SAFETY

IS YOUR RESPONSIBILITY

Spokane, Portland & Seattle Railway Co.
System Lines

Special Instructions No. 16

Effective 12:01 A.M. Pacific Standard Time

Thursday, June 1, 1967

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

Employes 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.

F.S. BARLOW, Jr.
Superintendent

N.S. WESTERGARD,
Vice President & General Manager

TERMINAL SUB-DIVISION

(PORTLAND-VANCOUVER)

1. **At Portland**—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 crossover to eastward main track, but must not occupy westward main track while waiting for outbound passenger trains.

   Freight trains except caboose hops entering S.P. & S.Ry. yard, will, unless advised to the contrary, head in on 21st Avenue lead, stop east of 14th Avenue and call for track. Caboose hops will use main line pocket.

   Northwest Lovejoy Street, between 9th and 12th Avenues, will be closed to vehicular traffic between the hours of 6:00 p.m. and 6:00 a.m. daily, with barricades placed to cover this closure. This does not relieve crews from compliance with Operating Rule 103.

   Between the hours of 6:30 a.m. and 11:00 a.m., and at any other time when the 21st Street Lead is blocked due to weighing of cars at the scales, freight trains entering Hoyt Street Yard will head in at 15th Street switch instead of the 21st Street Lead.

   The delivery of cars by Portland Terminal Railroad Company to the S.P. & S. is limited to the following tracks:

   All tracks in 30 Yard

   All tracks in the Middle Yard, including old main track pocket at 14th Avenue, but excluding Rip Tracks No. 9½, No. 10 and No. 11.

   All tracks in Coach Yard, including old main track

   All tracks in Dock Yard, including Dock Lead No. 1. Old Dock Lead No. 2 is designated for receipt or delivery of cars by either the P.T.RR.Co. or the S.P. & S. Ry.

2. **At East Portland**—Yard crews switching over S.P. Co. trackage at East First and Main Streets, must, before leaving crossing, assure themselves that signals have cleared for S.P.Co. trackage to avoid delay to S.P.Co. trains due to failure of signals to clear. Employes handling switch lock lever must be positive that it is in proper position when they have completed their work in that vicinity. When lever is placed in normal position and door of the box closed, signals on the S.P.Co. will clear. If, for any reason, after lever has been restored to normal position, signals on the S.P.Co. tracks fail to clear, the train dispatcher must be notified immediately.

   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 S.P. & S. Railway.

   Track 1 is for 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 for Union Pacific to make 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 deliveries.

Track 3 is for use 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 for use 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.

S.E. Second Ave. between S.E. Main and S.E. Madison Sts.—Engines must stop at stop signs at junction with Union Pacific Railroad Co., giving precedence to Union Pacific trains and engines.

3. **Between Portland and Vancouver**—To avoid damage, engine brakes must not be fully applied or engine power greatly accelerated while passing over rail locks of draw spans on the Columbia River, Oregon Slough and Willamette River Bridges.

   When rear car of a Union Pacific passenger train is equipped with an oscillating, red rear end light on which an auxiliary marker is mounted, markers need not be displayed as required by Operating Rules 19, 19(A) and 19 (B). Rear trainman is responsible for proper display of the rear end light.

4. At **Willbridge**—Engineers of eastward passenger trains in addition to sounding whistle signal 15 (1) as required, will sound this signal as an additional alarm approaching Automatic Block Signal No. 3.6 located just west of Doane Street lead.

   Tracks B-2, B-5 and B-6 are designated as interchange tracks on which Portland Terminal Railroad Company crews make delivery of cars moving to and from the Waterway Terminals located on Northwest Front Avenue. The blowing out of steam line on passenger trains is prohibited while passing through Willbridge account hazard to employes.

   When making set-outs of more than 33 cars on Track A-5 or coupling into other cars on this track and it is necessary to shove cars into Track A-1, crews must observe the provisions of Operating Rule 808 (C) to avoid possible sideswipe of cars being set out on Track A-1 by another train at the same time.

5. At **Barnes**—Tracks 13 and 15 will be designated as S.P. & S. inbound interchange tracks and Tracks 14 and 16 as S.P. & S. outbound interchange tracks.

6. 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, 4.

   Track No. 1 is for interchange of cars from the Peninsula Terminal Company and S.P. & S. to the Union Pacific.

   Track No. 2 is for interchange of cars from the Union Pacific and the Peninsula Terminal Company to the S. P. & S.

Track No. 3 is a running track for all companies.

Track No. 4 is for interchange of cars from the Union Pacific and the S.P. & S. to the Peninsula Terminal Company.

7. **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.

FIRST SUB-DIVISION
(VANCOUVER-WISHRAM)

1. **At Vancouver**–To avoid delay to first class trains, westward freight trains on which main line connections are to be made will allow not less than 30 minutes to effect connection prior to time eastward first class trains are due to leave Vancouver or prior to time westward first class trains are due to leave Eavan.

   When using the Weigh-in-Motion Scales, speed of movements over scale track will not exceed 5 miles per hour while weighing and will not exceed 10 miles per hour when not weighing. Engineers will not use sand on this track.

   Engine Restrictions–California Packing Corporation Spur and Barracks Spur restricted to diesel switch engines or lighter power.

   City Ordinance Prohibits the blocking of city streets in excess of five minutes.

2. **At Camas**–Siding is blocked with cars west of crossover and that portion cannot be used for meeting or passing of trains.

   When spotting cars of chlorine on the two chlorine spur tracks at the end of the new spur, cars must be left separated by at least two feet with couplers in closed position. Operator from the Crown Zellerbach Corp. bleach plant will place metal cap over closed couplings before cars are connected for unloading. When cars are to be pulled out, he will remove caps from cars that are to be moved and which have been disconnected from dispensing hoses. Train crew members will not be permitted to remove a cap from a coupling, and will see that all dispensing hoses are disconnected from cars to be moved before further movement is made.

   No switching service is to be performed on the new spur at Crown Zellerbach Corp. between the hours of 12:00 noon to 12:15 p.m., 12:45 p.m. to 1:00 p.m. and 5:00 p.m. to 5:15 p.m.

   Cars must not be dropped or kicked when performing switching on the following tracks owned by Crown Zellerbach Corp.: New Spur, Converting Spur, Mill Spur and Warehouse Spur No. 3.

Impaired Clearance–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 Washougal**–Cars being set out on the siding are to be placed not less than 100 feet from either side of 32nd Street crossing.

4. **At Hegewald Timber Company Spur, Mile Post 52.7**–Trainmen will not ride in stirrups of cars being switched on the chip and sawdust spur tracks account close clearance of car mover located between these tracks.

5. **At Home Valley**–Skamania Loggers and Contractors, Inc., Veneer Plant is of impaired clearance. All railroad equipment must be brought to a complete stop before entering the area of impairment.

6. **At Bingen-White Salmon**–When High Load Detector at Bridge 75-3 has been actuated by a high load passing through underpass, automatic block signals 75.2 and 75.3 will display a red color aspect over a lunar color aspect. When this indication is displayed, trains must stop short of bridge structure and make inspection for damage to bridge before passing over, notifying Superintendent from first available point of communication.

   Crossings located east of depot must not be blocked to excess.

   Cars being set out on either the Sand Track or Team Track are to be placed not less than 100 feet from either side of Maple Street crossing. Yellow marks painted on rails indicate 100-foot clearance points.

SECOND SUB-DIVISION
(WISHRAM-PASCO)

1. **Between Wishram and Pasco**–A rear crew member will ride engine of eastward freight trains from Wishram to Roosevelt, get off on river side there, allow train to pull by so that inspection may be made for hot journals and other defects. A rear crew member of westward freight trains will ride the engine from Pasco to Plymouth and make running inspection from north side at that station, except on trains that main-line at Pasco.

2. **At Finley**–When switching over Bowles, Cochran, Game Farm and Lechelt Road crossings at grade a member of the crew must be on the ground at each crossing to provide protection.

3. **Between Pasco and East Switch Kennewick Siding**–All movements 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.

4. **At S.P. & S. Junction**—Dual control switch, electrically operated by remote control by the operator at Pasco, normal position for N.P.Ry. Third Sub-division.

5. **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.

Conductors will register in tie-up book in yard office, indicating the date and where the train crew will stay during the layover period. If a change in location is necessary after registering, the yard office must be notified. Enginemen will do the same at the roundhouse.

A box is maintained at the east end of passenger depot containing markers and flagging equipment for use in passenger service.

THIRD SUB-DIVISION

(PASCO-SPOKANE)

1. **At Pasco**—S.P. & S. first class trains have no superiority as conferred by S.P. & S. time table between Pasco passenger station and M.P. 231 (located at junction of freight yard lead and S.P. & S. main track). All trains and engines must move at reduced speed between these points. Trains and engines will avoid delay to S.P. & S. first class trains to the greatest extent practicable.

2. **Between Pasco and Ainsworth Junction**—All train movements between M.P. 231 and Ainsworth Junction are governed by Operating Rules 261 and 264, inclusive. Interlocking signals and dual-control, electrically operated switches at M.P. 231 and at Ainsworth Junction are under control of operator at Pasco passenger station. Normal position for switch at Ainsworth Junction is the N.P. Ry. Ninth Sub-division

S.P. & S. Time Table and Special Instructions are in effect on S.P. & S. Third Sub-division main track between connection switch to back-up track at Pasco and Ainsworth Junction.

3. **Between Pasco and Ft. Wright**—A rear crew member will ride engine of eastward freight trains from Pasco to Washtucna, get off on side opposite depot at that point, allow train to pull by so that inspection may be made for hot journals and other defects. A rear crew member on westward freight trains will ride engine from Hillyard to

Lamont and make running inspection from side opposite depot at that station.

4. **At Martindale**—Cars must not be left spotted on siding closer than 125 feet on either side of county road crossing located about the center of siding.

5. **At Snake River Junction**—Normal position of junction switch is for S.P. & S. Ry. third Sub-division. Trains from Northern Pacific Ry. must not occupy S.P. & S. Ry. main track until after obtaining Register Check with clearance Form A from operator authorizing movement. Junction switch is equipped with an electric switch lock.

6. **At Kahlotus**—Freight trains, when occupying siding to meet Train No. 3 or to allow Train No. 4 to pass, which cannot depart immediately upon arrival of these trains, will cut their trains to permit the unloading and loading of passengers at depot.

7. **At Washtucna**—Road crossing just west of the depot must not be blocked while trains are standing at the station.

Water hose with proper connections is available on rack in the freight house for emergency use in taking water on passenger units equipped with steam generators. Water hydrant is at former standpipe location.

8. At Scribner—Normal position of junction switch is for the Fort Wright line.

Whistle signal one short, one long and one short will be sounded to call for route to Marshall.

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 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. Trains will approach this junction switch at restricted speed to enable operator to line switch.

9. **At Marshall Junction**—Junction switch is governed by interlocking signals and rules.

10. **At Fort Wright**—Junction switch is governed by interlocking signals and rules.

11. **At Hillyard**—Westward S. P. & S. Ry. Co. trains must secure S.P. & S. clearance Form A before proceeding.

FIFTH SUB-DIVISION

(WISHRAM-BEND)

At Wishram—Normal position of switches at both ends west wye extension is for west wye extension. East and

west crossovers between main track and west wye extension are designated at "Wishram wye crossover," and "west wye extension crossover," respectively.

Normal position of switch connecting Fifth Sub-division Lead to east leg of wye is for north leg of wye, and normal position of switches connecting east leg of wye to Fifth Sub-division and west leg of wye to west wye extension is for west leg of wye.

Automatic block signal T.02, located west of west leg wye switch, is approach signal to drawbridge home interlocking signal and governs eastward movements from west wye extension to Fifth Sub-division.

Automatic block signal T.04, located on east leg of wye at clearance point with west leg of wye, governs movement from Fifth Sub-division Lead to Fifth Sub-division; and when south switch of wye is lined for movement from east leg, and there are no conflicting movement, will display proceed indication.

Eastward and westward through freight trains between Vancouver and Bend will operate through via west leg of wye. Eastward through freight trains from First Sub-division to the Fifth Sub-division, unless advised to the contrary, will head in at west switch of Avery siding, make their pickup on either Track 1 or 2 as directed, then proceed on west wye extension to west leg of wye at which point change of crews will be made. Westward trains from the Fifth Sub-division to the First Sub-division will also change crews in vicinity of west leg of wye, then, dependent upon existing conditions, will proceed either through Wishram wye crossover or west wye extension crossover, entering main track at these points; or on west wye extension through Avery siding, entering main track at the latter point; then make their set out of eastbound traffic on either Track 1 or 2 as directed.

Engineers of trains arriving, after making stop in vicinity of west leg of wye to effect change of crew, must apply brakes with not less than a 20-pound brake pipe reduction, to be released by the outgoing engineer.

2. **Between Wishram and Bend**—All trains must handle 85-foot or longer flat cars—either partially loaded, empty or with empty trailers—and all partially loaded or empty auto racks in the last fifty cars of the train.

3. At **O.T. Junction**—Dual-control, electrically operated switch, governed by interlocking signals and rules, is under remote control operated by the Columbia River drawbridge operator. Normal position of switch is for Fifth Sub-division.

   Upper unit of westward home interlocking signal governs movements over drawbridge to west wye extension through west leg of wye. Westward trains from the Fifth Sub-division en route classification yard will operate

south and east switches of wye before proceeding through east leg of wye.

Rule 83 (B) does not apply to eastward Union Pacific trains to the Fifth Sub-division, which trains must secure S.P. & S. clearance Form A at The Dalles.

4. At **Kaskela**—See no failure to sound signal 15 (1) prior to passing over private crossing located between switches of the siding.

5. At Madras—
   (a) Westward freight and mixed trains, with dynamic brakes not in operation, will stop and turn up retaining valves on all loaded cars and on alternate empties and stop at South Junction to turn down retainers. Running brake tests will be made on westward trains at, or one mile west of Madras.

   (b) The following will govern use of retaining valves between Madras and South Junction:

   With tonnage in excess of ascending rating one retaining valve (but not less than a total of 15) must be used for each 60 tons in excess of rating to assist dynamic braking on descending grade between Madras and South Junction.

   When use of retaining valves is required these valves must be used starting from head end of train.

   Additional retaining valves must be used when in the judgement of the engineer and conductor their use is necessary to control speed of train.

   When retaining valves are in use, speed of 20 MPH must not be exceeded.

   (c) Dynamic brake must be tested for proper operation before passing summit of grade; and, if one or more units have inoperative dynamic brake, train must be stopped immediately and retaining valves set up in accordance with paragraph (b) of these instructions. If less than 2 units have operative dynamic brake, the dynamic brakes must not be used and paragraph (a) will govern.

   (d) During test and before passing summit of grade, inspection of each unit of the locomotive must be made to determine if dynamic brake is operating properly.

Impaired Clearance—Concrete curbing enclosing loading platform paralleling house track full length of seed cleaning plant of The Pacific Supply Co-operative affords close clearance when riding on footboards of engines or on sill steps of cars and/or engines.

6. At **Culver**– Trains performing station work must not block main crossing unnecessarily or to excess, particularly during hours school busses are en route either to or from school.

7. At **Terrebonne**–Cars set out on the siding must be placed at least 500 feet from either side of road crossing. Yellow marks painted on each side of crossing indicate 500-foot clearances.

8. At **Prineville Junction**–Trains performing station work must not block the O'Neil Market Road crossing just east of the depot excessively.

9. At **Redmond**–Dropping cars over Ochoco Highway crossing is prohibited. When performing switching operations on the Dant and Russell spur, cars must not be left foul of bonded circuit governing operation of the flashing light crossing signals installed at this crossing.

   The Airport crossing, Ochoco Street crossing, "A" Street crossing located 100 feet west of the depot, and the county road crossing located 1,500 feet east of west switch to siding, must not be blocked excessively.

10. At **Bend**–Westward Union Pacific Railroad Company trains must secure Union Pacific Railroad Company Clearance Form A.

    Olney Street crossing must not be blocked unnecessarily or to excess.

    Conductors will register in tie-up book in yard office, indicating the date and where the train crew will stay during the layover period. If a change in location is necessary after registering, the yard office must be notified. Enginemen will do the same at the roundhouse.

Impaired Clearance–A car spotted on the Oregon Hardware Warehouse will not clear a man riding on side of car on the No. 2 Lead.

Engine Restrictions–Engine classes D.E. 6000 H.P. and heavier not permitted on the following tracks: Standard Oil, Pine Tree, Haines, Aune, Associated Oil, Gas, Drill and Mill spurs.

SIXTH AND SEVENTH SUB-DIVISIONS

(PORTLAND-SEASIDE-POINT ADAMS)

1. At **United Junction**–Spring switch, normal position for Eighth Subdivision.

2. At **Scappoose**–When performing station work do not block any of the three highway crossings to excess. If any excessive delay, arrange to cut the main crossing just east of the depot.

3. At **St. Helens**–City Ordinance prohibits the blocking of an improved street in the City of St. Helens for a longer period than 10 minutes.

4. At **St. Helens Plywood Company Spur**–Cattle crossing approximately 20 car-lengths from head block of spur leading from main track must not be blocked.

5. At **Rainier**– Street crossing just west of pavement must not be blocked.

6. At **Locoda**–Interchange of cars to and from the Beaver Ammunition Site will be made on main lead to classification yard, just west of switch to coal storage spur, at the third switch beyond the west switch to the runaround track.

7. At **Clatskanie**–Cars must not be left spotted on trackage closer than 125 feet on either side of road crossing located just west of depot.

8. At **Clifton**–When storing cars on siding, county road crossing located 500 feet west of the east switch must not be blocked.

9. At **Astoria**–During hours telegrapher is on duty, trains must secure Clearance Form A before proceeding.

   A City telephone is available in the booth adjacent to the register at Astoria. Westbound trains will phone 325-7127, notifying operator of the Youngs Bay Bridge of intended passage.

   Impaired Clearance–Overhead crossing over port dock tracks leading from Pier 1 to Pier 3 has but 17 feet clearance from top of rail. Trainmen must use care when switching in this area.

   Bridge and Engine Restrictions–Engines not permitted on dock portion on any of the three tracks located on Pier No. 2.

10. At **Warrenton**–Normal position of switch is for Sixth Sub-division.

    When switching or moving over any public crossing in the vicinity of the Wye Track, all trains and engines must sound signals 15 (1) and 30 on each occasion.

11. At **Flavel**–Bioproducts, Incorporated, in connection with their whaling operation, will at times place a whale haul-out ramp across track at a point 270 feet east of their present dock crossing.

    During time this haul-out ramp is in place, track will be impassable, protected by red flag and light. All trains will approach this point prepared to stop short of obstruction if in place.

EIGHTH SUB-DIVISION

(UNITED JCT.- VERNONIA)

1. **At United Junction**—Spring switch, normal position for Eighth Sub-division.

2. **At Bowers Junction**—Spring switch, normal position for Ninth Sub-division.

3. **Impared Clearance—At Haydite**—Account proximity of shale bluff, clearance is less than standard between switch and clearance point on east end.

NINTH, TENTH AND ELEVENTH SUB-DIVISIONS

(BOWERS JCT.- EUGENE)
(ALBANY - FOSTER)

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

   Cars exceeding an outside length of 51 feet and 10 inches must not be handled around heavy curvatures at Pettygrove and Nicolai Streets on 22nd Avenue.

   When handling cars around heavy curvatures at Pettygrove and Nicolai Streets on 22nd Avenue, crew members must protect vehicular traffic against such movements in the following manner:

   At Pettygrove Street and 22nd Avenue, when moving in either direction, a member of the crew must ride on the leading side step of engine.

   At Nicolai Street and 22nd Avenue, when moving in either direction; a member of the crew must ride on the leading side step of engine; and another member of the crew must alight from head end onto ground on north side to stop vehicular traffic, then board the last car.

   Account heavy curvature on Industrial Center lead between 30th and 31st Avenues and St. Helens Road, 50-foot and longer cars equipped with six-wheel trucks must be handled with engine only. When switching multiple or long loads on heavy curvature in the Industrial Center, extreme care must be used.

   Extremely careful handling is necessary when switching cars on Ward No. 3 Track at 24th and Nicolai Streets, especially when handling cars of varying lengths coupled together.

3. **At Beaverton**—Traffic control signals have been installed by the Oregon State Highway Department at intersection of Oregon Electric Railway with Tualatin Valley Highway and Hall Street. Flashing light crossing signals are interconnected with the traffic signals. The presence of a train in operating circuits will keep all signals at stop. A push button is located on each side of intersection for use of motor car operators. When button is pushed the traffic signals are all placed in stop position for a period of one minute to provide time for motor cars to clear the intersection.

   Traffic at this intersection is extremely heavy, and every possible effort must be made to keep the traffic delays to a minimum. Train crews moving into Beaverton Proper with light engine, intending to eat, must clear main track completely so that signals will operate properly on return trip.

   The four highway crossings must not be blocked excessively.

   General Motors Corporation has installed a private lock on the railroad gate to their property, with a signal button located on a post outside the fence just to the left of the gate. A guard will immediately open the gate for switching movements when the button is pushed, and he will close and lock the gate when switching is completed.

4. **Southern Pacific Company Absolute-Permissive Block Rules 740, 741, 742 and 744 Govern Operations over S.P. Co. Track Between Greton and Beburg**—Telephone in booth at Beburg and Greton connected with both O.E. Ry. Co. and S.P. Co. dispatcher's offices by means of two-way switch.

5. **Beaverton to Greton**—Signal box controlling electric switch to Greton is located 110 feet west of west siding switch at Beaverton, Mile Post E-27.14.

   Member of train crew will operate upper pushbutton marked SIGNAL. White light will indicate control has been requested. After an interval, white light will go out and green light will indicate that train can proceed. Signal at junction switch will remain clear for a period of ten minutes, and move through Beaverton should be completed in this time. If train is not ready to proceed after receiving green light, press pushbutton marked CANCEL. If, after several attempts, signal cannot be cleared the dispatcher must be notified.

6. **Greton to Beaverton**—OE trains will stop clear of Signal 7518, where a member of the crew will proceed to junction switch at Greton to observe indication of Block Indicator 7519. If indicator shows clear, junction switch can be lined for movement from OE trackage. When Signal 7518 clears, the junction switch at Beburg will automatically be positioned for movement to the OE;

and lower arm of signal at this switch will clear accordingly.

7. At **Salem**—Signs reading "X-Signal Start Broadway" have been installed each side of Broadway Street, one 538 feet from the street on the west side "Train Direction" and the other 544 feet on the east side, which indicate the starting circuits of the crossing signal. When performing switching in this vicinity, cars must not be left standing within these starting circuits, causing activation of the crossing signal.

8. At **Albany**—Normal position of Junction switch is for Ninth Sub-division.

   During hours telegrapher is on duty, trains must secure Clearance Form A before proceeding.

   The entire interchange trackage extending along the north side of Water Street, from the west switch of crossover between Baker and Montgomery Streets to the east switch located in Sherman Street, will be used as a joint interchange track with both the Southern Pacific Company and the S.P. & S. permitted to make delivery or take receipt of cars at any location on such track.

   Cars on Tracks 14 and 15 in Albany Yard must not be left blocking crossings located approximately 100 feet east of the west switch and 500 feet east of the west switch.

   Whenever water cars are handled into Albany to be refilled, switch crew on duty will spot the cars at the roundhouse watertank to be filled by roundhouse forces.

9. At **Junction City**—Extreme care must be exercised when switching the Valley Plywood spur to prevent damage and hazard of severing electric cable located two feet beyond end of rails.

10. At **Eugene**—Trains and engines will stop before passing over West Fifth Street at its intersection with Blair Boulevard.

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

    O.E. Ry. Co. trains between Albany and Lebanon will cross S.P. Co. main tracks 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. Co. 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. Co. trains obtaining check of register at Albany station, and westward O.E. Ry. Co. 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.

12. At **Lebanon**—O.E.Ry.Co. junction switch located at S.P. Co. 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 S.P. Co. main track. Normal indication of signals on S.P. Co. track is "proceed" and signal on O.E. Ry. Co. "stop".

    When block indicator located at main track switch indicates block clear, switch may be lined for movement to S.P. Co. track; and when so lined, and block is clear, signal on O.E. Ry. Co. will change to proceed. If Signal does not change to proceed, be governed by Rules 509 and 99. When operator is on duty at Lebanon, O.E. Ry. Co. trains will obtain permission from operator before entering S.P. Co. main track.

13. When operating over Southern Pacific Co. trackage, strict compliance must be observed of Southern Pacific Company Air Brake Rules and Regulations.

    Oregon Electric Ry. Co. employes operating over joint trackage of the Southern Pacific Company who carry standard watches and who fully comply with S.P. & S. Ry. Co. watch comparison and cleaning regulations will be considered as having complied with Southern Pacific Co. requirements.

    On Southern Pacific Co. trackage, Oregon Electric Ry. Co. trains, when equipped with paddle markers, will display a portable electric red light to the rear of caboose at night, to be replaced by a portable electric white light when in the clear on a siding.

14. **Impaired Clearance**—
    At Portland—United Supply Company spur located in the Industrial Center Addition and all tracks in the Hoyt Street Yard except Nos. 1, 2 and 3 in Middle Yard have impaired horizontal clearance and will not clear a man on side of car.

    At Albany—S.P. Co. overhead bridge, State Highway bridge and S.P. Co. siding all on Water Street, will not clear a man on top of car.

    Bridge 35.3 Tualatin River—one mile east of Tualatin.

    At Tualatin—S.P.Co. Overhead Bridge 35.8 will not clear a man on top of car.

15. **Engine Restrictions**—
    At Wilsonville—Engines in excess of four DE units coupled together not permitted on Bridge 43.4.

    At Beaverton—On General Electric Company spur, two or

more road-switcher type units cannot be used in multiple account excess curvature.

ALL SUB-DIVISIONS

1. **Rule 6 (A)**—In column on time table marked "Car Capacity," suffix letters E or W indicate the end of track at which switch is located.

2. **Rule 14**—Sounding of signal 15 (k) must be made when passing track and bridge crews.

3. **Rule 83 (B)**—will not apply at initial non-telegraph stations if train order signal is in clear positon.

4. **Rule 104 (H)**—During or following severe storms, when trackmen are not stationed at spring switches to be sure that they are kept clear of ice or snow, the crew of a train must know that the switch is in proper operating condition before using.

5. **Rule 713 (C)**—When weather conditions prevent full inspection while running, stop must be made approximately every 35 miles for inspection.

6. **Rule 729**—Placarded loaded tank cars handled in through freight and mixed trains shall not be nearer than sixth car for engine, occupied caboose or passenger car.

   Cars placarded "Explosives," "Inflammable," "Corrosive Liquids," or "Poison Gas" handled in through freight trains, local and mixed trains, shall not be nearer than sixteenth car from engine, occupied caboose or passenger car.

   When length of train will not permit handling of cars as prescribed above—ANY PLACARDED CAR, loaded with above commodities—shall be placed near middle of train, but not nearer tnan second car from engine, occupied caboose or passenger car.

   When switching such cars in terminal yards they must be separated from engine by at least one non-placarded car.

   When placarded cars described above are handled in freight trains made up in "blocks" or classifications, placarded car or cars shall be placed near middle of the "block" or classification, but not nearer than sixth car from engine, occupied caboose or passenger car.

   When such placarded cars are placed in trains they must not be placed next to each other, next to refrigerators equipped with gasburning heaters, stoves or lanterns, or next to loaded flat cars, or gondola cars containing lading higher than ends of car that is liable to shift.

   Placarded loaded tank cars must be inspected before accepted at the originating points and when received in interchange to see that they are not leaking and that the air and hand brakes, journal boxes and trucks are in proper condition for service.

   Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively.

   Terminal or pick-up point en route must furnish conductor and engineer proper notice showing consecutively location in train of all cars placarded "Explosives." At points other than terminals where crews change, notice will be transferred from crew to crew. Employes will be guided by further instructions governing handling of loaded tank cars, Explosives, Inflammables, Corrosive Liquids, and Poison Gas found in I.C.C. Regulations.

7. **Rule 811**—Running switches or the dropping of cars into tracks on which there are occupied outfit cars is prohibited.

8. Open cars loaded with ballast or fines must not be handled next to caboose if consist of train permits.

9. Cabooses must not be handled next to engine if consist permits.

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. Employes will use care and avoid risk of injury while working on spurs or sidings protected with "Impaired Clearance" signs.

11. Trains must not pass under overhead crossing while log train is passing over the crossing.

12. Stations 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.

13. When dining cars or other non-platform cars are placed on 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.

14. When foreign-line trains or engines are detoured and foreign-line power is used in such movements, the tenant-line engineer will in all cases handle the locomotive under the supervision of the engineer pilot.

15. Telephones located in booths, boxes and freight houses must have switch cut out and secured by lock except when in use.

16. Whenever descending grades require the use of retaining valves, trains will stop at 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.

17. Dragging Equipment Detector Indicator consists of a single white light unit (normally dark) with circular background mounted on signal or other mast. When white light is displayed, train must be stopped and inspected for dragging equipment. Notify Superintendent from first available point of communication.

18. Signal Overlap Signs installed near center of sidings at certain stations govern trains in a specified direction. When trains meet at these stations, no part of train or engine occupying main track shall pass overlap sign until opposing train has entered siding. Crews of trains occupying siding in the governing direction of the overlap must not open leaving switch until rear of opposing train has passed overlap.

19. Train and engine crews or any member thereof in deadhead service are prohibited from diesel-electric locomotives which handle the train.

20. Standard brake pipe pressure for freight and mixed trains is 90 pounds.

21. On Diesel road engines consisting of one or more units in freight and passenger service the following will govern in the event of emergency:

    In the event that enginemen observe Diesel engine emitting fire, smoke or water; or in the event of derailment; fire in one of the units; or broken connecting rod or other rotating part in one of the engines, causing excessive pounding; the enginemen should immediately shut down all the engines from the operating position to the engineer's control station in the cab. This can be done on EMD road engines by pushing the button at the end of the throttle handle with the thumb and then moving the throttle forward to the farthest position, and on American-type locomotives by pushing the red emergency stop button on the control stand. On both types of locomotives the fuel pump switch at the control box should be pulled; and in the event of fire the emergency fuel cut-off valve cord should be pulled.

    If there is any doubt as to what is occurring in the trailing cabs, all the units should be shut down from the operating cab as stated above and details investigated when the train has stopped.

    In the event of a fire in the engine, fire fighting equipment should be operated in accordance with the instructions mounted in each engine cab.

22. Flat spots 2½ inches or longer, or two or more adjoining spots each 2 inches or longer, on locomotive wheels; flat spots 2 inches or longer, or two or more adjoining spots each 1½ inches or longer, on freight car wheels; and flat spots one inch or longer on passenger equipment are condemnable. When discovered in train, conductor and engineer must immediately report to chief dispatcher and be governed by his instructions.

23. Flasher type warning lights installed on cab roof of engine—On engines so equipped, such lights must be displayed at all times when engine is in motion in both road and yard service.

24. D.E. Units Equipped with Deadman Controls—On units equipped, this control must be in operating condition while such unit is in use.

25. Tunnel Locations—

First, Second and Third Sub-divisions—

		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	269ft.
No.	12—2.1 miles east of Wishram	385 ft.
No.	14—5.1 miles west of Farrington	203 ft.
No.	15—2.5 miles west of Farrington	331 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.

Fifth Subdivision—

No.	1—1.4 miles west of Moody	814 ft.
No.	2—3.4 miles west of Sherar	810 ft.
No.	3—0.5 miles west of Dant	519 ft.
No.	4—0.6 miles east of Davidson	584 ft.
No.	5—1.8 miles west of Gateway	542 ft.

Sixth Subdivision—

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

Eighth Subdivision—

No.	1—0.04 miles west of Tunnel Spur	4,103 ft.

26. **Location, Capacity and Facility of Stockyards–**

Location	No. of Pens	Capacity in Cars	Facilities
Wishram	6	19	Water
Roosevelt	2	4	Water
Plymouth	2	4	Water
Pasco	27	38	Water
Centerville	1	2	Water near
South Junction.	4	9	Water
Gateway	4	11	Water
Redmond	4	7	Water & Feed Racks
Bend	7 cattle 2 sheep	14 5	Water & Feed Racks
Clifton	Portable Chute		None

27. **Bulletin Stations–**

Portland	–Union Station telegraph office Roundhouse Yard office
Willbridge	–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
Pasco	–Passenger Station telegraph office, Roundhouse and Yard Office
Spokane	–G.N. passenger station
Hillyard	–Yard office and roundhouse
Parkwater	–Roundhouse
Yardley	–Yard office
St. Helens	–Depot
Astoria	–Depot
Seaside	–Depot
Salem	–Depot
Albany	–Yard office and roundhouse
Eugene	–Depot
Sweet Home	–Depot

28. **Watch Inspectors–**

Ball Railroad Time Serv. Of Ohio
.....284 Endicott Bldg., St. Paul, Minn.
Roy and Molin .....806 S.W. Sixth, Portland
Zell Brothers .....800 S.W. Morrison, Portland
N.L. Nielsen ..... 1527 Lloyd Center, Portland
W.L. Runyan .....Vancouver
Robt. G. Tyack .....The Dalles, Ore.
Craters Jewelry.....Pasco
Harold J. March .....No. 3 Wall St., Spokane
Bob's Jewelry.....5101 North Market St., Hillyard
Cascade Jewelers ..... Bend
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

29. **Standard Time Clocks–**

Portland	–Union Station telegraph office Roundhouse and yard office
Willbridge	–Yard office
Vancouver	–Telegraph office and roundhouse
Wishram	–Telegraph office
Pasco	–Passenger Station telegraph office, Roundhouse and Yard office
Spokane	–G.N. Passenger Station
Hillyard	–Yard office, roundhouse
Parkwater	–Roundhouse
Yardley	–Yard office
Bend	–Telegraph office
Astoria	–Telegraph office
Seaside	–Telegraph office
Salem	–Telegraph office
Albany	–Yard office
Eugene	–Telegraph office

OPERATING SUPERVISORS

G.S. SHOWALTER, Assistant Superintendent

W.W. GARRETT, Trainmaster

G.I. SCOTT, Trainmaster

J.O. CURRIE, JR., Trainmaster

F.N. MOHNS, Trainmaster

G.M. KASPERSKI, Assistant Trainmaster

S.G. BUNTIN, Chief Train Dispatcher

L.Z. DANIELS, General Mechanical Superintendent

E.L. KENNARD, Superintendent Motive Power

H.E. CROFFUT, Traveling Engineer

J.J. SHEFCHEK, Traveling Engineer

J.H. COLES, Traveling Engineer

CLEARANCE TABLE

Maximum widths allowed for various heights above top of rail. Clearances based on cars 55' long with 42-foot truck centers.

Sub-Division	21'0" ATR	20'0" ATR	19'0" ATR	18'0" ATR	17'0" ATR	16'0" ATR	15'0" ATR	14'0" ATR	4'0" ATR	3'0" ATR	2'0" ATR	1'0" ATR	0'0" ATR	Governing Structure
Terminal Sub-Division	7'8"	11'3"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	10'4"	10'4"	9'8"	Will. & Col. Riv. Bridges
1st. Sub-Division	—	2'11"	6'9"	8'6"	9'6"	10'6"	11'5"	11'6"	11'6"	11'6"	11'6"	11'2"	10'4"	Tunnels & thru bridges
2nd. Sub-Division	—	5'3"	9'1"	11'4"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	Tunnels
3rd. Sub-Division	—	4'1"	7'1"	8'7"	9'6"	10'6"	11'1"	11'6"	11'6"	11'6"	11'6"	11'6"	10'8"	Tunnels & thru bridges
4th Sub-Division	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	None
5th Sub-Division	—	4'7"	7'6"	9'5"	11'0"	11'6"	11'6"	11'6'	11'6"	11'6"	11'6"	11'6"	11'6"	Tunnels
6th. Sub-Division	—	—	0'6"	9'0"	11'5"	11'6"	11'6"	11'6"	11'6"	11'5"	11'0"	10'8"	10'3"	Tunnel & thru bridges
7th. Sub-Division	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	None
Portland Yard Limits	11'0"	11'0"	11'0"	11'0"	11'0"	11'0"	11'0"	11'0"	11'0"	11'0"	11'0"	11'0"	11'0"	None
8th. Sub-Division	—	4'7"	8'6"	10'8"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	Tunnel
9th. Sub-Division (Bowers Jct. to Albany Yard)	—	—	—	—	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	10'9"	SP Overhead Tualatin & thru bridges
9th. Sub-Division (Albany Yd. to Eugene)	—	—	—	—	—	—	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	10'9"	SP Overhead Albany & thru bridges
10th. Sub-Division	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	None
11th. Sub-Division	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	None
12th. Sub-Division	11'6"	11'6"	11'6"	11'6"	11 6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	11'6"	None

NOTE: Conductors must be adsolutely positive that loads do not exceed these dimensions and must not move cars of greater dimension, longer length, overhanging loads or multiple loads without instructions from the Superintendent.

TONNAGE RATINGS OF LOCOMOTIVES

UNIT NO.	Vancouver to Pasco	Pasco to Mock	Fort Wright to Hillyard	Fort Wright to Mock	Lyle to Goldendale	Wishram to South Junction	South Junction to Madras	Madras to Bend	Willbridge to Vancouver	Willbridge to St. Helens	Astoria to St. Helens	United Junction to Ban Spur	Ban Spur to Cornelius Tnl.	Manning to Top Hill	Vernonia to Braun
22-28									3185	2725	2850	850	1150	700	2025
40-42									3185	2725	2850	850	1150	700	2025
43-45									3185	2725	2850	850	1150	700	2025
50-55									3185	2725	2850	850	1150	700	2025
60-62	3500	2000	1600 *1400	1600 *1400	800 *700	2500 *2150	1100 *950	1600 *1400	4100 *3200	3625 *2300	3850 *2425	1180 *725	1300 *950	780 *550	2700 *1900
65-84	3500	2000	*1400	1600 *1400	800 *700	2500 *2150	1100 *950	1600 *1400	4100 *3200	3625 *2300	3850 *2425	1180 *725	1300 *950	780 *550	2700 *1900
90-98	3500	2000	1600 *1400	1600 *1400	800 *700	2500 *2150	1100 *950	1600 *1400	4100 *3200	3625 *2300	3850 *2425	1180 *725	1300 *950	780 *550	2700 *1900
150-153	2960	2000	1000	1000	500	1550	650	1000	2500	1650	1725	500	650	350	1225
154-155	3925	2325	1500	1500	750	2300	1000	1500	3000	2700	3000	900	1200	700	2100
200-201	3500	2000	1600 *1400	1600 *1400	800 *700	2500 *2150	1100 *950	1600 *1400	4100 *3200	3625 *2300	3850 *2425	1180 *725	1300 *950	780 *550	2700 *1900
204-206	3500	2000	1600 *1400	1600 *1400	800 *700	2500 *2150	1100 *950	1600 *1400	4100 *3200	3625 *2300	3850 *2425	1180 *725	1300 *950	780 *550	2700 *1900
210-211 213	3500	2000	1600 *1400	1600 *1400	800 *700	2500 *2150	1100 *950	1600 *1400	4100 *3200	3625 *2300	3850 *2425	1180 *725	1300 *950	780 *550	2700 *1900
300-306	4600	3200	2025	2025	1025	3100	1400	2025	3750	3450	3625	1100	1450	850	2600
310-317	4900	3350	2050	2050	1050	3150	1425	2050	3900	3625	3800	1250	1550	925	2725
320-327	4900	3350	2050	2050	1050	3150	1425	2050	3900	3625	3800	1250	1550	925	2725
856-869	3500	2000	1600 *1400	1600 *1400	800 *700	2500 *2150	1100 *950	1600 *1400	4100 *3200	3625 *2300	3850 *2425	1180 *725	1300 *950	780 *550	2700 *1900
800-806	2500	1800	850	850	400	1300	550	850		1400	1550	400	550	300	1025

* Trailing tonnage when in multiple with Diesel Units 300-306
310-317
320-327

TONNAGE RATINGS OF LOCOMOTIVES

UNIT NO.	Braun to Top Hill	North Plains to Cornelius Tnl.	Tualatin to Tonquin	Wilsonville to West Woodburn	West Woodburn to Eugene	Eugene to Salem	Salem to Wilsonville	Wilsonville to Bowers Junction	Forest Grove Jct. to Forest Grove	Albany to Sweet Home
22-28	1150	1650	1650	1425	3000	3000	1700	1700	1700	850
40-42	1150	1650	1650	1425	3000	3000	1700	1700	1700	850
43-45	1150	1650	1650	1425	3000	3000	1700	1700	1700	850
50-55	1150	1650	1650	1425	3000	3000	1700	1700	1700	850
60-62	1200 *950	1700 *1400	1925 *1300	1800 *1200	3950 *3025	3950 *3025	1925 *1400	1925 *1400	1925 *1400	1000 *700
65-84	1200 *950	1700 *1400	1925 *1300	1800 *1200	3950 *3025	3950 *3025	1925 *1400	1925 *1400	1925 *1400	1000 *700
90-98	1200 *950	1700 *1400	1925 *1300	1800 *1200	3950 *3025	3950 *3025	1925 *1400	1925 *1400	1925 *1400	1000 *700
150-153	650	1000	900	850	2125	2125	1000	1000	1000	400
154-155	1150	1725	1600	1450	3550	3550	1725	1725	1725	850
200-201	1200 *950	1700 *1400	1925 *1300	1800 *1200	3950 *3025	3950 *3025	1925 *1400	1925 *1400	1925 *1400	1000 *700
204-206	1200 *950	1700 *1400	1925 *1300	1800 *1200	3950 *3025	3950 *3025	1925 *1400	1925 *1400	1925 *1400	1000 *700
210-211 213	1200 *950	1700 *1400	1925 *1300	1800 *1200	3950 *3025	3950 *3025	1925 *1400	1925 *1400	1925 *1400	1000 *700
300-306	1450	2150	1950	1825	4400	4400	2150	2150	2150	1100
310-317	1650	2350	2150	1925	4725	4725	2250	2250	2250	1150
320-327	1650	2350	2150	1925	4725	4725	2250	2250	2250	1150
856-869	1200 *950	1700 *1400	1925 *1300	1800 *1200	3950 *3025	3950 *3025	1925 *1400	1925 *1400	1925 *1400	1000 *700
800—806	550	850	750	700	1800	1800	850	850	850	400

* Trailing tonnage when in multiple with Diesel Units

300-306
310-317
320-327