

OREGON ELECTRIC RAILWAY COMPANY

TIME TABLE No. 28

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

SUNDAY, JANUARY 9, 1921

SUPERSEDING TIME TABLE No. 27 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

G. E. VOTAW, Superintendent

H. M. HUSTON, Supt. Car Service

A. J. DAVIDSON, General Manager

Third Class		FIRST CLASS																								Car Capacity		Distance from Portland	Time Table No. 28		
73	71	67	45	19	17	43	65	41	63	13	39	61	59	9	23	57	37	7	35	55	5	53	33	51	1	Passing Tracks	Other Tracks		January 9, 1921		
Local Freight	Local Freight	Local	Local	Local	Local	Local	Local	Local	Local	Limited	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Limited	Local	Local	Local	Local						STATIONS
Daily Ex. Sun.	Monday, Wed. and Friday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sat. & Sun.	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily					
		11.20PM	11.00PM	9.30PM	6.25PM	6.15PM	5.40PM	5.10PM	5.00PM	4.45PM	4.10PM	3.55PM	3.05PM	2.05PM		1.15PM	1.10PM	10.45AM	10.35AM	9.45AM	8.30AM	7.50AM	7.45AM	6.50AM	6.30AM		Yard	00.0	PORTLAND DI		
		11.25	11.05	9.35	6.30	6.20	5.43	5.15	5.03	4.50	4.15	4.00	3.10	2.10		1.18	1.15	10.50	10.40	9.50	8.33	7.55	7.50	6.53	6.33		DbTk	0.4	HOYT ST. STATION OW		
		11.30	11.10	9.40	6.35	6.25	5.50	5.20	5.08	4.55	4.20	4.05	3.15	2.15		1.23	1.20	10.55	10.45	9.55	8.38	8.00	7.55	6.57	6.38		DbTk	0.8	STARK ST.		
20 L 7.30PM	L 9.00AM	11.35	11.15	9.45	6.40	6.30	5.55	5.25	5.15	5.00	4.25	4.10	3.20	2.20		1.30	1.25	11.00	10.50	10.00	8.45	8.05	8.00	7.02	6.45		Yard	1.4	PARK PLACE		
																													1.7	JEFFERSON ST. STA. J	
																													1.9	HARRISON ST.	
7.32	9.02	11.36	11.16	9.46	6.41	6.31	5.56	5.26	5.16	5.01	4.26	4.11	3.21	2.21		1.31	1.26	11.01	10.51	10.01	8.46	8.06	8.01	7.03	6.46				3.1	SHERMAN ST.	
7.37	9.07	11.40	11.20	9.50	6.44	6.35	6.00	5.30	5.20	5.04	4.30	4.15	3.27	2.24		1.35	1.29	11.04	10.55	10.05	8.49	8.10	8.04	7.06	6.49				4.3	CORBETT ST.	
7.41	9.13	11.43	11.23	9.54	6.47	6.38	6.03	5.34	5.23	5.07	4.35	4.19	3.32	2.26		1.39	1.32	11.07	10.58	10.09	8.52	8.14	8.07	7.09	6.52				5.3	VIEW POINT	
7.45	9.17	11.46	11.27	9.57	6.49	6.41	6.07	5.37	5.27	5.09	4.38	4.22	3.35	2.28		1.42	1.34	11.09	11.02	10.12	8.54	8.17	8.09	7.11	6.55				6.3	CAPITOL HILL	
7.49	9.22	11.49	11.30	10.00	6.51	6.45	6.10	5.40	5.30	5.11	4.43	4.25	3.40	2.30		1.45	1.36	11.12	11.05	10.15	8.56	8.20	8.11	7.13	6.58	12	2	8.0	MULTNOMAH MU		
7.55	9.30	11.55	11.35PM	10.05	6.55	6.50PM	6.15	5.45PM	5.35	5.15	4.50PM	4.30	3.45PM	2.35		1.50	1.40PM	11.15	11.10AM	10.20	9.00	8.25AM	8.15AM	7.17	7.02		Y87W	8.0	GARDEN HOME OH		
8.01	9.40	11.58		10.08	6.59		6.21		5.40	5.19		4.36		2.38		1.55		11.19		10.25	9.03			7.20	7.06		S8E	9.8	METZGER		
																													10.7	S. P. R. R. CROSSING..	
8.05	9.50	12.02AM		10.12	7.05		6.26		5.45	5.22		4.42		2.42		2.00		11.22		10.30	9.07			7.23	7.09	26	9	11.5	TIGARD VR		
8.10	10.01	12.06		10.15	7.09		6.33		5.50	5.25		4.49		2.46		2.05		11.26		10.36	9.11			7.26	7.13	14		13.4	NILES		
8.15	10.13	12.10		10.19	7.13		6.40		5.55PM	5.28		4.57PM		2.50		2.10PM		11.31		10.43AM	9.14			7.30AM	7.17	8	13	15.5	TUALATIN NA		
8.19	10.22	12.13		10.22	7.16		6.45			5.31				2.53				11.34			9.17			7.20			S13E	16.9	NASOMA		
8.22	10.29	12.17		10.25	7.19		6.50PM			5.34				2.57				11.38			9.19			7.23		23	7	18.4	TONQUIN Q		
8.25	10.45	12.19		10.27	7.21					5.37				3.00				11.41			9.21			7.25			S8E	19.7	MULLOY		
8.31	10.58	12.25AM		10.32	7.27					5.43				3.06				11.47			9.25			7.30		27	Y8	22.4	WILSONVILLE V		
8.38	11.08			10.37	7.32					5.48				3.11				11.52			9.29			7.35		26			24.8	CURTIS	
8.47	11.25			10.44	7.39					5.55				3.20				12.02PM			9.36			7.42		22	28	28.5	DONALD D		
8.55	11.38			10.48	7.45					6.01				3.26				12.08			9.41			7.47		20	3	31.3	BROADACRES		
9.02	11.50			10.53	7.50					6.07				3.32	L 2.40PM			12.13			9.45			7.55		39	Y3	33.9	WEST WOODBURN RN		
9.10	12.02PM			10.58	7.54					6.12				3.38	L 2.46			12.18			9.50			8.00		13	10	36.8	ST. LOUIS		
9.17	12.22			11.02	7.57					6.16				3.43	L 2.50			12.22			9.54			8.05		17	3	39.0	CONCOMLY		
9.22	12.36			11.05	8.00					6.19				3.47	L 2.53			12.26			9.57			8.08		12		40.7	WACONDA WD		
9.27	12.43			11.08	8.03					6.22				3.51	L 2.57			12.30			10.00			8.11		14	6	42.5	HOPMERE		
9.30	12.47			11.10	8.05					6.24				3.53	L 2.59			12.32			10.02			8.13			S11W	43.5	QUINABY		
9.36	12.56			11.14	8.10					6.28				3.58	L 3.03			12.37			10.05			8.18		15	2	45.8	CHEMAWA		
9.44	1.05			11.19	8.19					6.33				4.06	L 3.09			12.44			10.09			8.24		25	8	48.8	DEAF SCHOOL		
A 9.50PM	A 1.15PM			11.25PM	8.25PM					6.40PM				4.12PM	A 3.15PM			12.50PM			A 10.15AM			A 8.30AM		Yard	50.7			SALEM SA	
73	71	67	45	19	17	43	65	41	63	13	39	61	59	9	23	57	37	7	35	55	5	53	33	51	1					50.7	
Daily Ex. Sun.	Mon., Wed. and Friday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sat. & Sun.	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily					Time Over District Average Speed per Hour	
2.20	4.15	0.50	0.20	1.40	1.45	0.20	0.55	0.20	0.40	1.40	0.25	0.47	0.25	1.52	0.35	0.40	0.15	1.50	0.20	0.43	1.30	0.20	0.15	0.28	1.45						
21.1	11.6	25.2	20.7	29.6	28.2	20.7	18.9	20.7	21.1	29.6	16.6	18.0	16.6	26.4	28.8	21.1	27.6	27.0	20.7	19.7	32.9	20.7	27.6	30.2	28.2						

SPECIAL RULES.

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

No. 51 is superior to No. 54 Garden Home to Tualatin. No. 55 is superior to No. 58 Garden Home to Tualatin. No. 61 is superior to No. 64 Garden Home to Tualatin. No. 65 is superior to No. 66 Garden Home to Tonquin.

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 Pennoyer 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. 13 will stop on flag at Garden Home to pick up passengers from Fourth Sub-Division for schedule stops west Tualatin.

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

No. 1 will stop at Capitol Hill Sundays only to put off express matter, and daily 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 at Garden Home to pick up passengers for all scheduled stops west of Tualatin.

No. 5 and No. 7 will stop on flag Sundays only at all stations between Garden Home and Tualatin.

No. 51 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. 33 will stop on flag Sundays only at all points Shops to Barstow inclusive and will stop on flag daily except Sunday at all points Shops to Barstow inclusive to receive passengers for Fourth sub-division points.

No. 35 will stop on flag on Sundays only at all points, Shops to Barstow inclusive.

FIRST SUB-DIVISION—SALEM TO PORTLAND

EASTWARD 3

Time Table No. 28

January 9, 1921

STATIONS	Distance Eugene	Telephone	Local	Local	Local	Local	Local	Local	Local	Local	Limited	Local	Local	Local	Local	Local	Local	Local	Limited	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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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SPECIAL RULES.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. EXCEPTIONS: No. 51 is superior to No. 54, Garden Home to Tualatin. No. 55 is superior to No. 58, Garden Home to Tualatin. No. 61 is superior to No. 64, Garden Home to Tualatin. No. 65 is superior to No. 66 Garden Home to Tonquin.

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. Time of trains at Stark Street applies at the switch at end of double track between Washington and Stark Streets. Time of trains at Park Place applies at the switch at end of double track between Harrison St. and Sherman St. 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 Shops inclusive.

No. 10 will stop on flag at Tualatin and Garden Home to discharge passengers, and on Sundays only at all points, Tualatin to Corbett St. inclusive, to receive or discharge passengers.

No. 16 will stop on flag at Tualatin and Garden Home daily to discharge passengers from West Woodburn and points west.

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.

No. 24 will stop at west side of Marion Street, Salem, opposite High School, to pick up passengers.

No. 40 will stop on flag Sundays only at stations Barstow to Shops, inclusive.

4 WESTWARD										SECOND SUB-DIVISION BETWEEN SALEM AND EUGENE										EASTWARD									
THIRD CLASS					FIRST CLASS					Car Capacity		Time Table No.28 JANUARY 9, 1921 STATIONS	Distance from Eugene	Telegraph and Telephone Stations	FIRST CLASS					THIRD CLASS									
		73	71			13	9	7	5	1	Passing Tracks				Other Tracks	10	14	16	20	22					72	74			
		Local Freight	Local Freight			Limited	Local	Local	Limited	Local						Limited	Local	Limited	Local	Local					Local Freight	Local Freight			
		Daily Ex. Sun.	Mon., Wed. and Friday			Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily					Tues. Thur. and Sat.	Daily Ex. Sunday			
		11.00PM	L 1.35PM			L 6.45PM	L 4.15PM	L 12.55PM	L 10.20AM	L 8.35AM		Yard	50.7	SALEM.....SA	71.5	DJ	A 9.40AM	A 1.35PM	A 3.55PM	A 5.25PM	A 7.50PM					A 6.15AM	A 10.30PM		
		10.05	1.45			6.48	4.18	1.00	10.23	8.40	35		51.6	MELAS.....	70.6	P	9.36	1.32	3.50	5.22	7.47					6.10	10.25		
		10.15	2.04			f 6.53	f 4.23	f 1.06	10.28	f 8.44	37	30	54.9	LIVESLEY.....	67.3	P	f 9.30	f 1.26	3.45	f 5.17	f 7.41					6.02	10.15		
		10.28	2.27			f 6.59	f 4.30	f 1.14	10.33	f 8.50	S 9 E		58.7	EAST INDEPENDENCE...	63.5	P	f 9.23	f 1.18	3.40	f 5.11	7.34					5.53	10.03		
		10.30	2.33			f 7.01	f 4.32	f 1.16	f 10.35	f 8.52	30	5	59.4	ORVILLE.....OV	62.8	DJ	f 9.21	f 1.16	f 3.39	f 5.10	f 7.32					5.50	10.00		
		10.46	3.05			f 7.10	f 4.40	f 1.27	10.42	f 9.00	37	7	64.3	SIDNEY.....	57.9	P	f 9.13	f 1.06	3.31	f 5.03	f 7.24					5.37	9.44		
		10.58	3.26			f 7.18	f 4.46	f 1.33	10.47	f 9.07	S 37 W		67.4	TALBOT.....	54.8	P	f 9.07	f 1.00	3.26	f 4.58	f 7.18					5.28	9.34		
		11.06	3.46			f 7.23	f 4.53	f 1.39	10.53	f 9.13	37	17	70.3	DEVER.....	51.9	P	f 9.01	f 12.55	3.21	f 4.53	f 7.13					5.20	9.24		
		11.15	4.04			f 7.28	f 4.58	f 1.43	10.58	f 9.18	S 37 E	7	73.0	CONSER.....	49.2	P	f 8.57	f 12.50	3.17	f 4.45	f 7.08					5.13	9.15		
		11.30	A 4.35PM			f 7.37	f 5.10	f 1.53	f 11.07	f 9.26		Yard	77.5	ALBANY.....A	44.7	DJ	f 8.49	f 12.42	f 3.10	f 4.35	f 7.00					L 5.00AM	9.00		
		11.47				7.43	f 5.18	f 2.00	11.14	f 9.34		S 22 E	81.1	PIRTLE.....PR	41.1	J	f 8.41	f 12.34	3.03	f 4.29	6.44						8.43		
		11.55				f 7.47	f 5.23	A 2.05PM	f 11.18	f 9.38	38	Y 6	83.1	GRAY.....GR	39.1	DJ	f 8.37	f 12.30	f 3.00	L 4.25PM	f 6.40						8.34		
		12.17AM				7.54	f 5.30		11.24	f 9.45		S 18 W	87.1	VERDURE.....	35.1	P	f 8.30	f 12.23	2.54		f 6.32						8.15		
		12.37				7.59	f 5.37		11.29	f 9.52	37	13	90.6	FAYETTEVILLE.....	31.6	P	f 8.24	f 12.16	2.49		f 6.25						7.59		
		12.51				8.03	f 5.42		11.33	f 9.56		S 5 E	93.3	POTTER.....	28.9		f 8.20	f 12.11	2.45		f 6.20						7.49		
		1.04				8.07	f 5.47		11.37	f 10.00	S 38 E	13	95.6	TULSA.....	26.6	P	f 8.16	f 12.07	2.42		f 6.16						7.41		
		1.21				8.12	f 5.52		11.41	f 10.06		S 7 E	98.7	NIXON.....	23.5		f 8.11	f 12.01PM	2.37		f 6.11						7.30		
		1.32				8.16	f 5.56		11.45	f 10.09	37	9	100.8	CARTNEY.....C	21.4	NJ	f 8.07	f 11.57	2.34		f 6.07						7.23		
		1.48				f 8.20	f 6.03	f 11.52	f 10.15	f 10.15	36	27	103.7	HARRISBURG.....G	18.5	DJ	f 8.03	f 11.52	f 2.30	f 6.03							7.12		
		2.13				f 8.28	f 6.13	f 11.59	f 10.22	f 10.22	4	29	108.2	JUNCTION CITY.....JC	14.0	DJ	f 7.56	f 11.43	f 2.23	f 5.54							6.55		
		2.31				8.33	f 6.20		12.05PM	f 10.28	38		111.4	MILORN.....	10.8	P	7.50	f 11.37	2.18		f 5.47						6.44		
		2.40				8.36	f 6.23		12.07	f 10.30		S 6 E	112.9	MEADOW VIEW.....	9.3		7.48	f 11.34	2.16		f 5.44						6.38		
		2.54				8.41	f 6.29		12.11	f 10.35	38		115.5	ENID.....	6.7	P	7.43	f 11.29	2.12		f 5.39						6.29		
		3.18				8.49	f 6.39		12.19	f 10.44		S 14 E	119.9	LASEN.....RS	2.3	J	7.36	f 11.21	2.06		f 5.31						6.06		
		A 3.30AM				A 8.55PM	A 6.45PM		A 12.25PM	A 10.50AM		Yard	122.2	EUGENE.....GN	0.0	DJ	L 7.30AM	L 11.15AM	L 2.00PM		L 5.25PM						L 6.00PM		
		73	71			13	9	7	5	1				71.5			10	14	16	20	22					72	74		
		Daily Ex. Monday	Mon. Wed. and Friday			Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Daily				Tues. Thur. and Sat.	Daily Ex. Sunday			
		5.30 13.0	3.00 8.9			2.10 33.0	2.28 29.0	1.10 27.8	2.10 33.0	2.15 31.8				Time Over District Average Speed Per Hour			2.10 33.0	2.20 30.6	2.00 35.7	1.00 32.4	2.25 29.6				1.15 21.4	4.30 15.9			

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. No. 13 will stop on signal at Fayetteville and Tulsa to discharge passengers.
No. 5 will stop on signal at any station on Second Sub-Division to discharge passengers from points east of Salem.

WESTWARD										THIRD SUB-DIVISION BETWEEN GRAY AND CORVALLIS																EASTWARD					
SECOND CLASS										FIRST CLASS		Car Capacity		Time Table No.28 January 9, 1921	Distance from Corvallis	Telegraph and Telephone Stations	FIRST CLASS		SECOND CLASS												
217	215	213	211	209	207	205	203	201		7	Passing Tracks	Other Tracks	Distance from Portland				20		200	202	204	206	208	210	212	214	216				
Passenger	Mixed	Mixed	Passenger	Mixed	Passenger	Passenger	Passenger	Mixed		Passenger							Passenger	Passenger	Mixed	Passenger	Mixed	Passenger	Mixed	Passenger	Mixed	Passenger	Mixed	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun. and Mon.		Daily											Daily Ex. Sun. and Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
L 7.48 ^{PM}	L 6.41 ^{PM}	L 5.25 ^{PM}	L 3.02 ^{PM}	L 12.32 ^{PM}	L 11.20 ^{AM}	L 9.40 ^{AM}	L 8.40 ^{AM}	L 5.35 ^{AM}		L 2.05 ^{PM}	38	Y 6	83.1GRAY.....GR	5.2	DJ	A 4.23 ^{PM}		A 5.15 ^{AM}	A 8.35 ^{AM}	A 9.35 ^{AM}	A 11.15 ^{AM}	A 12.28 ^{PM}	A 2.57 ^{PM}	A 5.21 ^{PM}	A 6.37 ^{PM}	A 7.45 ^{PM}				
A 8.03 ^{PM}	A 6.56 ^{PM}	A 5.40 ^{PM}	A 3.17 ^{PM}	A 12.47 ^{PM}	A 11.35 ^{AM}	A 9.55 ^{AM}	A 8.55 ^{AM}	A 5.50 ^{AM}		A 2.20 ^{PM}		Yard	88.3CORVALLIS.....CA	0.0	DJP	L 4.10		L 5.00 ^{AM}	L 8.20 ^{AM}	L 9.20 ^{AM}	L 11.00 ^{AM}	L 12.13 ^{PM}	L 2.42 ^{PM}	L 5.06 ^{PM}	L 6.22 ^{PM}	L 7.30 ^{PM}				
217	215	213	211	209	207	205	203	201		7							20		200	202	204	206	208	210	212	214	216				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun. and Mon.		Daily							Daily		Daily Ex. Sun. and Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				

WESTWARD

FOURTH SUB-DIVISION BETWEEN GARDEN HOME AND FOREST GROVE

EASTWARD

5

FIRST CLASS

45	43	41	39	37	35	33
Local	Local	Local	Local	Local	Local	Local
Daily	Daily	Daily	Daily	Daily	Daily	Daily

Car Capacity

Passing Tracks	Other Tracks	Distance from Portland
Y	S7W	8.0
6		9.4
6	2	11.2
	S4W	12.9
	S2E	14.0
	S3E	14.4
	S2W	16.1
	S15W	17.3
	S7E	19.4
8	11	21.0
		22.6
7	9	24.4
	Yard	27.3

Time Table No. 28

January 9, 1921

STATIONS

11.35 PM	6.50 PM	5.45 PM	4.50 PM	1.40 PM	11.10 AM	8.15 AM
11.38	6.53	5.48	4.53	1.43	11.13	8.18
11.42	6.57	5.52	4.58	1.47	11.17	8.22
11.46	7.00	5.56	5.02	1.50	11.22	8.26
11.49	7.02	5.58	5.04	1.52	11.24	8.29
11.50	7.03	5.59	5.05	1.53	11.25	8.30
11.53	7.06	6.02	5.09	1.57	11.29	8.33
11.55	7.08	6.05	5.12	1.59	11.32	8.36
11.59	7.12	6.10	5.17	2.03	11.37	8.41
12.04 AM	7.16	6.14	5.21	2.07	11.41	8.46
12.08	7.20	6.18	5.25	2.10	11.45	8.50
12.13	7.24	6.23	5.29	2.14	11.49	8.54
12.20 AM	7.30 PM	6.30 PM	5.35 PM	2.20 PM	11.55 AM	9.00 AM
45	43	41	39	37	35	33
Daily	Daily	Daily	Daily	Daily	Daily	Daily
0.45	0.40	0.45	0.45	0.40	0.45	0.45
25.7	28.9	25.7	25.7	28.9	25.7	25.7

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. EXCEPTIONS:
No. 33 is superior to No. 34, No. 35 is Superior to No. 38, No. 41 is superior to No. 44.

FIRST CLASS

30	32	34	38	40	44	46
Local	Local	Local	Local	Local	Local	Local
Daily	Daily	Daily	Daily	Daily	Daily	Daily

6.55 AM	7.45 AM	9.55 AM	12.55 PM	4.30 PM	7.25 PM	10.00 PM
6.51	7.41	9.50	12.51	4.26	7.22	9.56
6.46	7.37	9.47	12.47	4.22	7.19	9.52
6.42	7.32	9.44	12.44	4.18	7.16	9.49
6.39	7.30	9.41	12.42	4.16	7.14	9.47
6.37	7.28	9.40	12.41	4.15	7.13	9.46
6.33	7.23	9.37	12.37	4.12	7.10	9.42
6.30	7.20	9.35	12.35	4.10	7.08	9.40
6.25	7.15	9.31	12.30	4.05	7.03	9.35
6.20	7.10	9.27	12.27	4.02	6.59	9.32
6.16	7.06	9.24	12.24	3.58	6.55	9.28
6.11	7.01	9.20	12.20	3.55	6.51	9.25
6.05 AM	6.55 AM	9.15 AM	12.15 PM	3.50 PM	6.45 PM	9.20 PM
30	32	34	38	40	44	46
Daily	Daily	Daily	Daily	Daily	Daily	Daily
0.50	0.50	0.40	0.40	0.40	0.40	0.40
23.1	23.1	28.9	28.9	28.9	28.9	28.9

WESTWARD

FIFTH SUB-DIVISION BETWEEN ORENCO AND BOWERS JUNCTION

EASTWARD

FIRST CLASS

Passing Tracks	Other Tracks	Distance from Orenco
	S15W	1.4
26		3.8
		5.2

Time Table No. 28

January 9, 1921

STATIONS

ORENCO ON	1.4
MERLE	3.8
BOWERS JUNCTION	5.2

ORENCO ON	1.4
MERLE	3.8
BOWERS JUNCTION	5.2

FIRST CLASS

Passing Tracks	Other Tracks	Distance from Bowers Junction

WESTWARD

SIXTH SUB-DIVISION BETWEEN WEST WOODBURN AND WOODBURN

EASTWARD

SECOND CLASS

119	117	115	113	111	109	107	105	103	101
Passenger	Mixed	Passenger	Passenger	Passenger	Passenger	Passenger	Mixed	Passenger	Mixed
Daily	Daily	Daily except Sat. & Sun.	Sat. and Sun. only	Daily	Daily	Daily	Daily	Daily	Daily

Car Capacity

Passing Tracks	Other Tracks	Distance from West Woodburn
39	Y 3	
Y	S4E	2.5

Time Table No. 28

January 9, 1921

STATIONS

118	116	114	112	110	108	106	104	102	100
6.09	4.30	4.05	3.34	2.19	12.15	11.52	10.16	9.47	7.57
6.17	4.38	4.13	3.42	2.27	12.23	12.01	10.24	9.55	8.05
119	117	115	113	111	109	107	105	103	101
Passenger	Daily	Daily except Sat. & Sun.	Sat. and Sun. only	Daily	Daily	Daily	Daily	Daily	Daily
.08	.08	.08	.08	.08	.08	.08	.08	.08	.08
18.7	18.7	18.7	18.7	18.7	18.7	18.7	18.7	18.7	18.7

SPECIAL RULES.

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

No. 103 is superior to No. 104.

No. 107 is superior to No. 108.

No. 111 is superior to No. 112.

No. 115 is superior to No. 116.

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.

No. 4. REGISTERING STATIONS

Hoyt Street Station Portland, Garden Home, Tualatin, Tonquin, Wilsonville, West Woodburn, Salem, Gray, Eugene, Forest Grove, Woodburn and Corvallis.

Register exceptions: At Tualatin Trains 50, 52, 54, 58, 60, 64, 20, 22, 51, 55, 57, 61, 63, 17, 19 and 67, only will register. At Tonquin trains 65 and 66 only will register. At Wilsonville trains 50, 20, 22, 13, 17, 19, and 67 only will register. West Woodburn is register station for Sixth Sub-Division trains, and trains 24 and 23. Gray is register station for Third Sub-Division trains and trains 20, 7, 74 and 73.

No. 5. STANDARD CLOCKS AND BULLETIN BOARDS

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 of 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, fifteen miles per hour over first road crossing west of Tigard depot, 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.

Quinaby,—over Road Crossing, 15 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 1000 feet East of 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 passengers from westward trains and picking up passengers on eastward trains.

The following instructions must be observed in using interchange track between Oregon Electric Railway and Southern Pacific Co. at Front and Court Streets, Salem:

The trolley wire covering this crossover is a 600-volt wire and it will be necessary for Oregon Electric engines in changing their trolley from main line to crossover wire to cut commutating switches on engines in 600-volt position.

Great care must be exercised to see that commutating switches are cut back into 1200-volt position before changing trolley back to main line wire. Trolley tenders must in every case have hold of the trolley rope while engines are working on this crossover and no chances taken of having trolley come off and come in contact with the 1200-volt wire while the commutating switches are in 600-volt position.

Southern Pacific trolley wire is also 600-volt wire, and if necessary for Oregon Electric engines to go beyond point where crossover wire ends, commutating switches should be left in the 600-volt position.

Cars delivered by the Oregon Electric to the Southern Pacific will be shoved through the crossover far enough west on the Southern Pacific tracks to clear west intersection of Court Street.

Cars delivered by the Southern Pacific to the Oregon Electric will be shoved through crossover and far enough east on Oregon Electric main line to clear the east intersection of Court Street.

SPECIAL RULES—Continued

- 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. Geary St., Albany, is passenger stop to discharge passengers from westward trains and to pick up passengers on eastward trains.
- 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 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 Oregon Nursery Company's switch.
- 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 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.

- 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. No. 72 will stop at Nebergall's Plant at Linnmore, 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		17-39-41-43-51-53-55-57-59-61-63-65-67-30-32-34-38-46-50-52-54-56-60-62-64-66 only.
Fulton Park.....	4.7		All trains except 1-5-7-9-13-17-33-35-37-63-6-10-12-14-16-20-22-40-54.
Roland.....	5.0		19-41-43-45-53-55-57-59-61-65-67-30-32-34-38-46-50-52-56-58-60-62-64-66 only.
Ryan Place.....	5.8		All trains except 1-5-7-9-13-17-33-35-37-51-63-6-10-12-14-16-20-22-40-54.
Shahapta.....	6.9		All trains except 1-5-7-9-13-17-33-35-37-41-51-6-10-12-14-16-20-22-40-44-54.
Maplewood.....	7.1		All trains except 5-7-9-13-17-33-35-37-41-6-10-12-14-16-20-22-44-54.
Barstow.....	7.6	57 E & W	All trains except 1-5-7-9-13-17-33-35-37-41-51-6-10-12-14-16-20-22-40-44-54.
Nesmith.....	8.8	4 E	All trains except 5-7-9-13-51-10-14-16-20.
Pine Knot.....	9.4		All trains except 5-7-9-13-51-10-14-16-20.
Greenburg.....	10.6	9 E	All trains except: 5-7-13-51-10-14-16-20.
Trece.....	11.9		All trains except: 5-7-9-13-51-10-14-16-20.
Bonita.....	13.0	5 W	All trains except: 5-7-13-10-14-16-20.
Durham.....	13.8	4 E	All trains except: 5-7-13-10-14-16-20.
Golf.....	14.8		All trains except: 5-7-13-51-10-14-16-20.
Tualatin Mill.....	15.0	4 W	Not Passenger Stop.
Cahalin.....	19.1		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: 5-13-10-16.
Wallace.....	24.2	3 W	All trains except: 5-13-10-16.
Butteville.....	25.4	5 E	All trains except: 5-10-16.
Fargo.....	26.4	3 W	All trains except: 5-13-10-16.
Fellers.....	29.4	6 W	All trains except: 5-13-10-14-16-22.
Loganville.....	32.6	3 W	All trains except: 5-13-10-14-16-22.
Claxtar.....	47.0		All trains except: 5-10-16.
Highland.....	49.2		All trains except: 5-10-16.
Hood St.....	49.7	5 E	See Special Rule 23.
Hazelau.....	52.7		All trains except: 5-16.
Finzer.....	56.0		All trains except: 5-16.
Halls Ferry.....	57.3	21 E	All trains except: 5-16.
Loewi.....	60.9	2 W	All trains except: 5-13-16-22.
Wintel.....	66.3		1-9-10-20 only.
Linnore.....	75.8	12 W	See Special Rule No. 32.
Geary Street.....	76.5		See Special Rule No. 24.
Awbrey.....	114.5	2 E	All trains except: 5-13-10-16.
Ross.....	116.6		All trains except: 5-13-10-16.
Avard.....	118.4		All trains except: 5-13-10-16.
Blair Street.....	121.5		See Special Rule No. 25.

Third Sub-Division

Orleans.....	84.8		All trains.
Colorado Lake.....	86.0		All trains.

Fourth Sub-Division

Firlock.....	8.6	2 W	All trains.
Wistaria.....	16.6		All trains.
Milkapsi.....	18.1	2 E	All trains.
Fearing.....	18.3	2 E	Not Passenger Stop.
Moffat.....	20.0	2 E	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	
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Sixth Sub-Division

Seollard.....	34.8	3 E	All trains.
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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 employes 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. W. KETTLE, 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. H. J. ANDERSON, Local Surgeon, Corvallis.

DR. R. G. CLARK, Local Surgeon, Harrisburg.

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

WATCH INSPECTORS:

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

W. H. SEXTON, Portland.

HARTMAN BROS. CO., SALEM.

C. O. ANDERSON, Albany.

COPPERNOLL MAURER & FINSETH, Eugene.

R. J. WARREN, 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 CABOSES

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. S. BARLOW, Dispatcher
S. A. GAGNON, Dispatcher
E. M. HERRING, Dispatcher
E. D. LACKEY, Dispatcher

R. C. SCOFFERN, Chief Dispatcher

E. B. HEATH, Trainmaster