

## RULE 10-1

Oral authorization and acknowledgements between foremen and engineers for trains to pass red CONDITIONAL STOP signs must be worded in the following forms:

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

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

### Foreman's Response

"THIS IS SP FOREMAN . . . . IN CHARGE OF THE WORK BETWEEN MP . . . . AND MP . . . . SP TRAIN ORDER NO. . . . . WE ARE IN THE CLEAR AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER AT . . . . MPH, REPEAT . . . . MPH"\*

### Engineer's Response

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

Foreman must acknowledge engineer's response as follows:

"SP TRAIN ORDER NO. . . . . BETWEEN MP . . . . AND MP . . . . . MPH\* OK."

\* When no speed restriction account above Form "Y" Train Order, tell train engineer "At Maximum Authorized Speed."

Oral authorization and acknowledgments between foremen and engineers for trains to pass red CONDITIONAL STOP signs in multiple main track territory must be worded in following forms:

### Foreman's Response

"THIS IS SP FOREMAN . . . . IN CHARGE OF THE WORK BETWEEN MP . . . . AND MP . . . . SP TRAIN ORDER NO. . . . . WE ARE IN THE CLEAR OF TRACK . . . . AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN ON TRACK . . . . AND THROUGH THE LIMITS OF ORDER AT . . . . MPH, REPEAT . . . . MPH."

### Engineer's Response

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

Foreman must acknowledge Engineer's response as follows:

"SP TRAIN ORDER NO. . . . . ON TRACK . . . . . BETWEEN MP . . . . AND MP . . . . . MPH OK."

# Southern Pacific Transportation Company



## OREGON DIVISION TIMETABLE

# 12

EFFECTIVE SUNDAY, OCTOBER 25, 1981  
AT 12:01 A.M.  
PACIFIC STANDARD TIME

R. D. KREBS,  
*Vice President - Operations*

C. T. BABERS,  
*General Manager*

L. G. SIMPSON,  
*Assistant Vice President  
Operations Planning and Control*

J. J. WILLIS,  
*Asst. Vice President - Transportation*

L. L. PHIPPS,  
*Superintendent*

G. R. FETTY,  
R. I. MELBO,  
T. P. RUSSELL,  
*Assistant Superintendents*

**ON THE JOB - OFF THE JOB  
IT'S UP TO YOU TO  
PREVENT ACCIDENTS.**

**TERMINAL SUPERINTENDENTS**

C. S. HUNTER ..... Eugene Yard  
P. A. WILSON ..... Brooklyn

**ASST. TERMINAL SUPERINTENDENTS**

W. E. DORST ..... Brooklyn  
R. F. JOHNSON ..... Eugene Yard  
G. A. MORSE ..... Eugene Yard  
R. E. SHAVER ..... Eugene Yard

**TRAINMASTERS**

J. J. DRAKE ..... Dunsmuir  
D. R. FOLEY ..... Roseburg  
M. R. HEALY ..... Medford  
H. R. KAVENY ..... Albany  
D. L. RAY ..... Klamath Falls

**TRAINMASTERS—**

**ROAD FOREMEN OF ENGINES**

B. J. BONACINA ..... Eugene Yard  
C. J. MABEN ..... Klamath Falls

**ASSISTANT TRAINMASTERS**

J. REED, JR. .... Brooklyn  
G. L. WAHL ..... Eugene Yard  
A. G. WARNHOLTZ ..... Eugene Yard  
G. S. WOODKE ..... Klamath Falls

**ROAD FOREMEN OF ENGINES**

J. E. BRUCE ..... Brooklyn  
J. J. PLANK ..... Dunsmuir  
M. R. STEARMAN ..... Roseburg

**CHIEF TRAIN DISPATCHER**

D. E. SORENSEN ..... Eugene Yard

**GENERAL YARDMASTERS**

C. D. POTTER ..... Eugene Yard  
E. T. STONE ..... Brooklyn

**AMTRAK**

E. BROWN, Trainmaster ..... Los Angeles, Cal.  
M. E. FULLER, Trainmaster ..... Oakland, Cal.  
J. M. GALLAWAY, Trainmaster ..... Oakland, Cal.  
W. E. MOFFETT, Asst. Trainmaster ..... Los Angeles, Cal.  
J. W. WILSHIRE, Trainmaster ..... Oakland, Cal.

**TABLE OF CONTENTS**

Brooklyn Subdivision		Marcola Branch	24
Valley Line	2	Special Instructions	25
West Side Branch	5	Special Instructions	
Toledo Branch	6	(Klamath Falls	
Jefferson Street Branch	6	Terminal)	29
Wilkins Branch	6	Black Butte Subdivision	
Geer Branch	6	Shasta Line	32
Willamina Branch	6	Special Instructions	33
Perrydale Branch	7	Haz. Mat. Placement Chart	34
Mill City Branch	8	Siskiyou Subdivision	
West Stayton Branch	8	Siskiyou Branch	38
Molalla Branch	8	White City Branch	39
Dallas Branch	8	Special Instructions	40
Bailey Branch	8	Modoc Subdivision	
Tillamook Branch	10	Modoc Line	45
Newburg Branch	10	Lakeview Branch	45
Special Instructions		Susanville Branch	45
(Portland Terminal)	12	Special Instructions	46
Special Instructions	13	All Subdivisions	
Special Instructions		Special Instructions	49
(Eugene Terminal)	19	Emergency Telephone	
Cascade Subdivision		Nos.	59
Cascade Line	22	Division Map	60
Coos Bay Branch	24		

**SPEED TABLE**

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.	Hour	Mins.	Sec.	Hour	Mins.	Sec.	Hour
—	36	100	—	58	62.6	1	40	36.0
—	37	97.3	—	59	61.0	1	42	35.3
—	38	94.7	1	—	60.0	1	44	34.6
—	39	92.3	1	02	58.0	1	46	34.0
—	40	90.0	1	04	56.2	1	48	33.3
—	41	87.8	1	06	54.2	1	50	32.7
—	42	85.7	1	08	52.9	1	52	32.1
—	43	83.7	1	10	51.4	1	54	31.6
—	44	81.8	1	12	50.0	1	56	31.0
—	45	80.0	1	14	48.6	1	58	30.5
—	46	78.3	1	16	47.4	2	—	30.0
—	47	76.6	1	18	46.1	2	05	28.8
—	48	75.0	1	20	45.0	2	10	27.7
—	49	73.5	1	22	43.9	2	15	26.7
—	50	72.0	1	24	42.9	2	24	25.0
—	51	70.6	1	26	41.9	2	30	24.0
—	52	69.2	1	28	40.9	2	45	21.8
—	53	67.9	1	30	40.0	3	—	20.0
—	54	66.6	1	32	39.1	3	30	17.1
—	55	65.5	1	34	38.3	4	—	15.0
—	56	64.2	1	36	37.5	5	—	12.0
—	57	63.2	1	38	36.8	6	—	10.0

**BROOKLYN SUBDIVISION**

EASTWARD			Mile Post	STATIONS	Station Number
FIRST CLASS					
752 Psgr	14 Psgr	796 Psgr			
Leave Daily	Leave Daily	Leave Daily		Valley Line	
PM 4.10	AM 10.35	AM 6.25	647.3	1986 EUGENE BKP } CTC	03860
			649.7	Yd. Lmts. TO-R EUGENE YARD BKYPQ } CTC	03858
			653.0	6555 IRVING P } CTC	03852
			659.9	7342 SWAIN P } CTC	03844
			660.6	JUNCTION CITY P } CTC	03841
			667.0	7301 ALFORD P } CTC	03830
			673.8	HALSEY P } CTC	03823
			679.0	7326 SHEDD P } CTC	03817
4.43	11.18	6.58	688.0	7430 HALLAWELL P } CTC	03805
			689.9	Yd. Lmts. PAGE P } CTC	03670
s4.52	s11.27	s7.09	690.9	TO ALBANY BKYPQ } CTC	03650
			695.4	7278 MILLERSBURG P } CTC	03637
			704.2	7708 MARION P } CTC	03623
5.12	AM 11.49	7.26	714.7	7373 RENARD P } CTC	03610
s5.30	s12.03	s7.44	718.2	Yd. Lmts. SALEM BKYPQ } CTC	03430
			722.2	7352 LABISH P } CTC	03419
			732.1	7280 GERVAIS P } CTC	03405
s5.53		s8.07	735.2	WOODBURN BYP } CTC	03230
			741.6	8011 HITO P } CTC	03215
			746.8	CANBY YP } CTC	03050
			750.8	7316 COALCA P } CTC	03045
			760.0	7335 CLACKAMAS P } CTC	03015
s6.34		s8.48	764.1	EAST MILWAUKIE P } CTC	03005
	12.55		765.2	Yard Limits WILLSBURG JCT. IP } 2 Main Tracks	00275
			766.9	TO-R BROOKLYN BKYPQ } 2 Main Tracks	00250
			767.9	HAIG } 2 Main Tracks	00210
6.46	1.05	9.00	770.3	EAST PORTLAND IYPO } DT	00065

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

				ABS (via UPRR) } 2 Trks Yd. Lmts. ALBINA } 0.7 (via UPRR-PTR Co.) Yd. Lmts. BKIP } 00064
s7.05	s1.50	s9.20	771.0	TO-R PORTLAND } 00001
				ABS (via BNRy) } DT Yd. Lmts. LAKE YARD } 2.0
Arrive Daily	Arrive Daily	Arrive Daily		
752	14	796		
			(124.1)	(125.7)

**RULE 5:** Time at East Portland applies at UP interlocking tower.

**BROOKLYN SUBDIVISION**

Mile Post	STATIONS	Station Number	WESTWARD			
			FIRST CLASS			
			751 Psgr	755 Psgr	11 Psgr	753 Psgr
	Valley Line		Arrive Daily Ex. Sat. Sun. & Holidays	Arrive Sat. Sun. & Holidays	Arrive Daily	Arrive Daily
647.3	1986 EUGENE BKP } CTC	03860	AM s 9.55	AM s11.25	PM s 6.10	PM s11.00
649.7	Yd. Lmts. TO-R EUGENE YARD BKYPQ } CTC	03858				
653.0	6555 IRVING P } CTC	03852	9.34	11.04	6.00	10.39
659.9	7342 SWAIN P } CTC	03844				
660.6	JUNCTION CITY P } CTC	03841				
667.0	7301 ALFORD P } CTC	03830				
673.8	HALSEY P } CTC	03823				
679.0	7326 SHEDD P } CTC	03817				
688.0	7430 HALLAWELL P } CTC	03805				
689.9	Yd. Lmts. PAGE P } CTC	03670				
690.0	TO ALBANY BKYPQ } CTC	03650	s 8.58	s10.28	s 5.25	s10.07
695.4	7278 MILLERSBURG P } CTC	03637	8.49	10.19	5.17	9.59
704.2	7708 MARION P } CTC	03623				
714.7	7373 RENARD P } CTC	03610				
718.2	Yd. Lmts. SALEM BKYPQ } CTC	03430	s 8.25	s 9.55	s 4.55	s 9.34
722.2	7352 LABISH P } CTC	03419	8.15	9.45	4.45	9.24
732.1	7280 GERVAIS P } CTC	03405				
735.2	WOODBURN BYP } CTC	03230	s 8.02	s 9.32		s 9.11
741.6	8011 HITO P } CTC	03215				
746.8	CANBY YP } CTC	03050				
750.8	7316 COALCA P } CTC	03045				
760.0	7335 CLACKAMAS P } CTC	03015				
764.1	EAST MILWAUKIE P } CTC	03005	s 7.23	s 8.53		s 8.32
765.2	Yard Limits WILLSBURG JCT. IP } 2 Main Tracks	00275				
766.9	TO-R BROOKLYN BKYPQ } 2 Main Tracks	00250				
767.9	HAIG } 2 Main Tracks	00210	7.12	8.42	3.51	8.18
770.3	EAST PORTLAND IYPO } DT	00065	7.03	8.33	3.43	8.09

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

771.0	ABS (via UPRR) } 2 Trks Yd. Lmts. ALBINA } 1.1	(via UPRR-PTR CO.) Yd. Lmts. BKIP } 0.7	00064				
		TO-R PORTLAND } 00001	7.00	8.30	3.40	8.00	
		ABS (via BNRy) } DT Yd. Lmts. LAKE YARD } 2.0					
			Leave Daily Ex. Sat. Sun. & Holidays	Leave Sat. Sun. & Holidays	Leave Daily	Leave Daily	
			751	755	11	753	
			(124.1)	(125.7)			

**RULE 5:** Time at East Portland applies at UP interlocking tower.

## BROOKLYN SUBDIVISION

### MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	VALLEY LINE		PSGR	FRT	
<b>EUGENE and PORTLAND</b> .....			<b>70</b>	<b>60</b>	
<b>Exceptions:</b>	<b>PSGR</b>	<b>FRT</b>	<b>Exceptions:</b>	<b>PSGR</b>	<b>FRT</b>
647.3 and 648.2 ...	30	30	750.4 and 754.5 ...	55	—
648.2 and 653.5 ...	60	—	754.4 and 756.3 ...	40	40
689.9* and 692.5* ...	30	30	756.3 and 757.6 ...	50	50
699.1* and 700.0* ...	45	45	757.6 and 761.7 ...	60	—
716.5* and 718.0* ...	35	35	761.7 and 764.1 ...	50	50
718.0* and 718.9* ...	20	20	764.1* and 764.9 ...	45	45
718.9* and 720.6* ...	35	35	764.9 and 766.7Ⓞ ...	45	45
734.5* and 735.8* ...	45	45	766.7 and 767.9Ⓞ ...	30	30
738.6* and 739.0* ...	50	50	764.9 and 767.9Ⓞ ...	30	25
742.7 and 743.5 ...	40	40	767.9 and 770.3 ...	20	20
743.5 and 744.4 ...	45	45	770.3 and 770.7 ...	6	6
744.4 and 746.9* ...	50	50	770.7 and 771.0Ⓞ ...	10	10
749.0 and 750.4 ...	35	35			

\* **RULE 10-J:** Speed may be increased as soon as lead locomotive has passed increase speed sign at these locations.

Ⓞ No. 1 Track. Ⓞ No. 2 Track. Ⓞ Amtrak Superliner cars restricted to 5 MPH next to Union Station umbrella sheds due to close clearance.

"K" trains must not exceed 30 MPH between the following points:

MP 660 and 661, Junction City	MP 746 and 748, Canby
MP 734.5 and 735.8, Woodburn	MP 754.4 and 756.3, Oregon City

The following establishes the maximum allowable speeds for freight trains provided speed is not otherwise restricted: (e.g., Restricted cars or engines, A.B. Rule 33, etc.)

a. LABRF, LABRT, BROAT, OABRT, OAALT, OABNT and BRLAT are authorized to operate at maximum freight train speed. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

b. PTCIY and PTLAY are authorized to operate at maximum freight train speed not exceeding 55 MPH.

c. Light engine with operative dynamic brake is authorized to operate at passenger train speed.

Exception: Without dynamic brake in operation, must operate at freight train speed.

d. Other freight trains may be authorized by train dispatcher to operate at maximum freight train speed. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

e. Trains not covered in items a, b, c or d will operate at freight train speed not to exceed 45 MPH, except as provided by A. B. Rule 65.

#### MAXIMUM HORSEPOWER PER TON RATIOS:

BRLAT, BROAT, LABRF, LABRT, OAALT, OABNT, OABRT	2.5
All other trains between Brooklyn and Eugene	1.5
(Refer to A.B. Rule 65)	

#### SPEED ON OTHER THAN MAIN TRACK:

Remotely controlled turnouts and sidings	25
Brooklyn yard tracks 1 through 16	8
Lake Oswego, Track 610 (Crown Zellerbach Rollover)	5
Toledo, Trackage serving Georgia-Pacific Chip Rollover	5
Eugene Yard, within engine service facility	5
All other tracks Brooklyn Subdivision	10

## BROOKLYN SUBDIVISION

EAST- WARD	STATIONS		WEST- WARD
Mile Post	West Side Branch		Station Number
671.7		MONROE <small>1.3</small>	02140
673.0	1280	ALPINE JCT. <small>8.3</small>	02121
681.3		GREENBERRY <small>3.3</small>	02111
684.6	2600	DRY CREEK <small>4.3</small>	02105
688.9	Yard Limits {	CORVALLIS <small>1.0</small>	PBY 02017
689.9		CORVALLIS JCT. <small>3.2</small>	Y 02014
693.1		LEWISBURG <small>5.0</small>	01462
699.1	1000	WELLSDALE <small>2.9</small>	01434
702.0		SUVER <small>7.3</small>	01427
709.3	Yard Limits {	INDEPENDENCE <small>1.2</small>	P 01410
710.5		V. & S. JCT. <small>3.8</small>	01408
714.3	Yard Limits {	GERLINGER <small>0.7</small>	PY 01330
715.0		DERRY <small>3.1</small>	01220
718.4		CROWLEY <small>4.4</small>	01215
722.8		McCOY <small>5.3</small>	01210
728.1		AMITY <small>2.6</small>	01205
730.7	Yard Limits {	1750 WHITESON <small>4.2</small>	PY 01030
734.9		2910 TO-R McMINNVILLE <small>3.1</small>	BKPQ 01020
738.0		825 R ST. JOSEPH <small>4.2</small>	PY 01005
742.2		CARLTON <small>3.4</small>	00850
745.6		YAMHILL <small>6.7</small>	00839
752.3		DELLWOOD <small>0.8</small>	00835
753.1		GASTON <small>1.8</small>	00832
754.9		SEGHERS <small>2.9</small>	00825
757.8		DETOUR <small>0.7</small>	00817
758.5 759.2		CARNATION <small>2.5</small>	00811
761.7		CORNELIUS <small>3.6</small>	00805
765.3 764.9	Yd. Lmts. TO-R	HILLSBORO	BKYPQ 00680
		(92.9)	▲

### MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN	WEST SIDE BRANCH		ALL TRAINS
<b>MONROE and HILLSBORO</b> .....			<b>40</b>
<b>Exceptions:</b>	<b>ALL TRAINS</b>	<b>Exceptions:</b>	<b>ALL TRAINS</b>
671.6 and 688.5 .....	20	709.3 and 709.5 .....	10
688.5 and 689.3 .....	10	709.5 and 765.0 .....	25
689.8 and 690.5 .....	20	765.0 and 765.4 .....	20

**BROOKLYN SUBDIVISION**

EAST-WARD	STATIONS		WEST-WARD
Mile Post	Toledo Branch		Station Number
690.9	Yd. Lmts. TO-R	ALBANY 6.2	BKYPQ 03650
697.1		GRANGER 1.9	02010
699.0	Yard Limits {	6145 ASHAHR 3.1	02012
702.1		R CORVALLIS JCT. 1.2	Y 02014
689.9		CORVALLIS 3.7	BYP 02017
688.7			
703.3			
707.0		CONROY 0.9	02030
708.5	970	PHILOMATH 1.5	02035
709.4		FLYNN 6.5	02038
715.9	705	WRENS 6.1	02045
722.0		ALDER 6.5	02052
728.5	1550	SUMMIT 5.2	02061
733.7		NASHVILLE 11.5	02067
745.2	1770	EDDYVILLE 17.3	02074
762.5	Yd. Lmts. {	1760 BURPEE 3.1	02092
765.6		TO-R TOLEDO	BKPBQ 02098
		(74.7)	

**RULE 5.** Time at Corvallis for eastward trains applies at MP 689.3.

**Jefferson Street Branch**

768.2	Yd. Lmts.	WILSONIA 6.0	P	00320
774.2		JEFFERSON STREET		00340
		(6.0)		

**Wilkins Branch**

684.8	Yd. Lmts.	TALLMAN 6.5	YP	03751
678.3		PLAINVIEW 6.3		03910
672.0		BROWNSVILLE 8.4		03918
663.6		ROWLAND 4.8		03927
658.8		BOWERS 3.5		03933
655.3		WILKINS 0.3		03935
655.0		END OF BRANCH		....
		(29.8)		

**Geer Branch**

725.9	Yd. Lmts. {	SALEM 6.5	BKYPQ	03430
719.4		GEER	Y	03322
		(6.5)		

**Willamina Branch**

730.6	1750 Yd. Lmts.	WHITESON 6.5	YP	01030
737.2		WINCH 0.5		01108
737.7		BROADMEAD 2.8		01110
740.5		BALLSTON 4.2		01130
744.7		SHERIDAN 1.6		01135
746.3		SHIPLEY 3.0		01139
749.3	Yd. Lmts.	WILLAMINA		01150
		(18.7)		

**BROOKLYN SUBDIVISION**

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

BETWEEN	TOLEDO BRANCH	ALL TRAINS	
ALBANY and TOLEDO		35	
<b>Exceptions:</b>	<b>ALL TRAINS</b>	<b>Exceptions:</b> <b>ALL TRAINS</b>	
691.4 and 692.4	10	706.2 and 708.5	30
689.8 and 689.3 (W/S Br.)	15	708.5 and 728.7	20
689.3 and 688.7 (W/S Br.)	10	728.7 and 732.0	15
703.2 and 703.3	10	732.0 and 763.8	20
703.3 and 706.2	20	763.8 and 766.0	10

**JEFFERSON STREET BRANCH**

WILSONIA and JEFFERSON STREET	10
-------------------------------	----

**WILKINS BRANCH**

TALLMAN and END OF BRANCH	15
---------------------------	----

<b>Exceptions:</b>	<b>ALL TRAINS</b>	<b>Exceptions:</b> <b>ALL TRAINS</b>
670.0 and 655.0	10	

**GEER BRANCH**

SALEM and GEER	20
----------------	----

<b>Exceptions:</b>	<b>ALL TRAINS</b>	<b>Exceptions:</b> <b>ALL TRAINS</b>	
725.9 and 725.7	15	719.3 and 719.1	15
723.6 and 723.5	10		

**WILLAMINA BRANCH**

WHITESON and WILLAMINA	25
------------------------	----

<b>Exceptions:</b>	<b>ALL TRAINS</b>	<b>Exceptions:</b> <b>ALL TRAINS</b>	
730.5 and 730.7	15	742.8 and 749.5	20
730.7 and 731.4	20		

**PERRYDALE BRANCH**

BROADMEAD and PERRYDALE	10
-------------------------	----

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

**ADDITIONAL STATIONS**

Mile Post	Station	Station Number	Mile Post	Station	Station Number
742.4	Tillamook Branch		710.7	Turner	03615
	Milwaukie		720.6	West Salem	
	Interchange	00312		(on spur from Labish via BN Inc.)	01306
763.2	Newton	00670	726.9	Brooks	03411
772.5	Roy	00713	738.8	Hubbard	03220
794.3	Westimber	00735	743.2	Aurora	03210
801.6	Tunnel 26 Spur		748.8	New Era	03048
807.8	Tunnel 32 Spur		752.9	Pulp	03040
	<b>Newberg Branch</b>		755.5	Oregon City	03030
742.1	Dayton	00550		<b>West Stayton Branch</b>	
759.5	Cipole	00510	711.0	Young	03332
762.0	Tulalatin	00505	712.1	Aumsville	03329
	<b>Valley Line</b>		712.9	Stayton (on spur from MP 709.5)	03335
665.1	Harrisburg	03835	715.0	Shaw	03325
675.8	American (on spur from Halsey)	03825	721.3	Pratum	03319
	Tangent	03810	727.3	Silverton	03312
684.6	Jefferson	03630			

**BROOKLYN SUBDIVISION**

EAST-WARD Mile Post	STATIONS		WEST-WARD Station Number
	<b>Mill City Branch</b>		
690.9	Yard Limits {	TO-R ALBANY	BKYPQ 03650
689.9 689.5		R PAGE	P 03670
693.7	Yard Limits {	FRY	03760
697.3 684.8		R TALLMAN	YP 03751
685.5		IRVINVILLE	03745
688.5		4840 TO-R LEBANON	BKPY 03730
691.6		1790 WHITAKER	03725
692.8	985 BREWSTER	03721	
694.2		GRIGGS	03716
697.4		CRABTREE	03711
702.9		WEST SCIO	03703
704.7		SHELburn	03505
719.3	1161	LYONS	03515
720.2		FAWN	03519
722.5		FOX VALLEY	03526
725.7	989	MILL CITY	03535
		(49.4)	

**RULE 5.** Time at Page applies at Albany east yard limit on Mill City Branch.

**West Stayton Branch**

737.8	Yd. Lmts.	WOODBURN	BYP	03230
731.5		MT. ANGEL		03305
719.4		GEER	Y	03322
708.3		WEST STAYTON		03340
708.1		END OF BRANCH		....
		(29.7)		

**Molalla Branch**

747.4	Yard Limits {	CANBY	YP	03050
754.6		LIBERAL		03110
757.6		MOLALLA		03115
		(10.2)		

**Dallas Branch**

733.8	Yard Limits {	DALLAS	P	01340
728.9		GERLINGER	Y	01330
728.5		1590 THIELSEN		01318
727.2		END OF BRANCH		....
		(6.6)		

**Bailey Branch**

673.0	1280	ALPINE JCT.		02121
679.9		DAWSON		02130
		(6.9)		

**BROOKLYN SUBDIVISION**

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

BETWEEN	MILL CITY BRANCH	ALL TRAINS	
ALBANY and MILL CITY		40	
<b>Exceptions:</b>	<b>ALL TRAINS</b>	<b>Exceptions:</b> <b>ALL TRAINS</b>	
689.7 and 691.5 (West of Tallman)	20	704.7 and 705.4	15
696.9 and 697.3 (West of Tallman)	20	705.4 and 710.3	30
684.8 and 687.8 (East of Tallman)	20	710.3 and 710.7	20
687.8 and 690.1 (East of Tallman)	15	710.7* and 710.8*	10
690.1 and 696.2 (East of Tallman)	20	710.8 and 715.6	20
696.2 and 704.7	30	715.6 and 719.1	30
		719.1 and 720.0	15
		720.0 and 723.7	30
		723.7 and 724.9	25
		724.9 and 725.7	15

\*RULE 10-J. No increase speed signs are installed. Speed may be increased after engine has passed over Stayton-Jordon Road crossing.

**WEST STAYTON BRANCH**

WOODBURN and END OF BRANCH	20
<b>Exceptions:</b>	<b>ALL TRAINS</b>
737.8 and 737.6	10
719.5 and 708.1	10

**MOLALLA BRANCH**

CANBY and MOLALLA	10
-------------------	----

**DALLAS BRANCH**

DALLAS and END OF BRANCH	10
--------------------------	----

**BAILEY BRANCH**

ALPINE JCT. and DAWSON	10
------------------------	----

**TILLAMOOK BRANCH**

TILLAMOOK and WILLSBURG JCT.	30		
<b>Exceptions:</b>	<b>ALL TRAINS</b>	<b>Exceptions:</b>	<b>ALL TRAINS</b>
855.8 and 855.0	15	816.0 and 811.8	20
855.0 and 853.0	20	811.8 and 802.6	15
853.0 and 847.0	25	802.6 and 802.5	10
847.0 and 844.4	20	802.5 and 800.0	15
844.4 and 836.6	25	800.0 and 781.0	20
836.6 and 836.5	20	781.0 and 766.7	25
836.5 and 830.6	25	766.7 and 764.2	15
830.6 and 828.0	20	756.5 and 748.0	20
828.0 and 823.2	25	745.2* and 743.1*	10
823.2 and 822.5	20	743.1 and 740.7	20
822.5 and 816.0	25		

\*RULE 10-J. Speed may be increased as soon as lead engine has passed increase speed sign at these locations.

**NEWBERG BRANCH**

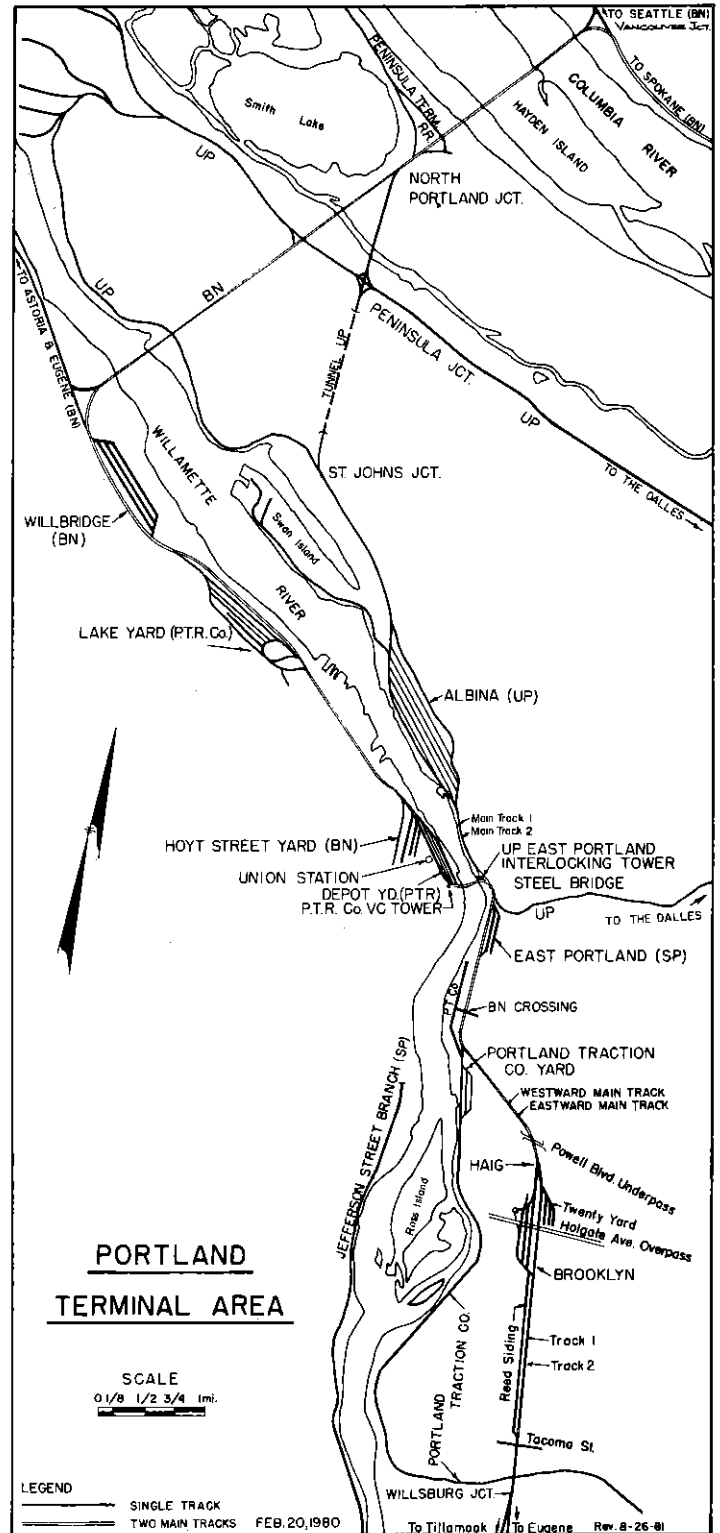
ST JOSEPH and COOK	25		
<b>Exceptions:</b>	<b>ALL TRAINS</b>	<b>Exceptions:</b>	<b>ALL TRAINS</b>
748.1 and 749.1	15	753.6 and 754.0	15
749.1 and 753.6	20	754.0 and 757.4	20

# BROOKLYN SUBDIVISION

EAST- WARD	STATIONS			WEST- WARD	
Mile Post	Tillamook Branch			Station Number	
855.8	Yard Limits	TO-R	<b>TILLAMOOK</b>	BKPQ	00798
853.6			2.2 <b>JUNO</b>	00796	
845.7	1250		7.9 <b>GARIBALDI</b>	00787	
843.8			1.9 <b>BARVIEW</b>	00786	
833.6	540		10.2 <b>WHEELER</b>	00776	
831.2	1020		2.4 <b>MOHLER</b>	00773	
825.1	5400 Yd. Lmts.		6.1 <b>BATTERSON</b>	00767	
815.7			9.4 <b>SALMONBERRY</b>	00758	
811.0			4.7 <b>ENRIGHT</b>	00753	
800.0	2055		11.0 <b>COCHRAN</b>	00742	
793.1			6.9 <b>TIMBER</b>	00733	
781.2	710		11.9 <b>BUXTON</b>	00721	
774.7	R		6.5 <b>BANKS</b>	00715	
770.2	1175		4.5 <b>SCHEFFLIN</b>	00710	
766.4	Yard Limits	2340	3.8 <b>MAHAN</b>	00705	
765.5		R	0.9 <b>BN JCT.</b>	...	
765.0 764.8		TO-R	0.5 <b>HILLSBORO</b>	BKYPQ	00680
760.1	820		4.7 <b>REEDVILLE</b>	00660	
755.6	Yard Limits	4400	4.5 <b>BEAVERTON</b>	00650	
755.0			0.6 <b>BEBURG</b>	YP	00640
753.4	APB		1.6 <b>FANNO</b>	00630	
751.9			1.5 <b>GRETON</b>	P	00620
751.1	Yard Limits	R	0.8 <b>TIGARD</b>	00610	
748.0			3.1 <b>COOK</b>	YP	00430
747.5	Yard Limits	2270	0.5 <b>BRYANT</b>	00420	
744.2			3.3 <b>LAKE OSWEGO</b>	P	00400
743.9	Yard Limits	3160	0.3 <b>WILSONIA</b>	P	00320
743.0			0.9 <b>MENEFFEE</b>	00315	
741.9	Yard Limits	1560	1.1 <b>MILWAUKIE</b>	00300	
740.7			1.2 <b>WILLSBURG JCT.</b>	IP	00275
(114.9)					

## Newberg Branch

738.0	825 Yd. Lmts.	8.1 <b>ST. JOSEPH</b>	YP	01005
746.1		2.4 <b>DUNDEE</b>		00540
748.5	Yard Limits	1050	2.3 <b>NEWBERG</b>	00535
750.8			2.2 <b>SPRINGBROOK</b>	00530
753.0	1060	4.6 <b>REX</b>		00525
757.6	1610	6.4 <b>SHERWOOD</b>		00515
764.0 748.0	Yd. Lmts. R	<b>COOK</b>	YP	00430
(26.0)				



**PORTLAND TERMINAL  
SPECIAL INSTRUCTIONS**

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

**RULE 80. Willsburg Jct.-Haig:** Multiple main track between MP 765.0, Willsburg Jct. and Haig. No. 1 Track is located west of and adjacent to No. 2 Track.

**RULE 83-A. Brooklyn:** Register station only for trains via Tillamook Branch originating or terminating.

**Portland:** Register station only for passenger trains.

**RULE 83-B. Brooklyn:** Trains to or from Tillamook Branch may register at open train-order office by ticket.

**RULE 87 (b).** Will not apply between East Portland and block system limits, MP 769.4 on eastward main track, and MP 769.2 (signal 7693) on westward main track.

**RULE 93.** Yard limits are continuous from end CTC on Valley Line at Willsburg Jct. eastward to end of SPTCo. trackage at East Portland.

**RULE 97. Brooklyn:** Westward train originating for movement via Valley Line may run extra without train-order authority from Brooklyn to beginning of CTC, Willsburg Jct. Refer to Rule 505 in special instructions for Portland Terminal area.

**RULE D-97 and D-251.** Will apply between East Portland and Haig.

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

East Portland . . . BN crossing at Madison St.

East Portland . . . PT Co. crossings over yard tracks.

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

**Portland:** Train-order office only for passenger trains.

**RULE 505. Willsburg Jct.-Haig:** Between end CTC at MP 765.0 Willsburg Jct. and Haig, trains moving in either direction on multiple main track will be governed by block signals whose indications will supersede the superiority of trains.

**Brooklyn:** Westward signal 7665 governs movement on No. 1 Track and westward signal 7667 governs movement on No. 2 Track. When these signals display stop indication, permission must be obtained from operator before applying Rule 508.

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

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

**East Portland:** Movement over BN crossing at Madison Street is governed by dwarf light signals located near crossing. If signal displays stop indication, train or engine must stop, and if crossing is clear of intersecting movement, may then proceed as prescribed by Rule 507, but flag protection must be provided on intersecting track unless derails are known to be in derauling position. Movement against current of traffic over crossing governed by signal for movement with current of traffic.

**RULE 606. Willsburg Jct.:** Limits extend on No. 1 Track from end of CTC, MP 765.0, to westward interlocking signal, MP 765.2 and to eastward interlocking signal on Tillamook Branch, MP 765.1 and is under the control of operator at Brooklyn.

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

Before authorizing movement under Rule 663(b), operator must ascertain that indication lights on control panel are

**PORTLAND TERMINAL**

illuminated indicating dual-control switch is in proper position and locked. When indication lights are not illuminated, dual-control switch must first be placed in hand position in accordance with Rule 772, until movement over switch has been completed, then returned to motor position.

**East Portland:** Interlocking controlled from East Portland Tower on east bank of Willamette River governs movements across Steel Bridge, and movements to and from Albina yard. Interlocking limits extend from interlocking signals at end of SP double track to interlocking signals at Front Street crossing on west bank of river. Maximum permissible speed is 6 MPH through interlocking.

**Union Pacific towerman operates interlocking and UPRR rules apply. For applicable UPRR rules see timetable bulletins.**

**RULE 705. Indicators located as follows:**

Illum. - Letter	On Signal	Authorizes and requires Movement as follows
W . . . . .	MP 765.6 . . .	Westward train on No. 1 or No. 2 Tracks, when indicator illuminated, must stop short of Tacoma Ave. and wait until indicator extinguished. Signals 7665 and 7667 as the case may be will display yellow aspect when indicator is illuminated. Indicator for No. 2 Track located to left of track.
P . . . . .	7682 . . . . .	Eastward freight trains and engines with cars on eastward main track must not pass signal 7682 unless indicator is illuminated. When indicator is not displayed for movement, call UPRR East Portland Tower for instructions to proceed.

**RULE 812.** SP crews moving over Burlington Northern and/or PTR Co. tracks will be governed by SP rules and instructions insofar as they are not in conflict with BN or PTR Co. operating rules and superintendent's bulletins.

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

**RULE 824 and 825. Brooklyn:** Hand brakes are not required on yard Tracks 1 through 19.

**RULE 842. Brooklyn:** Eastward freight train terminating Brooklyn must not pass signal bridge MP 766.7 unless authorized by yardmaster or by a proceed signal from switchman. When so authorized, train entering yard from No. 2 Track may pass signal 7666 displaying stop indication without stopping, at restricted speed, which is an indication that protection for the movement has been provided and switchman is responsible that such protection has been provided.

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

**RULE 872.** Will not apply at Brooklyn.

**BROOKLYN SUBDIVISION**

**SPECIAL INSTRUCTIONS**

**FIXED SIGNALS**

**Albany (Toledo Branch):** Light-type indicators located at MP 691.6 and MP 691.8 in vicinity of First Street and Water Street underpasses. When indicators display red or lunar aspect the following will govern:



## BROOKLYN SUBDIVISION

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

### RULE P. Impaired side clearance:

MP	Description	MP	Description
<b>Valley Line</b>			
698.9	Bridge	805.7	Tunnel
		806.2	Tunnel
<b>Wilkins Branch</b>			
671.7	Bridge	806.5	Tunnel
		807.9	Tunnel
<b>Mill City Branch</b>			
698.5	Bridge	808.5	Tunnel
698.6	Bridge	809.5	Rock Cut
714.0	Rock Cut	809.9	Tunnel
<b>Toledo Branch</b>			
691.7	Bridge	810.2	Rock Cut
691.8	Bridge	810.4	Rock Cut
711.3	Bridge	810.7	Tunnel
714.8	Rock Cut	813.9	Rock Cut
752.4	Tunnel	815.0	Rock Cut
		815.5	Rock Cut
		815.8	Bridge
<b>Newberg Branch</b>			
762.1	Bridge	817.9	Rock Cut
		819.0	Rock Cut
<b>Willamina Branch</b>			
745.3	Bridge	822.1	Rock Cut
		830.5	Rock Cut
<b>Tillamook Branch</b>			
789.6	Tunnel	830.9	Bridge
801.8	Tunnel	846.8	Bridge
803.6	Tunnel	852.7	Bridge
		854.4	Bridge

**RULE 7-C. Albany and Salem:** Switchmen must use green flag by day and green light by night or oral instructions for all train movements to or from yard tracks and for all eastward train movements to Toledo Branch. For westward movements from Toledo Branch, refer to Rule 81-A.

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

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

**Albany:** Westward train arriving from Toledo Branch enroute to Valley Line CTC must stop short of APPROACH CIRCUIT sign at MP 691.9 on bridge over Willamette River until informed by Valley Dispatcher or his representative that train will be able to move into CTC. Train may then pass APPROACH CIRCUIT sign and be governed by indications of signals D-692 and 6909 controlling movement from Toledo Branch to Valley Line main track. Oral authorization by switchman or proceed signal with green flag or green light is not required.

Upon entering approach circuit, signals D-692 and 6909 are equipped to display green aspect provided Valley Line main track is unoccupied and main track switches are aligned for normal movement. Signal D-692 must be passed within eight minutes of entering approach circuit or favorable indications will time out. If this occurs, or if unable to obtain favorable signal indications, push-button control boxes are located adjacent to signals D-692 and 6909. Instructions for use of push-buttons are posted inside push-button control boxes.

Westward train arriving from Toledo Branch enroute to Albany yard must stop short of APPROACH CIRCUIT sign at MP 691.9 and not proceed until orally authorized or proceed signal by green flag or green light is received. If crossover into yard is lined for movement to enter yard, signal 6909 will display stop indication and Rule 509 will apply.

**Lebanon:** When operator is on duty, BN trains must obtain permission from train-order operator before entering SP main track.

**RULE 82-A.** Train orders may be issued on Brooklyn or Cascade Subdivision to apply on either subdivision.

## BROOKLYN SUBDIVISION

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

### Tillamook Branch

Cook ..... Train instructed by train order.  
 Hillsboro ..... Train originating and terminating, and train instructed by train order.  
 BN Jct ..... Train instructed by train order.  
 Banks ..... Train instructed by train order.

### West Side Branch

Hillsboro ..... Train originating and terminating, and train instructed by train order.  
 St. Joseph ..... Train instructed by train order.  
 Gerlinger ..... Train instructed by train order.  
 Corvallis Jct. .... Train instructed by train order.

### Newberg Branch

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

### Mill City Branch

Page ..... Train instructed by train order.  
 Tallman ..... Train instructed by train order.  
 Lebanon ..... Train originating and terminating, and train instructed by train order.

### Toledo Branch

Corvallis Jct. .... Train instructed by train order.

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

Hillsboro ..... All trains.  
 Albany ..... Train to or from Toledo Branch and BN train.

### RULE 93. Location of yard limits:

CTC Limit	Albany-Page (Valley Line)	CTC Limit	
	Albany-Page (Mill City Br.)		691.5
	Albany (Toledo Br.)		694.5
CTC Limit	Salem (Valley Line)	CTC Limit	
	Salem-Geer (Geer Br.)		Entire Branch
718.9	Geer (West Stayton Br.)		719.6
736.4	Woodburn (West Stayton Br.)		
	Canby (Molalla Br.)		Entire Branch
696.9	Tallman-Irvinville-Lebanon (Mill City Br.)		690.2
683.4	Tallman (Wilkins Br.)		
685.9	Corvallis-Corvallis Jct. (West Side Br.)		693.2
697.0	Ashahr-Corvallis Jct.-Corvallis (Toledo Br.)		706.2
761.3	Burpee-Toledo		End of Branch
708.5	Independence-V&S Jct.		711.2
713.2	Gerlinger-Derry (West Side Br.)		715.6
End of			
Branch	Thielsen-Gerlinger-Dallas (Dallas Br.)		Entire Branch
729.6	Whiteson-McMinnville-St. Joseph (West Side Br.)		738.9
	St. Joseph (Newberg Br.)		738.4
	Whiteson (Willamina Br.)		731.4
763.5	Hillsboro (West Side Br.)		
766.7	Mahan-Hillsboro (Tillamook Br.)		764.2
756.5	Beaverton-Beburg		754.5
748.1	Newberg-Springbrook		751.1
762.4	Cook (Newberg Br.)		
751.8	Tigard-Cook-Bryant (Tillamook Br.)		747.3
745.7	Lake Oswego-Wilsonia-Menefee-Milwaukie Interchange-Milwaukie-Willsburg Jct. (Tillamook Br.)		
	Wilsonia (Jefferson Street Br.)		768.8
826.5	Batterson		824.0
End of			
Branch	Tillamook-Juno		853.0
748.4	Willamina		End of Branch

**RULE 97. Albany:** Trains originating and trains arriving from Toledo Branch, when movement is via Valley Line, may run extra without train-order authority from Albany to beginning of CTC. Refer to Rule 81-A and Rule 505, Brooklyn Subdivision.

**Page:** Westward train from Mill City Branch may run extra without train-order authority from Page to beginning of CTC. Refer to Rule 81-A and Rule 505, Brooklyn Subdivision.

## BROOKLYN SUBDIVISION

**Salem:** Trains originating for movement via Valley Line may run extra without train-order authority from Salem to beginning of CTC. Refer to Rule 81-A and Rule 505, Brooklyn Subdivision.

**RULE 98. Railroad crossings at grade not interlocked.**

Albany . . . . . BN crossings over yard tracks.

**RULE 99-C.** Will apply on Tillamook, West Side, Newberg, Toledo, and Mill City Branches.

**RULE 104. Derail in main track:**

Canby . . . . . On Molalla Branch, 100 feet east of east wye switch,  
 Willamina . . . . . At MP 749.7  
 Dawson . . . . . 210 feet east of west switch,  
 Mill City . . . . . 100 feet east of trestle at MP 725.5.

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

**RULE 221. Albany:** Train-order office only for trains originating and for trains to and from Toledo Branch.

**RULE S-240. Applies at following locations:**

Territory	Register Location
<b>West Stayton Branch:</b> MP 736.4 - End of Branch . . . . .	Woodburn
<b>Jefferson Street Branch:</b> MP 768.8 - Jefferson Street . . . . .	Wilsonia
<b>Willamina Branch:</b> MP 731.4 - Willamina-Perrydale . . . . .	Whiteson
<b>West Side Branch:</b> MP 685.9 - Monroe-Dawson . . . . .	Corvallis
<b>Wilkins Branch:</b> MP 683.4 - End of Branch . . . . .	Tallman

**RULE 306. Block signals with "P" plates:**

Eastward	Protection	Westward
P-A	Spring switch, west end Irving siding . . . . .	
	Spring switch, on Irving siding . . . . .	P-6523*
P-6910	Spring switch, west leg of Toledo Branch wye, Albany . . . . .	
P-7168	Spring switch west end yard track, Salem . . . . .	
P-7374	Barricade detector on county road, MP 737.8 . . . . .	P-7397
P-A	Collision detector, highway underpass MP 756.0, 12th St., Oregon City . . . . .	P-7561
	Spring switch spur, East Milwaukie . . . . .	P-A

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

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

**Albany** - End of CTC, MP 688.7 and end of CTC, MP 692.3  
**Salem** - End of CTC, MP 715.5 and end of CTC, MP 718.9

**Lebanon:** Automatic block signal 6889 on BN normally displays stop indication until switch is properly lined. Refer to Rule 81-A, Brooklyn Subdivision.

**RULE 508. Albany:** Eastward movements from Valley Line main track to Toledo Branch may pass signal 6910 displaying red aspect without stopping provided that junction switch is properly lined for movement to Toledo Branch.

Switchman's proceed signal under provisions of Rule 7-C is an indication that route is properly lined for the movement.

## BROOKLYN SUBDIVISION

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

Station	Location	Normal Position
Irving . . . . .	West end siding . . . . .	Main track
Albany . . . . .	West leg of Toledo Branch wye . . . . .	Valley Line
Salem . . . . .	West end yard track . . . . .	Main track
East Milwaukie . . . . .	Spur . . . . .	Main track

**RULE 705. Indicators located as follows:**

Illum. Letter	On Signal	Authorizes and requires Movement as follows
S . . . . .	6900 . . . . .	Be governed by instructions of Albany yardmaster or his representative.
S . . . . .	6923 . . . . .	
S . . . . .	7168 . . . . .	Be governed by instructions of Salem yardmaster or his representative.
S . . . . .	7189 . . . . .	

**RULE 740.** Absolute Permissive Block between Greton and Beburg.

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

**Beburg:** Junction switch with BN is a dual-control switch. Westward absolute signal governs movements over switch.

Junction switch will automatically line for westward movement via SP or BN depending on movement made into APB at Greton.

BN train entering APB at Beburg will operate push button adjacent to BN main track before entering Beaverton. White light will be displayed in box to indicate that line up has been requested. When green light is illuminated it will indicate that line up has been made and signal is clear for movement into APB.

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

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

**RULE 760.** CTC is in effect on main track and sidings from MP 652.0, Eugene Yard to MP 688.7, Hallawell; MP 692.3, Albany to MP 715.5, Renard; MP 718.9, Salem to MP 765.0, Willsburg Jct.

**RULE 763. Irving:** Proceed indication displayed by signal 6524 from yard will authorize movement to siding without permission of train dispatcher. If signal 6524 displays stop indication, train dispatcher's permission must be obtained before applying Rule 507. Signal 6524 only governs movement to siding and does not apply for movement lined to tail track.

**RULE 827. Location of dragging and/or derailed equipment detectors:** **Valley Line** MP 657.1, 662.0, 670.2, 675.2, 681.1, 697.8, 701.7, 708.8, 712.4, 724.4, 737.4, 757.9. **Toledo Branch** MP 712.0, 726.0, 731.8, 743.6, 750.5, 756.7, 760.0.

### LOOSE WHEEL DETECTORS

MP	Location	Direction
*657.1 . . . . .	Swain . . . . .	Westward

\*Train crew members must observe white light on side of hot box scanner house. If white light is observed flashing, train must be brought to a stop and train dispatcher contacted to determine the type of indication and location of indication in train.

**BROOKLYN SUBDIVISION  
HOT BOX DETECTORS**

SCANNER SITES:

MP	Type	Direction	MP	Type	Direction
657.1	D*	West	710.0	A⊙	Both
681.1	A⊙	Both	737.8	A⊙	Both

\* Readout at Eugene Yard.

- ① Westward readout at absolute signal west end of Shedd.  
Eastward readout at MP 684.6, Tangent.
- ② Westward readout at absolute signal west end of Marion.  
Eastward readout at absolute signal east end of Renard.
- ③ Westward readout at absolute signal west end of Gervais.  
Eastward readout at absolute signal east end of Hito.

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

**AIR BRAKE RULES**

**RULE 17. Summit to Nashville, between Timber and Enright and MP 790 (Tillamook Branch) to Buxton:**

Retaining valves must be used on descending grades as follows:

**WITHOUT DYNAMIC BRAKE IN OPERATION:**

One retaining valve for each 80 tons in train with minimum of 10 required. If gross tonnage exceeds 80 tons per operative brake retaining valves must be used on all cars and speed must not exceed 15 MPH.

**WITH DYNAMIC BRAKE IN OPERATION:**

	Permissible Tons Per Axle Without Retaining Valves	
	Standard Range	Extended Range
Timber and Enright . . .	200	250
MP 790 to Buxton . . . .	375	450
Summit to Nashville . . .	375	450

If permissible tonnage is exceeded, one retaining valve will be used for each 150 tons in excess thereof, with minimum of 10 required.

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

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

**RULE 24-C. Albany:** Air pipe under Queen Avenue crossing, MP 690.4, must be used by trains making air test on main track or old siding when such test would otherwise cause blockage of Queen Avenue for more than 10 consecutive minutes, except as provided for in special notices.

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

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

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

**BROOKLYN SUBDIVISION**

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

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

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

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

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

**RULE 33. Between Timber and Enright:** Maximum tonnage per operative brake . . . 80 tons, except with not more than 250 tons per axle of operative dynamic brake and speed not exceeding 15 MPH . . . 100 tons.

**Summit to Nashville and MP 790 (Tillamook Branch) to Buxton:** Maximum tonnage per operative brake . . . 80 tons, except with not more than 250 tons per axle of operative dynamic brake and speed not exceeding 25 MPH . . . 100 tons.

Insufficient dynamic brake capacity or failure of dynamic brake which results in exceeding these tonnages per axle, is to be considered as operating without dynamic brake. Should dynamic brake failure occur or partial failure of dynamic braking occur resulting in insufficient dynamic brake capacity, train is to be considered as operating without any dynamic brake. Trains must stop and all retaining valves turned up. Train may then proceed not exceeding 15 MPH if, in the judgment of the conductor and engineer, it is safe to do so.

**Restrictive grades are as follows:**

	MP	to	MP	Speed-MPH
Summit to Nashville . . . . .	728.6		733.2	15
Timber and Enright . . . . .	793.3		810.1	15
MP 790 to Buxton . . . . .	789.3		781.5	15

**EUGENE TERMINAL**

**SPECIAL INSTRUCTIONS**

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

**RULE 82-A. Eugene:** Train No. 14 may assume schedule on Brooklyn Subdivision and train No. 11 may assume schedule on Cascade Subdivision without obtaining clearances. Train orders may be issued on Brooklyn or Cascade Subdivisions to apply on either subdivision.

Trains Nos. 752 and 796 will be authorized at Eugene by clearance issued at Eugene Yard which must bear "OK", time and initials of Chief Train Dispatcher.

**RULE 83-A. Eugene Yard:** Register requirements apply to train originating and terminating except light engines to and from Brooklyn Subdivision, Cascade Line and Siskiyou Branch. Light engines to and from Coos Bay Branch will furnish register information via SP telephone extension 333 to "GC" train-order operator Eugene Yard.

**RULE 93. Location of Yard limits:**

CTC Limit, Cascade Line . . . Eugene Yard . . . . .	CTC Limit, Valley Line
. . . . . Eugene Yard-Danebo-Finn (Coos Bay Br.) . . . . .	653.2

## EUGENE TERMINAL

**RULE 97. Eugene Yard:** Trains originating for movement via Brooklyn Subdivision may run extra without train-order authority from Eugene Yard to beginning of CTC, MP 652.0.

Trains originating for movement to Cascade Line may run extra without train-order authority from Eugene Yard to beginning of CTC, MP 647.6. Refer to Rule 505, Eugene Terminal special instructions.

**RULE 98.** Between Eugene Yard and Danebo, BN crossing MP 649.3 not interlocked.

**RULE 221. Eugene Yard:** Train-order office only for trains originating.

**RULE 505.** Between Cascade Line CTC Limit MP 647.6, Eugene, and Valley Line CTC Limit MP 652.0, Eugene Yard, trains moving in either direction will be governed by block signals whose indications will supersede the superiority of trains.

**Eugene Yard:** When aspect displayed by signal 6482, located just east of Van Buren Street crossing, requires eastward train to stop, stop just west of Van Buren 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 508. Eugene Yard:** Dwarf signal 6491 opposite West Main herder's shanty governs westward movement only through crossover to main track.

**RULE 540. Spring switches equipped with switch point indicators are located as follows:**

Station	Location	Normal Position
Eugene Yard	MP 648.8 on Back Lead at west end of Roundhouse Lead	For Roundhouse Lead
Eugene Yard	MP 649.5 on Back Lead at east end of Roundhouse ready tracks	For Back Lead

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

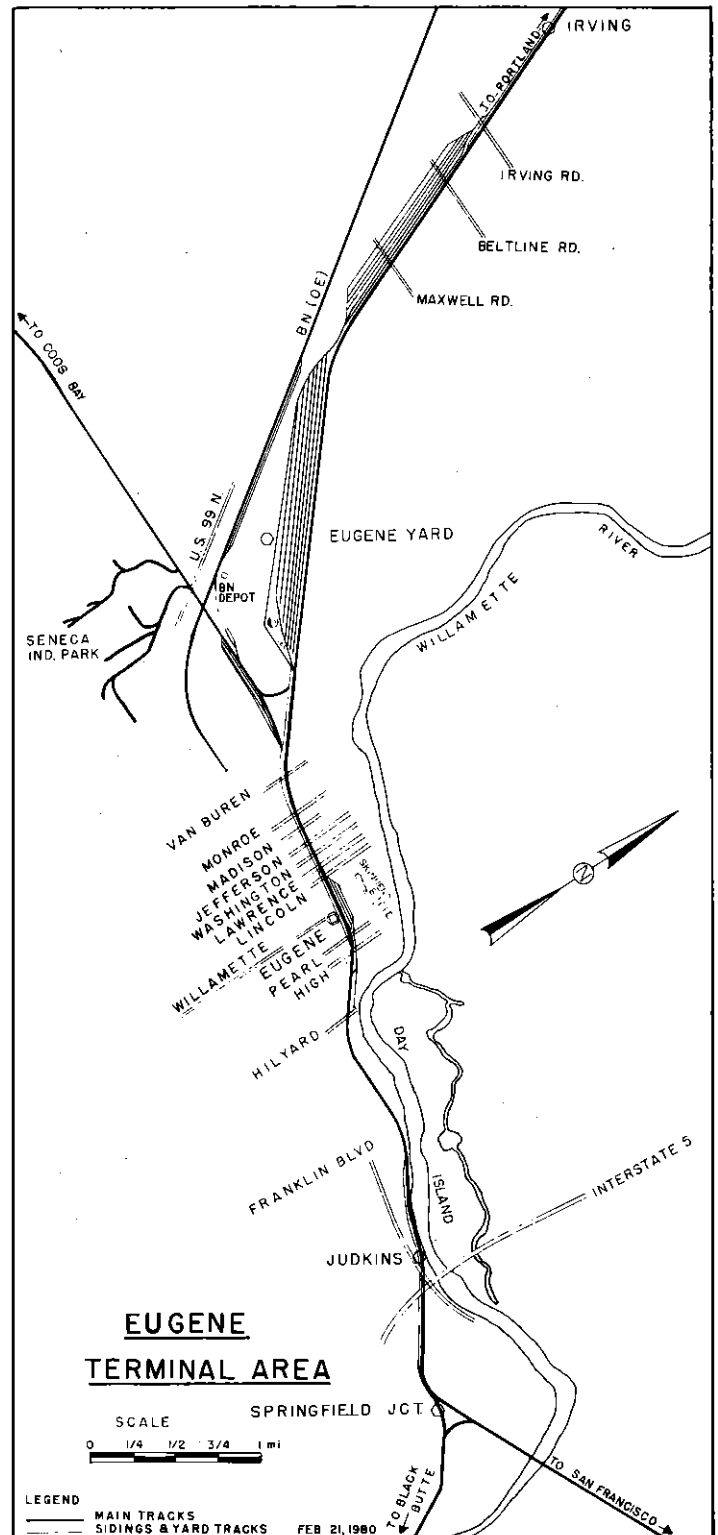
**RULE 842. Eugene Yard:** Westward trains, except trains consisting of passenger equipment, will enter yard at MP 650.9 unless otherwise instructed by yardmaster. Westward trains entering Eugene Yard at MP 650.9 will be authorized by yardmaster or proceed signal from switchman with green flag or green light.

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

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

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

**RULE 872.** Will not apply at Eugene Yard.



**CASCADE SUBDIVISION**

**CASCADE SUBDIVISION**

EAST-WARD FIRST CLASS	STATIONS		WEST-WARD FIRST CLASS
	<b>Cascade Line</b>		
AM 6.10	429.5	Yd. Lmts. TO <b>KLAMATH FALLS</b> BK PQ	PM s10.25
	434.1	6241 <b>WOCUS</b> P	06540
	438.9	6152 <b>ALGOMA</b> P	06531
	447.2	6156 <b>MODOC POINT</b> P	06525
	456.7	6218 <b>CHILOQUIN</b> P	06516
	465.3	7161 <b>CALIMUS</b> P	06460
	470.3	6138 <b>KIRK</b> P	06444
	474.5	6189 <b>FUEGO</b> P	06438
	483.4	6162 <b>LENZ</b> P	06432
	492.6	6150 <b>YAMSAY</b> P	06423
	498.0	6160 <b>DIAMOND LAKE</b> P	06412
s 7.28	503.3	9266 <b>CHEMULT</b> BK PQ	06406
	514.8	6462 <b>MOWICH</b> P	06340
	524.0	6139 <b>UMLI</b> P	s 9.10
	528.6	9575 <b>CRESCENT LAKE</b> Y	06315
	536.7	7687 <b>CASCADE SUMMIT</b> P	06305
	540.8	8590 <b>ABERNETHY</b> P	06262
	546.0	4820 <b>CRUZATTE</b> P	06253
	551.3	5455 <b>FRAZIER</b> P	06248
	554.8	8590 <b>FIELDS</b> Y	06243
	560.4	5401 <b>WICOPEE</b> P	06237
	564.2	5852 <b>HEATHER</b> P	06232
	569.3	8520 <b>MCCREDIE SPRINGS</b> P	06226
	575.3	6757 <b>PRYOR</b> P	06221
	580.5	6808 <b>OAKRIDGE</b> BY P	06214
	585.6	5758 <b>LOOKOUT</b> P	06207
	590.9	5245 <b>HAMPTON</b> P	06150
	595.4	5226 <b>CRALE</b> P	06135
	600.6	5330 <b>MINNOW</b> P	06129
	604.3	<b>DEXTER</b> P	06123
	609.9	8430 <b>DOUGREN</b> P	06116
	612.0	<b>FALL CREEK JCT.</b> P	06112
	615.1	5260 <b>NATRON</b> P	06105
	619.0	<b>MOHAWK JCT.</b> P	06030
	620.4	TO <b>SPRINGFIELD</b> BK Y PQ	06024
	621.6	<b>SPRINGFIELD JCT.</b> Y P	06002
	644.3	5231 <b>JUDKINS</b> P	03895
	645.1	1966 <b>EUGENE</b> BK P	03888
s10.28 AM	647.3	Yd. Lmts. TO-R <b>EUGENE YARD</b> BK Y PQ	03882
	649.7		03860
Arrive Daily		(197.5)	6.17 PM
<b>14</b>			<b>11</b>

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

BETWEEN	CASCADE LINE		PSGR	FRT
<b>KLAMATH FALLS and EUGENE YARD</b>			<b>70</b>	<b>60</b>
<b>Exceptions:</b>	<b>PSGR</b>	<b>FRT</b>	<b>Exceptions:</b>	<b>PSGR</b> <b>FRT</b>
428.5 and 429.9	25	25	554.0 and 558.5	30 25
429.9 and 434.3	40	40	554.0 and 558.5	30 30
434.3 and 438.7	65	—	558.5 and 580.5	35 25
438.7 and 439.0	60	—	580.5 and 589.0	35 30
444.9 and 445.1	65	—	589.0 and 597.3	45 45
554.8 and 461.7	50	50	597.3 and 611.8	50 50
461.7 and 467.7	40	40	611.8 and 616.7	60 —
508.7 and 523.5	60	—	616.7 and 617.2	45 45
528.8 and 533.1	60	—	617.2 and 620.4	40 40
533.1 and 537.3	40	40	620.4 and 620.8	55 45
537.3 and 553.5	35	25	620.8 and 646.9	30 30
537.3 and 553.5	35	30	646.9 and 648.2	40 40
553.5 and 554.0	25	25		60 —
554.0 and 558.5	30	25		30 30

Ⓢ Eastward. Ⓢ Westward.

"K" trains must not exceed 30 MPH between the following points:

MP 456 and 458, Chiloquin MP 580 and 582, Oakridge  
MP 502 and 504, Chemult MP 617.2 and 620.4, Springfield

The following establishes the maximum allowable speeds for freight trains provided speed is not otherwise restricted: (e.g., Restricted cars or engines, A. B. Rule 33, etc.)

a. LABRF, LABRT, BROAT, OABNT, OAALT, OABRT and BRLAT are authorized to operate at maximum freight train speed. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

b. EUASY, PTCIY, PTLAY and BN trains are authorized to operate at maximum freight train speed not exceeding 55 MPH.

c. Light engine with operative dynamic brake is authorized to operate at passenger train speed, except must not exceed 25 MPH between MP 537.3 and 580.5.

Exception: Without dynamic brake in operation, must operate at freight train speed.

d. Other freight trains may be authorized by train dispatcher to operate at maximum freight train speed. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

e. Trains not covered in items a, b, c or d will operate at maximum freight train speed not to exceed 45 MPH, except as provided by A. B. Rule 65.

f. Between Oakridge and Cascade Summit engine, flanger and caboose, while engaged in snow service, are authorized to operate at passenger train speed.

**MAXIMUM HORSEPOWER PER TON RATIOS:**

All Westward trains (Eugene to Cascade Summit)	4.0
All Westward trains (Cascade Summit to Klamath Falls)	2.0 (See Note 1)
LABRF, LABRT, OAALT, OABRT, OABNT	3.0
All other trains	2.0

Note 1: Reduce to 2.0 HP/ton at first opportunity after reaching Cascade Summit.

(Refer to A.B. Rule 65)

**SPEED ON OTHER THAN MAIN TRACK:**

Remotely controlled turnouts, crossovers and sidings	25
<b>Exceptions:</b>	
Eugene	10
Vaughn, International Paper Trackage	5
Eugene Yard, within engine service facility	5
All other tracks Cascade Subdivision	10

**CASCADE SUBDIVISION**

EAST- WARD Mile Post	STATIONS			WEST- WARD Station Number	
	Coos Bay Branch				
648.7 648.4	Yard Limits	TO-R	EUGENE YARD	BKYPQ	03858
651.6		2850	DANEBO		04005
652.8			FINN		04009
660.5			VENETA		04018
665.3			NOTI		04023
668.3			VAUGHN		04027
685.0			RICHARDSON		04045
697.1			SWISSHOME		04058
705.3			MAPLETON	P	04070
715.0			WENDSON		04111
716.3			CUSHMAN		04113
721.3			CANARY		04119
732.8			KROLL		04132
738.8	Yd Limits	2376	GARDINER JCT.		04140
740.4		2480 TO-R	REEDSPORT	BKIPQ	04150
752.1			LAKE SIDE		04215
759.3		2980	HAUSER		04223
761.8			ROGERS		04227
763.0	Yard Limits	2500	CORDES		04229
765.6			NORTH BEND	IQ	04240
768.9		TO-R	COOS BAY	BKYPQ	04260
770.5			McCORMAC		04305
771.3			CLEO		04308
778.5			OVERLAND		04319
785.8		4730	COQUILLE		04340
788.6			JOHNSON		04361
791.8		2000	NORWAY		04365
794.7		738	MYRTLE POINT		04369
794.9			END OF BRANCH		
			(146.5)		

**RULE 5. Eugene Yard:** Time applies at MP 649.0 for trains via Coos Bay Branch.

**Marcola Branch**

646.6	Yd. Lmts.	MOHAWK JCT.	P	06002
649.3		HENDRICKS		06004
650.5		YARNELL		06006
658.6	1960	MARCOLA		06020
659.8		END OF BRANCH		
		(13.2)		

**CASCADE SUBDIVISION**

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

BETWEEN	COOS BAY BRANCH	ALL TRAINS
EUGENE YARD and END OF BRANCH		40

Exceptions:	ALL TRAINS	Exceptions:	ALL TRAINS
648.4 and 649.4	10	740.6 and 753.2	25
649.4 and 680.4	25	763.2 and 771.0	10
680.4 and 698.5	20	771.0 and 780.3	20
698.5 and 716.4	25	780.3 and 780.6	15
716.4 and 716.0	15	780.6 and 785.7	20
716.6 and 739.6	25	785.7 and 794.9	10
739.6 and 740.6	15		

**MARCOLA BRANCH**

MOHAWK JCT. and END OF BRANCH	25
-------------------------------	----

Exceptions:	ALL TRAINS
646.6 and 649.0	20

**ADDITIONAL STATIONS**

Mile Post	Station	Station Number	Mile Post	Station	Station Number
<b>Coos Bay Branch</b>					
697.8	Siuslaw	04062	773.1	Hayden	04311
699.2	Tide	04065	781.2	Chrome	04323
709.0	Beck	04105	<b>Cascade Line</b>		
726.3	B & B Spur		431.9	Chelsea	06534
728.1	Tunnel 17 spur		513.2	Gilchrist Jct.	06320
734.4	Tunnel 18 spur		582.7	Westfir	06139
737.2	Franz	04137	610.1	Hills (on spur from Fall Creek Jct.)	06035
745.0	Tunnel 19 spur		612.9	Jasper	06028

**SPECIAL INSTRUCTIONS**

**RULE P. Impaired side clearance:**

MP	Description	MP	Description
<b>Cascade Line</b>			
537.8	Tunnel	581.8	Tunnel
544.3	Tunnel	584.5	Tunnel
545.2	Tunnel	587.2	Tunnel
546.5	Tunnel	590.0	Bridge
547.1	Tunnel	620.6	Bridge
547.7	Tunnel	<b>Marcola Branch</b>	
548.3	Tunnel	649.9	Bridge
548.6	Tunnel	<b>Coos Bay Branch</b>	
548.8	Tunnel	664.9	Bridge
549.3	Tunnel	669.5	Tunnel
550.0	Tunnel	681.1	Tunnel
551.8	Tunnel	720.7	Tunnel
553.9	Tunnel	721.5	Tunnel
556.0	Tunnel	727.7	Tunnel
557.1	Tunnel	734.5	Tunnel
557.8	Tunnel	739.6	Bridge
558.6	Tunnel	745.6	Tunnel
560.9	Tunnel	750.1	Tunnel
565.5	Bridge	751.2	Tunnel
572.1	Tunnel	763.6	Signals

**RULE 10-J. Coos Bay Branch:** Speed signs prescribing an increase in speed installed.

**RULE 82-A. Marcola Branch:** Train authorized to operate on Marcola Branch must not occupy main track between MP 649.0 Hendricks and MP 659.8 between the hours of 5:00 AM and 5:00 PM on Monday through Saturday.

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

**CASCADE SUBDIVISION**

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

**Coos Bay Branch**

- Vaughn . . . . . Trains instructed by train order.
- Richardson . . . . . Trains instructed by train order.
- Mapleton . . . . . Trains originating or terminating, and trains instructed by train order.
- Reedsport . . . . . Trains originating or terminating, and trains instructed by train order.

**RULE 93. Location of yard limits:**

..... Mohawk Jct. (Marcola Br.) .....	649.0
642.0 .. Springfield Jct. (Siskiyou Br.) .....	CTC Limit
..... Eugene Yard-Danebo-Finn (Coos Bay Br.) .....	653.2
737.2 .. Gardiner Jct.-Reedsport .....	741.1
762.0 .. Cordes-North Bend-Coos Bay-McCormac .....	771.2

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

- Between Eugene Yard and Danebo . . . . . BN crossing, MP 649.3.
- Coos Bay . . . . . Coalbank Slough.
- \*Cushman . . . . . Siuslaw River

\*Cushman Drawbridge, MP 716.4, has gates installed on each end of steel span for protection. Normal position of gates is open. Trains must approach drawbridge prepared to stop before reaching gates. If gates are in normal position, movement can be made, without stopping, at authorized speed. If gates are against rail traffic, rail traffic will stop and not proceed until gates have been opened and bridge properly aligned.

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

**RULE 103. McCormac:** Trains and engines must approach crossing at MP 771.0, prepared to stop short of motor vehicles that may be occupying crossing while waiting to enter U.S. Highway 101.

**RULE 104. Coos Bay Yard:** Expect to find main track switches, MP 764.8 and MP 771.2, unattended, lined and locked for movement other than main track.

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

**RULE 105. Oakridge and Crescent Lake:** No. 1 tracks at Oakridge and Crescent Lake are designated as sidings.

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

**Chemult:** Train-order office only for westward BN trains.

**Reedsport:** Train-order office located on Umpqua River bridge, MP 739.8.

**RULE S-240. Applies at following locations:**

Territory	Register Location
-----------	-------------------

- Marcola Branch: MP 649-End of Branch . . . . . Mohawk Jct.
- Coos Bay Branch: MP 771.2-End of Branch . . . . . Coos Bay

**RULE 306. Block signals with "P" plates:**

Eastward	Protection	Westward
P-4406	*Slide detector fence between MP 441.9 and MP 442.4 . . . . .	P-4423
P-4424	*Slide detector fence between MP 442.4 and MP 444.0 . . . . .	P-4441
P-4440	*Slide detector fence between MP 444.0 and MP 445.5 . . . . .	P-4455
P-4456	*Slide detector fence between MP 445.6 and MP 446.1 . . . . .	P-A
P-A	Fire detector Cascade Creek bridge, MP 546.4 . . . . .	P-A
P-A	*Slide detector fence east of Tunnel No. 6 MP 546.7 . . . . .	P-5469
P-5470	Fire detector on trestle between Tunnels Nos. 7 and 8, MP 547.7 . . . . .	P-5481
P-5478	Fire detector on trestle between Tunnels Nos. 9 and 10, MP 548.6 . . . . .	P-5491

**CASCADE SUBDIVISION**

Eastward	Protection	Westward
P-5490	Fire detector on Side Canyon bridge, MP 549.1 . . . . .	P-5497
P-A	Fire detector on Steep Canyon bridge, MP 552.3 . . . . .	P-5529
P-5528	*Slide detector on cinder fill 1/2 mile west of Fields, MP 553.5 and MP 553.7 . . . . .	P-A
P-5582	*Slide detector, MP 559.0 and MP 559.2 . . . . .	P-A
P-5628	Fire detector on Salt Creek bridge, MP 563.2 . . . . .	P-A
P-A	Fire detector on Eagle Creek bridge, MP 565.5 . . . . .	P-5655
P-5726 } P-5714 }	*Slide detector fence, MP 572.2 and 572.7 . . . . .	{ P-5725 { P-5735
P-5828	*Slide detector fence, MP 583.0 and MP 583.1 . . . . .	P-5839
P-A	*Slide detector fence, MP 586.9 and MP 587.0 . . . . .	P-5875
P-A	*Slide detector fence, MP 596.2 . . . . .	P-5973
P-6118 }	*Slide detector fence, MP 612.3 and 612.5 . . . . .	{ P-6133
P-6120 }	*Slide detector fence, MP 613.8 and MP 614.0 . . . . .	{ P-A
P-6134	Collision detector highway underpass, MP 621.0 . . . . .	P-6213
P-A		P-A

\*When signals with "P" plates display stop indication in connection with rock slide fences inspection of track and structures may be made from engine.

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

**RULE 540. Spring switches equipped with switch point indicators are located as follows:**

Station	Location	Normal Position
Oakridge . . . . .	East end track No. 2 . . . . .	For track No. 2
Oakridge . . . . .	West end track No. 2 . . . . .	For track No. 1

**RULE 760.** CTC is in effect on main track and sidings from MP 429.8, Klamath Falls, to MP 647.6, Eugene.

**RULE 825. Oakridge: Hand brakes required on freight trains or cuts of freight cars as follows:**

- 50 or more cars . . . . . Five brakes on west end,  
Ten brakes on east end.
- 26 to 50 cars . . . . . Five brakes on west end,  
Five brakes on east end.
- 25 or less cars . . . . . Five brakes on east end.

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

**RULE 827. Location of dragging and/or derailed equipment detectors:** Cascade Line MP 436.5, 442.6, 452.6, 460.8, 468.1, 479.8, 487.1, 488.6, 500.5, 508.3, 519.5, 532.2, 537.6, 538.7, 541.9, 543.0, 544.5, 547.0, 548.1, 549.0, 549.6, 552.8, 557.4, 558.2, 561.6, 562.7, 567.3, 572.5, 577.7, 588.1, 593.6, 598.1, 602.4, 606.8, 617.2.

**LOOSE WHEEL DETECTORS**

MP	Location	Direction
*616.0 . . . . .	Natron . . . . .	Eastward

\*Train crew members must observe white light on side of hot box scanner house. If white light is observed flashing, train must be brought to a stop and train dispatcher contacted to determine the type of indication and location of indication in train.

**HOT BOX DETECTORS**

**SCANNER SITES:**

MP	Type	Direction	MP	Type	Direction
	<b>Cascade Line</b>		598.1 . . . . .	A *** . . . . .	Both
442.4 . . . . .	C . . . . .	Both	616.0 . . . . .	D ** . . . . .	East
469.0 . . . . .	C . . . . .	Both		<b>Coos Bay Branch</b>	
487.1 . . . . .	C . . . . .	Both	653.8 . . . . .	D ** . . . . .	West
501.1 . . . . .	C . . . . .	Both			

\*\*\*Readout at Eugene Yard.

\*\*\*Westward readout at absolute signal west end of Crale. Eastward readout at absolute signal east end of Minnow.

## CASCADE SUBDIVISION

### AIR BRAKE RULES

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

**RULE 17. Cascade Summit to Oakridge:** Retaining valves must be used on descending grade as follows:

#### WITHOUT DYNAMIC BRAKE IN OPERATION:

One retaining valve for each 80 tons in train, with minimum of 10 required. If gross tonnage exceeds 80 tons per operative brake, retaining valves must be used on all cars and speed must not exceed 15 MPH.

#### WITH DYNAMIC BRAKE IN OPERATION:

Permissible Tons Per Axle Without Retaining Valves

Standard Range	Extended Range
400	500

If permissible tonnage is exceeded, one retaining valve will be used for each 150 tons in excess thereof, with minimum of 10 required.

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

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

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

Kirk ..... Westward

**Applies at the following locations regardless of temperature:**

At or between Crescent Lake and Cascade

Summit ..... Eastward

Summit brake test made under provisions of Air Brake Rule 25 will fulfill the above requirements.

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

Kirk ..... Westward

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

**RULE 33. Cascade Summit to Oakridge:** Maximum tonnage per operative brake . . . . 80 tons, except with not more than 420 tons per axle of operative dynamic brake and speed not exceeding 25 MPH . . . . 100 tons.

Between Cascade Summit and Oakridge eastward trains not exceeding 300 tons per axle of operative dynamic brake are authorized to handle 140 tons per operative brake provided speed does not exceed 20 MPH.

Insufficient dynamic brake capacity or failure of dynamic brake which result in exceeding these tonnages per axle, is to be considered as operating without dynamic brake. Should dynamic brake failure occur or partial failure of dynamic braking occur resulting in insufficient dynamic brake capacity, train is to be considered as operating without any dynamic brake. Trains must stop and all retaining valves turned up. Train may then proceed not exceeding 15 MPH if, in the judgment of the conductor and engineer, it is safe to do so.

**Restrictive grades are as follows:**

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

**RULE 39. Cascade Summit:** Eastward train will make running test just west of station sign.

## KLAMATH FALLS TERMINAL

### SPECIAL INSTRUCTIONS

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

**RULE 93.** Yard limits are established between CTC Limit Shasta Line, MP 427.5, and CTC Limit Cascade Line, MP 429.8, including Klamath Falls and Klamath Falls Yard.

**RULE 289. Klamath Falls:** Display of flashing yellow light on westward absolute signal, MP 429.9, authorizes train to enter track No. 25.

Between CTC Limit Shasta Line, MP 427.5, and CTC Limit Cascade Line, MP 429.8, trains moving in either direction will be governed by block signals whose indications will supersede the superiority of trains.

**RULE 760. Klamath Falls:** Absolute signals governing movement on drill track will display proceed indication regardless of track occupancy between these signals unless indication is changed by train dispatcher. Switching movement may be made on drill track when signal governing such movement displays proceed indication. When these signals display stop indication, track between these signals must be cleared immediately.

**RULE 825. Number of hand brakes required:**

**Klamath Falls and Klamath Falls Yard:**

Freight train ..... Five brakes on west end.

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

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

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

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

Westward train must not pass absolute signal displaying "Restricting" aspect at east switch unless authorized as prescribed by Rule 7-C in special instructions or flashing white light is displayed on signal bridge, MP 429.8.

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

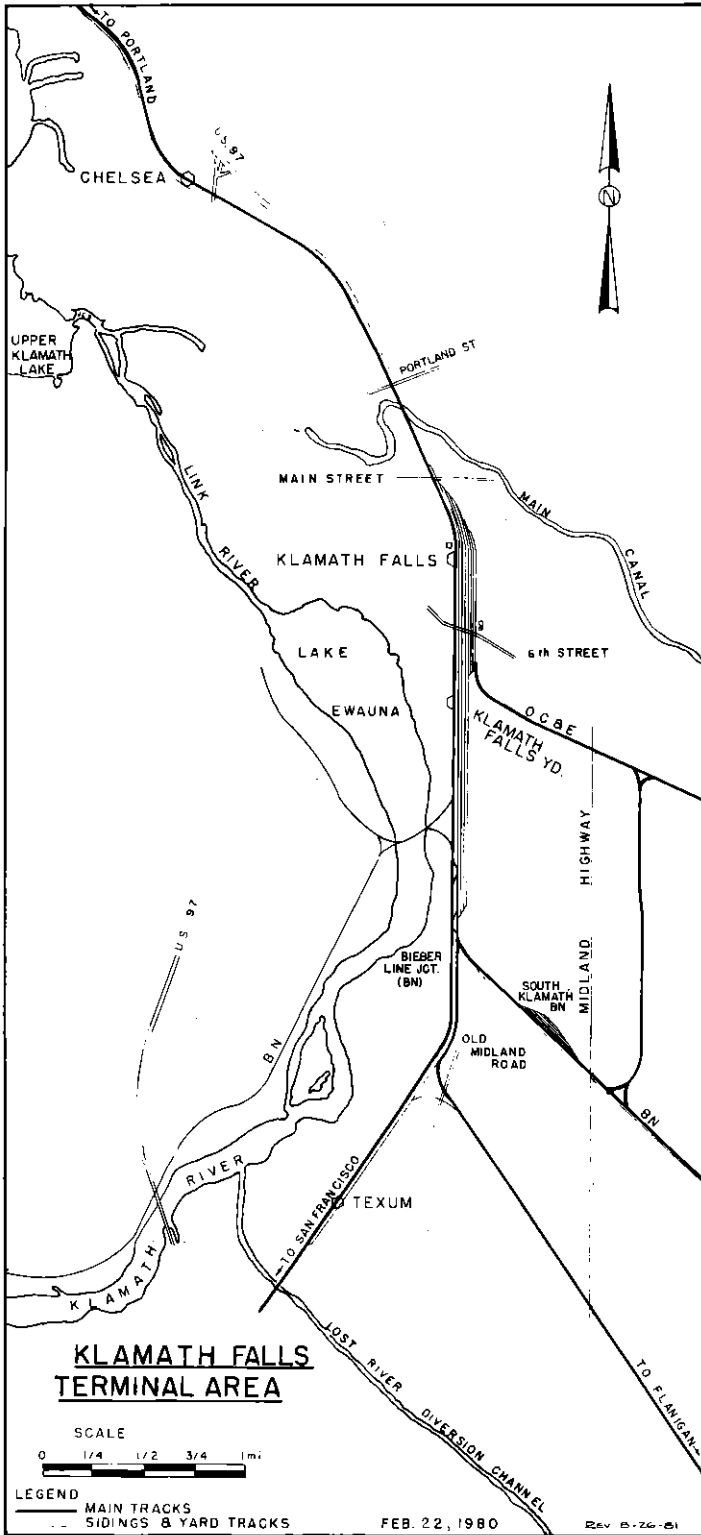
Movement of BN train or engine between end of Cascade Line CTC and junction switch of BN will be directed by SP yardmaster.

Westward BN trains must not pass Portland Street until obtaining yardmaster's permission and information as to which track to use through SP yard. Yard track switches will be lined by BN trainmen.

**Texum:** Train or engine arriving from Modoc Line must not pass signal 5528 at Texum unless flashing white light is displayed on signal mast which will authorize movement to east end track No. 17.

**RULE 872.** Will not apply at Klamath Falls Yard.





**BLACK BUTTE SUBDIVISION**

**BLACK BUTTE SUBDIVISION**

EAST-WARD		STATIONS	WEST-WARD	
FIRST CLASS	STATIONS		FIRST CLASS	STATIONS
14 Psgr	STATIONS		11 Psgr	STATIONS
Leave Daily	Mile Post	Shasta Line	Station Number	Arrive Daily
	321.2	8501 DUNSMUIR YARD P	07255	
AM 3:29	322.1	TO 0.9 DUNSMUIR BKYPQ	07250	AM 1:10
	326.1	5579 4.0 SMALL	07237	
	331.4	7248 5.3 MOTT	07234	
	333.5	5880 2.1 AZALEA	07229	
	335.1	PIONEER	07226	
	336.7	4337 1.6 MOUNT SHASTA P	07220	
	339.1	8670 2.4 UPTON	07218	
	344.7 345.2	13300 5.6 BLACK BUTTE YP	07210	
	352.2	5065 7.0 HOTLUM	07155	
	360.7	8342 8.5 ANDESITE	07144	
	368.5	5675 7.8 GRASS LAKE	07135	
	377.2	5169 8.7 PENOYAR	07126	
	381.9	4754 4.7 BRAY	07121	
	386.0	8343 4.1 KEGG	07116	
	386.9	KEGG PIT	07113	
	394.0	7286 7.1 MOUNT HEBRON P	07105	
	396.7	MACDOEL P	07042	
	407.1	5439 10.4 DORRIS P	07028	
	414.2 415.6	4858 7.1 WORDEN P	07017	
	422.3	MIDLAND P	07010	
	426.2	5400 3.9 TEXUM IYP	07005	
	428.7	1.5 KLAMATH FALLS YARD BKYPQ	06700	
s 5:55 AM	429.5	TO 0.8 KLAMATH FALLS BKPQ	06540	10:40 PM
Arrive Daily		(106.4)		Leave Daily
14				11

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

BETWEEN	SHASTA LINE	PSGR	FRT
DUNSMUIR YARD and KLAMATH FALLS		70	60
<b>Exceptions:</b>	<b>PSGR FRT</b>	<b>Exceptions:</b>	<b>PSGR FRT</b>
319.6 and 327.9 (E)	25 25	371.3 and 373.8	50 50
319.6 and 327.9 (W)	25 20	379.1 and 387.7	50 50
327.9 and 328.2	20 20	387.7 and 390.1	65 —
328.2 and 332.6 (E)	25 25	407.8 and 409.9	40 40
328.2 and 332.6 (W)	25 20	409.9 and 412.4	60 —
332.6 and 333.5	30 30	426.9 and 427.6	50 40
333.5 and 337.9	40 40	427.6 and 428.5 (E)	50 40
337.9 and 347.4	50 50	427.6 and 428.5 (W)	50 25
347.4 and 355.5	35 35	428.5 and 429.9	25 25
355.5 and 371.3	40 40		

(E) Eastward. (W) Westward.

"K" trains must not exceed 30 MPH between MP 336 and 338, Mount Shasta.

The following establishes the maximum allowable speeds for freight trains provided speed is not otherwise restricted: (e.g., Restricted cars or engines, A.B. Rule 33, etc.)

a. BRLAT, BROAT, LABRF, LABRT, OAALT, OABNT and OABRT are authorized to operate at maximum freight train speed. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

b. EUASY, PTCIY and PTLAY are authorized to operate at freight train speed not exceeding 55 MPH.

c. Light engine with operative dynamic brake is authorized to operate at passenger train speed.

Exception: Without dynamic brake in operation, must operate at freight train speed.

d. Other freight trains may be authorized by train dispatcher to operate at maximum freight train speed. If train exceeds 120 cars, maximum speed is reduced to 55 MPH.

e. Trains not covered in items a, b, c or d will operate at maximum freight train speed not to exceed 45 MPH, except as provided by A. B. Rule 65.

**MAXIMUM HORSEPOWER PER TON RATIOS**

All Eastward trains (Dunsmuir to Grass Lake)	6.0
LABRF, LABRT, OAALT, OABRT (Grass Lake to Klamath Falls)	3.0 (See Note 1)
All other Eastward trains (Grass Lake to Klamath Falls)	2.0 (See Note 1)
BRLAT, BROAT	2.5
All other Westward trains	2.0

Note 1: Reduce to this HP/ton at first opportunity after reaching Grass Lake.

(Refer to A.B. Rule 65)

**SPEED ON OTHER THAN MAIN TRACK:**

Remotely controlled turnouts, crossovers and sidings . 25

Exceptions:

Mott, Azalea, Andesite, Grass Lake, Kegg, Texum, Hotlum	20
Small, Bray, Black Butte, Dorris, Dunsmuir, Upton, Mt. Shasta, Mt. Hebron, Worden	10
All other tracks Black Butte Subdivision	10

**SPECIAL INSTRUCTIONS**

**RULE P. Impaired side clearance:**

MP	Description	MP	Description
325.0	Bridge	410.0	Tunnel
407.8	Tunnel		

**RULE 21. Between Dunsmuir Yard and Black Butte:** Trains enroute Siskiyou Subdivision may make necessary train identification to be applied at end of CTC Gazelle.

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

**RULE 306. Block signals with "P" plates:**

Eastward	Protection	Westward
P-3234	*Slide detector fences, between MP 323.6 and MP 324.0	P-3249
P-A	*Slide detector fence, MP 326.9	P-3273
P-3274	*Slide detector fence, MP 327.3 and MP 327.5	P-3281
P-3290	*Slide detector fence, MP 329.5 and MP 330.1	P-3301
P-A	Collision detector, bridge MP 360.8	P-A
P-4106	Collision detector, bridge MP 410.6	P-4125
P-SA	Spring switch west end of siding, Texum	

# Position in train of placarded cars containing hazardous materials

NOTE: Cars with same placards may be placed next to each other.

Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

Cars placarded:	Cars placarded:	Cars placarded:	Any loaded placarded tank cars:	Any empty placarded tank cars:	Placarded loaded cars other than tank cars:	Cars placarded:

## RESTRICTIONS

Must not be nearer than the sixth car from the engine occupied caboose or passenger car	X	X		X		
When train length does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car	X	X		X		
<b>MUST NOT BE NEXT TO:</b>	Engine, occupied caboose or passenger car	X	X	X	X	X
	Car occupied by guard or escort	X(1)	X(1)		X(1)	
	Loaded plain flat car	X	X		X	
	Loaded bulkhead flat car	X(2)	X(2)		X(2)	
	Loaded TOFC/COFC flat car	X(3)	X		X(4)	
	Car loaded with vehicles	X	X		X(5)	
	Open top car with shiftable load	X(2)	X(2)		X(2)	
	Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X	X		X	
	Car placarded EXPLOSIVES A		X	X	X	X
	Car placarded POISON GAS	X		X	X	X
Car placarded RADIOACTIVE	X	X		X	X	
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X	X	X			
<b>NO RESTRICTIONS</b>						

(1) A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.

(2) Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

(4) Restriction applies only to loaded flatbed or opentop trucks and trailers and to loaded trucks and trailers without securely closed doors.

(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

## BLACK BUTTE SUBDIVISION

\*When signals with "P" plates display stop indication in connection with rock slide fences, inspection of track and structures may be made from engine.

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

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

Station	Location	Normal Position
Texum	West end of siding	Main track

**RULE 540. Spring switch equipped with switch-point indicator is located as follows:**

Station	Location	Normal Position
Texum	West leg of wye	Siding

**RULE 606. Texum:** Limits extend from westward interlocking signal, opposite MP 427.0, 225 feet westward to eastward interlocking signal at MP 553.2 on Modoc Subdivision and 225 feet westward to eastward interlocking signal at MP 426.9 on Texum siding.

**RULE 705. Indicators located as follows:**

Illum. Letter	On Signal	Authorizes and requires Movement as follows
W	MP 319.9	Westward trains, except helper engines, on main track or siding when indicator illuminated, must stop short of South First St. crossing and wait until indicator extinguished.

**RULE 760. CTC** is in effect on main track and sidings from MP 317.9, Castle Crag, to MP 427.5, Klamath Falls Yard.

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

**RULE 825. Dunsmuir Yard: Number of hand brakes required:**

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

Hand brakes will not be applied on freight train if outgoing crew takes charge of train on arrival.

**RULE 827. Locations of dragging and/or derailed equipment detectors:** MP 324.3, 327.3, 329.1, 330.1, 335.2, 341.9, 347.7, 357.5, 365.0, 374.8, 379.3, 383.9, 390.9, 400.2, 412.0, 418.5, 424.0.

**Locations of high and/or wide load detectors:** MP 323.2 and 327.3.

Cars or loads of width in excess of 8 ft. 6 in. from center line of track will activate revolving red light at detector site. Detector protects structure at MP 325.0, Dunsmuir.

### HOT BOX DETECTORS

SCANNER SITES:

MP	Type	Direction	MP	Type	Direction
418.5	C	Both	357.5	C	Both
390.9	C	Both			

**RULE 872.** Will not apply at Dunsmuir.

### AIR BRAKE RULES

**RULE 17. Azalea to Dunsmuir:**

## BLACK BUTTE SUBDIVISION

Retaining valves must be used on descending grade as follows:

**WITHOUT DYNAMIC BRAKE IN OPERATION:**

One retaining valve for each 80 tons in train, with minimum of 10 required. If gross tonnage exceeds 80 tons per operative brake, retaining valves must be used on all cars and speed must not exceed 15 MPH.

**WITH DYNAMIC BRAKE IN OPERATION:**

Permissible Tons Per Axle Without Retaining Valves

Standard Range	Extended Range
425	530

If permissible tonnage is exceeded, one retaining valve will be used for each 150 tons in excess thereof, with minimum of 10 required.

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

**RULE 25-A. Applies at the following locations:**

Grass Lake	Westward
Black Butte	Train to Siskiyou Branch

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

Grass Lake	Eastward
Black Butte	Train from Siskiyou Branch
Azalea	Westward

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

**RULE 33. Grass Lake to Azalea:** Maximum tonnage per operative brake 100 tons, except with speed not exceeding 25 MPH, may handle 140 tons.

**Azalea to Dunsmuir:** Maximum tonnage per operative brake 80 tons, except trains not exceeding 533 tons per axle of operative dynamic brake and speed not exceeding 20 MPH 100 tons.

Between Azalea and Dunsmuir westward trains not exceeding 300 tons per axle of operative dynamic brake are authorized to handle 140 tons per operative brake provided speed does not exceed 20 MPH.

Insufficient dynamic brake capacity or failure of dynamic brake which results in exceeding these tonnages per axle, is to be considered as operating without dynamic brake. Should dynamic brake failure occur or partial failure of dynamic braking occur resulting in insufficient dynamic brake capacity, train is to be considered as operating without any dynamic brake. Trains must stop and all retaining valves turned up. Train may then proceed not exceeding 15 MPH if, in the judgment of the conductor and engineer, it is safe to do so.

**Restrictive grades are as follows:**

	MP to	MP	Speed-MPH
Azalea to Dunsmuir	332.4	322.2	20

**RULE 39.** Running test must be made on westward trains at Grass Lake.

### MISCELLANEOUS

1. **Dunsmuir-Azalea:** Eastward freight trains must not exceed 24 axles of operative power on head end between east switch Dunsmuir and east switch Azalea and, when necessary to isolate locomotives, intermediate locomotives in consist should be isolated.

2. **Small-Mott:** Slide detector light at MP 327.7 for westward train. Slide will activate rotating red light located to left of track in direction of movement. Upon observing rotating red light, train must stop and make inspection of area at MP 327.5 to assure that it is safe for passage of train.

**SISKIYOU SUBDIVISION**

EAST-WARD	STATIONS			WEST-WARD
Mile Post	Siskiyou Branch			Station Number
345.2	13300	BLACK BUTTE	PY	07210
344.0	3421	WEED	BKYP	05480
348.4	5343 Yd. Lmts.	GAZELLE		05462
361.0	3151	MONTAGUE	P	05440
375.5	3583	HORN BROOK	Y	05416
393.1	4588	SISKIYOU		05392
412.2	3091	ASHLAND	BKPO	05380
429.1	2940	TALENT		05374
434.6	2940	KANE		05365
440.7	2711	MEDFORD	BKYPQ	05360
441.8	3858	CENTRAL POINT		05355
445.7	2120	TOLO	Y	05330
450.2	2579	GOLD HILL		05322
457.2	3682	ROGUE RIVER		05310
464.9	1845	GRANTS PASS	BKYPQ	05278
473.9	4200	MERLIN		05267
482.5	3366	HUGO		05261
487.4		LELAND		05252
494.1		WOLF CREEK		05242
502.0	3100 Yd. Lmts.	GLENDALE	P	05235
507.9	3080 Yd. Lmts.	RIDDLE	P	05179
544.2	1830	WEAVER		05173
549.3		MYRTLE CREEK		05171
550.4	4461	DOLE		05165
554.9	2935	DILLARD		05156
559.1	2093	GREEN		05149
562.0	3078	ROSEBURG	BKPO	05142
567.7	4615	WILBUR		05131
572.6	2380	SUTHERLIN		05124
581.4	2935	OAKLAND		05118
586.4	3405	RICE HILL		05108
589.1	3605	YONCALLA		05070
597.5	3092	DRAIN		05062
603.7	4180	SAFLEY		05055
609.0	2400	DIVIDE		05042
613.2	3249	COTTAGE GROVE	BKPO	05030
621.9	3137	WALKER		05017
626.5	3260	CRESWELL		05011
630.6		GOSHEN		05005
635.5		SPRINGFIELD JCT.	YP	03888
640.9				
644.3				
		(300.3)		

**RULE 5. Myrtle Creek:** Time applies at east house track switch MP 550.4.

**SISKIYOU SUBDIVISION**

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

BETWEEN	SISKIYOU BRANCH	ALL TRAINS	
<b>BLACK BUTTE and SPRINGFIELD JCT.</b> 40			
<b>Exceptions:</b>	<b>ALL TRAINS</b>	<b>Exceptions: ALL TRAINS</b>	
345.2 and 348.0	25	466.2 and 473.7	25
348.0 and 349.0	20	473.7 and 474.2	20
349.0 and 355.6	25	474.2 and 477.7	25
355.6 and 359.1	35	477.7 and 482.1	30
368.9 and 369.0	15	485.4 and 486.8	30
368.9 and 369.0	4	486.8 and 504.1	25
372.2 and 381.5	30	504.1 and 504.6	20
381.5 and 390.7	25	504.6 and 515.8	25
390.7 and 391.2	10	515.8 and 531.0	20
391.2 and 394.7	35	531.0 and 539.4	25
394.7 and 414.6	20	543.9 and 558.8	25
414.6 and 414.9	10	558.8 and 565.1	20
414.9 and 424.4	20	565.1 and 572.5	25
424.4 and 428.7	30	572.5 and 572.7	10
428.7 and 430.8	20	572.5 and 572.7	25
430.8 and 440.5	25	572.7 and 630.4	25
440.6 and 441.4	20	630.4 and 638.0	25
441.4 and 442.1	15	638.0 and 642.7	35
442.1 and 442.7	20	642.7 and 644.6	25
442.7 and 461.9	25		

⊙ Eastward ⊙ Westward

**\*RULE 10-J.** Speed may be increased as soon as lead engine has passed increase speed sign this location.

**MAXIMUM HORSEPOWER PER TON RATIOS:**

All trains, Black Butte-Ashland	6.0
All trains, Ashland-Roseburg	4.0
All trains, Roseburg-Springfield Jct.	3.0

(Refer to A.B. Rule 65)

**SPEED ON OTHER THAN MAIN TRACK:**

Medford, GRC track	4
Roseburg, Champion lead	7
All other tracks Siskiyou Subdivision	10

EAST-WARD	STATIONS			WEST-WARD
Mile Post	White City Branch			Station Number
450.5	3858	TOLO	Y	05330
455.9		WHITE CITY		05340
456.3		END OF BRANCH		
		(5.8)		

**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

BETWEEN	WHITE CITY BRANCH	ALL TRAINS
<b>TOLO and WHITE CITY</b> 20		
<b>Exceptions:</b>	<b>ALL TRAINS</b>	
450.5 and 450.7		15

**ADDITIONAL STATIONS**

Mile Post	STATION	Station Number	Mile Post	STATION	Station Number
<b>Siskiyou Branch</b>					
369.1	Grenada	05451	521.7	MofW spur	
401.8	Hilt	05405	540.3	Cornutt	05184
419.1	Steinman		557.3	Round Prairie	05162
426.2	Belleview	05382	577.8	Winchester	05136
437.0	Phoenix	05371	579.0	Akin	05134
438.4	Gas Works	05369	610.2	Krewson	05059
438.8	Voorhies	05367	615.2	Anlauf	05051
459.4	Rock Point	05317	617.9	Comstock	05047
472.4	Bulb	05280	624.3	Kimwood	05038
491.1	Tunnel 9 spur		625.0	Latham	05034
513.9	MofW spur		629.1	Saginaw	05019

**SISKIYOU SUBDIVISION**

**SPECIAL INSTRUCTIONS**

**RULE P. Impaired side clearance:**

MP	Description	MP	Description
	Siskiyou Branch		
411.3	Tunnel	521.4	Bridge
414.6	Tunnel	523.9	Rock Cut
415.2	Tunnel	525.0	Rock Cut
456.8	Bridge	526.7	Rock Cut
458.7	Bridge	526.9	Rock Cut
482.6	Bridge	528.1	Rock Cut
490.6	Tunnel	530.8	Tunnel
505.2	Tunnel	539.3	Rock Cut
509.2	Bridge	550.1	Bridge
514.1	Tunnel	578.0	Bridge
514.7	Tunnel	589.9	Bridge
515.7	Tunnel	607.8	Bridge
516.0	Tunnel	608.6	Bridge
518.6	Tunnel	610.7	Bridge
519.0	Rock Cut	620.2	Rock Cut
521.0	Tunnel	625.5	Bridge
521.1	Bridge	627.4	Bridge

**RULE 10-J. Siskiyou Branch:** Speed signs prescribing an increase in speed will be installed.

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

**RULE 83.** Eastward train may identify westward train at Black Butte and Weed to apply at end of CTC, Gazelle.

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

Springfield Jct.	Train instructed by train order.
Cottage Grove	Train originating, terminating and train instructed by train order.
Divide	Train instructed by train order.
Grants Pass	All trains.
Medford	All trains.
Gazelle	Train instructed by train order.
Montague	Train instructed by train order.

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

Medford	All trains.
Grants Pass	All trains.

**RULE 93. Location of yard limits:**

CTC Limit	Gazelle	362.1
425.5	Belleview-Ashland-Talent-Phoenix-Gas Works-Voorhies-Kane-Medford-Central Point-Tolo	451.6
	Tolo-White City-End of Branch	Entire Branch
471.0	Bulb-Grants Pass-Merlin	483.6
506.0	Glendale	509.1
538.9	Riddle-Cornutt	546.2
553.1	Dole-Round Prairie-Dillard-Green-Roseburg	575.2
585.0	Sutherland-Oakland	589.9
602.5	Yoncalla-Drain-Krewson	610.7
619.0	Divide-Kimwood-Latham-Cottage Grove-Saginaw-Walker	631.5
642.0	Springfield Jct.	CTC Limit

**RULE 99-C.** Will apply between MP 510.0 and 538.9.

**RULE 104. Derailed in main track:**

White City ..... MP 455.6.

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

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

**Medford:** Siding extends from MP 442.7 to 443.7, Track 1, Government Yard.

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

**SISKIYOU SUBDIVISION**

**RULE 221. Weed:** Train-order office only for eastward trains.

**RULE 306. Block signals with "P" plates:**

Eastward	Protection	Westward
P-3500	Collision detector, bridge MP 351.7	P-3595
P-3708	Collision detector, bridge MP 373.5	P-3741
P-5574	*Slide detector fence between MP 558.8 and MP 559.1	P-5591
P-6418	Collision detector, highway underpass, MP 642.3	P-6429

\*When block signals with "P" plates display stop indication in connection with rock slide fences, inspection of track and structures may be made from engine.

**RULE 505. Roseburg:** Between 6:30 AM and 2:30 PM daily, except Saturday and Sunday, westward train must not pass signal 5729 unless flashing white light is displayed on signal mast or is authorized by yardmaster or by a proceed signal from switchman.

**RULE 507. Glendale-Riddle:** Westward trains must approach beginning of ABS territory at MP 510.0 prepared to comply with the requirements of Rule 507 before passing automatic block signal 5089 if displaying red aspect.

Eastward trains must approach beginning of ABS territory at MP 538.9 prepared to comply with the requirements of Rule 507 before passing automatic block signal 5396 if displaying red aspect.

**RULE 760.** CTC is in effect on main track from MP 345.2, Black Butte to MP 360.8, Gazelle.

**RULE 776(b). Gazelle:** Helper engines entering the main track at west end of Gazelle to be cut into westward train, may pass absolute signal displaying stop indication without obtaining authority from train dispatcher under the following conditions:

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

**RULE 825. Number of hand brakes required:**  
**Ashland, Medford and Grants Pass:**

Train or cut of cars . . . Five brakes on east end.

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

**RULE 827. Location of dragging and/or derailed equipment detectors:** MP 349.9, 385.5, 398.0, 407.5, 416.6, 423.3, 452.7, 477.3, 492.0, 517.0, 538.0, 565.1, 575.7, 592.0, 600.0, 638.0

**Location of high and/or wide load detectors:**

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

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

This device does not warn of all restricted cars and does not relieve conductor of checking for cars listed under Miscellaneous section, Siskiyou Subdivision.

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

## SISKIYOU SUBDIVISION

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

This device does not warn of all restricted cars and does not relieve conductor of checking for cars listed under Miscellaneous section, Siskiyou Subdivision.

### HOT BOX DETECTORS

#### SCANNER SITE:

MP	Type	Direction(s)
641.6	D*	East

\*Readout at Eugene Yard.

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

**RULE 837. Merlin:** On Track 6756, account grade condition, cars must not be switched unless air brakes are in service on all cars. Cars must not be detached while in motion. When making coupling to cars, air brakes must be cut in and operative on all cars being handled.

**RULE 872.** Will not apply at Ashland.

### AIR BRAKE RULES

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

Westward train Ashland to MP 422 . . . . . 80 pounds

Eastward train Dunsmuir Yard to Hilt . . . . . 80 pounds

**RULE 17. Black Butte to MP 353, Montague and Hornbrook, Grants Pass and Glendale, Oakland and Divide, Hornbrook and Ashland:** Retaining valves must be used on descending grades as follows:

#### WITHOUT DYNAMIC BRAKE IN OPERATION:

One retaining valve for each 80 tons in train, with minimum of 10 required. **If gross tonnage exceeds 80 tons per operative brake, retaining valves must be used on all cars and speed must not exceed 15 MPH.**

#### WITH DYNAMIC BRAKE IN OPERATION:

	Permissible Tons Per Axle Without Retaining Valves	
	Standard Range	Extended Range
Black Butte to MP 353 . . .	375	450
Grants Pass and Glendale . . .	375	450
Oakland and Divide . . . . .	375	450
Montague and Hornbrook . . . . .	400	500
Hornbrook and Ashland . . . . .	225	275

If permissible tonnage is exceeded, one retaining valve will be used for each 150 tons in excess thereof, with minimum of 10 required.

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

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

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

## SISKIYOU SUBDIVISION

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

**RULE 25-A. Applies at the following locations:**

Black Butte . . . . . Eastward  
Montague . . . . . Eastward

Glendale Westward, when temperature is 32 degrees or less

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

Black Butte . . . . . Westward  
MP 381 . . . . . Eastward  
MP 399.8 (Bailey Hill) . . . . . Eastward and Westward  
Siskiyou . . . . . Eastward and Westward  
MP 478 . . . . . Eastward and Westward  
MP 491 (Tunnel No. 9) . . . . . Eastward and Westward  
MP 505 (Tunnel No. 8) . . . . . Eastward and Westward  
Rice Hill . . . . . Eastward and Westward  
Divide . . . . . Westward

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

**RULE 33. Hornbrook and Ashland:** Maximum tonnage per operative brake . . . . 80 tons, except with not more than 250 tons per axle of operative dynamic brake and speed not exceeding 15 MPH . . . . . 100 tons.

**Black Butte to MP 353, Montague and Hornbrook, Grants Pass and Glendale, Oakland and Divide:** Maximum tonnage per operative brake . . . . 80 tons, except with not more than 420 tons per axle of operative dynamic brake and speed not exceeding 25 MPH . . . . . 100 tons.

Insufficient dynamic brake capacity or failure of dynamic brake which results in exceeding these tonnages per axle, is to be considered as operating without dynamic brake. Should dynamic brake failure occur or partial failure of dynamic braking occur resulting in insufficient dynamic brake capacity, train is to be considered as operating without any dynamic brake. Trains must stop and all retaining valves turned up. Train may then proceed not exceeding 15 MPH if, in the judgement of the conductor and engineer, it is safe to do so.

**Restrictive grades are as follows:**

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

**RULE 39. Running test must be made as follows:**

Black Butte . . . . . Eastward trains via Siskiyou Subdivision.  
Siskiyou . . . . . Eastward and westward trains.

### MISCELLANEOUS

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

- (a) Woodchip cars:  
SP 352118 to 352177  
SP 354000 to 355099
- (b) Cars bearing "Exceed Plate C" symbol or words "Excess Height".
- (c) Cars 85 feet or longer except see item 3.

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

- (a) Woodchip cars:  
SP 351600 to 351999

### SISKIYOU SUBDIVISION

SP 352018 to 352177

SP 354000 to 355474

SSW 78000 to 78049

- (b) Cars bearing "Exceed Plate C" symbol or words "Excess Height".
- (c) SP and SSW closed cars over 61 feet inside length. Foreign line closed cars 60 feet or longer, except SPFE, UPFE, PFE, and mechanical refrigerator cars of Santa Fe ownership, and WCTR box cars 100500-102799.
- (d) Cars 85 feet or longer except see item 3.
- (e) "Plate C" symbol bulkhead flat cars 60 feet or longer with bulkheads 15 ft. 6 in. or higher, may be moved if high/wide clearance is obtained.

(f) **Hilt:** Crew of eastward train, before leaving will make visual inspection of their train to insure there are no cars entrained listed in this item.

**3. TOFC cars measuring 79 to 89 feet in length may be handled provided load does not exceed following dimensions:**

79 ft.-85 ft. cars maximum height 14'8" ATR, 8'8" wide.

89 ft. cars maximum height 14'8" ATR, 8'0" wide.

**4. UP 25000 series cabooses are restricted from operating between Hilt and Cornutt.**

**5. The following tank cars must not be handled between Rid-  
dle and Hornbrook:**

CHRX 1001 to 1043

**6. The following chip cars must not be handled between Ash-  
land and Black Butte:**

APA 1500 to 1599

### MODOC SUBDIVISION

EAST- WARD	STATIONS			WEST- WARD	
Mile Post	Modoc Line			Station Number	
429.5	Yard Limits	TO-R	KLAMATH FALLS	BKPO	06540
428.7			0.8	KLAMATH FALLS YARD	BKYPQ
555.0					
553.2			TEXUM	IYP	07005
550.3			SPRING LAKE		08010
547.1	3666		STUKEL		08015
543.8			HOSLEY		08019
540.6			LOST RIVER		08023
537.9	3660		MERRILL		08027
536.0			MALONE		08030
533.2	4883		HATFIELD		08037
529.7	2058		TULE LAKE		08041
527.7			TUBER		08044
524.3	3648		STRONGHOLD	I	08049
522.0			STALEY		08053
520.3			COPIC		08056
506.1	4905		PEREZ	Y	08115
485.4	3859		AMBROSE		08139
477.7	4936		CANBY		08147
459.9	Yd. Lmts.	5000 TO-R	JUNIPER		08165
458.3			ALTURAS	BKYPQ	08170
457.4					
446.4			McARTHUR		08315
443.6			BAYLEY		08319
438.7	5800		LIKELY		08325
423.3	5807		SAGE HEN		08342
418.9			MADELINE		08347
408.1	6053		MORAN		08359
397.9			RAVENDALE		08372
392.5	5875		CREST		08378
374.7	5196		KARLO		08389
358.7	Yd. Lmts. TO-R		WENDEL	BKYPQ	08398
349.8	ABSAPB		HERLONG		08510
336.4			FLANIGAN	P } □	08540
			(218.5)		

#### Lakeview Branch

458.3	Yd. Lmts.	ALTURAS	BKYPQ	08170
456.8				
512.3		LAKEVIEW	Y	08265
		(55.5)		

#### Susanville Branch

358.7	Yd. Limits	WENDEL	BKYPQ	08398
367.1		LITCHFIELD		08410
381.9		SUSANVILLE		08427
		(23.2)		



**MODOC SUBDIVISION**  
**MAXIMUM AUTHORIZED SPEED FOR TRAINS**

BETWEEN	MODOC LINE	ALL TRAINS	
KLAMATH FALLS and FLANIGAN		40	
<b>Exceptions:</b>	<b>ALL TRAINS</b>	<b>Exceptions: ALL TRAINS</b>	
553.3 and 553.2	15	421.1 and 418.8 ①	35
553.2 and 552.9	25	392.7 and 385.1	25
530.4 and 528.6	30	385.1 and 380.0	30
485.0 and 480.3	25	380.0 and 376.3	35
480.3 and 478.6 ①	30	376.3 and 375.4 ①	35
460.0 and 458.3	30	367.6 and 365.8 ②	30
458.3 and 456.8	15	365.8 and 360.1	30
456.8 and 455.0	25	360.1 and 357.3	15
436.4 and 423.7	25	337.9 and 336.4 ②	20
423.7 and 421.1	35		

① Eastward      ② Eastward Main Track  
 ③ Westward

LAKEVIEW BRANCH			
ALTURAS and LAKEVIEW		25	
<b>Exceptions:</b>	<b>ALL TRAINS</b>	<b>Exceptions:</b>	<b>ALL TRAINS</b>
456.8 and 472.4	20	502.0 and 512.3	20
482.0 and 491.0	20		

SUSANVILLE BRANCH			
WENDEL and SUSANVILLE		25	
<b>Exceptions:</b>	<b>ALL TRAINS</b>	<b>Exceptions:</b>	<b>ALL TRAINS</b>
358.7 and 359.0	15	379.2 and 381.9	20

**SPEED ON OTHER THAN MAIN TRACK** ..... 10

**MAXIMUM HORSEPOWER PER TON RATIOS:**

All Trains ..... 3.0  
 (Refer to A.B. Rule 65)

**SPECIAL INSTRUCTIONS**

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

Alturas ..... Train originating and terminating and train instructed by train order.

**RULE 93. Location of yard limits:**

360.0	Wendel (Susanville Branch)	
360.1	Wendel (Modoc Line)	356.6
460.3	Alturas-Juniper (Modoc Line)	455.4
460.2	Alturas (Lakeview Branch)	
	Texum-Klamath Falls Yard-Klamath Falls	551.8

**RULE D-97 and D-251.** Will apply between MP 336.5, Flanigan and APB limits, MP 337.9.

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

**RULE 104-F.** Applies within APB limits between Wendel and Flanigan.

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

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

**RULE S-240.** Applies at following locations:

Territory	Register Location
<b>Susanville Branch:</b>	
MP 360.0 - Susanville	Wendel
<b>Lakeview Branch:</b>	
MP 460.2 - Lakeview	Alturas

**MODOC SUBDIVISION**

**RULE 306. Block signals with "P" plates:**

Eastward	Protection	Westward
P-A	High water detector bridge MP 345.7, between Herlong and Flanigan	P-A
p-3379	Spring switch, west end double track Flanigan	P-A
	Spring switch, east end double track Flanigan	P-A

**RULE 540. Spring switches equipped with switch-point indicators are located as follows:**

Station	Location	Normal Position
Alturas	Initial switch at east end of yard	Main track
Wendel	Initial switch at east end of yard	Back lead
Texum	Tail of wye—	
	Modoc main track	Main track

**RULE 606. Texum:** Limits extend from westward interlocking signal opposite MP 427.0, 225 feet westward to eastward interlocking signal at MP 553.2 on Modoc Line and 225 feet westward to eastward interlocking signal at MP 427.0 on Texum siding.

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

**RULE 740. Wendel-Flanigan:** Limits extend between westward absolute signal at west end double track, MP 337.7, Flanigan, and eastward absolute signal at MP 356.6, Wendel, and is under control of operator at Wendel.

**RULE 744. Wendel and Flanigan:** When absolute signal at either end of APB displays stop indication, train or engine must obtain authority from operator at Wendel to proceed. If signal cannot be cleared and there is no opposing train or engine causing signal to display stop indication, operator may authorize train or engine, after stopping, to proceed at restricted speed on main track to opposite limit of APB.

Train or engines must not enter main track or use main track switches within APB limits without first obtaining permission from operator at Wendel.

If, for any reason, proceed indication of absolute signal cannot be acted upon at once, operator must be notified immediately.

**Flanigan:** Westward absolute signal at MP 337.7 governing movement from eastward main track at the west end of double track, is equipped with switch key actuator start box. Signal will display stop indication until switch key start box is actuated. After the expiration of 5 minutes and 30 seconds, absolute signal should display proceed indication if APB is clear of opposing trains or engines.

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

**RULE 827. Location of dragging and/or derailed equipment detectors:** MP 354.6, 368.0, 389.9, 425.4, 436.0, 463.6, 481.1, 501.2, 546.2, 549.2

**HOT BOX DETECTORS**

**SCANNER SITE:**

MP	Type	Direction	MP	Type	Direction
354.6	C	Both	463.6	C	Both
368.0	C	Both	520.2	C	Both
416.8	C	Both	546.2	C	Both

## MODOC SUBDIVISION

### AIR BRAKE RULES

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

Retaining valves must be used on descending grade as follows:

#### WITHOUT DYNAMIC BRAKE IN OPERATION:

One retaining valve for each 80 tons in train, with minimum of 10 required. **If gross tonnage exceeds 80 tons per operative brake, retaining valves must be used on all cars** and speed must not exceed 15 MPH.

#### WITH DYNAMIC BRAKE IN OPERATION:

	Permissible Tons Per Axle Without Retaining Valves	
	Standard Range	Extended Range
Ambrose to Canby . . . . .	375	450
Likely and Madeline . . . . .	400	500
Crest to Karlo . . . . .	400	500
MP 365.6 to Wendel . . . . .	400	500

If permissible tonnage is exceeded, one retaining valve will be used for each 150 tons in excess thereof, with minimum of 10 required.

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

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

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

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

**RULE 33.** Ambrose to Canby, Likely and Madeline, Crest to Karlo and MP 365.6 to Wendel: Maximum tonnage per operative brake . . . 80 tons, except with not more than 420 tons per axle of operative dynamic brake, with speed not exceeding 25 MPH . . . . . 100 tons.

Between Likely and Madeline, Crest and Karlo, MP 365.6 and Wendel, trains not exceeding 375 tons per axle of operative dynamic brake are authorized to handle 140 tons per operative brake provided speed does not exceed 20 MPH.

Between Ambrose and Canby trains not exceeding 300 tons per axle of operative dynamic brake are authorized to handle 140 tons per operative brake provided speed does not exceed 20 MPH.

Insufficient dynamic brake capacity or failure of dynamic brake which results in exceeding these tonnages per axle, is to be considered as operating without dynamic brake. Should dynamic brake failure occur or partial failure of dynamic braking occur resulting in insufficient dynamic brake capacity, train is to be considered as operating without any dynamic brake. Train must stop and all retaining valves turned up. Train may then proceed not exceeding 15 MPH if, in the judgement of the conductor and engineer, it is safe to do so.

Restrictive grades are as follows:

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

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

## ALL SUBDIVISIONS

### SPECIAL INSTRUCTIONS

#### DEFINITIONS

##### Holidays:

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

**RULES 1 and 3.** Pacific Standard Time may be obtained by telephone from San Francisco, 1827.

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

**RULE 505.** Where signal protection is provided for movements from an adjacent track to main track, push buttons and lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

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

Further instructions posted inside push-button box.

**RULE 825.** At terminals where instructions require application of a specified number of hand brakes, outgoing crews must not release hand brakes until road engine is coupled, brake system charged and blue signal removed.

**RULE 827.** Where high and/or wide load, dragging and/or derailed equipment detectors are installed as listed under subdivisions, revolving red light will be mounted on hot box detector house, on post or relay case adjacent to detector and will be normally dark. When detector is activated, the revolving red light will be displayed. Train must be stopped and a walking inspection made of entire train.

When a revolving red light is observed prior to engine passing detector location, train may proceed without stopping for inspection. Report must be made to train dispatcher promptly.

#### HOT BOX DETECTORS

Each hot box detector scanner site has a white light continuously illuminated on track side of detector instrument house. When a hot bearing is detected, the white light will start flashing. When flashing light is observed, train must be stopped promptly and inspection made to locate hot bearing(s).

The absence of a white light continuously illuminated on the track side of detector instrument house is an indication detector may be inoperative. Under such circumstances, train must be stopped and all bearings inspected except under the following conditions:

- If employes other than members of crew make a rolling inspection (train speed not to exceed 20 MPH) on both sides.
- If the monitor display board on a Type C detector displays "OOO" after train has passed scanner location.
- If personnel at location of recorder of a Type D detector advise it is safe to proceed to terminal.

The absence of a white light must be promptly reported to train dispatcher. To avoid unnecessary delay to trains passing an

## ALL SUBDIVISIONS

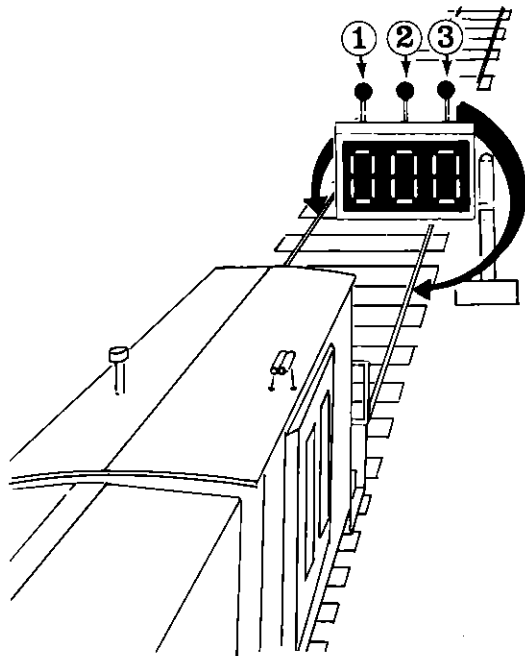
inoperative hot box detector, train dispatcher may authorize such trains to make the required walking inspection or rolling inspection under condition (a) at another location provided it is no more than 10 miles in advance of or beyond detector site.

### TYPE A. LETTER "H" INDICATOR (RULE 705) WITH DIGITAL READOUT

When letter "H" is illuminated or a flashing white light on instrument house is observed, train must be brought to immediate stop. Inspection must be made of entire train to determine that it is safe to proceed to location of readout locator. Member of crew must then observe readout and be governed by instructions inside case. If hot bearing is not located, all bearings of car indicated by readout as well as five cars ahead and behind must be inspected on both sides. If readout fails to indicate location of hot bearing, then all bearings of trains must be inspected on both sides.

When the letter "W" is displayed, train must stop and not proceed until "W" is extinguished or permission is obtained from train dispatcher.

### TYPE C. NUMERICAL DISPLAY BOARD WITH INDICATOR LIGHTS



The diagram depicts a Type C hot box detector's monitor display board and indicator lights as it would be viewed looking back after rear of train has passed detector site. The indicator lights identified ①②③ are normally dark, but when a hot bearing is detected, lights ① (right side) or ③ (left side) will immediately display a flashing white light to identify the side of train on which the hot bearing was detected.

When an additional hot bearing is detected, the center indicator light ② will also commence flashing. To assist in locating hot bearing, the detector will count the number of axles from the first hot bearing detected to the rear of train. Two seconds after train has passed the detector, the numerical board will illuminate and display the accumulated axle count for 90 seconds.

## ALL SUBDIVISIONS

The following are examples of displays as would be viewed looking back from rear of train and the corresponding required train inspection:

### DISPLAY

### REQUIRED INSPECTION



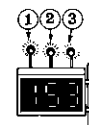
No inspection required



Inspect for one hot bearing on axle 234 from rear on side of train indicated. If hot bearing is not located, all bearings of car indicated as well as five cars ahead and behind must be inspected on BOTH SIDES.



Inspect for two or more hot bearings from rear of train to and including axle 095 on indicated side. If two or more hot bearings are not located, inspect all bearings from rear of train to and including five cars ahead of indicated axle on BOTH SIDES.



Inspect for two or more hot bearings from rear of train to and including axle 153 on BOTH SIDES. If hot bearing is not found on indicated axle, inspect all bearings on five cars ahead on BOTH SIDES.

### TYPE D. REMOTE READOUT BY RECORDER AT TERMINAL

When white light is flashing on instrument house, train must be stopped promptly and crew member must contact personnel at location of recorder to determine location of hot bearing to be inspected. If hot bearing is not located, all bearings of car indicated as well as five cars ahead and behind must be inspected on both sides.

Personnel at recorder may authorize train to proceed to terminal without making inspection.

### CHECKING FOR JOURNALS SUSPECTED OF OVERHEATING

Crew members must have in their possession a tempilstik, if available, when making ANY walking inspection of train.

Passenger cars with bearings located behind the wheels (Amfleet equipment) will not permit the use of tempilstik. Hot bearings on these cars will be indicated by strong odor (stink) from built-in heat indicator.

When a roller bearing car experiences two hot box detector actuations and overheated journal cannot be found, car must be set out. Connecting crew, if any, must be notified by incoming crew of any roller bearing car experiencing a hot box actuation and car was not set out.

### CONTINUOUS WELDED RAIL (CWR) TRAINS

A box car or high-side gondola car must be positioned on each end of CWR train as a buffer car during all movement except preparatory to and during unloading.

When making walking inspection of a CWR train carrying a full or partial load, the following items must be inspected:

- a. Check for undesired movement of rail. The tops of rails are painted adjacent to the tie-down rack on the tie-down car which is located near center of train. Paint marks on

**ALL SUBDIVISIONS**

each tier of rail must be in line; otherwise, this is an indication of an undesired movement of rail.

- b. Check each rail end to make certain it overhangs the last supporting roller by at least 12 feet and is not closer than 12 feet from the next empty roller. Rails are marked 12 feet from each end.

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

**LOOSE WHEEL DETECTORS**

If indication is for loose wheel, all wheels and journals must be inspected on car indicated as well as five cars ahead and behind.

**RULE 827-A.** Unless specifically authorized by Superintendent, trains or cuts of cars containing hazardous materials listed in Rule 827-A must not exceed 8,000 feet in length, excluding locomotives.

**RULE 834.** Open-top cars with lading height exceeding 15 feet 6 inches, except cars transporting highway trucks or trailers, multi-level freight cars either loaded or unloaded, and automobile underframe cars, shall be entrained at least five cars from engine or caboose if length of train permits on train operating in or through California and Nevada.

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

**RULE 874.** Enginemen must specifically look for defects on shock absorbers on locomotives equipped with HTC trucks.

What to do in case defect is noted:

1. Reduce train speed to not exceeding 50 MPH.
2. Notify train dispatcher of defective condition.
3. Report defect on Form CS 2326 for correction.

**AIR BRAKE RULES**

**RULE 9.** The following series of cars are equipped with empty-load brake system which has semi-automatic change-over feature:

SSW 75700-75799	SP 354000-354749	SP 491000-491059
SSW 78500-78599	SP 463500-464899	SP 492000-492039
SP 333500-334605	SP 467500-467549	SP 500604
SP 337500-337599	SP 480000-480193	SP 590000-590099
SP 345000-345699		

The following series of cars are equipped with empty-load brake system which has fully automatic change-over feature:

SP 323000-323239	SP 463337 & 463486	SP 590100-590131
SP 329310-329359		SP 595500-595624
SP 329620-329629	SP 464900-467049	
SP 337600-337699		
SP 354750-355299	SP 481000-481149	

**ALL SUBDIVISIONS**

**RULE 14.** Unless otherwise restricted maximum tonnage to be handled behind engines with helpers entrained:

TERRITORY	Road Engine	Helper Engine
Chiloquin-Kirk (E) .....	10,000	8,500
Dougren-Minnow (W) .....	10,000	8,500
Oakridge-Cascade Summit (W) ...	4,250	4,250
Corvallis- Summit (E) .....	6,500	3,812
Nashville Summit (W) .....	4,900	3,812
Timber-Enright (E&W) .....	3,000	2,550
Dunsmuir-Azalea (E) .....	4,250	3,812
Azalea-Grass Lake (E) .....	6,600	5,670
Mount Hebron-Grass Lake (W) ...	9,000	7,500
Gazelle-Black Butte (W) .....	4,250	3,812
Ashland-Hornbrook (E&W) .....	2,750	2,475
Grants Pass-Glendale (E&W) .....	5,000	4,250
Yoncalla-Oakland (E&W) .....	5,000	4,250
Safley-Divide (E) .....	5,000	4,250
Canby-Ambrose (W) .....	4,250	3,812
Perez-Ambrose (E) .....	10,000	8,500
Likely-Sage Hen (E) .....	5,200	4,400
Wendel-Sage Hen (W) .....	4,500	3,825

Helper engine must not be placed on head end of train without authority being obtained from train dispatcher, except Cascade Subdivision trains originating at Eugene Yard may entrain helper on head end without dispatcher's authority.

**RULE 21.** Trainman must not couple airhoses on outgoing trains until train is made up and caboose and road engine are on train.

**RULE 24. Applicable as follows:**

**Klamath Falls Yard**, except bypass trains.

**RULE 24-E. Applicable as follows:**

**Klamath Falls Yard**, to terminating trains only.

**RULE 24-G. Applicable as follows:**

**Eugene Yard**

**Hillsboro**

**Klamath Falls Yard**, to bypass trains only.

**Dunsmuir**

**Texum**, to trains operating from Modoc Line to Shasta Line in both directions.

**Roseburg**

**Ashland**

**Wendel**

**Hallawell**, to trains to or from Toledo Branch.

**Ashahr**, to train designated by train dispatcher.

**Albany**, to trains to or from Toledo Branch.

**RULE 26.** When temperature is 32 degrees or less, running test may be made (Rule 25-A) in lieu of last paragraph of Air Brake Rule 26.

If unable to obtain proper air brake test while running, train must be stopped and air brake hose on head end blown out as prescribed in last paragraph Air Brake Rule 26.

**RULE 33.** Unless otherwise restricted (e.g., restricted cars, engines, "TOPS" ID Symbol, etc.), trains that meet the requirements of the following table may operate at speeds specified above

**ALL SUBDIVISIONS**

45 MPH provided tons per axle of operative extended and/or standard range dynamic brake does not exceed 500 tons;

(This table is only to be used to compute allowed speeds above 45 MPH.)

TONS PER OPERATIVE BRAKE		
Number of Cars	80+ to 85	85+ to 90
1 to 40	Speed sign speed	Speed sign speed
41 to 45	Speed sign speed	Speed sign speed
46 to 50	Speed sign speed	Speed sign speed
51 to 55	Speed sign speed	Speed sign (minus) 5 MPH
56 to 60	Speed sign (minus) 5 MPH	Speed sign (minus) 10 MPH
61 to 65	Speed sign (minus) 10 MPH	Speed sign (minus) 15 MPH
66 to 70	Speed sign (minus) 15 MPH	Speed sign (minus) 20 MPH
71 to 75	Speed sign (minus) 20 MPH	Maximum 45 MPH

TONS PER OPERATIVE BRAKE		
Number of Cars	90+ to 95	95+ to 100
1 to 40	Speed sign speed	Speed sign speed
41 to 45	Speed sign speed	Speed sign (minus) 5 MPH
46 to 50	Speed sign (minus) 5 MPH	Speed sign (minus) 10 MPH
51 to 55	Speed sign (minus) 10 MPH	Speed sign (minus) 15 MPH
56 to 60	Speed sign (minus) 15 MPH	Speed sign (minus) 20 MPH
61 to 65	Speed sign (minus) 20 MPH	Maximum 45 MPH
66 to 70	Maximum 45 MPH	Maximum 45 MPH
71 to 75	Maximum 45 MPH	Maximum 45 MPH

**RULE 49. Section A will apply at:** Brooklyn, Eugene Yard, Klamath Falls Yard, Dunsmuir Yard and Ashland.

Not more than 10 locomotives coupled in multiple, operative or inoperative, may be entrained on head end of any train.

**MISCELLANEOUS**

**1. SPEED RESTRICTIONS FOR TRAINS:**

a. Trains identified with multiple "TOPS" train identification symbols (example BSMFF/BSMFY) are authorized to operate at the highest maximum speed permitted for any symbol within the train identity. Speed restrictions on empties, cars containing hazardous material and restricted cars are still applicable in determining maximum authorized speed.

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

**ALL SUBDIVISIONS**

**2. SPEED RESTRICTIONS FOR LOCOMOTIVES:**

LOCOMOTIVE NUMBER	MAXIMUM SPEED	CLASSIFICATION	DYN BRK	STARTING TRACTIVE EFFORT	WGT 000
<b>SP-SSW</b>					
1000-1002	70	AS600	SF	102,000	408
@1010-1013	65	ES400		65,250	261
@1100	65	ES408		51,700	207
@1105-1127	65	ES408	ST	58,250	233
@1191-1199	65	ES409		59,250	237
@1213-1277	60	AS409		58,750	235
@1300-1337	65	ES410		61,750	247
1500-1542	70	ES615	ST	82,500	330
(4)1600-1609	70	GS400	EF	70,000	280
@2250-2316	65	ES412		62,250	249
@2450-2759	65	ES415		65,250	261
2868-2899	70	ES418	ST	63,250	253
2964-2970	70	ES620	ET	97,500	390
2971-2976	50	ES620	EF	104,000	416
3100-3101	70	GS425	SF	67,000	268
3102-3109	70	ES625		95,500	390
3118-3135	25*	AS628		97,750	391
3148-3153	25*	AS630		101,000	404
3186-3196	70	EP418	ST	65,000	260
3197-3199	70	EP430	ES	70,000	280
3200-3209	70	EP636	ET	102,500	410
3301-3886	70	EF418	ST	63,250	253
4050-4152	70	EF420	ST	65,250	261
4160	70	EF420	ET	65,750	263
4200-4249	70	EF420	ET	66,500	266
4300-4451	70	EF618	ST	90,000	360
4700-4709	70	ES620	ET	97,500	390
4800-4844	70	EF420	EF	69,250	277
5002-5017	70	EF423	ST	66,000	264
5100-5114	70	GF423	EF	66,500	266
5300-5325	70	EF623	ET	104,250	417
6300-6681	70	EF425	ET	66,500	266
6801	70	GF425	SF	67,000	268
6901-6953	70	EF625	ET	97,500	390
7030-7033	70	SF428	SF	70,000	280
Ⓞ 7200-7201	70	EF435	EF	69,500	278
Ⓞ 7230-7231	70	EF435	EF	69,500	278
7300-7399	70	EF630	EF	102,750	411
7400-7599	70	EF632	EF	103,500	414
7600-7607	70	EF430	ET	67,560	278
7608-7677	70	EF430	EF	69,500	278
7770-7883	70	GF430	EF	70,000	280
7900-7929	70	GF630	EF	104,750	419
7930-7936	70	GF630	ET	104,750	419
Ⓞ 7940-7959	70	EF430	EF	69,500	278
#8230-8299	70	EF630	EF	97,750	391
#Ⓞ 8300-8341	70	EF630	EF	102,500	410
#Ⓞ 8350-8391	70	EF630	EF	102,500	410
8400-8488	70	EF630	ET	102,750	411
#8489-8573	70	EF630	ET	102,500	410
8585-8599	70	GF633	EF	104,750	419
8600-8687	70	GF633	ET	104,750	419
8688-8796	70	GF633	EF	104,750	419
8800-9156	70	EF636	ET	103,500	414
#9157-9404	70	EF636	EF	102,750	411
#9500-9504	70	EF642	ET	103,250	413
<b>Amtrak</b>					
200-360	70	EP430A		63,500	254
361-390	70	EP430A		64,750	259
500-649	70	EP630A		98,250	393
700-724	70	GP630A		96,500	386

**ALL SUBDIVISIONS**

LOCOMOTIVE NUMBER	MAXIMUM SPEED	CLASSIFICATION	DYN BRK	STARTING TRACTIVE EFFORT	WGT 000
<b>UP</b>					
1-50	65	EF636		98,250	393
60-65	65	SF636		101,500	406
2400-2539	70	GF630		98,250	393
2810-2959	70	GF630		97,750	391
3000-3122	65	EF630		98,250	393
3123-3488	50	EF630		97,500	390
#3489-3808	65	EF630		97,500	390
8035-8074	50	EF630		92,500	390
#8075-8099	70	EF630		97,500	390
9000-9002	70	EF435		82,500	275
9003-9005	70	EF435		82,500	275
<b>BN</b>					
@ 602-761	70	EF415		62,750	251
@ 766-853	70	EF418		62,500	250
@ 1350-1365	70	EF414		60,750	243
1400-1499	70	EF418		64,250	257
@ 1524-1643	70	EF415		63,500	254
@ 1700-1980	70	EF418		64,750	259
@ 1990-1997	70	EF418		62,000	248
2001-2071	70	EF420		65,250	261
2072-2154	70	EF420		66,750	267
2200-2254	70	EF423		65,250	261
2500-2545	70	EF425		65,500	262
2700-2739	66	EF423		58,230	261
3000-3039	70	EF430		68,750	275
5000-5199	70	GF630		103,250	413
5200-5208	70	GF623		92,500	370
5300-5394	70	GF630		104,000	416
5400-5429	70	GF425		67,750	271
5450-5465	70	GF428		68,750	275
5470-5484	70	GF430		68,750	275
5500-5599	70	GF630		104,250	417
5600-5641	70	GF625		98,000	392
5650-5677	70	GF628		98,000	392
5700-5765	70	GF633		102,750	411
5800-5944	70	GF630		104,000	416
@ 6000-6059	70	EF615		86,000	344
@ 6100-6206	70	EF618		86,500	346
@ 6240-6255	70	EF624		86,500	346
6300-6324	70	EF630		95,500	382
6325-6385	50	EF630		96,500	386
#6394-6399	70	EF630		92,750	371
6400-6567	70	EF636		98,500	394
6592-6599	70	EF636		99,000	396
6600-6645	70	EF636		96,750	387
6700-6799	50	EF630		104,250	417
6800-6807	70	EF630		104,250	417
6808-7053	50	EF630		104,250	417
7054-7291	70	EF630		104,750	419
7800-7899	50	EF630		104,250	417
7900-7940	70	EF630		103,750	415
8000-8099	50	EF630		103,750	415
8100-8181	65	EF630		103,750	415
9900-9925	70	EP624		56,000	224
<b>WP</b>					
601-608	30	ES412		62,000	248
701-713	65	EM415		63,000	252
725-732	65	EM418		62,000	248
913-921	65	EF415		61,250	245
1501-1503	65	ES415		64,750	259
2001-2010	70	EM420		64,750	259
2251-2265	70	GF423		65,500	262
3001-3022	70	EF425		64,750	259
3051-3071	70	GF430		72,250	289
3501-3559	70	EF430		69,250	277

**ALL SUBDIVISIONS**

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

# Equipped with HTC trucks and truck snubbers.

- ⓐ RCE Master.
- ⓑ RCE Remote.
- ⓒ Mother.
- ⓓ Mate.

@ Locomotives not equipped with alignment control couplers.

A locomotive that is NOT listed in these tables must NEVER be operated or handled in a train unless it is specifically authorized by train dispatcher. Authorization must include the speed and weight of the locomotive as well as its starting tractive effort if it is to be operative in the train.

Unless otherwise notified in writing or verified by a Mechanical Department employe, a locomotive that does not appear in these tables must be considered as a locomotive that is NOT equipped with alignment control couplers.

Trains with AMTRAK EP630A locomotives in consist must not exceed 50 MPH from point where engine enters curve until engine and first car behind engine are again on tangent track between the following locations: **Valley Line** MP 750.3 and 750.8; MP 758.0 and 761.8; **Cascade Line** MP 437.5 and 446.2; 451.8 and 452.1; MP 467.5 and 471.0; MP 408.7 and 512.6; MP 515.0 MP 519.0; MP 522.8 and 523.5; MP 528.8 and 532.5; MP 599.2 and 608.5; **Shasta Line** MP 379.1 and 390.1; and 411.0 and 412.4.

3. SPEED RESTRICTIONS WITH CERTAIN EQUIPMENT	MAIN TRACKS OTHER THAN BRANCHES	MAIN TRACKS ON BRANCHES
<b>Scale test cars</b>		
SPMW 5868, SSW 99203	30	30
NBS-1 (must be handled in rear 20 cars of train)	60	49
<b>Relief outfits with steam derrick</b>	45*	25*
except on Siskiyou and Modoc Subdivisions	35	35
except 7050	35*	25*
(Relief outfits 7070 and 7110 must not be operated on any branch)		
(Relief outfits 7100, 7020 and 7030 must not be operated between Hendricks and End Marcola Branch, Wilkins Branch and East of Lebanon on Mill City Branch)		
<b>Locomotive Crane-Piledrivers</b>		
SPMW 4027, 4028, 4029, 4088, 4091, 5437, 5479, 5595, 5852, 5870, 5874, 5899, 6601, 6602, 6603, 6604, 8000, 8002, 8003, 8004, SSWMW 96404 and 96405:		
With boom in place, either end forward	25*	15*
With boom disconnected, heavy end forward	40	25
boom end forward	20*	15*
With boom disconnected and removable counterweight properly positioned, either end forward	40	25
<b>Steam pile driver SPMW 4053</b>	35	25*
<b>Jordan Spreaders:</b>		
Moving backward	25	20
Moving forward	35	35

**ALL SUBDIVISIONS**

3. SPEED RESTRICTIONS WITH CERTAIN EQUIPMENT	MAIN TRACKS OTHER THAN BRANCHES	MAIN TRACKS ON BRANCHES
Trains handling flanger . . . . . except engine, flanger and caboose only may operate at passenger train speeds not exceeding 45 MPH on tangent track and 35 MPH on curves	30	30
Rotary Snow Plows . . . . .	25	15

\*On curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than shown in timetable and on speed signs.

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

Unless specifically authorized, all relief outfit cranes, locomotive cranes and pile drivers must not operate over routes having maximum load limits of less than 263,000 lbs.; and must observe all restrictions applying to cars weighing over 210,000 lbs.

4. OTHER SPEED RESTRICTIONS	MPH
Trains handling hazardous material listed in Rule 827-A . . . . .	50
Engines operated from other than lead locomotive . . . . .	20
Trains handling empty bulkhead flat cars . . . . .	45
Trains handling empty, specially equipped gondola cars (TOPS car kind code "GP") . . . . .	45
Trains handling pipe loaded on 89 ft. flat cars . . . . .	55
PC 598500 to 598999 (Gondolas) . . . . .	45
Loaded Continuous Welded Rail (CWR) Trains . . . . .	45*
Trains handling empties, except cabooses . . . . .	55

\*Loaded CWR trains must be handled separately from other trains.

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

a. Between Oakridge and Cascade Summit, Dunsmuir Yard to Azalea, Canby and Ambrose, Likely and Wendel, Cottage Grove and Black Butte, empty cars measuring over 73 feet must not be entrained closer than 10 cars behind road engine nor closer than 10 cars ahead of helper engine. A flat car with one van or one container, whether loaded or empty, must be considered as an empty.

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

b. When the tonnage of any train including local or road switcher exceed 4,000 tons, the weight of each of the first five cars behind road engine must be 50 tons or more.

This restriction will not apply:

1. Between Medford and Grants Pass.
2. To locals and road switchers operating between Eugene Yard and Springfield.
3. When there are less than 20 loaded cars in train.

On the Brooklyn Subdivision this restriction will only apply between Corvallis and Toledo (Toledo Branch) and on the Tillamook Branch.

c. Cars measuring less than 42 feet in length must not be coupled to a car longer than 73 feet in length. This restriction will not apply to rear 20 cars of train.

Empty tank cars measuring less than 35 feet in length must be entrained in rear 20 cars of train.

d. It is the responsibility of yardmasters and conductors to take into consideration the overall distribution of tonnage when

**ALL SUBDIVISIONS**

making up or changing consist of train. The following are requirements governing train makeup:

1. Train consisting of predominantly empty cars will have any block of loaded cars entrained near the head end.

2. Unless authorized by Division Officer or Chief Train Dispatcher train makeup requirements will prevail when they conflict with outstanding blocking instructions.

3. Train Mass Profile (graph) should be used to monitor train makeup when available.

4. When in doubt as to proper distribution of train tonnage, yardmaster or conductor will contact Division Officer or Chief Train Dispatcher for instructions.

e. Except when handling cabooses on or near the head end in local or road switcher service when handling only a few cars, cabooses are not to be moved other than at rear of train, unless specifically authorized **except** may be entrained at other than rear on trains LABRF, LABRT, BRLAT, BROAT, and Burlington Northern trains.

**6. LOAD LIMIT:**

LOAD LIMIT (car and contents):

Other Than Branches . . . . .	315,000 pounds
Branches . . . . .	263,000 pounds*

Exceptions:

Shelburn-Mill City (Mill City Branch) . . . . .	240,000 pounds
Wilkins Branch . . . . .	240,000 pounds
Geer-West Stayton (West Stayton Branch) . . . . .	240,000 pounds
Ballston-Willamina (Willamina Branch) . . . . .	240,000 pounds
Perrydale Branch . . . . .	199,000 pounds
Molalla Branch . . . . .	240,000 pounds
Jefferson Street Branch . . . . .	240,000 pounds
Salem-West Salem (spur from Salem) . . . . .	240,000 pounds
MP 649.4-End of Branch (Marcola Branch) . . . . .	169,000 pounds
Mc Cormac-Myrtle Point (Coos Bay Branch) . . . . .	240,000 pounds
Lakeview Branch . . . . .	199,000 pounds

\* Between Hillsboro and Willsburg Junction on Tillamook Branch pet food from Carnation Co. at Hillsboro authorized to 281,000 pounds.

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

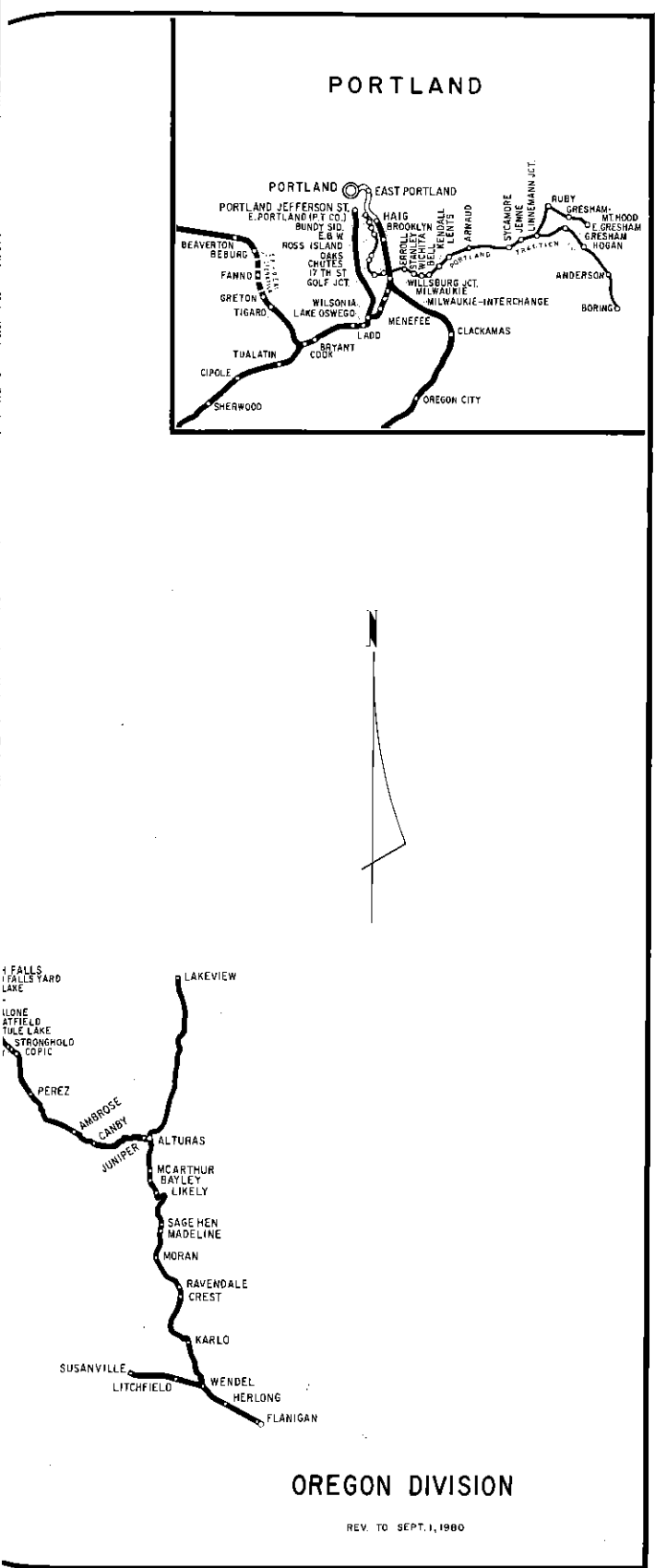
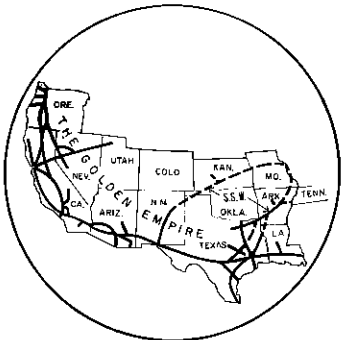
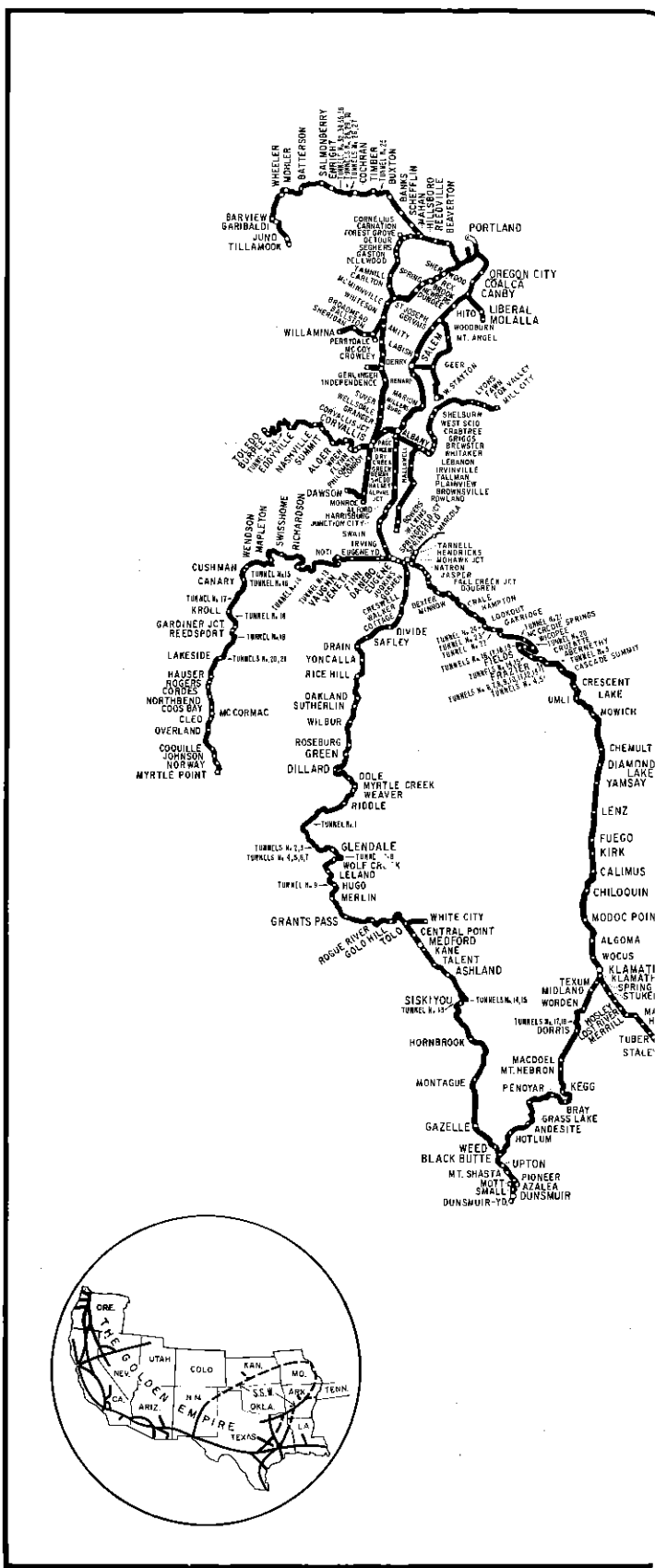
Where maximum load limit is 263,000 pounds or more, gross loads of 395,000 pounds may be handled on 6 axle cars when load limit of car is not exceeded.

Where maximum load limit is 263,000 pounds or more, gross loads of 526,000 pounds may be handled on 8 axle tank cars, with a maximum of 3 tank cars coupled together, when load limit of cars is not exceeded.

7. Passenger trains are restricted to movements on main tracks, sidings and designated receiving tracks at passenger stations. Movement on any other tracks must be authorized by Chief Train Dispatcher.

8. Following are emergency commercial telephone numbers for train dispatching districts:

Chief Train Dispatcher's Office . . . . .	(503) 689-8648
Valley and Hill Dispatchers . . . . .	(503) 688-2841
CTC and Branch Dispatchers . . . . .	(503) 688-5919

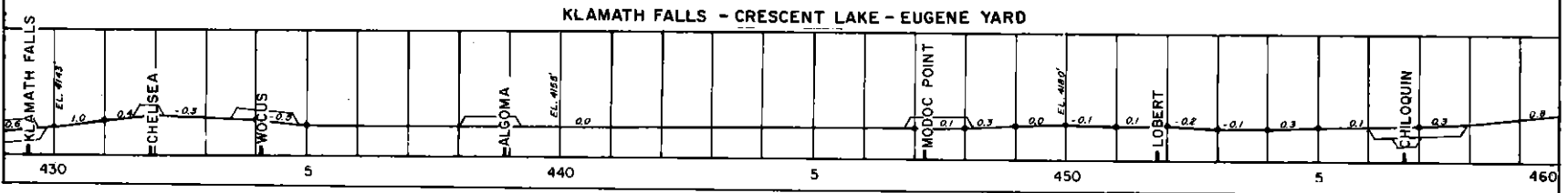
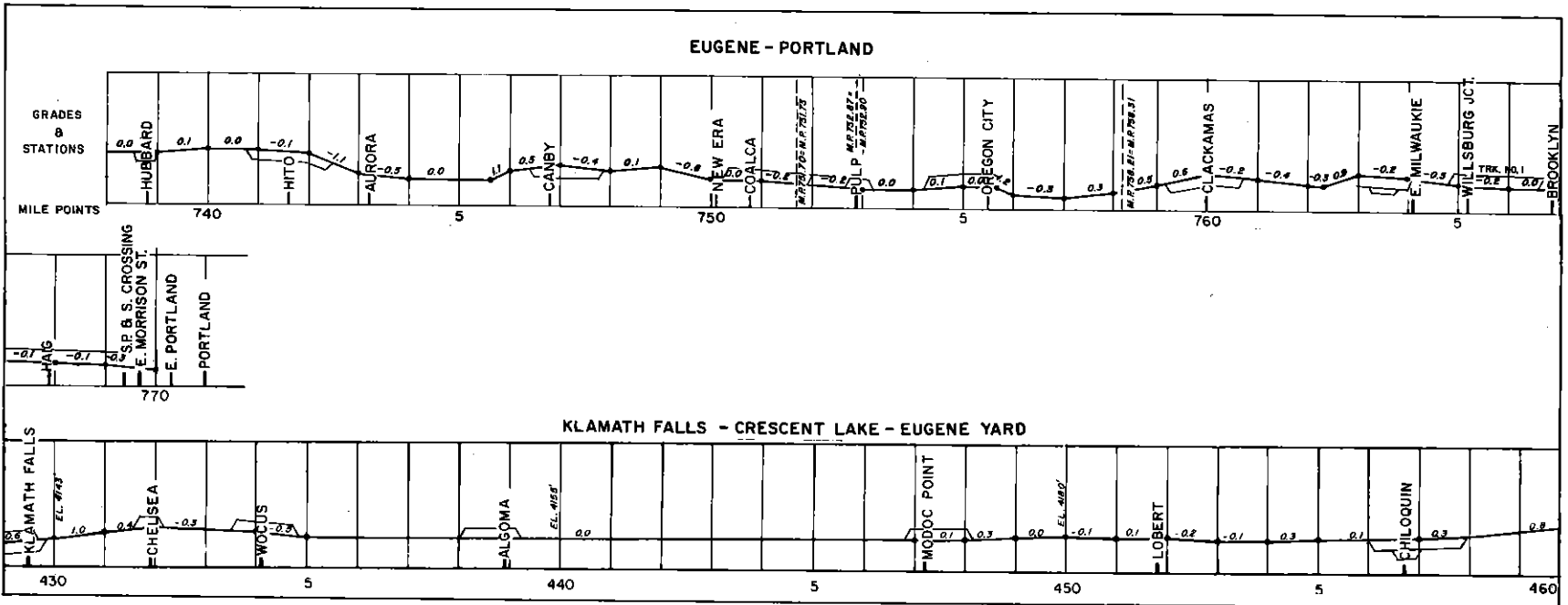
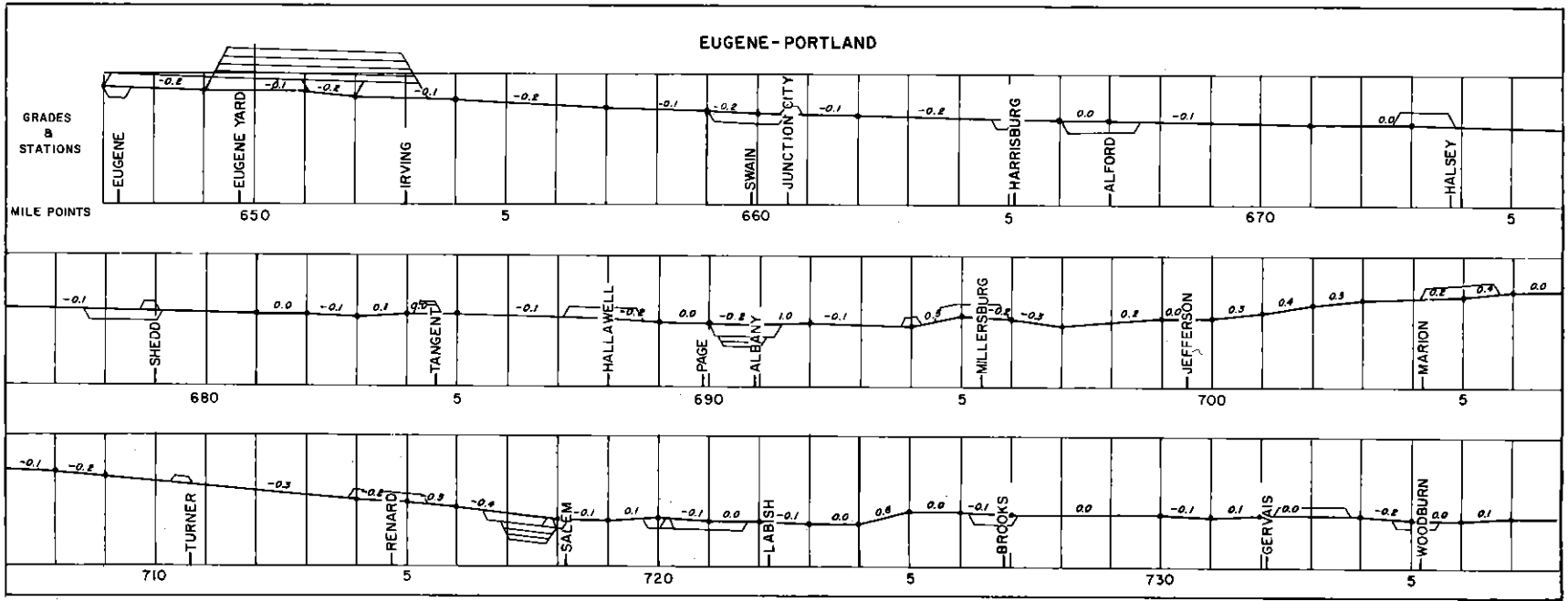


PORTLAND

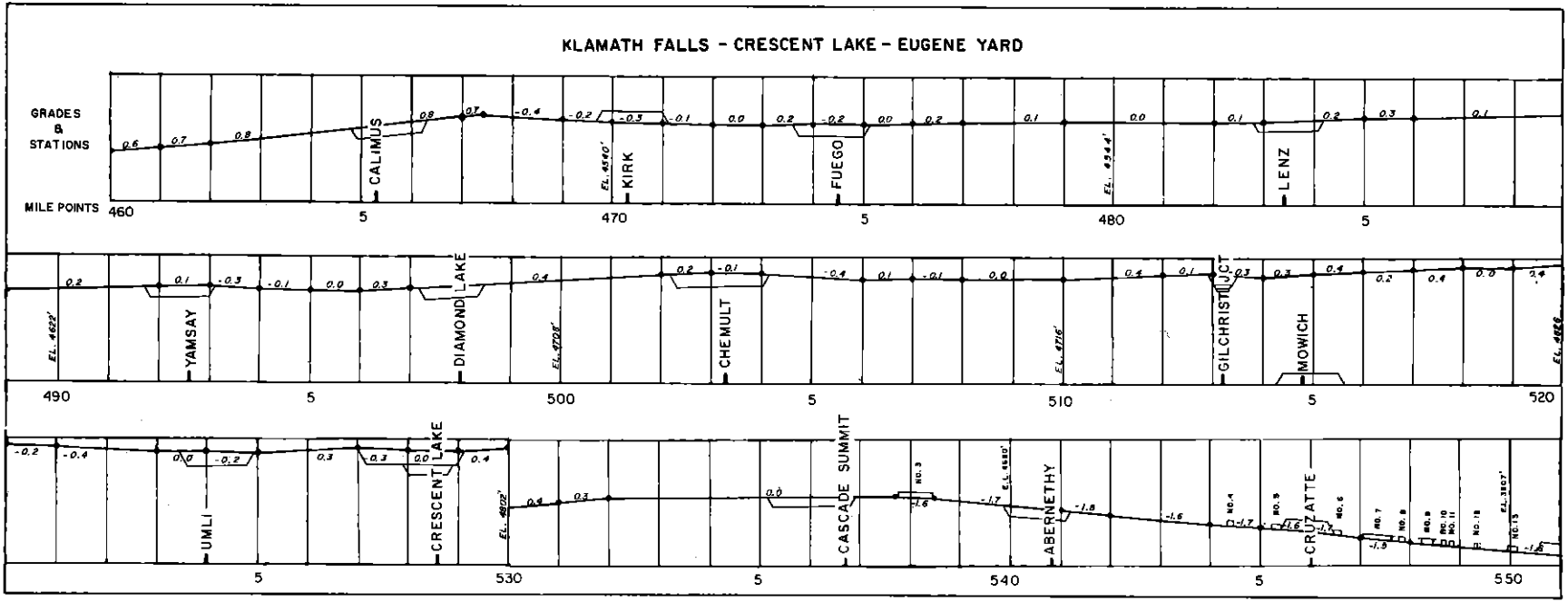
OREGON DIVISION

REV. TO SEPT. 1, 1960





KLAMATH FALLS - CRESCENT LAKE - EUGENE YARD



KLAMATH FALLS - CRESCENT LAKE - EUGENE YARD

