



**Rules for Movement
over
Southern Pacific Tracks**

**Chemult-Bieber Line Jct.
Brooklyn-East Portland
Albany Yard-Lebanon
Banks-Hillsboro
Beburg-Greton**

May 1983

Operation over S.P. trackage between Chemult and Klamath Falls (Bieber Line Junction) will be governed by current S.P. Timetable and Timetable Bulletins covering the Cascade Subdivision, Rule 827 in the All Subdivisions and the Consolidated Code of Operating Rules as modified below.

Operation over S.P. trackage between Brooklyn and East Portland will be governed by current S.P. Timetable and Timetable Bulletins covering the Brooklyn Subdivision, Portland Terminal Special Instructions and the Consolidated Code of Operating Rules except as modified below.

Operation over S.P. trackage between Beburg and Greton, Albany Yard and Lebanon, Banks and Hillsboro will be governed by current S.P. Timetable and Timetable Bulletins covering the Brooklyn Subdivision and the Consolidated Code of Operating Rules except as modified below:

1. Rule 6-A will not apply. The following will govern:

Following symbols when placed at left of station name indicate:

TO - train-order office

Following symbols when placed at right of station name indicate:

B - bulletin station
K - standard clock
P - telephone
Q - radio base station

Numbers adjacent to station name in station column indicate a siding and length in feet between fouling points.

CTC limits will be indicated within brackets at right of station column.

ABS limits will be indicated within brackets at the left of station column.

2. Yellow flags, red flags, and green flags must be placed to right of main track in direction of approach and will not apply when displayed to left. When displayed between switches of a siding, they must be duplicated to right of siding in direction of approach.

Yellow flags, red flags, and green flags will not apply to the track on which train is running if displayed beyond the first rail of adjacent track.

Yellow PROCEED PREPARED TO STOP and red CONDITIONAL STOP signs will be placed to right of track in direction of approach when practicable, but must be respected when displayed on either side. When displayed between switches of a siding, they must be duplicated to right of siding in direction of approach. If clearance between siding and main track does not permit, they may be displayed to left of track in direction of approach.

3. Rule 10. First paragraph will not apply. The following will govern:

The explosion of two torpedoes is a signal to immediately reduce speed to 20 MPH or as much slower as conditions require, prepared to stop short of train or obstruction. After reducing to 20 MPH, speed must not be increased until train has reached a point at least two miles from where the torpedoes were exploded.

4. Rules 12 and 14 will not apply. The following will govern:

A yellow flag, when possible, will be displayed two miles in advance of each speed restriction specified by train order, timetable bulletin or oral instruction. Specified speed must not be exceeded commencing at point of restriction until rear of train clears restricted limit, which may be indicated by display of a green flag. If a green flag is not displayed at limit of speed restriction, speed may be resumed when rear of train clears restricted limit. The absence of a yellow and/or green flag must be reported to the train dispatcher.

When a yellow flag is displayed and no train order, timetable bulletin or oral instruction specifies the beginning of a speed restriction two miles beyond its location, train must be prepared to stop short of a red flag which may be displayed two miles beyond that yellow flag. If a red flag is not displayed, train must proceed at RESTRICTED SPEED commencing two miles beyond the yellow flag until rear of train has passed a green flag.

5. Rule 14(A) and BN Form Y train order will not apply. The following will govern:

When a red flag is displayed to the right of a main track or siding in direction of approach, train or engine must stop. After stopping, train or engine may be orally authorized to pass the red flag and proceed through the restricted limits, being governed by instructions of the MofW employee who established the restriction. Specified speed will not be exceeded until rear of train passes a green flag. A train or engine is prohibited from receiving authorization to pass a red flag via radio communication.

A red flag displayed between the rails of any track other than a main track requires that train or engine stop short of flag and not proceed until flag has been removed by an employee of the class that placed the flag.

When Form Y train order is in effect an unattended red sign reading "CONDITIONAL STOP" will be displayed 1,000 feet in advance of where main track is obstructed or impassable. Trains must approach prepared to stop short of this sign unless the engineer is orally authorized to proceed beyond the stop sign by foreman in charge of work or a proceed signal with a green flag or green light is received. A yellow sign reading "PROCEED PREPARED TO STOP" will be displayed two miles in advance of the red sign.

When orally authorizing a train to proceed, foreman must inform engineer the maximum speed permitted over restricted track.

A green flag will be displayed to right of each track at limit of restriction. Trainman will give proceed signal after rear of train has passed the green flag.

SP FORM Y
CONDITIONAL STOP SIGN ORDER

DO NOT EXCEED RESTRICTED SPEED BETWEEN MP 18 AND MP 20 BETWEEN BESS AND CLOY FROM 801 AM UNTIL 501 PM JULY 4TH AND BE PREPARED TO STOP SHORT OF UNATTENDED RED CONDITIONAL STOP SIGN DISPLAYED IN VICINITY OF MP 17.8 FOR EASTWARD TRAINS AND MP 20.2 FOR WESTWARD TRAINS UNLESS ORALLY AUTHORIZED TO PROCEED BEYOND THE STOP SIGN BY FOREMAN IN CHARGE OF WORK OR A PROCEED SIGNAL WITH GREEN FLAG OR LIGHT IS RECEIVED.

RESTRICTED SPEED MUST NOT BE EXCEEDED UNLESS FOREMAN ORALLY AUTHORIZES A DIFFERENT SPEED.

YELLOW PROCEED PREPARED TO STOP SIGNS ARE DISPLAYED TWO MILES IN ADVANCE OF RED CONDITIONAL STOP SIGNS.

(Examples of conditions which may be encountered.)

IF YOU	AND YOU	REQUIREMENTS
1. Have Form "Y" train order in effect	Pass Yellow PROCEED PREPARED TO STOP sign	Proceed prepared to stop short of red CONDITIONAL STOP sign or be orally authorized to proceed or receive a proceed signal with green flag or green light.

IF YOU	AND YOU	REQUIREMENTS
2. Have Form "Y" train order in effect	DO NOT find a yellow PROCEED PREPARED TO STOP sign displayed	Absence of signal must be regarded as most restrictive indication. Be governed the same as in No. 1.
3. Have Form "Y" train order in effect	DO NOT find a red CONDITIONAL STOP sign	Be governed the same as if red CONDITIONAL STOP sign was properly displayed.
4. Have Form "Y" train order not in effect	Pass yellow PROCEED PREPARED TO STOP sign	Stop two miles beyond PROCEED PREPARED TO STOP sign unless you receive proceed signal with green flag or green light, or oral authorization.
5. Have NO Form "Y" train order	Pass yellow PROCEED PREPARED TO STOP sign	Stop two miles beyond yellow PROCEED PREPARED TO STOP sign unless you receive proceed signal with green flag or green light. NO ORAL AUTHORIZATION PERMITTED.
6. Have NO Form "Y" train order	Observe a red CONDITIONAL STOP sign with NO ADVANCE yellow PROCEED PREPARED TO STOP sign	Stop as soon as possible avoiding emergency stop, if practicable. Proceed ONLY when authorized by proceed signal with green flag or green light. NO ORAL AUTHORIZATION PERMITTED.

IF YOU	AND YOU	REQUIREMENTS
7. Have been authorized by a proceed signal with green flag or green light	Subsequently receive oral authorization	Proceed at orally authorized speed.
8. Have passed through the limits of Form "Y" train order after being orally authorized	DO NOT pass a green flag	Continue at orally authorized speed unless the maximum authorized speed is less, until you do pass a green flag, or continue at orally authorized speed until rear of train has passed the red CONDITIONAL STOP sign displayed for trains in opposite direction. If in double track territory continue at orally authorized speed unless the maximum authorized speed is less, until you do pass a green flag or until otherwise instructed by dispatcher. Absence of green flag must immediately be reported to train dispatcher.
9. Have passed through the limits of a Form "Y" train order after being authorized by a flag or green light	DO NOT pass a green flag	Continue at RESTRICTED SPEED until you pass a green flag, or until rear of train has passed the red CONDITIONAL STOP sign displayed for train in opposite direction. If in double track territory continue at RESTRICTED SPEED, but

IF YOU	AND YOU	REQUIREMENTS
9. (Cont'd.)		contact train dispatcher and be governed by his instructions. Absence of green flag must immediately be reported to train dispatcher.
10. Are approaching limits of a Form "Y" train order not in effect	Cannot get head end of train clear of limits before Form "Y" train order becomes effective	Do not enter limits unless foreman grants oral authorization or gives proceed signal with green flag or green light which may be given prior to effective time of order.
11. Are passing through the limits of a Form "Y" train order not in effect	Cannot get head end of train clear of the limits before Form "Y" train order becomes effective	STOP. Proceed when orally authorized or when receive proceed signal with a green flag or green light.

6. Rule 15(L). A standard sign is a sign bearing the letter "X".

Where there are multiple crossings not more than one-fourth mile apart, standard sign bearing letter "X" located one-fourth mile in advance of first crossing will also display a figure which represents the number of crossings involved.
7. Rule 83(A). An extra train will register only at a register station where it originates or terminates, unless otherwise directed.
8. Rule S-88 will not apply. The following will govern:

Extra trains will be governed by train orders with respect to opposing extra trains.

9. Rule 102 will not apply. The following will govern:

Should there be a sudden application of brakes which may cause damage to train or obstruct an adjacent track, engine-men and trainmen must immediately display stop signals to trains on the other track and provide flag protection as prescribed by Rule 99. Trains receiving these signals must stop and not proceed until it is known that track is not obstructed.

When a train, or engine with cut of cars, in motion on main track or siding has an emergency application of air brakes or is derailed, milepost locations traversed by the train or engine while moving under such conditions, as exact as possible, must be immediately noted. Train dispatcher must be notified without delay.

Track and structures under train at the time of emergency application or derailment, as well as any track or structure over which any part of train passed after emergency application or derailment occurred, must be inspected to determine that it is safe for passage of trains at authorized speed.

In all cases, inspection of train, or engine with cut of cars, must be made before proceeding to determine that all wheels are on rail, no other dangerous condition exists and that it is safe to proceed.

If derailment or emergency application caused damage to track or structure that might interfere with safe movement of trains at authorized speed, crew must provide necessary protection for other trains.

10. Rule 240(W) will not apply. The following will govern:

Speed signs that prescribe reduction in speed will be located two miles from initial point of restriction, and where used to authorize increase in speed will be located at point where higher speed commences. Speed may be increased as soon as rear of train has passed speed sign.

11. A variable switch is identified with plate bearing letter "V" which when trailed through, retains switch points in the position to which forced by the trailing movement.

Variable switch target moves with movement of switch points, but switch lever moves only when hand thrown. Switch equipped with this automatic stand does not function like a spring switch.

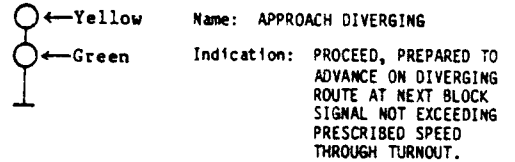
Trailing movement may be made over switch from either track, regardless of position of switch points.

When making a trailing movement and switch points are not lined for such movement, all wheels of leading truck must clear switch points before reverse movement is commenced.

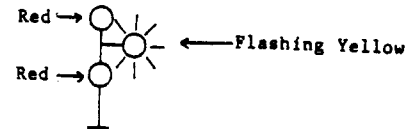
Items 12 through 18 apply only to operation between Chemult and Klamath Falls.

12. Trains that exceed 80 tons per operative brake must not exceed 45 MPH.

13. The following block signal aspect, name, and indication is applicable:



14. Rule 501(I). Following aspect is added.



15. A block signal with triangular plate bearing letter "P" is also actuated by a special protective device and when signal displays red aspect Rules 501K, 501L or the following Item 16, as the case may be, will govern. In addition, an inspection from the engine must be made to determine if it is safe to proceed by rock slide fences and for indication of slide on face of bluff above the track.

Locations of signals equipped with "P" plates are listed under Rule 306 Cascade Subdivision.

16. Rule 269. If authorized to pass an absolute signal displaying stop indication, the train dispatcher will use words (Train ID) is authorized to pass absolute signal displaying stop indication at (location) under provisions of Rule 776. When such authority is received, train may proceed at restricted speed to the next signal.

17. Rule 269(a) will not apply.

18. Rule 271. The phrase "Work limits and clock time limit" will be used instead of "Track and time limits."

Items 19 and 20 apply only to operation between Albany and Lebanon, Banks and Hillsboro.

19. Rule 99: When flagging is required, distance will be two miles.

20. Rule 513 will apply when entering SP main track at Lebanon.

Items 21 and 22 apply only to operation between Brooklyn and East Portland.

21. Rule 83(B): Trains and engines will not obtain clearance at Brooklyn.

22. Rule 99: When flagging is required, distance will be one-half mile.

Item 23 applies only to operation between Beburg and Greton.

23. Absolute signals govern use of routes within APB limits and confer authority to the limit of APB. They do not dispense with the use or observance of other signals where they may be required.

When an absolute signal displays stop indication, train or engine must stop. Except as provided in the last paragraph, train or engine must wait ten minutes and if no movement is seen or heard approaching, flagman must be sent ahead and train or engine may follow at not exceeding RESTRICTED SPEED.

Movement may pass automatic block signals displaying stop indication without stopping, keeping at least one-half mile behind flagman, until flagman reaches next block signal displaying other than stop indication, or reaches opposite end of APB.

When an absolute signal displays stop indication caused by a train or cars STANDING on main track, if intervening track is seen to be clear, an engine with or without cars, after stopping may proceed at RESTRICTED speed to couple to train or cars.