

SOUTHERN PACIFIC COMPANY



PORTLAND DIVISION SPECIAL INSTRUCTIONS

No. 5

EFFECTIVE SUNDAY, JANUARY 9, 1955

AT 12:01 A. M.,

PACIFIC STANDARD TIME

SUPERSEDING SPECIAL INSTRUCTIONS No. 4

THESE INSTRUCTIONS CONSTITUTE A PART
OF THE TIMETABLE CURRENTLY IN
EFFECT

R. E. HALLAWELL,
General Manager.

E. D. MOODY,
W. D. LAMPRECHT,
Assistant General Managers.

C. H. GRANT,
General Superintendent of
Transportation.

J. M. HATCHER,
Superintendent of Transportation.

L. P. HOPKINS,
Superintendent.

©This symbol indicates change, except changes on
rating of engines pages are not so indicated.

Spec Instr #4 eff 2 Nov 1952
#6 29 Apr 1956

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

○**RULE A.** The following rules have been revised. Revised pages have been printed covering these changes, and employes must have revised pages in their copy of Book of Rules.

Page Number	Rule Revised
17.....	7-A
19.....	10-G and 10-H
53.....	104-C
104.....	306
108.....	536
126.....	822
127.....	825
130.....	831
131.....	.832 (cancelled)

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

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

All mail cranes create impaired clearance when in position for delivery of mail.

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

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

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

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

○**RULE 7-B.** Yardmen must use green flag by day and green light by night in giving signals for all movements other than yard engines entering or leaving yard tracks at Eugene Yard, Albany, Salem and Brooklyn.

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

○**RULE 14.** The following paragraph has been added:

"Signs bearing the letter 'X', located one-fourth mile in advance of certain public crossings at grade, and signs bearing the letter 'W', located one-fourth mile in advance of certain tunnels and obscure curves, require engine whistle signal as prescribed by Rule 14(l). Absence of these signs, in advance of public crossings at grade, tunnels or obscure curves, does not relieve engineers from complying with Rule 14(l)."

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

○**RULE 19.** Certain passenger cars have supplemental roof-line markers in addition to side electric markers. When such cars are on rear of train, the supplemental markers must be lighted by day as well as by night and duplicate the display to the rear of side electric markers.

○**RULE 35.** First paragraph is revised to read:

"The following signals must be used by flagmen:

Day signals: A red flag, torpedoes and fuses.

Night signals: A white light, torpedoes and fuses."

○**RULE 99-A.** The following paragraph has been added:

"When protection is to be afforded for other than a train or engine and where conditions may interfere with the safe passage of trains or engines at normal speed, flagman must provide protection in accordance with second paragraph of Rule 99."

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

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

○**RULE 102-A.** Is revised to read:

"When part of a train is left on main track by night, or by day where the view is obscured, two torpedoes must be placed on the rail two rail-lengths apart, one-fourth mile in advance of the rear part of the train, to warn enginemen, and by night a white light must be placed on the front of the rear part of the train. When circumstances require, a flagman must protect engine when returning."

RULE 211. Form N train order may be issued to authorize lowering of train-order signal arm twice and its return to stop position as a calling-on signal, at stations where letter type indicator for display of letter "M" is not installed, and such operation of the signal will be an indication to an approaching train that orders are to be delivered which will authorize movement to the next station at least, against and ahead of, all superior trains. Engineer must acknowledge this calling-on signal by sounding signal 14(b), and will proceed on main track to receive orders.

If train is delayed between the time of acknowledging the calling-on signal and receipt of train orders, protection by flagman against any superior train must be provided.

Operation of the signal in above manner is prohibited unless operator has received Form N train order, and provided time limit named in the order has not expired.

RULE 283. Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route", Figs. A and B, must be made with caution.

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

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

PUSH BUTTONS

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

Train on main track to let train on siding pass must clear signal on siding by pressing button bearing word "siding" or number of signal on siding until light appears.

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

ELECTRIC SWITCH LOCKS

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

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

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

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

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

MECHANICAL SWITCH LOCKS

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

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

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

RULE 535. SPRING SWITCHES

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

CENTRALIZED TRAFFIC CONTROL

○**RULE 772(a).** Is revised to read:

"Work limits and clock time limit must be obtained from the train dispatcher, and dual control switch machine must be placed in hand position and locked, whether switch is to be thrown or not, and it must not be again placed in motor position until switching or work has been completed. Signals governing movements within the limit specified by train dispatcher will then display stop indication, and signals may be passed without stopping. Protection by flagman will not be required in either direction within the work limit and time limit. All movements must be made with caution, and if work is not completed within the time limit specified, extension must be obtained from train dispatcher. If the track is cleared and selector lever restored to motor position and it is again desired to use the dual control switch or foul main track, new authorization must be obtained."

○**RULE 774.** Is revised to read:

"After permission is obtained from the train dispatcher, switch must be placed in hand position in the following manner:

- (a) Unlock switch lock.
- (b) Move selector lever from position marked 'Motor' to position marked 'Hand'.
- (c) Operate hand-throw lever back and forth until switch points are seen to move with movement of lever, then line switch for route to be used and check points to see that they fit properly.

(d) After movements over switch have been completed, switch must be restored to position in which originally found, then restore selector lever to position marked 'Motor' and secure with lock. The selector and switch levers must not be forced. They will move easily when properly in mesh, although some manipulation of first one and then the other may be necessary to get them in proper mesh."

○**RULE 776(b).** Is revised to read:

"If desired movement requires that position of switch be changed, or if light on control machine is not illuminated (which would indicate that dual control switch is not locked), train dispatcher must not authorize movement except by requiring that switch machine be placed in hand position before the movement, and that it be returned to motor position after movement over the switch is completed. Dual control switch must be hand thrown for movement if required. Member of crew must notify train dispatcher when selector lever has been returned to motor position. Movement must not exceed restricted speed to the next signal."

GENERAL REGULATIONS

RULE 821. Speed of equipment over inundated tracks must not exceed 3 MPH, and the depth of water above top of rail must not be more than the following:

Diesel engines.....	3 inches
Passenger cars and steam engines equipped with roller bearings.....	6 inches
Other passenger cars and steam engines.....	12 inches

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

RULE 827. Trains handling logs on flat cars being met or passed by trains on adjoining track must be thoroughly inspected to know that proper clearance exists to insure safe movement on adjoining track and when practicable must remain standing while train on adjoining track is moving.

RULE 836. Cars shoved ahead of engine between stations on descending grade must be chained to the engine. Switching movement on descending grades must be protected by a derail. When practicable engine must be kept on lower end of cars.

○**RULE 872.** Second paragraph is cancelled.

RAILROAD RADIO RULES

○**RULE 950-C.** Is revised to read:

"Employee required to operate railroad radio transmitting sets at fixed stations must be conversant with Railroad Radio General and Operating Rules and pass examination thereon."

AIR BRAKE RULES

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

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

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

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

○**RULE 3.** On diesel locomotives of DP-5, 6, 8, 9, 10 and 11 classes the safety valve in the discharge pipe must be set at 185 pounds.

Standard brake pipe pressure for No. 377 (PCE) and No. 378 (PCE) is 90 pounds.

○**RULE 13.** Should all power units of a diesel engine running light or while handling train become inoperative on a grade, light engine or train, after stopping, must be immediately secured with hand brakes and engine wheels secured by blocking or chains.

FREIGHT TRAINS

○**RULE 24.** Last paragraph is revised to read:

"After test has been made and brakes released, trainmen must note that the brake pipe pressure is restored to at least 60 pounds as indicated by caboose gage before authorizing train to proceed, then observe by running inspection that each brake has released."

○Road test as required by Rule 24 must be made at turn around points where no change is made in engine, engine crew or train crew.

○**RULE 25.** Is revised to read:

"At any point, except as provided in Rule 32, after angle cock is closed and locomotive detached or train uncoupled, then recoupled and angle cock opened, rear end test must be made in the following manner:

- (a) When visibility permits or other means of communication are available for transmission of signals between the lead locomotive and rear of train, the engineer must place brake valve handle in lap position while couplings are being made and angle cocks opened, after which he must note brake pipe pressure as indicated by gage, and if it has not been reduced at least 20 pounds he must reduce it to that amount and release brakes. While release is being made trainmen must observe caboose gage and must not authorize train to proceed until it is known that the pressure is restored to at least 60 pounds and the rear brakes have released.
- (b) When visibility does not permit and other means of communication are not available for transmission of signals between the lead locomotive and rear of train, or at any point that the Superintendent may designate, the engineer must charge the brake system to not less than 10 pounds below standard pressure, make a reduction of 10 pounds, and as soon as the brake valve exhaust closes, signal by one sound of the locomotive whistle. The angle cock at the rear of train must then be opened gradually and with care to avoid emergency action, allowing only enough air to escape to cause the brake pipe gage hand on the locomotive to fall. When the engineer notes the brake pipe pressure falling, he must signal by two sounds of the locomotive whistle and the angle cock must then be closed. When the brake pipe pressure has stopped falling, the engineer must release the brakes.
- (c) When coupling or detaching one or more locomotives ahead of road locomotives, or immediately ahead of, or at rear of caboose, or when caboose only is added or detached, the brakes must be applied with not less than a 20 pound reduction before the angle cock is opened or closed. After coupling and opening the angle cock, and while release is being made, trainmen must observe caboose gage and must not authorize train to proceed until it is known that the pressure is restored to at least 60 pounds and rear brakes have released.

○**RULE 32.** Last sentence of third paragraph is revised to read:

"Trainmen must observe caboose gage and must not authorize train to proceed until it is known that the pressure is restored to at least 60 pounds and the rear brakes have released."

MISCELLANEOUS

4. Pushing trains out of yards:

- (a) Engines must not be placed behind a wooden underframe caboose or other wooden underframe equipment.
- (b) Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe cabooses.
- (c) Air must not be coupled through the pusher engine.
- (d) Knuckle must not be removed, or closed, nor cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

5. Helper service:

- (a) Helper engines must not be placed behind wooden underframe cars or wooden underframe cabooses.
- (b) Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe cabooses.
- (c) Not more than one helper engine will be placed behind steel underframe cabooses.

○When steam engine is coupled next behind diesel engine on head end of either a freight or passenger train, dynamic brakes must not be used.

○In passenger service DF-1 to 12 class engine of not more than four units may be coupled ahead of steam engine; DF-1 to 12 class engine of not more than four units may be coupled ahead of DF-1 to 12 class engine; and steam engine may be coupled ahead of DP or DF-1 to 12 class engine. When so coupled dynamic brakes must not be used.

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

○Helper or doubleheader engines must not be placed on head end of freight trains powered by DF-1 to 12 class engines, except single unit diesel engine of DF-100 to 112 class, or steam engine of F class or smaller, may be coupled ahead of DF-1 to 12 class engine consisting of not more than three units between Roseburg and Divide.

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

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

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

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

24. Operation of rotary snow plows with wings extended confined to territory between MP 565.48 (Eagle Creek) and Crescent Lake.

When operating snow plow and full extension of wings is not desired, side brace stops must be in place. These braces must also be kept in place unless wings are held in closed position by air cylinders.

Movement of rotary snow plow when not in operation must not be made until side brace stops are in place and tie bar connecting wings is secured to prevent uncontrolled opening of wings.

When operating rotary snow plow on descending grade retainers must be turned up on rotary, engine tank and caboose and rotary snow plow chained to engine.

Do not exceed 10 MPH when operating rotary snow plow with wings in extended position.

Extreme care must be exercised in moving through tunnels, sheds, meeting and passing trains and at water columns.

Trains handling rotary snow plow, when extended wings are not in secured closed position, must be brought to a complete stop before entering tunnels or passing the above impairments and before passing a train or cars on an adjoining track.

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

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

- (a) At all snow sheds and tunnels.
- (b) Bridges Nos. 565.48 (Eagle Creek), 563.23 (Salt Creek), 552.30, 549.07, 548.95, 548.50 (Noisy Creek), 547.67 (Shady Creek), 546.38 (Cascade Creek), 536.93 (Trapper Creek), 528.52 (Crescent Lake).
- (c) All water and oil columns at Wicopee, Cruzatte, Cascade Summit and Crescent Lake.
- (d) Westward "A" signal between East switch Cruzatte and Tunnel No. 6. Signals 5282 and 5288 West and East end of Crescent Lake passenger siding.

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

27. Should a passenger train, irrespective of the type of power being used, be stopped in a tunnel, air conditioned cars within the tunnel must immediately have the air conditioning systems, including ice engines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off.

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

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

NOMINAL CLASS	RUNNING FORWARD		RUNNING BACKWARD WITH TRAIN OR LIGHT
	WITH TRAIN	LIGHT	
AC.....	60	55	25
C.....	40	40	30
DF-1 to 12, except.....	55	55	*30
Units 6178, 6181, 6182, 6185, 6191 to 6193, 6203, 6206 to 6208, 6210, 6214 to 6219, 6222 to 6229, 6232 to 6239, 6242, 6249, 6256, 6266, 6342, 6343, 6346 to 6349, 6356, 6362 to 6364, 6366, 6372 to 6382, 6394 to 6407, 6409, 6411 to 6423, 6425, 6426, 6429, 6430, 6432, 6433, 6437 to 6449, 6452 to 6455, 6458 to 6461, 8032, 8043, 8071, 8080 to 8082, 8090, 8093, 8107, 8108, 8110, 8111, 8114 to 8119, 8122 to 8126, 8139, 8142 to 8145, 8147 to 8149, 8151, 8197, 8199, 8219, 8225, 8242, 8243, 8248, 8249, 8256, 8262 to 8264, 8267 to 8270, 8272 to 8274, 8276 to 8297, 8299, 8300, 8302, 8303, Units 6190, 6202, 6450, 6451, 6456, 6457, (T&NO) 338 to 353, 8091, 8092, 8102, 8103, 8106, 8109, 8298, 8301, (T&NO) 526 to 541	65	55	*30
DF-100, 114 to 120, except.....	65	65	65
Units 5279 to 5287, 5290 to 5293, 5309 to 5315.....	55	55	55
DF-101 to 112.....	60	60	60
DF-200 to 204.....	55	55	55
DF-300 to 306.....	65	65	65
DF-500, 501.....	70	70	70
DF-603.....	70	70	70
DP.....	79	79	*30
DS-1, 4, 5.....	45	45	45
DS-2, 3, 6, 7, 8.....	60	60	60
DS-100 to 108, 110, 111, 113 to 115, 117, 118.....	60	60	60
DS-109.....	65	65	65
DS-200, 201.....	35	35	35
F.....	50	50	30
GS.....	75	55	30
M.....	50	50	25
Mk-2, 4.....	40	40	30
Mk-5, 6, 9.....	50	50	30
Mk-11.....	35	35	30
Mt.....	75	55	30
P-4, 5 (T&NO), 6 (2453).....	65	55	30
P-6 (2454, 2458), 8, 10.....	75	55	30
RDC.....	79	79	*30
S, SE.....	20	20	20
SP.....	55	55	30
T-1, 23, 28, 31.....	50	50	30
T-32.....	60	55	30
TW-8.....	40	40	30
Any engine not listed.....	35	35	25

*When on head end of train or running light and engineer is in other than leading control cab in direction of movement.

⊙Steam engines running backward, and DF-1 to 12 and DP class engines operated with engineer in other than the lead unit in direction of movement, must not exceed 20 MPH when approaching highway or street crossings at grade, subject to further restrictions imposed by local conditions.

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

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

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

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

○ Maximum speed of trains handling dead engines of S or SE class 20 MPH; other steam engines 40 MPH; and diesel engines the speed shown for same engine running forward light, except DS-200, 201 class must have traction motor brushes removed and speed restricted to 30 MPH.

○ Dead diesel engines hauled in train and weighing 150,000 pounds or more must be placed first behind the engine handling the train; and dead steam engines weighing 150,000 pounds or more on drivers must be placed with 8 to 15 cars between it and engine handling the train. If weight is less than 150,000 pounds, dead diesel or steam engines must be placed near rear of train. Dead steam engines should be headed in direction of movement when possible.

Unless otherwise restricted, two dead road locomotives may be coupled together for movement. When necessary to separate them, or when an S or SE class and a road locomotive are moved dead in train, a steel underframe freight car must be placed between them, and S or SE class locomotive entrained with tender ahead.

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

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

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
○ Foreign steel-wheel cars not equipped with high speed trucks.....	60	55
○ Trains of deadhead equipment, with caboose.....	55	..
○ Passenger trains, with caboose.....	55	..
○ Engine and caboose only, except:.....	..	55
must not exceed speed for same engine running forward light.		
○ Trains handling flanger.....	..	30
○ Engine, flanger and caboose only.....	..	30
Logs loaded on flat or logging cars, except:.....	..	25
On curves.....	..	20
Through truss bridges, tunnels, and passing stations.....	..	15

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

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

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

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

○ Portland Traction Co. freight cars with arch bar trucks may be handled on through trains between Eugene and Portland. Canadian railroads' box cars with arch bar trucks may be handled in through trains between all points on the Division. Any such cars must be entrained next ahead of caboose and careful inspection of these cars must be made at all stops.

When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains must not exceed 50 MPH, and speed of freight trains and light engines must not exceed 40 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Cars and loads with height, width or weight greater than maximum shown in Line Clearance Circular (when movement is authorized)	40	25
○ Double or triple loads.....	40	25
Scale test cars.....	40	30
Cars with arch bar trucks.....	40	30
Steel pile-drivers.....	40*	30*
Relief outfits with steam derrick, except:.....	35*	25*
○ Between Springfield Jet. and Ashland.....	30*	..
(Relief outfits 7014 and 7025 must not be operated on any branch).		
(Relief outfits 7003 and 7004 must not be operated between Myrtle Point and Powers, Corvallis and Toledo, Springfield and Tallman, Lebanon and Geer, nor on Mill City Mollala and Marcola Branches).		
With a light car each side, over Phoenix column spans on Marcola and Woodburn-Springfield Branches.....	..	10
Power shovel on own wheels.....	35*	25*
Ditcher on own wheels, except:.....	35*	25*
SPMW-4044.....	25*	25*
Ditcher SPMW 4044 must not operate over bridges on Marcola Branch; nor over North Santiam and McKenzie River bridges on Woodburn-Springfield Branch.		
Car-top ditchers, if blocking and tie-down cables are removed.....	35*	25*
○ K&J, Western, and Oliver, pedestal or center-hinged air-dump cars, (except SPMW 5100 to 5189) loaded or empty.....	35*	25*
Locomotive cranes:		
With boom disconnected, heavy end forward.....	35*	25*
With boom disconnected, light end forward.....	20*	15
With boom in place, either end forward.....	25*	15
Rotary snow plows.....	25	15

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

SPECIAL INSTRUCTIONS—SPRINGFIELD SUBDIVISION

⊙**RULE 10-J.** Round yellow speed signs indicate the speed restrictions applying to CASCADE and SHASTA DAYLIGHT with diesel passenger engine.

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

⊙**RULE 14(k).** Will not apply in CTC limits between Eugene and Crescent Lake.

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

West MP		East MP
527.50	Crescent Lake.....	529.17
535.37	Cascade Summit.....	537.01
580.04	Oakridge.....	581.80
612.07	Fall Creek Jct. (Fall Creek Branch).....	601.85
617.70	Springfield.....	621.35
	(Woodburn-Springfield Branch).....	646.04
	(Marcola Branch).....	649.00
645.71	Eugene.....	651.28
	(Coos Bay Branch).....	650.76

⊙**Crescent Lake:** Trains moving on main track, in either direction, will move between end of CTC, at west switch yard track 1, and end of CTC, at east switch yard track 1, by block signals whose indications will supersede the superiority of trains.

⊙Trains entering yard will use track indicated in illuminated indicator located on westward SA signal at east switch for westward trains and on eastward SA signal at west switch for eastward trains.

⊙Units for display of flashing white light located west of west ladder track and east of east ladder track leads and when displayed will authorize movement from yard tracks to beginning of CTC.

⊙**Oakridge:** Track 1 is for use of eastward trains and westward trains must obtain train dispatcher's permission to use this track. Spring switch must be hand operated for westward trains to enter this track.

Track 4 will be left clear of cars for use by freight trains as instructed by train dispatcher.

⊙Westward trains entering yard will use track indicated in illuminated indicator located on westward absolute signal at east switch.

Switch position indicators located at spring switches on tracks 1 and 2.

Indicators do not indicate track occupancy. Indicator will display green aspect with switch in either normal or reverse position. When indicator displays red aspect or indicator light is extinguished, careful examination of switch must be made before making a facing point movement.

⊙**Springfield:** Movements into Booth Kelly log dump track governed by display of red or green lights which indicate the following:

- Red.....Do not enter track
- Green.....Track may be used

When red light is displayed unlock box on electric light pole with switch key and press button to sound horn for log-crane operator to display green light.

Eugene: Junction switch will be handled by yardmen.

⊙Westward first-class trains approach Signal 6477 prepared to head in if signal received from yardman.

⊙Trains moving on main track in either direction will move between end of CTC and Signal 6486, Eugene Yard, by block signals whose indications will supersede the superiority of trains.

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

- Fall Creek Jct.....Fall Creek Branch for Cascade line,
- Mohawk Jct.....Marcola Branch, for house track,
- Springfield.....Woodburn-Springfield Branch, for Cascade line,
- Springfield Jct.....Medford Subdivision for Springfield Subdivision.

Derails in main track:

- Fall Creek Jct.....Clearance point junction switch.

⊙**RULE 306.** The following block signals, equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as "P-A":

Eastward Signal	Protection	Westward Signal
P-A	Fire detector Cascade Creek Bridge, MP 546.38.....	P-A
P-A	Slide detector fence East of Tunnel 6, MP 546.70.....	P-5469
P-5470		Fire detector on trestle between Tunnels 7 and 8, MP 547.70.....
P-5478	Fire detector on trestle between Tunnels 9 and 10, MP 547.60.....	P-5491
P-5490	Fire detector on Side Canyon Bridge, MP 549.10.....	P-5497
P-A	Fire detector on Steep Canyon Bridge, MP 552.30.....	P-5529
P-5528		Slide detector on cinder fill ½ mile West of Fields, MP 553.60.....
P-5628	Fire detector on Salt Creek Bridge, MP 563.20.....	P-A
P-A		Fire detector on Eagle Creek Bridge, MP 565.50.....
P-5726	Slide detector fence, MP 572.20.....	P-5725
P-5714		P-5735
P-5778	Fire detector on Salmon Creek Bridge, MP 578.70.....	P-A
P-5828	Slide detector fence, MP 583.00.....	P-5839
P-A	Slide detector fence, MP 586.90.....	P-5875
P-A		P-5973
P-6118	Collision detector underpass, MP 611.90.....	
P-6120	Slide detector fence, MP 612.50.....	P-6133
P-6134	Slide detector fence, MP 613.80.....	P-A
P-A	Collision detector highway underpass, MP 621.00.....	P-6213
		P-A

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

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows:
○S.....	SA	West switch Crescent Lake	Enter passenger siding and remain on siding until authorized by train dispatcher to proceed.
○S.....	SA	East switch Crescent Lake	Enter passenger siding and remain on siding until authorized by train dispatcher to proceed.

CENTRALIZED TRAFFIC CONTROL

○**RULE 760.** Limits extend from fouling point at west end running track Eugene MP 649.19 to east switch Crescent Lake MP 529.03.

Cascade Summit: Two unit absolute signal located at west end crossover over westward siding governs eastward movements as follows:

- Upper unit for movements to pocket track.
- Lower unit for movements through crossover to main track.

Eastward three unit absolute signal located at west switch eastward siding governs movements as follows:

- Upper unit for movements on main track.
- Middle unit for movements on westward siding.
- Lower unit for movements on eastward siding.

Judkins: Westward absolute signals located on signal bridge at west switch govern movements as follows:

- Upper units for movements on main track.
- Lower units for movement to Medford Subdivision.

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

○**RULE 763.** Train indicators on extra trains except light engines will be displayed during time train is at Crescent Lake.

Light engines at Crescent Lake, Eugene or Eugene Yard, moving from or to CTC limits or within CTC limits need not display train indicators, white lights or white flags. Markers must be properly displayed.

GENERAL REGULATIONS

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

Cruzatte, Frazier.

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

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

○**RULE 827.** Eastward freight and mixed trains handled by steam engines will stop at Frazier 10 minutes for heat radiation unless stop has previously been made at Cruzatte. When stop of 10 minutes has been made at either Frazier or Cruzatte, train may thereafter run not to exceed 18 miles before again stopping for wheel radiation.

Eastward freight and mixed trains handled by DF class engines, with retainers in use and with three or more dynamic brakes in operation, will stop at Frazier 10 minutes for heat radiation unless stop has previously been made at Cruzatte. When stop of 10 minutes has been made at either Frazier or Cruzatte, train may thereafter run to Oakridge without stopping. With less than three dynamic brakes in operation, stops will be made as prescribed for trains with steam engines.

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

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

AIR BRAKE RULES

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

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

Cascade Summit-Oakridge. . . . 1 valve for every 70 tons.

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

Cascade Summit-Oakridge:

With four dynamic brakes in operation and over 4250 tons will use one retainer for each 125 tons.

With three dynamic brakes in operation and over 3675 tons will use one retainer for each 100 tons.

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

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

FREIGHT TRAINS

RULE 25. In making rear-end test between Crescent Lake and Oakridge, not including Oakridge, it must be made in accordance with Air Brake Rule 25(b).

RULE 32. On westward freight trains between Oakridge and Cascade Summit, before helper engines are detached to take water, engineer on road engine will make a 15-lb. brake pipe reduction. When such reduction is noted by lead helper engineer in rear of train he will so indicate to brakeman that helper engines may be cut off. Brakeman after cutting helper engine off must immediately set sufficient hand brakes to prevent slack from running out.

Engineer on road engine when helpers are detached must note carefully brake pipe pressure and when pressure leaks below 55 pounds he must immediately recharge brake pipe. Road engine must not be moved while helper engines are detached from train.

RULE 33. Gross tonnage of any freight train must not exceed 60 tons per operative brake Cascade Summit to Oakridge.

SPECIAL INSTRUCTIONS—SPRINGFIELD SUBDIVISION

PASSENGER TRAINS

○**RULE 38.** Road test on CASCADE and SHASTA DAYLIGHT will be made at Eugene as prescribed in last two paragraphs of Rule 38.

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

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

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

TRAIN HANDLING

○**RULE 60.** On freight trains handled by diesel engines and using dynamic brakes, before entering or leaving siding, turnout or crossover on descending grade between Cascade Summit and Oakridge, dynamic braking force must be reduced to one half of the maximum and, if necessary, automatic brake applied sufficiently so that speed of 15 MPH will not be exceeded while engine is moving between points 500 feet before reaching and 1500 feet after passing turnout or crossover.

MISCELLANEOUS

5. Helper service:

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

○Trains requiring only one diesel helper engine will place helper engine next ahead of caboose, but in all cases ahead of wooden underframe cars, outfit cars, passenger equipment and empty cars.

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

○**10.** Engines listed must not operate on tracks shown below:

Class of Engines	Restricted Tracks
Engines over 273,000 pounds on drivers	Springfield—High Line log spur.
Engines over 210,000 pounds on drivers	Eugene-Jenne spur.
F.....	Marcola Branch — McKenzie River bridge MP 649.50.

○**11.** Load limit (car and contents):

Mohawk Jct.-MP 649.40	251,000 pounds
MP 649.40-Hyland	210,000 pounds
	169,000 pounds

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

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

Mile Post	Location	Description	Height Above Top of Rail	Side Clearance From Rail
537.80	Cascade Summit-Aber-	Tunnel 3.....	20.5	5.3
544.30	nethy.....	Tunnel 4.....	20.5	5.2
545.20	Abernethy-Cruzatte.....	Tunnel 5 and Rock Shed.....	20.5	5.0
546.50	Cruzatte-Frazier.....	Tunnel 6.....	20.5	5.4
547.10	".....	Tunnel 7 and Snow Shed.....	20.5	5.0
547.70	".....	Tunnel 8.....	20.5	5.3
548.30	".....	Tunnel 9 and Snow Shed.....	20.5	4.7
548.60	".....	Tunnel 10 and Rock Shed.....	20.5	5.4
548.80	".....	Tunnel 11 and Rock Shed.....	20.5	5.4
549.30	".....	Tunnel 12 and Rock Shed.....	20.5	5.6
550.00	".....	Tunnel 13.....	20.5	4.9
551.80	Frazier-Fields.....	Tunnel 14 and Snow Shed.....	20.5	5.2
553.90	".....	Tunnel 15.....	20.5	6.0
556.00	Fields-Wicopee.....	Tunnel 16.....	20.5	5.3
557.10	".....	Tunnel 17.....	20.5	5.5
557.80	".....	Tunnel 18.....	20.5	5.0
558.60	".....	Tunnel 19.....	20.5	5.0
560.90	Wicopee-Heather.....	Tunnel 20.....	20.5	5.2
565.48	Heather-McCredie Spgs.....	Eagle Creek through Pl. Girder.....	20.5	3.7
572.10	McCredie Spgs.-Pryor.....	Tunnel 21.....	20.5	5.6
581.80	Oakridge-Westfir.....	Tunnel 22.....	18.8	5.3
584.50	Hemlock-Lookout.....	Tunnel 23.....	19.7	5.6
587.20	Lookout-Hampton.....	Tunnel 24.....	20.0	5.6
590.00	".....	1st Crossing middle Will. River through truss.....	20.5	4.1
620.58	Spfld.-Spfld. Jct.....	Through girder Mill Creek.....	20.5	4.1
649.50	Hendricks-Marcola.....	McKenzie River Crossing.....	18.4	4.5
651.02	".....	1st Mohawk River Crossing.....	20.3	4.2

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

SPECIAL INSTRUCTIONS—SPRINGFIELD SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 5 and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT**, and **OTHER MAXIMUM SPEEDS** appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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

TERRITORY	*Streamlined PASSENGER TRAINS	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	*Streamlined PASSENGER TRAINS	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD					RUNNING FORWARD	RUNNING BACKWARD
Column:	A	1	2	3	4	Column:	A	1	2	3	4
EASTWARD, CRESCENT LAKE TO EUGENE YARD: MP MP						WESTWARD, EUGENE YARD TO CRESCENT LAKE: MP MP					
528.60 to 533.12	60	55	45	45	30	649.20 to 648.69	79	70	50	50	30
533.12 to 536.70 (Cascade Summit)	55	50	45	45	30	*648.69 to 647.40 (Eugene)	50	50	30	30	20
536.70 to 542.00	30	30	20	30	15	647.40 to 646.90	30	30	30	30	20
542.00 to 553.50	30	30	25	30	15	*646.90 to 646.27 (Eugene)	50	50	30	30	20
553.50 to 554.00	15	15	15	15	15	646.27 to 644.60 (621.88)	55	50	30	30	30
554.00 to 558.03	30	30	25	30	15	621.88 to 620.40 (Springfield)	40	40	30	30	30
558.03 to 558.71	25	25	25	25	15	620.40 to 617.19	55	50	40	35	20
558.71 to 580.50 (Oakridge)	30	30	25	30	15	617.19 to 616.70	50	50	40	35	20
580.50 to 588.99	55	50	40	35	20	616.70 to 611.81	55	50	40	35	20
588.99 to 591.90	60	55	45	40	25	611.81 to 596.94	60	55	45	40	25
591.90 to 592.40	55	55	45	40	25	596.94 to 596.61	55	55	45	40	25
592.40 to 596.61	60	55	45	40	25	596.61 to 592.40	60	55	45	40	25
596.61 to 596.94	55	55	45	40	25	592.40 to 591.90	55	55	45	40	25
596.94 to 611.81	60	55	45	40	25	591.90 to 588.99	60	55	45	40	25
611.81 to 616.70	55	50	40	35	20	588.99 to 580.50 (Oakridge)	55	50	40	35	20
616.70 to 617.19	50	50	40	35	20	580.50 to 558.71	30	30	25	30	15
617.19 to 620.40 (Springfield)	55	50	40	35	20	558.71 to 558.03	25	25	25	25	15
620.40 to 621.88 (644.60)	40	40	30	30	30	558.03 to 554.00	30	30	25	30	15
644.60 to 646.27	55	50	30	30	30	554.00 to 553.50	15	15	15	15	15
*646.27 to 646.90 (Eugene)	50	50	30	30	20	553.50 to 542.00	30	30	25	30	15
646.90 to 647.40	30	30	30	30	20	542.00 to 536.70 (Cascade Summit)	30	30	25	30	15
*647.40 to 648.69 (Eugene)	50	50	30	30	20	536.70 to 533.12	55	50	45	45	30
648.69 to 649.20	79	70	55	50	30	533.12 to 528.60	60	55	45	45	30
EASTWARD, MOHAWK JCT. TO HYLAND	..	..	20	20	15	WESTWARD, HYLAND TO MOHAWK JCT.	..	..	20	20	15
EASTWARD, FALL CREEK JCT. TO MP 601.85	..	..	25	25	15	WESTWARD, MP 601.85 TO FALL CREEK JCT.	..	..	25	25	15

★Regulated by City ordinance.

○*Streamlined passenger trains are **CASCADE** and **SHASTA DAYLIGHT** with diesel passenger engine.

○**CASCADE AND SHASTA DAYLIGHT**, with P-7, 8, 10; GS, or Mt class engine, may run not to exceed 75 MPH on tangent track where 70 MPH is authorized in Column 1.

○No. 377 (PCE) and No. 378 (PCE), when consist contains no restricted cars, may operate at passenger speeds shown in Column 1, except maximum speed must not exceed 60 MPH.

RULE 10-J. A light engine, or an engine with caboose may make speed shown in Speed Restrictions table for light engines in territory where such speed is in excess of that authorized by speed sign.

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

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

SPECIAL INSTRUCTIONS—SPRINGFIELD SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Crescent Lake to Eugene	Eugene to Hampton	Hampton to Oakridge	Oakridge to Crescent Lake	Mohawk Jct. to Hyland	Hyland to Mohawk Jct.
DP-4, 7	6000 to 6004, 6017, 6018	3750	2825	2825	1050	.....	.....
DP-5, 6	6005 to 6016	6000	4500	4000	1800	.....	.....
DP-8 to 10	6019 to 6033	8425	4700	4175	2275	.....	.....
DP-11	6034 to 6045	8650	4825	4300	2350	.....	.....
DF-1 to 12	6138 to 6461	12750	7300	6550	4600	.....	.....
DF-100	5200 to 5202	3400	1950	1725	950	.....	.....
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	4000	2450	2200	1225	.....	.....
DF-109, 111	5250 to 5252, 5503 to 5505	6525	3600	3225	.....	.....	.....
DF-114, 116, 117, 118, 120	5279 to 5293, 5308 to 5335, 5340 to 5371	5475	3050	2700	1500	.....	.....
DF-115, 119	5294 to 5307, 5336 to 5339	.....	.....	.....	.....	.....	.....
DF-200 to 204	5100 to 5118	1725	975	875	475	3000	3000
DF-300 to 304	4600 to 4623, 4700 to 4703	.....	.....	.....	.....	.....	.....
DF-305, 306	4624 to 4633	.....	.....	.....	.....	.....	.....
DF-500, 501	4800 to 4815	.....	.....	.....	.....	.....	.....
DF-603	5600 to 5603	4100	2350	2100	1200	.....	.....
DS-1 to 8	1000 to 1032	1375	775	680	365	.....	.....
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	2075	1175	1050	565	.....	.....
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	2900	1600	1325	730	.....	.....
DS-113, 117	1486 to 1491, 1529 to 1538	.....	.....	.....	.....	.....	.....
DS-200, 201	1900 to 1903	1725	975	.....	.....	.....	.....
M-4	1673, 1713	1525	1125	1000	460	.....	.....
M-6, 8	1721 to 1801, 1824, 1825	1775	1325	1175	550	.....	.....
M-9	1805 to 1817, 1830	1900	1400	1250	600	.....	.....
M-11	1832 to 1835	1975	1450	1300	625	.....	.....
T-1	2248, 2252	1300	950	850	395	.....	.....
T-23	2302, 2303	1875	1375	1225	575	.....	.....
T-28, 31	2312 to 2362	2050	1500	1350	650	.....	.....
T-32	2363 to 2384	2100	1550	1375	650	.....	.....
P-4	2414	1850	1350	1200	525	.....	.....
P-5 (T&NO)	600 to 606	.....	.....	.....	.....	.....	.....
P-6	2453, 2454, 2458	2100	1525	1350	625	.....	.....
P-7	2476, 2477	2225	1625	1450	675	.....	.....
P-8, 10	2461 to 2474, 2479 to 2483	2275	1675	1475	675	.....	.....
P-8, 10	2475, 2484 to 2491	2425	1775	1575	725	.....	.....
C-8, 9, 10	2513 to 2598, 2700 to 2860	2275	1675	1500	700	.....	.....
C-18	3400, 3406	2100	1550	1375	675	.....	.....
C-19	3420, 3423, 3426	2175	1600	1425	700	.....	.....
TW-8	2914	1975	1450	1300	600	.....	.....
Mk-2, 4	3203 to 3236	2625	1950	1725	800	.....	.....
Mk-5, 6	3247 to 3275	2900	2125	1900	900	.....	.....
Mk-9	3322	3175	2350	2100	1000	.....	.....
Mk-11	3298	2350	1750	1550	750	.....	.....
F-1	3614 to 3652	3325	2475	2200	1050	.....	.....
F-3, 4, 5	3653 to 3769	3800	2825	2525	1200	.....	.....
AC-4, 5	4104 to 4120	5950	4400	3925	1925	.....	.....
AC-6 to 12	3801 to 3811, 4130 to 4294	6400	4750	4250	2050	.....	.....
Mt-1, 3, 4, 5	4300 to 4376	3025	2225	1975	925	.....	.....
GS-1, 2	4400 to 4415, 4470 to 4473	3325	2375	2100	975	.....	.....
GS-3, 4, 5, 6	4416 to 4469	3300	2425	2150	975	.....	.....
GS-7, 8	4475 to 4487	.....	.....	.....	.....	.....	.....
SP-1, 2, 3	5005 to 5047	4450	3300	2925	1425	.....	.....

©Ratings shown for nominal class DP-4 through 11 are applicable to 3-unit engines. To determine rating of engine with less than 3 units, divide published rating by 3 and multiply by number of units comprising the engine.

Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

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

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

⊙**RULE 10-J.** Round yellow speed signs indicate the speed restrictions applying to CASCADE and SHASTA DAYLIGHT with diesel passenger engine.

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

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

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

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

⊙**RULE 31.** Use of engine whistle within city limits of Portland, Oswego, Hillsboro, McMinnville and Corvallis should be confined to operating purposes or to cases of emergency. Use of engine bell as provided in Rule 30 will be regarded as the equivalent of complying with conditions under Rule 14(l) except in cases of emergency. When necessary to use engine whistle, it should be modified as much as possible.

Whistle signals, as required by rule, must be sounded between east city limits and Marion Street, Salem. Not necessary to sound extended whistle signals but warning signal must be sounded, in addition engine bell must be rung.

Engine bell must be ringing continuously while moving on 12th Street, Salem, and where possibility of striking motor vehicles, whistle must also be sounded.

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

West MP		East MP
645.71	Eugene	651.28
	(Coos Bay Branch)	650.76
689.67	Albany	691.73
	(Toledo Branch)	692.43
	(Tallman Branch)	690.40
715.91	Salem	721.11
718.93	(Geer Branch and Woodburn-Springfield Branch)	719.58
	(Falls City Branch)	721.15
734.12	Woodburn	735.67
736.38	(Woodburn-Springfield Branch)	
745.84	Canby	747.87
	(Molalla Branch)	748.20
765.01	Brooklyn	
⊙741.24	(Tillamook Branch)	
684.42	Tallman (Woodburn-Springfield Branch)	685.72
696.91	(Tallman Branch)	
687.23	Lebanon	690.17
704.52	Shelburn (Woodburn-Springfield Branch)	705.30
	(Mill City Branch)	705.56
726.11	Silverton	728.42
725.79	Mill City	730.16
685.87	Corvallis (West Side Branch)	690.96
⊙701.02	(Toledo Branch)	706.20
765.12	Toledo	766.75
698.02	Wellsdale	700.63
708.70	Independence	711.17
713.95	Gerlinger (West Side Branch)	715.64
727.84	(Falls City Branch)	729.68
730.23	Whiteson (West Side Branch)	731.24
	(Willamina Branch)	730.93
732.90	McMinnville	736.30
737.52	St. Joseph	738.46
	(Newberg Branch)	738.40
741.90	Carlton	743.27
754.15	Seghers	755.64
757.62	Carnation	758.91
	(Inc. spur from Detour to Forest Grove)	
764.30	Hillsboro (West Side Branch)	
⊙766.69	(Tillamook Branch)	764.06
⊙756.48	Beaverton	754.97
763.34	Cook (Newberg Branch)	
⊙748.95	(Tillamook Branch)	747.28
679.41	Dawson	

West MP		East MP
	Tillamook	855.29
846.70	Garibaldi	845.33
834.45	Wheeler	832.24
825.94	Batterson	824.53
816.55	Salmonberry	815.68
811.41	Enright	810.72
800.47	Cochran	799.65
793.91	Timber	791.77
781.56	Buxton	780.68
747.95	Newberg	749.52
⊙745.67	Oswego (Tillamook Branch)	741.58
	(Jefferson Street Branch)	768.80
721.85	Winona	723.46
⊙732.79	Dallas	734.88
745.97	Black Rock	
757.32	Molalla	
737.49	Broadmead (Willamina Branch)	738.08
	(Perrydale Branch)	737.97
748.42	Willamina	

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

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

⊙Trains moving on main track, in either direction, will move between end of CTC and Signal 6486, Eugene Yard, by block signals whose indications will supersede the superiority of trains.

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

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

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

Salem: Yardman's proceed signal will indicate protection has been provided against first-class trains for trains moving on main track between Pringle and junction switch Falls City Branch.

⊙**Toledo:** C. D. Johnson Lbr. Corp. may move their engine between sawmill and junction switch logging railroad.

RULE 98. Railroad crossings at grade not interlocked:
 Albany.....OERY crossings over yard tracks,
 Salem.....OERY crossings over yard tracks,
 Between Salem and
 Pinckney.....OERY crossing,
 Between Independence
 and Wigrich.....V&SRR crossing,
 Gerlinger.....West Side Branch and Falls City
 Branch crossing,
 Hillsboro.....OERY crossing at Washington St.
 ⊙East Portland.....PTCo. at old IP lead,
 SPS Crossing at Madison St.

RULE 99-C. Will apply as follows:
 Toledo Branch, between Corvallis and Toledo,
 Woodburn-Springfield Branch, between Springfield and
 Tallman,
 Mill City Branch,
 West Side Branch, between Corvallis and Cheshire,
 ⊙Newberg Branch,
 Bailey Branch,
 Tillamook Branch, between Wheeler and Tillamook.

⊙RULE 103-A. Automatic crossing gates:

Following crossings protected by gates with control circuits located within short distance of crossings.

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

Station	Location	MP
Harrisburg	Smith St.	665.00
Portland	Clay St.	769.24
"	Hawthorne Blvd.	769.29
"	Madison St.	769.33
"	Main St.	769.38
"	Salmon St.	769.43
"	Taylor St.	769.48
"	Yamhill St.	769.53
"	Belmont St.	769.58
"	Morrison St.	769.63
"	Alder St.	769.68
"	Washington St.	769.73
"	S. E. Stark St.	769.78
"	S. E. Oak St.	769.84

East Milwaukie: Ringing bells on automatic warning device at Oak Street crossing are equipped with a cut-out device so that bells will stop ringing after an interval of two minutes. Movements occupying control circuit at this crossing more than two minutes must not enter crossing until it has been ascertained that bells are ringing or that crossing is clear of vehicular traffic.

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

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

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

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

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

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

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

Eugene Yard	Coos Bay line, for yard track,
Page	Page siding, for Tallman Branch,
Albany	OERY connection, for SP main track,
Albany	Toledo Branch, for Brooklyn line,
Salem	Falls City Branch, for Brooklyn line,
Salem	Geer Branch, for east leg of wye,
Canby	Molalla Branch, for siding,
Willsburg Jct.	Tillamook Branch, for Brooklyn line,
Haig	End double track, for eastward track,
Springfield	Woodburn-Springfield Branch, for Cascade line,
Tallman	Junction switch, for Tallman Branch,
Tallman	West wye switch, for wye,
Lebanon	OERY connection, for SP main track,
Shelburn	West wye switch, for Lebanon-Mill City line,
Shelburn	East wye switch, for Lebanon-Geer line,
Geer	East switch Geer wye on Geer Branch, and west wye switch on Woodburn-Springfield Branch lined for movement Salem to Shelburn,

Geer	East switch on Woodburn-Springfield Branch lined for movement Woodburn to Salem,
Woodburn	Woodburn-Springfield Branch, for siding,
Corvallis Jct.	West Side Branch, for Toledo Branch,
Corvallis Jct.	East wye switch on West Side Branch, for wye,
Corvallis	West Side Branch, for Toledo Branch,
Toledo	C. D. Johnson Lbr. Corp. tracks, for SP main track,
Alpine Jct.	Bailey Branch, for West Side Branch,
V&S Jct.	V&SRR track, for SP main track,
St. Joseph	Newberg Branch, for West Side Branch,
Newberg	Spaulding Lbr. Co. track, for SP track,
Hillsboro	West Side Branch, for Tillamook Branch,
Cook	Newberg Branch, for Tillamook Branch,
Whiteson	Willamina Branch, for West Side Branch,
Willamina	W&GRRy connection, for siding,
Broadmead	Perrydale Branch, for Willamina Branch,
Beburg	OERY connection, for SP main track (A-PB),
Greton	OERY connection, for SP main track (A-PB),
Wilsonia	Jefferson St. Branch, for Tillamook Branch.

Derailed in main track:

Canby	On Molalla Branch, 100 feet east of east wye switch,
Willamina	1550 feet east of station building,
Dawson	210 feet east of west switch,
Black Rock	200 feet east of west switch on old main track.
Gates	Clearance point opposite east end of siding.

⊙RULE 211. Will apply when letter "M" is illuminated in letter-type indicator as follows:

On Signal	Approaching
7544	Oregon City

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

Eastward Signal	Protection	Westward Signal
P-7168	Spring switch west end siding, Pringle	{ P-7167 P-7169
P-7418 P-7420	Spring switch east end siding, Hito	P-7421
P-7500	Spring switch west end siding, Coalca	{ P-7501 P-7503
P-7556	Collision detector, highway underpass MP 755.85 and 755.99, Oregon City	P-7567

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

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

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

⊙Eugene Yard: Westward trains entering yard tracks at Eugene Yard must not exceed 15 MPH over the 1600-foot section of track in approach to east switch to permit identification and operation of switch.

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

⊙Salem: Normal indication of dwarf home signal on Falls City Branch is "Stop".

⊙Willsburg Jct.: Normal indication of home signal on Tillamook Branch is "Stop".

⊙Wilsonia: Normal indication of Signal 7683 on Jefferson Street Branch is "Stop".

At above locations Rule 513 applies. If signal does not indicate proceed after switch is lined for entry into main track, be governed by Rule 509 or Rule 510.

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

Lebanon: OERy junction switch at MP 688.90 is protected by Signals 6889 and 6891 located near clearance points and Signal 6888 approximately 1500 feet west of junction switch.

○Normal position of switch is for movement on SP track. Normal indication of signals on SP track is "proceed" and signal on OERy "stop".

○When block indicator located at main track switch indicates block clear, switch may be lined for movement to SP track and when so lined, and block is clear, signal on OERy will change to proceed. If signal does not change to proceed, be governed by Rules 509 and 510.

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

RULE 516. Overlap posts:

- Eastward trains:
- Fair Grounds.300 feet east of west switch,
- East Milwaukie.3100 feet west of east switch.
- Westward trains:
- Irving.2500 feet east of west switch,

RULE 535. SPRING SWITCHES

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

Location	Normal Position
Pringle. West end siding.	Main track
Hito. East end siding.	Main track
Coalca. West end siding.	Main track

RULE 605. INTERLOCKING

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

East Portland Tower: Governs movement over Willamette River bridge.

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

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

The following whistle signals will be used:

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

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

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

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

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

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

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

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

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

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

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

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

RULE 740. ABSOLUTE - PERMISSIVE BLOCK

Absolute-Permissive Block between Greton and Beburg.

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

GENERAL REGULATIONS

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

AIR BRAKE RULES

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

- Macleay-Geer.1 valve for every 60 tons in train, Timber-Enright both directions.1 valve for every 57½ tons in train,
- Black Rock-Falls City. . .1 valve for every 50 tons in train,
- Tunnel 25-Buxton.1 valve for every 60 tons in train,
- Summit-Nashville.1 valve for every 60 tons in train.

○Trains passing Cochran using retainers must be given a retainer test. Trains must not leave Cochran with more than one retainer in 10 inoperative.

Retainers will be used on diesel powered freight and mixed trains on descending grades as follows:

Between Timber and Enright—both directions:

With one dynamic brake in operation and handling over 1000 tons—1 retainer for each 65 tons in train; with two dynamic brakes in operation handling over 2000 tons—1 retainer for each 65 tons in train.

Tunnel 25 to Buxton:

With one dynamic brake in operation handling over 1200 tons—1 retainer for each 100 tons in train.

○With two dynamic brakes in operation handling over 2400 tons—one retainer for each 100 tons in train.

In the event dynamic brake failure occurs in retainer territory, stop must be made immediately and after brake pipe pressure has been restored, train may proceed being governed by steam engine rule.

When trains are powered by diesel engines on which there is no dynamic brake or upon which dynamic brake is inoperative, retainers must be used same as for steam powered trains.

FREIGHT TRAINS

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

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

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

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

Summit and Nashville	60 tons
Black Rock and Falls City	50 tons
Timber and Belding	65 tons
Buxton and Strassel	75 tons

PASSENGER TRAINS

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

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

RULE 38. Road test on Cascade and Shasta Daylight will be made at Eugene as prescribed in last two paragraphs of Rule 38.

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

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

Newberg Branch	East and west of Rex,
Tillamook Branch	Eastward trains before descending grade east of Tunnel 25.

MISCELLANEOUS

5. Helper service:

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

Tillamook Branch: When necessary to entrain three diesel engines in any combination in helper service in rear of train, empty flat cars and empty tank cars should be placed behind helper. If operating conditions require, they may be entrained on head end of train but should be at least 12 cars ahead of helper.

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

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

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

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

⊙10. Engines listed must not operate on tracks shown below:

Class of Engines	Restricted Tracks
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Engines over 210,000 lbs. on drivers	Eugene—Jenne spur.
DF-1 to 12, 100 to 120, 500 to 501, 603, and Steam engines over 200,000 lbs. on drivers	Albany—Beyond Northrup and King spur near end of old C&E main; Coach tracks 1 and 2 in old C&E yard; and tracks on Water Street, including lead from Toledo Branch.

All engines except DF-200 to 204, 300 to 306, DS-1 to 8, 100-111, 114, 115 and 118, S	Pringle—City Ice Works spur. Salem—Kay Woolen Mill spur and State Hospital spur.
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Engines over 210,000 lbs. on drivers	Salem—Trade Street track.
Except DS-100 and 102 to 108, 111, 114 and 115 may operate on all tracks Salem except tracks leading from Front Street to Chemeketa Street and from Front Street to Hunts Cannery.	

F, AC, MT, GS, SP, DP, DF-1 to 12, DF-100 to 120, 500 to 501 and 603	Canby—Pit track; stock track.
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All engines except DS-1 to 8, 100, 104, 105, 108, 111 and 115, DF-200 to 204, 300 to 304, S	Brooklyn—Libby McNeill and Libby lead.
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"	East Portland—General Grocery track; Municipal Terminal Track 2.
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F, AC, MT, GS, SP	East Portland—North leg of wye at west end of Willamette River Bridge.
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Engines over 200,000 lbs. on drivers	Corvallis—Fishers spur.
All	Burpee—Beyond loading point re-load track, Yaquina Bay.

⊙East Portland: Movements with passenger equipment must not be made through No. 7 crossover between main tracks, Stark and Oak Sts.

⊙Salem: Movements on track serving Hunt Foods, Inc., Front St. lead, must be stopped before entering gate.

⊙Menefee: Closed cars must not be moved through siding.

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

⊙Wren: Cars must not be stored on west end of siding opposite open burner.

⊙Tillamook: Engines must not exceed 6 MPH over bridges on Hole track.

⊙Portland: Mk, F, SP and AC class engines must not operate over Willamette River Bridge.

⊙Oregon City: Engines must not go beyond engine restriction signs on Paper Mill track.

⊙Between Geer and Armitage: Two or more engines coupled must not operate over truss bridges. This does not apply to DF-200 to 204 diesel engines.

⊙V&S Jct.: SP engines must not operate on track 5 (main line V&SR).

⊙Wellsdale: Engines must not operate on tracks 2, 4, 5 and 7.

⊙Corvallis: Engines over 140,000 pounds on drivers must not operate beyond Central Planing Mill at First and Madison Streets.

⊙Conroy: Engines and cars must not move beyond chip loader on short spur, Peak Plywood Corp.

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

⊙**Black Rock:** Engines must not operate on old main track between switches leading to brow log.

⊙**Cochran:** Engines must not go beyond engine restriction signs on Blue Lake No. 3.

⊙**Salmonberry:** Engines must not go beyond engine restriction sign on Y&W spur.

⊙**Batterson:** Engines must not go beyond engine restriction signs on pocket track.

⊙**Wheeler:** Engines are restricted at brow log on Lewis Shingle Mill spur.

⊙**Oswego:** Engine must not go beyond engine restriction signs on Cement Plant Track 1 west of loading chute; track 2 west of point 200 feet west of switch; track 5 west of east end crusher.

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

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

⊙**11. Load limit (car and contents):**

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

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

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

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

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

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

WOODBURN-SPRINGFIELD BRANCH

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

MILL CITY BRANCH

714.00	Kingston-Lyons	Rock cut		5.2
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FALLS CITY BRANCH

719.74	Pinckney-Salem	Willamette River crossing	21.6	4.9
742.30-743.00	Ferns-Falls City	Rock cut		4.3

Mile Post	Location	Description	Height Above Top of Rail	Side Clearance From Rail
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WEST SIDE BRANCH

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

TOLEDO BRANCH

691.70	Albany	First Street crossing		4.5
691.82	Albany	Willamette River crossing	21.8	4.4
711.35	Flynn-Wrens	1st crossing Marys River	18.4	4.2
715.00	1000 feet west	Rock cut		4.6
716.68	Wrens-Harris	6th crossing Marys River	17.8	4.4
717.13	"	7th " " "		4.7
718.88	Harris-Blodgett	8th " " "		4.6
719.37	"	9th " " "		4.4
719.66	"	10th " " "		4.7
720.25	"	11th " " "		4.7
720.51	"	12th " " "		4.6
720.78	"	14th " " "		4.7
730.30	Summit-Nashville	Tunnel 22	16.1	3.1
732.00	"	Tunnel 23	16.1	3.7
739.18	Nortons-Eddyville	4th crossing Yaquina River		4.5
739.43	"	5th " " "		4.6
743.68	"	6th " " "		4.7
745.79	Eddyville-Chitwood	7th " " "		4.8
748.72	"	8th " " "		4.5
751.22	Chitwood-Elk City	9th " " "		4.4
751.57	"	10th " " "		4.7
751.77	"	11th " " "		4.8
752.40	"	Tunnel 24	16.4	4.0
752.99	"	15th crossing Yaquina River		4.8

NEWBERG BRANCH

762.12	Tualatin-Cook	Tualatin River crossing	21.1	...
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WILLAMINA BRANCH

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

MOLALLA BRANCH

751.06	Canby-Liberal	Molalla River crossing		4.7
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TILLAMOOK BRANCH

789.60	Strassel-Hulbert	Tunnel 25	20.1	...
801.86	Cochran-Mayo	Tunnel 26	19.1	4.8
803.60	"	Tunnel 27	20.0	4.6
805.70	Mayo-Enright	Tunnel 28	20.1	...
806.20	"	Tunnel 29	19.3	5.0
806.50	"	Tunnel 30	20.1	...
807.90	"	Tunnel 32	19.5	5.2
808.50	"	Tunnel 34	20.0	5.5
809.50	Belding-Enright	Rock cut		5.7
809.90	"	Tunnel 35	19.8	5.4
810.20	"	Rock cut		5.9
810.40	"	"		5.5
810.70	"	Tunnel 36	20.1	5.5
813.90	Belfort-Salmonberry	Rock cut		5.7
815.00	"	"		5.6
815.50	"	"		5.7
815.81	Salmonberry-Wakefield	1st crossing Nehalem River	21.3	4.9
817.90	"	Rock cut		4.6
819.00	Wakefield-Batterson	"		5.5
822.10	"	"		5.8
830.50	Batterson-Mohler	"		5.3
830.89	"	2nd crossing Nehalem River	21.1	4.9
846.85	Miami-Bay City	Miami River crossing	20.2	4.9
848.00	"	Tunnel 37	19.1	5.3
852.74	Idaville-Tillamook	Kelchis River crossing	20.3	4.9
854.37	"	Wilson River crossing	20.9	...

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

Portland, Union Station: Tracks 1 to 10 inclusive have impaired side clearance and will not clear man on side of car.

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

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

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

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

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TERRITORY	*Streamlined PASSENGER TRAINS	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	*Streamlined PASSENGER TRAINS	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD					RUNNING FORWARD	RUNNING BACKWARD
				Column: A	1					2	3	4	Column: A	1	2	3	4
EASTWARD, EUGENE TO PORTLAND:						WESTWARD, PORTLAND TO EUGENE:					
MP MP						MP MP					
647.30 to 647.40.....	30	30	30	30	20	771.00 to 770.70.....	6	6	6	6	6
*647.40 to 648.69 (Eugene).....	50	50	30	30	20	⊙770.70 to 767.90 (Haig).....	20	20	20	20	20
648.69 to 661.13.....	79	70	55	50	30	767.90 to 764.30.....	65	60	40	40	30
661.13 to 661.67.....	70	70	55	50	30	*764.30 to 764.10 (Milwaukie).....	45	45	40	40	30
661.67 to 663.30.....	79	70	55	50	30	764.10 to 761.25.....	65	60	40	40	30
663.30 to 663.91.....	70	70	55	50	30	761.25 to 758.85.....	55	50	40	40	30
663.91 to 690.36.....	79	70	55	50	30	758.85 to 757.56.....	30	25	20	20	20
*690.36 to 692.50 (Albany).....	30	30	30	30	20	757.56 to 757.50 (bridge).....	20	20	20	20	20
692.50 to 693.02.....	70	70	55	50	30	757.50 to 756.95.....	30	25	20	20	20
693.02 to 696.42.....	79	70	55	50	30	756.95 to 754.35.....	40	35	30	30	30
696.42 to 697.25.....	70	70	55	50	30	754.35 to 752.35.....	55	50	35	35	30
697.25 to 699.06.....	79	70	55	50	30	752.35 to 748.95.....	40	35	30	30	30
699.06 to 699.58.....	60	55	45	45	30	748.95 to 744.35.....	79	70	55	50	30
699.58 to 702.70.....	79	70	55	50	30	744.35 to 742.99.....	50	45	35	35	30
702.70 to 703.55.....	70	70	55	50	30	742.99 to 742.00.....	55	50	35	35	30
⊙703.55 to 716.52.....	79	70	55	50	30	742.00 to 735.76.....	79	70	55	50	30
⊙716.52 to 717.27.....	35	35	35	35	20	*735.76 to 734.45 (Woodburn).....	45	45	45	45	20
*717.27 to 717.95 (Salem).....	35	35	35	35	20	734.45 to 720.56.....	79	70	55	50	30
*717.95 to 718.85 (Salem).....	20	20	20	20	20	*720.56 to 718.85 (Salem).....	35	35	35	35	20
*718.85 to 720.56 (Salem).....	35	35	35	35	20	718.85 to 717.95 (Salem).....	20	20	20	20	20
720.56 to 734.45.....	79	70	55	50	30	*717.95 to 717.27 (Salem).....	35	35	35	35	20
*734.45 to 735.76 (Woodburn).....	45	45	45	45	20	⊙717.27 to 716.52.....	35	35	35	35	20
735.76 to 742.00.....	79	70	55	50	30	⊙716.52 to 703.55.....	79	70	55	50	30
742.00 to 742.99.....	55	50	35	35	30	703.55 to 702.70.....	70	70	55	50	30
742.99 to 744.35.....	50	45	35	35	30	702.70 to 699.58.....	79	70	55	50	30
744.35 to 748.95.....	79	70	55	50	30	699.58 to 699.06.....	60	55	45	45	30
748.95 to 752.35.....	40	35	30	30	30	699.06 to 697.25.....	79	70	55	50	30
752.35 to 754.35.....	55	50	35	35	30	697.25 to 696.42.....	70	70	55	50	30
754.35 to 756.95.....	40	35	30	30	30	696.42 to 693.02.....	79	70	55	50	30
756.95 to 757.50.....	30	25	20	20	20	693.02 to 692.50.....	70	70	55	50	30
757.50 to 757.56 (bridge).....	20	20	20	20	20	*692.50 to 690.36 (Albany).....	30	30	30	30	20
757.56 to 758.85.....	30	25	20	20	20	690.36 to 663.91.....	79	70	55	50	30
758.85 to 761.25.....	55	50	40	40	30	663.91 to 663.30.....	70	70	55	50	30
761.25 to 764.10.....	65	60	40	40	30	663.30 to 661.67.....	79	70	55	50	30
*764.10 to 764.30 (Milwaukie).....	45	45	40	40	30	661.67 to 661.13.....	70	70	55	50	30
764.30 to 767.90 (Haig).....	65	60	40	40	30	661.13 to 648.69.....	79	70	55	50	30
⊙767.90 to 770.70.....	20	20	20	20	20	*648.69 to 647.40 (Eugene).....	50	50	30	30	20
770.70 to 771.00.....	6	6	6	6	6	647.40 to 647.30.....	30	30	30	30	20

★Regulated by City Ordinance.

⊙*Streamlined passenger trains are CASCADE and SHASTA DAYLIGHT with diesel passenger engine.

⊙CASCADE and SHASTA DAYLIGHT, with P-7, 8, 10; GS, or Mt class engine, may run not to exceed 75 MPH on tangent track where 70 MPH is authorized in Column 1.

⊙No. 377 (PCE) and No. 378 (PCE), when consist contains no restricted cars, may operate at passenger speeds shown in Column 1, except maximum speed must not exceed 60 MPH.

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

Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches.....	10
Through turnouts on other than sidings.....	10
On branches.....	10
Through all sidings, yard tracks and other tracks with engine running backward.....	10
On Union Station tracks, Portland.....	6

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

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TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
			RUNNING FORWARD	RUNNING BACKWARD				RUNNING FORWARD	RUNNING BACKWARD
Column:	1	2	3	4	Column:	1	2	3	4
EASTWARD, ALBANY TO TALLMAN:	30	30	30	20	WESTWARD, TALLMAN TO ALBANY:	30	30	30	20
EASTWARD, SPRINGFIELD TO WOODBURN MP MP					WESTWARD, WOODBURN TO SPRINGFIELD: MP MP				
645.00 to 684.65.....	15	15	15	15	737.80 to 719.45.....	25	25	25	15
684.65 to 684.87 (Tallman wye).....	10	10	10	10	719.45 to 719.10 (junction switch).....	10	10	10	10
684.87 to 687.83.....	30	30	30	20	719.10 to 717.45.....	15	15	15	15
687.83 to 690.07 (Lebanon).....	15	15	15	15	717.45 to 714.75.....	20	20	20	15
690.07 to 704.67.....	20	20	20	15	714.75 to 712.95.....	15	15	15	15
704.67 to 704.70 (junction switch).....	10	10	10	10	712.95 to 704.70.....	20	20	20	15
704.70 to 712.95.....	20	20	20	15	704.70 to 704.67 (junction switch).....	10	10	10	10
712.95 to 714.75.....	15	15	15	15	704.67 to 690.07.....	20	20	20	15
714.75 to 717.45.....	20	20	20	15	690.07 to 687.83 (Lebanon).....	15	15	15	15
717.45 to 719.10.....	15	15	15	15	687.83 to 684.87.....	30	30	30	20
719.10 to 719.45 (junction switch).....	10	10	10	10	684.87 to 684.65 (Tallman wye).....	10	10	10	10
719.45 to 737.80.....	25	25	25	15	684.65 to 645.00.....	15	15	15	15
EASTWARD, SHELburn TO GATES:					WESTWARD, GATES TO SHELburn:				
704.68 to 705.00 (junction switch).....	10	10	10	10	730.16 to 715.75.....	20	20	20	15
705.00 to 709.25.....	20	20	20	15	715.75 to 709.25.....	15	15	15	15
709.25 to 715.75.....	15	15	15	15	709.25 to 705.00.....	20	20	20	15
715.75 to 730.16 (Gates).....	20	20	20	15	705.00 to 704.68 (junction switch).....	10	10	10	10
EASTWARD, SALEM TO GEER.....	25	25	25	15	WESTWARD, GEER TO SALEM.....	25	25	25	15
EASTWARD, ALBANY TO TOLEDO:					WESTWARD, TOLEDO TO ALBANY:				
690.90 to 691.35.....	25	25	25	20	766.00 to 752.42.....	20	20	20	10
⊙★★691.35 to 691.93 (bridge).....	15	15	15	15	752.42 to 752.29.....	15	15	15	10
691.93 to 702.10.....	25	25	25	20	752.29 to 732.00.....	20	20	20	10
702.10 to 689.80 (junction switch).....	15	15	15	15	732.00 to 730.09.....	15	15	15	10
★689.80 to 688.67 (Corvallis).....	20	20	20	20	730.09 to 708.50.....	20	20	20	10
688.67 to 703.30 (junction switch).....	15	15	15	15	708.50 to 704.33.....	25	25	25	20
★703.30 to 704.33 (Corvallis).....	20	20	20	20	★704.33 to 703.30 (Corvallis).....	20	20	20	20
704.33 to 708.50.....	25	25	25	20	703.30 to 688.67 (junction switch).....	15	15	15	15
708.50 to 730.09.....	20	20	20	10	★688.67 to 689.80 (Corvallis).....	20	20	20	20
730.09 to 732.00.....	15	15	15	10	689.80 to 702.10 (junction switch).....	15	15	15	15
732.00 to 752.29.....	20	20	20	10	702.10 to 691.93.....	25	25	25	20
752.29 to 752.42.....	15	15	15	10	⊙★★691.93 to 691.35 (bridge).....	15	15	15	15
752.42 to 766.00.....	20	20	20	10	691.35 to 690.90.....	25	25	25	20
EASTWARD, SALEM TO BLACK ROCK:					WESTWARD, BLACK ROCK TO SALEM:				
⊙★★718.20 to 720.04 (crossing & bridge).....	15	15	15	15	746.80 to 745.00.....	15	15	15	10
720.04 to 733.90 (Dallas).....	25	25	25	15	745.00 to 744.80.....	10	10	10	10
733.90 to 744.80.....	15	15	15	10	744.80 to 733.90 (Dallas).....	15	15	15	10
744.80 to 745.00.....	10	10	10	10	733.90 to 720.04.....	25	25	25	15
745.00 to 746.80.....	15	15	15	10	⊙★★720.04 to 718.20 (bridge & crossing).....	15	15	15	15

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⊙★★ICC Regulation.

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			RUNNING FORWARD	RUNNING BACKWARD				RUNNING FORWARD	RUNNING BACKWARD
Column:	1	2	3	4	Column:	1	2	3	4
EASTWARD, CHESHIRE TO HILLSBORO: MP MP					WESTWARD, HILLSBORO TO CHESHIRE: MP MP				
662.60 to 688.13	25	25	25	20	767.08 to 765.20	20	20	20	15
★688.13 to 688.66 (Corvallis)	20	20	20	20	765.20 to 762.22	25	25	25	20
688.66 to 688.67 (junction switch)	15	15	15	15	★762.22 to 760.29 (Cornelius)	12	12	12	12
★688.67 to 689.80 (Corvallis)	20	20	20	20	760.29 to 753.22	25	25	25	20
689.80 to 689.82 (junction switch)	15	15	15	15	★753.22 to 752.81 (Gaston)	15	15	15	15
689.82 to 694.00	25	25	25	20	752.81 to 696.00	25	25	25	20
694.00 to 696.00	20	20	20	20	696.00 to 694.00	20	20	20	20
696.00 to 752.81	25	25	25	20	694.00 to 689.82	25	25	25	20
★752.81 to 753.22 (Gaston)	15	15	15	15	689.82 to 689.80 (junction switch)	15	15	15	15
753.22 to 760.29	25	25	25	20	★689.80 to 688.67 (Corvallis)	20	20	20	20
★760.29 to 762.22 (Cornelius)	12	12	12	12	688.67 to 688.66 (junction switch)	15	15	15	15
762.22 to 765.20	25	25	25	20	★688.66 to 688.13 (Corvallis)	20	20	20	20
765.20 to 767.08	20	20	20	15	688.13 to 662.60	25	25	25	20
EASTWARD, ST. JOSEPH TO COOK:					WESTWARD, COOK TO ST. JOSEPH:				
738.00 to 748.09	25	25	25	20	763.98 to 757.35	25	25	25	20
★748.09 to 749.07 (Newberg)	15	15	15	15	757.35 to 750.95	15	15	15	15
749.07 to 750.95	25	25	25	20	750.95 to 749.07	25	25	25	20
750.95 to 757.35	15	15	15	15	★749.07 to 748.09 (Newberg)	15	15	15	15
757.35 to 763.98	25	25	25	20	748.09 to 738.00	25	25	25	20
EASTWARD, ALPINE JCT. TO DAWSON	15	15	15	15	WESTWARD, DAWSON TO ALPINE JCT.	15	15	15	15
EASTWARD, WHITESON TO WILLAMINA	15	15	15	15	WESTWARD, WILLAMINA TO WHITESON	15	15	15	15
EASTWARD, BROADMEAD TO PERRYDALE	15	15	15	15	WESTWARD, PERRYDALE TO BROADMEAD	15	15	15	15
EASTWARD, CANBY TO MOLALLA	20	20	20	15	WESTWARD, MOLALLA TO CANBY	20	20	20	15
EASTWARD, WILSONIA TO JEFFERSON ST.	20	20	20	15	WESTWARD, JEFFERSON ST. TO WILSONIA	20	20	20	15
EASTWARD, TILLAMOOK TO WILLSBURG JCT.					WESTWARD, WILLSBURG JCT. TO TILLAMOOK:				
855.80 to 849.40	20	20	20	15	○740.72 to 741.60	25	25	25	20
849.40 to 844.40	15	15	15	10	○★741.60 to 742.17 (Milwaukie)	12	12	12	12
844.40 to 837.00	20	20	20	15	○742.17 to 743.82	25	25	25	20
837.00 to 835.00	15	15	15	10	○★743.82 to 745.16 (Oswego)	10	10	10	10
835.00 to 830.89	20	20	20	15	○745.16 to 748.00 (Cook)	25	25	25	20
830.89 to 828.22	15	15	15	15	○★★748.00 to 765.90 (Hillsboro)	20	20	20	20
828.22 to 823.16	20	20	20	15	○765.90 to 781.20 (Buxton)	25	25	25	20
823.16 to 822.86	15	15	15	15	781.20 to 782.64	20	20	20	15
822.86 to 815.99	20	20	20	15	○782.64 to 782.74 (trestle)	20	20	20	15
815.99 to 808.29	15	15	15	15	782.74 to 793.10 (Timber)	20	20	20	15
808.29 to 807.40	10	10	10	10	793.10 to 798.95	15	15	15	10
807.40 to 799.06	15	15	15	10	798.95 to 799.06	10	10	10	10
799.06 to 798.95	10	10	10	10	799.06 to 802.83	15	15	15	10
798.95 to 793.10 (Timber)	15	15	15	10	802.83 to 802.89 (trestle)	10	10	10	10
793.10 to 782.74	20	20	20	15	802.89 to 807.40	15	15	15	10
782.74 to 782.64 (trestle)	20	20	20	15	807.40 to 808.29	10	10	10	10
782.64 to 781.20	20	20	20	15	808.29 to 815.99	15	15	15	15
781.20 to 765.90 (Hillsboro)	25	25	25	20	815.99 to 822.86	20	20	20	15
○★★765.90 to 748.00 (Cook)	20	20	20	20	822.86 to 823.16	15	15	15	15
○748.00 to 745.16	25	25	25	20	823.16 to 828.22	20	20	20	15
○★745.16 to 743.82 (Oswego)	10	10	10	10	828.22 to 830.89	15	15	15	15
○743.82 to 742.17	25	25	25	20	830.89 to 835.00	20	20	20	15
○★742.17 to 741.60 (Milwaukie)	12	12	12	12	835.00 to 837.00	15	15	15	10
○741.60 to 740.72	25	25	25	20	837.00 to 844.40	20	20	20	15
					844.40 to 849.40	15	15	15	10
					849.40 to 855.80	20	20	20	15

★Regulated by City ordinance.

★★ICC Regulation.

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Territories			
		Eugene to Salem	E. Milwaukie to Clackamas Oregon City to Coalgate Canby to Aurora Hito to Salem Salem to Barlow Canby to Oregon City Clackamas to Brooklyn	Brooklyn to E. Milwaukie Clackamas to Oregon City Coalgate to Canby Aurora to Hito	Salem to Eugene Barlow to Canby Oregon City to Clackamas
DP-4, 7	6000 to 6004, 6017, 6018	3750	3750	3750	3750
DP-5, 6	6005 to 6016	6250	7250	4500	6000
DP-8 to 10	6019 to 6033	6725	7825	4600	6225
DP-11	6034 to 6045	6925	8050	4750	6400
DF-1 to 12	6138 to 6461	10975	11900	7175	9550
DF-100	5200 to 5202	2725	3175	1925	2525
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	3550	4000	2425	3250
DF-109, 111	5250 to 5252, 5503 to 5505	.....	.....	.....	.....
DF-114, 116, 117, 118, 120	5279 to 5293, 5308 to 5335, 5340 to 5371	4350	5000	3000	4000
DF-115, 119	5294 to 5307, 5336 to 5339	.....	.....	.....	.....
DF-200 to 204	5100 to 5118	1375	1600	950	1275
DF-300 to 304	4600 to 4623, 4700 to 4703	.....	.....	.....	.....
DF-305, 306	4624 to 4633	.....	.....	.....	.....
DF-500, 501	4800 to 4815	.....	.....	.....	.....
DF-603	5600 to 5603	3325	3825	2325	3075
DS-1 to 8	1000 to 1032	1100	1275	750	1025
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	1675	1925	1150	1550
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	2325	2500	1575	2125
DS-113, 117	1486 to 1491, 1529 to 1538	.....	.....	.....	.....
DS-200, 201	1900 to 1903	.....	.....	.....	.....
M-4	1673 1713	1625	1875	1100	1500
M-6, 8	1721 to 1801, 1824, 1825	1900	2200	1300	1750
M-9	1805 to 1817, 1830	2000	2325	1375	1850
M-11	1832 to 1835	2100	2425	1425	1925
T-1	2248 2252	1375	1600	925	1250
T-23	2302 2303	2000	2325	1350	1825
T-28, 31	2312 to 2362	2175	2525	1475	2000
T-32	2363 to 2384	2225	2600	1525	2075
P-4	2414	1975	2300	1325	1800
P-5 (T&NO)	600 to 606	.....	.....	.....	.....
P-6	2453, 2454, 2458	2225	2600	1500	2050
P-7	2476, 2477	2375	2750	1600	2175
P-8, 10	2461 to 2474, 2479 to 2483	2425	2825	1625	2225
P-8, 10	2475, 2484 to 2491	2575	3000	1750	2375
C-8, 9, 10	2513 to 2598, 2700 to 2860	2425	2800	1650	2225
C-18	3400, 3406	2225	2575	1525	2050
C-19	3420, 3423, 3426	2325	2700	1575	2125
TW-8	2914	2100	2425	1425	1925
Mk-2, 4	3203 to 3236	2800	3250	1900	2575
Mk-5, 6	3247 to 3275	3075	3575	2100	2825
Mk-9	3322	3375	3900	2300	3100
Mk-11	3298	2500	2900	1700	2300
F-1	3614 to 3652	3550	4125	2425	3275
F-3, 4, 5	3653 to 3769	4050	4700	2775	3750
AC-4, 5	4104 to 4120	6350	7350	4350	5850
AC-6 to 12	3801 to 3811, 4130 to 4294	6700	7750	4600	6200
Mt-1, 3, 4, 5	4300 to 4376	3225	3775	2200	①2975
GS-1, 2	4400 to 4415, 4470 to 4473	3450	4000	2325	3175
GS-3, 4, 5, 6	4416 to 4469	3525	4100	2375	3225
GS-7, 8	4475 to 4487	.....	.....	.....	.....
SP-1, 2, 3	5005 to 5047	4750	5500	3500	4375

○ Ratings shown for nominal class DP-4 through 11 are applicable to 3-unit engines. To determine rating of engine with less than 3 units, divide published rating by 3 and multiply by number of units comprising the engine.

Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

① Rating Barlow to Canby—2675.

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

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

NOMINAL CLASS	ENGINE NUMBERS	RATING OF ENGINES—In Units of 2000 Lbs. (Tons)																							
		Albany to Lebanon	Springfield to Tallman	Lebanon to Aumsville	Aumsville to Geer	Geer to Woodburn	Woodburn to Geer	Geer to Aumsville	Aumsville to Lebanon	Tallman to Springfield	Lebanon to Albany	Shelburn and Gates	Salem and Geer	Albany to Corvallis	Corvallis to Flynn	Flynn to Toledo	Toledo to Flynn	Flynn to Corvallis	Corvallis to Albany						
DF-100	5200 to 5202	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2250	1500	1150	③700	2900	4000
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3675	.....	.....	.....	.....	5000
DF-109, 111	5250 to 5252, 5503 to 5505	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4550	.....	.....	.....	.....	5000
DF-114, 116, 117, 118, 120	5279 to 5293, 5308 to 5335, 5340 to 5371	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DF-115, 119	5294 to 5307, 5336 to 5339	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DF-200 to 204	5100 to 5118	1625	1875	1475	800	800	575	420	1475	1300	3000	①850	②850	1225	825	600	④365	1475	3000	.....	.....	.....	.....	.....	.....
DF-300 to 304	4600 to 4623, 4700 to 4703	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DF-305, 306	4624 to 4633	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DF-500, 501	4800 to 4815	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DF-603	5600 to 5603	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DS-1 to 8	1000 to 1032	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DS-113, 117	1486 to 1491, 1529 to 1538	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DS-200, 201	1900 to 1903	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M-4	1673, 1713	1600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M-6, 8	1721 to 1801, 1824, 1825	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M-9	1805 to 1817, 1830	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M-11	1832 to 1835	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-1	2248, 2252	1325	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-23	2302, 2303	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-28, 31	2312 to 2362	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T-32	2363 to 2384	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P-4	2414	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C-8, 9, 10	2513 to 2598, 2700 to 2860	2350	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C-18	3400, 3406	2200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C-19	3420, 3423, 3426	2275	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
TW-8	2914	1875	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

①Rating Gates to Shelburn 1300.
 ②Rating Geer to Salem 3000.
 ③Rating Toledo to Nashville 2500; Summit to Flynn 1750.
 ④Rating Toledo to Nashville 1400; Summit to Flynn 875.
 SP&S engines may operate as follows: Between Albany and Lebanon—N class not to exceed 198,080 pounds on drivers.

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

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	TERRITORIES																
		Salem to Dallas	Dallas to MP 735.5	MP 735.5 to Falls City	Falls City to Black Rock	Gilliams to MP 735.5	Black Rock to Gilliams MP 735.5 to Dallas	Dallas to Salem	Cheshire to Corvallis	Corvallis to Gaston	Gaston to Hillsboro Hillsboro to Cook	Cook to Sherwood Willsburg Jct. to Cook Cook to Hillsboro Hillsboro to Gaston	Gaston to Corvallis	Corvallis to Cheshire	Sherwood to Springbrook St. Joseph to Springbrook	Springbrook to Sherwood	Sherwood to Cook Cook to Willsburg Jct.	Springbrook to St. Joseph
DF-100	5200 to 5202	.....	.....	.....	.....	.....	.....	.....	3400	1650	1325	①1125	1475	1050	875	950	3400	3400
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	.....	.....	.....	.....	.....	.....	.....	.....	2325	2400	②2075	2225	.....	1375	1450	4000	5000
DF-109, 111	5250 to 5252, 5503 to 5505	.....	.....	.....	.....	.....	.....	.....	.....	3125	4325	3350	2750	.....	1700	1825	4325	5000
DF-114, 116, 117, 118, 120	5279 to 5293, 5308 to 5335, 5340 to 5371	.....	.....	.....	.....	.....	.....	.....	7000	2600	3575	2850	2300	1700	1375	1500	3575	7000
DF-115, 119	5294 to 5307, 5336 to 5339	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DF-200 to 204	5100 to 5118	950	700	725	375	700	850	575	③1700	850	1150	925	750	④420	450	500	1150	2200
DF-300 to 304	4600 to 4623, 4700 to 4703	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DF-305, 306	4624 to 4633	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DF-500, 501	4800 to 4815	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DF-603	5600 to 5603	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DS-1 to 8	1000 to 1032	.....	.....	.....	.....	.....	.....	.....	.....	1750	.....	.....	.....	.....	410	.....	.....	.....
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	.....	.....	.....	.....	.....	.....	.....	.....	2875	.....	.....	.....	.....	640	.....	.....	.....
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	.....	.....	.....	.....	.....	.....	.....	.....	3500	.....	.....	.....	.....	825	.....	.....	.....
DS-113, 117	1486 to 1491, 1529 to 1538	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DS-200, 201	1900 to 1903	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M-4	1673, 1713	1000	675	1425	345	1025	2300	950	2575	975	1325	1050	825	595	485	525	1325	2000
M-6, 8	1721 to 1801, 1824, 1825	.....	.....	.....	.....	.....	.....	.....	3025	.....	.....	.....	.....	705	.....	.....	.....	.....
M-9	1805 to 1817, 1830	.....	.....	.....	.....	.....	.....	.....	3175	.....	.....	.....	.....	750	.....	.....	.....	.....
M-11	1832 to 1835	.....	.....	.....	.....	.....	.....	.....	3300	.....	.....	.....	.....	775	.....	.....	.....	.....
T-1	2248, 2252	850	575	1225	295	875	1975	800	2250	795	1125	750	700	500	440	420	1000	2250
T-23	2302, 2303	.....	.....	.....	.....	.....	.....	.....	3175	.....	.....	.....	.....	740	.....	.....	.....	.....
T-28, 31	2312 to 2362	.....	.....	.....	.....	.....	.....	.....	3475	.....	.....	.....	.....	825	.....	.....	.....	.....
T-32	2363 to 2384	.....	.....	.....	.....	.....	.....	.....	3450	.....	.....	.....	.....	800	.....	.....	.....	.....
P-4	2414	.....	.....	.....	.....	.....	.....	.....	.....	1200	1600	1250	1000	.....	550	625	1600	3200
C-8, 9, 10	2513 to 2598, 2700 to 2860	1500	1050	2125	525	1550	3400	1400	3850	1485	1980	1550	1260	925	735	800	1980	3900
C-18	3400, 3406	1375	975	1975	500	1450	3150	1300	.....	1375	1825	1450	1150	.....	700	750	1825	3500
C-19	3420, 3423, 3426	1425	1000	2050	525	1500	3250	1375	.....	1425	1900	1500	1200	.....	725	775	1900	3600
TW-8	2914	1250	875	1800	455	1325	2900	1200	3350	1285	1610	1200	1145	800	625	675	1610	3300

①Rating Willsburg Jct. to Cook 1650; Rating Cook to Sherwood and Hillsboro to Gaston 1850.

②Rating Willsburg Jct. to Cook 3000; Rating Cook to Sherwood and Hillsboro to Gaston 2750.

③Rating Monroe to Corvallis 3000.

④Rating Corvallis to Monroe 1200.

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

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

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

NOMINAL CLASS	ENGINE NUMBERS	RATING OF ENGINES—In Units of 2000 Lbs. (Tons)																
		Bailey to Dawson	Dawson to Bailey	Alpine Jct. to Bailey	Bailey to Alpine Jct.	Whiteson and Perrydale	Broadmead to Willamina	Willamina to Broadmead	Canby and Molalla	Wilsonia to Jefferson St.	Jefferson St. to Wilsonia	Tillamook to Salmonberry	Salmonberry to Enright	Timber and Enright	Timber to Buxton	Enright to Tillamook Buxton to Hillsboro	Hillsboro to Buxton	Buxton to Timber
DF-100	5200 to 5202	1225	3400	3325	2725	1325	1900	1250	....	1425	1175	1925	1125	540	1300	2900	2725	775
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	....	....	....	....	2050	2850	1900	....	2150	1850	3425	1500	700	1725	4000	4000	975
DF-109, 111	5250 to 5252, 5503 to 5505	....	....	....	....	2550	3500	2375	....	....	....	....	....	....	....	....	....	....
DF-114, 116, 117, 118, 120	5279 to 5293, 5308 to 5335, 5340 to 5371	1925	10000	5350	4300	2100	2950	1975	....	2175	1900	3000	1800	850	2050	4675	4325	1200
DF-115, 119	5294 to 5307, 5336 to 5339	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
DF-200 to 204	5100 to 5118	485	1700	2325	1900	675	950	650	775	550	470	950	575	275	675	1475	1375	400
DF-300 to 304	4600 to 4623, 4700 to 4703	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
DF-305, 306	4624 to 4633	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
DF-500, 501	4800 to 4815	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
DF-603	5600 to 5603	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
DS-1 to 8	1000 to 1032	480	1750	1650	1350	....	....	....	....	545	465	....	....	....	....	....	....	....
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	825	2875	2575	2100	....	....	....	....	925	800	....	....	....	....	....	....	....
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	950	4000	3575	2925	....	....	....	....	1075	925	....	....	....	....	....	....	....
DS-113, 117	1486 to 1491, 1529 to 1538	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
DS-200, 201	1900 to 1903	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
M-4	1673, 1713	695	2575	1975	1610	750	1075	725	....	800	675	1175	600	275	775	1250	975	415
M-6, 8	1721 to 1801, 1824, 1825	825	3025	2325	1900	....	....	....	....	950	800	....	....	....	....	....	....	....
M-9	1805 to 1817, 1830	875	3175	2450	2000	....	....	....	....	1000	850	....	....	....	....	....	....	....
M-11	1832 to 1835	900	3300	2550	2075	....	....	....	....	1050	875	....	....	....	....	....	....	....
T-1	2248, 2252	590	2250	1675	1350	650	925	600	....	675	570	875	450	200	550	1000	875	305
T-23	2302, 2303	850	3175	2425	1975	....	....	....	....	975	825	....	....	....	....	....	....	....
T-28, 31	2312 to 2362	950	3475	2675	2175	....	....	....	....	1100	925	....	....	....	....	....	....	....
T-32	2363 to 2384	950	3450	2675	2175	....	....	....	....	1075	900	....	....	....	....	....	....	....
P-4	2414	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
C-8, 9, 10	2513 to 2598, 2700 to 2860	1075	3850	2975	2425	1150	1625	1080	....	1225	1025	1750	925	425	1200	1855	1485	625
C-18	3400, 3406	....	....	....	....	1075	1500	1000	....	....	....	1625	850	415	1100	1700	1375	600
C-19	3420, 3423, 3426	....	....	....	....	1100	1550	1050	....	....	....	1675	900	425	1150	1775	1425	625
TW-8	2914	925	3350	2550	2100	975	1350	1000	....	1075	900	1450	650	285	810	1425	1140	475

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

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

SPECIAL INSTRUCTIONS—MEDFORD SUBDIVISION

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

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

West MP		East MP
426.92	Ashland.....	430.79
439.21	Medford.....	444.37
449.37	Tolo.....	451.00
	“ White City Branch.....	End of track
456.70	Gold Hill.....	458.12
472.29	Grants Pass.....	474.57
507.52	Glendale.....	508.33
541.50	Riddle.....	545.00
571.48	Roseburg.....	574.56
584.98	Sutherlin.....	587.16
608.29	Drain.....	609.65
623.75	Cottage Grove.....	627.15

⊙**RULE 103-A. Drain:** When moving over Pacific Highway crossing flag protection must be provided for highway traffic.

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

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

Tolo..... White City Branch, for siding.

⊙Derails on main track:

..... On White City Branch, 100 feet west of west switch of interchange track.

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

Eastward Signal	Protection	Westward Signal
P-6408	Collision detector, highway underpass, MP 642.30.....	P-6429

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

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

RULE 516. Overlap posts:

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

AIR BRAKE RULES

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

Glendale-Grants Pass: In both directions—accessible.

Retainers will be used on freight and mixed trains when powered by steam engines on descending grades as follows:

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

Retainers will be used between Rice Hill and MP 594.00, when necessary, to comply with Rule 29. Eastward trains exceeding 4000 tons will use 20 retainers on head end Rice Hill to MP 602.00.

Retainers will be used on freight and mixed trains when powered by diesel engines as follows:

Glendale-Grants Pass, both directions:

DF-100 to 120 class, with three or more dynamic brakes in operation handling over 4800 tons—10 retainers solid on head end of train; with two dynamic brakes in operation handling over 3000 tons—10 retainers solid on head end of train; with one dynamic brake in operation handling over 1500 tons—10 retainers solid on head end of train.

DF-1 to 12 class, with four dynamic brakes in operation handling over 4800 tons—10 retainers solid on head end of train; with three dynamic brakes in operation handling over 3000 tons—10 retainers solid on head end of train; with less than three dynamic brakes in operation retainers will be used as prescribed for trains handled by steam engines.

Between Oakland and Divide:

DF-100 to 120 class, with three or more dynamic brakes in operation handling over 6500 tons—10 retainers solid on head end; with two dynamic brakes in operation handling over 4560 tons—10 retainers solid on head end; with one dynamic brake in operation handling over 2300 tons—10 retainers solid on head end.

DF-1 to 12 class, with four dynamic brakes in operation handling over 6500 tons—10 retainers solid on head end; with three dynamic brakes in operation handling over 4560 tons—10 retainers solid on head end; with less than three dynamic brakes in operation retainers will be used as prescribed for trains handled by steam engines.

FREIGHT TRAINS

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

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

TRAIN HANDLING

⊙**RULE 60.** On freight trains handled by diesel engines and using dynamic brakes, before entering or leaving siding, turnout or crossover on descending grade between Divide and Comstock, Yoncalla and Oakland and West Fork and Grants Pass, dynamic braking force must be reduced to one half of the maximum and, if necessary, automatic brake applied sufficiently so that speed of 15 MPH will not be exceeded while engine is moving between points 500 feet before reaching and 1500 feet after passing turnout or crossover.

MISCELLANEOUS

⊙5. In helper service not more than two steam engines will be coupled together in train. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least 7 cars.

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

Single unit diesel engine of DF-100 to 120 class, or steam engine of F class or smaller, may be coupled ahead of DF-1 to 12 class engine consisting of not more than three units between Roseburg and Divide.

⊙10. Engines listed must not operate on tracks shown below:

Class of Engines	Restricted Tracks
All.....	Medford—Crossover between tracks 3 and 4, Government Yard.

⊙11. Load limit (car and contents):

Ashland-Springfield Jct.....251,000 pounds

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

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

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

Mile Post	Location	Description	Height Above Top of Rail	Side Clearance From Rail
456.78	Tolo-Gold Hill.....	Through Truss Rogue River...	20.5	4.9
458.66	Gold Hill-Rogue River...	Through Girder Sardine Creek...	...	3.7
482.57	Merlin-Hugo.....	Through Girder Louse Creek...	...	3.4
490.00	Hugo-Leland.....	Tunnel 9.....	16.7	4.5
505.00	Wolf Creek-Glendale.....	Tunnel 8.....	16.0	4.1
509.22	Glendale-Reuben.....	Through Truss Cow Creek.....	20.5	5.1
514.00	Reuben-Brandt.....	Tunnel 7.....	16.3	5.2
514.00	".....	Tunnel 6.....	15.2	4.8
515.00	".....	Tunnel 5.....	16.1	4.7
516.00	".....	Tunnel 4.....	16.3	4.4
518.00	Brandt-West Fork.....	Tunnel 3.....	17.1	4.5
518.00	5180 feet east.....	Rock Cut.....	...	5.4
521.00	Brandt-West Fork.....	Tunnel 2.....	17.0	4.4
521.06	Langdon-West Fork.....	Through Truss Cow Creek.....	20.5	4.8
521.40	Brandt-West Fork.....	West Fork Creek Crossing.....	21.8	4.9
523.00	4490 feet east.....	Rock cut.....	...	5.2
525.00	125 ".....	".....	...	5.8
526.00	3700 ".....	".....	...	5.7
526.00	3865 ".....	".....	...	5.3
526.00	4785 ".....	".....	...	5.2
528.00	600 ".....	".....	...	5.4
530.80	Cow Creek-Peck.....	Tunnel 1.....	16.4	4.5
539.00	1450 feet east.....	Rock cut.....	...	5.5
550.12	Weaver-Myrtle Creek.....	Through Truss S. Umpqua.....	20.5	5.0
578.01	Winchester-Akin.....	Through Truss N. Umpqua.....	20.5	4.9
589.88	Oakland-Isadora.....	Through Truss Calapooya.....	20.5	4.9
607.85	Yoncalla-Drain.....	Through Truss 1st Elk.....	20.5	5.0
608.62	Yoncalla-Drain.....	Through Truss 1st Pass Creek.....	20.5	5.0
610.71	Krewsen-Leona.....	Through Truss.....	20.5	5.0
620.00	856 feet east.....	Rock cut.....	...	5.7
625.53	Cottage Grove-Monett.....	Through Truss 1st Coast Fork Willamette.....	20.5	4.9
627.39	Cottage Grove-Saginaw.....	Through Truss 2nd Coast Fork Willamette.....	20.5	4.9

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

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

SPECIAL INSTRUCTIONS—MEDFORD SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 5 and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, and OTHER MAXIMUM SPEEDS** appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
			RUNNING FORWARD	RUNNING BACKWARD				RUNNING FORWARD	RUNNING BACKWARD
Column:	1	2	3	4	Column:	1	2	3	4
EASTWARD, ASHLAND TO SPRINGFIELD JCT.:					WESTWARD, SPRINGFIELD JCT. TO ASHLAND:				
MP MP					MP MP				
429.10 to 434.00	30	20	20	20	644.60 to 642.60	30	25	25	20
434.00 to 441.67	50	35	35	30	642.60 to 630.40	40	35	35	30
441.67 to 441.81 (over Main St. Medford)	10	10	10	10	630.40 to 629.84	30	25	25	20
441.81 to 445.78	50	35	35	30	629.84 to 626.73	35	25	25	20
★445.78 to 445.80 (5 AM. to 10 PM.) (Central Point)	35	35	35	20	★626.73 to 626.00 (Cottage Grove)	25	25	25	20
445.78 to 445.80 (10 PM. to 5 AM.) (Central Point)	50	35	35	30	626.00 to 623.95	40	35	35	30
445.80 to 450.62	50	35	35	30	623.95 to 623.73	35	25	25	20
450.62 to 456.77	30	25	25	20	623.73 to 621.20	40	30	30	25
456.77 to 456.89	25	25	25	20	621.20 to 618.46	25	20	20	15
456.89 to 462.03	50	35	35	30	618.46 to 613.17	40	35	35	30
462.03 to 463.57	45	35	35	30	613.17 to 612.01	30	25	25	20
					612.01 to 608.63	40	30	30	25
					608.63 to 606.21	30	25	25	20
463.57 to 466.16	50	35	35	30	606.21 to 600.39	40	35	35	30
466.16 to 470.29	35	30	30	25	600.39 to 594.43	25	20	20	15
470.29 to 474.70	50	35	35	30	594.43 to 589.76	35	30	30	25
474.70 to 482.10	30	25	25	20	589.76 to 586.67	30	25	25	20
482.10 to 485.36	50	35	35	30	586.67 to 581.63	40	35	35	30
485.36 to 494.75	30	25	25	20	581.63 to 573.86	35	30	30	25
494.75 to 498.60	30	20	20	15	★573.86 to 571.77 (Roseburg)	25	25	25	20
498.60 to 502.87	30	25	25	20	571.77 to 569.19	30	25	25	20
502.87 to 505.15	30	20	20	15	569.19 to 565.11	45	30	30	25
505.15 to 515.81	30	25	25	20	565.11 to 563.60	30	20	20	15
515.81 to 516.13	20	15	15	15	563.60 to 544.71	30	25	25	20
516.13 to 527.80	25	20	20	15	544.71 to 543.07	40	35	35	30
527.80 to 528.17	20	15	15	15	543.07 to 539.40	45	35	35	30
528.17 to 536.92	30	25	25	20	539.40 to 536.92	25	20	20	15
536.92 to 539.40	25	20	20	15	536.92 to 528.17	30	25	25	20
539.40 to 543.07	45	35	35	30	528.17 to 527.80	20	15	15	15
543.07 to 544.71	40	35	35	30	527.80 to 516.13	25	20	20	15
544.71 to 563.60	30	25	25	20	516.13 to 515.81	20	15	15	15
563.60 to 565.11	30	20	20	15	515.81 to 505.15	30	25	25	20
565.11 to 569.19	45	30	30	25	505.15 to 502.87	30	20	20	15
569.19 to 571.77	30	25	25	20	502.87 to 498.60	30	25	25	20
★571.77 to 573.86 (Roseburg)	25	25	25	20	498.60 to 494.75	30	20	20	15
573.86 to 581.63	35	30	30	25	494.75 to 485.36	30	25	25	20
60581.63 to 586.67	40	35	35	30	485.36 to 482.10	50	35	35	30
586.67 to 589.76	30	25	25	20	482.10 to 474.70	30	25	25	20
589.76 to 594.43	35	30	30	25	474.70 to 470.29	50	35	35	30
594.43 to 600.39	25	20	20	15	470.29 to 466.16	35	30	30	25
600.39 to 606.21	40	35	35	30	466.16 to 463.57	50	35	35	30
606.21 to 608.63	30	25	25	20	463.57 to 462.03	45	35	35	30
608.63 to 612.01	40	30	30	25	462.03 to 456.89	50	35	35	30
612.01 to 613.17	30	25	25	20	456.89 to 456.77	25	25	25	20
613.17 to 618.46	40	35	35	30	456.77 to 450.62	30	25	25	20
618.46 to 621.20	25	20	20	15	450.62 to 445.80	50	35	35	30
621.20 to 623.73	40	30	30	25	★445.80 to 445.78 (10 PM. to 5 AM.) (Central Point)	50	35	35	30
623.73 to 623.95	35	25	25	20	445.80 to 445.78 (5 AM. to 10 PM.) (Central Point)	35	35	35	20
623.95 to 626.00	40	35	35	30	445.78 to 441.81	50	35	35	30
★626.00 to 626.73 (Cottage Grove)	25	25	25	20	441.81 to 441.67 (over Main St. Medford)	10	10	10	10
626.73 to 629.84	35	25	25	20	441.67 to 434.00	50	35	35	30
629.84 to 630.40	30	25	25	20	434.00 to 429.10	30	20	20	20
630.40 to 642.60	40	35	35	30					
642.60 to 644.60	30	25	25	20					
EASTWARD, TOLO TO WHITE CITY, except:					WESTWARD, WHITE CITY TO TOLO, except:				
with steam engines	..	25	25	25	with steam engines	..	25	25	25
	..	25	20	20		..	25	20	20

★Regulated by City ordinance.

SPECIAL INSTRUCTIONS—MEDFORD SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Ashland to Grants Pass Divide to Drain	Grants Pass and Glendale Drain to Roseburg	Glendale to Roseburg	Roseburg to Divide
DP-4, 7	6000 to 6004, 6017, 6018	.....	.....	.....	.....
DP-5, 6	6005 to 6016	.....	.....	.....	.....
DP-8 to 10	6019 to 6033	.....	.....	.....	.....
DP-11	6034 to 6045	.....	.....	.....	.....
DF-1 to 12	6138 to 6461	24225	3175	6400	3175
DF-100	5200 to 5202	.....	.....	.....	.....
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	5000	1100	3000	1325
DF-109, 111	5250 to 5252, 5503 to 5505	5000	①1400	3150	1500
DF-114, 116, 117, 118, 120	5279 to 5293, 5308 to 5335, 5340 to 5371	10000	1250	2600	1325
DF-115, 119	5294 to 5307, 5336 to 5339	.....	.....	.....	.....
DF-200 to 204	5100 to 5118	3000	425	850	425
DF-300 to 304	4600 to 4623, 4700 to 4703	.....	.....	.....	.....
DF-305, 306	4624 to 4633	.....	.....	.....	.....
DF-500, 501	4800 to 4815	.....	.....	.....	.....
DF-603	5600 to 5603	.....	.....	.....	.....
DS-1 to 8	1000 to 1032	1075	305	660	310
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	1650	480	1025	490
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	4000	665	1400	685
DS-113, 117	1486 to 1491, 1529 to 1538	.....	.....	.....	.....
DS-200, 201	1900 to 1903	.....	.....	.....	.....
M-4	1673, 1713	1475	410	900	420
M-6, 8	1721 to 1801, 1824, 1825	1725	485	1050	500
M-9	1805 to 1817, 1830	1825	525	1125	525
M-11	1832 to 1835	1900	550	1175	550
T-1	2248, 2252	1275	350	775	360
T-23	2302, 2303	1825	500	1125	550
T-28, 31	2312 to 2362	2025	575	1275	600
T-32	2363 to 2384	2050	575	1275	600
P-4	2414	1800	470	1075	490
P-5 (T&NO)	600 to 606	.....	.....	.....	.....
P-6	2453, 2454, 2458	2025	600	1225	550
P-7	2476, 2477	2150	600	1325	600
P-8, 10	2461 to 2474, 2479 to 2483	2250	575	1350	600
P-8, 10	2475, 2484 to 2491	2350	625	1425	650
C-8, 9, 10	2513 to 2598, 2700 to 2860	2200	625	1350	650
C-18	3400, 3406	2025	575	1275	600
C-19	3420, 3423, 3426	2125	600	1300	625
TW-8	2914	1875	525	1150	550
Mk-2, 4	3203 to 3236	2550	700	1550	725
Mk-5, 6	3247 to 3275	2800	800	1725	800
Mk-9	3322	3075	900	1900	925
Mk-11	3298	2275	650	1425	675
F-1	3614 to 3652	3200	925	1975	950
F-3, 4, 5	3653 to 3769	4000	1150	2450	1175
AC-4, 5	4104 to 4120	.....	.....	.....	.....
AC-6 to 12	3801 to 3811, 4130 to 4294	.....	.....	.....	.....
Mt-1, 3, 4, 5	4300 to 4376	3000	825	1825	850
GS-1, 2	4400 to 4415, 4470 to 4473	.....	.....	.....	.....
GS-3, 4, 5, 6	4416 to 4469	.....	.....	.....	.....
GS-7, 8	4475 to 4487	.....	.....	.....	.....
SP-1, 2, 3	5005 to 5047	4350	1250	2675	1300

⊙ Ratings shown for nominal class DP-4 through 11 are applicable to 3-unit engines. To determine rating of engine with less than 3 units, divide published rating by 3 and multiply by number of units comprising the engine.

Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

① Rating Drain to Roseburg 1500.

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

SPECIAL INSTRUCTIONS—MEDFORD SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Divide to Springfield Jct.	Springfield Jct. to Divide	Roseburg to West Fork Grants Pass to Ashland	West Fork to Glendale
DP-4, 7	6000 to 6004, 6017, 6018	.....	.....	.....	.....
DP-5, 6	6005 to 6016	.....	.....	.....	.....
DP-8 to 10	6019 to 6033	.....	.....	.....	.....
DP-11	6034 to 6045	.....	.....	.....	.....
DF-1 to 12	6138 to 6461	7475	6400	6400	5250
DF-100	5200 to 5202	.....	.....	.....	.....
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	3525	3000	2150	1775
DF-109, 111	5250 to 5252, 5503 to 5505	3700	3150	3150	2575
DF-114, 116, 117, 118, 120	5279 to 5293, 5308 to 5335, 5340 to 5371	3100	2600	2600	2150
DF-115, 119	5294 to 5307, 5336 to 5339	.....	.....	.....	.....
DF-200 to 204	5100 to 5118	1000	850	850	700
DF-300 to 304	4600 to 4623, 4700 to 4703	.....	.....	.....	.....
DF-305, 306	4624 to 4633	.....	.....	.....	.....
DF-500, 501	4800 to 4815	.....	.....	.....	.....
DF-603	5600 to 5603	.....	.....	.....	.....
DS-1 to 8	1000 to 1032	775	585	630	535
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	1200	900	975	825
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1650	1400	1300	1125
DS-113, 117	1486 to 1491, 1529 to 1538	.....	.....	.....	.....
DS-200, 201	1900 to 1903	.....	.....	.....	.....
M-4	1673, 1713	1075	775	850	625
M-6, 8	1721 to 1801, 1824, 1825	1250	925	1000	725
M-9	1805 to 1817, 1830	1325	1000	1075	775
M-11	1832 to 1835	1400	1025	1125	825
T-1	2248, 2252	925	675	750	550
T-23	2302, 2303	1325	975	1050	775
T-28, 31	2312 to 2362	1475	1100	1175	925
T-32	2363 to 2384	1500	1100	1200	925
P-4	2414	1300	950	1025	725
P-5 (T&NO)	600 to 606	.....	.....	.....	.....
P-6	2453, 2454, 2458	1475	1075	1175	850
P-7	2476, 2477	1575	1150	1275	925
P-8, 10	2461 to 2474, 2479 to 2483	1625	1200	1300	975
P-8, 10	2475, 2484 to 2491	1700	1250	1375	975
C-8, 9, 10	2513 to 2598, 2700 to 2860	1600	1200	1300	950
C-18	3400, 3406	1475	1100	1200	875
C-19	3420, 3423, 3426	1550	1150	1250	925
TW-8	2914	1350	1025	1100	775
Mk-2, 4	3203 to 3236	1850	1375	1500	1100
Mk-5, 6	3247 to 3275	2050	1525	1650	1200
Mk-9	3322	2250	1675	1825	1325
Mk-11	3298	1675	1250	1350	1000
F-1	3614 to 3652	2325	1750	1900	1400
F-3, 4, 5	3653 to 3769	2900	2450	2450	2000
AC-4, 5	4104 to 4120	.....	.....	.....	.....
AC-6 to 12	3801 to 3811, 4130 to 4294	.....	.....	.....	.....
Mt-1, 3, 4, 5	4300 to 4376	2175	1625	1750	1325
GS-1, 2	4400 to 4415, 4470 to 4473	.....	.....	.....	.....
GS-3, 4, 5, 6	4416 to 4469	.....	.....	.....	.....
GS-7, 8	4475 to 4487	.....	.....	.....	.....
SP-1, 2, 3	5005 to 5047	3175	2875	2575	2350

©Ratings shown for nominal class DP-4 through 11 are applicable to 3-unit engines. To determine rating of engine with less than 3 units, divide published rating by 3 and multiply by number of units comprising the engine.

Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

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

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

West MP	East MP
704.37	707.02
739.61	741.13
764.28	771.19
777.95	778.84
784.15	786.87
794.02	795.36
801.91	802.95
806.75	808.10
811.85	

⊙**Eugene:** Coos Bay Subdivision main track ends at Eugene at switch connecting with running track at Signal 6483.

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

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

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

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

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Approaches to following tunnels protected by block signals:

Tunnel 13, from MP 668.00 to MP 671.90,
Tunnels 15 and 16 from MP 719.20 to MP 723.10,
Tunnel 19 from MP 744.00 to 748.00.

Cordes-North Bend: MP 763.00 to MP 765.10.

RULE 516. Overlap posts:

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

RULE 605. INTERLOCKING

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

⊙**Reedsport Drawbridge Tower:** Governs movement over Umpqua River drawbridge 0.6 miles west of Reedsport. Normal position of drawbridge is for water traffic.

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

MISCELLANEOUS

⊙**10.** Engines listed must not operate on tracks shown below:

Class of Engines	Restricted Tracks
Engines over 210,000 lbs. on drivers.....	Eugene—Jenne spur.
All engines.....	Mapleton—Beyond 792 feet from from switch on log loading spur.
"	Mapleton—Siuslaw Forest Products log spur.
"	Kroll—Trestle on Crown Zellerbach log loading track.
"	Cedar Point—CBL log dump track.
"	Vaughn—Runaround track off main lead Long Bell track.
F-1, DF-101 to 120, 500 to 501 and 603.....	Ada—Spur.
"	Booth—Log dump track.
"	Rogers—spur beyond chute.
"	Siltcoos—side track.
"	North Bend—Pocket and Old Town spur.
DS-1 to 8.....	Gaylord—Rogers & Kuni track.

⊙**11.** Load limit (car and contents):

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

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

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

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

Mile Post	Location	Description	Height Above Top of Rail	Side Clearance From Rail
664.87	Veneta-Noti.....	4th crossing Long Tom Creek		4.7
669.50	Vaughn-Flagg.....	Tunnel 13.....	19.6	5.0
681.10	Globe-Austa.....	Tunnel 14.....	19.7	5.4
720.70	Siboco-Canary.....	Tunnel 15.....	19.8	5.4
721.50	Canary-Siltcoos.....	Tunnel 16.....	19.8	5.2
727.70	Ada-Booth.....	Tunnel 17.....	20.0	5.4
734.50	Kroll-Brenham.....	Tunnel 18.....	19.7	5.2
739.64	Gardiner-Reedsport.....	Umpqua River crossing.....	21.9	4.7
745.60	Tharp-Lakeside.....	Tunnel 19.....	19.9	5.4
750.10	"	Tunnel 20.....	19.9	5.4
751.20	"	Tunnel 21.....	20.0	5.4
763.64	Cordes-North Bend.....	Coos Bay crossing (dwarf signals)		4.1
795.90	Myrtle Point-Broadbent.....	Coquille River bridge (1).....	20.2	4.5
797.50	"	" " " (2).....	20.2	4.5
800.60	Broadbent-Warner.....	" " " (5).....	20.2	4.5
801.60	"	" " " (7).....	20.2	4.2
802.70	Warner-Gaylord.....	" " " (8).....	19.0	3.8
808.70	Gaylord-Byerle.....	Rowland Creek bridge (9).....	20.2	4.6
809.30	Byerle-Fensler.....	Tunnel 1.....	18.8	
813.30	Fensler-Powers.....	Coquille River bridge (14).....	18.5	4.5

⊙**Gaylord:** Coos Bay Dredging Company Dock Track has overhead impaired clearance at 10 feet 0 inches above top of rail. All equipment in excess of such height must not be moved beyond engine restriction and impaired clearance signs at gravel loading dock.

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

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

SPECIAL INSTRUCTIONS—COOS BAY SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 5 and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT, and OTHER MAXIMUM SPEEDS** appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
			RUNNING FORWARD	RUNNING BACKWARD				RUNNING FORWARD	RUNNING BACKWARD
Column:	1	2	3	4	Column:	1	2	3	4
EASTWARD, EUGENE TO POWERS: MP MP					WESTWARD, POWERS TO EUGENE: MP MP				
647.30 to 648.61	30	30	30	15	813.50 to 804.00	..	15	15	15
648.61 to 653.15	35	25	25	15	804.00 to 803.00	..	10	10	10
653.15 to 657.15	30	25	25	15	803.00 to 786.35	..	15	15	15
657.15 to 665.65	35	25	25	15	786.35 to 785.65	..	10	10	10
665.65 to 670.05	25	25	25	15	785.65 to 769.85	..	15	15	15
670.05 to 680.05	35	25	25	15	769.85 to 769.10	..	10	10	10
680.05 to 683.15	25	25	25	15	769.10 to 768.90	..	15	15	15
683.15 to 684.75	35	25	25	15	768.90 to 765.60 (North Bend)	15	15	15	15
684.75 to 684.95	25	25	25	15	765.60 to 763.95	35	25	25	15
684.95 to 687.85	35	25	25	15	763.95 to 763.55 (drawbridge)	15	15	15	15
687.85 to 687.95	25	25	25	15	763.55 to 750.25	35	25	25	15
687.95 to 689.55	35	25	25	15	750.25 to 750.15	25	25	25	15
689.55 to 691.05	25	25	25	15	750.15 to 746.05	35	25	25	15
691.05 to 694.35	35	25	25	15	746.05 to 744.75	25	25	25	15
694.35 to 696.75	25	25	25	15	744.75 to 740.25	35	25	25	15
696.75 to 698.35	35	25	25	15	740.25 to 739.64 (drawbridge)	15	15	15	15
698.35 to 698.45	25	25	25	15	739.64 to 733.55	35	25	25	15
698.45 to 703.55	35	25	25	15	733.55 to 733.35	25	25	25	15
703.55 to 704.35	25	25	25	15	733.35 to 730.85	35	25	25	15
704.35 to 716.43	35	25	25	15	730.85 to 730.05	25	25	25	15
◎★★716.43 to 716.56 (drawbridge)	15	15	15	15	730.05 to 726.95	35	25	25	15
716.56 to 717.85	25	25	25	15	726.95 to 724.15	25	25	25	15
717.85 to 719.65	35	25	25	15	724.15 to 721.85	35	25	25	15
719.65 to 721.85	25	25	25	15	721.85 to 719.65	25	25	25	15
721.85 to 724.15	35	25	25	15	719.65 to 717.85	35	25	25	15
724.15 to 726.95	25	25	25	15	717.85 to 716.56	25	25	25	15
726.95 to 730.05	35	25	25	15	◎★★716.56 to 716.43 (drawbridge)	15	15	15	15
730.05 to 730.85	25	25	25	15	716.43 to 704.35	35	25	25	15
730.85 to 733.35	35	25	25	15	704.35 to 703.55	25	25	25	15
733.35 to 733.55	25	25	25	15	703.55 to 698.45	35	25	25	15
733.55 to 739.64	35	25	25	15	698.45 to 698.35	25	25	25	15
739.64 to 740.25 (drawbridge)	15	15	15	15	698.35 to 696.75	35	25	25	15
740.25 to 744.75	35	25	25	15	696.75 to 694.35	25	25	25	15
744.75 to 746.05	25	25	25	15	694.35 to 691.05	35	25	25	15
746.05 to 750.15	35	25	25	15	691.05 to 689.55	25	25	25	15
750.15 to 750.25	25	25	25	15	689.55 to 687.95	35	25	25	15
750.25 to 763.55	35	25	25	15	687.95 to 687.85	25	25	25	15
763.55 to 763.95 (drawbridge)	15	15	15	15	687.85 to 684.95	35	25	25	15
763.95 to 765.60 (North Bend)	35	25	25	15	684.95 to 684.75	25	25	25	15
765.60 to 768.90 (Coos Bay)	15	15	15	15	684.75 to 683.15	35	25	25	15
768.90 to 769.10	..	15	15	15	683.15 to 680.05	25	25	25	15
769.10 to 769.85	..	10	10	10	680.05 to 670.05	35	25	25	15
769.85 to 785.65	..	15	15	15	670.05 to 665.65	25	25	25	15
785.65 to 786.35	..	10	10	10	665.65 to 657.15	35	25	25	15
786.35 to 813.50	..	15	15	15	657.15 to 653.15	30	25	25	15
					653.15 to 648.61	35	25	25	15
					648.61 to 647.30	30	30	30	15

◎★★ICC Regulation.

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

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

SPECIAL INSTRUCTIONS—COOS BAY SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Eugene and Notli Rainrock and Coos Bay	Notli to Flagg Rainrock to Vaughn	Vaughn to Notli Flagg to Rainrock	Coos Bay to Myrtle Point	Myrtle Point to Coos Bay	Myrtle Point to Powers	Powers to Myrtle Point
DF-100	5200 to 5202	.....	.....	.....	.....	.....	.....	.....
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	5000	3900	5000	.....	.....	.....	.....
DF-109, 111	5250 to 5252, 5503 to 5505	.....	.....	.....	.....	.....	.....	.....
DF-114, 116, 117, 118, 120	5279 to 5293, 5308 to 5335, 5340 to 5371	5475	4050	10000	.....	.....	.....	.....
DF-115, 119	5294 to 5307, 5336 to 5339	.....	.....	.....	.....	.....	.....	.....
DF-200 to 204	5100 to 5118	1725	1300	3000	575	550	505	1475
DF-300 to 304	4600 to 4623, 4700 to 4703	.....	.....	.....	.....	.....	.....	.....
DF-305, 306	4624 to 4633	.....	.....	.....	.....	.....	.....	.....
DF-500, 501	4800 to 4815	.....	.....	.....	.....	.....	.....	.....
DF-603	5600 to 5603	.....	.....	.....	.....	.....	.....	.....
DS-1 to 8	1000 to 1032	.....	.....	.....	.....	.....	.....	.....
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	.....	.....	.....	.....	.....	.....	.....
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	.....	.....	.....	.....	.....	.....	.....
DS-113, 117	1486 to 1491, 1529 to 1538	.....	.....	.....	.....	.....	.....	.....
DS-200, 201	1900 to 1903	.....	.....	.....	575	.....	.....	.....
M-4	1673, 1713	2000	1500	2750	415	500	.....	.....
M-6, 8	1721 to 1801, 1824, 1825	2375	1775	4000	.....	.....	.....	.....
M-9	1805 to 1817, 1830	2500	1850	4000	.....	.....	.....	.....
M-11	1832 to 1835	2600	1950	4000	.....	.....	.....	.....
T-1	2248, 2252	1550	1150	2750	360	435	.....	.....
T-23	2302, 2303	2475	1850	4000	.....	.....	.....	.....
T-28, 31	2312 to 2362	2725	2050	4000	.....	.....	.....	.....
T-32	2363 to 2384	.....	.....	.....	.....	.....	.....	.....
P-4	2414	2500	1850	3225	.....	.....	.....	.....
P-5 (T&NO)	600 to 606	.....	.....	.....	.....	.....	.....	.....
P-6	2453, 2454, 2458	.....	.....	.....	.....	.....	.....	.....
P-7	2476, 2477	.....	.....	.....	.....	.....	.....	.....
P-8, 10	2461 to 2474, 2479 to 2483	.....	.....	.....	.....	.....	.....	.....
P-8, 10	2475, 2484 to 2491	.....	.....	.....	.....	.....	.....	.....
C-8, 9, 10	2513 to 2598, 2700 to 2860	3025	2250	4000	650	775	.....	.....
C-18	3400, 3406	2750	2075	4000	600	725	.....	.....
C-19	3420, 3423, 3426	2900	2150	4000	625	750	.....	.....
TW-8	2914	2600	1950	4000	550	650	.....	.....
Mk-2, 4	3203 to 3236	.....	.....	.....	.....	.....	.....	.....
Mk-5, 6	3247 to 3275	.....	.....	.....	.....	.....	.....	.....
Mk-9	3322	.....	.....	.....	.....	.....	.....	.....
Mk-11	3298	.....	.....	.....	.....	.....	.....	.....
F-1	3614 to 3652	4400	3500	6000	.....	.....	.....	.....
F-3, 4, 5	3653 to 3769	.....	.....	.....	.....	.....	.....	.....
AC-4, 5	4104 to 4120	.....	.....	.....	.....	.....	.....	.....
AC-6 to 12	3801 to 3811, 4130 to 4294	.....	.....	.....	.....	.....	.....	.....
Mt-1, 3, 4, 5	4300 to 4376	.....	.....	.....	.....	.....	.....	.....
GS-1, 2	4400 to 4415, 4470 to 4473	.....	.....	.....	.....	.....	.....	.....
GS-3, 4, 5, 6	4416 to 4469	.....	.....	.....	.....	.....	.....	.....
GS-7, 8	4475 to 4487	.....	.....	.....	.....	.....	.....	.....
SP-1, 2, 3	5005 to 5047	.....	.....	.....	.....	.....	.....	.....

©Ratings shown for nominal class DP-4 through 11 are applicable to 3-unit engines. To determine rating of engine with less than 3 units, divide published rating by 3 and multiply by number of units comprising the engine.

Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

CBL engines may operate between Coos Bay and Powers, except CBL engine 11 must not operate between Myrtle Point and Coos Bay.

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