OREGON ELECTRIC RAILWAY COMPANY

TIME TABLE No. 39

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

SUNDAY, APRIL 20, 1930

SUPERSEDING TIME TABLE NO. 38 AND ALL SUPPLEMENTS THERETO THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

2		WESTWAR	D	Assistant by	ETOPE SOT	meg.us.na	TOWA	FIRS	r sub	-DIVIS	ION-	-PORTI	LAND	TO SA	LEM				•			o neme		From	
Thir	rd Class	Second Class			A CONTRACTOR	FILE STREET					FI	RST CLA	ASS		A publication of		4,50			I amount		Car C	Capacity		Time Table No. 39
19	341	331	MALL	X A			19	67	17	65	37	13	61	. 9	57	35	7	33	5	53	51	racks	acks	e from	APRIL 20, 1930
	Local Freight		t				Local	Local	Express	Local	Local	Local	Local	Local	Local	Local	Local	Local	Express	Local	Local	ng T	Tre	Distanc	ALC: UN TOTAL
	Leave Daily Ex. Sun.	Leave Daily Ex. Sun					Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily y Ex. Sunday	Passi	Othe	Dis	STATIONS
	6.30PM	7.00)PM			1	11-1OPM	7.45PM	C 10m	64 1		1 36 1		1 1	1.1OP	12.01PM	10.00AM	8.10AM	8.00AM	1		1	Yard	00.0	PORTLANDDIHOYT ST. STATION OW
	Via	Via				1	11.15	7.50	6.15	5.40	5.10	5.05	3.40	1.50	1.15	12.05	10.05	8.15	8.05	6.48	5.25		DbTk	0.4	STARK ST
	Front St.	Front St.	6.			1	11.20	7.55	6.20	5.45	5.15	5.10	3.45	1.55	1.20	12.10	10.10	8.20	8.10	6.52	5.30		DbTk	0.8	PARK PLACE
	6.50	7.20	,			8.7	11.25	s 8.00	s 6.25	s 5.50	s 5.20	s 5.15	s 3.50	s 2.00 s	s 1.25	s12·15	810-15	8.25	8 8.15	s 6.57	s 5.35		Yard	1.4	JEFFERSON ST. ST. J
	6.53					1	11.26	8.01	6.26	5.51	5.21	5.16	3.51	2.01	1.26	12.16	10.16	8.26	8.16	6.58	5.36			1.7	.HARRISON ST
	6.55	7.23	3			- 1	11.27	8.02	6.27	5.52	5.22	5.17	3.52	2.02	1.27	12.17	10.17	8.27	8.17	6.59	5.37			1.9	MEAD ST
						11	11.30	1 8.05	f 6.30	f 5.55	f 5.25		t 3.55	f 2.05	f 1.30	f12.20	f10.20	t 8.30	f 8.19	f 7.01	1 5.41			3.1	CORBETT ST
THEY						11	11.33	f 8.08	f 6.33	f 5.58	f 5.28	5.23	f 3.58	2.08	f 1.33	f12.23	f10.23	f 8.33	8.22	1 7.04	1 5.44			4.3	VIEW POINT
	AHIT		1 2 2			17	11.37	f 8.11	t 6.36	f 6.02	f 5.32	5.26	f 4.02	2.11	f 1.36	f12.27	f10.26	t 8.36	8.25	1 7.07	f 5.47			5.3	CAPITOL HILL
	7.20	7.39	,		A REAL PROPERTY	87	11.39	1 8.14	t 6.38	8 6.05	s 5.35	s 5·29	s 4.05	1 2.14	s 1.39	f12.30	f10.29	f 8.39	f 8.28	1 7.08	t 5.50	12	2	6.3	MULTNOMAH.MU
	7.30	342 7.45				s	11.43	s 8.18	s 6.43	s 6·10	s 5.40P	5 5.33	s 4·10	s 2.18			M s10.33		- 6		s 5.55		YS7W	8.0	.GARDEN HOMEGH
	7.40						11.47	f 8.22	1 6.46	f 6.15				1 2.21	f 1.48		110.36				f 5.59		S8E	9.8	METZGER
			A Land In								100													10.7	S. P. R. R. CROSSING
	7.50 8.05	7.55	5			f1	11.50	1 8.25	f 6.49	s 6.20		f 5.39	f 4.18	f 2.24	f 1.52	100	f10.40		f 8.38	1 7.18	f 6.03	26	9	11.5	TIGARD
	8.13					1	11.54	8.30	6.52	6.25		5.42	4.24	2.27	1.57		10.43		8.41	7.21	6.06	14		13.4	NILES
	8.21	8.06	5			£7	11.57		f 6.55	342-66 s 6.30PM		s 5.46	s 4.30PM	f 2.30	s 2.03		110.47		f 8.44	_	s 6.10AM	8	4	15.5	TUALATIN NA
	8.26	8.10	,			17	12.01		f 6.58			1 5.48		t 2.32	1 2.06		110.49		1 8.47				S13E	16.9	NASOMA
	8.32	8.15	5			17	12.04		f 7.01			f 5.51		f 2.35	1 2.10		f10.52		f 8.50	JAMES !		23	7	18.4	TONQUIN
	8.37	8.19	,			£,	12.06		f 7.03			f 5.53		1 2.37	1 2.13		f10.54	FF	f 8.52	1		I III	S8E	19.7	MULLOY
	8.47	8.24		4 (9)		17	12.11		f 7.08			f 5.58		1 2.42		1	f10.58		f 8.57	40		27	Y 8	22.4	WILSONVILLE
	8.57	8.30	,				12.16	TW W	7.13	1.46		6.03	TAU	2.47	14 4		11.03		9.02	19		26		24.8	CURTIS
	9.14	8.51			4 1900	27	12.22		f 7.19	13047		f 6.09		s 2.52		_	\$11.09		1 9.07			22	28	28.5	DONALD1
	9.25	9.00	,			17	12.27		1 7.24			f 6.14		1 2.56			(11.14		t 9.11		- 3,74,7	20	3	31.3	BROADACRES
	9.36	9.07				17	12.31		f 7.29			1 6.19		f 3.00		-	f11.18		f 9.15		100	39	Y 3	33.9	WEST WOODBURN
i	9.47	9.15	,		A 14	f	12.36		1 7.34			f 6.24		f 3.05			f11.23		f 9.19			13	10	36.8	ST. LOUIS
	9.55	9.20	,				12.39		f 7.38			t 6.28		f 3.09			f11.27		t 9.23			17	3	39.0	CONCOMLY
HILL	10.01	9.24	k I				12.42		1 7.41			f 6.31		f 3.12			f11.30		1 9.26			12		40.7	WACONDA
	10.07	9.29					12.45		1 7.44			f 6.34		f 3.15			f11.33		t 9.29			14			HOPMERE
	10.11	9.32	4		and Large and		12.47		1 7.46		1	f 6.36		f 3.17			£11.35		t 9.31				10	43.5	1.0
	10.19						12.50		1 7.49			t 6.39		f 3.20			f11.39		f 9.35			15	2		2.3
THE	10.28	9.45			A CLASSIC		12.54		1 7.54			1 6.44		f 3.25			f11.44		r 9.40			25	8	48.8	DEAF SCHOOL
	10.45PM						1 -OOAM		8 8.00PM		1	8 6.50PM		s 3.31PM			811.50AM		# 9.46M						1.9
	Arrive Daily Ex. Sun.						Arrive Daily	Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily		Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily				50.7
											- 1	-					-						-	-	m. Com District
	3.55 12.6	2.35 19.1					1.35 31.1	0.35 24.2	1.35 31.1	0.40 21.1	0.20 20.7	1.35 31.1	0.40 21.1	1.31 32.5	0.55 22.9	0.20 20.7	1.35 31.1	0.18 22.0	1.31 32.5	0.28 30.2	0.35 24.2				Time Over District Average Speed per Hour

SPECIAL RULES.

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

No. 51 is superior to No. 52 Garden Home to Tualatin.

No. 61 is superior to No. 64 Garden Home to Tualatin.

No. 67 is superior to No. 68 Garden Home to Tualatin.

No. 67 is superior to No. 68 Garden Home to Tualatin.

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

No. 5 will stop on flag on Sundays only, at all points, Nesmith to Golf inclusive.

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

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

3334	1966	BO !						W. J. W.			LIKSI	SOP.	פועום	ION	SALEM	101	PORTLAND	A Grantan					EASTWA	KD ,
Time Table No. 39		no				- 10	AID T	ZAIT .				F	IRST C	LASS	o Land		all year year of			Bair T	3817		Second Class	Third Cla
APRIL 20, 1930	se from	ph and	50	52	32	54	6	34	10	14	36	64	16	66	20	68	. 22	L T	8	VX 1			330	342
	Distan	Telegrap elephone	Local	Local	Local	Local	Local	Local	Limited	Local	Local	Local	Limited	Local	Local	Local	Local	ed Deat	Inera, III				Local Freight	Local Freight
STATIONS	Di	Teler	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	. Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily						Arrive Daily Ex. Monday	Arrive Daily Ex. Monday
PORTLAND D	OI W 122.2	DNJ 8	6.35AM	s 7.25M	s 7.45M	8.30M	s 9.00AM	\$10.45M	811.20AM	s 2.30PM	s 4.55PM	s 5.35PM	s 5.45PW	s 7.30PM	s 7.45PM	s 9.40P	\$10.00PM	o with the	EUE A P	cos [2.45AM	1.45AM
STARK ST	121.8		6.30	7.20	7.40	8.25	8.55	10.40	11.15	2.25	4.50	5.30	5.40	7.25	7.40	9.35	9.55						Via	Via
PARK PLACE	121.4	0150	6.25	7.15	7.35	8.20	8.50	10.35	11.10	2.20	4.45	5.25	5.35	7.20	7.35	9.30	9.50	n Estil	176	nn h			Front St.	Front St.
(JEFFERSON ST. ST.)	J 120.8	J s	6.20	s 7.10	s 7.30	8 8.15	8 8.45	s10.30	s11.05	8 2.15	s 4.40	s 5.20	s 5.30	s 7.15	s 7.30	s 9.25	s 9.45	e jerici s	VER-EX	TT E N			2.25	1.20
HARRISON ST	120.5	10.0	6.16	7.06	7.26	8.12	8.42	10.27	11.03	2.13	4.38	5.18	5.28	7.13	7.28	9.23	9.43			N. H. N.			2.22	1.17
MEAD ST	120.3	25.0	6.15	7.05	7.25	8-11	8.41	10.26		2.12	4.37	5.17	5.27	7.12	7.27	9.22	9.42	Un ec.	F 846 1	1.0 1			2.21	1.16
CORBETT ST	119.1	f	6.11	7.01	f 7.21	1 8.08	f 8.38	f10.23		t; 2.09	1 4.34	f 5.14	f 5.24	1 7.10		1 9.19	1 9.39			ar ma				
VIEW POINT	0	-	6.07	1 6.57	1 7.17	1 8.05		f10.20		1 2.06	1 4.31	f 5.11	5.21	f 7.07	7.21	1 9.16	f 9.36		7 10 F []	ODR III			FR.11	
CAPITOL HILL	0	-	6.04	1 6.54	1 7.14	1 8.02	f 8.33	f10.18	10.53	1 2.04	f 4.28	f 5.08	5.18	1 7.04	7.18	1 9.13	f 9.33	0 1 3 - 8		1000			T TEST I	
MULTNOMAH.MU	3	-	_		s 7·11	-		s10·15		f 2.02		s 5.05	f 5.16	s 7.02	1 7.16	s 9.10	1 9.30			DE MILE			2.07	12.52
GARDEN HOME GH		-		s 6.45		7.55	5			s 1.58		s 5.00		197	s 7·12	342 9.05	s 9.25	ON THE		E31			2.01	68-22-67 19-341-331 12.45AM 7.30
METZGER	_			1 6.40		1 7.50			110.43	1 1.55		1 4.56	5.09	1 6.53	f 7.09	f 9.01	1 9.22						1.56	7.18
S. P. R. R. CROSSING.			0.00	0.10	- 77	1.00			-10.15	1.00														
0.8		-	5.45	s 6.35		1 7.45 t	8.20		110.40	57		f 4.52	5.06	s 6.49	f 7.07	1 8.57	f 9.19						1.52	7.07
1.9 —	_		5.40	6.30		7.40	8.17		10.37	1.49		4.49	5.03	342 6.44	7.04	8.53	9.16						1.46	17-66 6.52 6.40
2.1 —				6.25AM		7.35AM				1 1.46			f 5.00		f 7.01		1 9.13						1.39	65 6.30
NASOMA			5.32			7.33	f 8.11			1 1.43			4.57		f 6.58		f 9.10						1.35	6.20
1.5		-	5.29		77	100	1 8.09		10.28				4.55		1 6.55		f 9.08			77			1.31	6.14
MULLOY		-	5.26		7	1	f 8.07			1 1.39			f 4.53		1 6.53		1 9.06						1.27	6.08
WILSONVILLE		-	5.20AM			100	1 8.03			1 1.35			f 4.49	-	1 6.49		1 9.02				100		1.18	5.58
CURTIS					-		7.58		10.17	1.30			4.44		6.44		8·57						1.11	5.35
DONALD		-	7	W.	F 797.7		s 7.52			s 1.24			f 4.38		1 6.38		1 8.51						1.01	5.25
BROADACRES		P					1 7.48			1 1.19			f 4.34		t 6.33		1 8.47					7	12.53	5.15
WEST WOODBURN	_	J		1			1 7.44		f10.04				1 4.30		1 6.29	- 177	f 8.43						12.45	5.05
2.9 —ST. LOUIS		P					f 7.39			f 1.10			f 4.26	- 1	1 6.24		f 8.38						12.36	4.56
CONCOMLY	_						1 7.36			f 1.06			4.22		f 6.19		f 8.35				17		12.23	4.49
WACONDA							1 7.33	100		f 1.03			f 4.19	- 1	f 6.16		f 8.32	KIL LUMBER		MAN I			12.17	4.44
HOPMERE	_						1 7.31			f 1.01			f 4.17		1 6.14		f 8.30						12.11	4.37
QUINABY							1 7.29			112.59		-	1 4.15		1 6.12		f 8.28						12.07	4.32
CHEMAWA							1 7.26			112.56		327 910	1 4.12	- 6	1 6.09	THE US	f 8.24						12.01AM	4.26
DEAF SCHOOL							1 7.21			112.51			1 4.07	100	1 6.04		f 8.19						11.50	4.07
1.9SALEMS							7.15M			12.45PM	200	STATE OF	4.01		5.58PM	THE !	8.13PM						11.40PM	3.45PM
50.7		4	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	7.00	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday		Leave Daily Ex. Sunday		Leave Daily	Leave Daily			200	8811	Lag yie	Leave Daily Ex. Sunday	Leave Daily
Time Over District Average Speed per Hour		-	1.00 21.0	0.45 19.1	0.25 16.6	0.40 21.2	1.30 32.9	0.20	1.31 32.5	1.30 32.9	0.20 20.7	0.35 24.2	1.29 33.2	0.35 24.2	1.32 32.1	0.35 24.2	1.32 32.1						2.45 17.9	4.20 11.4

SPECIAL RULES.

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No. 51 is superior to No. 52, Garden Home to Tualatin. No. 53 is superior to No. 54, 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 Tualatin. No. 67 is superior to No. 68, Garden Home to Tualatin.

Tracks on Salmon St. from First to West Park Streets, 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, Park and Salmon Streets.

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

No. 10 will stop on flag, Sundays only, at all stations east of Garden Home.

No. 16 will stop on flag at Union St., Salem, to pick up passengers; at Tigard to discharge passengers from Donald and points west; at any point east of Tualatin to discharge passengers from Salem or points west thereof; and will stop on flag, Sundays only, at all stations Tualatin to Nesmith, inclusive.

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. 20 will stop on flag, Sundays only, at all points east of Garden Home.

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

4	WESTWARD			,	SECO	ND S	UB-I)IV	ISION BETWEEN	SA	LEM A	ND	EUGI	ENE		EASTWARD)
Third Class	Second Class	FIRST CLASS				Car Car	pacity		Time Table No. 39	SEL	Bu				FIRST CLASS	Second Class	Third Cla
1.68	331	17	9	7	5	oks	Sks .	a I	APRIL 20, 1930	from	10	40	16	20	22	330	of the second
	Local Freight	Express	Local	Local	Local	ng Tra	Trac	Distance fron Portland		Euger	Loc	al Li	imited	Local	Local	Local Freight	
. 25.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Passin	Other	Dist	STATIONS	Distance from Eugene	Arri Dai	ye A	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	AN 18 - 18
T Leson	10.00PM	8.03PM	3.34PM	11.53M	9.49	P500	Yard	50.7		71.5	DJ 8 9.3	31AM s	3.58P	5.55PM	8 - 1 OPN	10·20PM	
					17 (81.4	Trail	1	51.1	BELLEVUE	71.1			1000	Time.	Licona & server lice Constitution	essell os a desilland	THE STATE OF THE S
The same	10.10	8.06	3.37	11.56	9.52	35		51.6	0.5 	70.6	P 9.2	28	3.55	5.52	8·06	10.10	Court Halles
601	10.38		1 3.42	12.01PM	9.57	37	30 8	54.9	ROBERTS	67.3	P 1 9.5	32 f :	3.50 f	5.47	8.00	10.01	an income the
	10.47	f 8.15	1 3.46	12.05	10.01		S21E 8	57.3	HALL'S FERRY	64.9	P 1 9.	8 f :	3.46 f	5.43	7.56	9.52	man da
	10.55		1 3.49			S16E	5 1	59.4	ORVILLEOV	62.8	DJ f 9.	5 f :	3.43	5.40	7.53	9.45	
	11.12	t 8.25	1 3.57	12.16	10.12	S20E	7 (64.3	SIDNEY	57.9	P 1 9.0	7 1 3	3.36 f	5.32	7.45	9.29	OF THE REAL PROPERTY.
	11.23	f 8.30	1 4.02	12.21	10.17	823W		67.4	TALBOT	54.8	P 1 9.0	2 f 3	3.32 f	5.27	7.40	9.19	TO THE REAL PROPERTY.
	11.34	f 8.34	t 4.07	12.25	10.22	S12E	17	70.3	DEVER	51.9	P f 8.5	7 f 3	3.27	5.22	7.35	9.10	
Cartin	11.44	f 8.38	f 4.12	12.29	10.27				CONSER						7.31	9.01	
	12.01AM	s 8.45	s 4.19	12.37	10.34		Yard :	77.5	ALBANYA	44.7	DJ 8 8.4	15 s 3	3.16	5.10	7.23	8·45	VIS FOLING
The Carte	12.13	f 8.51	1 4.24	12.42	10.39		S15E	81.1	PIRTLE	41.1	J 1 8.3	88 f 3	3.10 f	5.03	7.16	8.01	
	12.25	s 8.54	s 4.28	12.45PM	10.43	38	Y 6	83.1	GRAY	39.1	J 8 8.3	85 s 3	3.07	5.00PM	7.13	7.55	ASOLITO)
	12.40	f 9.00	1 4.34	1	10.49		S18W 1	87.1	VERDURE	35.1	P f 8.5	1 9	3.01		7.07	7.37	1.73,40,51
	12.55	f 9.05	f 4.39		10.54	SISE	13	90.6	FAYETTEVILLE	31.6	P 1 8.2	24 1 :	2.56	1,15	7.02	7.27	
	1.05	f 9.09	1 4.43	1	10.58	1 8 9	S5E	93.3	POTTER	28.9	f 8.9	1 2	2.52		6.58	7.18	
	1.14	f 9.12	1 4.46	1	11.01	SISE	13	95.6		26.6	P f 8.	7 1 2	2.49		6.55	7.11	
	1.24	f 9.16	f 4.50	1	11.05		S7E	98.7	NIXON	23.5	f 8.	2 1 2	2.45		6.50	7.02	
	1.32	f 9.19	1 4.53		11.08	S15E	10	00.8	CARTNEY	21.4	J 1 8.0	9 1 :	2.42		330	6.47	april 1
	1.42	1 9.23	1 4.57	1	11.12	SEE			HARRISBURG		_)5 f :	2.38		6.44	6.32	
	2.02	s 9.29	s 5.03		11.18			08.2	JUNCTION CITYJC			8 8 2	2.32		6.37	6.15	
	2.12	f 9.34	f 5.08	1	11.23	S14W		_	MILORN		_		2.27		1 6.32	6.05	
	2.16	f 9.36	f 5.10	1	11.25	1		_	MEADOW VIEW	_	1 7.5		2.25	9 8 10	1 6.30	6.01	
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SPECIAL RULES.

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

When meeting at Bellevue, eastward trains will take siding.

WE	ESTWARD						,	THIRD	SU	BDIV	ISI	ON BETWEEN GI	RAY A	ND CO	RVALI	LIS		-		-		EAST	WARD
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Local Freight		Passenger	Trac	Trac	ance fortlan		ance orval graph one S	Passenger			Local Freight												
Lv. Daily Except Sun. & Mon.		Leave Daily	Passing	Other	Dist	STATIONS	Dista CC Teleg Teleph	Arrive Daily			Ar. Daily Except Sun. & Mon.												
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SPECIAL RULES.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. Exception: No. 209 is superior to No. 20. No. 203 will operate as mixed train Sunday only. No. 204 will operate as mixed train daily except Sunday.

	WESTWARD	F	OURT	H SUI	B-DIVIS	SION	BET	rwi	EEN GARDEN HO	MI	E AN	D FO	REST	GROV	E		EASTWAI	ED 5
THIRD	CLASS	FIRST CLASS		Ale ver	uniord H	Car Ca	pacity		T: T.11 N. 22		138	nies fai	B Herri	100 Pro-	FIRST	CLASS	early Statement Street and Front	THIRD CLASS
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SPECIAL RULES --- EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. EXCEPTIONS: No. 33 is superior to No. 34, No. 345 is superior to No. 346.

WESTWARD	FIFTH SUB-DIVISION BETWEEN ORENCO AND BOWERS JUN	NCTION EASTWARD
FIRST CLASS	Car Capacity Time Table No. 39 15 78	FIRST CLASS
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	5.2BOWERS JUNCTION 0.0	

SPECIAL RULES --- EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

SPECIAL RULES

- No. 1. Special Rules supersede Rules and Regulations of Transportation Department.
 No. 2. Rule 83-A will not apply at initial stations which are not telegraph stations, and at telegraph stations except during office hours, or when an operator is on duty after office hours.
- No. 3. When an order is put out to a train at a station, directing them to meet an opposing train at that station and the order contains the clause "......gets this order at meeting point," the train receiving the order at the meeting point will hold the main track and the other train must take the siding.

REGISTERING STATIONS

No. 4. Hoyt Street Station, Portland; Garden Home, Tualatin, Wilsonville, Salem, Gray, Eugene, Forest Grove and Corvallis. East freight line Jct., south of High street, Salem; for No. 19 only.

Register Exceptions: At Tualatin Trains 52, 54, 64, 66, 68, 51, 53, 61, 65 and 67 only will register. At Wilsonville 121 only will register. 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, 64, 66 and 68 and at Wilsonville to train 50.

STANDARD CLOCKS AND BULLETIN BOARDS

No. 5. Dispatcher's office, Portland; Salem, Eugene, Corvallis, 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 Greenburg.
 All trains must approach Interlocking Signals under control, expecting to find Signal at "Stop" and Derail open.
- 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

SPECIAL RULES—continued

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.

Normal position of Switch at end of double track Garden Home will be for movement of westward trains.

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 and tracks are located as follows:

are located as follows: S. P. & S. "30" Yard (wires east of the east line of 12th Street), Portland: on pole east side 12th Street between

Kearney and Johnson Streets.

Tracks 40 and 41 in 12th Street Yard, Portland: on pole near telephone booth, S. P. & S. cross over.

Portland Lumber Co. loading track, Portland: on pole south side of track opposite switch stand.

Macadam Road industry track, Portland: on first pole south of Ross Island Bridge, west side Macadam Street. Spalding Logging Co. Spur, Salem: on pole near east end of spur.

Terminal Ice and Cold Storage Co. Spur, Salem: on pole near center of track.

Fifth Division: Orenco Junction: on pole near junction switch.

These switches must be closed by trainmen before using track and must be opened after work is finished and left open when tracks are 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.

No. 22. 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.

No. 28. When trains are approaching highway crossings at grade, enginemen will, in addition to sounding the standard crossing whistle signal at whistling post, continue to sound the crossing whistle signal up to and over the crossing.

No. 29. The movement of trains over street crossings within the corporate limits of a city, where the city has installed traffic signals will be governed by the indication of the traffic signals during the period when such signals are in operation

No. 30. At street intersections within the corporate limits of a city where STOP SIGNS have been erected, for the protection of traffic on through streets, trains and yard engines will not be required to come to a full stop, but must reduce speed and pass over the intersection at not more than five miles per hour. Normal speed may again be resumed as soon as the engine of train has passed over intersection.

o. 31. Telephone has been installed in box located on pole northeast corner Front and Morrison Streets, Portland.

This telephone is on Train Dispatcher's circuit and is for the purpose of enabling trainmen of freight trains using Front Street to get in communication with Train Dispatcher for information relative to overdue first class trains on which they have been unable to get a check before leaving Hoyt Street.

SPEED RESTRICTIONS.

No. 32. Maximum speed of 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. 33. 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. 34. 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. Bowers Jct. Yard Limit Board 2000 ft. east of head block on 5th sub-division.

No. 35. 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

SPECIAL RULES—continued

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.

Following rules will govern movement of Oregon Electric and United Railways trains or engines over crossing of the O.-W. R. & N. Co. main line on Front Street west end Willamette River Bridge:

- 1. A two position light signal displaying "RED" for "STOP" and "GREEN" for "PROCEED," has been installed on the south side of the O.-W. R. & N.-United Railways Crossing on Front Street, Portland.
- 2. This signal is attached to the steel floor beams of the upper deck of the Steel Bridge at a point directly over the United Railways tracks and governs United Railways movements on either of their tracks beyond the point where the signal is located.
- 3. An electrically interlocked hand operated Hayes derail has been installed approximately 300 feet north of this signal in the Northern Pacific Terminal Company Yard on the transfer track.
- 4. This derail is normally locked in the derailing positions, and will be handled by train crews upon securing "unlock" from the N. P. T. Co. towerman. A telephone and an indicator have been located at the derail for the use of train crews who desire to secure a clear signal. One ring on the 'phone will call towerman and when indicator shows "clear" derail may be operated. When derail has been shifted from rail and signal changes from "RED" to "GREEN" United Railways trains or engines may proceed past the light signal.
- 5. When switching crews have completed their work and the engine or motor and cars have moved to a point south of the light signal, the derail must be returned to its normal position on the rail and the towerman so advised.
- Derail must not be restored to its normal position until the engine or motor and all cars have been moved to a point south of the light signal.
- No. 36. 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.

FREIGHT LINE, SALEM

Freight trains will use Front Street track between intersection of South and High Streets and Bellview, and will run carefully looking out for cars spotted on main track.

Schedule time of regular freight trains will apply at freight station.

All trains; including light engines and motors, must come to full stop before crossing S. P. track at Front and Trade Streets and not proceed until flagman has been sent ahead to crossing and proceed signal given.

When handling cars ahead of engine over Center Street, the intersection must be protected by flagman and speed must be restricted to five miles per hour.

All westward trains, light engines and motors must come to a full stop and not proceed over Fourth Street until flagman has been sent ahead to center of intersection 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:

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. 37. **ALBANY:** All trains, including light engines and motors, must approach all street crossings under control. All passenger trains will come to a full stop at each of the four Southern Pacific crossings on Water Street and not proceed over them until whistle signal 14-B has been given and the tracks are plainly seen to be clear. Freight trains will stop and flag the four Southern Pacific crossings on Water Street. Both switches to crossover, Southern Pacific interchange track, when not in use must be left set for straight track and not for crossover movement.
- No. 38. **EUGENE:** All trains, including light engines and motors, must approach all street crossings under control and will stop before crossing Blair Street. After this stop has been made, trains will not be started until proceed signal has been given by trainmen.
- No. 39. 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. 40. 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 OW. R. & N. Steel Bridge)	.17′ 0"
Gauntlet Track (Under Portland Lumber Co.'s Bridge)	.17' 0"
Tualatin Crossing (Under Southern Pacific Bridge)	.15' 9"
Water St., Albany (Under Southern Pacific Bridge)	
All other locations	

Train employes are cautioned not to lean out of cab or cars while passing following overhead and side obstructions: Two overhead bridges, Portland Lumber Company, between Harrison 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

Double track between O. E. Shops and Mead 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. 41. 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. Employes will use care and avoid risk of injury while working on spurs or sidings protected with impaired clearance signs.

AIRBRAKES.

- No. 42. 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. 43. 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. 44. 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.

	ALLO III		GER FLAG STOPS NOT SHOWN AS STATIONS ON TIME TABLE FIRST AND SECOND SUB-DIVISION
Name	Mile Post	Capacity	FLAG STOP FOR TRAINS
nops	2.2	1 1 1 1 1 1 1	All trains except 5-7-9-13-10-16-20-22.
ulton Park	4.7	LA DELL	All trains except 5-9-13-10-16-20.
oland	5.0		All trains except 5-9-13-10-16-20. All trains except 5-9-13-10-16-20.
yan Place	5.8	,	All trains except 5-9-13-10-10-20. All trains except 5-9-13-10-16-20.
hahapta	6.9 7.1	77.5	All trains except 5-9-10-16-20.
Iaplewood	7.6	57	All trains except 5-9-13-10-16-20.
Barstow	8.8	01	All trains except 5-9-14-16.
Pine Knot	9.4		All trains except 5-9-16.
reenburg	10.6	9 E	All trains except 5-9-16.
Prece	11.9		All trains except 5-9-16.
Bonita	13.0	5 W	All trains except 5-9-16.
Ourham	13.8	6 E	All trains except 5-9-16.
Golf	14.8	17/11/2	All trains except 5-9-51-53-10-16.
Cualatin 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.
Fargo	26.4	3 W	All trains except 16.
Fellers	29.4	6 W	All trains except 10-16.
Raven	30.3	0.117	All trains except 10-16.
Loganville	32.6	3 W	All trains except 10-16. All trains except 10-16.
Claxtar	47.0		All trains except 10-16.
Highland	49.2	F 13	All trains.
Hood St., Salem	49.7	5 E	All trains.
Union St., Salem	50.2		All trains.
Hazelau	52.7		All trains.
Salem Golf Course	70.0	-	All trains.
Croisan	53.6	-	All trains.
Finzer	58.7		All trains.
Vitae Spring	60.9		All trains.
Cauthorn	62.8	3 E	All trains.
Fordmill	65.1	- 015	Al trains.
Wintel	66.3		All trains.
Linnore	75.8	12 W	Not Passenger Stop.
Geary Street, Albany	76.5		All trains.
Main Street, Albany	76.9	with the	All trains.
Broadalbin St., Albany	77.0		Regular stop all trains.
Bellplain	88.1		All trains.
Faybell			All trains.
Awbrey	114.5	2 E	All trains.
Ross	116.6		All trains.
Avard		PLOTE NO.	All trains.
Blair Street, Eugene	121.5	Fall Intelli	All trains.
			THIRD SUB-DIVISION
Orleans	84.8		All trains.
Colorado Lake	86.0		All trains.
			FOURTH SUB-DIVISION
Firlock		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		5 E	Not Passenger Stop.
Hillsboro: 12th St., 9th		444	
St.,6th St., N.Range St			All trains.
Fern Avenue		I COM	All trains.
Vanler		10000	All trains.
Varley	. 25.8	4 E	All trains.
Haynes			
Haynes SeventhSt., ForestGrove	e 26.5		All trains.
Haynes	e 26.5		All trains. All trains. FIFTH SUB-DIVISION

LIST OF SURGEONS AND MEDICAL 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 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; Donald; Albany.

TABLE OF TRAIN SPEEDS

If a train covers the distance between two mile posts in 35 seconds the speed is 55.3 miles per hour.

SURGEONS	65 second	is the speed	d is 55.3 r	niles per h	our.	
DR. JAS. C. ZAN, Chief Surgeon, 721 Medical Dental Bldg., Portland. Phone Beacon 3904. DR. JOHN C. ADAMS, Asst. Surgeon, 721 Medical Dental Bldg., Portland. Phone Beacon 3904.	Sec. Per Mile	Miles Per Hour	Sec. Per Mile	Miles Per Hour	Sec. Per Mile	Miles Per Hour
DR. CHAS. C. NEWCASTLE, Weatherly Bldg., Portland. DR. D. E. WILEY, Local Surgeon, Hillsboro.	47	76.6	57	63.1	67	53.7
DR. QUENTIN TUCKER, Local Surgeon, Forest Grove. DR. W. B. MORSE, Local Surgeon, Salem.	48	75.0	58	62.0	68	52.9
DR. C. H. ROBERTSON, Local Surgeon, Salem. DR. M. M. WOODWORTH, Local Surgeon, Albany.	49	73.4	59	61.0	69	52.1
DR. H. J. ANDERSON, Local Surgeon, Corvallis. DR. D. G. CLARK, Local Surgeon, Harrisburg.	50	72.0	60	60.0	70	51.4
DR. GEO. I. HURLEY, Local Surgeon, Eugene. DR. HARRY G. TALBOT, Local Surgeon, Eugene.	51	70.6	61	59.0	75	48.0
WATCH INSPECTORS:	52	69.2	62	58.0	80	45.0
A. L. HAMAN, Chief Time Inspector, St. Paul, Minn. W. H. SAXTON, Portland.	53	67.9	63	57.1	85	42.3
HARTMAN BROS. CO., Salem. F. M. FRENCH & SONS, Albany.	54	66.6	64	56.2	90	40.0
SETH LARAWAY, Eugene. WM. KONICK, Corvallis.	55	65.4	65	55.3	100	36.0
SHERAR & SON, Forest Grove.	56	64.2	66	54.5	105	34.5

GRADE CROSSINGS

GRADE CROSSINGS	150
NAME	Miles from Portland
FIRST SUB-DIVISION	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
United Rys. Co	0.1
Southern Pacific Co	1.4 3.1
P. E. P. Co. (Corbett St.)	
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	RC 4.8
Southern Pacific Co	77.2
Southern Pacific Co (2)	77.3
Southern Pacific Co	77.4
Southern Pacific Co	120.3
FOURTH SUB-DIVISION	Bio 14
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

L. S. NELSON, Dispatcher

E. D. LACKEY, Dispatcher

F. S. BARLOW, Asst. Chief Dispatcher R. C. SCOFFERN, Chief Dispatcher E. B. ARTHUR, Asst. Chief Dispatcher E. B. HEATH, Trainmaster