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OREGON ELECTRIC RAILWAY COMPANY

TIME TABLE No. 40

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

SUNDAY, JULY 13, 1930

SUPERSEDING TIME TABLE NO. 39 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

G. E. VOTAW, Superintendent

B. L. SPERRY, Supt. Car Service

A. J. DAVIDSON, General Manager

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

EASTWARD 3

SPECIAL RULES.

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

No. 41 is superior to No. 42, Garden Home to Tualatin. No. 43 is superior to No. 44, Garden Home to Tualatin.
No. 47 is superior to No. 48, Garden Home to Tualatin. No. 49 is superior to No. 50, Garden Home to Tualatin.
No. 51 is superior to No. 40, 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. 12 will stop on flag at Union St., Salem, to pick up passengers; and at any point east of Tualatin except Roland and Shops, to discharge passengers from stations west of Tualatin.

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

4		WESTWARD										SECOND SUB-DIVISION BETWEEN SALEM AND EUGENE										EASTWARD	
Third Class		Second Class		FIRST CLASS								Car Capacity		Time Table No. 40		Distance from Eugene		FIRST CLASS		Second Class		Third Class	
														JULY 13, 1930									
		331										Siding		STATIONS		Distance from Eugene		10		12		330	
		Local Freight										Other Tracks				Arrive Daily		Arrive Daily		Arrive Daily		Local Freight	
		Leave Daily Ex. Sunday																				Arrive Daily Ex. Sunday	
			10.30PM										Yard	50.7	.....SALEM.....SA	71.5	DJ	9.10AM	4.18PM				10.50PM
														51.1	.....BELLEVUE.....	71.1							
			330 10.40									32		51.6	.....MELAS.....	70.6	P	9.07	4.15				331 10.40
			10.55									34	30	54.9	.....ROBERTS.....	67.3	P	9.01	4.10				10.31
			11.03										S21E	57.3	.....HALL'S FERRY.....	64.9	P	8.57	4.06				10.22
			11.10										S15E	59.4	.....ORVILLE.....	62.8	DJ	8.54	4.03				10.15
			11.20										S18E	7	.....SIDNEY.....	57.9	P	8.46	3.56				9.59
			11.30										S21W	67.4	.....TALBOT.....	54.8	P	8.41	3.52				9.49
			11.40										S11E	17	.....DEVER.....	51.9	P	8.36	3.47				9.40
			11.50										S13E	7	.....CONSER.....	49.2	P	8.32	3.43				9.31
			12.06AM										Yard	77.5	.....ALBANY.....A	44.7	DJ	8.25	3.36				9.15
			12.18										S15E	81.1	.....PIRTLE.....	41.1	J	8.18	3.30				8.56
			12.30 1.15										Y 6	83.1	.....GRAY.....	39.1	J	8.15	3.27				8.50 8.05
			1.30										S18W	87.1	.....VERDURE.....	35.1	P	8.09	3.21				11 7.50
			1.45										S13E	13	.....FAYETTEVILLE.....	31.6	P	8.04	3.16				7.38
			2.05										S6E	93.3	.....POTTER.....	28.9		8.00	3.12				7.30
			2.15										S13E	13	.....TULSA.....	26.6	P	7.57	3.09				7.23
			2.25										S7E	98.7	.....NIXON.....	23.5		7.52	3.05				7.15
			2.35										S13E	100.8	.....CARTNEY.....	21.4	J	7.49	3.02				7.07
			2.45										S6E	27	.....HARRISBURG.....	18.5	J	7.45	2.58				6.57
			3.05										S4W	27	.....JUNCTION CITY...JC	14.0	DJ	7.38	2.52				6.40
			3.15										S13W	111.4	.....MILORN.....	10.8	P	7.33	2.47				6.27
			3.20										S6E	112.9	.....MEADOW VIEW.....	9.3		7.31	2.45				6.20
			3.27										S13E	115.5	.....ENID.....	6.7	P	7.27	2.41				6.10
			3.35										S6W	119.9	.....LASAN.....	2.3	J	7.20	2.34				5.56
			3.45AM										Yard	122.2	.....EUGENE.....GN	0.0	DJ	7.15AM	2.30PM				5.45PM
			Arrive Daily Ex. Monday															Leave Daily	Leave Daily				Leave Daily Ex. Sunday
			4.30 15.9															1.50 39.0	1.48 39.7				4.20 16.5

SPECIAL RULES.
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
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. 40 JULY 13, 1930		FIRST CLASS		THIRD CLASS																	
335	333							207	205	203	201	Siding	Other Tracks	Distance from Portland	STATIONS				Distance from Corvallis	Telegraph and Telephone Stations	200	202	204	206								334	336
Local Freight	Local Freight							Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Local Freight	Local Freight							
Leave Daily Ex. Sun.	Lv. Daily Except Monday							Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Ar. Daily Except Monday	Arrive Daily Ex. Sun.											
8.05PM	12.30AM							7.46PM	3.29PM	10.45AM	8.17AM	35	Y 6	83.1	.....GRAY.....				5.2	J	8.13AM	10.40AM	3.25PM	7.42PM							1.15AM	8.50PM
336 8.25PM	334 12.50AM							8.01PM	3.44PM	11.00AM	8.32AM		Yard	88.3	.....CORVALLIS.....CA				0.0	DJP	7.58AM	10.25AM	3.10PM	7.27PM							333 12.55AM	335 8.30PM
Arrive Daily Ex. Sun.	Ar. Daily Except Monday							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily										Leave Daily	Leave Daily	Leave Daily	Leave Daily							Lv. Daily Except Monday	Leave Daily Ex. Sun.	

SPECIAL RULES.
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. Except ion: No. 333 is superior to No. 334; No. 335 is superior to No. 336.

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:
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.
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.
- No. 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 Jet. 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

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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.

Trains will not be required to stop for Southern Pacific Co. crossings at Front and Jefferson Sts., Fourth and Salmon Sts., and Fourth and Flanders Sts.

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.
6. 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 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' 9"
Water St., Albany (Under Southern Pacific Bridge)	15' 0"
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.

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. Employees 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.

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 11-12.
Fulton Park.....	4.7		All trains except 11-12.
Roland.....	5.0		All trains except 11-12.
Ryan Place.....	5.8		All trains except 11-12.
Shahapta.....	6.9		All trains except 11-12.
Maplewood.....	7.1		All trains except 10-12.
Barstow.....	7.6	57	All trains except 11-12.
Nesmith.....	8.8		All trains except 12.
Pine Knot.....	9.4		All trains except 12.
Greenburg.....	10.6	9 E	All trains except 12.
Trece.....	11.9		All trains except 12.
Bonita.....	13.0	5 W	All trains except 12.
Durham.....	13.8	6 E	All trains except 12.
Golf.....	14.8		All trains except 12.
Tualatin Mill.....	15.0	4 W	Not Passenger Stop.
Clutters.....	20.3	1 E	Not Passenger Stop.
Maine.....	21.0		All trains.
Prahl.....	23.2	3 W	All trains.
Wallace.....	24.2	3 W	All trains.
Butteville.....	25.4	5 E	All trains.
Fargo.....	26.4	3 W	All trains.
Fellers.....	29.4	6 W	All trains.
Raven.....	30.3		All trains.
Loganville.....	32.6	3 W	All trains.
Claxtar.....	47.0		All trains.
Highland.....	49.2		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.....			All trains.
Croisan.....	53.6		All trains.
Finzer.....	56.0		All trains.
Vitae Spring.....	58.7		All trains.
Cauthorn.....	60.9		All trains.
Fordmill.....	62.8	3 E	All trains.
Relf.....	65.1		All 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		All trains.
Broadalbin St., Albany..	77.0		Regular stop all trains.
Bellplain.....	88.1		All trains.
Faybell.....	89.3		All trains.
Awbrey.....	114.5	2 E	All trains.
Ross.....	116.6		All trains.
Avard.....	118.4		All trains.
Blair Street, Eugene....	121.5		All trains.
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	

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 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

SURGEONS

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.
 DR. CHAS. C. NEWCASTLE, Weatherly Bldg., Portland.
 DR. D. E. WILEY, Local Surgeon, Hillsboro.
 DR. QUENTIN TUCKER, Local Surgeon, Forest Grove.
 DR. W. B. MORSE, Local Surgeon, Salem.
 DR. C. H. ROBERTSON, Local Surgeon, Salem.
 DR. M. M. WOODWORTH, Local Surgeon, Albany.
 DR. H. J. ANDERSON, Local Surgeon, Corvallis.
 DR. D. G. CLARK, Local Surgeon, Harrisburg.
 DR. GEO. I. HURLEY, Local Surgeon, Eugene.
 DR. HARRY G. TALBOT, Local Surgeon, Eugene.

WATCH INSPECTORS:

A. L. HAMAN, Chief Time Inspector, St. Paul, Minn.
 W. H. SEXTON, 245 Washington St., Portland.
 DILLEN ROGERS, Killingsworth and Albina Aves., Portland.
 HARTMAN BROS. CO., Salem.
 F. M. FRENCH & SONS, Albany.
 SETH LARAWAY, Eugene.
 WM. KONICK, Corvallis.
 SHERAR & SON, Forest Grove.

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.....	77.2
Southern Pacific Co. (2).....	77.3
Southern Pacific Co.....	77.4
Southern Pacific Co.....	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. D. LACKEY, Dispatcher F. S. BARLOW, Asst. Chief Dispatcher
 E. M. HERRING, Dispatcher E. B. ARTHUR, Asst. Chief Dispatcher R. C. SCOFFERN, Chief Dispatcher
 L. S. NELSON, Dispatcher E. B. HEATH, Trainmaster