and

freight trains, passengers if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other headend cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority

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

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

7. SPEED RESTRICTIONS FOR ENGINES AND TABLE OF COMPARISON: Maximum speed shown in the table on the following page is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains. Engines are being reclassified and renumbered, to extent shown in table. The table also indicates the relationship of old number series and nominal classifications to revised number and classifications. Table is to be used to resolve applicability of references to engines with current instructions, restrictions and authorities.

New nominal classifications are descriptive of the engines as follows:

. Builder: A—Alco; B—BLH; E—EMD; F—Fairbanks-Morse; G—G.E.; K—Krauss-

S-Switcher.

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

Dead or disabled engines, listed in timetable which requires movement at reduced speed must not be handled in train until

light engines must not exceed 59 MPH, and speed of freight trains must not exceed 49 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in

of Superintendent.

Engines handled dead must not exceed speed shown in table, except GS-404 restricted to 30 MPH.

1st letter.....

2nd letter.....Type of service: F-Freight, P-Passenger,

1st number Number of axles.

cates road switcher type.

train-order designating maximum speed is issued.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

MAXIMUM SPEED FOR ENGINES AND TABLE OF COMPARISON

OLD NOMINAL CLASS	NEW NOMINAL CLASS	PRINTED TO STATE OLD ENGINE NUMBER SERIES	NEW ENGINE NUMBER SERIES	MAXII SPE
DP-6, 8-11	AP620A	6011, 6015, 6020-6045.	(Same)	#79
OP-4	EP620A	6000-6004, 6017	(Same)	#79
$\mathbf{pr-7}$ with the residual at least time \mathbf{H}	EP623A	6018		#79
P-12	EP624A	6046-6054	(Same)	#79
P-6	AP620B	5921, 5924	(Same)	79
$\hat{\mathbf{P}}$ - $\hat{3}$, 4	EP620B	5900-5917	(Same)	7
OF-500, 501	FP624	4800-4815	3020-3035	##7
S-201, 204, 205	GS404	3, 4, 1652	(Same)	3
0S-1, 4, 5	ES406 AS407	1000-1016	(Same)	4.
OS-8 OS-600, 602-604	ES408	1023-1032. 4600-4623, 12-16.	(Same) 1100-1128	6 ##6
OS-601	ES408B	4700-4703	1150-1153	6
OS-605, 606	ES409	4624-4633	1170-1179	##6
0S-9-12	AS409	1033-1090.	1200-1257	6
S-607	AS409	4634-4645	1270-1281	##6
0S-100, 104-105, 111, 115, 119	AS410	/32-71, 89-104, 1300, 1330-1370, 1386-1392, 1426-1440,	av assavski varar lia, loan.	"
~ 100, 101 100, 111, 110, 110	1755 Sali	1) 1464-1485, 1514-1528, 1551-1567	1700-1845	6
S-103, 106-108	BS410	1327, 1372-1382, 1393-1402, SSW1022-1027	SSW1850-1854; 1855-1869	6
S-101	ES410	1310-1319	1904-1913i	6
S-109	ES410	1310-1319 72-88, 1403-1425, SSW1050-1053	SSW1900-1903; 1914-1953	6
S-110, 112, 114, 118	BS412	105-107, 121-122, 1442-1463, 1492-1513, 1539-1550	2100-2157	6
S-123-126, 400-40 2	ES412	108-118, 123-127, 1597-1623, SSW1054-1073	∫SSW2200-2207, SSW2250-	200
			(2261; 2208-2223, 2262-2288.	##6
S-113, 117, 120-122	FS412	1486-1491, 1529-1538, 1568-1596	2350-2394	##6
S-500-506	GS407	5100-5120.	(Same)	##5
)F-1-13, 15	EF415A	(351-379, 6138-6470, SSW925-975 odd nos. only, except: with 61:16 gear ratio trucks	(Same)	#7
	(EP415A	with 61:16 gear ratio trucks		#7:
F-1-13, 15	(EF415B	with 60:17 gear ratio trucks	/Q~~~^\	#79 70
7. 1-13, 13	EP415B	with 61:16 gear ratio trucks	(Same)	7.
pictor in the said	(131 4101)	with 60:17 gear ratio trucks.		7
F-14	EF418A	600-637.	(Same)	#7
F-14	EF418B	700-725.	(Same)	70
)F-627	EF415	SSW304.		##7(
F-100	BS615	5200-5202	(Same)	##6
F-101-107, 300-301	BS615	187-190, 5205-5222, 5224-5226, 5243, 5245,	(Same)	##3
F-105	BS615B	$[\hspace{.1cm} 4900\ldots]$	(Same)	3
F-114, 117	ES615	∫5279-5293, 5309-5315, except:	2700-2714, 2716-2722	##6
	183	with 65:12 gear ratio trucks	eller distablished on a con-	##5
F-116, 118	ES615	5308, 5316-5335		##70
0F-104	BS616	177-184, 5223, 5228-5278	(Same)	##3.
0F-110, 111	BS616B	4901-4905	(Same)	3.
0F-628-631	AS416	SSW308-314, SSW350-360. 155-176, 185-186, 5448, 5494-5507, SSW270-272	SSW2800-2816	##6.
F-115, 119, 123, 126	AS616 EF618	156-176, 165-166, 5448, 5449-5607, 88W270-272	SSW2888-2890; 2850-2887 3800-3830, 3850-3966	##7
F-120-122, 124-126	EFUIO	(040 040 400 4EO SSW000 001 EGOA EGO1 EGOG E710	3400-3640	
F-600-602, 604-607, 611-612, 616	EF418	\{\frac{5730-5844}{5872-5893}except:	SSW3641-3652; 3653-3727	##7(
	citatores solicio a	with 60:16 gear ratio trucks	~~ 179011 9002, 9000-0121	##7
F-602-603, 606	EP418	5600-5603, 5622-5625, 5894-5895	3000-3009	##79
F-608-610, 613-615	AS418	5720-5729, 5845-5871	2900-2936	##7(
F-127	AS618	7000-7020	2950-2970	##6
F-618	AF420	7300-7309	4000-4009	##7
Ê-617, 620	EF420	7200-7237, SSW800-819	SSW4030-4049; 4050-4087	##7
F-621	EF423	7400-7407, SSW750-759	SSW5000-5009; 5010-5017	##7
F-502	AF624	250-252, SSW850-859	SSW5150-5159; 5160-5162	##7(
F-623-626	EF425	7408-7484, 7700-7784, SSW760-779	SSW6500-6519; 6520-6681	##7
F-503	EF625	4816-4844	6900-6928	##7
F-619, 622, 624	GF425 AF628	7500-7567 4845-4873	6700-6767	##7; ##7;
F-504, 505 F-800	AF628 KF636A	4845-4873	9100-9105	##78 #70
F-800 F-801	KF636	9003-9017	9106-9120	##7(
F-802	AF640	9018-9020	9150-9152	##7!
0F-700	EF850B	8400-8402	9500-9502	78
F-701	GF850A	8500-8502	9550-9552	##7
DC	RDC	10 a see the market control of the highest the control of the highest the control of the highest the control of	(Same)	#79
ny engine not listed, except: .	Specification of the second	er and the more properties and the control of the c		3.
		8, 150 to 155, 200 to 213, 850 to 869, 300 to 306, 310 to 317	N N N N N N N N N N N N N N N N N N N	#68

[#]When on head end of train or running light and engineer is in other than a leading control cab in direction of movement, must not

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

^{***}Because of their weight, electrified snow plows are restricted from operating on branch lines as follows: Woodburn-Springfield Branch, between Springfield and Tallman, and between Lebanon and West Stayton; Mill City Branch; Marcola Branch, between MP 649.40 and Hyland; and Coos Bay Branch, between Myrtle

^{*}Main track between Eugene Yard and Albany 35 MPH.

^{**}Main track between Eugene Yard and Albany 20 MPH.

^{**}When operated in multiple unit control on head end of train or running light and engineer is in other than lead unit in direction of movement, must not exceed 30 MPH.

Work MD

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

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

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

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

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

Aspect will NOT permit movement into or on track Blue:

and all provisions of Rule 26 apply.

Not Lighted: Signal must be considered as displaying most restrictive indication and Yardmaster must be con-

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

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

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

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

Train-orders may be issued on Brooklyn or Cascade Subdivi-

sion to apply on either subdivision.

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

Extra trains via Monroe-Dawson need not obtain clearance at Corvallis.

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

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

RULE 83. Extra trains operating between Corvallis and Monroe-Dawson, Canby and Molalla, Wilsonia and Jefferson Street, Whiteson and Willamina-Perrydale, Tallman and MP-658.3 and Springfield and MP-652.9, in addition to information required by train register, must register destination of trip, turning point and date and time of departure in column captioned "Signals." When trip has been completed, date and time of arrival at initial station of trip must also be entered in column captioned "Signals." Extra trains enroute into these territories must not leave the initial station until it has been ascertained from the train register that all preceding extra trains via the route to be used have completed their trips and registered time and date of arrival at initial station of trip accordingly.

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

. Trains originating or terminating. Eugene Yard... Brooklyn.....Trains originating or terminating. Corvallis Junction

and Cook..... Only trains instructed by train order. Wilsonia.....(Tillamook Branch) Only trains instructed by train order.

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

Corvallis......All Trains. Albany.....Trains to or from Toledo Branch. RULE 83-C. Before using UPRR main track East Portland, yard crews must know that all first-class UPRR trains have arrived or left as prescribed by UPRR Rule S-83. Check against UPRR first-class trains may be obtained, by telephone if necessary, from Yardmasters at Brooklyn or Albina or from operator at East Portland Interlocker. Yardmen must protect against overdue first-class trains as prescribed by UPRR Rule 93.

RULE 85. Third paragraph will not apply between Portland and Eugene.

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

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

644.13	Eugene	652.00
	Eugene	652.29
689.67	Albany	692.30
	Albany	692.43
	" (Tallman Branch)	690.40
715.91	Salem	718.90
718.93	" (Woodburn-Springfield Branch	719.58
	" (Dallas Branch)	721.38
736.38	" (Dallas Branch)	
	Canby (Molalla Branch)	748.20
765.01	Brooklyn	
741.24	" (Tillamook Branch)	
683.43	Tallman (Woodburn-Springfield Branch)	685.72
696.91	" (Tallman Branch)	
686.52	Lebanon	690.17
685.87	Corvallis (West Side Branch)	690.96
701.02	" (Toledo Branch)	706.20
763.50	Toledo End of	Branch
699.00	Wellsdale	700.63
708.49	Independence	711.17
713.25	Gerlinger (West Side Branch)	715.64
727.84	" (Dallas Branch)End of	Branch
730.23	McMinnville (West Side Branch)	738.92
	" (Newberg Branch)	738.40
	" (Willamina Branch)	731.39
764.11	Hillsboro (West Side Branch)	
766.69	" (Tillamook Branch)	764.18
756.48	Beaverton	754.97
762.41	Cook (Newberg Branch)	
750.00	" (Tillamook Branch)	747.28
745.67	Lake Oswego (Tillamook Branch)	741.58
	" (Jefferson Street Branch)	768.80
	Tillamook	854.00

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

RULE 97: Between the following locations extra trains moving in either direction are authorized to run extra without trainorder authority:

End of CTC, MP 647.6 and End of CTC, MP 652.0 End of CTC, MP 688.7 and End of CTC, MP 692.3 End of CTC, MP 715.5 and End of CTC, MP 718.9 End of CTC MP 765.0 and Haig Corvallis and Monroe-Dawson Canby and Molalla Wilsonia and Jefferson Street Whiteson and Willamina-Perrydale Tallman and MP 658.3

Springfield and MP 652.9 RULE D-97-A. Will apply between Haig and Portland.

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

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

RULE 99 will not apply between the following points:

Corvallis and Monroe-Dawson Canby and Molalla Wilsonia and Jefferson Street Whiteson and Willamina-Perrydale Tallman and MP 658.3 Springfield and MP 652.9

Between the following locations, except on trains carrying passengers, flag protection is not required:

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

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

RULE 103-A. Automatic crossing gates: At the following locations trains moving under the provisions of Rules 771 or 776 must not enter crossing until protection for vehicular traffic has been afforded by a member of the crew, or it is known that automatic warning devices are operating.

IrvingPrairie Road	653.5
Junction City6th St	660.6
AlfordCounty Road	
Shedd Shedd Road	
RenardMarket St	
*Fairgrounds Silverton Road	
*FairgroundsSilverton Road East MilwaukieOak St	
East Milwaukie Harrison St	

*Trains or engines stopped by eastward absolute signals at MP 720.3 must remain at least 100 feet west of signals to permit crossing gates to raise.

Springfield (Woodburn-Springfield Br.): All trains and switching movements must stop 50 ft. in advance of Centennial Blvd. crossing (CC 645.8) before proceeding over crossing, making sure crossing protection is operating.

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

In event westward trains or engines on either main track are delayed within the 480 foot traffic circuit east of Powell Street, stop should be made just east of sign indicating "CONTROL POINT located 55 feet east of Powell Street. Traffic signals will resume normal operation after 60 seconds and continue in normal operation until "CONTROL POINT" is passed, at which time traffic signals will display "stop" for highway traffic until rear of train or engine clears crossing.

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

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

Salem: (Geer Branch): All train and switching movements must stop 50 ft. in advance of Lancaster Dr. crossing (CG723.6) and State Street crossing (CG724.7) before proceeding over crossings, making sure crossing protection is operating.

Cook: Gates to protect highway traffic crossing leads to TOFC ramps at Cook, MP 749.5, are operated manually by inserting switch key in receptacle located on posts each side of crossing, and turn key. Key may be removed but crossing must be occupied within 45 seconds or gates will raise. Crossing must not be entered without crossing gate protection.

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

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

Toledo: Crossing over leads to G.P. Paper Mill.

RULE 104. Normal position of rigid switches at junction points and end of double track is as follows: Eugene Yard.. Coos Bay line, for yard track, Albany.....OERy connection, for SP main track, Albany.....Toledo Branch, for main line.

Salem.....Dallas Branch, for main track line. Canby..... Molalla Branch, for siding, Haig.....End double track, for eastward track,
Springfield...Woodburn-Springfield Branch, for Cascade line,
Tallman...West wye switch Woodburn-Springfield Branch
(Brownsville end of wye), lined for movement between Albany and Brownsville, Junction switch and west wye switch on Tallman Branch for movement between Albany and Lebanon. Geer.....Salem end—Salem to West Stayton, West Stayton end-West Stayton to Silverton, Silverton end-Silverton to West Stayton, Woodburn.. .Woodburn-Springfield Branch, for siding, Corvallis Jct.. West Side Branch, for Toledo Branch,

Toledo..... Georgia-Pacific Corp., tracks, for SP main track, Alpine Jct... Bailey Branch, for West Side Branch, V&S Jct.... V&SRR track, for SP main track, St. Joseph.... West Side Branch for West Side Branch Newberg....Spaulding Lbr. Co. track, for SP track, Hillsboro....West Side Branch, for Tillamook Branch, Cook......Newberg Branch, for Tillamook Branch, Whiteson.....Willamina Branch, for West Side Branch, Willamina....LP&NRy connection, for siding, Broadmead...Perrydale Branch, for Willamina Branch, .OERy connection, for SP main track (P-A), Beburg..... Greton.....OERy connection, for SP main track (P-A), Wilsonia..... Jefferson St. Branch, for Tillamook Branch. Derails in main track

Corvallis Jct. East wye switch on West Side Branch, for wye,

Corvallis.....West Side Branch, for Toledo Branch,

Canby.....On Molalla Branch, 100 feet east of east wye switch, Willamina....1550 feet east of station building, Dawson.....210 feet east of west switch

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

Eugene Yard—Is a train order office only for trains origina-

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

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

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

Eastward Signal	Pı	rotection	ingrayes iros. V Similar to Mi	Vestward Signal
P-A S ₁	pring switch, MP 6 pring switch, west pring Switch, on Ir pring switch west e	end Irving s ving Siding	iding	P-6523
P-A	ollision detector, h MP-755.85 and 755 pring switch east en	.99 Oregon (City	P-7561 P-A
	No. 1 and the second second	45 90 1859	accept the energy of the con-	S. 484

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

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

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

the superiority of trains:
End of CTC, MP 647.6 and End of CTC, MP 652.0
End of CTC, MP 688.7 and End of CTC, MP 692.3
End of CTC, MP 715.5, and End of CTC, MP 718.9 End of CTC, MP 765.0 and Haig

Brooklyn: Westward signal 7665 governing movements on Track No. 1 and westward signal 7667 governing movements on Track No. 2. When these signals display stop indication, permission must be obtained from signal operator at Brooklyn before applying Rule 509(a) or 509(b) or 510(b).

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

When Signal 7672 displays stop indication, train after stoping, may proceed immediately at restricted speed not exceeding

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

SPRING SWITCHES

Spring switches equipped with facing point locks are located

Location Normal Position
Eugene YardMP 650.36 from yardMain track
Irving West end siding Main track
PringleMain track
East Milwaukie East end siding Main track

INTERLOCKING

Willsburg Jct.: Limits extend on track No. 1 from end of CTC, MP 765.0, to westward interlocking signal, MP 765.2 and to eastward interlocking signal on Tillamook Branch, MP 765.1 and is under the control of signal operator at Brooklyn.

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

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

East Portland Tower: Governs movement over Willamette River bridge.

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

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

The following whistle signals will be used:

To Portland, —,

To Albina, — o, To SP main track, o —,

To Transfer track, — o —, To 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.

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

To Albina, - o,

To Troutdale, -To SP Main track, o -.

To SP yard, o — o,
To East Second Street, o o —, To SP&SRy to East Side, o o —.

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

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

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

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

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

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

RULE 705. LETTER TYPE-INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires Movement as follows
S bod bille	6900	. West switch to. Yard, Albany	Be governed by instructions of yardmaster or his representative.
S	6923	East switch to. Yard, Albany	Be governed by instructions of yardmaster or his representative.
S	7168	. Pringle	Be governed by instructions of yardmaster or his rep- resentative.
S	7 189	. Pringle	Be governed by instructions of yardmaster or his rep- resentative.
		ndtunt i Rodrid i trom transprova i speci sig Kindherme en s i ndtunt trat better	Westward trains on Tracks No. 1 or No. 2, when indicator illuminated must stop short of Tacoma Ave. and wait until indicator extinguished. Signals 7665 and 7667 as the case may be will display yellow aspect when indicator is illuminated. Indicator for Track No. 2 located to left of track.
	Eastward.		Pass absolute signal display- ing Stop indication and enter siding East Mil-

ABSOLUTE-PERMISSIVE BLOCK

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

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

CENTRALIZED TRAFFIC CONTROL

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

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

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

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

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

GENERAL REGULATIONS

RULE 826.

Oregon City: Indicator lights located on tower of Publishers Paper Company retractable chip unloader govern movements

Track may be used for switching movements. Green: Track may be entered, but cars must not be coupled

Red: to, or moved until unloader operator contacted. Not Lighted: Must be considered as displaying most restrictive

Jefferson Street: Indicator lights located on side of Multno-

mah Plywood Bldg. govern movements as follows: Track may be used for switching movements. Green:

Red: Track must not be entered.

indication.

Not Lighted: Must be considered as displaying most restrictive indication.

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

Tracks may be used for trains or switching move-Green:

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

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

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

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

Toledo: On spur leading to Georgia-Pacific Paper Company gate has been installed with SP lock on outside. Crews entering this track must unlock and open this gate before commencing movement, and close and lock gate immediately after completing movement, except if another switch is to be made within 30 minutes gate may be left open for following movement.

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

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

All identified trains arriving Eugene Yard, except SLE, do not exceed 7 MPH into receiving track to permit carmen to make inbound inspection.

Salem: Westward trains or engines must not pass OERy Crossing MP 719.68, Dallas Branch until permission is received from vardmaster.

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

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

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

AIR BRAKE RULES

FREIGHT TRAINS

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

Summit to Nashville. On retaining valve for each 80 tons in train, except when dynamic brake is in operation and tonnage of train exceeds 1650 tons per six axle unit of 900 tons per four axle unit of dynamic brake, one retaining valve for each 125 tons in train: except when dynamic brake is in operation and pressure maintaining system of braking is being used and tonnage exceeds 2000 tons per six axle unit or 1375 tons per four axle unit of dynamic brake, one retaining valve for each 125 tons in train.

Timber-Enright. Both directions, one retaining valve for each 57½ tons in train, except when dynamic brake is in operation and tonnage of train exceeds 1000 tons per unit of dynamic brake, one retaining valve for each 80 tons in train.

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

Tunnel 25 to Buxton. One retaining valve for each 60 tons in train, except when dynamic brake is in operation and tonnage of train exceeds 1200 tons per unit of dynamic brake, one retaining valve for each 100 tons in train.

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

RULE 24-B. Eugene Yard: When continuity of brake pipe is not disturbed, incoming engineer will apply brakes when stopped. Outgoing engineer will release brakes and proceed without making rear end or road test.

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

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

Summit and Nashville......80 tons Timber and MP 807.0......65 tons Buxton and MP 788.5......75 tons

PASSENGER TRAINS

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

MISCELLANEOUS

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

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

- 2. Portland Union Station: Tracks Nos. 1 to 10 inclusive have impaired side clearance and will not clear man on side of car.
- 3. Corvallis Jct. (West Side Branch). When spotting cars to be cleaned do not block straight leg of wye between Junction switch and 50 ft. east of tool house.
- 4. Tillamook Branch: When necessary to entrain three engines in any combination in helper service in rear of train, empty flat cars and empty tank cars should be placed behind helper engine, except between Timber and Cochrane. If operating conditions require, they may be entrained on head end of train but should be at least 12 cars ahead of helper engine.

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

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

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

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

5. Engines listed must not operate on tracks shown below:
Class of Engines Restricted Tracks
DF-1 to 12, 100 to 125,
500 to 501, 603 to 611Albany—Beyond Northrup and King
Spur near end of old C&E main;
Coach track No. 2 in old C&E yard;
and tracks on Water Street, including
lead from Toledo Branch.
DF-100, 101 to 108, 110 to
115, 119, 121 to 126, DS-
101, 109, 118, 119 Lebanon-Crown Zellerbach Co. tracks
and Santiam Lumber Co. log spur DF-116, 117, 118, 120Lebanon-Crown Zellerbach Co. track
No. 3 and Santiam Lumber Co. log
spur beyond clearance point
All enginesLyons—Beyond fouling point east end
Feres Plywood track.
DF-100, 101 to 112, 114,
116, 117, 118, 120Dry Creek—On industry tracks at
airport.
Monroe-House track and Brickyard
All engines except DF-
200 to 204, 300 to 306,
DS-1 to 9, 100, 111,
114, 115 and 118 Salem—Kay Woolen Mill spur.
All engines except DF-
200 to 205, 300 to 307,
DS-1 to 12 and DS-100
to 111, 113 to 115,
117 to 122Salem—Trade and Front St. tracks and
tracks leading from Front St.
All enginesSalem—Beyond fouling point on Boiler and Pulp Mill spur west end Trade
Street.
All engines except
DF-200 to 204 and DS Canby — Beyond engine restriction
signs Pit and Stock tracks.
All engines except DS,
DF-200 to 204, 300 to
304Brooklyn—Libby McNeill and Libby

East Portland—Dairy Co-op spur; Mason Supply Co. 12th Street spur.

All engines	Oregon City—Between engine restriction signs on Publishers' Paper Co.
	track. Lake Oswego—Beyond engine restriction signs on Cement Plant tracks Nos.
u u	1, 2, 4, 5 and 6. Lake Oswego—Over crossover from track No. 3A to track No. 3 at rock dump and cars and engines must not
	be operated over car unloader at Cement plant.
Cars and engines	Juno—Beyond chip loader at North Plains Lumber Co.
All engines	Tillamook—Beyond engine boards on team track and Union Oil spur.
	Toledo—Georgia-Pacific Paper Mill. On scale spur and crossover between outside track and scale spur track.
All engines	V. & S. Jet.—Plywood Prod.—Beyond engine signs on tracks Nos. 6, 7 and 8.
DF-101-126, inclusive	West Salem—Blue Lake lead and all tracks off this lead.

6. The following cars must not be operated between Summit and Toledo, Timber and Tillamook, Shelburn and West Stayton:

Wood Chip Cars SP 351298, SP 351967 SP 354000 series Veneer Cars

> SP-208161-H to 208208-H inclusive SP-208578-H SP-208852-H SP-208962-H SP-208563-H SP-208869-H SP-208996-H SP-208572-H SP-208877-H SP-209018-H SP-208594-H SP-208880-H SP-209030-H

SP-208614-H SP-208886-H SP-209034-H SP-208631-H SP-208890-H SP-209048-H SP-208688-H SP-208899-H SP-209055-H SP-208745-H SP-208917-H SP-209083-H SP-208921-H SP-208751-H SP-209088-H SP-208825-H SP-208943-H SP-209527-H SP-208945-H SP-208830-H SP-213892-H

to SP-213941-H

SP-208851-H SP-208959-H SP-615082-H to 615131-H inclusive All cars 85 feet or longer.

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

Dallas Branch, Dallas Branch,
Willamina Branch,
East Portland....Mason Supply Co., Dairy Co-op Assn.
and Consolidated Freightways (old

Brooklyn. Grand Rapids Equipment Co., N. W.
Foundry & Furnace Co., Libby McNeill & Libby track and lead to C&H
Sugar Co., North Pacific Canners &
Packers, Inc., and California Ink Co.

Clackamas..... Safeway Stores, Inc. Salem..... Thomas Kay Woolen Mills and Front Street curve on Chemeketa,

Albany......Copeland Lbr. Yard (off interchange), Jefferson Street. Oregon Chain Co., Overhead Door Co.,
Zidell Machinery & Supply Co. tracks
and Alaska Junk Co.

Willsburg Jct....U.S Rubber and Rudie Wilhelm's Co.,

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

9. Load limit (car and contents):

Eugene-Portland	263.000	lbs.
Albany-Tallman	240 000	lhs
Springfield-Coburg	.169.000	lbs.
Tallman-Coburg	.200.000	lbs.
Shelburn-West Stayton	169,000	lbs.

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

T	allman-Shelburn Jest Stayton-Woodb	urn	240,000 lbs.
si	helburn-End Mill C	ity Branch	240,000 lbs.
Sa	alem-Geer		. 240,000 lbs.
A S	lbany-Toledo		. 240,000 lbs.
M	onroe-Suver	*******************	240,000 lbs.
S_1	uver-McMinnville	******	. 240,000 lbs.
		ro	

W	'hiteson-Willamina.		230,000 lbs.
C	roadmead-Perrydak anby-Molalla	e,	. 199,000 lbs. 240 000 lbs
W	ilsonia-Jefferson St		240,000 lbs.
T	illamook-Willsburg	Jct. Superintendent, heavier lo	240,000 lbs.
be har	adled.	buperintendent, nearter to	ads must not
40		AMAGE TIPDS	
Statio	LOCATION OF		acity in cars
Brook			8 (Water)
	-5		
11	.•		
T.O.C.A	TION OF OVER	RHEAD AND SIDE ST	RUCTURES
	NOT STANDA	RD CLEARANCE ON MA	IN
	TRAC	CK AND SIDINGS	
Mile			
Post	Location	Description	
		MAIN LINE	
698.93	East of Millersburg	. N. Santiam River Crossing	Overhd & Side
	WOODBURN	-Springfield branci	I
650.25	East of Springfield	. McKenzie River Crossing	Overlid & Side
698.48	East of Crabtree	Calapooia River Crossing Crabtree Creek Crossing	Overhd & Side
698.58	East of Crabtree	N. Fork Crabtree Creek Crossing N. Santiam River Crossing	Overhd & Side
706.29	East of Shelburn	. N. Santiam River Crossing	Overhd & Side
	TATT :	L CITY BRANCH	
714 00 1		Rock cut	6:10
719.00	Bast of Bherburn	. AUGER GUI	onde
	D.A.	LLAS BRANCH	
710 74		. Willamette River Crossing	Overlyd & Side
710.11	Dast of twient	. Wilder title Orosenig	Overna ie siae
	777 C		
		T SIDE BRANCH	
731.85 E 702.96 E	ast of Whiteson	S. Yamhill River Crossing Luckiamute River Crossing	Overhd & Side Overhd & Side
	то	LEDO BRANCH	
691.70	· -		Side
691.82			
711 25	Albany	Willamette River Crossing	Overbd & Side
711.35	Albany. East of Flynn East of Flynn	Willamette River Crossing 1st Crossing Marys River Rock cut.	Overhd & Side Overhd & Side Side
711.35 1 714.81 1 752.40 1	Albany East of Flynn East of Flynn East of Eddyville	First Street Crossing. Willamette River Crossing. 1st Crossing Marys River. Rock cut. Tunnel No. 24	Overhd & Side Overhd & Side Side Overhd & Side
711.35 714.81 752.40			Overhd & Side Overhd & Side Side Overhd & Side
711.35 1 714.81 7 752.40		Willamette River Crossing. 1st Crossing Marys River. Rock cut. Tunnel No. 24.	Overhd & Side Overhd & Side Side Overhd & Side
	nev		
	nev	VBERG BRANCH	
	NEV East of Tualatin	VBERG BRANCH	

745.27 East of Sheridan S. Yamhill River Crossing Side

TILLAMOOK BRANCH

789.60	East of Timber	Tunnel No. 25	Overhol & Side
801.80	West of Cochran	Tunnel No. 26	Overhel & Side
803.60	West of Cochran	Tunnel No. 27	Overhd & Side
805.70	West of Cochran	Tunnel No. 28	Overhd & Side
806.20	West of Cochran	Tunnel No. 29	Overbd & Side
806.50	West of Cochran	Tunnel No. 30	Overhd & Side
807.90	West of Cochran	Tunnel No. 32	Overhol & Side
808.50	West of Cochran	Tunnel No. 34	Overhol & Side
809.50	West of Cochran	Rock cut	Side
809.90	West of Cochran	Tunnel No. 35	Overhd & Side
810.20	West of Cochran	Rock cut	Side
810.40		Rock cut	
810.70	West of Cochran	Tunnel No. 36	Overhd & Side
813.90	West of Enright	Rock cut	Side
815.00	West of Enright	Rock cut	Side
815.50	West of Enright	Rock cut	Side
815.81	West of Salmonberry	1st Crossing Nehalem River	Overbd & Side
817.90	West of Salmonberry	Rock cut	Side
819.00	West of Salmonberry	Rock cut	Side
822.10	West of Salmonberry	Rock cut	Side
830.50	West of Batterson	Rock cut	Side
830.89	West of Batterson	2nd Crossing Nehalem River	Overhd & Side
846.85	West of Miami	Miami River Crossing	Overhd & Side
852.74	West of Bay City	Kelchis River Crossing	Overhd & Side
854.37	West of Juno	Wilson River Crossing	Overhd & Side
		· · · · · · · · · · · · · · · · · · ·	

- 12. 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 to cars or switching on this track.
- 13. Jefferson St.: SPCo, employes will not handle cars on Overhead Door Co. track beyond point 25 feet inside of gate.
- 14. Albany: Water Street Lead: Overhead impaired clearance 18'3" under U.S. Highway 20, Ellsworth Street.
- 15. Tillamook: Trainmen must not operate beyond restriction sign 163 feet beyond clearance point to chip loader on Tillamook Veneer Company track.

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

EASTWARD	PSGR TRAINS	FRT & MIXED	WE	STWARD	PSGR Trains	FRT & MIXED		
MP MP Column:	1	2	MP	MP	Column:	1	2	
EUGENE TO			PORTI	AND	Stalk	April 2009 P	Stant.	
PORTLAND:			TO E	JGEN	IE:			
***647.30 to 648.20.	30	30	771.00	to 770).70	6	6	
648.20 to 661.13	79	60	770.70			8	- 8	
661.13 to 661.67	70	60	770.25			20	20	
661.67 to 663.30	79	60	767.90			65	60	
663.30 to 663.91	70	60	***764.30			45	45	
663.91 to 689.61	79	60	764.10			65	60	
689.61 to 690.36	79	50	758.00			50	50	
***690.36 to 692.50	30	30	***756.3			40	40	
692,50 to 693.02	70	60	754.35			55	55	
693.02 to 696.42	79	60	750.35	to 748	3 .95	35	35	
696.42 to 697.25	70	60	748.95	to 746	$3.92\dots$	79	60	
697.25 to 699.06	79	60	***746.92	2 to 74	16.62	50	50	
699.06 to 699.58	60	60	746.62	to 744	1.35	79	60	
699.58 to 702.70	79	60	***744.3	5 to 74	12.72	45	45	
702.70 to 703.55	70	60	742.72	to 735	5.76	79	60	
703.55 to 715.77	79	60	***735.76			45	45	
715.77 to 716.52	79	55	734.45			79	60	
***716.52 to 717.95	35	35	721.31			79	55	
***717.95 to 718.85	20	20	***720.56	6 to 71	18.85	35	35	
***718.85 to 720.56	35	35	***718.8	5 to 71	L7.95	20	20	
720.56 to 734.45	79	60	***717.9	to 71	16.52	35	35	
***734.45 to 735.76	45	45	716.52	to 703	3.55	79	60	
735.76 to 742.72	79	60	703.55	to 702	2.70	70	60	
***742.72 to 744.35	45	45	702.70	to 699	9.58	79	60	
744.35 to 746.62	79	60	699.58	to 699	9.06	60	60	
***746.62 to 746.92	50	50	699.06	to 697	7.25	79	60	
746.92 to 748.20	79	60	697.25	to 696	3.42	70	60	
748.20 to 748.95	79	55	696.42	to 693	3.25	79	60	
748.95 to 750.35	35	35	11 0001-0		2.50	70	55	
750.35 to 754.35	55	55	***692.50			30	30	
***754.35 to 756.31	40	40	690.36	to 663	3 . 91	79	60	
756.31 to 758.00	50	50	663.91	to 663	3 . 30	70	60	
758.00 to 764.10	65	60	663.30	to 661	1.67	79	60	
***764.10 to 764.30	45	45	661.67	to 661	1.13	70	60	
764.30 to 767.15	65	60	661.13	to 648	3 .95 .	79	60	
767.15 to 767.90	65	45	648.95	to 648	3.20	79	55	
767.90 to 770.25	20	20	***648.2	0 to 64	47.30	30	30	
770.25 to 770.70		-8					42	
770.70 to 771.00	6	6						
1	1	1	N. San San				la santa	

Trains handling "Buman Rock" Buman to Oswego will not exceed 30 MPH on Falls City, West Side, Newberg and Tillamook Branches.

SPEED RESTRICTIONS FOR OTHER With THAN MAIN TRACKS	Caution Not eeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except	15
Through turnouts and sidings at Irving, Swain, Alford, Shedd, Hallawell, Millersburg, Marion, Renard, Labish, Gervais, Hito, Coalca, Clackamas	25
Through slip switches	10
Through turnouts on other than sidings	10
On Union Station tracks, Portland	6

 $[\]star\star \mathrm{ICC}$ Regulation.

EASTWARD	X 1	ALL TRAINS	WESTWARD		ALL TRAINS
MP MP	Column:	1	MP MP	Column:	1
ALBANY TO TALLMAN:	-	25	TALLMAN TO ALBANY:		25
SPRINGFIELD '	го	1000 1000	WOODBURN TO SPRINGFIELD		
WOODBURN: 645.00 to 645.12.		15	737.80 to 737.64.		10
645.12 to 652.20.		25	737.64 to 727.45.		35
652.20 to 684.87. 684.87 to 687.83.		15 40	727.45 to 725.15. 725.15 to 719.45.		25 35
687.83 to 690.07.		15	719.45 to 719.10.		15
690.07 to 696.18.		$\begin{array}{c c} 30 \\ 25 \end{array}$	719.10 to 717.45. 717.45 to 714.90.		20 15
696.18 to 700.25. 700.25 to 704.67.		30	714.90 to 712.95.		20
704.67 to 712.95.		15	712.95 to 704.67.		15
712.95 to 714.90. 714.90 to 717.45.		20 15	704.67 to 700.25.		$\begin{array}{c} 30 \\ 25 \end{array}$
717.45 to 719.10.		20	696.18 to 690.07.		30
719.10 to 719.45. 719.45 to 725.15.		15 35	690.07 to 687.83. 687.83 to 684.87.		15 40
725.15 to 727.45.		25	684.87 to 652.20.		15
727.45 to 737.64. 737.64 to 737.80.		35 10	652.20 to 645.12. 645.12 to 645.00.		25 15
SHELBURN TO	END	2000 8 NO 1	END MILL CIT	V RRA	
MILL CITY BRA		A Disper	NCH TO SHEL	BURN:	
704.93 to 705.00.		10	727.88 to 725.00.		15
705.00 to 705.40.		15 40	725.00 to 720.00. 720.00 to 719.10.		40 15
710.25 to 711.25.		15	719.10 to 717.84.		40
711.25 to 713.65. 713.65 to 714.26.		25 20	717.84 to 715.64. 715.65 to 714.26.		30 25
714.26 to 715.64.		25	714.26 to 713.65.		20
715.64 to 717.84.		30 40	713.65 to 711.25. 711.25 to 710.25.		25 15
719.10 to 720.00.		15	710.25 to 705.40.		40
720.00 to 725.00. 725.00 to 727.88.		40 15	705.40 to 705.00. 705.00 to 704.93.		15 10
120.00 to 121.00.	· · · · · · · · · · · · · · · · · · ·	10	New March	<u> </u>	
SALEM TO GER 725.93 to 725.73.			GEER TO SALE 719.12 to 719.34.		15
**725.73 to 724.70 724.70 to 719.34.		25 35	719.34 to 724.70.		35 25
719.34 to 719.12.		15	725.73 to 725.93.		15
ALBANY TO TOLEDO:	80000		TOLEDO TO ALBANY:		
690.90 to 691.35.		25	766.00 to 763.50.		20
*691.35 to 691.93.		15	763.50 to 752.46.		25 20
691.93 to 692.80. 692.80 to 695.49.		35	752.46 to 752.28. 752.28 to 734.40.		25
695.49 to 696.20.		35	734.40 to 732.00.		20
696.20 to 701.45. 701.45 to 702.10.		40 35	732.00 to 728.66. 728.66 to 708.50.		15 20
702.10 to 689.80.		15	708.50 to 705.05.	349.4V3	40
689.80 to 688.67. 688.67 to 703.30.			705.05 to 704.33. 704.33 to 703.30.		30 20
703.30 to 704.33.		20	703.30 to 688.67.		15
704.33 to 705.05.			688.67 to 689.80. 689.80 to 702.10.		20
705.05 to 708.50. 708.50 to 728.66.			702.10 to 701.45		35
728.66 to 732.00.		15	701.45 to 696.20		
732.00 to 734.40. 734.40 to 752.28.			696.20 to 695.20 695.49 to 692.80		1
752.28 to 752.46.		20	692.80 to 691.93		35
752.46 to 763.50. 763.50 to 766.00.			**691.93 to 691.35 691.35 to 690.90		

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Continued.

EASTWARD	ALL TRAINS	WESTWARD	ALL TRAINS
MP MP Column:	1	MP MP Golume:	1
SALEM TO FALLS CITY: **718.80 to 720.04 720.04 to 721.18 721.18 to 724.60 724.60 to 733.80 733.80 to 740.94	15 25 30 40 15	FALLS CITY TO SALEM: 740.94 to 733.80. 733.80 to 724.60. 724.60 to 721.18. 721.18 to 720.04. **720.04 to 718.80.	15 40 30 25 15
MONROE TO HILLSBORO: 671.48 to 688.13 ***688.13 to 688.79 ***688.79 to 689.29 ***689.29 to 689.82 689.82 to 690.48 690.48 to 709.04 709.04 to 709.31 ***709.31 to 709.50 709.50 to 710.10 710.10 to 727.81 ***727.81 to 728.53 728.53 to 733.59	30 20 15 20 25 40 25 10 25 40 25 40	HILLSBORO TO MONROE: ***765.35 to 765.20. ***765.20 to 764.54. 764.54 to 762.22. ***762.22 to 760.29. 760.29 to 753.22. ***753.22 to 752.81. 752.81 to 746.00. ***746.00 to 745.49. 745.49 to 742.69. ***742.69 to 741.90. 741.90 to 735.72. ****735.72 to 733.59.	20 25 40 12 40 15 40 25 40 25
***733.59 to 735.72. 735.72 to 741.90. ***741.90 to 742.69. 742.69 to 745.49. ***745.49 to 746.00. 746.00 to 752.81. ***752.81 to 753.22. 753.22 to 760.29. ***760.29 to 762.22. 762.22 to 764.54. ***764.54 to 765.20. ***765.20 to 765.35.	25 40 25 40 25 40 15 40 12 40 25 20	733.59 to 728.53. ***728.53 to 727.81. 727.81 to 710.10. 710.10 to 709.50. ***709.50 to 709.31. 709.31 to 709.04. 709.04 to 690.48. 690.48 to 689.82. ***689.82 to 689.29. ***689.29 to 688.79. ***688.79 to 688.13. 688.13 to 671.48.	40 25 40 25 10 25 40 25 20 15 20 30
ST. JOSEPH TO COOK: 737.89 to 745.80 745.80 to 746.40 746.40 to 748.09 *748.09 to 749.07 749.07 to 750.95 750.95 to 753.60 753.60 to 754.00 754.00 to 757.35 757.35 to 763.98	30 25 30 15 30 20 15 20 30	COOK TO ST. JOSEPH: 763.98 to 757.35. 757.35 to 754.00. 754.00 to 753.60. 753.60 to 750.95. 750.95 to 749.07. *749.07 to 748.09. 748.09 to 746.40. 746.40 to 745.80. 745.80 to 737.89.	30 20 15 20 30 15 30 25 30
ALPINE JCT. TO DAWSON	20	DAWSON TO ALPINE JCT	20
WHITESON TO WILLAMINA: 730.46 to 730.73 730.73 to 737.70 737.70 to 737.79 737.79 to 742.75 742.75 to 744.90 744.90 to 749.46	15 40 30 40 20 30	WILLAMINA TO WHITESON: 749.46 to 744.90. 744.90 to 742.75. 742.75 to 737.79. 737.79 to 737.70. 737.70 to 730.73. 730.73 to 730.46.	30 20 40 30 40 15
BROADMEAD TO PERRYDALE	15	PERRYDALE TO BROADMEAD	15
CANBY TO MOLALLA: 747.52 to 747.69 747.69 to 754.60 754.60 to 757.20 757.20 to 757.81	15 25 35 20	MOLALLA TO CANBY: 757.81 to 757.20	20 35 25 15
WILSONIA TO JEFFERSON ST	20	JEFFERSON ST. TO WILSONIA	20

	EASTWARD		ALL TRAINS		WESTWARD	. #	ALL TRAINS
МР	MP	Column:	1 .	MP	MP	Column:	1
	моок то				BURG JC	т. то	
WILL	BURG JO	т.:			MOOK:		
***855.80	to 855.58.		20		2 to 741.60		30
	to 854.28.		30		to 742.17.		12
	to 850.70.		35		to 743.10.		30
***850.70	to 847.00.	• • • • • • •	30) to 745.16.		10
	to 844.40.		20		to 751.88.		30
	to 841.31.		30		3 to 756.20.		20
777841.31	to 839.83.	• • • • • •	25		to 764.86.		30
	to 837.00.		30	764.86	to 765.06.		15
	to 836.50.		20	765.06	to 765.90.	• • • • • • • •	20
	to 835.20.		25		to 767.14.		30
835.20	to 833.16.	• • • • • • •	30	767.14	to 781.69.	• • • • • • •	35
	to 832.86.		25		to 800.00.		20
832.86	to 831.00.		30		to 811.76.		15
831.00	to 830.16.		20		to 815.99.		20
	to 828.76.		25		to 817.58.		25
	to 828.22.		20		to 822.40.		30
	to 823.52.		30	822.40	to 823.52.		20
	to 822.40.		20		to 828.22.		30
	to 817.58.		30		to 828.76.		20
	to 815.99.		25		to 830.16.		25
	to 811.76.		20		to 831.00.		20
811.76	to 800.00.	13.50	15	831,00	to 832.86.		30
	to 781.69.		20		to 833.16.		25
	to 767.14.		35		to 835.20.		30
	to 765.90.		30		to 836.50.		25
	to 765.06.		20		to 837.00.		20
	to 764.86.		15		to 839.83.		30
	to 756.20.		30		to 841.31.		25
	to 751.88.		20	841.31	to 844.40.		30
	to 745.16.		30	***844.40	to 847.00.	[20
	to 743.10.		10		to 850.70.		30
	to 742.17.		30		to 854.28.		35
	to 741.60.		12		to 855.58.		30
741.60	to 740.72		30	7**855.58	to 855.80.		20

^{*}Regulated by City Ordinance.

**ICC Regulation.

***PUC.

^{***}PUC Order.

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Eugene to Salem	Salem to Barlow	Barlow to Canby Oregon Gity to Clackamas	Ganby to Oregon City Clackamas to Brooklyn	Brooklyn to E. Milwaukis Clackamas to Oregon Gity	E. Wilwaukie to Glackamas Oregon City to Goalea	Coales to Canby Aurora to Mito	Canby to Aurora Rito 10 Salem	Salem to Eurone
DP-4, 7, 12 DP-5, 6, 8 to 11	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917. 6005 to 6016, 6055 to 6058, 5910 to 5915, 6019 to 6033, 5918 to 5924, 6034 to 6045	2275 2300	2650 2675	2100 2125	2650 2675	1550 1575	2650 2675	1550 1575	2650 2675	2100 2125
DF-1 to 12	(6138 to 6470, 8022 to 8303, 301 to 379, 502 to 575, except	2750	2975	2375	2975	1800	2975	1800	2975	2375
DF-100 DF-101 to 108, 110, 112 DF-109, 111	with 60:17 gear ratio. 5200 to 5202. 4900 to 4902, 5203 to 5249, 5253 to 5278. 4903 to 4905. 5250 to 5252.	2025 2725 3550 5225	2350 3175 4000 6100	1900 2525 3250 4775	2350 3175 4000 6100	1375 1925 2425 3525	2350 3175 4000 6100	1375 1925 2425 3525	2350 3175 4000 6100	1900 2525 3250 4775
DF-114, 116 to 118, 120 to 122, 124, 125 DF-123, 126 DF-500, 501	(5279 to 5293, 5308 to 5335, 5339 to 5444, 5449 to 5493			4000 	5000	3000	5000	3000	5000	4000
DF-602 DF-603, 605 to 607, 611, 612, 616 DF-608 to 610, 613 to 615	5600 to 5719, 5730 to 5844, 5872 to 5891	3325	3825			0.00.00		2325	3825	3075
DF-127 DF-617, 620 DF-618 DF-621	7200 to 7220. 7200 to 7237. 7300 to 7309. 7400 to 7407. 7408 to 7464.									
DF-623 DF-619, 622, 624 DF-701 DF-800, 801	7500 to 7567. 8500 to 8502. 9000 to 9017, 9021 to 9023.	5125	5950		5950	242 244	5950	3550	5950	4725
DF-802 DS-1 to 8 DS-9 to 12 DS-100 to 100 111	1000 to 1032 1036 to 1090 /1300 to 1441, 1464 to 1485, 1514 to 1528,	1100	1275 2225	1025 1775	1275 2225	750 1300	1275 2225	750 1300	1275 2225	1025 1775
DS-100 to 109, 111, 115, 119 DS-110, 114, 118 DS-113, 117, 120 to 122	1551 to 1567. 1442 to 1463, 1492 to 1513, 1539 to 1550. 1486, 1491, 1529 to 1538, 1568 to 1596.	2025	1925 2500 2350	1550 2125 1900	1925 2500 2350	1150 1575 1400	1925 2500 2350	1150 1575 1400	1925 2500 2350	1550 2125 1900
DS-200, 201 DS-600 to 604 DS-605, 606 DS-607 DS-500 to 506	4600 to 4623, 4700 to 4703. 4624 to 4633. 4634 to 4645. 5100 to 5120.	2200 2400	2550 2800 3025 1600	2025 2200 2425 1275	2550 2800 3025 1600	1525 1625 1850 950	2550 2800 3025 1600	1525 1625 1850 950	2550 2800 3025 1600	2025 2200 2425 1275

ON BRANCH LINES, 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

17

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

		-		tong a territory of the		منبذ منطقه عني												
MORRED ESTABLISH STALLMAN						63 153 W.	WOODBURN-SPRINGFIELD BRANCH									MILL CITY		
NOMINAL CLASS	Albany to Lebensn	Lebanen to Albany	Springfield to Coburg	Coburg to Tallman	Lebanca and Griggs	Aumsville to Geer	Geer to Woodburn	Woodburn to Geer	Geer to Aumsvilla	Griggs and MP 796	MP 706 and MP 707 Wood-Springfield Branch	MP 707 to Aumsville	MP 858 to Aumsvillo Taliman to Coburg	Coburg to Springfield	Shelburn to Mill City	Mill City to Shalbura	Canby and Molalla	
DF-1 to 12 DF-114, 116 to 118, 120 to 122, 124, 125 DF-603, 605, 606, 607, 611 DF-608 to 610	3800 5450 	6050 100 0 0		@5000	@ 39 00	⑩2150	924509	⑨ 1750 ⑨ ····	1100 1100	@3900 		 ⊚3900	⑩3425 		1 <u>0</u> 2625	@3425	923759	
DS-1 to 8 DS-9 to 12 DS-100 to 109, 111, 115, 119 DS-110, 114, 118 DS-113, 117, 120 to 122 DS-500 to 506 DS-600 to 604 DS-605, 606 DS-607	1625 2900 3150 3000 3000 1625 3300 3650 3950	4000 4000 4000 4000 4000 4000 4000 400	1875	1875	1150 2075 2225 2200 2200 1475	800	300 9 9	575 9 9	425	(§1150 1475	1475	1475	1300	1300	(1)600 850	@1000	600 1075 (31175 (41175 (9) 775 (9) (9)	

②Does not apply to DS-101, 109 and 119.
④ Applies to DS-110 only.
⑤ Authorize to use in Woodburn Yard Limits and Canby Yard Limits.
⑩ Does not include DF-121, 122, 124, 125.
⑪ Restricted to 20 MPH; DS-2, 3, 6, 7, 8 restricted to 25 MPH.
⑤ Restricted to 20 MPH.
⑤ SPAS operiors restricted to 25 MPH.

SP&S engines may operate as follows: Between Albany and Lebanon.

										•					
				TOL	EDO BRA	NC H			in.		DALLAS	BRANCH	* ************************************	GEER	
			į												
HOMINAL GLASS	Albany to Corvallis	Corvallis to Flyns	flyan to Summit	Summit to Neshvills	Nashville to Tolede	Meshville to Summit	Seamit to Flyas	Flyne to Carvallis	Gorvallis to Albany	Salem to Dallas	Dallas to MP 740.9	MP.740.9 to Dalles	Dalks to Salem	Salem and Geer	112-1 69 10 137-138, 110 to 115 131-1692, 605, 608, 131-1692 to 110 137-1692 to 110
DF-1 to 12	2275	1850	1300	8000	2825	750	2350	2350	6050	3200			3200		
DF-114, 116 to 118, 120 to 122, 124, 125	3775	2600	1600	10000	3700	1100	2375	4675	10000	3000	1925	1900	2050	⑥26 25	DE-100 to 100, 111
OF-603, 605, 606, 607, 611 OF-608 to 610	3000 3000	$2350 \\ 2275$	1625 1575	8000 8000	28 25 2825	925 900	$2375 \\ 2375$	4000 4000	10000 10000	40 75 3950			4075 3950		98. (4) 100 80 98. (4) 11, 126 1
OS-1 to 8 OS-9 to 12	950 1700	62 5 1150	450 825	1600 2850	10 75 19 5 0	300 525	700 1200	1175 2100	4000 4000	750 1300	N : 3 - (N/		475 925	465 0	125-566 to 596 DS-600 to 604 DS-605, 606
OS-100 to 109, 111, 115, 119 OS-110, 114, 118	1825 1850	1050 1050	875 875	3000 3000	3100 2100	575 575	1300 1300	2225 2225		(1)1150 (1)1575			@1000 @1000		ranger per terretakan terretakan kenderakan berkan di sebagai berkan di sebagai berkan di sebagai berkan di se
DS-113, 117, 120 to 122 DS-500 to 506 DS-600 to 604 DS-605, 606 DS-607	1800 1225 1950 2100 2325	1000 825 1325 1450 1600	850 600 975 1000 1125	4000 2000 4000 4000 4000	2075 1400 2250 2425 2675	525 375 600 675 725	1300 875 1400 1525 1700	2225 1475 2375 2575 2825	4000 3000 4000 4000 4000	950	700	850	575	②850 ④1375	e don specify dens the second makes wo www.escond makes wo well and well well and well well and well and well well and well and well and well well and well

②Rating Geer to Salem 3000. ④Rating Geer to Salem 4000. ⑥Rating Geer to Salem 10000. ⑪Does not apply to DS-101, 109 and 119. ⑫Does not apply to DS-118.

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

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

. 300 (430) - 400 (450) \$		are par	978	WESTSIDE	BRANCH	NA CA		DAW	son	WILLA	MINA BR	ANC H
NOMINAL CLASS	ENGINE NUMBERS	Monroe to Corvallis	Corvallis to Gaston	Gaslon to Hillsboro	Millshore to Gaston	Gaston to Corvallis	Corvallis to Monrae	Dawson to Alpine Jet	Alpine Jet. to Dawson	Whiteson and Broadmead and Perrydale Branch	Broadmead to Willamina	Willamina to Broadmead
DF-1 to 12 DF-114, 116 to 118, 120 to 122, 124, 125	6138 to 6470, 8022 to 8303, except with 60:17 gear ratio		1525 2600	1525 35 7 5	1625 3725	1625 2300	 1700	 4300	 1925	2100	2950	 1975
DF-603, 605, 606, 607, 611 DF-608 to 610, 613 to 615	5600 to 5719, 5730 to 5844 5720 to 5729, 5845 to 5871		2075 2000	2075 2000	2075 2000	2075 2000						
DS-1 to 8 DS-9 to 12 DS-100 to 109, 111, 115, 119	1000 to 1032 1033 to 1090 \$\frac{1}{300}\$ to 1441, 1464 to 1485, 1514	1750	650 1150	900 1600	700	550	400 725	1350 1950	475 875		750	475
DS-110, 114, 118	to 1528, 1551 to 1567	3325 3500				 	800 825	2100 2125	825 950	- #44 N (%		
DS-113, 117, 120 to 122 DS-500 to 506	1486 to 1491, 1529 to 1538, 1568 to 1596. 5100 to 5120.	3200 3000	1325 850	1150	925	750	775 1200	2025 1700	900 475	675	950	650
DS-600 to 604 DS-605, 606 DS-607	4600 to 4623, 4770 to 4703 4624 to 4633 4634 to 4645					·····		\$9 				

	JEFFERS	ON ST.					ILLAMOO	K BRANC	HassO i	alan ya Un	nighter			NEW	BERG BR/	NC H	
NOMINAL CLASS	Wilsonia to Jefferson St.	Jefferson St. to Wilsonia	Tillamook to Salmonberry	Salmonberry to Enright	Timber and Euright	Timber to Buxton	Enright to Tillamook Buxton to Hillsboro	Willsboro to Buxton	Buxton to Timber	Willsbard to Gook	Willsburg Jet. to Gook Gook to Hillsborg	Cook to Wilsburg Jet.	Sherwood to Springbrook St. Joseph to Springbrook	Gook to Sherwood	Springbrook to Sherwood	Sherwood to Gook	Springbrook to St. Joseph
DF-1 to 12 DF-114, 116 to 118, 120 to 122, 124, 125	⑤1325 2175	⑤1150 1900	3000	 1800	 850	2050	4675	4325	1000	2600	1900	2600	1600	1700	950	4150	4000
DF-603, 605, 606, 607, 611 DF-608 to 610	3725 3975	2275 2300				2000	4070		1200	3850 3900 3750	3050 2450 2350	3575 3900 3750	2275 1450 1425	2850 3550 3650	1500 1425 1375	3575 2825 2825	7000 2250 2200
DS-1 to 8 DS-9 to 12 DS-100 to 109, 111,	550 975	475 825	775	400 800	200 400	475 925	1150	1075	300 550	900 550	700 1600	900	675 1175	700 1250	320 675	900 1600	1750 3050
DS-100 to 109, 111, 115, 119 DS-110, 114, 118 DS-113, 117, 120 to	925 1075	800 925		850 850	425 425	1000 1000			600 600				$1275 \\ 1275$	1375 1375	700 700	1725 1725	3325 3200
122 DS-500 to 506 DS-600 to 604	1025 550	875 475	950	825 575	400 275	975 67 5	1475	1375	600 400	1150	925	1150	1250 850	1325 925	700 5 00	1700 1150	3200 2200
DS-605, 606 DS-607												· · · · · · · · · · · · · · · · · · ·	1		**************************************		

6 Does not apply to DF-4, 11, 12.

SP&SRy engines may operate as follows: Between Greton and Beburg—DES class not to exceed 248,000 lbs.

ON BRANCH LINES, 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—CASCADE SUBDIVISION

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

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

RULE 22. Helper engines coupled ahead of road engines need not display indicators between Eugene Yard and Cascade Summit.

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

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

Train-orders may be issued on Brooklyn or Cascade Sub-

division to apply on either subdivision.

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

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

Klamath Falls: Eastward trains originating Klamath Falls will obtain clearance OK'd by Chief Train Dispatcher which will be issued at Klamath Falls Yard and delivered by tube to Crew Dispatchers' Office, Klamath Falls. Clearance and train orders for first-class trains will be delivered in red container and for extra trains will be delivered in yellow container.

Trains authorized to operate on Marcola Branch must not occupy main track between MP-649.25 Hendricks and MP-659.7 Hyland between the hours of 5:00 AM, and 5:00 PM. on Monday through Saturday.

RULE 83. Trains via Siskiyou Subdivision may identify trains between Eugene Yard and Judkins and such identification

will apply at Springfield Jct.

Extra trains operating between Mohawk Jct. and Hyland, in addition to information required by train register must register destination of trip, turning point and date of departure in the column captioned "Signals." When trip has been completed, date of arrival at initial station must also be entered in column captioned "Signals." Extra trains en route into this territory must not leave the initial station until it has been ascertained from the train register that all preceding extra trains by the route to be used have completed their trip and registered time and date of arrival at Mohawk Jct. accordingly.

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

Crescent Lake..... First-class trains.

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

West I	$^{ m MP}$ e verified for an expression of the contract of the large ${f E}_{f e}$	ast MP
425.67	Klamath Falls	429.81
551.80	" (Modoc Sub.)	
527.17	Crescent Lake	529.08
612.07	Fall Creek Jct. (Fall Creek Branch)	601.85
5 4 H (\$16)	Springfield (Woodburn-Springfield Branch)	646.04
	(Marcola Branch)	649.00
644.13	Eugene	652.39
	(Coos Bay Branch)	652.29

RULE 97. Extra trains between Mohawk Jct. and Hyland are authorized to operate as extra train in this territory without train-order authority.

RULE 99. Will not apply between Mohawk Jct. and Hyland.

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

End of CTC, MP 429.81 and MP 432.66.
End of CTC, MP 527.23 and End of CTC, MP 529.03.
"A" signal MP 618 4 and west switch Judkins

"A" signal, MP 618.4 and west switch Judkins. End of CTC, MP 647.62 and End of CTC, MP 652.0. RULE 104. The normal position of rigid switches at junction points is as follows:

Fall Creek Jct......Fall Creek Branch for Cascade line,

Marcola Branch, for track No. 3,
Springfield. Woodburn-Springfield Branch, for
Cascade line,
Klamath Falls. GNRy main track, for SP main track,
Gilchrist Jct... KNRy main track, for interchange track,
Derails in main track:
Fall Creek Jct... Clearance point junction switch.
Marcola. 200 feet east of east switch.

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

RULE 221. Springfield is a train order office only for trains via Siskiyou Subdivision.

Chemult is a train-order office for westward GNRy trains only.

RULE 291. Klamath Falls: Unit for display of flashing yellow installed on westward absolute signal, MP 429.87.

Display of flashing yellow authorizes trains to proceed without stopping at restricted speed to enter Track No. 25.

RULE 305. The following block signals, equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed

as "P-	$\mathbf{A}^{\prime\prime\prime}_{i}$: in edge of the delta \mathbf{A}_{i} , \mathbf{A}_{i} , \mathbf{A}_{i} , \mathbf{A}_{i}		
Eastw. Signal	ard Protec	wion	estward Signal
P-4406	Slide detector fence betw MP 441.9 and MP 442.4	een	P-4423
P-4424			P-4441
P-4440	Slide detector ferre between	een	P-4455
P-4456	CIII I I I I I I I I I I I I I I I I I	een gandaa oo bahaa ay ah ay ah {	
P-A	Fire detector Cascade Cre MP 546.38	ek Bridge, 🔠 📑	
P-A P-A	\Slide detector fence East		P-5469
P-5470	Fire detector on trestle b	etween Tunnels Nos. 7	· 11 1534
P-5478	and 8, MP 547.70 Fire detector on trestle b and 10, MP 547.60	etween Tunnels Nos. 9	P-5491
P-5490	Fire detector on Side Cany MP 549.10	yon Bridge,	
P-A P-A	Fire detector on Steep Ca	anvon Bridge.	
P-5528	MP 552.30	$1\frac{1}{2}$ mile West of Fields,	
5582	Slide detector, MP 559		
P-5628	Fire detector on Salt Cree MP 563.20	k Bridge,	P-A
P-A P-A	Fire detector on Eagle Cr MP 565.50		P-5655
P-5726	Slide detector fence, MP	572.20	(P-5725
P-5828 P-A	Slide detector fence, MP	583.00 586.90	P-5839 P-5875
P-A P-A	Slide detector fence, MP		
P-A P-6118	Collision detector underp		2 00.0
P-6120	Slide detector fence, MP	612.50	P-6133 P-A
P-6134 P-A	Slide detector fence, MP (Collision detector highwa MP 621.00	y underpass,	P-A P-6213 P-A P-A
			,

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

21

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

End of CTC, MP 429.8 and Klamath Falls Yard, MP 427.5 End of CTC, MP 527.2 and end of CTC, MP 529.0 End of CTC, MP 647.6 and end of CTC, MP 652.0.

Klamath Falls: Trains or engines stopped by Signal 4293 at Klamath Falls, may proceed at restricted speed.

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

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

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

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

RULE 535. Spring Switches

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

- 1. East end Track No. 2
- 2. West end Track No. 2
- 3. West end Track No. 3

RULE 705. LETTER TYPE INDICATORS

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows:
H	Westward Absolute Signal	East Switch Diamond Lake	Westward trains must stop short of absolute signal on signal bridge, west end Diamond Lake and be governed by instructions on page 4, Rule 705, of these instructions.
H	Westward "A" Signal at east end Lenz	Lenz	Westward trains must stop short of west end Lenz siding and member of crew must open hot bearing detector box located at clear point at west end Lenz siding and be governed by instructions on page 4, Rule 705 of these instructions.
w	4887	Mazama	Wait until signal 4887 displays proceed indication.
H . 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3.	4902	Yamsay	Eastward trains must stop short of east end of Yamsay siding and member of crew must open hot bearing detector box located at clear point at east end Yamsay siding and be governed by instructions page 4, Rule 705 of these instructions.
w.	4872	Mazama	Wait until Signal 4872 displays proceed indication.

CENTRALIZED TRAFFIC CONTROL

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

Klamath Falls: Absolute signals governing movements on drill track will display proceed indication regardless of track occupancy between these signals unless indication is changed by train dispatcher. Switching movements may be made on drill track so long as signals governing such movements display proceed indication and Rule 775 will not apply. When these signals display stop indication, track between these signals must be cleared imme-

Crescent Lake: Trains entering yard will use track indicated in illuminated indicator on absolute signals at entrance to yard.

Units for display of flashing white light located adjacent to leads at each end of yard. Trains departing from yard must not pull out onto leads without permission of train dispatcher or flashing white light is displayed.

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

Eugene: When westward absolute signal on running track governing movement to siding displays aspect per Rule 289, Rule 775 and second paragraph Rule 771 will not apply.

RULE 763. GNRy trains will display engine numbers in engine indicators instead of train numbers between Klamath Falls and Chemult.

GENERAL REGULATIONS

RULE 825. Instructions for setting hand brakes:

Klamath Falls and Klamath Falls Yard:

Passenger Trains.....Two brakes on west end. Freight Trains...... Five brakes on west end.

Any employe releasing any of these brakes must set an equal number to replace them.

Staff brakes on freight trains must be set with the assistance of a brake club after train has stopped.

Klamath Falls: Hand brakes will not be set on passenger trains standing at the station unless engine is detached provided conductor has reached understanding that engineer will remain on engine at all times and control train by use of air brakes.

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

RULE 826.

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

Track may be used for switching movements.

Red: Track must not be entered.

Not Lighted: Must be considered as displaying most restrictive indication and Georgia-Pacific Plywood supervisor must be contacted before cars are coupled to or

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

Green: Gate Open.

Gate Closed.

Not Lighted: Signals must be considered as displaying most restrictive indication and cars are not to be coupled

to, or moved.

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

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

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

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

Green: Tracks may be used for trains or switching move-

Tracks may be entered, switched and engines, cars

or cabooses added or detached.

Yellow:

Red:

Tracks may be entered, but cars on these tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been

ascertained indicator displays green aspect. Not Lighted: Signals must be considered as displaying most restrictive indication and Icing Platform Foreman must be contacted for instructions before cars are

coupled to or moved. When indicator light at east end Track 30 displays "Red" aspect, engines moving eastward on this track must not pass fouling point until indicator light displays "Green" aspect.

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

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

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

RULE 827. Trains handling logs must stop and crew must inspect load and chains before entering yard at Klamath Falls.

RULE 842. Klamath Falls: Movements of GNRv trains and engines between end of CTC and junction switch of GNRy will be directed by yardmaster.

Westward trains must not pass absolute signal displaying "Proceed on Diverging Route" at east switch unless flashing white light is displayed in signal on signal bridge at end of CTC

Yardman's proceed signal will indicate that protection has been provided against first-class trains for trains moving between CTC limits and west end Klamath Falls Yard.

Eugene Yard: Eastward trains entering yard will enter yard at Signal 6486 unless authorized by yardmaster or by signal from yardman to proceed on main track to enter yard at MP 650.2.

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

All identified trains arriving Eugene Yard, except SLE, do not exceed 7 MPH into receiving track to permit carmen to make inbound inspection.

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

AIR BRAKE RULES

SPECIAL INSTRUCTIONS—CASCADE SUBDIVISION

RULE 2. When switch engine is used on yard tracks at east end of Klamath Falls, handling twenty-five cars or more, air brakes must be cut in and operative on not less than six cars.

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

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

With no dynamic brake in operation one retaining valve for every 70 tons in train. When dynamic brake is in operation and tonnage of train exceeds 1200 tons oer four-axle unit, or 2200 tons per six-axle unit, one retaining valve for each 125 tons in train.

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

When dynamic brakes are in operation on TOFC trains and pressure maintaining system of braking is being used, retainers will not be required when car tonnage is less than 80 tons per operative brake.

If dynamic brakes are not in operation or pressure maintaining system of braking is not being used, one retaining valve will be turned up for each 60 tons in train or, if tons per operative brake exceed 60 tons, retaining valves must be turned up on all cars.

RULE 19. When handling dead diesel units in eastward trains between Cascade Summit and Oakridge, pressure maintaining system of braking is not to be used.

RULE 24-B. Crescent Lake and Eugene Yard: When continuity of brake pipe is not disturbed, incoming engineer will apply train brakes when stopped. Outgoing engineer will release brakes and proceed without making rear end or road test.

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

Westward when temperature is 32° or less.

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

RULE 33. Maximum tonnage per operative brake Cascade Summit to Oakridge is 70 tons, except 80 tons per operative brake may be handled providing one 4-axle unit of dynamic brake is in operation for each 1000 tons in train and train is operated under provisions of Air Brake Rule 19. Should conditions arise on descending grade which prohibit operation under the exception, train must be stopped immediately, all retaining valves turned up, and speed restricted to not more than 15 MPH.

Tons per operative brake on TOFC trains must not exceed 80 tons. Tonnage of engine behind the 20th axle of dynamic brake is not to be included with train tonnage in calculating tons per operative brake. In molecular according to

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

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

MISCELLANEOUS

1. Load limit (car and contents):		
Klamath Falls-Eugene	263,000	lbs.
Mohawk JctMP 649.40 (Marcola Br.)	240,000	lbs.
MP 649.40 (Marcola Br.)-Hyland	169,000	lbs.

2. LOCATION OF STOCK YARDS

Station	Capacity in cars
Klamath Falls	
Chiloquin	40 (Water)
Lenz	
Diamond Lake	5

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

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

4. Engines listed are not permitted to operate on tracks

Class of Engine

Restricted Tracks

All......Beyond engine restriction sign at following locations: Chiloquin-Stem of old wye. Yamsay—Logging tracks. Oakridge—Sand spur.

- 5. Eugene: Impaired clearance exists when chutes are in place on Eugene Sand & Gravel Co. spur.
- 6. Diesel engine cooling water facilities available following locations:

McCredie Springs....1/2-inch hose near old locomotive water

Wicopee......1/2-inch hose near former location of middle locomotive water tank and buildings.

Fields.....1-inch hose near B&B camp.

Cruzatte.....Near former location of station building. Crescent Lake.....1-inch hose in baggage room at station.

Chemult.....Baggage Room.

Chiloquin Baggage Room. When necessary to use these facilities replace hose in proper

SPECIAL INSTRUCTIONS—CASCADE SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 7 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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

EASTWARD	PSGR TRAINS	FRT & MIXED	WESTWARD	PSGR TRAINS	FRT & MIXED
MP MP Column:	1	2	MP MP Column:	1	2
KLAMATH FALLS TO EUGENE YARD:			EUGENE YARD TO KLAMATH FALLS:		
429.50 to 429.87 ***429.87 to 433.91	50 50	40 50	649.70 to 648.95 648.95 to 648.20	79 79	60 55
433.91 to 438.65 438.65 to 439.02	65 60	60 60	***648.20 to 646.90 646.90 to 644.60	30	30
439.02 to 441.50 441.50 to 444.93 444.93 to 445.09	75 75 65	60 60 60	621.88 to 620.40 ***620.40 to 617.19	40 40 55	$\frac{40}{40}$
445.09 to 446.56 446.56 to 451.81	75 79	60 60	617.19 to 616.70 616.70 to 614.02	50 55	45 55
451.81 to 454.81 ***454.81 to 467.67	75 50	60 50	614.02 to 611.81 611.81 to 596.94	50 60	50 60
467.67 to 471.23 471.23 to 508.70	70 79	60 60	596.94 to 596.61 596.61 to 592.40	55 60	55 60
508.70 to 523.51 523.51 to 528.60	60 79	60 60	592.40 to 591.90 591.90 to 588.99	55 60	55 60
528.60 to 533.12 533.12 to 537.31	60 55	60 55	588.99 to 583.87 583.87 to 580.50 ***580.50 to 554.00	50 55	50 55
537.31 to 553.50 553.50 to 553.60 553.60 to 554.00	30 20 25	$\begin{array}{c} 25 \\ 20 \\ 25 \end{array}$	554.00 to 553.60 553.60 to 553.50	$\begin{array}{c} 30 \\ 25 \\ 20 \end{array}$	$\begin{array}{c} 30 \\ 25 \\ 20 \end{array}$
***554.00 to 580.50 580.50 to 583.87	30 55	25 55	553.50 to 537.31 537.31 to 533.12	30 55	30 55
583.87 to 588.99 588.99 to 591.90	50 60	50 60	533.12 to 528.60 528.60 to 523.51	60 79	60 60
591.90 to 592.40 592.40 to 596.61	55 60	55 60	523.51 to 508.70 508.70 to 471.23	60 79	60 60
596.61 to 596.94 596.94 to 611.81	55 60	55 60	471.23 to 467.67 ***467.67 to 454.81	70 50	60 50
611.81 to 614.02 614.02 to 616.70	50 55	50 55	454.81 to 451.81 451.81 to 446.56	75 79	60 60
616.70 to 617.19 ***617.19 to 620.40 620.40 to 621.88	50 55	45 45	446.56 to 445.09 445.09 to 444.93 444.93 to 441.50	75 65 75	60 60 60
(644.60) 644.60 to 646.90	40 40	40 40	441.50 to 439.02 439.02 to 438.65	75 60	60 60
***646.90 to 648.20 648.20 to 649.70	30 79	30 60	438.65 to 433.91 ***433.91 to 429.87 429.87 to 429.50	65 50 50	60 50 25
MOHAWK JUNC- TION TO HYLAND:			HYLAND TO MOHAWK JUNCTION:		25
646.59 to 647.21 647.21 to 659.81	••	20 25	659.81 to 647.21 647.21 to 646.59		25 20
FALL CREEK JCT. TO MP 608.22	••	25	MP 608.22 TO FALL CREEK JCT		25

***PUC Order.

TOFC trains may operate at Column 1 speeds, not to exceed 60 MPH from Crescent Lake to Eugene, provided tons per operative brake do not exceed 80 tons.

Freight and mixed trains containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 60 MPH provided trains do not exceed:

23

Number	Tons Per
of Cars	Operative Brake
70	60
75	
80	
85	
90	
95	
100	
105	
110	
115	
120	

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

Through sidings, yard and other tracks, wyes balloon tracks, crossovers and turnouts, except	15
Through turnouts and sidings at Wocus, Algoma Modoc Point, Chiloquin, Kirk, Fuego, Lenz Diamond Lake, Chemult, Mowich, Umli, Cascade Summit, Abernethy, Cruzatte, Frazier Fields, Wicopee, Heather, McCredie Springs Pryor and Oakridge	· • •
Through turnouts and sidings at Calimus, Yamsay, Lookout, Hampton, Crale, Minnow, Dexter, Dougren, Natron, Judkins	-
Through turnouts on other than sidings	
On branches	. 10

Westward

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

DP-4, 7, 12	NOMINAL CLASS	ENGINE NUMBERS	Caseade Summit to Eugena	Eugene to Dougren.	Dougran la Hampton	Hampton to Cakridge	Dakridge to Cascade Summit	Cascade Summit to Klamath Falls	Klamath Falls to Cascade Summit	Mohawk Jet. to Hyland	Hyland to Mohawk Jel.	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	DP-4, 7, 12		2850	2250	1600	1400	775	2850	1600	2.000 - 15		KAS.
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	DP-5, 6, 8 to 11	$\int 6005 \text{ to } 6016, 6055 \text{ to } 6058, 5910 \text{ to } 5915,$			17.1.3	16.75.374	10.5			41.55	8 9V	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	DF-1 to 12	502 to 575, except	3175	2500	1825	1625	1150					. 83 1. 83 1. 83
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	DF-101 to 108, 110, 112	with 60:17 gear ratio	3400 4000	2575 3600	1950 2450	1725 2200	950 1450	2500 4000	1100			
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	DF-114, 116 to 118, 120 to 122, 124, 125 DF-123, 126	5279 to 5293, 5308 to 5335, 5339 to 5444, 5449 to 5493	5475	3600	3050	2700	1500	5475				
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	OF-503 OF-504, 505	4816 to 4844									6 14 10 14 10 14 16	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	OF-603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5844, 5872 to 5891	3400	2711	1950	1750	1000	3400	1950			
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	OF-127 OF-617, 620	7000 to 7020						6175		•••••	•••••	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$)F-618	7200 to 7237		8075	1.6 1.7.	2875	63.76	75.5	2500		90 24.0 90 24.0	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	OF-623 OF-619, 622, 624	7408 to 7464	5150							1 1 1 1 1 1 1 1 1		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	OF-800, 801	9000 to 9017, 9021 to 9023							and the second			
115, 119 1551 to 1567 2075 2050 1175 1050 575 2075 1175 1050 1175 1050 1175 1050 1175 1050 1175 1050 1175 1050 1175 1050 1175 1	OS-9 to 12	1036 to 1090						100	9.8			
NO 000' 1 004 1000 1 1000 1 1000 1 1000 1 1000 1 1000 1 1000 1 1000 1 1000 1 1000 1 1000 1 1000 1 1000 1 1000 1	115, 119 OS-110, 114, 118 OS-113, 117, 120 to 122	1551 to 1567	2900	2050	1600	1325	725	2675	1500 		18 of t 31 tire 31 tro	
S-605, 606 4624 to 4633. 3025 2400 1700 1500 825 S-607 4634 to 4645. 3275 2600 1900 1675 925	S-600 to 604 S-605, 606	4600 to 4623, 4700 to 4703							• • • • • • • • • • • • • • • • • • •			

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

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

SPECIAL INSTRUCTIONS—BLACK BUTTE SUBDIVISION

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

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

RULE 81. Two main tracks between MP 319.61, Dunsmuir Yard, and MP 322.57, Dunsmuir Track nearest depot designated Track No. 1 and track nearest yard designated Track No. 2.

RULE 82-A. Dunsmuir Yard: Eastward trains originating will obtain clearance OK'd by Chief Train Dispatcher which will be issued at Dunsmuir and delivered by tube to Yard Office, Dunsmuir Yard. Clearance and train orders for first-class trains will be delivered in red container; for second-class trains in blue container and for extra trains in yellow container.

Regular trains originating at Weed on Siskiyou subdivision or at Grass Lake will be authorized by receipt of clearance at Dunsmuir or Dunsmuir Yard to apply at Weed or Grass Lake and may display indicators accordingly between Dunsmuir Yard and Weed or Grass Lake.

Klamath Falls: Westward trains originating Klamath Falls will obtain clearance OK'd by Chief Train Dispatcher which will be issued at Klamath Falls Yard and delivered by tube to Crew Dispatchers' Office, Klamath Falls. Clearance and train orders for first-class trains will be delivered in red container and for extra trains will be delivered in yellow container.

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

Klamath Falls Yard... Eastward first-class trains and trains originating and terminating,

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

Klamath Falls Yard... Eastward first-class trains.

Conductors of eastward first-class trains will leave train register ticket in red tube container at Crew Dispatchers' Office, Klamath Falls.

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

West N	\mathbf{P}_{ik} do form and like asiv	East MP
405.87 425.67 551.80	Dorris Klamath Falls. " (Modoc Sub	$1, \dots, 1$

RULE 99-A. Dunsmuir: Flag protection is not required on No. 1 or No. 2 Main Tracks between eastward absolute signal at west end Dunsmuir Yard and westward absolute signal at east end Dunsmuir.

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

Mount Shasta...McCRRR main track, for interchange track, Black Butte... Siskiyou line, for controlled siding, Klamath Falls. GNRy main track, for SP main track, Klamath Falls. Alturas line, from track No. 17 for Alturas

Klamath Falls. OC&ERy main track, for yard track,

RULE 221. Unit for display of flashing light installed at following location:

Station Location Dorris......On train-order signal mast.....Eastward

Display of flashing white light indicates that train-order signal is displaying proceed indication or that train-order operator has train orders ready for delivery, that such train orders do not restrict train at that station.

RULE 291. Dunsmuir Yard: Units for display of flashing vellow installed on absolute signals governing movements from yard to No. 2 main track at east end and west end Dunsmuir Yard govern switching movements only and authorize movements to pass absolute signal without stopping.

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

Signal Protection	Signal
P-3234 /Slide detector fence, between MP 323.61	
\ and MP 323.67	P-3243
P-A Slide detector fence, MP 326.86	
P-A and MP 326.92	P-3273
P-3274 Slide detector fence, MP 327.5	P-3281
P-3290 Slide detector fence MP 329.50	P-3301
P-A Collision detector, bridge 360.82	
P-3728 Spring switch, west end siding, Erickson	
Spring switch east end siding, Dorris	
P-4098 Collision detector, bridge 410.57	P-4119
P-4258 Spring switch west end siding, Texum	And the state

AUTOMATIC BLOCK SIGNAL SYSTEM

Klamath Falls: Trains or engines stopped by Signal 4293

may proceed at restricted speed. Signal 4278 at derail GNRy Bieber line, top unit governs from Bieber line to Cascade line main track; lower unit governs from Bieber line to GNRy line crossing Lake Ewauna.

Signal 4277 at derail from line crossing Lake Ewauna governs

to GNRy Bieber line only.

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

Klamath Falls Yard, MP 427.5 and End of CTC, MP 429.8.

RULE 535. SPRING SWITCHES

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

Location			mar i ositio
Erickson West	end siding	M:	ain track
Dorris East	end siding		in track
TexumWest	end siding		ain track

INTERLOCKING

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

RULE 705. LETTER TYPE INDICATORS.

Illum. On Letter Signal Approaching	Authorizes and requires movement as follows:
mast at Mt. Hebron MP 392.45	
W 3908 East End Jerome	page 4, Rule 705 of these instructions. Wait until Signal 3908 display proceed indication.

CENTRALIZED TRAFFIC CONTROL

Centralized Traffic Control on both main tracks between MP 319.61, Dunsmuir Yard, and MP 322.57, Dunsmuir, and between MP 322.57 and east swtich siding Grass Lake.

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

Top Unit			Main t	
Middle Unit		\dots Cross	sover to Siskiyou	Line
Bottom Unit	.,,,	\dots Crossover	to Controlled S	iding

DOGD FOT

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

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

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

	\mathbf{N}	
Bottom Unit		rill Track

Absolute signal on Drill Track at west end crossover between Drill Track and No. 2 track governs movements through crossover to No. 2 Main Track or No. 1 Main Track only and will remain dark until crossover switch is reversed.

When flashing red light mounted on pole at MP 320 is illuluminated, all switching moves must clear No. 2 Main Track.

GENERAL REGULATIONS

RULE 825. Instructions for setting hand brakes: Dunsmuir and Dunsmuir Yard:

Passenger Trains	Two brakes on east end,
LEGIKA BESTELEH EN YANGINE	Three brakes on west end.

25 cars or less	Γen brakes on west end.
Freight trains or cuts of 26 to 50 cars	Ten brakes on west end Five brakes on east end

(Ten brakes on west end, Freight trains or cuts of

Klamath Falls and Klamath Falls Yard:

Passenger Trains	 · · · · ·	Two	brakes o	n	west	end,
Freight trains		Five	brakes o	n	west.	end:

Any employe releasing any of these brakes must set an equal number to replace them.

Staff brakes on freight trains must be set with the assistance of a brake club after train has stopped.

When it is necessary to double over incoming freight trains at Dunsmuir Yard, trainmen will secure that portion of train not doubled over, and yardmen will secure that portion of train doubled over.

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

Dunsmuir and Klamath Falls: Hand brakes will not be set on passenger trains standing at the station unless engine is detached provided conductor has reached understanding that engineer will remain on engine at all times and control train by use of air brakes.

Portable rail skids are hung on posts at lower end of sidings at Small, Mott, Azalea, Mount Shasta, Upton. At Black Butte rail skid is located east of east wve switch.

When necessary to leave cars on 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 the 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. Freight trains using retaining valves on descending grade will stop as indicated, at the following stations for

Azalea		 	 	 		5 minutes
Andesite	·	 	 	 	10) minutes

(If stop of not less than 5 minutes has been made at Cougar, the stop at Andesite will not be necessary, in which event 10 minute stop must be made at Bolam.)

Freight trains with three or more dynamic brakes in operation need not stop at Andesite or Azalea for heat radiation if there is no indication of wheels overheating and in the judgment of conductor and engineer it is safe to proceed.

Engines without dynamic brake in operation running light on descending grade must stop at the above stations a sufficient length of time to permit heat radiation.

Trains handling logs, (except in gondolas), must stop before entering yard at Klamath Falls; before passing through tunnels; over Dry Canyon viaduct between Hotlum and Bolam; at which time load and chains on cars of logs must be inspected.

RULE 842. Dunsmuir Yard: Trains entering or leaving yard tracks must receive proceed signal from yardman except when movement is governed by diverging route signal.

Klamath Falls Yard: Eastward trains except first-class and TOFC trains must not pass crossover located 2050 feet east of signal 4280 unless proceed signal is received from yardman.

Klamath Falls: Westward trains must not pass absolute signal displaying "Proceed on Diverging Route" at east switch unless flashing white light is displayed in signal on signal bridge

Yardman's proceed signal will indicate that protection has been provided against first-class trains for trains moving between CTC limits and west end Klamath Falls Yard.

AIR BRAKE RULES

RULE 2. Klamath Falls Yard: Switch engine handling 25 cars or more at east end of yard must have air cut in on not less

Dunsmuir Yard: Switch engines must have air brakes cut in on cars as follows:

TONS TONS	
750 to 1250	5
1250 to 2000	10 15

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

FREIGHT AND MIXED TRAINS

Grass Lake to Dunsmuir Yard: One retaining valve for each 70 tons in train, except when dynamic brake is in operation between Grass Lake and Dunsmuir Yard and tonnage of train exceeds 900 tons per 4-axle unit or 1600 tons per 6-axle unit of dynamic brake, one retaining valve for each 150 tons in train; except when dynamic brake is in operation and pressure maintaining system of braking is being used and tonnage of train exceeds 1375 tons per 4-axle unit or 1825 tons per 6-axle unit of dynamic brake, one retaining valve for each 150 tons in train.

PASSENGER TRAINS

All retaining valves must be turned up when no dynamic brake is in operation, between Azalea and east switch at Dunsmuir, When dynamic brake is in operation between Azalea and east switch at Dunsmuir engineer will notify trainmen if necessary to use retaining valves.

FREIGHT TRAINS

RULE 22. Trainmen must not couple air hoses on outgoing freight trains at Dunsmuir Yard until they have been notified by the yardmaster or his representative that the switching has been completed. After trainmen have been so notified, vardmen must not perform switching on, or couple other cars or engines to the train without instructions from the yardmaster or his representative, who must notify trainmen before the intended move is made.

SPECIAL INSTRUCTIONS—BLACK BUTTE SUBDIVISION

RULE 24-B. Dunsmuir Yard and Dunsmuir: When continuity of brake pipe is not disturbed, incoming engineer will apply train brakes when stopped. Outgoing engineer will release brakes and proceed without making rear end or road test.

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

RULE 33. Maximum tonnage per operative brake is as Azalea to Dunsmuir Yard......80 tons

PASSENGER TRAINS

RULE 36. Trainmen must not couple or uncouple air hoses or steam conduits on passenger trains at Dunsmuir until they have been notified by the yardmaster or his representative that switching has been completed. After trainmen have been so notified, yardmen must not perform switching on, or couple other cars or engines to the train without instructions from the yardmaster or his representative who must notify trainmen before the intended move is made.

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

Grass Lake: Westward trains.

Black Butte: Eastward trains via Siskiyou line.

RULE 60. On westward freight trains using dynamic brake with 80- or 85-foot trailer-flat cars entrained within first 20 cars from head end, dynamic braking force must be reduced to one-half of maximum, and, if necessary, automatic brakes applied sufficiently so that speed will not exceed 20 MPH 500 feet before reaching curve at MP 328.17 and until train has passed MP 327.87.

MISCELLANEOUS

1. Not more than three units will be placed behind 80- or 85-foot trailer-flat cars between Dunsmuir Yard and Black Butte.

2. Engines listed are not permitted to operate on tracks shown below:

Restricted tracks Class of Engine All engines......Dorris—Beyond engine restriction sign Ass'd
Lbr. Co. spur. At Mount Shasta, switching movements to or from McCRRR

tracks Nos. 1, 2, 3 or 4, when made through the connection from siding to McCRRR main track, may be made without flag protection after ascertaining that there are no movements being made on McCRRR west of State highway. Movements on west leg of wye McCRRR track must not be made without proper flag protection. 3. Load limit (car and contents):

4. LOCATION OF STOCK YARDS Capacity in cars Dorris......4 (Water) Worden 6 Klamath Falls 95 (Water)

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

MP		Location	Description
325.00	Dunsmuir	Sacramento River	
		16th crossingOverh	
		.Tunnel No. 17Overh	
410.00	Dorris	.Tunnel No. 18Overh	ead and sid

6. 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 RESTRIC-TIONS FOR ENGINES appearing on page 7 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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

Deep Fore

E	ASTWAR	D V	PSGR TRAINS	FRT & MIXED	WE WE	STWAR	D	PSGR TRAINS	FRT & MIXED
MP	MP	Column:	I I	2	MP	MP	Column:	1	2
DUN	SMUI	\mathbf{R}	a a telefolio.	3,3,7(3) 2163631 v	KLAN			.6.5797	Mati
	RD T		F-2008	17.3 M 17.70		LS I		167 177	
	AMA'	ГH		3000		NSMU	JIR	14 356	MARY.
	LLS:		S 2002	5983	YAI		83 Lov	N. JA	STATE V
**32 <u>1.</u> 2				SAL Year			27.57	50	25
		o. 2	20	20	1 25 C. AVANCE		26.89	50	40
**321.2				71225			15.30	70	60
	ack N		20	20			10.50	35	35
	90 to 3		- 22	-00			08.46	50	50
		o. 1	20	20			07.77	45	45
		27.87	25	25			03.45	79	60
		28.17	20	20			90.10	79	60
	17 to 3		25	25			87.70	65	60
		33.48	30	30			79.12	50	50
		35.64	45	45			73.76	70	60
		37.87	45	45			69.45	50	50
337.8	37 to 3	43.94	50	50	369.4	5 to 3	63.71	50	50
		46.06	50	50			55.50	45	45
		50.79 .	35	35			54.97	35	35
		54.97	40	40			50.79	40	40
		55.50	35	35			46.06	35	35
		63.71	45	45			43.94	50	50
		73.76	50	50			37.87	50	50
		79.12	70	60			35.64	45	45
		87.70	50	50			33.48	45	45
		90.10	65	60			32.62	30	30
		03.45	79	60			28.17	25	25
		07.77	79	60			27.87	20	20
		08.46	45	45			22.57	25	25
		110.50	50	50		7 to 3		Fail 2 d No.	12340
		l15.30	35	35			o. 1	20	20
		26.89	70	60	**321.9				1
426.8	89 to 4	129.50	50	40			o. 1	20	20
			Los Co	1000	**322.5				
			1	e e sale e sa	Tr	ack N	o. 2	20	20

**ICC Regulation.

Freight trains without dynamic brake in operation must not exceed 20 MPH on descending grade between Mount Shasta and Dunsmuir Yard.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes balloon tracks, crossovers and turnouts, except	: 15
Through sidings and turnouts at Mott, Azalea, Upton	. 25
Through turnouts on other than sidings	. 10
On branches	. 10

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

SPECIAL INSTRUCTIONS—BLACK BUTTE SUBDIVISION

NOMINAL CLASS MANUAL CLASS M	The an other with of the product of ductors of the second section of the second section of the second secon	Dunsmuir to Black Butte	Black Butte to Grass Lake	Grass Lake to Klamath Falls Klamath Falls to Mt. Hebron	ML Robros to Dunsmuit
DP-4, 7, 12 DP-5, 6, 8 to 11	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917.	600	1000	2850	1375
DF-1 to 12	6019 to 6033, 5918 to 5924, 6034 to 6045 (6138 to 6470, 8022 to 8303, 301 to 379, 502 to 575, except with 61:16 gear ratio with 60:17 gear ratio 5200 to 5202	600 600	1025 1175 700 700	3175 2500 2500	1600 1000 1000
DF-101 to 108, 110, 112 DF-109, 111 DF-114, 116 to 118, 120 to 122, 124, 125	4900 to 4902, 5203 to 5249, 5253 to 5278. 4903 to 4905, 5250 to 5252. (5279 to 5293, 5308 to 5335, 5339 to 5444, 5449 to 5493.	975 1475	1550 1900	4000 5475	2150 2600
DF-123, 126 DF-500, 501 DF-503 DF-504, 505 DF-602 DF-603, 605 to 607.	5448, 5494 to 5507. 4800 to 4815. 4816 to 4844. 4845 to 4873. 5892 to 5895. 5600 to 5719, 5730 to 5844, 5872 to 5891.	1550 1650	No section.	8000 8675 5075 3400	
611, 612, 616 DF-608 to 610, 613 to 615 DF-127 DF-617, 620 DF-618 DF-621	5720 to 5729, 5845 to 5871. 7000 to 7020. 7200 to 7237. 7300 to 7309. 7400 to 7407.	1475 1300 1175 1100 1025	2275 2050 1800 1725 1650	6175 6050 5800 5625 5675	3075 2800 2475 2350 2225
DF-623 DF-619, 622, 624 DF-701 DF-800, 801 DF-802	7408 to 7464. 7500 to 7567. 8500 to 8502. 9000 to 9017, 9021 to 9023. 9018 to 9020.	1150 1200 2575 1500 1825	1775 1900 4025 2325 2800	6550 7275 13900 6450 9850	2425 2600 5475 3150 3825
OS-1 to 8 OS-9 to 12 OS-100 to 109, 111, 115, 119 OS-110, 114, 118 OS-113, 117, 120 to 122	1000 to 1032	285 455 590	475 735 950	1375 2075 2675	660 1025 1300
08-200, 201 08-600 to 604 08-605, 606 08-607 08-500 to 506	1486, 1491, 1529 to 1538, 1568 to 1596	rien yr. Gliddai			

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

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

Regular trains originating at Weed will be authorized by receipt of clearance at Dunsmuir or Dunsmuir Yard to apply at Weed and may display indicators accordingly between Dunsmuir

RULE 83. Eastward trains may identify Westward trains at Black Butte to apply at End of CTC, Weed.

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

Springfield Jct....Only trains instructed by train order. Medford......All Trains.

Cottage Grove Trains Originating.

Weed.....Only trains instructed by train order. Black Butte.....Only trains instructed by train order.

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

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

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

West M	IP	East MP
348.14	Weed,	350.08
359.89	Gazelle	362.07
374.66	Montague	376.34
392.26	Hornbrook	394.01
400.46	Hornbrook Hilt. Ashland	402.98
426.92	Ashland	430.79
436.55	Medford.	451.00
	" (White City Branch) E	of trook
471.00	Grants Pass	474.57
506.64	Glendale	509.11
541.50	Riddle	546.00
548.00	Myrtle Creek	540.00
559.00	Dillard	551.00
571.03	Roseburg	564.50
584.98	Roseburg	574.56
607.00	Oakland	589.86
623.75	Drain	610.66
040.10	Cottage Grove	627.15

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

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

Rogue River: Eastward movements on siding over Depot Street crossing must stop within 65 feet of crossing, wait 20 seconds for crossing protection to operate before movement is made onto crossing.

Ashland: Cars or engines must not be left standing within control circuits of automatic warning device at Oak Street crossing. Movements stopped within the limits of these control circuits must not enter crossing until it has been ascertained that automatic warning device is operating.

Sutherlin: Bells on automatic warning device at Central Avenue crossing are equipped with cut-out device so that Bells will stop ringing after an interval of one minute and ten seconds. Movements occupying control circuit at this crossing more than one minute and ten seconds must not enter crossing until it has been ascertained that bells are ringing or that crossing is clear of

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

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

White City......100 feet west of west switch of interchange track.

RULE 105. Following tracks are designated for use as sidings: Medford: Siding extends from MP 441.4 to MP 442.1.

Kane: Siding extends from Signals 4396-4397 to Signals

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

RULE 221. Medford is a train order office daily except Sundays between 12:01 AM and 8:01 AM.

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

Eastward Signal Protection	Westward Signal
P-3480 Spring switch west end yard Weed	CARLON STATE OF THE STATE OF TH
P-3500 Collision detector, bridge 351.73	P-3521
P-3726 Collision detector, bridge 373.54	P-3741
P-4112 Slide detector at west end-tunnel 13, Sis	
P-6418 Collision detector, highway underpass.	
MP 642.30	

AUTOMATIC BLOCK SIGNAL SYSTEM

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

End of CTC, MP 348.14 End of CTC

and Train Order Office Weed and fouling point, west leg wye switch Springfield Jct.

Siskiyou: When Signal 4112 west of Siskiyou displays proceed on diverging route eastward trains are authorized to enter siding

Ashland: If means of communication available and permission is obtained to proceed on main track or proceed signal received from yardman, eastward trains may pass Signal 4284 displaying stop indication without stopping at restricted speed.

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

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

RULE 535. SPRING SWITCHES

Spring switch not equipped with facing point locks is located

Normal Position

RULE 705. Letter Type Indicators. Illum. On Authorizes and Requires Letter Signal Approaching Movement as follows S.......P-3480 Weed Enter Weed Yard

CENTRALIZED TRAFFIC CONTROL

Limits extend from MP345.20, Black Butte to MP348.14, Weed.

GENERAL REGULATIONS

RULE 825. Instructions for setting hand brakes:

Ashland:

Location

Passenger trains.....Two brakes on east end. Freight trains or

cuts of cars..... Five brakes on east end.

Staff brakes on freight trains must be set with the assistance of a brake club after train has stopped.

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

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

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

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

RULE 827. Freight trains using retaining valves and light engines without dynamic brake on descending grade will stop as indicated, at the following stations for heat radiation:

MP 419	 	10 minutes
MP 407	 	10 minutes
Weed or Edgewood	 	10 minutes

Freight trains, except those using retaining valves as required on trains without dynamic brakes in operation, need not stop at Hilt for heat radiation if there is no evidence of wheels overheating and in the judgment of conductor and engineer it is safe to proceed.

Trains handling logs (except in gondolas), must stop before passing through tunnels; and over Klamath River bridge west of Hornbrook, at which time load and chains on cars of logs must be inspected.

AIR BRAKE RULES

RULE 2. When switch engine is used in Ashland yard limits air brakes will be cut in on cars as follows:

TONS	BRAKES
750 to 1250	
1250 to 2000	. 10
2000 and over	. 15

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

FREIGHT TRAINS

Glendale-Grants Pass, both directions: Ten retaining valves on head end of train except when dynamic brake in operation and tonnage exceeds 1500 tons per six axle unit or 1200 tons per four axle unit, ten retaining valves solid on head end of train.

Rice Hill and MP 594.00. When necessary to comply with Rule 29.

Rice Hill to MP 602.00. Eastward trains exceeding 4000 tons will use twenty retaining valves on head end.

Oakland and Divide, both directions: Ten retaining valves solid on head end of train, except when dynamic brake in operation and tonnage exceeds 2100 tons per six axle unit or 1600 tons per four axle unit, ten retaining valves solid on head end of train.

Hornbrook and Ashland, both directions: All retaining valves, except when dynamic brake in operation and tonnage exceeds 275 tons per four axle unit or 800 tons per six axle unit of dynamic brake, one retaining valve for each 100 tons in train; except when dynamic brake is in operation and pressure maitaining system of braking is being used and tonnage of train exceeds 600 tons per four axle unit or 1200 tons per six axle unit of dynamic brake, one retaining valve for each 100 tons in train. On loaded cars, retaining valves must be turned to high pressure position.

Black Butte and Edgewood, Montague and Hornbrook: With no dynamic brake in operation, one retaining valve for each 70 tons in train. When dynamic brake is in operation and tonnage of train exceeds 900 tons per four axle unit or 1600 tons per six axle unit, one retaining valve for each 150 tons in train; except when dvnamic brake is in operation and pressure maintaining system of braking is being used and tonnage of train exceeds 1375 tons per four exle unit or 1825 tons per six axle unit, one retaining valve for each 150 tons in train.

PASSENGER TRAINS

All retaining valves must be turned up between Hornbrook and Ashland and, when no dynamic brake is in operation, between Black Butte and Edgewood.

When dynamic brake is in operation between Black Butte and Edgewood, engineer will notify trainmen if necessary to use

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

RULE 24-B. Roseburg: When continuity of brake pipe is not disturbed, incoming engineer will apply train brakes when stopped. Outgoing engineer will release brakes and proceed without making rear end or road test.

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

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

Black Butte: Glendale:

To and from Siskiyou Line.

Westward when temperature is 32° or less.

521.00

521.06

521.40 523.85

526.70 526.73 526.91 528.11 530.80

539.27 550.12 578.01

East of Glendale. East of Glendale. East of Glendale.

East of Glendale.. East of Byers... East of Weaver... East of Roseburg.

578.01 East of Roseourg...

593.88 East of Oakland...

607.85 East of Yoncalla...

608.62 East of Yoncalla...

610.71 East of Drain...

620.16 East of Safley...

East of Latham

627.39 East of Cottage Grove...Through Truss 2nd Coast Fork Willamette...

FREIGHT TRAINS

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

Black Butte and Ashland......80 tons

PASSENGER TRAINS

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

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

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

MISCELLANEOUS

1. Engines listed Class of Engines	must not operate on tracks shown below: Restricted Tracks
All engines	Medford—Crossover between tracks
** **	Nos. 3 and 4, Government Yard.
	Riddle—On unloading pit track Mining
	& Minerals Mfg. Co.
All engines and cars.	Ashland—Beyond restriction sign Bag-
	ley Canning spur.
All engines	Grants Pass—Beyond restriction sign
	100 feet beyond J Street on Southern

Oregon Ply.

SPECIAL INSTRUCTIONS—SISKIYOU SUBDIVISION

Overhd & Side Overhd & Side

Side
Side
Overhd & Side

Overhd & Side

```
2. The following cars must not be operated between Cornutt
 and Hugo:
Wood Chip Cars
      SP-350100 to 350299 inclusive.
SP-350410 to 350459 inclusive.
                                                      SP-352000 Series
                                                      SP-354000 Series
      SP-351010 to 351059 inclusive.
                                                      SP-351298, SP-351967
      SP-351600 to 351999 inclusive.
                                                      SSW-78000 Series
     Veneer Cars
      SP-208161-H to 208208-H inclusive
                                SP-208852-H
                                                          SP-208962-H
      SP-208563-H
                                SP-208869-H
                                                          SP-208996-H
      SP-208572-H
                                SP-208877-H
                                                          SP-209018-H
      SP-208578-H
                                SP-208880-H
                                                          SP-209030-H
      SP-208594-H
                                SP-208886-H
                                                          SP-209034-H
      SP-208614-H
                                 SP-208890-H
                                                         SP-209048-H
       SP-208631-H
                                SP-208899-H
                                                         SP-209055-H
      SP-208688-H
                                SP-208917-H
                                                          SP-209083-H
      SP-208745-H
                                SP-208921-H
                                                          SP-209088-H
      SP-208751-H
                                SP-208943-H
                                                         SP-209527-H
      SP-208825-H
                                SP-208945-H
      SP-208830-H
                                SP-208959-H
      SP-208851-H
                                SP-213892-H to SP-213941-H
      SP-615082-H to 615131-H inclusive.
    All cars eighty-five feet or longer.
      3. The following cars must not be operated between Ashland
  and Hornbrook:
    Wood Chip Cars
      SP-350100 to SP-350459 inclusive.
                                                     SP-352000 Series
      SP-351010 to SP-351059 inclusive.
                                                     SP-354000 Series.
      SP-351400 to SP-351999 inclusive.
                                                     SP-390000 Series
      SP-351298, SP 351967
                                                     SSW-78000 Series
    All closed cars 60 feet or longer.
    All cars 85 feet or longer.
      4. Load limit (car and contents):
      Unless authorized by Superintendent, heavier loads must
      5. LOCATION OF STOCK YARDS
 Station
                                                               Capacity in cars
 Grenada......10 (Water)
 LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN
                          TRACK AND SIDINGS
 Post
                  Location
390.90 Hornbrook Klamath River bridge Overhd & Side 411.30 Siskiyou Tunnel No. 13. Overhd & Side 414.60 Siskiyou Tunnel No. 14. Overhd & Side 415.20 Siskiyou Tunnel No. 15. Overhd & Side 456.78 East of Tolo. Through Truss Roguc River. Overhd & Side
       Siskiyou.
East of Tolo.
East of Gold Hill.
East of Merlin
East of Hugo.
East of Glendale.
                                  Through Truss Rogue River. Overh
Through Grinder Sardine Creek. Side
Through Grinder Louse Creek. Side
Tunnel No. 9. Overh
Tunnel No. 8. Overh
Through Truss Cow Creek. Overh
Tunnel No. 7. Overh
Tunnel No. 6. Overh
Tunnel No. 6. Overh
Tunnel No. 6. Overh
Tunnel No. 4. Overh
Tunnel No. 4. Overh
Tunnel No. 3. Overh
                                                                     Overhd & Side
Overhd & Side
Overhd & Side
                                                                      Overhd & Side
Overhd & Side
                                   Tunnel No. 3.
Rock cut.
Tunnel No. 2.
Through Truss Cow Creek
West Fork Creek Crossing.
        East of Glendale.
East of Glendale.
```

Rock cut.
Rock cut.
Rock cut.
Rock cut.
Rock cut.

Rock cut.
Rock cut.
Tunnel No. 1.

Through Truss N. Umpqua...
Through Truss Calapooya.
Through Truss 1st Elk.
Through Truss 1st Pass Creek...

Through Truss 1st Tass Creek.
Rock cut.
Through Truss 1st Coast Fork
Willamette

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

EAS	(WARD	PSGR TRAINS	FRT & MIXED	WESTWARD	PSGR TRAINS	FRT & MIXED	EASTWARD	PSGR TRAINS	FRT & MIXED	WESTWARD	PSGR TRAINS	FRT &
MP	MP Column:	1	2	MP MP Column:	1	2	MP MP Column:	181	2	MP MP Column:	1.1	2
TO SP FIELD 345.20 355.60 360.83 372.24 374.00 381.48 391.20 394.65 424.39 ***428.65	JCT.: to 355.60 to 359.05 to 360.83 to 372.24 to 374.00 to 381.48 to 391.20 to 394.65 to 424.39 to 429.93	25 35 45 50 30 40 25 35 20 30 20	25 35 45 50 30 40 25 35 20 30 20	SPRINGFIELD JCT. TO BLACK BUTTE: 644.60 to 642.71 642.71 to 635.52 ***635.52 to 635.48 635.48 to 630.40 630.40 to 629.84 629.84 to 626.73 ***626.73 to 626.00 626.00 to 621.20 621.20 to 618.46 618.46 to 613.17 613.17 to 612.01	30 50 35 50 30 35 25 40 25 40 30	30 50 35 50 25 30 25 40 25 40 25	BLACK BUTTE TO SPRING- FIELD JCT.: ***572.70 to 573.86 573.86 to 577.83 577.83 to 578.69 578.69 to 584.70 ***584.70 to 586.70 586.70 to 586.90 586.90 to 588.80 ***588.80 to 589.00 589.00 to 589.76 589.76 to 591.76 591.76 to 591.94	25 45 40 55 35 25 30 25 35 45 40 45	25 45 40 55 35 25 30 25 35 45 40 45	SPRINGFIELD JCT. TO BLACK BUTTE:	50 35 30 30 50 35 50 20 15 20 50	45 35 30 25 45 35 45 20 15 20 45 35
430.79 ***432.45 434.70 ***436.80 437.30 ***440.59 ***441.41 ***442.14 442.71 ***445.60 445.80 450.62	to 430.79 to 432.45 to 434.70 to 436.80 to 440.59 to 441.41 to 442.71 to 445.60 to 450.62 to 456.89	30 30 35 50 35 50 20 15 20 50 35 50 30 30	20 25 35 45 35 45 20 15 20 45 35 45 25 30	612.01 to 609.10 ***609.10 to 606.21 606.21 to 603.90 ***603.90 to 603.70 603.70 to 600.39 594.43 to 591.94 591.94 to 591.76 591.76 to 589.76 589.76 to 589.00 ***589.00 to 588.80 588.80 to 586.90 586.90 to 584.70	40 30 40 35 30 25 45 40 45 35 25 30 25 30 25 30	35 30 40 35 30 25 45 40 45 35 25 30 25 35	594.43 to 600.39 600.39 to 603.70 ***603.70 to 603.90 603.90 to 606.21 ***666.21 to 609.10 609.10 to 612.01 612.01 to 613.17 613.17 to 618.46 621.20 to 626.00 ***626.00 to 626.73 626.73 to 629.84 629.84 to 630.40 630.40 to 635.48	25 30 35 40 30 40 30 40 25 40 25 30 50 50 50	25 30 35 40 35 25 40 25 40 25 30 25 50	436.80 to 434.70 ***434.70 to 432.45 432.45 to 430.79 430.79 to 429.93 ***429.93 to 428.65 428.65 to 424.39 424.39 to 394.65 391.20 to 331.48 381.48 to 374.00 374.00 to 372.24 372.24 to 360.83 360.83 to 359.05 359.05 to 355.60	35 30 30 20 30 20 35 25 40 30 50 45 35	35 25 20 20 30 20 35 25 40 30 45 35
457.40 462.03 ***463.57 466.16 470.29 ***471.87 ***473.66	to 457.40 to 462.03 to 463.57 to 466.16 to 470.29 to 471.87 to 473.66 to 474.18	35 50 45 50 40 50 35	35 45 45 45 40 40 35 20	584.70 to 578.69 578.69 to 577.83 577.83 to 573.86 ***573.86 to 571.77 571.77 to 569.19 569.19 to 565.11 565.11 to 563.60 563.60 to 559.61	55 40 45 25 30 45 30	55 40 45 25 30 35 20 30	***635.48 to 635.52 635.52 to 642.71 642.71 to 644.60 TOLO TO WHITE CITY: 450.2 to 455.9	35 50 30	35 50 30 ————	355.60 to 345.20 WHITE CITY TO TOLO: 455.9 to 450.2	25	25 25
***474.18 474.94 482.10 485.36 ***507.50 508.01	to 474.94 to 482.10 to 485.36 to 507.50 to 508.01 to 515.81	25 30 50 30 25 30	25 25 40 25 25 25 25	559.61 to 559.26 559.26 to 554.05 554.05 to 552.99 552.99 to 550.50 ***550.50 to 550.30 550.30 to 544.71	30 30 30 30 25 30	25 30 25 30 25 25 30	without dynamic b	rake in ibrook	operat must		les betv	ween tion
516.13 527.80 528.17 536.92 539.40 543.07 ***543.90 544.30 544.71	to 516.13 to 527.80 to 528.17 to 536.92 to 539.40 to 543.90 to 543.90 to 544.30 to 544.71 to 550.30 to 550.50	20 25 20 30 25 45 40 35 40 30 25	20 20 20 25 25 40 40 35 35 30 25	544.71 to 544.30 ***544.30 to 543.90 543.90 to 543.97 543.07 to 539.40 539.40 to 536.92 536.92 to 528.17 528.17 to 527.80 527.80 to 516.13 516.13 to 515.81 515.81 to 508.01 ***508.01 to 507.50	40 35 40 45 25 30 20 25 20 30 25	35 40 40 25 25 20 20 20 25 25	Through sidings, yo loon tracks, cross Through slip swi Through turnout On branches Hornbrook, wye. Medford, GRC the Roseburg, U.S. F	sovers tches. s on ot rack.	l other and tu her the		15 10 10 10 10 4 7	
552.99 554.05 559.26 559.61 563.60 565.11	to 552.99 to 554.05 to 559.26 to 559.61 to 563.60 to 565.11 to 569.19 to 571.77 to 572.48 to 572.70	30 30 30 30 30 30 45 30 25	30 25 30 25 30 20 35 30 25 15	507.50 to 485.36 485.36 to 482.10 482.10 to 474.94 ***474.94 to 474.18 ***473.66 to 471.87 471.87 to 470.29 470.29 to 466.16 ***466.16 to 463.57 463.57 to 462.03	30 50 30 25 20 35 50 40 50	25 40 25 25 20 35 40 40 45 45				promite the second of the seco		

Tole to White City	1000 1000 1400 1400	P. P. Charachina dalam d	400 775 775 775 760 600
MP 522 to Glendale	1100 1125 1300 975 976 977 2575 2575 2150	in testas ardes : : : : : : : : : : : : : : : : : : :	525 950 950 1125 1000 700
SSE TM of 31ndeson busides of 22se 23ms10	1375 1400 1600 1175 3150 3150 2600	ä :	625 11150 1300 1300 1225 850
spirig of .fot bleftgaings	1375 1400 1600 1176 3000 3150 2600		575 1150 900 1400 1225 850 850
Jal blefiggings of objvid	1625 1650 1875 1376 3526 3700 3100	To which the marking re-	775 1375 1200 1650 1450 1000
Reseburg to Divide	650 675 800 650 575 1325 1400	Sand Nation	300 600 675 675 625 425
Glendsie to Roseburg	1375 1400 1600 1175 3000 3150	\$ 85.1485 E	650 1150 11025 1400 1225 850
Gratts Pass and Glendale Drain to Roseburg	650 650 800 825 575 1100 1400		300 600 600 600 600 600 600
essy staes of basidsh airs of shivid	5500 5525 6050 4750 5000 5000 5000		4000 40
augainoM of fifth	11900	1800	230 22 29 29 29 29 29 29 29 29 29 29 29 29
fill of busids A busids A youdard	475 625 775 1075		165 385 365
Montague to Edgewood Edgewood to Hornbrook	22000 ((%-114) (1400 (14		11025
Bleck Buite and Edgewood	975		2 382 282 282
TATY SALES SAL	(6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917. (6005 to 6005, 6055 to 6058, 5910 to 5915, 6005 to 60016, 60055 to 6058, 5910 to 5915, 6019 to 6033, 5918 to 5924, 6034 to 6045. (6138 to 6470, 8022 to 8303, 301 to 379, 502 to 575, except. with 61:16 gear ratio with 60:17 gear ratio with 60:17 gear ratio 4900 to 4902, 5203 to 5249, 5253 to 5278. 4900 to 4905, 5250 to 5552. (5279 to 5293, 5308 to 5355, 5339 to 5444, 5449 to 5493. 5448, 5494 to 5507. 4860 to 4815. 4845 to 4874.		1000 to 1032 1036 to 1090 (1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567 1442 to 1463, 1492 to 1513, 1539 to 1550 1486, 1491, 1529 to 1538, 1568 to 1596 1900 to 1903 4600 to 4623, 4700 to 4703 4634 to 4645 5100 to 5120
TO TOO TO TO TOO TO TO TOO TO TO TO TO T	DF-5, 6, 8 to 11 DF-1 to 12 DF-100 DF-101 to 108, 110, 112 DF-104, 111 to 118, 120 to 122, 124, 125 DF-103, 126 DF-500, 501 DF-500, 501 DF-500, 501 DF-504, 505	$ \begin{array}{c} \widetilde{\mathrm{DF}} = 002 \\ \widetilde{\mathrm{DF}} = 602 \\ \widetilde{\mathrm{DF}} = 603, \; 605 \; \mathrm{to} \; 607, \\ 611, \; 612, \; 616 \\ \widetilde{\mathrm{DF}} = 608, \; \mathrm{to} \; 613 \; \mathrm{to} \; 615 \\ \widetilde{\mathrm{DF}} = 127, \; 620 \\ \widetilde{\mathrm{DF}} = 617, \; 620 \\ \widetilde{\mathrm{DF}} = 618 \\ \widetilde{\mathrm{DF}} = 623 \\ \widetilde{\mathrm{DF}} = 623 \\ \widetilde{\mathrm{DF}} = 624 \\ \widetilde{\mathrm{DF}} = 619, \; 622, \; 624 \\ \widetilde{\mathrm{DF}} = 619, \; 622, \; 624 \\ \widetilde{\mathrm{DF}} = 602, \; 601 \\ \widetilde{\mathrm{DF}} = 802 \\ \widetilde{\mathrm{DF}} = 802 \\ \widetilde{\mathrm{DF}} = 802 \\ \end{array} $	DS-1 to 8 DS-9 to 12 DS-100 to 109, 111, 115, 119 DS-110, 114, 118 DS-113, 117, 120 to 122 DS-200, 201 DS-600 to 604 DS-607 DS-607 DS-607 DS-607 DS-607 DS-607

SPECIAL INSTRUCTIONS—SISKIYOU SUBDIVISION

SPECIAL INSTRUCTIONS—COOS BAY SUBDIVISION

Mile

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

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

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

Mapleton All trains.

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

West M	${f 1P}$	East MP
	Eugene	
764.28	Coos Bay	771.19
783.77	Coquille	787.50
794.02	Myrtle Point	
801.91	Warner	802.95
806.75	Gaylord.	808.10
811.85	Powers	• * * * * * * * * * * * * * * * * * * *

RULE 98. Railroad crossings at grade and drawbridges not

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

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

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

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

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

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

INTERLOCKING

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

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

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

GENERAL REGULATIONS

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

MISCELLANEOUS

1. Engines and cars listed must not operate on tracks shown

Class of Engines	Restricted Tracks
All engines	.Vaughn—Beyond signs on International Paper Co. tracks located:
	650 ft. east of Switch No. 2 on track 1:
	650 ft. east of Switch No. 2 on track 2:
	450 ft. east of Switch No. 3 on track 3;
	1217 ft. east of Switch No. 5 on track 5.
	Mapleton—Beyond 792 ft. from switch on log loading spur, U.S. Plywood Corp.
	Kroll—Trestle on Crown Zellerbach log loading track.
All engines and cars	Reedsport—Beyond engine restric- tion signs on Umpqua River Navi- gation Co. hopper and log spur.
All engines	.Rogers—Beyond sand chute.
All engines and loaded cars.	North Bend—Old Town spur. Engines restricted beyond first road crossing.
All engines and cars	.McCormac—Coos Bay Timber Co. (Georgia-Pacific Corp.) log dump tracks.
All engines	Overland-Zellner-Loney Co. spur be- yond restriction sign 150 feet east of clear point.
All engines and cars	.Johnson—Coos Bay Timber Co. (Georgia-Pacific Corp.) log dump track and siding.

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

North Bend: Do not switch cars under or through chip loader on Weyerhaeuser Company chip spur.

2. Load limit (car and contents):

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

Post	Location	Description	
664.87	East of Veneta	. 4th Crossing Long Tom Creek	Side
669.50	East of Vaughn	. Tunnel No. 13	Overhd & Side
681.10	East of Vaughn	. Tunnel No. 14	. Overhd & Side
720.70	East of Cushman	Tunnel No. 15	. Overhd & Side
721.50	East of Canary	. Tunnel No. 16	. Overhd & Side
727.70	East of Canary	. Tunnel No. 17	Overhd & Side
734.50	East of Kroll	. Tunnel No. 18	. Overhd & Side
739.64	East of Gardiner Jct	Umpqua River Crossing	Overhd & Side
745.60	East of Reedsport	. Tunnel No. 19	. Overhd & Side
750.10	East of Reedsport	. Tunnel No. 20	Overhd & Side
751.20	East of Reedsport	. Tunnel No. 21	Overhd & Side
763.64		. Coos Bay Crossing (dwarf	
	A GARAGER CANAL COM	signals)	Side
795.90	East of Myrtle Point	. Coquille River Bridge (1)	Overhd & Side
797.50	East of Estabrook	. Coquille River Bridge (2)	Overhd & Side
800.60	East of Broadbent	. Coquille River Bridge (5)	Overhd & Side
801.60	East of Broadbent	. Coquille River Bridge (7)	Overhd & Side
802.70	East of Warner	. Coquille River Bridge (8)	Overhd & Side
808.70	East of Gaylord	. Rowland Creek Bridge (9)	. Overhd & Side
809.30	East of Gaylord	. Tunnel No. 1	Overbd & Side
813.30	East of Gaylord	. Coquille River Bridge (14)	Overbd & Side
	en fina a		With Caution

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: Through slip switches	15 10
Through turnouts on other than sidings On branches	10 10

SPECIAL INSTRUCTIONS—COOS BAY SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 7 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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

E/	ISTWARD	X X X X X X X X X X X X X X X X X X X	ALL Trains	WE:	TWARD		ALL TRAINS		ISTWAR	pingana na ay Pingana na ay	ALL TRAINS	da ajvere da ajvere	WESTWAI	RD	ALL TRAINS
MP	MP	Column:	1	MP	MP	Columa:	1	MP	MP	Column:	1	MP	MP	Column:	S00 1 5
EUGENE	TO PO	WERS:	GOIR .	POWERS	ro euc	GENE:		EUGENE	TO	POWERS:	MODEL PROF	POWERS	то	EUGENE:	
648.40 to			30	***813.50 to			15	733.55 t	734.4	46	35			.38	30
651.10 to	652.00.	pop (e.) a	35	794.49 to	786.35		25	734.46 t	734.7	79	25	733.38	to 727.	.95	35
652.00 to	663.74.		49	***786.35 to	785.65	adjustantin	10	734.79 t	739.6	34	35	727.95	to 727.	.68	25
663.74 to	o 665.35.	h 4809 100	40	785.65 to			25			25	15			.95	35
665.35 to			30	***768.90 to		6 00186 C	15	***740.25 to			10			.56	30
668.27 to			25	**765.50 to		7	20			70				43	15
668.69 to			30	763.95 to			15			50	30			.11	
670.07 to			40	763.37 to			49			52	40			.00	35
672.01 to			30	757.56 to			40			l0	45			62	40
674.09 to			40	757.39 to		de debese se	45			30	25			.50	30
677.53 to			30	753.21 to			35			30	45			52	40
678.06 to	o 680.39.	V	40	752.94 to	751.33		45	751.20 t	751.3	33	25	698.52	to 680.	39	30
680.39 to	698.52	To the area	30	751.33 to	751.20	. parangi	25	751.33 to	752.9)4	45	680.39	to 678.	06	40
698.52 to	703.50.		40	751.20 to	750.30		45	752.94 to	753.2	31	35	678.06	to 677.	53	30
703.50 to			30	750.30 to	750.10	0.830.00	25	753.21 to	757.3	39	45	677.53	to 674.	09	40
703.62 to	712.00.		40	750.10 to	749.52		45	757.39 te	757.5	56	40	674.09	to 672.	01	30
712.00 to	716.11.	9004040404	35	749.52 to	746.50	na Streath	40	757.56 te	763.3	37	49	672.01	to 670.	07	40
716.11 to	716.43.		30	746.50 to	744.70		30	763.37 to	763.9	95	15	670.07	to 668.	69	30
***716.43 to	716.56.	1.1.1.200	15	744.70 to	740.61	08.00 (0.00)	35	**763.95 to	765.5	50	20	668.69	to 668.	27	25
716.56 to			30	***740.61 to	740.25		10	***765.50 to	768.9	90	15	668.27	to 665.	35	30
726.95 to	727.68.		35	740.25 to	739.64		15	768.90 to	785.6	35. 	25	665.35	to 663.	74	40
727.68 to	727.95.		25	739.64 to	734.79	and the Second of	35	***785.65 to	786.3	35	10	663.74	to 652.	00	49
727.95 to	733.38.	VOT. LOV	35	734.79 to	734.46	NE NE	25	786.35 to	794.4	19	25	652.00	to 651.	10	35
733.38 to	733.55.	7.0.2.2.	30	734.46 to	733.55	Mr. 7. 90	35	***794.49 to	813.5	50	15	651.10	to 648.	40	30
i vision kolimbii		101003 10		historog dalam	3 303 320 1 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	14334 FF	970.58	Yazıskınını	wije/i	ं अधिकारक) कृषि हो	61/39/38/4	ki yiqqa	di W. vi	3-88; ILIVI	hans s

**ICC Regulation.

***PUC Order.

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

the state of the s	Englishment i Mark Bard waterseller i Englishment ber i Englishmen	Eugene and Noti MP 700.6 and McCornace	MP 700.5 to Varyba	Varein to Noti MP 671.5 to MP 700.6	Coos Bay to Myrtis Pelat	Myrde Point to Goos Bay	Myrils Point to Powers	Pewars to Myrde Point
OF-1 to 12	6138 to 6470, 8022 to 8303, except	①3175	2400	6050				
OF-114, 116 to 118. 120 to 122, 124, 125 OF-123, 126	\$5279 to 5293, 5308 to 5335, 5339 to 5444, 5449 to 5493	5475	4050	10000	1800	1725		
OF-603, 605 to 607, 611, 612, 616 OF-608 to 610, 613 to 615	5600 to 5719, 5730 to 5844, 5872 to 5891 5720 to 5729, 5845 to 5871	①4650 ①4575	3425 3350	8000 8000	0.4444.44 10.10, 3V 01	io raina L	Addiversa Diasid Viv	1.3.709 1.0.00
OS-1 to 8 OS-9 to 12 OS-100 to 109, 111, \	1000 to 1032			4000	400 800	400 750		
115, 119	1451 to 1567 1442 to 1463, 1492 to 1513, 1539 to 1550 1486, 1491, 1529 to 1538, 1568 to 1596 4600 to 4623, 4700 to 4703	Late See See			875 850 825 950	800 800 775 900		2 · 2 · 2 · 3 · 3 · 3 · 3 · 3 · 3 · 3 ·
08-605, 606 08-607 08-500 to 506	1486, 1491, 1529 to 1538, 1568 to 1596	1725	1300	3000	975 1100 575	950 1050 550	500	1475

(i) Restricted to 15 MPH between Coos Bay and McCormac.

Georgia-Pacific engines may operate between Coos Bay and Powers except engine No. 11 must not operate between Myrtle Point

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

Location

RULE 83. Extra trains operating between Alturas and Lakeview or Wendel and Susanville, in addition to information required by the train register, must register destination of trip (turning point) and date of departure in the column captioned "Signals." When trip has been completed, date of arrival at initial station of trip must also be entered in column captioned "Signals." An extra train en route into these territories must not leave the initial station until it has been ascertained from the train register that all preceding Extra trains via the route to be used have completed their trip and registered time and date of arrival at Alturas

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

M GS L IV		17990 1411
425.67	Klamath Falls	429,81
551.80	" (Modoc Subdivision)	
528.60	Tule Lake.	530,40
454.93	Alturas	
	" (Lakeview Branch)	
421.70	Sage Hen	
356.00	Wendel	360.08
	" (Westwood Branch)	

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

End of double track, Flanigan and Wendel.

Alturas and Lakeview. Wendel and Susanville.

RULE D-97-A will apply as follows:

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

RULE 99. Will not apply between Alturas and Lakeview.

RULE 99-C. Will apply between Klamath Falls Yard and endel and on Westwood Branch.

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

Tule Lake	First crossing west of station over spur
	track serving Osborne Potato Cellar
	and Tule Lake Cold Storage, MP 529.40.
Lakeview	Western Avenue Crossing, MP 512.50.
Alturas	

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

Klamath FallsGNRy main track, for SP main track,
Klamath FallsAlturas line, to yard track No. 17, for
Alturas line,
Klamath FallsOC&ERy main track, for yard track, AlturasLakeview Branch for Klamath Falls main
Alturas Lakeview Branch for Klamath Falls main

track. Wendel For Alturas line.

RULE 221. WPRR train orders and clearances will be issued at SP Company train-order officie, Wendel to apply at Flanigan.

RULE D-251 will apply as follows: On both main tracks between Mile Post 336.5, Flanigan and inter-locking limits, Mile Post 337..9

RULE 292. Wendel: Eastward freight trains or engines must not pass west switch Wendel unless flashing white light is displayed on mast at MP 357.15 or orally authorized to proceed.

When flashing white light is displayed at MP 357.15, trains and engines are authorized to enter No. 2 track and proceed to clear point at east end No. 2 track.

Telephone located at west switch Wendel.

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

Eastw	ard Signal Protection Westward Signal
P-SA P-SA	Spring switch, west end double track Flanigan
	track Flanigan
PI	connection

AUTOMATIC BLOCK SIGNAL SYSTEM

Klamath Falls: Trains or engines stopped by Signal 4293

may proceed at restricted speed.
Signal 4278 at derail GNRy Bieber line, top unit governs from Bieber line to Cascade line main track; lower unit governs from Bieber line to GNRy line crossing Lake Ewauna.

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

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

<u> </u>				
*Altur		Initial switch		
		of vard	. 745	Lead
Flani		West end do	uble track.	
	- 01 OLV	MP 336.5.	and the second	Eastward track
Flani	gan	East end WI	PRR connect	tion,
	74670	MP 336.5.		WPRR main track
Flani	gan	East end do	ıble track.	
		MP 337.9.		Westward track
*Wend	lel	West end ya	rd track	No. 2 track

Normal Position

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

INTERLOCKING

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

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

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

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

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

Top Unit......Via WPRR main track,

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

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

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

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

SPECIAL INSTRUCTIONS—MODOC SUBDIVISION

When instructed by WPRR train dispatcher to use emergency release, operate push button in iron box at crossing. After push button is operated, red indicator light when dis-

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

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

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

AUTOMATIC INTERLOCKING

Stronghold: Crossing GNRy MP 525.4.

GENERAL REGULATIONS

RULE 812. Be governed by current timetables, bulletins and rules of WPRR, on WPRR track between Mason and Westwood. Southern Pacific Company's trains and engines are authorized to operate over WPRR tracks between WPRR Mile Post 384.383 Flanigan and WPRR Mile Post 535.945. Weso and existing WPRR paired track connection Weso subject to Western Pacific Railroad Rules Operating Department effective January 1, 1961, timetable, special instructions and timetable bulletins.

WPRR bulletins will be posted at Wendel.

RULE 825. Instructions for setting hand brakes. Klamath Falls and Klamath Falls Yard:

Passenger trains......Two brakes on west end. Freight trains. Five brakes on west end.

Any employe releasing any of these brakes must set an equal number to replace them.

Staff brakes on freight trains must be set with the assistance of a brake club after train has stopped.

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

Klamath Falls: Hand brakes will not be set on passenger trains standing at the station unless engine is detached provided conductor has reached understanding that engineer will remain on engine at all times and control train by use of air brakes.

RULE 827. Trains handling logs must stop and crew must inspect load and chains before entering yard at Klamath Falls.

With no dynamic brake in operation, eastward freight and mixed trains and light engines must stop at MP 430.00 for in-

With no dynamic brake in operation, westward freight and mixed trains and light engines must stop at MP 383.6 for inspection.

When retaining valves are used Sage Hen to Likely or Crest to Wendel, inspection must be made as prescribed by Rule 34.

Between Susanville and Westwood, a member of crew must watch track from rear of train for evidence of derailment so that in event of derailment, train may be stopped promptly.

Westward trains without dynamic brakes in operation, or consisting of over 900 tons using retaining valves between Westwood Jct. and Susanville will stop at MP 390.00 for inspection.

RULE 842. Klamath Falls: Trains and engines approaching Klamath Falls Yard must not pass Signal 5528 unless flashing white light is displayed on mast of this signal. Flashing white light will authorize movement to east end of Track No. 17 where signal must be received from yardman before moving to receiving track.

AIR BRAKE RULES

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

AMBROSE TO CANBY

Freight and Mixed Trains

With no dynamic brake in operation, one retaining valve for each 70 tons in train.

When dynamic brake is in operation and tonnage of train exceeds 900 tons per 4-axle unit or 1800 tons per 6-axle unit of dynamic brake, one retaining valve for each 150 tons in train; except when dynamic brake is in operation and pressure maintaining system of braking is being used and tonnage of train exceeds 1800 tons per 4-axle unit or 2300 tons per 6-axle unit of dynamic brake, one retaining valve for each 150 tons in train.

37

Passenger Trains

With no dynamic brake in operation, all accessible retaining valves must be turned up.

SAGE HEN TO LIKELY SAGE HEN TO MADELINE CREST TO CARLO VIEWLAND TO WENDEL

Freight and Mixed Trains

With no dynamic brake in operation, one retaining valve for each 80 tons in train.

When dynamic brake is in operation and tonnage of train exceeds 1100 tons per 4-axle unit or 2400 tons per 6-axle unit of dynamic brake, one retaining valve for each 150 tons in train; except when dynamic brake is in operation and pressure maintaining system of braking is being used and tonnage of train exceeds 1800 tons per 4-axle unit or 2700 tons per 6-axle unit of dynamic brake, one retaining valve for each 150 tons in train.

Passenger Trains

With no dynamic brake in operation, two-thirds of the retaining valves must be turned up on trains of 12 or more cars.

WESTWOOD JCT. TO SUSANVILLE

Freight Trains

Retaining valves need not be used on freight and mixed trains with dynamic brake operative with less than 900 tons. Trains consisting of over 900 tons or without dynamic brakes in operation will turn up one retaining valve for each 25 tons in excess of 900 tons, but not less than a block of ten retaining valves on head end

RULE 24-B. Alturas and Wendel: When continuity of brake pipe is not disturbed, incoming engineer will apply train brakes when stopped. Outgoing engineer will release brakes and proceed without making rear end or road test.

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

Westward Ambrose: Both directions Sage Hen:

Westward when temperature is Ravendale: 32° or less

Westward Westwood Junction:

To avoid additional stops at stations indicated above, trains may make inspection, air brake test and turn up retaining valves when stops are made at the following stations:

Eastward: Madeline.

RULE 33. Maximum tonnage per operative brake is as

PASSENGER TRAINS

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

(427.00)...... 427.00 to 428.70...

MISCELLANEOUS

1. Cars eighty-five foot or longer, loaded or empty, must not be handled over Western Starch Company, Inc., spur at Hatfield.

2. Engines listed are not permitted to operate on tracks shown below: Class of Engine Restricted Tracks

All engines..... Alturas—Farmers Exchange spur beyond Fourth St.

3. Cars or engines must not be moved beyond a point 500 feet from switch on R. L. Smith Lbr. Co. track at west end house track,

FTOO	ATTON	OF	CHOOK	37 A 35	nc
D. LUU	ATIUN	OF	STOCK	YAK.	U١

Station Capac	ity in cars
Klamath Falls.)5 (Water)
Merrill and boundary of adultations, and the second of the	
Hackamore	
Alturas	0 (Water)
Likely	8 (Water)
wadeline, and the state of t	SZ (Water)
navenuale	(water)
Wendel	6 (Water)
Lakeview	8 (Water)

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 7 and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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

EASTWARD		PSGR FRT & TRAINS MIXED		WESTWARD			PSGR TRAINS	FRT & MIXED	EASTWAD			PSGR TRAINS	FRT & MIXED	WESTWARD			PSGR TRAINS	FRT &
MP	MP Column:	1	1 2	MP	MP	Column:	1	2	MP	3	AP Column:	1	2	MP	MP	Column:	4	3
FLANI	GAN TO		100	KLAMA	$_{ m TH}$	and on	recent to a	ei si w	WENDI	EL	то	ak Nobe	usti sor	WESTW	coor	то	ennail à	
KLAM		d blage	ava a	FALLS	TO	00 ass	or No min	3386	WEST	WO	ŌD:	13/11/21	Market III	WEND			14 M. P.	10)14
FALLS		A 28 d	Sand Mill	FLANI	GAN	1996	No services	1117	358.70	to :	359.03	15	15	411.30	to 40	7.20	35	30
	to 337.93	20	20	428.70	to 42'	7.00	WORLEY.	Service .	359.03	to	379.23	25	25	407.20			25	25
337.93	to 346.00	60	60	(553.	30)		15	15	379.23	to	385.75	20	20	405.00			$\overline{20}$	20
346.00	to 356.52	50	50	553.30	to 55	3.21	15	15			387.25	25	25	401.00			$2\check{5}$	25
356.52	to 357.27	30	30	553.21	to 552	2.91	25	25			393.50	20	20	396.40			20	20
357.27	to 358.70	15	15	552.91	to 49'	7.81	49	49			394.75	25	25	394.75			25	25
358.70	to 359.03	15	15	497.81	to 49'	7.20	40	40			397.40	20	20	393.50			20	20
359.03	to 365.78	30	30	497.20	to 48	5.05	49	49			401.00	25	$2\check{5}$	387.25			25	25
365.78	to 367.64	40	40	485.05	to 480	0.29	25	25			405.00	20	20	385.75			20	20
367.64	to 375.38	49	49	480.29	to 478	8.63	30	30			407.20	$\overline{25}$	$\overline{25}$	397.23			$\tilde{25}$	25
375.38	to 376.31	40	40	478.63			49	49			411.30	35	30	359.03	to 35	8 70	15	15
376.31	to 380.03	35	35	contribute the	Aug 10	0.14415.14	1900	9.115.						000.00	00 00	0		10
	-					-			ALTUR	AS	TO	dalah sara	Shirt in	LAKEV	TEW	TO	20 SAN 3	
380.03	to 392.69	30	30	460.03	to 45	8.30	30	30	LAKE					ALTUI				
392.69	to 419.82	49	49	458.30			10 0 0 00 00 00 00 00 00 00 00 00 00 00	N 10 N			458.74		20	512.30		በ 17	200	40
419.82	to 421.05	40	40	(Altı	uras)		15	15			461.96	No. 1 Page	35	490.17				30
421.05	to 423.65	35	35	456.79			25	25			472.29	Carl Links	30	482.53			W 14	40
423.65	to 436.43	30	30	455.11	to 44:	3.95	49	49			482.53	1000	40	472.29	to 46	1 96	Marijer Marijer	30
436.43	to 439.20	40	40	443.95			45	45			490.17	picket in	30	461.96			(A. S. 1971)	35
439.20	to 443.95	45	45	436.43			30	30			512.30		40	458.74			No Ne	20
	to 455.11	49	49	423.65			35	35	. New york	3 84 13	312.00		10	100.11	00 40	0.60		20
455.11	to 456.79	25	25	418.75			49	49		31313		V 2017	111111111111111111111111111111111111111	VENTAL BUILD	<u> </u>			
	to 458.30	dibahi wa	al Laur	392.69			30	30		5/4/1	sec <u>ieni</u> in	Yawa Y	140 400 71					
	turas)	15	15	1 3 3 4 1 1 1 1		Chine Color		Y ALLES	Bei	twe	en MP 4	60. 03 (.	Alturas) and MP	478.6	3 (Can	by) an	d on
									Lakevi	ew J	Branch,	maxim	um spe	ed of train	ទ ឧទ ទ	shown	below 1	nust
458.30	to 460.03	30	30	380.03	to 37	5.38	35	35	not be	exc	eeded w	then h	andled	by follow	ing e	ngines	subjec	t to
	to 478.63	49	49	375.38			49	49	further	res	trictions	showi	ı in Spe	ed Restri	ctions	s for T	rains ta	able:
	3 to 480.29	40	40	367.64			40	40	DS-1 to	8.	DS-100 (o 122.	N. Negati			Maradil	25 \	/PH
	to 485.05	25	$\tilde{25}$	365.78			30	30	Maivie	eVe e			a balat	contraction of the contraction	la vid	esarie orik	James la	and Salar
	to 497.20	49	49	359.03			15	15		عحفضة						****	~	
	to 497.81	40	40	358.70			15	15	GDT.	1207) DECM	DIART	ONTO T	OD OFFI			th Cau	
	to 552.91	49	49	357.27			50	50	SPE	بانظا				OR OTH	BK	Not	Excee	
	to 553.21	25	25	346.00			60	60		13.5	THAN				17.77	100	MPH	81 N.C.
	to 553.30			337.26			40	40	Through	ı si	dings, y	ard a	nd oth	er tracks,	wye	es,	11. 12. No. 18.	1
	7.00)	15	15	336.51			25	25	balloo	n tı	racks, cr	ossove	rs and	turnouts,	excep	ot:	15	
	1.00/70	150	10	000.01	VO 001	0.00	20	20	Throu	mh t	turnoute	on atl	er thai	n sidings			10	

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: Through turnouts on other than sidings	15 10
On branches	10 10

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

NOMINAL CLASS	ENGINE NUMBERS	Klamath Falls and Porez Canby and Alturas	Perez to Ganby	Ganby to Perez	Alturas and Lakeview	Likely to Sage Hen Wandel to Viewland Karlo to Crest	Sage Hen to Ravendale Crest to Karlo Viewland to Woudel	Viewland to Kario Grest to Madelino Sago Hen to Alturas	Alturas to Likely Flanigan and Wendel	Ravendale to Grest Madelins to Sage Hen	Kario to Viewiand	Wendel and Susanville
DF-1 to 12	(6138 to 6470, 8022 to 8303, 301 to 379, 502 to 575, except			850	1325	1275	6050	60 5 0	3150	1775	2250	3375
DF-100 DF-101 to 108, 110, 112 DF-109, 111 DF-114, 116 to 118,	5200 to 5202	3025	2150	975	2075	1250			4400	2050	3175	
120 to 122, 124, 125 DF-123, 126 DF-500, 501 DF-602	\ 5449 to 5493 5448, 5494 to 5507 4800 to 4815	3700			• • • •		10000	10000	5425	2850	3750 	5100
DF-603, 605 to 607, 611, 612, 616 DF-608 to 610, 613 to 615	5892 to 5895 5600 to 5719, 5730 to 5844, 5872 to 5891 5720 to 5729, 5845 to 5871 7000 to 7020	2375	1700	825		1225						
DF-127 DF-617, 620 DF-618 DF-621	7000 to 7020 7200 to 7237. 7300 to 7309. 7400 to 7407											
DF-623 DF-619, 622, 624 DF-701	7408 to 7464		 	!	• • • •		•••••	 		••••	• • • • • • • • • • • • • • • • • • •	
DF-800, 801 DF-802 DS-1 to 8	9000 to 9017, 9021 to 9023. 9018 to 9020								1375	400	1375	1550
DS-110, 114, 118	1036 to 1090. /1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1425 1825	1025 1300	455 590	825	625 750	4000 4000	4000 4000	2050 2650	625 1075	2050 2050	2325 3050
DS-113, 117, 120 to 122 DS-200, 201 DS-600 to 604 DS-605, 606	1486, 1491, 1529 to 1538, 1568 to 1596 1900 to 1903								• • • • • •	• • • • • •	• • • • • •	
DS-607 DS-500 to 506	4634 to 4645	1:					2000	 	 	;; [::	•••••	

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