

NOTED 10-22-12 10:12 AM  
CHAS. F. B. V. C. H.  
10-22-12

# OREGON ELECTRIC RAILWAY COMPANY

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## EMPLOYEES' TIME TABLE No. 17

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Effective Sunday, April 5, 1914

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12:01 A. M. "PACIFIC TIME"

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For the government and information of employes only, and not intended for the use of the Public. The Company reserves the right to vary from this time table at pleasure.

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**E. B. HEATH**  
*Trainmaster.*

**A. J. DAVIDSON**  
*Superintendent.*

**W. D. SCOTT**  
*General Manager*



# SALEM SUBDIVISION

## Time Table No. 17

April 5, 1914

### STATIONS

DISTANCE FROM  
EUGENE

TELEGRAPH AND  
TELEPHONE STATIONS

### TOWARD PORTLAND

#### FIRST CLASS

### Eastbound

Sec. Class

STATIONS			DISTANCE FROM EUGENE		TELEGRAPH AND TELEPHONE STATIONS		2	4	30	32	6	34	52	8	10	36	54	12	38	56	14	58	40	16	18	60	42	62	20	44	22	46	72
							The Owl	Local	Local	Local	Local	Local	Local	Local	Limited	Local	Local	Local	Local	Local	Local	Local	Local	Limited	Local	Local	Local	Local	Local	Local	Local	Local	Freight
							Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Mon.
AUTOMATIC BLOCK	Portland	DI	122.4	DNJ	AM 6.55	AM 7.30	AM 8.00	AM 8.30	AM 8.45	AM 9.35	AM 10.05	AM 10.15	AM 11.35	AM 11.59	PM 12.15	PM 1.45	PM 2.25	PM 3.05	PM 4.10	PM 5.00	PM 5.10	PM 5.50	PM 6.40	PM 7.00	PM 7.20	PM 7.45	PM 8.10	PM 9.25	PM 10.00	PM 11.10			
	Hoyt St. Station		122.1					8.25	8.37								2.17			4.57	5.02							9.20					
	Stark St.		121.8		6.42		7.47	8.17	8.32										3.57	4.52	4.57	5.40	6.27										
	Park Place		121.1	DNJ	6.35	7.10	7.40	8.10	8.25	9.20	9.45	9.55	11.15	11.40	PM 11.55	1.25	2.05	2.45	3.50	4.40	4.50	5.30	6.20	6.40	7.00	7.25	7.50	9.05	9.40	10.50	AM 4.45		
	Jefferson St. Station	J	120.9		6.33	7.08	7.38	8.08	8.23	9.18	9.43	9.53	11.13	11.38	11.53	1.23	2.03	2.43	3.49	4.38	4.48	5.28	6.18	6.39	6.58	7.23	7.48	9.03	9.39	10.48	4.43		
	Harrison St.		120.7		6.32	7.07	7.37	8.07	8.22	9.17	9.42	9.52	11.12	11.37	11.52	1.22	2.02	2.42	3.48	4.37	4.47	5.27	6.17	6.38	6.57	7.22	7.47	9.02	9.38	10.47	4.42		
	Sherman St.	DOUBLE TRACK	120.0		6.27	7.02	7.32	8.03	8.17	9.13	9.37	9.48	11.08	11.33	11.47	1.17	1.58	2.37	3.43	4.32	4.43	5.23	6.12	6.33	6.53	7.17	7.42	8.57	9.33	10.42	4.30		
	Corbett St.		118.9		6.23	6.58	7.28	7.58	8.13	9.10	9.33	9.45	11.05	11.30	11.43	1.13	1.55	2.32	3.40	4.28	4.40	5.20	6.07	6.29	6.50	7.13	7.38	8.53	9.29	10.38	4.19		
	View Point		117.1		6.20	6.55	7.25	7.55	8.10	9.07	9.30	9.42	11.02	11.27	11.40	1.10	1.53	2.29	3.38	4.25	4.38	5.18	6.03	6.25	6.47	7.10	7.35	8.50	9.25	10.34	4.10		
	Capitol Hill		116.1	DNJ	6.16	6.52	7.21	7.51	8.07	9.05	9.27	9.40	11.00	11.25	11.37	1.07	1.50	2.26	3.35	4.22	4.35	5.15	5.58	6.22	6.45	7.07	7.32	8.47	9.21	10.32	4.00		
	Multnomah		114.2	DJ	6.10	6.45	7.15	7.45	8.00	9.00	9.20	9.35	10.55	11.20	11.30	1.00	1.45	2.20	3.30	4.15	4.30	5.10	5.50	6.15	6.40	7.00	7.25	8.40	9.15	10.25	3.45		
	Garden Home	GH	112.4	P	6.05	6.40			7.56			9.31	10.51			12.56		2.16	3.25			5.07	5.47				7.22		9.11			3.39	
	Metzger		111.5																														
	S.P. R. R. Crossing		110.7	DJ	6.02	6.35			7.53			9.28	10.48			12.52		2.13	3.21			5.03	5.43				7.18		9.07			3.34	
	Tigard	VR	108.6	P	5.57	6.30			7.49			9.23	10.45			12.47		2.09	3.16			5.00	5.40				7.13		9.03			3.28	
	Adams		106.8	DJ	5.52	6.25			7.45			9.19	10.42			12.42		2.05	3.10			4.57	5.37				7.09		8.59			3.22	
	Tualatin	NA	105.3	P	5.48				7.42			9.16	10.39			12.38			3.07			4.53	5.33				7.06		8.56			3.18	
	Nasoma		103.8	NJ	5.44				7.38			9.11	10.37			12.34			3.02			4.51	5.28				7.02		8.53			3.13	
	Tonquin	Q	102.6	P	5.42				7.36			9.07	10.35			12.31			2.59			4.49	5.25				6.58		8.50			3.09	
	Mulloy		99.9	DJ	5.35			7.30			9.01	10.31			12.25			2.52			4.45	5.17					6.50		8.45			3.02	
Wilsonville	V	97.5	P	5.30			7.20			8.56	10.26			12.18			2.47			4.40	5.12					6.44		8.39			2.54		
Curtis		93.7	DJ	5.22			7.14			8.48	10.21			12.10			2.39			4.35	5.06					6.38		8.33			2.43		
Donald	D	91.0	P	5.17			7.09			8.42	10.17			12.03			2.33			4.31	5.00					6.33		8.28			2.34		
Broadacres		88.3	DJ	5.12			7.04			8.37	10.13			11.58			2.28			4.27	4.55					6.29		8.23			2.27		
West Woodburn	RN	85.5	P	5.07			6.58			8.30	10.08			11.52			2.22			4.23	4.49					6.23		8.18			2.18		
St. Louis		83.3	P	5.02			6.55			8.25	10.05			11.48			2.18			4.20	4.45					6.20		8.14			2.12		
Concomly		81.6	DJ	4.58			6.52			8.22	10.02			11.44			2.14			4.17	4.42					6.17		8.11			2.07		
Waconda	W	80.0	P	4.54			6.49			8.17	10.00			11.41			2.10			4.15	4.38					6.13		8.08			2.02		
Hopmere		78.7	P	4.52			6.47			8.15	9.58			11.38			2.08			4.13	4.36					6.10		8.06			1.58		
Quinaby		76.4	P	4.48			6.43			8.11	9.54			11.33			2.03			4.09	4.32					6.05		8.02			1.50		
Chemawa		73.5	P	4.42			6.37			8.06	9.50			11.27			1.57			4.06	4.25					5.57		7.57			1.35		
Mute School		71.6	DNJ	4.35			6.30			8.00	9.45			11.20			1.50			4.00	4.15					5.50		7.50			1.25		
Salem	SA																																
50.82					2	4	30	32	6	34	52	8	10	36	54	12	38	56	14	58	40	16	18	60	42	62	20	44	22	46	72		
					Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Mon.	
Time Over District					2.00	0.45	0.25	0.25	1.55	0.20	0.25	1.55	1.30	0.20	0.25	2.05	0.20	0.40	2.00	0.25	0.20	1.30	2.05	0.25	0.20	0.25	2.00	0.25	1.50	0.25	2.20		
Average Speed Per Hour					24.7	20.8	19.6	19.6	25.8	24.6	19.6	25.8	33.8	24.6	19.6	24.3	24.6	23.4	25.4	19.6	24.6	33.8	24.3	19.6	24.6	19.6	25.4	19.6	27.7	19.6	21.7		

EASTBOUND TRAINS ARE SUPERIOR TO WESTBOUND TRAINS OF THE SAME CLASS. EXCEPTION: No. 55 IS SUPERIOR TO No. 56, GARDEN HOME TO TUALATIN.

Tracks on Salmon St. from Front to West Park Sts., Portland, and on Tenth from Salmon to Flanders Sts., Portland, will be used as double track. (See Rule D 151.) Where meeting points are shown at Park Place and Stark St., meeting point will be on double track and not directly at station shown.

Double track extends from Jefferson St. to Harrison St., and from Sherman St. to Multnomah.

Gauntlet track between Harrison St. and Sherman St. will be operated as single track. Trains must not exceed speed of 20 miles per hour through gauntlet.

Breaker between 600 and 1200 volt trolley current located at intersection Hood and Pennoyer Sts., Portland. Westbound trains must stop before passing same and throw commutating switch to 1200 volt position. Eastbound trains will stop after passing breaker and throw commutating switch to 600 volt position.

No. 8 takes siding for No. 5 at meeting point.

No. 14 takes siding for No. 9 at Tualatin.

No. 18 takes siding for No. 9 and for No. 13 at meeting point.

No. 20 takes siding for No. 13 at meeting point.

No. 14 will stop at any station between Garden Home and Jefferson St. for the purpose of discharging passengers from points west of Garden Home.

# ALBANY SUBDIVISION

Westbound FROM PORTLAND											CAR CAPACITY OF SIDINGS	DISTANCE FROM PORTLAND	Time Table No. 17 April 5, 1914		DISTANCE FROM EUGENE	TELEGRAPH AND TELEPHONE STATIONS	TOWARD PORTLAND Eastbound										
SECOND CLASS			FIRST CLASS							FIRST CLASS								SECOND CLASS									
71	17	13	9	7	5	1	201	21	2	200							8	10	14	16	20	22	72				
Freight	Local	Limited	Local	Local	Limited	Local	Local	The Owl	The Owl	Local							Local	Limited	Local	Limited	Local	Local	Freight				
Daily Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Mon.				
AM 12.01	PM 8.20	PM 6.40	PM 4.35	PM 1.00	PM 10.15	PM 8.35	AM 2.15	Yard	50.8	Salem 0.95	SA	71.6	DNJ	AM 3.10	AM 8.00	AM 9.45	AM 1.50	AM 4.00	AM 5.50	AM 7.50	AM 12.01						
12.05	8.22	6.43	4.38	1.03	10.18	8.38	2.17	35	51.8	Melias 3.32		70.6	P	3.00	7.50	9.40	1.42	3.50	5.43	7.40	11.50						
12.15	8.28	6.48	4.46	1.12	10.24	8.45	2.27	35	55.1	Livesley 3.60		67.3	P	2.52	7.44	9.34	1.35	3.44	5.37	7.34	11.36						
12.23	8.37	6.54	4.54	1.22	10.30	8.53	2.36	30	58.7	E. Independence 0.88		63.7	P	2.42	7.37	9.28	1.28	3.38	5.31	7.27	11.21						
12.26	8.39	6.56	4.56	1.26	10.32	8.56	2.40	35	59.6	Orville 4.92	OV	62.8	DNJ	2.40	7.35	9.26	1.26	3.36	5.28	7.25	11.17						
12.37	8.48	7.05	5.06	1.36	10.39	9.07	2.53	35	64.5	Sidney 2.94		57.9	P	2.28	7.26	9.18	1.17	3.28	5.20	7.17	10.56						
12.42	8.53	7.11	5.15	1.42	10.43	9.13	3.02	35	67.4	Talbot 3.10		55.0	P	2.22	7.20	9.13	1.11	3.23	5.15	7.11	10.44						
12.49	8.59	7.17	5.21	1.47	10.48	9.19	3.10	35	70.5	Dever 2.64		51.9	P	2.15	7.14	9.08	1.05	3.18	5.09	7.04	10.31						
12.55	9.05	7.20	5.25	1.53	10.53	9.24	3.17	35	73.2	Conser 4.53		49.2	P	2.10	7.10	9.05	1.00	3.14	5.04	6.57	10.20						
1.10 2.00	9.15 PM	7.30	5.35	2.05	11.05	9.37	3.30 6.00	Yard	77.7	Albany 3.58	A	44.7	DNJ	2.00	6.55 AM	7.00 AM	8.55	12.50 12.40	3.05	4.53	6.47 6.32	10.00 9.15					
2.09		7.37	5.43	2.13	11.13	9.45	7.44	35	81.3	Pirle 1.93	PR	41.1	J	1.45	6.45		8.44	12.32	2.57	4.42	6.23	9.04					
2.13		7.40	5.47	2.17 PM	11.17	9.48	7.48 AM	Y35	83.2	Gray 3.97	GR	39.2	DJ	1.42	6.42 AM		8.41	12.28	2.53	4.38 PM	6.20	8.59					
2.23		7.46	5.56		11.23	9.57	6.22	35	87.2	Verdure 3.56		35.2	P	1.31			8.34	12.21	2.47		6.12	8.46					
2.32		7.51	6.05		11.28	10.03	6.31	35	90.8	Fayetteville 2.68		31.7	P	1.22			8.29	12.14	2.41		6.05	8.35					
2.39		7.55	6.10		11.32	10.08	6.37		93.4	Potter 2.31		29.0		1.16			8.25	12.09	2.37		5.59	8.27					
2.45		7.58	6.14		11.36	10.13	6.42	35	95.7	Tulsa 3.08		26.7	P	1.10			8.21	12.05	2.33		5.55	8.20					
2.52		8.02	6.19		11.40	10.18	6.49		98.8	Nixon 2.15		23.6		1.03			8.16	11.59	2.29		5.49	8.12					
2.57		8.05	6.23		11.43	10.22	6.54	35	101.0	Cartney 2.83	C	21.4	NJ	12.58			8.13	11.56	2.26		5.45	8.05					
3.05		8.11	6.28		11.50	10.28	7.01	35	103.9	Harrisburg 4.50	H	18.6	DJ	12.51			8.08	11.50	2.21		5.40	7.50					
3.23		8.17	6.36		11.57 PM	10.36	7.11	14	108.4	Junction City 3.13	JC	14.1	DJ	12.41			8.02	11.41	2.14		5.31	7.42					
3.37		8.23	6.41		12.03	10.42	7.18	35	111.5	Milora 1.59		10.9	P	12.34			7.57	11.34	2.10		5.25	7.34					
3.47		8.26	6.44		12.06	10.45	7.23	10	113.1	Meadow View 2.60		9.3		12.29			7.53	11.30	2.07		5.21	7.30					
4.00		8.31	6.50		12.11	10.51	7.29	35	115.7	Enid 4.91		6.7	P	12.22			7.48	11.25	2.02		5.15	7.24					
4.20		8.38	6.58		12.18	10.58	7.40	35	120.6	Lazen 1.82	LS	1.8	J	12.12			7.40	11.17	1.56		5.07	7.15					
4.30 AM		8.45 PM	7.05 AM		12.25 PM	11.05 AM	7.50 AM	Yard	122.4	Eugene	EN	0.0	DJ	12.05 AM	7.35 AM	11.10 AM	1.50 PM		5.00 PM		7.05 PM						
71	17	13	9	7	5	1	201	21		71.58				2	200	8	10	14	16	20	22	72					
Daily Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.					
4.29	1.12	2.05	2.30	1.17	2.10	2.35	0.13	3.05		Time Over District				3.05	0.13	1.00	2.10	2.40	2.10	1.22	2.50	4.56					
15.97	26.68	34.1	28.6	24.7	33.0	27.7	25.3	23.2		Average Speed Per Hour				23.1	25.3	26.9	33.0	22.0	33.0	23.7	26.5	14.6					

EASTBOUND TRAINS ARE SUPERIOR TO WESTBOUND TRAINS OF THE SAME CLASS.

No. 14 takes siding for No. 5 at meeting point. No. 20 takes siding for No. 9 at meeting point. No. 22 takes siding for No. 13 at meeting point. All trains will stop for Willamette & Pacific R. R. crossing 1200 feet west of Lasen.

# CORVALLIS SUBDIVISION

Westbound											FROM PORTLAND		CAR CAPACITY OF SIDINGS	DISTANCE FROM PORTLAND	Time Table No. 17		DISTANCE FROM CORVALLIS	TELEGRAPH AND TELEPHONE STATIONS	TOWARD PORTLAND											Eastbound	
FIRST CLASS											FIRST CLASS																				
		217	215	213	211	7	209	207	205	203	201					200			202	204	206	208	210	20	212	214	216				
		Local	Local	Local	Local	Local	Local	Local	Local	Local	Local					Local			Local	Local	Local	Local	Local	Local	Local	Local	Local				
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
		PM 7.42	LPM 6.22	LPM 5.49	LPM 2.55	LPM 2.18	LPM 12.30	LAM 11.19	LAM 9.50	LAM 8.43	LAM 7.50	Y-35	83.2	Gray	GR	4.90	DJ	AM 6.42	AM 8.40	AM 9.46	AM 11.15	APM 12.27	APM 2.51	APM 4.37	APM 5.45	APM 6.19	APM 7.38				
		PM 7.57	LPM 6.37	APM 6.02	APM 3.10	APM 2.30	APM 12.45	AM 11.34	AM 10.05	AM 8.58	AM 8.05	Yard	88.19	Corvallis	CA	0.0	DJP	AM 6.30	AM 8.27	AM 9.33	AM 11.00	APM 12.12	APM 2.36	APM 4.25	APM 5.30	APM 6.05	APM 7.23				
		217	215	213	211	7	209	207	205	203	201							200	202	204	206	208	210	20	212	214	216				
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				

EASTBOUND TRAINS ARE SUPERIOR TO WESTBOUND TRAINS OF THE SAME CLASS. EXCEPTION: No. 213 IS SUPERIOR TO No. 214.

FOREST GROVE SUBDIVISION

Westbound										FROM PORTLAND										CAR CAPACITY OF SIDINGS	DISTANCE FROM PORTLAND	Time Table No. 17 April 5, 1914		DISTANCE FROM FOREST GROVE	TELEGRAPH AND TELEPHONE STATIONS	TOWARD PORTLAND										Eastbound																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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						47	45	43	41	39	37	35	33	31																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		

EASTBOUND TRAINS ARE SUPERIOR TO WESTBOUND TRAINS OF THE SAME CLASS. EXCEPTIONS:  
No. 31 is superior to No. 34, Orenco to Forest Grove.  
No. 43 is superior to No. 44, Orenco to Forest Grove.  
No. 45 is superior to No. 46, Orenco to Forest Grove.  
No. 42 takes siding for 41 at Orenco.

WOODBURN SUBDIVISION

Westbound																FROM PORTLAND		Time Table No. 17  April 5, 1914	STATIONS	TOWARD PORTLAND														Eastbound	
FIRST CLASS																FIRST CLASS																			
133	131	129	127	125	123	121	119	117	115	113	111	109	107	105	103	101	100			102	104	106	108	110	112	114	116	118	120	122	124	126	128	130	132
Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local			Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
PM 8.24	LPM 7.35	LPM 6.30	LPM 6.08	LPM 5.29	LPM 4.56	LPM 4.28	LPM 3.52	LPM 2.29	LPM 12.22	LAM 11.59	LAM 10.14	LAM 9.43	LAM 9.17	LAM 8.38	LAM 7.55	LAM 7.06	West Woodburn 2.47	AM 7.02	AM 7.53	AM 8.35	AM 9.14	AM 9.41	AM 10.10	AM 11.57	AM 12.19	PM 2.27	PM 3.49	PM 4.26	PM 4.54	PM 5.27	PM 6.05	PM 6.27	PM 7.33	PM 8.24	
8.32	7.43	6.38	6.16	5.37	5.04	4.36	4.00	2.37	12.30	12.07	10.22	9.51	9.25	8.46	8.03	7.14	Woodburn SH	6.54	7.45	8.27	9.06	9.33	10.02	11.49	12.11	2.19	3.41	4.18	4.42	5.19	5.57	6.19	7.25	8.16	
PM	A	PM	A	PM	A	PM	A	PM	A	PM	A	PM	A	PM	A	PM	A	AM	L	AM	L	AM	L	AM	L	PM	L	PM	L	PM	L	PM	L	PM	L
133	131	129	127	125	123	121	119	117	115	113	111	109	107	105	103	101	2.47	100	102	104	106	108	110	112	114	116	118	120	122	124	126	128	130	132	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
.08	.08	.08	.08	.08	.08	.08	.08	.08	.08	.08	.08	.08	.08	.08	.08	.08	Time Over District	.08	.08	.08	.08	.08	.08	.08	.08	.08	.08	.08	.08	.08	.08	.08	.08	.08	
18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	Av. Speed Per Hour	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	18.5	

EASTBOUND TRAINS ARE SUPERIOR TO WESTBOUND TRAINS OF THE SAME CLASS. EXCEPTIONS:  
No. 107 is superior to No. 108.  
No. 109 is superior to No. 110.  
No. 113 is superior to No. 114.  
No. 119 is superior to No. 120.  
No. 121 is superior to No. 122.  
No. 123 is superior to No. 124.  
No. 125 is superior to No. 126.  
No. 127 is superior to No. 128.



# SPECIAL INSTRUCTIONS

Standard clocks are located at the Dispatcher's office, Hoyt Street Station, Salem and Eugene.

Registering Stations: Hoyt Street station, Multnomah, Garden Home, Tualatin, West Woodburn, Salem, Albany, Gray, Eugene, Orenco, Forest Grove, Woodburn and Corvallis.

- No. 1. Special Instructions Supersede Rules and Regulations of Transportation Department.
- No. 2. Rule 83-A will not apply at initial stations which are not telegraph stations, and at telegraph stations except during office hours, or when an operator is on duty after office hours.
- No. 3. Register Exceptions: At Tualatin Trains 2, 4, 20, 22, 15, 17, 19 and 21 only will register. West Woodburn is register station for Woodburn subdivision trains only.
- No. 4. All trains must obtain clearance cards before leaving Jefferson St. Station, Salem and Albany.
- No. 5. In column telegraph and telephone stations the letter J indicates telephone, letter P indicates telephone Jack for use with portable telephones.
- No. 6. Trains will be governed by the Interlocking Signal Tower Signals at Southern Pacific Crossing at Beaverton and Southern Pacific Crossing at Greenburg. All trains must approach Interlocking Signals under control, expecting to find Signal at "Stop" and Derail open. Westward trains wishing to use passing track Beaverton will come to full stop at home signal, sound one long and four short blasts whistle. When lower semaphore blade is raised train may proceed.
- No. 7. Eastbound Passenger Trains will stop at any street intersection on Salmon and Tenth Street, Portland, for the purpose of discharging passengers. Second and Salmon Streets, Fifth and Salmon Streets, Tenth and Morrison Streets, and Tenth and Stark Streets, Portland, are regular stops for all Westbound Trains for the purpose of picking up passengers. Passengers will not be allowed to board trains at any other street crossing except the above.
- No. 8. Unless otherwise advised, Passenger Trains must not consist of more than three cars between Jefferson Street Station and Hoyt Street Station. Freight Trains or cars are not permitted to use tracks between Front and Salmon Streets, Portland, and Hoyt Street Station.
- No. 9. On Passenger Trains vestibule doors between coaches must be kept closed when made up in trains and under no circumstances will passengers be permitted to pass from one coach to another by stepping across.
- No. 10. Trap Doors must be kept down and sidevestibule doors closed while trains are in motion. It is just as imperative that trap doors be down as it is that side vestibule doors be kept closed. Vestibule doors will be opened and trap doors up only when trains are making station stops.
- No. 11. When Passenger Cars are added to or taken off Passenger Trains trolley poles must be lowered from trolley wire before bus line is coupled or uncoupled. Fuses must not be renewed nor any part of the electrical appliances of motorcars touched or repaired until trolley pole has been lowered from the trolley wire. Glass cover over Automatic Relay must not be removed. Defective Relays must be reported at once.
- No. 12. Trolley pole must be lowered from trolley wire by means of a rope at all times. To lower trolley pole from trolley wire by getting on top of motorcar and catching hold of trolley pole by hand will not be permitted; to do so is dangerous and may prove fatal. Trolley poles on double end control cars must be kept under hook when not in use, and must not be left suspended by retriever rope. In order to avoid mixing the 600-1200 volt current but one trolley pole must be used between bridge three west of Corbett Street and Portland.
- No. 13. Derail switches are located on all Passing Tracks and Spurs where there is danger of cars running out. Derails must be left at derail at all times except when in use.
- No. 14. Junction switch at Garden Home when not in use will be left set and locked for Salem Sub-Division Track.

## SPEED RESTRICTIONS.

- No. 15. Reduce speed to twenty miles per hour between Fulton Park and View Point. Westbound Passenger Trains must not exceed schedule time between Multnomah and Garden Home. Eastbound Passenger Trains must not exceed schedule time between Multnomah and Corbett St.

Eastbound freight and work-trains must not exceed twenty miles per hour between Nasoma and Tualatin, and twenty miles per hour between Multnomah and Corbett St. Westbound freight and work-trains must not exceed twenty miles per hour between Multnomah and Metzger, and Garden Home and Whitford. Speed will also be reduced at following points and through cities covered by ordinance:

Greenburg—10 miles per hour over S. P. crossing.

Donald—20 miles per hour.

Salem—10 miles per hour.

Albany—12 miles per hour.

Harrisburg—8 miles per hour intersection of Fourth and Kelsey Sts., Third St. West depot.

Junction City—8 miles per hour.

- No. 16. At Hillsboro trains must reduce speed to ten miles per hour through city limits of Hillsboro. All trains will stop at crossing of P. E. & E. Railway Sixth and Washington Sts.; also stop at crossing of P. E. & E. and P. R. & N. Railways, North Range and Washington Sts.

## YARDS.

- No. 17. Portland Yard Limits extend from Hoyt Street Station to Abernathy Street. Salem Yard Limits extend from Hood Street to Melas. Albany Yard Limits extend from Gravel Pit Switch east of Albany to Coover. Eugene Yard Limits extend from Blair Street to Pearl Street.
- No. 18. In Portland Yard all trains, including light engines and motors, must approach all street crossings under control, stop before crossing tracks of another Company. Portland Railway cars within one hundred feet of crossing shall be given right of way. United Railways crossing Tenth and Stark Streets must be flagged across. Trains will not be required to stop for United Railway crossing, Tenth and Flanders Streets, Portland, but will reduced speed to five (5) miles per hour. Trains using Flanders Street track will flag this crossing. All trains must come to stop at crossing Portland Railway Tracks at Corbett Street and sound one blast of whistle before proceeding. Portland Railway cars have right of way.
- No. 19. In Salem Yard, all trains, including light engines and motors, must approach all street crossings under control and stop before crossing tracks of Salem, Falls City & Western Ry. on Union Street, and Southern Pacific on Trade Street. All trains must use extra precaution in going across Commercial Street, reducing speed to ten (10) miles per hour. Eastbound trains must sound motor whistle, in addition to ringing bell, before crossing this street.  
Trains will not be required to stop at following crossings with tracks of P. E. & E. Ry.:

Hood	Street
Center	"
Chemeketa	"
State	"
Commercial	"

but will approach and pass over these crossings under control and not exceed speed of ten (10) miles per hour.  
Hood Street, Salem, is passenger stop for purpose of discharging through passengers from westbound trains, and picking up passengers on eastbound trains.  
Union Street is flag stop for discharging passengers from Train No. 1.
- No. 20. In Albany Yards, all trains, including light engines and motors, must approach all street crossings under control, and stop before crossing tracks of Corvallis & Eastern on Lafayette Street, and Southern Pacific on Railroad Street.  
Trains will not be required to stop before crossing tracks of P. E. & E. Ry. on Lyon Street, but will approach this crossing under control and not exceed speed of ten (10) miles per hour over crossing.

Freight trains will use Water Street track in Albany Yard Limits, between Leander, mile 76.2, and Coover, mile 78.5.

All trains using Water Street track are required by ordinance to stop at and sound whistle before crossing Calipooia Street, which is protected by stop boards.

SPECIAL INSTRUCTIONS—Continued

No. 21. In Eugene Yards, all trains, including light engines and motors, must approach all street crossings under control. Trains will not be required to stop for P. E. & E. Ry. crossings at Blair Street and at Wil-lamette Street, but will approach and pass over crossings named under control and not exceed speed of ten (10) miles per hour. Blair Street is a passenger stop for the purpose of discharging through passengers from west-bound trains, and picking up passengers on east-bound trains.

No. 22. LOCATION OF OVERHEAD AND SIDE OBSTRUCTIONS.  
Train employes are cautioned not to lean out of cab or cars while passing following overhead and side obstructions:  
Two overhead bridges, Portland Lumber Company, between Harrison St. and Sherman St.  
Tualatin River bridge, just east of Tualatin.  
Southern Pacific overhead bridge, just east of Tualatin.  
C. & E. overhead bridge, Water Street, Albany.  
Southern Pacific siding, Water St., Albany, opposite Senders warehouse.  
The two Portland Lumber Company overhead bridges, Tualatin River bridge, Southern Pacific overhead bridge just east of Tualatin, C. & E. overhead bridge, Water St., Albany, will not clear men on top of box cars.  
Engine bell on baggage motors must not be rung while passing under C. & E. overhead bridge, Water St., Albany, as it will not clear trolley wire when ringing.  
Double track between O. E. Shops and Abernathy Sts., Portland, has only 10-feet 9-inch centers. Passenger trains when meeting between points named will reduce speed to ten (10) miles per hour. Freight trains meeting or passing passenger trains between points named, must come to full stop and see that nothing is projecting from train that will foul passenger equipment.

AIRBRAKES.

No. 23. In addition to the usual inspection of airbrakes, after making up, setting out cars from, or adding cars to the train, motorman will sound one long blast of the whistle. Rear brake-man or conductor will then proceed to apply the brakes by opening cock at rear end of last car in train gently, only allowing enough air to escape to apply the brakes slowly and firmly. With the brakes applied a further inspection must be made to note possible defects. Motorman should watch gauge, and if proper reduction is made in train line, he will acknowl-edge same by two short blasts of the whistle. If car repairers are on duty, they will make this test at all terminal stations. All Eastbound trains except those stopping at Multnomah must make running test of airbrakes just before passing first road crossing east of Multnomah, bringing train to full stop.

No. 24. Retainers will be turned up on eastbound freight trains from Multnomah to Corbett Street and on westbound freight trains from Multnomah to Greenburg and Garden Home to Beaverton.

COMMERCIAL SPURS AND PASSENGER FLAG STOPS BETWEEN STATIONS. Salem and Albany Sub-Divisions.			
Name.	Mile Post	Capacity	FLAG STOP FOR TRAINS.
Shops .....	2.1		2-4-30-32-59-15-61-43 only.
Fulton Park .....	4.6		All trains except 6-34-8-10-36-38-14-40-16-42-5-35-7-37-9-39-13-41-17-21
Ryan Place .....	5.8		All trains except 6-34-8-10-36-38-14-40-16-42-5-35-7-37-9-39-13-41-17-21
Shahapta .....	6.7		All trains except 6-34-8-10-36-38-14-40-16-42-5-35-7-37-9-39-13-41-17-21
Maplewood .....	7.3		All trains except 34-8-10-36-38-14-40-16-42-5-35-7-37-9-39-13-41-17-21
Barstow .....	7.8		All trains except 6-34-8-10-36-38-14-40-16-42-5-35-7-37-9-39-13-41-17-21
Nesmith .....	9.0		All trains except: 10-16-5-13.
Pine Knot .....	9.5		4-6-8-18-11-15-17-19 only.
Greenburg .....	10.7	9	All trains except: 10-16-5-13.
Trece .....	12.5		4-6-8-15-17-19 only
Bonita.....	13.1	5	All trains except: 10-16-5-13.
Durham .....	14.0		All trains except: 10-16-5-13.
Golf .....	15.1		All trains except: 10-16-5-13.
Tualatin Mill .....	15.2	5	Not Passenger Stop.
Cook Spur .....	17.4	8	Not Passenger Stop.
Cahalin .....	19.3	2	Not Passenger Stop.
Downing .....	19.8	2	Not Passenger Stop.
Clutters .....	20.4	4	Not Passenger Stop.
Prahl .....	23.3	3	All trains except: 10-16-5-13.
Wallace .....	24.3	3	All trains except: 10-16-5-13.
Butteville .....	25.6	3	All trains except: 10-16-5-13.
Fargo .....	26.5	4	All trains except: 10-16-5-13.
Fellers .....	29.6	5	All trains except: 10-16-5-13.
Claxtar .....	47.0		All trains except: 10-16-5-13.
Highland .....	49.2		All trains except: 10-16-5-13.
Hood St. ....	49.5	4	See Special Instructions 19
Hazelan .....	53.4		1-7-9-17-8-14-20-22 only
Finzer .....	56.2		All trains except: 10-16-5-13.
Halls Ferry .....	57.4	10	All trains except: 10-16-5-13.
Loewi .....	61.0		All trains except: 10-16-5-13.
Geary Street .....	76.6		All trains except: 10-16-5-13.
Awbrey .....	114.7		All trains except: 10-16-5-13.
Avard .....	117.9		All trains except: 10-16-5-13.
Blair Street .....	121.9		See Special Instructions 21
Forest Grove Sub-Division.			
Firlock .....	8.8	2	All trains.
Milkapsi .....	18.3	4	All trains.
Fearing .....	18.5	3	Not passenger stop.
Moffat .....	20.2		All trains.
Rhoades .....	20.6	6	Not passenger stop.
Varley .....	23.7		All trains.
Haynes .....	26.0	5	All trains.
Race Track .....	26.5		All trains.
Pacific St. ....	27.2		All trains
Woodburn Sub-Division.			
Scollard .....	35.1	3	All trains.
Corvallis Sub-Division.			
Orleans .....	84.5		All trains.

RULES GOVERNING AUTOMATIC BLOCK SIGNALS BETWEEN GARDEN HOME AND JEFFERSON STREET, PORTLAND.

No. 501.

SIGNAL	OCCASION FOR USE	INDICATION	NAME
Color	The signal will appear when	For enginemen and trainmen	As used in rules
(A) Red	Block is not clear	Stop	Stop-signal
(B) Yellow	Block is clear Second block in advance is not clear	Approach next signal prepared to stop	Caution-signal
(C) Green	Block is clear	Proceed	Clear-signal

Type of signal used is three (3) position upper left hand quadrant semaphore. The governing arm is displayed to the left of the signal mast as seen from an approaching train, and indications are given by position as follows:

Horizontal—as the equivalent of A.

Diagonal —as the equivalent of B.

Vertical —as the equivalent of C.

No. 502. Block signals control the use of the blocks, but, unless otherwise provided, do not supersede the superiority of trains, nor dispense with the use or the observance of other signals whenever and wherever they may be required.

No. 503. Block signals for a track apply only to trains running with the current of traffic on that track.

No. 504. When a train is stopped by a block signal, it may proceed when the signal is cleared. If not immediately cleared, it may proceed (see A and B).

(A) On single track, preceded by a flagman to the next clear signal, except that if the next signal in advance can be plainly seen to be a caution-signal or a clear-signal, train may proceed under control without sending a flagman ahead, expecting to find track impassable. Or—

(B) On double track at once under control, expecting to find track impassable.

No. 506. When a train is stopped by a block signal which is evidently out of order, and not so indicated, the fact must be reported to the Superintendent by wire from next open office.

No. 507. Lights must be used upon all block signals from sunset to sunrise, and whenever the signal indications cannot be clearly seen without them. At such times if lights are not burning, or if a white light is shown where a colored light should be, trains must ascertain and be governed by the day signal indication before passing signal.

No. 508. Rule No. 504A will govern use of block through gauntlet track between Harrison and Sherman Streets, Portland.

No. 509. Sign post, "BLOCK LIMIT," is located 500 feet east of first signal westbound track, west of Jefferson Street. All trains having schedule meeting points or meeting points made by special order at Jefferson Street, will not pass "BLOCK LIMIT" post until eastbound train has cleared west end of gauntlet track, Harrison Street. Yard engines, work trains or special movements of any character must not pass "BLOCK LIMIT" post westbound track on time of eastbound first-class trains. Sherman St. time to apply.

No. 510. The opening of any switch will set and hold signal of that block at stop until the switch is closed. The opening of any switch at either end of a double track crossover will hold signals on both main tracks at stop. If either end of a siding crossover on single track is opened, it will set and hold the signals that control the block or main track to which it leads, in both directions, at stop. Neither switch nor crossover must therefore be opened, until the movement of the train is to be made and must be closed immediately after the movement has been made and the switches locked. When it is necessary to stop at any signal, the front wheels of a train must be at least twenty (20) feet back of the signal, in order to avoid fouling the circuits.

No. 511. Miniature signals, known as switch indicators, located at crossovers and all main line switches in territory covered by block signals, are not yet operative. All movement through crossovers and main line switches in block territory must be made under protection of flag against current of traffic.

LIST OF SURGEONS AND HOSPITAL DEPARTMENT INSTRUCTIONS.

Surgeons will attend, when called upon officially, to all cases of accident occurring to employees or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railway officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Hospital Fund will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary, proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Hospital Fund after such surgeon is able to assume charge of the case.

Boarding and nursing are furnished only at hospitals with which the Company has made arrangements. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

Stretchers are located at following points: Portland, O. E. Shops; Garden Home; West Woodburn; Albany.

SURGEONS

DR. E. B. McDANIEL, Chief Surgeon, Electric Bldg., Portland.  
Phones: Marshall 1496; A-1496.

DR. ROY C. McDANIEL, Electric Bldg., Portland.  
Phones: Marshall 1496; A-1496.

DR. G. H. DOUGLAS, Local Surgeon, Multnomah.  
DR. F. M. ROBINSON, Local Surgeon, Beaverton.  
DR. W. D. WOOD, Local Surgeon, Hillsboro.  
DR. QUENTIN TUCKER, Local Surgeon, Forest Grove.  
DR. A. C. SCHROEDER, Local Surgeon, Tualatin.  
DR. O. P. OVERTON, Local Surgeon, Woodburn.  
DR. W. B. MORSE, Local Surgeon, Salem.  
DR. C. H. ROBERTSON, Local Surgeon, Salem.  
DR. W. R. SHINN, Local Surgeon, Albany, Ore.  
DR. W. H. DALE, Local Surgeon, Harrisburg.  
DR. D. P. LOVE, Local Surgeon, Junction City.  
DR. B. S. SCAIEFFE, Local Surgeon, Eugene.

TABLE OF TRAIN SPEEDS

If a train covers the distance between two mile posts in 65 seconds the speed is 55.3 miles per hour.

SEC. PER MILE	MILES PER HOUR	SEC. PER MILE	MILES PER HOUR	SEC. PER MILE	MILES PER HOUR
47	76.6	57	63.1	67	53.7
48	75.0	58	62.0	68	52.9
49	73.4	59	61.0	69	52.1
50	72.0	60	60.0	70	51.4
51	70.6	61	59.0	75	48.0
52	69.2	62	58.0	80	45.0
53	67.9	63	57.1	85	42.3
54	66.6	64	56.2	90	40.0
55	65.4	65	55.3	100	36.0
56	64.2	66	54.5	105	34.5

WATCH INSPECTORS:

A. L. HAMAN, Chief Time Inspector, St. Paul, Minn.  
AL. W. FIELDS, Portland.  
H. W. BARR, Salem.  
C. O. ANDERSON, Albany  
BRISTOL & CARTER, Eugene.

TRAIN DISPATCHERS:

G. S. NEAL.  
E. M. HERRING.  
R. J. HUBBARD.

CHIEF DISPATCHER:

E. D. LACKEY.