

Pages 28-32 are blank.

Spokane, Portland & Seattle Railway Co.
System Lines

**Special
Instructions
No. 7**

In Effect 12:01 A. M. Pacific Time

Thursday, January 1, 1948

**These instructions constitute a part of the
Time Table currently in effect.**

**Employees whose duties are in any way
affected by the Time Table must have a copy of
The Current Special Instructions and Current
Time Table with them on duty.**

**E. H. SHOWALTER,
Superintendent**

**E. B. STANTON,
Vice President and General Manager**

TERMINALS SUB-DIVISION

1. **Between Portland and Lake Yard**—All transfers in either direction, without cabooses, between sunset and sunrise, or when weather conditions obscure vision, will display red light on rear end of the rear car in transfer.
2. **At Portland**—Between end of double track at 10th Avenue and Union Depot, trains and engines will be governed by signals from switch tenders. Westward trains and engines must not pass clearance point at end of double track until proceed signal from switch tender is received.

Eastward trains from S. P. & S. Ry. yard will use westward main track from 15th Avenue to 17th Avenue under protection of flagman, thence through cross-over to eastward main track.

Trains from S. P. & S. Ry. yards must not occupy westward main track while waiting for outbound passenger trains on the eastward main track to pass.

S. P. & S. Ry. yard crews and engines in charge of hostlers will not enter upon the track of the Northern Pacific Terminal Company in the vicinity of 10th Avenue without first getting a signal from the N. P. T. Co. switch tender, and in no case will S. P. & S. Ry. employes handle the switch to the connection between the S. P. & S. Ry. and the N. P. T. Co., unless the switch tender should be absent, and then only when it can be plainly seen that there are no N. P. T. Co. engines moving in the vicinity of the connecting track switch.

All freight trains except caboose hops entering S. P. & S. Ry. yard, will, unless specifically advised to the contrary, head in on 21st Avenue lead, stop east of 14th Avenue and call for track. Trains handling passenger equipment only will head in at 14th Avenue unless otherwise advised. Caboose hops will use main line pocket.

Yard crews when switching over the S. P. Co. track at East First and Main Streets, Portland, must, before leaving the crossing, assure themselves that signals have cleared for the S. P. Co. tracks so that S. P. Co. trains will not be delayed due to failure of these signals to clear. Employes handling the switch lock lever must be positive that it is in proper position when they have completed their work in that vicinity. When the lever is placed in normal position and door of the box closed, the signals on the S. P. Co. will clear. If for any reason, after lever has been restored to normal position the signals on the S. P. Co. tracks fail to clear, the train dispatcher must be notified immediately.

On N. P. T. Co. trackage, trains and engines using tracks 1 to 10 inclusive must run at restricted speed when passing a train receiving or discharging passengers and must not cross under "High Shed" at passenger station without receiving proceed signal from the Station Master or his Assistant. In making this movement with yard engines, a member of the crew must ride on leading footboard of the engine and when the cars are being pushed must ride on front of leading car in direction engine is moving. 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 Station Master, Baggage Master, or their Assistants.

Fire lanes have been established over railroad crossings at 9th Street and Front Avenue and 14th Street and Front Avenue. Fire warning signals consisting of an electric siren and red flashing lamps located at these crossings will be operated only when fire fighting apparatus is going to a fire along the water front. In such cases, the siren will be sounded 2 to 3 minutes before the apparatus reaches the crossing and immediate action must be taken by trains and engines to clear the crossing in order there be no delay in fire apparatus reaching scene of fire.

3. **At Willbridge**—Enginemen of eastward diesel-electric powered passenger trains in addition to sounding whistle signal 14(1) as required, will sound this signal as an additional alarm approaching Automatic Block Signal No. 3.6 located just west of Doane Street Yard lead.

4. **At East Portland**—The following governs the use of tracks constituting the East Second Street Yard: Tracks 1, 4, 5 and 6 are owned by the Union Pacific Railroad. Tracks 2 and 3 are owned by the S. P. & S. Railway.

Track 1 is for the S. P. & S. to make delivery of cars to the Union Pacific and the Union Pacific will use this track for other business provided it does not interfere with the S. P. & S. making their deliveries.

Track 2 is to be used by the Union Pacific for the delivery of cars to the S. P. & S. and the S. P. & S. will use this track for other business provided it does not interfere with the Union Pacific making their deliveries.

Track 3 is to be used as a thoroughfare by the S. P. & S. between Portland and East Portland and must not be used by the Union Pacific.

Track 4 is to be used by the Union Pacific as a thoroughfare between Albina and East Portland and must not be used by the S. P. & S.

Tracks 5 and 6 are for exclusive Union Pacific use and must not be used by the S. P. & S.

These tracks must not be used in any other manner than indicated above.

5. **At North Portland Jct.**—The four tracks located between main track and the stock yards are numbered from east to west (compass direction) as Nos. 1, 2, 3, and 4.

Track No. 1 is for the interchange of cars between the Peninsula Terminal Company and the Union Pacific Company.

Track No. 2 is for the interchange of cars between the S. P. & S. and the Peninsula Terminal Company.

Track No. 3 is a run around track **only** for use by Union Pacific, S. P. & S. and Peninsula Terminal Company, and must be left clear.

Track No. 4 is for the interchange of cars between the Union Pacific and the S. P. & S.

6. Impaired Clearance—

At Portland—Hoyt Street Yard: All tracks except Nos. 1, 2 and 3 in middle yard have impaired horizontal clearance and will not clear a man on side of car.

At Portland—Union Depot Yard: When U. P. engines 3800 class enter or leave tracks in south end of yard, the boilers extend to outside of curve, creating close clearance with any engine which may be standing or moving on adjacent tracks. Engines standing on the south end of any of the odd numbered tracks awaiting arrival of U. P. passenger trains must remain back on straight track a sufficient distance to afford proper clearance, which clearance is indicated by yellow marks painted on ties and on edge of station platform.

S. P. & S. engines Class E-1 not permitted to enter or leave trackage at south end of station account sharp turnouts. Clearance at cab window height with depot sheds is as close as one and one-half inches, which close clearance must be observed by engine crews at all times.

Overhead Bridge 6.7 and 6.9 at East St. Johns, **Willamette River and Columbia Slough Bridge** will not clear man on top of Swift and Co. cars Nos. 117 and 118.

7. Engine Restrictions—

At Portland-Hoyt Street Yard: Engines GN Classes 03, 04, 06, Q-1 and Q-2 not permitted to head in on any yard track except Tracks 1, 2, and 3 in the Middle Yard, account No. 7 turnouts. These classes of power with the exception of Classes GN Q-1 and Q-2 are permitted to back through other yard tracks.

Between Nicolai Street, Portland, and Lake Yard sanding flues of engines is prohibited.

8. Derails—

Portland —15th Avenue crossing between Westward main track and 21st Avenue lead.

—W. P. Fuller Co. Spur.

Willbridge —Kern and Kibbe spur.

VANCOUVER DIVISION

FIRST SUB-DIVISION

1. **At Vancouver**—In making change of engines on westward passenger trains, the outgoing engine, if an H-1 or smaller, will be placed on Fletcher Oil Company spur leading off the eastward main track. If the relief engine is heavier than Class H-1, the change will be made at the east yard lead switch.

2. **At Camas**—The spur track serving the Bag Factory extends 96 feet inside building. Crews handling cars for this building must leave such cars outside and engines must not enter building account impaired side and vertical clearance.

3. **At North Bonneville**—Westward freight trains occupying siding for Trains 1 or 3 will remain into clear at east end of siding, if length permits, to enable passengers on these trains to view the dam. Eastward freight trains will pull down to east switch for same reason.

4. **At Lyle**—Freight trains required to occupy siding during time the Goldendale Branch train and/or No. 4 are at the station must cut their train at platform in front of the depot to enable transfer of mail and express between the two trains.

Trains setting out cars for the Goldendale Branch will place cars on skidway or Branch run-around track.

5. **At Wishram**—Automatic block signal circuit extends through yard and governs main track operation. When either switch of the crossover west of the depot or either switch of the crossover east of the depot is open, it places westward signal 107.7 at the extreme east end of yard in stop position. The use of these crossovers by trains and engines on the time of a westward first-class train delays such train unnecessarily.

When eastward trains are close on the time of westward first-class trains, such eastward trains should head in on the Oregon Trunk lead at the extreme west end of yard if there is no train interference on such lead.

6. **Signal Overlap Signs** are installed near the center of sidings at the following stations:

Fisher
Washougal
Mt. Pleasant
Avery.

When meeting opposing trains, if occupying the main track, no part of the train or engine shall pass the overlap sign until the opposing train has entered siding. If occupying the siding, the leaving switch must not be opened until the opposing train has passed the overlap.

7. **Engine Restrictions—**

Engines classes E-1 and heavier not permitted on the following tracks:

Vancouver—Barracks Spur.

Camas—Warehouse spurs 1 and 3; mill spurs 1 and 2; and Standard Oil Company Spur.

Skamania—Industry Track.

Stevenson—Union Oil Company Spur, Standard Oil Company Spur and Lindis Spur.

Carson—Spur.

Home Valley—Rock Spur.

Hood—Broughton Lumber Company Spur.

Bingen - White Salmon—Union Oil Company Spur and Standard Oil Company Spur.

At Home Valley engines heavier than Classes O-1 and O-3 not permitted on Rock Spur.

8. **Derails—**

Camas —No. 3 Warehouse Track.
—West end house track.
—East end Converting Plant spur.
—On paper mill New Spur, 500 feet from house track switch.

Washougal —West end house track.

Stevenson —Lindis spur, 705 feet from house track switch.

Carson —Spur.

Underwood —Industry track, clearance point west end.

Lyle —West end Union Meat Co. spur.
—East end outfit spur.

Avery —Ballast loading track.

SECOND SUB-DIVISION

1. **Register Exception—**

At Pasco—The S. P. & S. register will be used in compliance with Rule 83(A) in lieu of the register at S. P. & S. Junction.

2. **Between Pasco and Kennewick**—All movements between Pasco passenger station and east switch of siding at Kennewick are governed by block signals, the indications of which supersede the superiority of trains for opposing and following movements on the same track. The end of bonded circuit is located 4500 feet west of west switch at Kennewick. Eastward trains will stop clear of east switch of siding Kennewick if eastbound signal at east switch does not indicate proceed.

Trains to and from the S. P. & S. will display the same classification signals as required arriving S. P. & S. junction on S. P. & S. Ry., but regular trains will use schedules shown on N. P. time table carrying S. P. & S. connections.

3. **Between Wishram and S. P. & S. Jct.**—When dusty conditions are such as to make it impossible for trainmen to make running inspection of trains, eastward freight trains will stop at Roosevelt and westward trains at Whitcomb, where an on-the-ground car-to-car inspection of equipment will be made.

4. **At Wishram**—Automatic block signal circuit extends through yard and governs main track operation. Whenever either switch of the crossover west of the depot or either switch of the crossover east of the depot is open, it places westward signal 107.7 at the extreme east end of yard in stop position. The use of these crossovers by trains and engines on the time of a westward first-class train delays such train unnecessarily.

5. **Signal Overlap Signs** are installed near the center of sidings at the following stations:

Wishram, 2000 ft. east of west switch Oregon Trunk lead.
King
Finley
Kennewick.

When meeting opposing trains, if occupying the main track, no part of the train or engine shall pass the overlap sign until the opposing train has entered siding. If occupying the siding, the leaving switch must not be opened until the opposing train has passed the overlap.

6. **Engine Restrictions—**

At Yellepit—Engines not permitted beyond road crossing at middle of spur.

7. **Derails—**

Sundale —east end of industry track.
Plymouth —east and west end of industry track.
Hover —east end of industry track.
Kennewick —west end of industry track.

THIRD SUB-DIVISION

1. **Between Pasco and Ainsworth Junction—**

All trains and engines will be governed by block signals, the indications of which supersede the superiority of trains for both opposing and following movements on the same track. Freight trains and engines must avoid delay to first-class trains and passenger extras as far as possible.

2. **At Pasco**—Dwarf signal located 1000 feet east of M. P. 232 governs eastward movements from siding to main track, the approach lighting section of which extends 400 feet west of the signal. A time release and key switch is located 10 feet east of head block and to operate, trainmen will insert key in switch key box and turn in clockwise direction to actuate dwarf signal. If signal does not then indicate proceed, open door of box, operate push button and wait three (3) minutes for time release, and if signal does not then indicate proceed, be governed by Rule 509(A).

Normal position of dual control switch at intersection of freight yard lead and main track at M. P. 231 is for main track and is electrically operated by remote control by the operator at Pasco.

Normal position of switch at intersection of the back-up track and S. P. & S. Ry. Third Subdivision main track is for S. P. & S. Ry. Third Subdivision main track.

3. **At Ainsworth Junction**—Dual control switch, electrically operated by remote control by the operator at Pasco, normal position for N. P. Ry. Ninth Subdivision.

Upper unit of eastward home signal governs movements to N. P. Ry. Ninth Subdivision. The middle unit governs movements to S. P. & S. Ry. Third Subdivision.

4. **At Votaw**—Siding signal located at the east end of siding governs eastward movements to main track. A time release and key switch is located ten feet east of head block and to operate, trainmen will insert key in switch box and turn in clockwise direction to actuate siding signal. If signal does not indicate proceed, open door of box, operate push button and wait three minutes for time release, and if signal does not then indicate proceed, be governed by Rule 509(A).

5. **At Snake River Junction**—

Normal position of junction switch is for S. P. & S. Ry. 3rd sub-division. Trains from the Northern Pacific Ry. must not occupy S. P. & S. Ry. main track until after obtaining Register Check with clearance Form A from the operator authorizing movement. Junction switch is equipped with an electric switch lock.

6. **At Scribner**—

Normal position of junction switch is for the Fort Wright line.

Northern Pacific trains approaching Scribner from S. P. & S. will sound whistle signal one short, one long and one short to call for route to Marshall.

Junction switch is equipped with an electric switch lock. The locking device is also equipped with a sealed emergency release for use only when the apparatus fails to unlock following the normal procedure.

To operate the emergency release, break the seal, remove the lock pin, depress and hold down the push button on the emergency release, while moving the lock handle to the unlocking position. Wait three minutes and if there is no impending train movement, junction switch may be thrown, and if signal fails to clear, train may proceed under the provisions of Rule 509(B). Operators at Scribner will handle junction switch for N. P. route when on duty.

The end of track circuit governing eastward automatic block signal 367.4 at Scribner is located 7000 feet west of that signal and the junction switch cannot be operated to admit an eastward train to enter Northern Pacific route until such train has entered the westerly limit of this bonded circuit. Eastward Northern Pacific trains will approach this junction switch at a low rate of speed to enable operator to line switch.

7. **At Marshall Junction**—

Junction switch is governed by interlocking signals and rules.

8. **At Fort Wright**—

Junction switch is governed by interlocking signals and rules.

9. **At Hillyard**—

Westward S. P. & S. Ry. Co. trains must secure S. P. & S. clearance Form A before proceeding.

10. **Between Pasco and Ft. Wright**—

Cinders must not be dumped on the main track at any point where crushed ballast has been placed except at Washtucna and Lamont when taking coal and water. Benches used by enginemen when cleaning ash pans must be removed after being used to avoid hazard.

11. **At Spokane**—Cars in eastward freight trains to be set out must be on head end of train leaving Pasco, and when any through cars are picked up at intermediate points between Pasco and Spokane, such cars must be placed behind the Spokane set-out.

Freight trains having such set-outs will stop just west of Howard Street crossing, where engine must be cut off and set out performed by yard crews.

12. **Signal Overlap Signs** are installed near the center of sidings at the following stations:

Redd
Votaw
Snake River
Scribner
Overlook.

When meeting opposing trains, if occupying the main track, no part of the train or engine shall pass the overlap sign until the opposing train has entered siding. If occupying the siding, the leaving switch must not be opened until the opposing train has passed the overlap.

13. **Engine Restrictions**—

Engines Classes E-1, and heavier, not permitted to go beyond the frog of the following tracks:

Burr Canyon—Spur
Farrington —Spur
Kahlotus —Town Spur
Sperry —Elevator Spur
Lamont —Oil Spur
Scribner —Nemours Spur
Ft. Wright —Brick Yard Spur

At Washtucna—Engines must not be run over hopper on Coal Hopper Spur track.

At Spokane—Engines heavier than Mikado type not allowed on turn out leading to the Log, Back, Middle and short Track at the West end, or over turn-out leading to high team tracks at the East end of G. N. yards.

14. **Derails**—

Levey —west end of spur.
Redd —west end of spur.
Snake River —west end of elevator spur, and west end of gravel pit track.
Burr Canyon
Spur —west end.
Kahlotus —east end of house track.
Harder —west end of stockyard siding.
Sperry —east end of spur.
Washtucna { —west end of house track.
east end coal chute track.
Hooper —west end of industry track.
Benge —west end elevator track.
Lamont { —west end of No. 2 track.
east end coal chute track.
at top of heavy grade on oil spur.
South Cheney—east and west end of industry track.
Nemour —2 derails (One 321 feet east of H. B. of spur.)
(One 1600 feet east of H. B. of spur.)
Brick Yard
Spur—east end.

FOURTH SUB-DIVISION

(GOLDENDALE-LYLE)

1. **Bridge and Engine Restrictions—**
Engines heavier than Class N-2 not permitted.
2. **Derails—**
Wahkiakus—west end of siding.

OREGON TRUNK RAILWAY

1. **At O. T. Junction—**Normal position of spring switch is for Oregon Trunk Ry.
2. **At Celilo Wye—**Normal position of switch is for Oregon Trunk Ry.
3. **At Redmond—**Dropping cars over Ochoco Highway crossing is prohibited.
4. **Westward Freight and Mixed Trains** will stop at Madras and turn up retainers on all loaded cars and on alternate empties and stop at South Junction and turn down retainers. Running brake tests will be made on westward trains at point one mile west of Madras. Trainmen will not be required to ride out on top of cars between these points.
5. **Pusher engines** of eastbound freight trains which are cut in ahead of caboose at Jersey Wye will run around the caboose at Agency and place the caboose on the train at that point.
6. **Bridge and Engine Restrictions—**

Engines Class 0-1 and heavier will be spaced not less than ten cars apart in trains. When these engines are moving light coupled, they will be separated when passing over steel bridge No. T-105.6, four-tenth mile east of Madras and steel bridge No. T-88.6, 2.8 miles east of South Junction.

At Madras—Engines U. P. 7000 Class not permitted on Oil spur and Government spur tracks.

Engines Class Z-6 and heavier are permitted on the following spurs and industry tracks only:

- Maupin —Industry track.
Tuskan —Industry track.
Metolius —Turn table lead and storage track No. 1.
House and warehouse tracks.
Culver —Warehouse track.
Opal City —Warehouse track.
Terrebonne —Warehouse track.
Redmond —Union Oil Spur, Standard Oil Spur, Team track from west end to stock yards; storage track.
Deschutes —Industry track.
Bend —Storage tracks Nos. 1 and 2, Engine house tracks and Wye, north end house track.

7. Derails—

- Shearer —west end spur.
Maupin —west end house track.
Frieda —east end spur.
Gateway { —west end house track.
west end siding.
Paxton —industry track, west end.
Madras { —east end oil spur.
west end house track.
west end siding.
Agency —west end of siding.
Metolius —west end siding.
Prineville Jct.—west end siding.
Redmond { —east end house track.
west end house track.
Redmond fuel oil spur.
Army base spur.
Deschutes —west end industry track.
Bend { —west end depot spur.
west end of both sidings.
west end house track.
east end Union Oil spur.
west end Standard Oil spur.
east end Pine Tree spur.
west end stockyard spur.

PORTLAND DIVISION

FIRST AND SECOND SUB-DIVISION

(PORTLAND-SEASIDE-FORT STEVENS)

1. **At Willbridge—**Eastward trains from the Astoria Line when waiting to enter double track, will remain a sufficient distance west of the Chipman Street in order to provide ample visibility for motorists crossing the main track, of trains approaching from the east on the westward main track.
2. **At United Junction—**Spring switch, normal position for Fourth Subdivision. Westward first sub-division (Astoria Line) trains will stop to line switch for their route.
3. **At St. Helens—**Trains must not block highway crossing while taking water.
4. **At Warrenton—**Normal position of switch is for 1st sub-division.
5. **Telegraphones—**Located at: Goble (Section House); Rainier; Mayger; Clatskanie; Bradwood; Wauna; Westport; Clifton; Knappa; John Day; Astoria.
6. **Impaired Clearance—**
At Gasco, three car lengths on both sides of stub end of the loading track.
At Astoria—All tracks of the Port of Astoria; City Lumber and Supply Co. spur; New England Fish Co. spur; Uptegrove Lumber Co. track; house track.

Overhead crossing over port dock tracks leading from Pier 1 to Pier 3 have but 17 feet clearance from top of rail. Trainmen must use care when switching on this track.

7. Bridge and Engine Restrictions—

Engines heavier than Class D-2 and Class DE 660 not permitted west of Astoria.

Engines Classes O-1 and heavier not permitted west of Clatskanie.

Engines Classes N-6 restricted to 15 M. P. H. on curves of 3 degrees and over.

Engines Class F-1 and heavier not permitted on the following tracks:

Westport —beyond lower dock on spur.

Wauna —Wauna Lumber Co. spur No. 2, and Wood tracks.

Astoria —Hanthorne cold storage spur and Port dock tracks.

Double heading of steam engines is prohibited on Portland division, except between Willbridge and United Jct. When two engines are used in a train the second engine must be cut back not less than ten (10) cars from lead engine.

8. Derails—

Willbridge —Kern and Kibbe spur.

Linnton —Sunset Oil Co. spur No. 3.
General Petroleum spur No. 2.
C. E. Gunderson spur.
American Brake Shoe Co. spur.

Scappoose —Gravel spur.

St. Helens —East end of siding.
Standard Oil Co. spur.

Deer Island —spur.

Marshland —spur.

Bradwood —spur.

Tongue Point—Mill Creek spur.
Naval Base spur.

Camp Clatsop—spur.

THIRD AND FOURTH SUB-DIVISIONS

1. **At United Junction**—Spring switch, normal position for Fourth Sub-division.
2. **At River Junction**—Spring switch, normal position for route to Rafton.
3. **Between Glenwood and Rafton**—A minimum of 16 brakes must be used on all full trains of loaded disconnected trucks on the necessary descending grades. Brakes will be used in proportion on less than full trains. When starting down descending grades, engineer will control speed of trains to give ample time to apply hand brakes.
4. **At Bowers Junction**—Spring switch, normal position for O. E. Ry.
5. **At Wilkesboro**—Normal position of junction switch is for 3rd Sub-division.
6. **At Keasey**—When necessary for trains or engines to move west of Keasey, conductor will call Oregon American Lumber Company Dispatcher by telephone from Keasey, and arrange for such movement.

7. **Couplers**—When engines and cabooses equipped with adjustable couplers are being moved, the Federal Law prohibits the handling in one train, equipment including engines and cabooses, unless couplers are all in either the high or the low position. This includes couplers on engines and on cabooses on the opposite ends from those in service. When it is necessary to change position of adjustable couplers, there must be no failure to again connect between cutting lever and pin lifter so that cutting lever will be operative.

8. **Log Restrictions**—Following restrictions must be observed in the handling of logs loaded on disconnected trucks; loads must not exceed eleven (11) feet in width, nor eighty-five (85) feet in length, except by special permission.

The load limit for 80,000 capacity trucks is 12,000 feet, and for 100,000 capacity trucks, 14,000 feet.

There must be a clearance of not less than twelve (12) inches from the top of rail to bottom of logs.

In event of trains stalling on grade, enginemen must not take slack to start because of liability of pulling trucks from under loads.

When handling logs on disconnected trucks, trainmen will be required to ride out on trains for the purpose of controlling trains over district between Keasey and Zan, Top Hill and Manning, Rockton and Rafton, Glenwood and Washburn, and between Mile Posts 6 and 3. When handling empty trucks with caboose on rear, trainmen will not be required to ride out, but in every case there must be not less than two trainmen in caboose over these districts.

When handling logs on disconnected trucks, trainmen will be required to wear shoes equipped with caulks.

Log trains must not cross overhead crossing just west of Wilkesboro when S. P. Co. trains are passing underneath. If an S. P. Co. train is passing or approaching, log train must come to a stop and wait until S. P. Co. train has cleared the crossing.

Whenever from any cause logs are lost from cars or trucks, conductors will file a message at the first open telegraph office, addressed to Superintendent, showing number of logs lost, location, brand and whether from trucks or flat cars.

Double heading of trains handling logs on disconnected trucks is prohibited.

Weyerhaeuser Company log flats, handled from Rafton in trains in which helper service is required, must be handled near the head end of trains to avoid accidents due to slack action.

Trainmen in charge of trains handling logs must step out on the rear platform of caboose occasionally, particularly during night hours, and, with the aid of an electric lantern, observe if there are any new marks on ties and keep a sharp lookout for logs which may have fallen off cars in their train.

9. **Eastward trains** will stop at Tunnel Spur and turn up retainers and stop at United Jct. and turn down retainers.
10. **At Glenwood**—Atlas Logging Company tracks are numbered from the main track. Tracks 1, 2 and 3 east of the loading boom to be used for the storing of loads and tracks 4, 5 and 6 west of the loading boom to be used for the setting out and storing of empties.
11. **Impaired Clearance**—
At Glenwood—Loading boom on Atlas Logging Company loading track.
12. **Bridge Restrictions**—Engines Class O-1 and heavier not permitted west of Wilkesboro on Third or Fourth Sub-divisions.

13. Engine Restrictions—

At Glenwood engines must not enter west end of mill siding, enough cars must be used so engine will not enter turnout.

At Rafton—Round-house track No. 2 must not be used by Engines or cars beyond round-house door.

Due to sharp curvature, engines not allowed on the east end of Dump 3 track.

14. Derails—

Portland —Kautz Spur, 26th and Nicolai Street.

Burlington —East end siding.

Tunnel Spur—Industry spur.

Rockton —Industry spur.

—Outfit spur, west end.

Vadis —Industry track, west end.

Manning —Industry spur.

Top Hill —Siding, east end.

Outfit Spur 39.3

Glenwood —South Mill spur.

North Mill siding.

Main track just west of head block to South Mill spur.

Atlas Logging Co.—Storage tracks 1, 2 and 3, east end.

OREGON ELECTRIC RAILWAY

1. **At Any Station**—Cars handled in trains or by yard engines in city streets must have air cut in and operative, except when actually switching.

2. **At Portland**—Cars exceeding 44 feet in length must not be handled around curve at Flanders Street and Twelfth Avenue.

Cars spotted on city streets must be protected by two red lights on each end of car.

Cars 50 feet and longer must not be handled around heavy curvatures at Pettygrove and Nicolai Streets on 22nd Avenue.

When switching Spencer's Spur located in Industrial Center Addition, extreme care must be exercised to avoid danger to children playing in vicinity of tracks and around cars.

3. **At Salem**—All cars delivered by the O. E. Ry. to the S. P. Co. and left on interchange track, between 4:30 P.M. and 7:30 A.M., must be protected by two red lights placed on each end of end car.

Cars exceeding 44 feet in length must not be placed on Fruit Union Spur. When necessary to place or remove 50-foot cars on hop track it will be necessary to handle such cars separately.

Eastward trains handling logs on flat cars will stop at water tank, Salem, and make inspection of all such loads, and know before proceeding that logs are riding properly for safe movement through the City of Salem.

4. **At Albany**—Normal position of Junction switch is for third sub-division.

5. **At Lebanon**—Junction switch, O. E. Ry., is located at S. P. Co. MP 688.9. Normal position of switch is for S. P. main track. Normal indication block signal on O. E. track is "STOP" and will change to "PROCEED" when switch is opened, providing S. P. main track is clear between block signals located on both sides of junction switch.

Telephone connected with telegraph office, S. P. Co., Lebanon, is located in booth near junction switch.

In addition to a clear block signal, eastward O. E. Ry. trains must obtain permission from operator, Lebanon, before entering S. P. Co. main track.

6. **Interchange Tracks** with S. P. Co. are located at Salem, Albany, Lasen and Lebanon. At Albany S. P. Co. will use the old crossover and O. E. Co. the new crossover to make interchanges.

7. **Instructions Governing Absolute-Permissive Block System Operation over S. P. Co. Track Between Greton and Beburg**—

Absolute signal located 306 feet east of Beburg junction switch governs westward movement from Oregon Electric tracks. Absolute signal located 225 feet west of Greton junction switch governs eastward movement from Oregon Electric track.

Normal position of Junction switches at Greton and Beburg is for Southern Pacific movement. Normal position of absolute signals at Greton and Beburg governing Oregon Electric movement is "stop." Switch indicators are in use.

Oregon Electric trains will stop at absolute signals; if switch indicators at junction switch indicate "block clear" switch may be set for movement from Oregon Electric track. If switch indicators at junction switches indicate "block occupied" wait 10 minutes and if no train is heard or seen approaching, the switch may then be set for movement from Oregon Electric track. If signal does not then indicate "proceed" comply with S. P. Co. Rule 744.

Signal 7772 located between Beburg and Greton governs eastward movement for Southern Pacific trains and westward movement for Oregon Electric trains.

Signal 7779 located between Greton and Beburg governs westward movements for Southern Pacific trains and eastward movements for Oregon Electric trains.

Trains stopped by Signals 7772 or 7779 indicating "stop" will send flagman ahead immediately, wait ten minutes then proceed, keeping at least one-half mile behind flagman until train has passed and is clear of junction switch.

Spur track at Fanno is equipped with double switch indicator and dwarf light signal 7775.

Telephone in booth at Beburg and Greton connected with both O. E. and S. P. dispatcher's offices by means of two-way switch.

8. **Instructions Governing Operation over S. P. Co. Tracks between Albany and Lebanon.**

O. E. Ry. trains between Albany and Lebanon will cross S. P. 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 O. E. Ry. 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 O. E. Ry. trains obtaining check of register at Albany station, and westward O. E. Ry. trains obtaining check of register by telephone from S. P. Co. operator at Albany, before fouling S. P. Co. main track. Check of register received by telephone must be repeated for verification.

Telephone connected with telegraph office, S. P. Co. Albany, is located in booth at LaFayette Street.

O. E. Ry. trains on S. P. Co. tracks at Albany, on what is known as the "Bridge Line," which extends from the point where O. E. Ry. trains enter Albany siding to Page, are not permitted to take water, fuel or other supplies, pick up or set out cars or perform any other service.

Between Page and Lebanon, picking up and setting out of cars is permissible under joint track operation.

9. **When operating over Southern Pacific trackage**, strict compliance must be observed of Rule 3 of the Southern Pacific Company Air Brake Rules and Regulations which reads in part as follows:

"STANDARD PRESSURES—Pressures for air brake system must be kept as near as possible to the standard pressures, which are as follows: Standard brake pipe pressure for freight and mixed trains is 80 lb. Should the proper control of a freight train make it necessary, the use of 90 lb. brake pressure is permissible."

10. Impaired Clearance—

At Portland: All tracks in S. P. & S. Ry. and O. E. Ry. yards have impaired clearance and will not clear a man on side of car.

Double track on 12th Avenue between Overton and Glisan Streets have only ten-foot nine-inch centers. All engines when moving on either track, when cars are standing on the opposite track between these points, must come to a stop and see that nothing is projecting that will foul equipment.

At Albany—

S. P. Co. overhead bridge, State highway bridge and S. P. Co. siding all on Water Street. These bridges will not clear a man on top of high car.

At Tualatin—Cab ventilators on all steam engines must be lowered and sand dome covers on engines classes O-1 and O-3 must be removed when passing under S. P. Co. overhead bridge.

Bridge 35.3 Tualatin River, one mile east of Tualatin.

11. Trainmen in charge of trains handling logs must step out on the rear platform of caboose occasionally, particularly during night hours, and, with the aid of an electric lantern, observe if there are any new marks on ties and keep a sharp lookout for logs which may have fallen off cars in their train.

At Tualatin—Trains handling logs will stop and inspect train for projecting logs before passing under S. P. Co. overhead bridge and over Tualatin river bridge 35-3.

At Bridges 89-0, 99-9 and 126-1—Conductors of trains handling logs must personally know that such cars are safe to move without loss of lading before passing over bridges.

12. At Salem and Albany—

Trains and engines, moving on Front Street, **Salem**, must stop before crossing S. P. Co. trackage at Trade, Chemeketa, Union and Division Streets, and at all three crossings with the S. P. Co., on Water Street, **Albany**, and not proceed until flagman has been sent ahead and proceed signal received from him.

13. Bridge Restrictions—

Engines Classes O-1, and heavier, not permitted west of east end of Bridge 43.4, Wilsonville.

At Salem—Steam engines not permitted on bridge 71-6-S, located on old passenger main line.

14. Engine Restrictions—

Double header engines, when crossing bridge 43.4, Wilsonville, must be separated in trains by not less than 5 cars. If both engines are on head-end, train must be stopped, lead engine cut off and cross over bridge before train is started.

At Orenco—Engines Class O-1 and heavier not permitted beyond a point 500 feet west of West switch of siding, on second sub-division.

Steam engines not permitted on the following tracks:

Wilsonville —Hole track.
Salem —All industry tracks.
Melas —Log dump trestle.

Steam engines not allowed to operate between Albany and Eugene except by special authority of Superintendent.

15. Derails—

First Subdivision—

Donald —West end siding.
Curtis —East end siding.
Salem —Producers Canning & Packing Co. spur.
Oregon Gravel Co. spur.
Paulus Bros. spur.
Chemical Co. lead.
Albany —Clearance point on O. E. Ry. track at junction with S. P. Co. main track.
Steen Bros. spur.
Eugene —Beckley and Neussbaumer Spur.
Southern Pacific Co. interchange track.

Second Subdivision—

Forest Grove—Team track.

Third Subdivision—

M.P. 21.9 —Duncan spur.
M. P. 26.0 —Daugherty Piling spur.
Sweet Home —Cascadia Lumber spur.
Team Track.
Vancouver Plywood, two tracks.
Gravel spur.
Portland Dock.
Long-Bell Lbr. Co., three spurs, east end.
South Fork Lbr. Co. spur.
Foster —Willamette Nat'l Lbr. Co.—3 tracks, east end.

Fourth Division—

M. P. 10 —Ryan, east end.
M. P. 14 —Skagit Linn Spur, east end.

ALL SUB-DIVISIONS

1. Rule 83(B) will not apply at initial stations which are not telegraph stations, and at telegraph stations except during office hours, if the train order signal is in clear position.
2. Whistle signal 14(K) must also be sounded when passing track and bridge crews.
3. Careless handling of lighted fuses must be avoided to eliminate hazard of starting grass fires on and off the right of way. Fuses and torpedoes must not be placed in coach lockers account of hazard.
4. Car loads of cigarettes and whiskey must be placed in trains next ahead of caboose where they can be watched by trainmen.
5. When blocking trains as prescribed by Rule 91(A), at which time orders are held for a train in either direction, operators must not clear either signal until the orders have been delivered. Clearance issued by authority of the train dispatcher must be handed up to the train for which there are no orders and for which the signal is in stop position.

6. Dropping cars into tracks on which there are occupied outfit cars is prohibited.
7. When necessary to set out equipment due to hot journal, be sure that all traces of fire are extinguished and journal box properly marked.
8. Open cars loaded with rail must not be handled next to caboose if the consist of the train permits handling in another location. Open cars of lumber and piling must not be handled directly behind engine when it can be avoided.
9. Pusher engines must not push on cabooses not equipped with steel center sills.
10. Sign reading: "Impaired Clearance" placed on switch stand or entrance of spur or siding indicates there are platforms or structures located along track which do not provide minimum horizontal clearance. Employees will use care and avoid risk of injury while working on spurs or sidings protected with "Impaired Clearance" signs.
11. In column on time table marked "Car Capacity," suffix letters E or W indicates the end of track at which switch is located.
12. Trains must not pass under overhead crossing of logging roads while log train is passing over the crossing.
13. Whenever descending grades require the use of retaining valves, trains will stop at the top of grade and turn up retainers after brakes are released, following the air test, and stop at foot of grade for retainers to be turned down.
14. Station signs indicating "One Mile S" are placed one mile from the switch where trains enter the siding. Where there is no siding, these signs are placed one mile from the depot building or where traffic is received and discharged.
15. When dining cars or other non-platform cars are placed on the rear of passenger trains, in addition to keeping the flexible gate closed and fastened in place, the rear door of car must be kept locked.
16. Under Rule 2 of the Consolidated Code of Operating Rules, watches that have been examined and certified to by a designated inspector must also be used by all officers and the following employees: Train dispatchers and yardmen.
17. Telephones located in booths, boxes and freight houses must have switch cut out after using and must be kept secured by lock except when being used.
18. **Electric Switch Locks**—To operate, open door of electric switch lock and push the button. This will start operation of clock release, which will run down in three minutes and, at the end of that time, switch can be unlocked by moving lever to the left. Restore lock lever, close and lock doors of electric locks and release boxes when switches are restored to normal position.

19. **Handling of Explosives—**

(Position of Explosive Cars in Trains.)

Cars placarded "Explosives" must be placed in through freight trains near the middle of the trains and must be not nearer than the sixteenth car from the engine, or a caboose in service if next to engine, electric locomotive, or motor car, nor the eleventh car from the rear end caboose, if the length of the train will permit. Cars placarded "Explosives" in all cases must be not nearer than the second car from engine, electric locomotive, motor car, or caboose. Where helper engines or electric locomotives are employed ahead of caboose, cars placarded "Explosives" must be separated from such helpers by at least one car.

Cars placarded "Explosives" may be placed in local freight trains, or mixed trains when authorized herein, not nearer than the second car from the engine, electric locomotive, motor car, or a caboose in service, when placing them near the middle of the train would require additional switching at way stations.

19. (Continued)

Cars placarded "Explosives" must not be placed in through or local trains next to dead engines, loaded tank cars, wooden-frame flat or gondola cars; or carloads of pipe, lumber, poles, iron, steel, or similar lading which by shifting may break through end of car placarded "Explosives" due to rough handling; refrigerator cars equipped with automatic refrigeration of the gas-burning type; nor next to cars containing lighted heaters, stoves, or lanterns; or cars with live stock or poultry occupied by an attendant.

Cars placarded "Explosives" must not be placed in through or local trains next to cars which bear "Dangerous" placards, unless the remainder of the train consists only of such cars.

(Position of Loaded Placarded Tank Cars in Trains.)

Placarded loaded tank cars must not be placed in trains next to cars placarded "Explosives" nor next to cars containing lighted heaters, stoves, or lanterns; nor next to refrigerator cars equipped with automatic refrigeration of the gas-burning type; nor next to flat cars with lading such as logs, lumber, rails, or pipe, or gondola cars with such lading higher than ends, that is liable to shift. In through trains such tank cars must not be placed nearer than the sixth car from the engine, electric locomotive or motor car, or a caboose in service, and in local trains not nearer than the second car from the engine, electric locomotive, motor car or a caboose in service, when length of train permits and cars other than loaded tank cars are in the train.

Careful handling of explosive cars—

When handling cars placarded "Explosives" in yards or on sidings, explosives cars must be coupled to engine, electric locomotive, or motor car, protected by a car between.

Cars placarded "Explosives" must not be handled with doors open.

Cars placarded "Explosives" must not be cut off while in motion, and must be coupled carefully and all unnecessary shocks must be avoided. Other cars must not be cut off and allowed to strike a car containing explosives. Cars placarded "Explosives" must be so placed in yards or on sidings that they will be subject to as little handling as possible and be removed from all danger of fire. Such cars must not be placed on tracks under bridges and should not be placed in or along side passenger sheds or stations; and, when avoidable, engines on parallel tracks must not be allowed to stand opposite or near them.

When cars protected by "Explosives" placards are received or held in yards, particularly at night, the carrier must see that precautions are taken to prevent accidents. These precautions must include provision for quickly removing and isolating the cars in case of fire.

Inspection of explosive cars when time permits—

At points where trains stop and time permits, cars placarded "Explosives", and adjacent cars, must be examined to see that they are in good condition and free from hotboxes or other defects liable to cause damage. If such cars are set out short of destination for any cause, conductor must notify superintendent by wire.

Movement of Empty Tank Cars—

Empty tank cars must not be moved from stations unless dome cover and all outlet caps have been replaced and wrenched tight, shipping tags and cards removed from car, and "Inflammable" placards removed or replaced by "Dangerous Empty" placards.

20. **Instructions to Engine and Train Crews to Prevent Hazards from Dangerous Gases in the Event of Diesel Locomotives Stopping in Tunnels.**

Dangerous gases, not readily detected even in dangerous quantities, are present in exhaust from Diesel locomotives, Clarkson steam generators and engines of the Waukesha air conditioning equipment, which if in sufficient concentration could result in incapacitation or fatalities. In the event that a Diesel locomotive is stopped in a tunnel, with indications of remaining in the tunnel for an unusual period, the Diesel engine must be promptly shut down and the Clarkson steam generator

20. (Continued)

also shut off. Passenger cars equipped with Waukesha air conditioning must have both the ice engine and engine generator shut off, fresh air intakes must be closed and circulating fans shut off.

During freezing weather cooling water must be drained from the Diesel locomotive to prevent freezing and damage to the engine.

When Diesel propulsion engines are shut off air brakes must be fully applied and sufficient hand brakes applied throughout train to insure against any movement in the event air brakes leak off.

Prevailing conditions should be carefully considered as such action may not be necessary where exhaust from Diesel engines and steam generators are being carried away from train by air currents, but the first consideration must be for the safety of passengers and crew members and dispatchers should be notified immediately so that arrangements can be made for the protection of passengers and equipment.

21. **On locomotive, tender and freight car wheels, flat spots two and one-half inches or longer, or if there are two or more adjoining spots each two inches or longer; and on passenger train equipment one inch or longer, are condemnable, and when discovered in train, conductor and engineer must immediately report to chief dispatcher and be governed by his instructions.**

22. **Streamliner cars are equipped with diaphragm full width of the car and there is no clearance between the ends of these cars when coupled. Employes must stay entirely in the clear while these cars are being switched or coupled.**

23. **On the Terminals, First, Second and Third Subdivisions of the Vancouver Division, advance warning reduce speed signs set in an upward angle of 45 degrees are located 4500 feet in advance of the slow boards and indicate by figures the permissible speed. Slow boards, hexagon shaped, are located at the beginning of the restricted territory and also indicate by figures the permissible speed through the restricted area.**

On the Oregon Trunk Railway and on all other Subdivisions of the S. P. & S. System, advance warning reduce speed signs are located 1500 feet in advance of the slow boards.

Resume speed signs bearing the letters "RS" indicate the end of the restricted territory.

24. **Tunnel Locations—****Vancouver Division—First, Second and Third Subdivisions—**

	Length
No. 1—2.9 miles west of Prindle.....	2,381 ft.
No. 2—1.7 miles east of Cooks.....	122 ft.
No. 3—2.1 miles east of Cooks.....	416 ft.
No. 4—2.6 miles east of Cooks.....	267 ft.
No. 5—3.2 miles east of Cooks.....	394 ft.
No. 6—3.9 miles east of Cooks.....	657 ft.
No. 7—7.2 miles east of Bingen-White Salmon.....	966 ft.
No. 8—7.5 miles east of Bingen-White Salmon.....	755 ft.
No. 9—7.7 miles east of Bingen-White Salmon.....	392 ft.
No. 10—7.9 miles east of Bingen-White Salmon.....	575 ft.
No. 11—0.6 miles east of Lyle.....	269 ft.
No. 12—2.1 miles east of Wishram.....	385 ft.
No. 13—1.1 miles east of Plymouth.....	699 ft.
No. 14—5.1 miles west of Farrington.....	203 ft.
No. 15—2.5 miles west of Farrington.....	323 ft.
No. 16—3.2 miles east of Farrington.....	2,494 ft.
No. 17—0.9 miles west of Kahlotus.....	2,220 ft.
No. 18—4.1 miles east of Hooper.....	369 ft.
No. 19—0.6 miles west of Ft. Wright.....	2,134 ft.

24. (Continued)

Oregon Trunk Ry.

No. 1—1.4 miles west of Moody.....	795 ft.
No. 2—3.4 miles west of Sherar.....	800 ft.
No. 3—0.5 miles west of Frieda.....	519 ft.
No. 4—0.6 miles east of Davidson.....	584 ft.
No. 5—1.8 miles west of Gateway.....	542 ft.

Portland Division—Fourth Subdivision—

No. 1—1.0 mile west of Tunnel Spur.....	4,103 ft.
No. 2—0.3 mile west of Top Hill.....	782 ft.

Portland Division—First Subdivision—

No. 1—1.2 miles east of Mayger.....	188 ft.
-------------------------------------	---------

25. **Location, Capacity and Facilities of Stockyards—****Vancouver Division—**

Location	No. of Pens	Capacity in Cars	Facilities
Bingen-White Salmon.....	2	2	Water
Lyle.....	4	10	Water
Wishram.....	6	20	Water
Maryhill.....	2	5	None
Roosevelt.....	4	10	Water
Alderdale.....	1 cattle 2 sheep	2 9	None
Whitcomb.....	2	4	None
Paterson.....	2 cattle 3 sheep	5 20	None
Plymouth.....	2	5	Water
Kennewick.....	1 cattle 1 sheep	2 8	None
Pasco.....	27	40	Water
Harder.....	2	5	None
Washtucna.....	2	2	Water
Hooper.....	3	8	None
Benge.....	2	2	Water
Macall.....	2	2	None
Rockwell.....	2	4	None
Lamont.....	1	2	None
Rodna.....	2	5	None
Amber.....	2	3	None
Centerville.....	1	2	Water near
Goldendale.....	3	5	Water

Oregon Trunk Ry.

Maupin.....	1	2	{Water & Feed Racks
Kaskela.....	1	1	None
South Junction.....	4	10	Water
Gateway.....	4	12	Water
Madras.....	4	12	Water
Metolius.....	1	2	{Water & Feed Racks
Terrebonne.....	4	8	{Water & Feed Racks

25. (Continued)

Redmond.....	10	22	{Water, Feed Racks & Scales
Deschutes.....	2	4	Feed Racks
Bend.....	7 cattle 2 sheep	15 5	{Water, Feed Racks & Scales

Portland Division—

Quincy.....	1	1	Water
Clifton.....	1	1	None

Oregon Electric Ry.—

Albany Yard.....	4	5	Water
------------------	---	---	-------

26. **Bulletin Stations—**

Portland	—Union Station telegraph office. Roundhouse. Yard office.
Vancouver	—Telegraph office and roundhouse. Yard office (yard men only).
Wishram	—Telegraph office and roundhouse.
Bend	—Telegraph office and roundhouse.
Goldendale	—Telegraph office.
Lyle	—Telegraph office.
Pasco	—Passenger Station telegraph office. Roundhouse.
Spokane	—G. N. passenger station.
Hillyard	—Roundhouse.
Astoria	—Passenger Depot and Round House.
Seaside	—Passenger Depot.
Salem	—Depot.
Albany	—Yard Office and Round House.
Eugene	—Depot.
Sweet Home	—Depot.
Vernonia	—Depot.

27. **Watch Inspectors—**

Ball Railroad Time Service of Ohio.	284 Endicott Bldg., St. Paul, Minn.
Roy and Molin.....	316 S. W. Alder St., Portland
Zell Brothers.....	629 S. W. Broadway, Portland
N. L. Nielsen.....	31 N. Russell St., Portland
W. L. Runyan.....	Vancouver
Robt. G. Tyack.....	Goldendale
Swanson Jewelry Co.....	Pasco
The Watch Shop.....	Pasco
Swanson Jewelry Co.....	No. 9, Washington St., Spokane
McGuire Jewelry Store.....	Hillyard
Archie A. Symons.....	Bend
Loop-Jacobsen.....	Astoria
L. H. Mason.....	St. Helens
Stevens & Son.....	339 Court Street, Salem
F. M. French & Sons.....	Albany
Seth Laraway.....	Eugene
W. E. White.....	Sweet Home
Kullander's Jewelry Store.....	Vernonia

28. **Standard Time Clocks—**

Portland	—Union Station telegraph office. Roundhouse and Yard Office.
Vancouver	—Telegraph office and Roundhouse.
Wishram	—Telegraph office.
Pasco	—Telegraph office and Roundhouse.
Spokane	—G. N. Passenger Station.
Hillyard	—Yard office, Roundhouse.
Bend	—Telegraph office.
Astoria	—Telegraph office.
Seaside	—Telegraph office.
Vernonia	—Telegraph office.
Salem	—Telegraph office.
Albany	—Yard office.
Eugene	—Telegraph office.

R. C. SCOFFERN, Assistant Superintendent

J. L. MONAHAN, Trainmaster

C. F. CROFFUT, Trainmaster

H. M. BATES, Trainmaster

R. G. HASKELL, Trainmaster

A. E. JOHNSON, Trainmaster

M. L. BUNTIN, Chief Dispatcher

F. C. WAGER, Mechanical Superintendent

C. E. BARNES, Master Mechanic

W. C. ABBOTT, Traveling Engineer

J. M. WASSEAR, Traveling Engineer

J. T. CRAINE, Traveling Engineer

CLEARANCE TABLE

	HEIGHTS ABOVE TOP OF RAIL											GOVERNING STRUCTURE	
	1' Wide	2' Wide	3' Wide	4' Wide	5' Wide	6' Wide	7' Wide	8' Wide	9' Wide	10' Wide	11' Wide		11'-6" Wide
Portland—Vancouver	19' 4"	19' 4"	19' 4"	19' 4"	19' 4"	19' 4"	19' 4"	19' 4"	19' 2"	18' 3"	17' 9"	17'	Willamette River Bridge
Vancouver—Spokane	20'	19' 6"	19' 6"	19' 6"	19' 6"	19' 6"	19'	18' 6"	18'	17' 6"	17'	16'-6"	Columbia River Bridge
Lyle—Goldendale	20'	19' 6"	19' 6"	20'	19' 9"	19' 6"	19' 3"	18' 9"	18'	17' 6"	17'	17'	All Tunnels
Wishram—Bend	20'	18'	17' 6"	20'	17'	16' 6"	16' 6"	15' 9"	15' 6"	15'	14'	—	None
Portland—Holladay	20'	19'	19'	20'	19'	19'	19'	18'	18'	18'	18'	18'	All Tunnels
Warrenton—Fort Stevens	19'	19'	19'	19'	19'	19'	19'	19'	19'	19'	19'	18'	Mayger Tunnel
O. E. Ry.—S. P. & S. Portland Yard Limits	19'	19'	19'	19'	19'	19'	19'	19'	19'	19'	19'	18'	None
Forest Grove Jct.—Forest Grove	19'	19'	19'	19'	19'	19'	19'	19'	19'	19'	19'	18'	Track Centers
Bowers Jct.—Eugene	16'	16'	16'	16'	16'	16'	16'	16'	16'	16'	16'	16'	None
Lebanon—Dollar	19'	19'	19'	19'	19'	19'	19'	19'	18' 6"	18'	17'	16'	Tualatin S. P. Overhead
Orengo—Bowers Junction	19'	19'	19'	19'	19'	19'	19'	18'	18'	18'	18'	18'	None
United Junction—Wilkesboro	19'	19'	19'	19'	19'	19'	19'	18'	18'	18'	17'	17'	None
Wilkesboro—Keasey	19'	19'	19'	19'	19'	19'	19'	18' 6"	18'	17' 6"	17'	16'	Cornelius Tunnel
Wilkesboro—Glenwood	19'	19'	19'	19'	19'	19'	18' 6"	18'	17' 9"	17' 6"	17'	16'	Tophill Tunnel
	19'	19'	19'	19'	19'	19'	18' 6"	18'	18'	18'	18'	18'	None

Conductors must be absolutely positive that loads do not exceed these dimensions and must not move cars of greater dimensions without instructions from Superintendent.

LOCOMOTIVE TONNAGE RATINGS

SUB-DIVISION	VANCOUVER DIVISION District	Ruling Grade %	CLASS OF ENGINE											
			O-1 O-3	GN O-1 O-3 O-4	GN R-1	Z-6 Z-8	E-1	NP W-3 W-5	N-2 Sup.					
Oregon Trunk—Eastward	Wishram to South Junction	.6	3200	3200	6200	6000								
	South Junction to Madras	1.5	1400	1400	2600	2400								
	Madras to Bend	1.0	2200	2200	4318	3820								
Oregon Trunk—Westward	Bend to Wishram	Down							Car	Limit				
	Vancouver to Pasco	.2	6600	6600	9000	9000			8000		5000			
	Pasco to Vancouver	Down							Car	Limit				
First and Second—Eastward	Pasco to Snake River	.2	6600	6600	9000	9000			8000		6600			
	Snake River to Mock	.4	3200	3200	7200	7050			4500		4000			
	Mock to Ft. Wright	Down							Car	Limit				
Third—Eastward	Ft. Wright to Hillyard	1.0	1800	1800	4100	3950			2400					
	Hillyard to Ft. Wright	Down							Car	Limit				
	Ft. Wright to Mock	1.0	1800	1800	4000	3820			2400					
Fourth—Eastward	Mock to Pasco	Down							Car	Limit				
	Lyle to Goldendale	2.2							Car	Limit				
	Goldendale to Lyle	Down							Car	Limit		750		

LOCOMOTIVE TONNAGE RATINGS

SUB-DIVISION	OREGON ELECTRIC District	Ruling Grade	CLASS OF ENGINE					
			N-2 Sup.	N-6 Sup.	O-1 O-3	DE 660	DE 1000	DE 1000
First—Westward	Bowers Jct. to Tualatin	Down	3500	3000	4000	1750	3500	
	Tualatin to Tonquin	1.1	1600	1250	2000	800	1600	
	Tonquin to Wilsonville	Down				Car	Limit	
	Wilsonville to West Woodburn	1.2	2000	1500	2400	1000	2000	
	West Woodburn to Eugene	.4	3000	2500	3500	1250	2500	
First—Eastward	Eugene to Albany	Down				1500	3000	
	Albany to Salem	.4	6000	4550	6500	1350	2700	
	Salem to Wilsonville	1.0	4175	3025	5000	1250	2500	
	Wilsonville to Bowers Jct.	1.0	1850	1600	2200	800	1600	
	Forest Grove Jct. to Forest Grove	1.0				750	1500	
Second—Westward	Forest Grove to Forest Grove Jct.					800	1600	
	Albany to Sweet Home		1850	1500		800	1600	
	Sweet Home to Albany	Down				Car	Limit	
	Sweet Home to Dollar	2.4	750	550				
	Dollar to Sweet Home	1.75	1050	775				

LOCOMOTIVE TONNAGE RATINGS

SUB-DIVISION	PORTLAND DIVISION District	Ruling Grade	CLASS OF ENGINE									
			F-1	N-2 Sup	N-6 Sup	O-1 O-3	DE 660	DE 1000	DE 1000			
First—Westward	Willbridge to St. Helens	.56	2000	3500	2500	4500						
	St. Helens to Astoria	Down				Car	Limit					
	Astoria to St. Helens	.67	3000	4500	3200	4500						
First—Eastward	St. Helens to Willbridge	Down				Car	Limit					
	Wilkesboro to Glenwood	2.2	550	900	700							
Third—Westward	Glenwood to Wilkesboro	.8	1250	2000	1800							
	United Jct. to Ban Spur	2.0	550	950	675	1100	450	900				
Fourth—Westward	Rafton to Ban Spur	2.5		750								
	Ban Spur to Rockton-Manning	1.5	650	1100	800	1250	500	1000				
	Manning to Tophill	2.2	550	700	600	1050						
Fourth—Eastward	Tophill to Vernonia	Down			Limit							
	Vernonia to Brauns	.8	800	2500	2000							
	Brauns to Tophill	1.5	800	1100	900							
	Tophill to North Plains	Down				Car	Limit					
	North Plains to Rockton	1.0	1250	1850	1600	Car	Limit	800	1600			