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OREGON ELECTRIC RAILWAY  
COMPANY

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SANTIAM AND HOLLEY BRANCHES

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TIME TABLE NO. 1

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TO TAKE EFFECT AT TWELVE-ONE (12:01) O'CLOCK A.M.  
PACIFIC TIME

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FRIDAY APRIL 1, 1932.

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G. E. VOTAW,  
Superintendent

B. L. SPERRY,  
Sup't Car Service

A. J. DAVIDSON,  
General Manager

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SPECIAL RULES REGARDING

JOINT TRACK BETWEEN ALBANY AND LEBANON

1. Oregon Electric train and enginemen are subject to the rules and regulations of the Southern Pacific Company while using Southern Pacific tracks at, and between, Albany and Lebanon.

ALBANY

2. Oregon Electric trains cross Southern Pacific main track just west of Signals 6912-6913 and use Albany and Page sidings, between Oregon Electric junction switch at LaFayette Street and Tallman Branch track.

Oregon Electric trains, in both directions, before crossing Southern Pacific main track, must comply with Southern Pacific Rules 83 and 83-C, using check of train register, Southern Pacific Form CS-2529. Conductors westward Oregon Electric trains will obtain this check of train register by telephone from Southern Pacific operator, Albany Station, repeating it back to the operator for verification before delivering it to engineer. Conductors eastward Oregon Electric trains will make this check from the train register at Albany Station.

3. Oregon Electric trains, in both directions, must obtain permission from the Southern Pacific Company operator, Albany, by telephone, before crossing Southern Pacific main track and conductors must immediately report to this operator when their trains have cleared Southern Pacific main track. This permission to cross Southern Pacific main track does not relieve conductors from seeing that their trains are protected against over-due first class trains, as prescribed by Southern Pacific rule No. 93.

Telephone, connected with telegraph office, Southern Pacific Company, Albany Station, is located in booth at LaFAYETTE STREET.

LEBANON

4. Junction switch, Oregon Electric Railway, is located at Southern Pacific MP-688.9. Normal position of switch is for Southern Pacific main track. Normal indication block signal on Oregon Electric track is "stop" and will change to "proceed" when switch is opened, providing Southern Pacific main track is clear between block signals on Southern Pacific main track, located on both sides of junction switch.

Telephone, connected with telegraph office, Southern Pacific Company, Lebanon Station, is located in booth near junction switch.

In addition to a clear block signal, eastward Oregon Electric trains must obtain permission from operator, Lebanon Station, before entering on Southern Pacific main track and conductors of westward trains must immediately report to this operator by telephone when their trains have cleared Southern Pacific main track.

WESTWARD SIXTH SUB-DIVISION BETWEEN LEANDER AND SWEET HOME EASTWARD

FIRST CLASS	CAR CAPACITY		Distance From Leander	TIME TABLE NO. 1 April 1, 1932	Distance From End of Track	Water, Fuel Etc.	FIRST CLASS
	Sidings	Other Tracks		STATIONS			
	None	None	0.0	P Leander	29.3	F	
	None	None	0.9	0.9 P S.P.Conn.Albany	28.4		
BETWEEN S.P. CONN. ALBANY AND LEBANON CONN. WITH O.E. SANTIAM BRANCH TRAINS WILL BE GOVERNED BY S.P.CO. PORTLAND DIV. TIME TABLE AND RULES							
	None	None	14.5	P Lebanon O.E.Santiam Br. Conn.	14.8		
	12	None	14.8	0.3 Lebanon (O.E.Siding)	14.5		
	None	24	15.4	0.6 Santiam	13.9		
	None	None	19.5	4.1 Waterloo	9.8		
	7	None	22.1	2.6 Nye	7.2		
	None	None	28.8	6.7 Sweet Home Jct.Holley Br.	0.5		
	None	None	29.3	0.5 End of Track	0.0		

WESTWARD SEVENTH SUB-DIVISION BETWEEN SWEET HOME AND DOLLAR EASTWARD

FIRST CLASS	CAR CAPACITY		Distance From Sweet H.	TIME TABLE NO. 1 April 1, 1932	Distance From Dollar	Water, Fuel Etc.	FIRST CLASS
	Sidings	Other Tracks		STATIONS			
	19	Y	0.0	P Sweet Home S.W. Jct.Santiam Br.	15.5	YW	
	0	4	3.3	3.3 Crest	12.2		
	0	14	6.4	3.1 Holley	9.1		
	0	2	8.0	1.6 Calapooya	7.5		
	Two 54	0	15.5	7.5 Dollar (End of Line)	0.0		

LEANDER

5. Telephone and train register are located in booth at LEANDER. This telephone is connected with Oregon Electric dispatcher's office, Portland.

Effective April 1, 1932, LEANDER will be a REGISTER STATION FOR ALL TRAINS. Trains to or from Southern Pacific connection will, in addition to registering, call the dispatcher's office and report their arrival. This telephone will also be used for obtaining train orders when necessary.

R. E. WHITE, Dispatcher  
F. S. BARLOW, Dispatcher  
L. S. NELSON, Dispatcher  
L. H. JAMES, Dispatcher

E. B. ARTHUR, Asst. Chief Dispatcher  
E. M. HERRING, Asst. Chief Dispatcher  
R. C. SCOTTEN, Chief Dispatcher  
E. B. HEATH, Trainmaster