

OREGON ELECTRIC RAILWAY COMPANY

TIME TABLE No. 34

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

SUNDAY, NOVEMBER 13, 1927

SUPERSEDING TIME TABLE NO. 33 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

G. E. VOTAW, Superintendent

E. E. LILLIE, Supt. Car Service

A. J. DAVIDSON, General Manager

FIRST SUB-DIVISION - PORTLAND TO SALEM

THIRD CLASS		FIRST CLASS																			Car Capacity			Time Table No. 34	
341	331					67	45	19	43	17	65	41	63	13	61	9	57	55	7	53	33	5	51	STATIONS	
Local Freight	Local Freight					Local	Local	Local	Local	Express	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Express	Local	Passing Tracks	Other Tracks
Leave Daily Ex. Sat.	Leave Daily Ex. Sat.					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Distance from Portland	
7:05 PM	7:00 PM					11:20 PM	11:00 PM	9:55 PM	6:10 PM	6:05 PM	5:35 PM	5:10 PM	5:00 PM	4:45 PM	3:35 PM	2:05 PM	1:15 PM	12:10 PM	10:50 AM	9:35 AM	8:15 AM	8:05 AM	6:45 AM	Yard	00.0
Via	Via					11:25	11:05	10:00	6:15	6:10	5:40	5:15	5:05	4:50	3:40	2:10	1:20	12:15	10:55	9:40	8:20	8:10	6:48	DbTk	0.4
Front St.	Front St.					11:30	11:10	10:05	6:20	6:15	5:45	5:20	5:10	4:55	3:45	2:15	1:25	12:20	11:00	9:45	8:25	8:15	6:52	DbTk	0.8
7:35	7:20					11:35	11:15	10:10	6:25	6:20	5:50	5:25	5:15	5:00	3:50	2:20	1:30	12:25	11:05	9:50	8:30	8:20	6:57	Yard	1.4
7:37	7:22					11:36	11:16	10:11	6:26	6:21	5:51	5:26	5:16	5:01	3:51	2:21	1:31	12:26	11:06	9:51	8:31	8:21	6:58		1.7
7:38	7:23					11:37	11:17	10:12	6:27	6:22	5:52	5:27	5:17	5:02	3:52	2:22	1:32	12:27	11:07	9:52	8:32	8:22	6:59		1.9
7:43	7:28					11:40	11:20	10:16	6:31	6:24	5:57	5:30	5:20	5:06	3:55	2:24	1:35	12:30	11:10	9:56	8:35	8:25	7:02		2.1
7:48	7:32					11:44	11:24	10:19	6:35	6:27	6:01	5:33	5:23	5:10	3:58	2:27	1:39	12:33	11:13	9:59	8:38	8:28	7:04		2.3
7:53	7:36					11:47	11:27	10:22	6:39	6:30	6:05	5:37	5:27	5:14	4:02	2:29	1:42	12:37	11:17	10:02	8:42	8:31	7:07		2.5
7:57	7:39					11:50	11:30	10:25	6:44	6:33	6:09	5:40	5:30	5:18	4:05	2:31	1:45	12:40	11:20	10:05	8:45	8:33	7:08	12	2
8:20	7:45					11:55	11:35	10:30	6:50 PM	6:37	6:15	5:45 PM	5:35	5:23	4:10	2:35	1:50	12:45 PM	11:25	10:10	8:50 AM	8:37	7:12	YS7W	8.0
8:30	7:50					11:58		10:33		6:42	6:20		5:39	5:27	4:14	2:38	1:55		11:28	10:13		8:40	7:16	88E	9.8
																									10.7
8:40	7:54					12:02 AM		10:36		6:45	6:25		5:44	5:30	4:18	2:42	2:00		11:32	10:17		8:43	7:19	26	9
8:47	7:58					12:06		10:40		6:48	6:31		5:49	5:33	4:24	2:46	2:04		11:35	10:21		8:46	7:22	14	13.4
8:53	8:03					12:10		10:44		6:52	6:37		5:55 PM	5:37	4:30 PM	2:49	2:10 PM		11:39	10:35 AM		8:49	7:25 AM	8	4
8:57	8:07					12:13		10:47		6:55	6:40			5:40		2:52			11:42			8:52		813E	16.9
9:02	8:10					12:16		10:50		6:58	6:45 PM			5:43		2:55			11:45			8:55		23	7
9:06	8:13					12:18		10:52		7:01				5:45		2:58			11:47			8:57		88E	19.7
9:15	8:19					12:23 AM		10:57		7:06				5:50		3:03			11:52			9:02		27	Y 8
9:20	8:25							11:02		7:11				5:55		3:08			11:57			9:07		26	
9:30	8:33							11:07		7:17				6:01		3:15			12:02 PM			9:12		22	28
9:37	8:40							11:12		7:22				6:08		3:20			12:07			9:17		20	3
9:45	8:55							11:17		7:26				6:13		3:25			12:12			9:21		39	Y 3
10:10								11:22		7:31				6:18		3:32			12:17			9:26		13	10
10:18	9:02							11:26		7:35				6:22		3:35			12:20			9:29		17	3
10:24	9:08							11:29		7:37				6:25		3:38			12:23			9:32		12	
10:29	9:13							11:32		7:40				6:28		3:42			12:26			9:35		14	6
10:33	9:17							11:34		7:42				6:31		3:44			12:28			9:37			9
10:37	9:20							11:38		7:46				6:34		3:48			12:32			9:40		15	2
10:43	9:26							11:44		7:51				6:39		3:54			12:36			9:45		25	8
10:50	9:33							11:50		7:57 PM				6:45 PM		4:00 PM			12:42 PM			9:51 AM			Yard
11:00 PM	9:40 PM																								50.7
Arrive Daily Ex. Sat.	Arrive Daily Ex. Sat.					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		
2:55	2:20					0:48	0:20	1:40	0:25	1:37	0:55	0:20	0:40	1:45	0:40	1:40	0:40	0:20	1:37	0:45	0:20	1:31	0:28		
16.9	21.1					26.2	20.7	29.6	16.6	30.5	18.1	20.7	21.1	28.2	21.1	29.6	21.1	20.7	30.5	18.8	20.7	32.5	30.2		

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. 53 is superior to No. 56 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 as station shown.

In column "car capacity" prefix letter S indicates spur; suffix letters E or W indicate the end of track at which switch is located.

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

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

Nos. 5 and 9 will stop on flag at Multnomah to pick up passengers for Salem and points south thereof.

No. 5 will stop on flag at Metzger to discharge passengers from Portland, and on Sundays only, at all points, Nesmith to Tualatin inclusive.

No. 9 will stop on flag at Multnomah, Sundays only, and daily at Capitol Hill to pick up passengers.

No. 41 will stop on flag Sundays only at Shahapta, Maplewood and Barstow.

No. 51 will stop on flag at all points between Jefferson St. and Barstow to pick up passengers destined Garden Home and points west thereof.

All westward trains will stop at Hood Street, Salem, to discharge passengers.

Time Over District
Average Speed per Hour

FIRST SUB-DIVISION—SALEM TO PORTLAND

EASTWARD

3

Time Table No. 34
NOVEMBER 13, 1927

FIRST CLASS

THIRD CLASS

NOVEMBER 13, 1927			Distance from Eugene	Telegraph and Telephone Stations	30	50	52	32	54	6	56	10	58	14	60	42	64	16	20	66	46	22																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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Double track extends from Jefferson St. to Harrison St., and from Mead St. to Garden Home. Gauntlet track between Harrison St. and Mead St. will be operated as single track.

No. 10 will stop on flag, Sundays only, at Durham, Tigard, Metzger, Pine Knot, Maplewood, Multnomah, Ryan Place, Capitol Hill, Fulton Park and View Point.

No. 14 will stop on flag at Multnomah to discharge passengers from Tualatin and points west.

No. 16 will stop on flag at Tualatin, Tigard and Multnomah to discharge passengers from Donald and points west; and will stop on flag, Sundays only, at all stations Tualatin to Nesmith, inclusive.

No. 20 and No. 22 will stop on flag at stations east of Garden Home, except Roland and Shops, to discharge passengers from stations west of Garden Home.

No. 20 will stop on flag, Sundays only, at Golf, Durham, Bonita, Trece, Greenburg, Pine Knot and Nesmith, and at all points east of Garden Home.

All eastward trains will stop at Hood Street, Salem, to receive passengers.

4

WESTWARD

SECOND SUB-DIVISION BETWEEN SALEM AND EUGENE

EASTWARD

THIRD CLASS				FIRST CLASS				Car Capacity		Time Table No. 34 NOVEMBER 13, 1927	STATIONS	Distance from Eugene	Telegraph and Telephone Stations	FIRST CLASS				THIRD CLASS						
331				17 9 7 5				Passing Tracks	Other Tracks					Distance from Portland	10	14	16	22	330					
Local Freight				Express Local Local Local											Local	Local	Limited	Local	Local Freight					
Leave Daily Ex. Sat.				Leave Daily Leave Daily Leave Daily											Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sat.					
			10.00 ^{PM}				8.00 ^{PM}	4.03 ^{PM}	12.45 ^{PM}	9.54 ^{AM}	Yard	50.7	.....SALEM.....SA	71.5	DJ	9.59 ^{AM}	1.17 ^{PM}	4.08 ^{PM}	8.20 ^{PM}			10.20 ^{PM}	
			330 10.10				4.05	16 4.05	10 9.56	10 9.56		51.1	.....BELLEVUE.....	71.1		5 9.56	9 4.05	9 4.05					
			10.18				8.04	4.08	12.49	9.58	35	51.6	.....MELAS.....	70.6	P	9.54	1.14	4.03	8.15			331 10.10	
			10.26				8.10	4.13	12.54	10.03	37	54.9	.....ROBERTS.....	67.3	P	9.49	1.09	3.58	8.10			9.58	
			10.34				8.14	4.17	12.58	10.07	821E	57.3	.....HALL'S FERRY.....	64.9	P	9.45	1.05	3.54	8.06			9.50	
			10.50				8.17	4.21	1.02	10.11	30	59.4	.....ORVILLE.....OV	62.8	DJ	9.42	1.02	3.51	8.03			9.43	
			11.00				8.25	4.28	1.10	10.18	37	64.3	.....SIDNEY.....	57.9	P	9.34	12.53	3.44	7.56			9.27	
			11.10				8.29	4.33	1.15	10.23	823W	67.4	.....TALBOT.....	54.8	P	9.29	12.48	3.39	7.52			9.17	
			11.18				8.34	4.37	1.21	10.28	37	70.3	.....DEVER.....	51.9	P	9.24	12.43	3.35	7.47			9.07	
			11.35				8.38	4.42	1.25	10.32	814E	73.0	.....CONSER.....	49.2	P	9.20	12.39	3.31	7.42			8.58	
			11.53				8.45	4.49	1.33	10.40	Yard	77.5	.....ALBANY.....A	44.7	DJ	9.13	12.32	3.23	7.35			17 8.45	
			12.03 ^{AM}				8.51	4.55	1.39	10.47	822E	81.1	.....PIRTLE.....	41.1	J	9.07	12.26	3.17	7.28			8.30	
			12.18				8.54	4.58	1.42	10.50	38	83.1	.....GRAY.....	39.1	J	9.03	12.23	3.13	7.25			8.20	
			12.33				9.00	5.04	1.50	10.56	818W	87.1	.....VERDURE.....	35.1	P	8.57	12.17	3.07	7.18			8.08	
			12.43				9.06	5.10	1.55	11.02	815E	90.6	.....FAYETTEVILLE.....	31.6	P	8.52	12.11	3.02	7.13			7.58	
			12.53				9.10	5.14	2.00	11.06	85E	93.3	.....POTTER.....	28.9		8.47	12.07	2.58	7.08			7.50	
			1.05				9.14	5.17	2.04	11.10	815E	95.6	.....TULSA.....	26.6	P	8.43	12.03 ^{PM}	2.55	7.04			7.42	
			1.13				9.18	5.22	2.09	11.15	87E	98.7	.....NIXON.....	23.5		8.38	11.58	2.50	6.59			7.33	
			1.25				9.22	5.26	2.13	11.18	815E	9	.....CARTNEY.....	21.4	J	8.35	11.54	2.47	6.55			7.27	
			1.43				9.27	5.31	2.18	11.23	86E	27	.....HARRISBURG.....G	18.5	DJ	8.31	11.49	2.43	6.50			7.18	
			1.56				9.34	5.38	2.25	11.30	84W	27	.....JUNCTION CITY.....JC	14.0	DJ	8.23	11.42	2.37	6.43			7.05	
			2.03				9.38	5.42	2.32	11.37	814W	111.4	.....MILORN.....	10.8	P	8.18	11.37	2.32	6.37			6.55	
			2.13				9.41	5.45	2.34	11.39	86E	112.9	.....MEADOW VIEW.....	9.3		8.15	11.33	2.28	6.34			6.50	
			2.30				9.45	5.49	2.38	11.44	815E	115.5	.....ENID.....	6.7	P	8.11	11.28	2.24	6.30			330 6.30	
			2.40 ^{AM}				9.50	5.55	2.45	11.50	15	86W	119.9LASEN.....	2.3	J	8.04	11.20	2.19	6.24			6.10	
			Arrive Daily Ex. Sunday				9.55 ^{PM}	6.00 ^{PM}	2.50 ^{PM}	11.55 ^{AM}	Yard	122.2	.....EUGENE.....GN	0.0	DJ	8.00 ^{AM}	11.15 ^{AM}	2.15 ^{PM}	6.20 ^{PM}			9 6.00 ^{PM}	
			4.40				2.00	2.15	2.05	2.01						2.05	2.02	1.53	2.00			4.20		
			15.3				35.7	31.8	34.3	35.6						34.3	35.1	37.9	35.7			16.5		

SPECIAL RULES.

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

No. 17 will stop on signal at Fayetteville, Tulsa and Aubrey to discharge passengers. When meeting at Bellevue, eastward trains will take siding.

WESTWARD				THIRD SUBDIVISION BETWEEN GRAY AND CORVALLIS										EASTWARD															
THIRD CLASS		FIRST CLASS								Car Capacity		Time Table No. 34 NOVEMBER 13, 1927	STATIONS	Distance from Corvallis	Telegraph and Telephone Stations	FIRST CLASS								THIRD CLASS					
	333			217	215	213	211	209	207	205	203							202	204	206	208	210	212	214	216				334
	Local Freight			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger					Passing Tracks	Other Tracks	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Local Freight
	Leave Daily Ex. Sunday			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Arrive Daily Ex. Sunday
	5.30AM			8.55PM	7.26PM	4.59PM	3.14PM	1.43PM	12.24PM	10.51AM	9.05AM	38	Y 6	83.1	.....GRAY..... 5.2	5.2	J	9.01AM	10.47AM	12.20PM	1.39PM	3.10PM	4.55PM	7.22PM	8.51PM		5.20AM		
	5.50AM			9.10PM	7.41PM	5.14PM	3.29PM	1.58PM	12.39PM	11.06AM	9.20AM		Yard	88.3	.....CORVALLIS.....CA	0.0	DJP	8.46AM	10.32AM	12.05PM	1.24PM	2.55PM	4.40PM	7.07PM	8.36PM		5.00AM		
	Arrive Daily Ex. Sunday			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday		

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
THIRD CLASS										FIRST CLASS										FIRST CLASS										THIRD CLASS
345										45 43 41 37 35 33										30 32 34 38 42 46										346
Local Freight										Local Local Local Local Local Local										Local Local Local Local Local Local										Local Freight
Lv. Daily Ex. Sat.										Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily										Arrive Daily Arrive Daily Arrive Daily Arrive Daily Arrive Daily Arrive Daily										Ar. Daily Ex. Sun.
9.10 PM										11.35 PM 6.50 PM 5.45 PM 1.50 PM 11.25 AM 8.50 AM										1.05 AM 7.15 AM 11.05 AM 1.00 PM 4.45 PM 9.30 PM										12.25 AM
9.17										11.38 6.53 5.48 1.53 11.28 8.53										1.02 7.10 11.01 12.56 4.41 9.26										12.20
46 9.23										11.41 6.57 5.52 1.57 11.32 8.57										12.58 7.06 10.58 12.53 4.38 9.23										12.14
9.32										11.45 7.00 5.56 2.00 11.36 9.00										12.55 7.01 10.55 12.49 4.35 9.20										12.08
9.37										11.47 7.02 5.58 2.02 11.38 9.02										12.53 6.58 10.52 12.47 4.32 9.18										12.05
9.39										11.48 7.03 5.59 2.03 11.39 9.03										12.52 6.57 10.51 12.46 4.31 9.17										12.03 AM
9.47										11.51 7.07 6.02 2.07 11.42 9.07										12.48 6.52 10.48 12.43 4.27 9.13										11.58
9.52										11.53 7.09 6.05 2.10 11.45 9.09										12.46 6.49 10.46 12.40 4.25 9.11										46 11.53
10.00										11.58 7.13 6.10 2.14 11.48 9.13										12.42 6.44 10.41 12.36 4.21 9.06										11.42
10.08										12.02 AM 7.17 6.14 2.18 11.52 9.17										12.38 6.40 10.38 12.33 4.17 9.03										11.31
10.15										12.05 7.21 6.18 2.22 11.55 9.20										12.34 6.36 10.34 12.29 4.14 8.59										11.22
10.22										12.09 7.24 6.23 2.25 11.59 9.23										12.31 6.31 10.31 12.25 4.10 8.55										11.10
10.35 PM										12.15 AM 7.30 PM 6.30 PM 2.30 PM 12.05 PM 9.30 AM										12.25 AM 6.25 AM 10.25 AM 12.20 PM 4.05 PM 8.50 PM										10.55 PM
Ar. Daily Ex. Sat.										Arrive Daily Arrive Daily Arrive Daily Arrive Daily Arrive Daily Arrive Daily										Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily										Lv. Daily Ex. Sat.
1.25 19.1										0.40 28.9 0.40 28.9 0.45 25.7 0.40 28.9 0.40 28.9 0.40 28.9										0.40 28.9 0.50 23.1 0.40 28.9 0.40 28.9 0.40 28.9 0.40 28.9										1.30 18.1

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. 45 is superior to No. 30, No. 346 is superior to No. 346.

WESTWARD										FIFTH SUB-DIVISION BETWEEN ORENCO AND BOWERS JUNCTION										EASTWARD																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
FIRST CLASS										Car Capacity		Distance from Orenco	Time Table No. 34 NOVEMBER 13, 1927		Distance from Bowers Junction	Telegraph and Telephone Stations	FIRST CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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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, Tonquin, Wilsonville, West Woodburn, Salem, Gray, Eugene, Forest Grove, Woodburn and Corvallis.
 Register Exceptions: At Tualatin Trains 52, 54, 56, 60, 64, 51, 53, 57, 61 and 63 only will register. At Tonquin trains 65 and 66 only will register. At Wilsonville trains 50 and 67 only will register. West Woodburn is register station for Sixth Sub-Division trains, and trains 341 and 342. Gray is register station for Third Sub-Division trains and trains 330 and 331. Orenco is register station for extra trains only on Fourth and Fifth Sub-Divisions.
 Rule 83 will not apply at Tualatin to trains 52, 54, 56, 60 and 64, at Tonquin to train 66, and at Wilsonville to train 50.

STANDARD CLOCKS AND BULLETIN BOARDS

- No. 5. Dispatcher's office, Portland; Salem, Eugene, Corvallis, West Woodburn, Forest Grove.

GENERAL

- No. 6. All trains except Nos. 330 and 331, must obtain clearance cards before leaving Albany.
 No. 7. In column headed "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, except intersections at Tenth and Salmon Streets and Tenth and Taylor 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. Passenger Trains between Hoyt Street and Front and Salmon Streets operate via Tenth Street and Salmon Street. Freight trains between Hoyt Street and Front and Salmon Streets operate via Flanders Street and Front Street.
 No. 11. Vestibule doors between coaches made up in trains must be kept locked and under no circumstances will passengers be permitted to pass from one coach to another. Vestibule doors leading from smoking compartments to express-baggage compartment on motor cars must be kept locked at all times regardless of whether train carries express messenger or not.
 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 open and trap doors raised only when trains are making station stops.
 No. 13. Automatic sub-stations are designed to be started by one to two minutes continuous demand for power and to be shut down in seven or eight minutes after either a continuous or momentary demand for power. After a train has been standing a period of seven minutes or more, there will probably be insufficient power to lift the contractors and start train. When this occurs, place controller in "series" position and leave it there for at least two minutes or until train starts.
 No. 14. 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. 15. 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.
 When trolley pole leaves wire, or it becomes necessary to change trolley from one wire to another, controller must be returned to the off position and speed of train reduced to 5 miles per hour; controller to remain in the off position until proceed signal has been given by person replacing or adjusting trolley pole.
 No. 16. 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. 17. Junction switch at Garden Home when not in use will be left set and locked for First Sub-Division track.
 No. 18. Railway Company is prohibited by law from blocking any street or highway crossing in excess of five minutes. When delay will exceed five minutes, conductors must see that crossings are promptly cut.

- No. 19. Breaker between 600 and 1200 volt trolley current is located on passenger main line west of intersection Columbia Street, and on freight main line at intersection Hood and Sherman Streets, 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 breakers and throw commutating switch to 600 volt position. Conductors will see that brakemen make proper adjustment of all commutating switches except those located on head motor car. Motorman will personally attend to adjustment of commutating switches on head motor car.
 No. 20. Electric switches for the purpose of cutting power off trolley wires over following industry spurs are located as follows:
 Portland Lumber Company loading track, Portland: On pole south side track opposite switch stand.
 Spalding Log Company Spur, Salem: On pole near east end spur.
 These switches must be closed by trainmen before using tracks and must be opened after work is finished and left open when tracks not in use.
 No. 21. Cars exceeding 44 feet in length can not be handled between Front and Flanders Streets and S. P. & S. connection 12th Street, Portland. Cars in excess of this length will be received and delivered through the N. P. T. Co. connection Front and Flanders Streets.
 Cars exceeding 44 feet in length can not be placed on cannery spur, Albany, or on Fruit Union Spur, Salem.
 No. 22. Passenger equipment left at points other than Portland and Eugene, must have all doors locked, windows closed, controller and air brake handles removed from service position and placed inside of cabinets.
 No. 23. Before coupling to or moving occupied outfit cars, trainmen must notify occupants and see that all ladders and other obstacles are clear before cars are moved.
 No. 24. Flying switches of tank cars must not be made, or tanks kicked or cut off while in motion; neither may cars be kicked or dropped against tank cars.
 No. 25. Cars left on team track Tigard, must be placed far enough East to permit a clear view from the highway of the crossing bell, located near West end of team track.
 No. 26. Interchange tracks with S. P. are located at Jefferson St., Portland, Salem, Albany and Lasen.
 No. 27. Unless otherwise provided, trains must stop at all grade crossings not governed by interlocking signals, and sound whistle signal "14 B" before proceeding.

SPEED RESTRICTIONS.

- No. 28. Maximum speed for Passenger Trains at any point must not exceed forty-five (45) miles per hour and Freight Trains must not exceed twenty-five (25) miles per hour.
 No. 29. Reduce speed to 15 miles per hour under Portland Lumber Co. bridge gauntlet track, and over crossing Hood and Porter Streets, Portland. Eastward trains must approach this crossing at a rate of speed which will enable them to stop before striking vehicles or pedestrians using the crossing.
 All trains 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 passenger trains must not exceed thirty miles per hour and freight trains twenty miles per hour between Nasoma and Tualatin; freight trains twenty miles per hour between Multnomah and Corbett Street. All eastward trains will sound Crossing Whistle 600 feet west of Nichols St., Garden Home (first Crossing West of depot) and will approach this Crossing under control. Westward freight 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:
 Metzger—Road Crossing just east of depot. Westward trains 20 miles per hour.
 Greenburg—10 miles per hour over S. P. Crossing.
 Durham—20 miles per hour over three crossings on curve.
 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 between first crossing east of depot and county road crossing 1800 feet west of depot. Keep bell ringing when moving within these limits.
 Willamette River Bridge, one mile west of Harrisburg—10 miles per hour.
 Junction City—8 miles per hour, and reduce to 5 miles per hour over Sixth St. Crossing (first crossing north of station).
 Beaverton—15 miles per hour over Lombardy Ave. and between depot and 1000 feet west.
 Forest Grove—15 miles per hour, except 10 miles per hour crossing Pacific Ave., 5 miles per hour between Pacific Avenue and Depot, and 5 miles per hour over all Wye Switches. Give proper warning approaching all street crossings.
 Hillsboro—Trains must reduce speed to ten miles per hour through city limits.

YARDS.

- No. 30. PORTLAND—Yard Limits from Hoyt Street Station to Yard Limit Board at Abernathy St. GARDEN HOME—Yard limit Boards on first sub-division: east, 1000 ft. east of East Switch Barstow; west, 650 ft. west of wye switch; on fourth sub-division 600 ft. west of west switch of wye. TUALATIN—Yard Limit Boards: east, 300 ft. east of Mill Track Switch; west, 1800 ft. west of west passing track switch. SALEM—Yard Limit Boards: east, 500 ft. east of Gravel Pit Switch; west, west switch Melas. ALBANY—Yard Limit Boards: east, 1000 ft. east of Gravel Pit Switch; west, Coover. EUGENE—Yard Limit Boards: east, 500 ft. east of Lasen sub-station; west, west end yard tracks, Eugene. ORENCO—Yard Limit Boards: east, 500 ft. east of fifth sub-division junction switch; west, 500 ft. west of Oregon Nursery Company switch.
- No. 31. PORTLAND: All trains, including light engines and motors, must approach all street crossings under control and stop before crossing tracks of another company. Portland street railway cars must be given right of way. Between certain hours, as indicated below, street cars of the P. E. P. are not required to come to a full stop before crossing tracks of Oregon Electric and United Railways on Flanders St. and Front St.: crossing with United Railways, Front and Burnside Sts. and Front and Morrison Sts.: at these crossings P. E. P. street cars are not required to come to full stop before proceeding over them between hours of 7 A. M. and 6 P. M.; between hours of 6 P. M. and 7 A. M., P. E. P. street cars are required to make safety stop before using them. Crossings with United Railways, Broadway and Flanders Sts., Fifth and Flanders Sts., Third and Flanders Sts., and Second and Flanders Sts.: at these crossings P. E. P. street cars are not required to come to full stop before proceeding over them between hours of 7 A. M. and 4 P. M.; between hours of 4 P. M. and 7 A. M. P. E. P. street cars are required to make safety stop before using them. Crossing with United Railways, Front and Madison Sts.: P. E. P. street cars are not required to come to full stop before proceeding over this crossing whenever the intersection is under control of a duly authorized Traffic Officer; at all other times street cars are required to make usual safety stop. All O. E. trains, including light engines and motors, approaching intersection of Front and Madison Streets during hours city traffic officer is on duty will sound four blasts of air whistle, and upon receiving proceed signal from traffic officer, will proceed over crossing with train under control. During absence of traffic officer, rules governing other crossings in Portland will be observed. Trains will use exceptional caution during hours cars of the P. E. P. are not required to make safety stop. Whenever it is necessary to send flagman ahead to flag above crossings, he will in day time use a red flag and at night a red lantern and will not signal train to proceed until he has satisfied himself that motormen of street cars approaching in either direction have seen his signal to stop. Trains will not be required to stop for United Railways crossing 10th and Flanders Sts. but will reduce speed to five (5) miles per hour. Trains using Flanders St. track will flag this crossing. Between 6:30 A. M. and 10 P. M. locomotive bell will be rung on all trains between Hoyt St. and Stark St. and between Front St. and Jefferson St. Interlocking plant in no way protects the movement of Oregon Electric or United Railways trains or engines over crossing of OWR&N main line on Front St., near west end Willamette River Bridge. In using this crossing crews of Oregon Electric or United Railways must protect movement. They must not take crossing when a train or engine on tracks of GWR&N is approaching in immediate vicinity, and while occupying crossing must have men in position to give necessary stop signal to trains or engines approaching in either direction.
- No. 32. SALEM: 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. When turning trains on Wye, westward movement must be made on main line to obtain Commercial Street crossing bell protection, as Wye tracks are not connected with bell. 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. Schedule time of regular freight trains will apply at Freight Station. 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. Look out carefully for Salem Electric Ry. cars at Division and Chemeketa Streets. All trains, including light engines and motors, must come to full stop within 100 feet of the S. P. Co. Crossing at Front and Trade Sts., and not proceed until flagman has been sent ahead to Crossing and proceed signal given. The following instructions must be observed in using interchange track between Oregon Electric Railway and Southern Pacific Co. at Front and Court Streets: 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.

- No. 33. ALBANY: 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 Street. Freight trains will use Water Street track in Yard Limits, between Leander, mile 76.0, and Coover, mile 78.3, and must run carefully, looking out for cars spotted on this track. Schedule time of freight trains will apply at Freight Station.

Both switches to crossover Southern Pacific interchange track when not in use must be left set for straight track and not for crossover movement.

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.

Geary St. is passenger stop to discharge passengers from westward trains and to pick up passengers on eastward trains.

- No. 34. EUGENE: 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. 35. 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. 36. Railway line clearance: Overhead clearance at following points will determine height of freight cars and other equipment which can be accepted for movement:

Front and Glisan Sts., Portland (Under O.-W. R. & N. Steel Bridge).....	17' 0"
Gauntlet Track (Under Portland Lumber Co.'s Bridge).....	17' 0"
Tualatin Crossing (Under Southern Pacific Bridge).....	15' 0"
Water St., Albany (Under Corvallis & Eastern Bridge).....	15' 1"
All other locations.....	17' 6"

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 Street, 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. 37. 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. 38. 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. 39. 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. 40. Not less than 85% of all cars in train must have air brakes effective and such air brakes used and operated by the engineer of the locomotive drawing such train.

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		All trains except 5-7-9-10-14-16-20-22-42.
Fulton Park.....	4.7		All trains except 5-9-17-51-63-10-14-16-20-22.
Roland.....	5.0		All trains except 5-9-17-51-63-10-14-16-20-22.
Ryan Place.....	5.8		All trains except 5-9-17-63-10-14-16-20-22.
Shahapta.....	6.9		All trains except 5-9-17-41-51-10-14-16-20-22.
Maplewood.....	7.1		All trains except 5-9-17-41-10-14-16-20-22.
Barstow.....	7.6	57	All trains except 5-9-17-41-51-10-14-16-20-22.
Nesmith.....	8.8		All trains except 5-9-10-14-16-20.
Pine Knot.....	9.4		All trains except 5-9-10-16-20.
Greenburg.....	10.6	9 E	All trains except 5-9-10-16-20.
Trece.....	11.9		All trains except 5-9-10-16-20.
Bonita.....	13.0	5 W	All trains except 5-9-10-16-20.
Durham.....	13.8	6 E	All trains except 5-9-10-16-20.
Golf.....	14.8		All trains except 5-9-51-10-16-20.
Tualatin Mill.....	15.0	4 W	Not Passenger Stop.
Clutters.....	20.3	1 E	Not Passenger Stop.
Maine.....	21.0		All trains except 10 and 16.
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 16.
Fargo.....	26.4	3 W	All trains except 10-16.
Fellers.....	29.4	6 W	All trains except 10-16-22.
Raven.....	30.3		All trains except 10-16.
Loganville.....	32.6	3 W	All trains except 10-16-22.
Claxtar.....	47.0		All trains except 10-16.
Highland.....	49.2		All trains.
Hood St., Salem.....	49.7	5 E	See foot notes, pages 2 and 3.
Union St., Salem.....	50.2		All trains except 16.
Hazelau.....	52.7		All trains except 16.
Croisan.....	53.6		All trains except 16.
Finzer.....	56.0		All trains except 16.
East Independence.....	58.7		All trains except 16.
Cauthorn.....	60.9		All trains except 16-17.
Wintel.....	66.3		All trains except 16-17.
Lnnmore.....	75.8	12 W	Not Passenger Stop.
Geary Street, Albany.....	76.5		All trains.
Main Street, Albany.....	76.9		All trains.
Elm Street, Albany.....	77.0		All trains.
Bellplain.....	88.1		All trains except 16. Regular stop for No. 10 to pick up express.
Awbrey.....	114.5	2 E	All trains except 16-17.
Ross.....	116.6		All trains except 16-17.
Avard.....	118.4		All trains except 10-16-17.
Blair Street, Eugene.....	121.5		See Special Rule No. 33.

Third Sub-Division

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

Fourth Sub-Division

Firlock.....	8.6	3 W	All trains.
Fanno Creek.....	9.0		All trains.
Medill.....	11.6		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.
Hillsboro; 12th St., 9th St., 6th St., N. Range St.			All trains.
Fern Avenue.....	23.1		All trains.
Varley.....	23.5		All trains.
Haynes.....	25.8	4 E	All trains.
Seventh St., Forest Grove	26.5		All trains.
Pacific St., Forest Grove	27.0		All trains.

Fifth Sub-Division

Bendemeer.....	3.3 Miles West Orenco	4 W	
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Sixth Sub-Division

Scollard.....	34.8	3	All trains.
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LIST OF SURGEONS AND MEDICAL 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 Medical Dep't 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 Medical Dep't 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, and the Medical Dep't will not be 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.

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

GRADE CROSSINGS

NAME	Miles from Portland
FIRST SUB-DIVISION	
United Rys. Co.....	0.1
Southern Pacific Co.....	1.4
P. E. P. Co. (Corbett St.).....	3.1
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

L. H. JAMES, Dispatcher
E. M. HERRING, Dispatcher
F. S. BARLOW, Dispatcher

E. D. LACKEY, Dispatcher
E. B. ARTHUR, Asst. Chief Dispatcher

S. A. GAGNON, Asst. Chief Dispatcher
R. C. SCOFFERN, Chief Dispatcher
E. B. HEATH, Trainmaster