

United States Railroad Administration

W. G. McADOO, Director General of Railroads

OREGON ELECTRIC RAILROAD

TIME TABLE No. 25

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

TUESDAY, OCTOBER 1, 1918

**SUPERSEDING TIME TABLE No. 24 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY**

E. B. HEATH, Superintendent

H. M. HUSTON, Supt. Car Service

A. J. DAVIDSON, General Manager

Second Class		FIRST CLASS																				Car Capacity		Distance from Portland	Time Table No. 25						
	71						21	19	43	17	15	41	59	13	57	39	9	37	55	7	5	63	33		1	Passing Tracks	Other Tracks	October 1, 1918			
	Freight						Local	Local	Local	Local	Local	Local	Local	Limited	Local	Local	Local	Local	Local	Local	Limited	Local	Local		Local					STATIONS	
	Daily Ex. Sun.						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sat. & Sun.	Daily		Daily Ex. Sunday						
							L 11.30 PM	L 9.20 PM	L 6.10 PM	L 6.05 PM	L 5.35 PM	L 5.10 PM	L 5.00 PM	L 4.45 PM	L 4.22 PM	L 4.00 PM	L 2.05 PM	L 1.15 PM	L 1.00 PM	L 10.40 AM	L 8.15 AM		L 7.45 AM	L 6.40 AM		Yard	00.0	PORTLAND.....DI			
									⁵⁸ 6.15		¹⁶ 5.43	⁴⁰ 5.15					¹² 2.15				³² 8.20		² 6.43		DbTk	0.4	HOYT ST. STATION. OW				
										⁵⁸ 6.12	¹⁶ 5.43		⁴⁰ 5.10								⁵² 8.25				DbTk	0.8	STARK ST.....				
	L 8.35 PM						11.45	9.35	6.25	6.20	5.50	5.25	5.15	5.00	4.37	4.15	2.20	1.30	1.15	10.55	8.30		8.00	6.55	Yard	1.4	PARK PLACE.....				
																											1.7	JEFFERSON ST. STA. J			
																											1.9	HARRISON ST.....			
	8.40						11.46	9.36	6.26	6.21	5.51	5.26	5.16	⁴⁰ 5.01	4.38	4.16	2.21	1.31	1.16	10.56	8.31		8.01	6.56			3.1	SHERMAN ST.....			
	8.48						11.51	9.40	6.30	6.24	5.57	5.30	5.20	5.04	4.42	4.20	2.24	1.35	1.20	11.00	8.34		8.06	7.00			4.3	CORBETT ST.....			
	8.55						11.53	9.44	6.34	6.27	6.01	5.33	5.23	5.07	4.46	4.23	2.26	1.37	1.23	11.04	8.37		8.09	7.04			5.3	VIEW POINT.....			
	9.02						11.55	9.47	6.37	6.29	6.05	5.37	5.27	5.09	4.48	4.26	2.28	1.39	1.26	11.07	8.39		8.12	7.07			6.3	CAPITOL HILL.....			
	9.08						11.59	9.50	6.40	6.32	6.09	5.40	5.30	5.11	4.52	4.30	2.30	1.41	1.29	11.10	8.41		8.15	7.10	12	8	8.0	MULTNOMAH MU			
	²² 9.20						12.05 AM	9.55	A 6.45 PM	⁶⁰ 6.35	6.15	A ⁵⁸ 5.45 PM	5.35	¹⁶ 5.15	4.57	A 4.35 PM	2.35	A 1.45 PM	1.35	11.15	⁶ 8.45		A 8.20 AM	7.15		YS7W	8.0	GARDEN HOME GH			
	9.25						12.08	9.58		6.40	6.18		⁵⁸ 5.40	5.18	5.02		2.38		1.39	11.19	8.48			7.19		S8E	9.8	METZGER.....			
																											10.7	S. P. R. R. CROSSING..			
	9.29						12.12	10.02		6.45	⁶⁰ 6.23		5.43	5.21	¹⁶ 5.08		2.42		¹² 1.45	11.22	8.51			7.22	26	9	11.5	TIGARD.....VR			
	9.34						12.16	10.05		²⁰ 6.53	6.29		5.46	5.24	5.12		2.47		1.49	11.26	8.54			7.26	14		13.4	NILES.....			
	9.38						12.20	10.09		6.58	A 6.35 PM		A 5.50 PM	⁵⁸ 5.28	A 5.18 PM		⁵⁶ 2.51		A 1.55 PM	11.30	8.57			A 7.30 AM	8	13	15.5	TUALATIN.....NA			
	9.42						12.23	10.12		7.01				5.31			2.55			11.33	8.59					S13E	16.9	NASOMA.....			
	9.45						12.27	10.16		7.04				5.34			3.00			11.37	9.02					23	7	18.4	TONQUIN.....Q		
	9.48						12.29	10.18		7.06				5.36			3.03			11.40	9.05					S8E	19.7	MULLOY.....			
	9.54						A 12.35 AM	10.23		7.10				5.41			3.08			11.45	9.11					27	Y8	22.4	WILSONVILLE.....V		
	10.00							10.28		7.15				5.46			3.13			11.50	9.17					26		24.8	CURTIS.....		
	10.07							10.35		7.22				5.53			3.22			11.59	9.25					22	28	28.5	DONALD.....D		
	10.12							10.40		7.27				5.59			3.27			12.05 PM	9.32					20	3	31.3	BROADACRES.....		
	10.18							10.45		7.31				²⁰ 6.05			3.33			12.10	⁶⁴ 9.38	L 7.55 AM				39	Y3	33.9	WEST WOODBURN RN		
	10.24							10.51		7.36				6.11			3.39			12.17	9.45	8.01				13	10	36.8	ST. LOUIS.....		
	10.28							10.55		7.40				6.15			3.43			12.22	9.50	8.06				17	3	39.0	CONCOMLY.....		
	10.33							10.58		7.43				6.18			3.47			12.26	9.55	8.10				12		40.7	WACONDA.....W		
	10.37							11.02		7.46				6.21			3.51			12.30	¹⁰ 9.59	8.14				14	6	42.5	HOPMERE.....		
	10.39							11.04		7.49				6.23			3.53			¹² 12.35	10.01	8.17						43.5	QUINABY.....		
	10.43							11.08		7.52				6.27			3.58			12.39	10.04	8.22				15	2	45.8	CHEMAWA.....		
	10.50							11.14		²² 8.01				6.33			¹⁶ 4.06			12.44	10.09	8.29				25	8	48.8	DEAF SCHOOL.....		
	⁷² A 11.00 PM						A 11.20 PM			A 8.07 PM				A 6.40 PM			A 4.12 PM			A 12.50 PM	A 10.15 AM	A 8.35 AM				Yard	50.7	SALEM.....SA			
	71						21	19	43	17	15	41	59	13	57	39	9	37	55	7	5	63	33	1				50.7			
	Daily Ex. Sun.						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sat. & Sun.	Daily	Daily Ex. Sunday							
	2.25 20.4						0.50 25.2	1.45 28.2	0.20 20.7	1.47 27.6	0.45 19.1	0.20 20.7	0.35 24.2	1.40 29.6	0.41 20.6	0.20 20.7	1.52 26.4	0.15 27.6	0.40 21.1	1.55 25.8	1.45 28.2	0.40 25.1	0.20 20.7	0.35 24.2					Time Over District Average Speed per Hour		

SPECIAL RULES.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. EXCEPTIONS: No. 57 is superior to No. 58 Garden Home to Tualatin. No. 59 is superior to No. 60 Garden Home to Tualatin.

Tracks on Salmon St. from First 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. In column "car capacity" prefix letter S indicates spur; suffix letter E or W indicates the end of track at which switch is located.

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

Gauntlet track between Harrison St. and Sherman St. will be operated as single track.

Breaker between 600 and 1200 volt trolley current located at intersection Hood and Penneyer Sts., Portland. Westward trains must stop before passing same and throw commutating switch on all motor cars to 1200 volt position. Eastward trains will stop after passing breaker and throw commutating switch to 600 volt position.

No. 5 and 13 will stop on flag at Garden Home to pick up passengers from Fourth Sub-Division for schedule stops west of Garden Home.

No. 9 will stop on flag at Multnomah Sundays only.

No. 1 will stop on flag at all points between Jefferson St. and Garden Home, to pick up passengers destined to points west of Garden Home.

No. 5 will stop on flag Sundays only at all stations between Garden Home and Tualatin.

FIRST SUB-DIVISION—SALEM TO PORTLAND

EASTWARD

3

Time Table No. 25

October 1, 1918

FIRST CLASS

Second Class

Time Table No. 25			Distance from Eugene Telegraph and Telephone Station																				72										
October 1, 1918		2			4	30	32	52	6	64	34	10	12	56	40	16	58	60	20	22	46											Freight	
STATIONS		Local			Local	Local	Local	Local	Local	Local	Local	Limited	Local	Local	Local	Limited	Local	Local	Local	Local	Local	Local										Daily Ex. Sun.	
AUTOMATIC BLOCK	PORTLAND DI	122.2	DNJ	A 6.45AM	A 7.25AM	A 7.35AM	A 8.25AM	A 8.35AM	A 9.20AM		A 10.30AM	A 11.30AM	A 2.25PM	A 3.45PM	A 5.20PM	A 5.50PM	A 6.20PM	A 7.05PM	A 7.40PM	A 10.00PM	A 11.15PM												
	HOYT ST. STATION OW	0.4																															
	STARK ST.	121.8		1 6.43			5 8.20								41 5.15		43 6.15																
	PARK PLACE	121.4					5 8.25						9 2.15		59 5.10	15 5.43	17 6.12																
	JEFFERSON ST. STA. J	120.8	J	s 6.30	s 7.10	s 7.20	s 8.10	s 8.20	s 9.05		s 10.15	s 11.15	s 2.10	s 3.30	s 5.05	s 5.35	s 6.05	s 6.50	s 7.25	s 9.45	s 11.00											A 4.45AM	
	HARRISON ST.	120.5		6.28	7.09	7.17	8.08	8.18	9.03		10.13	11.13	2.08	3.28	5.03	5.33	6.03	6.48	7.23	9.43	10.58											4.43	
	SHERMAN ST.	120.3		6.27	7.08	7.16	8.07	8.17	9.02		10.12	11.12	2.07	3.27	13 5.02	5.32	6.02	6.47	7.22	9.42	10.57											4.42	
	CORBETT ST.	119.1		f 6.23	f 7.03	f 7.12	f 8.02	f 8.13	9.00		f 10.08	11.08	f 2.04	f 3.23	f 4.58	5.28	f 5.58	f 6.43	f 7.18	f 9.37	f 10.55											4.30	
	VIEW POINT	117.9		f 6.19	f 6.58	f 7.08	f 7.58	f 8.07	8.56		f 10.05	11.05	f 2.02	f 3.19	f 4.55	5.25	f 5.55	f 6.40	f 7.15	f 9.32	f 10.52											4.19	
	CAPITOL HILL	116.9		f 6.15	f 6.54	f 7.04	f 7.53	f 8.03	8.53		f 10.02	11.02	f 2.00	f 3.15	f 4.52	5.22	f 5.52	f 6.37	f 7.12	f 9.28	f 10.48											4.10	
	MULTNOMAH MU	115.9	NJ	s 6.11	s 6.50	s 7.00	s 7.50	s 8.00	8.50		f 9.59	10.59	s 1.57	s 3.12	f 4.49	5.19	s 5.48	s 6.34	f 7.09	s 9.24	s 10.45											4.00	
	GARDEN HOME GH	114.2	DJ	s 6.05	s 6.45	L 6.55AM	L 7.45AM	s 7.55	s 8.45		L 9.55AM	s 10.55	s 1.53	s 3.07	L 4.45PM	13 5.15	41 5.44	17 6.30	s 7.05	s 9.20	L 10.40PM												3.45
	METZGER	112.4	P	f 6.00	f 6.40			f 7.51	f 8.41			10.51	f 1.49	f 3.02		5.12	59 5.40	f 6.26	f 7.01	f 9.16												3.39	
	S. P. R. R. CROSSING	111.5																															
	TIGARD VR	110.7	DJ	s 5.56	s 6.35			s 7.48	s 8.38			10.48	s 1.45	f 2.59		57 5.08	s 5.37	15 6.23	s 6.57	s 9.12													3.34
	NILES	108.8	P	5.52	6.30			7.44	8.35			10.46	1.40	2.55		5.05	5.33	6.20	17 6.53	9.08													3.28
	TUALATIN NA	106.7	DJ	f 5.47	L 6.25AM			L 7.40AM	s 8.31			s 10.42	s 1.36	L 2.51PM		s 5.02	13 5.28PM	L 6.15PM	s 6.48	s 9.04													3.22
	NASOMA	105.3	P	f 5.44					f 8.28			10.40	f 1.32			5.00			f 6.46	f 9.01													3.18
	TONQUIN Q	103.8	NJ	f 5.40					f 8.25			10.38	f 1.29			4.58			f 6.42	f 8.58													3.13
	MULLOY	102.5	P	f 5.37					f 8.23			10.36	f 1.27			4.56			f 6.37	f 8.55													3.09
WILSONVILLE V	99.8	DJ	L 5.30AM					f 8.18			10.31	s 1.20			4.52			s 6.32	s 8.50													3.00	
CURTIS	97.4	P						f 8.13			10.27	1.15			4.48			6.26	8.45													2.52	
DONALD D	93.7	DJ						s 8.06			10.22	s 1.07			4.42			f 6.17	f 8.39													2.39	
BROADACRES	90.9	P						f 8.00			10.18	f 1.01			4.38			f 6.11	f 8.34													2.30	
WEST WOODBURN RN	88.3	DJ						s 7.55	A 9.35AM		s 10.14	s 12.55			s 4.33			13 6.05	f 8.29														2.22
ST. LOUIS	85.4	P						f 7.47	f 9.29		10.09	f 12.49			4.28			f 6.00	f 8.24														2.12
CONCOMLY	83.2	P						f 7.42	f 9.24		10.05	f 12.45			4.24			f 5.55	f 8.20														2.05
WACONDA W	81.5	NJ						f 7.38	f 9.20		10.02	f 12.41			4.21			f 5.52	f 8.17														1.58
HOPMERE	79.7	P						f 7.35	f 9.15		9.59	f 12.37			4.17			f 5.49	f 8.14														1.54
QUINABY	78.7	P						f 7.32	f 9.13		9.57	f 12.35			4.15			f 5.47	f 8.12														1.50
CHEMAWA	76.4	P						f 7.28	f 9.08		9.54	f 12.27			4.11			s 5.42	f 8.08														1.42
DEAF SCHOOL	73.4	P						f 7.22	f 9.01		9.50	f 12.21			9 4.06			f 5.36	17 8.01														1.30
SALEM SA	71.5	DJ						L 7.15AM	L 8.55AM		L 9.45AM	L 12.15PM			L 4.00PM			L 5.30PM	L 7.55PM														71 L 1.20AM
50 7				2	4	30	32	52	6	64	34	10	12	56	40	16	58	60	20	22	46												72
				Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sat. & Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily												Daily Ex. Sun.
Time Over District				1.00	0.45	0.25	0.25	0.40	1.50	0.40	0.20	1.30	1.55	0.39	0.20	1.35	0.37	0.35	1.55	1.50	0.20												3.25
Average Speed per Hour				21.0	19.1	16.6	16.6	21.4	27.0	25.1	20.7	33.0	25.8	21.7	20.7	31.1	22.9	24.2	25.8	27.0	20.7												14.5

SPECIAL RULES.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. EXCEPTIONS: No. 57 is superior to No. 58, Garden Home to Tualatin. No. 59 is superior to No. 60, Garden Home to Tualatin.

Tracks on Salmon St. from First 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 Garden Home. Gauntlet track between Harrison St. and Sherman St. will be operated as single track.

Breaker between 600 and 1200 volt trolley current located at intersection Hood and Penneyer Sts., Portland. Westward trains must stop before passing same and throw commutating switch on all motor cars to 1200 volt position. Eastward trains will stop after passing breaker and throw commutating switch to 600 volt position.

No. 6 will stop on flag Sundays only at stations, Barstow to Corbett Street inclusive, to discharge passengers from stations west of Garden Home.

No. 10 will stop on flag at Donald for Portland passengers.

No. 16 will stop on flag at Donald daily, except Saturday and Sunday and at Golf Sundays only to pick up passengers.

No. 20 will stop on flag at stations east of Garden Home, except Roland and Shops, to discharge passengers from stations west of Garden Home.

4		WESTWARD										SECOND SUB-DIVISION BETWEEN SALEM AND EUGENE										EASTWARD									
SECOND CLASS				FIRST CLASS						Car Capacity		Time Table No.25		Distance from Eugene		Telephone and Stations		FIRST CLASS						SECOND CLASS							
		71							13	9	5	Passing Tracks	Other Tracks	Distance from Portland	October 1, 1918	Distance from Eugene	Telephone and Stations	10	18	22								72			
		Freight							Limited	Local	Limited				STATIONS			Limited	Limited	Local								Freight			
		Daily Ex. Sun.							Daily	Daily	Daily							Daily	Daily	Daily								Daily Ex. Sat.			
		⁷² L 11.45 PM							L 6.45 PM	L 4.20 PM	L 10.20 AM		Yard	50.7	.....SALEM.....SA	71.5	DJ	A 9.40 AM	A 3.55 PM	A 7.50 PM								⁷¹ A 11.00 PM		
		11.48							6.47	4.23	10.23	35		51.6	.....MELAS.....	70.6	P	9.35	3.50	7.45								10.55		
		11.58							f 6.52	f 4.29	f 10.28	37	30	54.9	.....LIVESLEY.....	67.3	P	f 9.29	f 3.45	f 7.38								10.44		
		12.07 AM							f 6.57	f 4.36	f 10.34	S 9 E		58.7	.....EAST INDEPENDENCE.....	63.5	P	f 9.22	f 3.38	f 7.31								10.32		
		12.10							f 6.59	f 4.38	f 10.36	30	5	59.4	.....ORVILLE.....OV	62.8	NJ	f 9.21	f 3.36	f 7.29								10.29		
		12.22							f 7.07	f 4.48	f 10.43	37	7	64.3	.....SIDNEY.....	57.9	P	f 9.12	f 3.27	f 7.21								10.14		
		12.30							²² f 7.15	f 4.53	f 10.48	37		67.4	.....TALBOT.....	54.8	P	f 9.07	f 3.22	¹³ f 7.15								10.04		
		12.38							f 7.20	f 5.00	f 10.53	37	17	70.3	.....DEVER.....	51.9	P	f 9.02	f 3.16	f 7.10								9.54		
		12.43							f 7.25	f 5.06	f 10.58	37	7	73.0	.....CONSER.....	49.2	P	f 8.57	f 3.12	f 7.05								9.45		
		^{12.55} ^{1.20}							s 7.35	s 5.15	s 11.10		Yard	77.5	.....ALBANY.....A	44.7	DJ	s 8.49	s 3.03	^{8.55} ^{8.45}								^{9.30} ^{8.45}		
		1.29							7.42	f 5.21	f 11.17	39	27	81.1	.....PITILE.....PR	41.1	J	f 8.42	f 2.57	f 6.37								8.24		
		^{1.40} ^{2.15}							s 7.45	s 5.24	s 11.20	38	Y 6	83.1	.....GRAY.....GR	39.1	DJ	s 8.38	s 2.53	s 6.34								8.15		
		2.28							7.51	f 5.31	f 11.27	37		87.1	.....VERDURE.....	35.1	P	f 8.31	f 2.46	f 6.28								8.05		
		2.40							⁷² 7.57	f 5.37	f 11.33	37	13	90.6	.....FAYETTEVILLE.....	31.6	P	f 8.25	f 2.40	f 6.22								¹³ 7.57		
		2.50							8.01	f 5.41	f 11.38		S 5 E	93.3	.....POTTER.....	28.9		f 8.20	f 2.35	f 6.17								7.45		
		2.57							8.05	f 5.46	f 11.42	38	13	95.6	.....TULSA.....	26.6	P	f 8.16	f 2.31	f 6.13								7.38		
		3.07							8.09	f 5.51	f 11.47		S 7 E	98.7	.....NIXON.....	23.5		f 8.10	f 2.25	f 6.08								7.29		
		3.15							8.13	f 5.54	f 11.51	37	9	100.8	.....CARTNEY.....C	21.4	NJ	f 8.06	f 2.22	f 6.04								7.23		
		3.25							s 8.18	²² s 5.59	s 11.56	36	27	103.7	.....HARRISBURG.....G	18.5	DJ	s 8.01	s 2.16	⁹ s 5.59								7.16		
		3.40							s 8.24	s 6.07	s 12.04 PM	4	29	108.2	.....JUNCTION CITY.....JC	14.0	DJ	s 7.53	s 2.08	s 5.52								7.03		
		3.50							8.29	f 6.13	f 12.09	38		111.4	.....MILORN.....	10.8	P	f 7.47	f 2.02	f 5.46								6.53		
		3.55							8.32	f 6.16	f 12.12		S 6 E	112.9	.....MEADOW VIEW.....	9.3		f 7.44	f 1.59	f 5.43								6.48		
		4.05							8.37	f 6.20	f 12.17	38	9	115.5	.....ENID.....	6.7	P	f 7.39	f 1.55	f 5.38								6.42		
		4.20							8.44	⁷² f 6.29	f 12.24	S 48 E	S 6 W	119.9	.....LASEN.....RS	2.3	J	f 7.31	f 1.46	f 5.31								⁹ 6.29		
		A 4.30 AM							A 8.50 PM	A 6.35 PM	A 12.30 PM		Yard	122.2	.....EUGENE.....GN	0.0	DNJ	L 7.25 AM	L 1.40 PM	L 5.25 PM								L 6.15 PM		
		71							13	9	5				71.5			10	18	22								72			
		Daily Ex. Mon.							Daily	Daily	Daily							Daily	Daily	Daily								Daily Ex. Sat.			
		3.45 19.2							2.05 34.1	2.15 31.8	2.10 33.0				Time Over District Average Speed Per Hour			2.15 31.8	2.15 31.8	2.25 29.6								4.00 17.9			

SPECIAL RULES.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

All trains will stop for Willamette Pacific R. R. crossing 1200 feet west of Lasen. Passing track at Lasen is west of Willamette Pacific R. R. crossing. No. 13 will stop on signal at Fayetteville and Tulsa to discharge passengers.

WESTWARD										THIRD SUB-DIVISION BETWEEN GRAY AND CORVALLIS										EASTWARD												
FIRST CLASS										Car Capacity		Distance from Portland	Time Table No.25 October 1, 1918 STATIONS	Distance from Corvallis	Telegraph and Telephone Stations	FIRST CLASS																
						215	213	211	209	205	201					Passing Tracks	Other Tracks	200	204	208	210	212	214									
						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												
						L 7.45 ²¹⁴ PM	L 6.35 ²¹² PM	L 5.25PM	L 2.55 ²⁰⁸ PM	L 11.22 ²⁰⁴ AM	L 8.41AM	38	Y 6	83.1	.....GRAY.....GR	5.2	DJ	A 8.35AM	A 11.17 ²⁰⁵ AM	A 2.50 ²⁰⁹ PM	A 5.19PM	A 6.33 ²¹³ PM	A 7.43 ²¹⁵ PM								
						A 8.00PM	A 6.50PM	A 5.40PM	A 3.10PM	A 11.37AM	A 8.56AM		Yard	88.3	.....CORVALLIS.....CA	0.0	DJP	L 8.20AM	A 11.02AM	L 2.35PM	L 5.04PM	L 6.18PM	L 7.28PM								
						215	213	211	209	205	201							200	204	208	210	212	214									
						Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily	Daily									

SPECIAL RULES.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

WESTWARD										FOURTH SUB-DIVISION BETWEEN GARDEN HOME AND FOREST GROVE										EASTWARD										5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
FIRST CLASS										Car Capacity		Time Table No. 25 October 1, 1918	STATIONS	Distance from Forest Grove	Telegraph and Telephone Stations	FIRST CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
										Passing Tracks	Other Tracks					Distance from Portland																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
																	30						32				34				40				44				46																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
																	Local						Local				Local				Local				Local																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
										Daily						Daily						Daily				Daily				Daily				Daily																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
										L 9.55PM	L 6.45PM	L 5.45PM	L 4.35PM	L 1.45PM	L 8.20AM	Y	S7W	8.0GARDEN HOME...GH	19.3	DJ	A 6.55AM	A 7.45AM	A 9.55AM	A 4.45PM	A 9.15PM	A 10.40PM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														

SPECIAL RULES

- No. 1. Special Rules 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. When an order is put out to a train at a station, directing them to meet an opposing train at that station and the order contains the clause ".....gets this order at meeting point," the train receiving the order at the meeting point will hold the main track and the other train must take the siding.

REGISTERING STATIONS

- No. 4. Hoyt Street Station Portland, Garden Home, Tualatin, Wilsonville, West Woodburn, Salem, Gray, Eugene, Forest Grove, Woodburn and Corvallis.
Register exceptions: At Tualatin Trains 2, 4, 20, 22, 15, 17, 19, 21, 55, 56, 57, 52, 58, 59 and 60 only will register. At Wilsonville trains 1, 13, 17, 19, 21, 2, 20, 22 only will register. West Woodburn is register station for Sixth Sub-Division trains, and trains 63 and 64. Gray is register station for Third Sub-Division trains and trains 71 and 72.

STANDARD CLOCKS AND BULLETIN BOARDS

- No. 5. Dispatcher's office, Hoyt Street Station Portland, Salem, Eugene, Corvallis, Gray, West Woodburn, Forest Grove.
- No. 6. All trains must obtain clearance cards before leaving Salem and Albany.
- No. 7. In column telegraph and telephone stations the letter J indicates telephone, letter P indicates telephone Jack for use with portable telephones.
- No. 8. 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 at 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. 9. Eastward Passenger Trains will stop at any street intersection on Salmon and Tenth Streets, 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 Westward 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. 10. 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. 11. 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. 12. Trap Doors must be kept down and side vestibule 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. 13. 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 motor cars 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. 14. 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 motor car 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. But one trolley pole must be used between bridge three west of Corbett Street and Portland.
- No. 15. 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. 16. Junction switch at Garden Home when not in use will be left set and locked for First Sub-Division track.

SPEED RESTRICTIONS.

- No. 17. Maximum speed for Passenger Trains at any point must not exceed forty (40) miles per hour and Freight Trains must not exceed twenty-five (25) miles per hour.
- No. 18. Reduce speed to twenty miles per hour between Fulton Park and View Point, fifteen miles per hour between road crossings just east and west of Multnomah and fifteen miles per hour under Southern Pacific Bridge at Tualatin. Westward Passenger Trains must not exceed schedule time between Multnomah and Garden Home. Eastward Passenger Trains must not exceed schedule time between Multnomah and Corbett Street. Eastward freight and work trains must not exceed twenty miles per hour between Nasoma and Tualatin,

and twenty miles per hour between Multnomah and Corbett Street. Westward freight and work trains must not exceed twenty miles per hour between Multnomah and Metzger, and between Garden Home and Whitford. All trains must use not less than two minutes passing over Wilsonville bridge. 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. Bell must be rung between hours of 6:00 A. M. and 11:00 P. M. approaching all street crossings.

Harrisburg—8 miles per hour intersection of Fourth and Kelsey Streets, Third St. West depot; 20 miles per hour within city limits between hours 5:00 a. m. and 10:00 p. m.

Willamette River Bridge, one mile west of Harrisburg—10 miles per hour.

Junction City—8 miles per hour.

Forest Grove—15 miles per hour, except 5 miles per hour between Pacific Avenue and Depot. Give proper warning approaching all street crossings.

- No. 19. At Hillsboro trains must reduce speed to ten miles per hour through city limits of Hillsboro. All trains will stop at crossings of Southern Pacific Co., Sixth and Washington Sts.; and North Range and Washington Sts.

YARDS.

- No. 20. Portland Yard Limits extend from Hoyt Street Station to Abernathy Street. Tualatin Yard Limits extend from a point 300 feet east of mill track switch to a point 1800 feet west of west switch of passing track. Salem Yard Limits extend from a point 50 feet east of freight line switch at Highland 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. 21. In Portland Yard all trains, including light engines and motors, must approach all street crossings under control, and stop before crossing tracks of another company. Portland Railway cars within one hundred feet of crossing shall be given right of way. Trains will not be required to stop for United Railway crossing, Tenth and Flanders Streets, Portland, but will reduce 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. 22. Garden Home Yard Limits on First Sub-Division from 825 feet east of west end double track switch to 650 feet west of wye switch, on Fourth Sub-Division 600 feet west of west switch of wye.
- No. 23. In Salem Yard, all trains, including light engines and motors, must approach all street crossings under control and stop before crossing tracks of Southern Pacific Co. on Union Street, and on Trade Street. All trains must use extra precaution in going across Commercial Street, reducing speed to ten (10) miles per hour. Eastward trains must sound motor whistle, in addition to ringing bell, before crossing this street. Trains using freight main line at Salem will run carefully, looking out for cars spotted on this track between switch at intersection of South and High streets and switch at Bellevue street. Trains will not be required to stop at following crossings with tracks of Salem Electric Ry.:
Hood Street, Center Street, Chemeketa Street, State Street, Commercial Street.
but will approach and pass over these crossings under control and not exceed speed of ten (10) miles per hour. Freight trains will use Front Street between Highland and Bellevue Street. All trains, including light engines and motors, will approach all street crossings under control. Look out carefully for Salem Electric Ry. cars at Division and Chemeketa Streets, and stop before crossing tracks of Southern Pacific Co. at Union Street and at Trade Street.
Hood Street, Salem, is passenger stop for purpose of discharging through passengers from westward trains and picking up passengers on eastward trains.
- No. 24. In Albany Yards, all trains, including light engines and motors, must approach all street crossings under control, and stop before crossing tracks of Southern Pacific Co. on Lafayette Street and on Railroad St. Freight trains will use Water Street track in Albany Yard Limits, between Leander, mile 76.0, and Coover, mile 78.3 and must run carefully, looking out for cars spotted on this track. All trains using Water Street track are required by ordinance to stop at and sound whistle before crossing Calapooia Street, which is protected by stop boards. All trains will stop and flag the four Southern Pacific crossings on Water Street, Albany.
- No. 25. 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 Eugene Street Railway crossings at Blair Street and at Willamette 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 westward trains, and picking up passengers on eastward trains.
- No. 26. Orenco Yard extends from yard limit board five hundred (500) feet east of Fifth Sub-Division junction switch to five hundred (500) feet west of Orenco Nursery Company's switch.

SPECIAL RULES—Continued

No. 27. Posts have been placed at crossovers on double track between Portland and Garden Home. These crossovers have been designated as follows:

- "A" is crossover located at Clay Street, Portland.
- "B" at Oregon Electric Shops.
- "C" at Abernathy Street.
- "D" at retaining wall.
- "F" at Multnomah.
- "G" At Barstow.
- "H" at Garden Home.

LOCATION OF OVERHEAD AND SIDE OBSTRUCTIONS.

No. 28. Railway line clearance: Height from top of rail, fourteen feet; width, ten feet. Conductors must be absolutely positive that loads do not exceed these dimensions, and must not move cars greater than these dimensions without instructions from Superintendent.

Train employees 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 Street and Sherman Street.
- Tualatin River Bridge, just east of Tualatin.
- Southern Pacific overhead bridge, just east of Tualatin.
- Southern Pacific overhead bridge, Water Street, Albany.
- Southern Pacific siding, Water Street, Albany, opposite Senders warehouse.

The two Portland Lumber Company overhead bridges, Tualatin River bridge, Southern Pacific overhead bridge just east of Tualatin, Southern Pacific overhead bridge, Water Street, Albany, will not clear men on top of box cars.

Engine bell on baggage motors must not be rung while passing under Southern Pacific overhead bridge, Water Street, Albany, as it will not clear trolley wire when ringing.

Double track between O. E. Shops and Abernathy Streets, Portland, has only 10-feet 9-inch centers. Passenger trains when meeting 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.

No. 29. Sign reading "Impaired Clearance" placed upon switch stand at entrance of spur or siding indicates there are platforms or structures located along side same which do not provide minimum horizontal clearance prescribed by Public Service Commission of Oregon. Employees will use care and avoid risk of injury while working on spurs or sidings protected with impaired clearance signs.

AIRBRAKES.

No. 30. 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 brakeman 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 acknowledge same by two short blasts of the whistle. If car repairers are on duty, they will make this test at all terminal stations. All Eastward 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. 31. Retainers will be turned up on eastward freight trains from Multnomah to Corbett Street and on westward freight trains from Multnomah to Greenburg and Garden Home to Beaverton.

No. 32. At Linnore, trains 5 and 10 will stop at express platform to load or unload express. No. 72 will stop at Nebergall's Plant to load freight when notified by Agent at Albany.

BUSINESS TRACKS AND PASSENGER FLAG STOPS NOT SHOWN AS STATIONS ON TIME TABLE

First and Second Sub-Division

Name.	Mile Post	Capacity	FLAG STOP FOR TRAINS.
Shops.....	2.2		2-4-30-32-34-52-56-58-60-46-1-7-15-17-39-41-43-55-57-59 only.
Fulton Park.....	4.7		All trains except 6-10-16-5-37-9-59-17-13.
Roland.....	5.0		2-4-20-30-32-34-40-46-56-60-1-7-15-21-33-41-43-55-57 only.
Ryan Place.....	5.8		All trains except 6-10-16-5-9-13-17-37-59.
Shahapta.....	6.9		All trains except 6-10-16-5-9-13-17-37-41.
Maplewood.....	7.1		All trains except 6-10-16-5-9-13-17-37-41.
Barstow.....	7.6	57 E & W	All trains except 6-10-16-5-9-13-17-37-41.
Nesmith.....	8.8	4 E	All trains except 10-16-20-5-9-13.
Pine Knot.....	9.4		All trains except 10-16-20-5-9-13.
Greenburg.....	10.6	9 E	All trains except: 10-16-5-13.
Trece.....	11.9		All trains except: 10-16-20-5-9-13.
Bonita.....	13.0	5 W	All trains except: 10-16-5-13.
Durham.....	13.8	4 E	All trains except: 10-16-5-13.
Golf.....	14.8		All trains except: 10-16-5-13.
Tualatin Mill.....	15.0	4 W	Not Passenger Stop.
Cahalin.....	19.1	2 E	Not Passenger Stop.
Downing.....	19.5	2 E	Not Passenger Stop.
Clutters.....	20.3	4 E	Not Passenger Stop.
Prahl.....	23.2	3 W	All trains except: 10-16.
Wallace.....	24.2	3 W	All trains except: 10-16.
Butteville.....	25.4	5 E	All trains except: 10-16.
Fargo.....	26.4	3 W	All trains except: 10-16.
Fellers.....	29.4	6 W	All trains except: 10-16.
Loganville.....	32.6	3 W	All trains except: 9-10-16.
Claxtar.....	47.0		All trains except: 10-16.
Highland.....	49.2		All trains except: 10-16.
Hood St.....	49.7	5 E	See Special Rule 23.
Hazelau.....	52.7		All trains.
Finzer.....	56.0		All trains.
Halls Ferry.....	57.3	21 E	All trains.
Loewi.....	60.9	2 W	All trains.
Wintel.....	66.3		10-16-20-1-5-9 only.
Linnore.....	75.8	12 W	See Special Rule No. 32.
Geary Street.....	76.5		All trains.
Awbrey.....	114.5	2 E	All trains except: 16-13.
Ross.....	116.6		All trains except: 16-13.
Avard.....	118.4		All trains except: 16-13.
Blair Street.....	121.5		See Special Rule No. 25.

Third Sub-Division

Orleans.....	84.8		All trains.
--------------	------	--	-------------

Fourth Sub-Division

Firlock.....	8.6	2 W	All trains.
Milkapsi.....	18.1	2 E	All trains.
Fearing.....	18.3	2 E	Not Passenger Stop.
Moffat.....	20.0		All trains.
Rhoades.....	20.4	5 E	Not Passenger Stop.
Ninth St., Hillsboro ..	20.5		All trains.
Sixth St., Hillsboro ..	20.7		All trains.
Varley.....	23.5		All trains.
Haynes.....	25.8	4 E	All trains.
Race Track.....	26.3		All trains.
Pacific St., Forest Grove	27.0		All trains.
Seventh St., Forest Grove			All trains.

Fifth Sub-Division

Bendemeer.....	3.3 Miles West Orenco	4 W	
----------------	-----------------------	-----	--

Sixth Sub-Division

Scollard.....	34.8	3 E	All trains.
---------------	------	-----	-------------

GRADE CROSSINGS

NAME	Miles from Portland
FIRST SUB-DIVISION	
United Rys. Co.....	0.1
Southern Pacific Co.....	1.4
Southern Pacific Co.....	10.9
Southern Pacific Co. (Freight line).....	50.3
Southern Pacific Co. (Passenger line).....	50.4
Southern Pacific Co. (Freight line).....	50.4
Southern Pacific Co. (Passenger line).....	50.9
Southern Pacific Co. (Freight line).....	50.9
SECOND SUB-DIVISION	
Southern Pacific Co. (Passenger line).....	77.3
Southern Pacific Co. (Freight line).....	77.3
Southern Pacific Co. (2) (Freight line).....	77.4
Southern Pacific Co. (Freight line).....	77.5
Southern Pacific Co. (Passenger line).....	77.5
Willamette Pacific Ry.....	120.3
FOURTH SUB-DIVISION	
Southern Pacific Co.....	11.2
Southern Pacific Co.....	20.9
Southern Pacific Co.....	21.4

LOCATION OF DRAWBRIDGES

NAME	Miles from Portland
Willamette River Bridge.....	105.7

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 McDANIEL, Asst. Surgeon, Electric Bldg., Portland.
Phones: Marshall 1496; A-1496.

DR. W. D. WOOD, Local Surgeon, Hillsboro.

DR. QUENTIN TUCKER, Local Surgeon, Forest Grove.

DR. A. C. SCHROEDER, Local Surgeon, Tualatin.

DR. W. A. CHAPMAN, Local Surgeon, Woodburn.

DR. W. B. MORSE, Local Surgeon, Salem.

DR. C. H. ROBERTSON, Local Surgeon, Salem.

DR. W. H. DAVIS, Local Surgeon, Albany, Ore.

DR. R. L. BOSWORTH, Local Surgeon, Corvallis.

DR. W. H. DALE, Local Surgeon, Harrisburg.

DR. P. J. BARTLE, Local Surgeon, Eugene.

WATCH INSPECTORS:

A. L. HAMAN, Chief Time Inspector, St. Paul.
Minn.

AL. W. FIELD, Portland.

HARTMAN BROS. CO., SALEM.

C. O. ANDERSON, Albany.

E. W. S. PRATT, Corvallis.

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

TON CAPACITY OF MOTORS IN ADDITION TO WEIGHT OF MOTORS AND CABOOSSES

DISTRICT	Ruling Grade	CLASS OF MOTORS	
		Motors 21 to 26	
Jefferson Street to Multnomah	2.87	325	
Multnomah to Wilsonville....	1.00	690	
Wilsonville to Salem.....	1.26	580	
Salem to Eugene.....	0.40	970	
Eugene to Salem.....	0.40	970	
Salem to Tigard.....	1.00	690	
Tigard to Garden Home.....	1.67	490	
Garden Home to Portland....	down	1200	

F. J. CHADIMA, Dispatcher
F. X. ADAMS, Dispatcher
E. D. LACKEY, Dispatcher

R. C. SCOFFERN, Chief Dispatcher

C. W. MILLER, Trainmaster