# OREGON ELECTRIC RAILWAY COMPANY

# TIME TABLE No. 42

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

SUNDAY, NOVEMBER 15, 1931

SUPERSEDING TIME TABLE NO. 41 AND ALL SUPPLEMENTS THERETO THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

2	WESTWARD								FIRS	T SU	B-DIVI	SION—PORT	LAND	TO S	LEM										
Third Class	Second Class			1								FIRST CL	ASS				THE REAL PROPERTY.	all less	ME 138			Car Ca	pacity	Ti	me Table No. 42
341	331	17	T	TOT	1 0		1		1	TY-	1	51	11	49	47	45	35	9	43	41	33	0	oks	NO PE	OVEMBER 15, 1931
Local Freight	Local Freight		111		1		P 10			12	19-91	Local	Express	Local	Local	Local	Local	Express	Local	Local	Local	dings	T. Tra	Distance Portla	
Leave Mon, Wed. and Fri.	Leave Daily Ex. Sun.	A T	1	10.11	1,266	1	A.		Section 1	Min.	0 1	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	The second second	Leave Daily	Š	Other	Dis	STATIONS
8.30%	1						Ì			Land													Yard	S.P.	PORTLAND DS
8.45	8-15							1		10	A. C.	10.00P	6.15PM	5.40	3.40%	1.25PM	8.45M	8.15A	6.55M	5.15M	5.10AM		Yard	0.0	PORTLAND JEFFERSON ST.  HARRISON ST.
8.47	8.17							- B	100			10.01	6.16	5.41	3.41	1.26	8.46	8.16	6.56	5.16	5.11			0.3	
8.48	8.18							-000		100	-	10.02	6.17	5.42	3.42	1.27	8.47	8.17	6.57	5.17	5.12			0.7	MEAD ST)
												f10.05	1 6.21	1 5.45	1 3.45		f 8.50	f 8.20	t 6.59	1 5.21	5.16			1.7 0	CORBETT ST
												110.08	1 6.25	1 5.48	1 3.48	f 1.33	t 8.53	f 8.23	1 7.02	1 5.24	5.19			2.9	VIEW POINT
												f10.11	1 6.29	f 5.51	f 3.51	1 1.36	1 8.56	1 8.26	1 7.05	1 5.27	5.22			3.9 Pnt	CAPITOL HILL
9.05	8.40											f10.15	1 6.33	1 5.55	s 3.55	s 1.40	1 9.00	1 8.29	1 7.08	1 5.30	5.25	11	2	4.9	MULTNOMAH.MU
51-50 9-10 12-45M	8.45			1								341-342 s 1 0.20	s 6.38	s 6.00	\$ 4.00	s 1.45	s 9.05AM	8.33	s 7·13	s 5.35	s 5.30M		YS7W	6.6	GARDEN HOME GH
12.51	8.50		1000						18					1 6.04	1 4.04	f 1.49		1 8.36	1 7.18	1 5.39			S8E	8.4	1.8 — J
							Total Co.	1 10 1					Market .	0.000					100						S. P. R. R. CROSSING
12.56	8.55				HIM		100	1 190				110.28	1 6.44	f 6.08	1 4.08	f 1.53		t 8.39	1 7.22	1 5.43		24	9	10.1	0.8TIGARD
330 1.03	9.01											10.31	6.47	6.11		1.56		8.42	7.25	5.46		13		12.0	1.9 NILES
1.13	9.06					7 - 633	1			1-10			f 6.50		8 4.20PM	s 2.00PM		1 8.45		s 5.50AM		8	4	14.1	TUALATIN NA
1.20	9.10												1 6.53	0.10				1 8.48					S13E	15.5	NASOMA
1.27	9.14												f 6.56					f 8.51				21	7	17.0	TONQUIN
1.33	9.18					14.0							t 6.58		THE RE			f 8.53							MULLOY
1.45	9.25					Table.							1 7.02			THE RES		1 8.57				25	Y 8	21.0	WILSONVILLE
1.57	9.31												7. <b>07</b>				E. t.	9.02				24		23.4	CURTIS
2.15	9.41					16	1 4	100	ו מימו	0.015	3 3 3 5	AND SERVE	1 7.12	103	17.3	MAT	GI	1 9.07			1 . 7	19	28	27.1	DONALD
2.27	9.49										-	The second second	f 7.16					1 9.11				19	3	28.9	BROADACRES
2.40	9.56												f 7.20					9.15				35	3	32.5	. WEST WOODBURN
2.52	10.04												1 7.24		1000			1 9.20				13	10	35.4	2.9
3.03	10.10												1 7.28					1 9.24				15	3	37.5	CONCOMLY
3.11	10.15												f 7.31					1 9.27				10		39.3	WACONDA
3.20	10.19												1 7.33					1 9.29				13	7	41.1	HOPMERE
3.26	10.22												1 7.35					1 9.31					10	42.1	QUINABY
3.36	10.28	100	6 650	APPEN.	The Co				65 15		60-17 H		1 7.39	Par C		100		1 9.34			STAGE T	14	2	44.4	
3.50	10.35		2000	ED SEF							0000		1 7.44	183 KM				1 9.39				22	5	47.4	DEAF SCHOOL
4.00	10.45PM		1 10000	THE ST		MI A	TO S		AT W	Bollin.	The same of	CONTRACTOR OF THE PARTY OF THE	8 7.50PM				1	s 9.45M		Very !			Yard	49.3	SALEMSA
																									49.3
Arrive Tues., Thurs. and Sat.	Arrive Daily Ex. Sun.											Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily				
3.40 13.4	2.30 19.7									B. 185		0.35 24.2	1.35	0.35 24.2	0.40 21.1	0.35 24.2	0.20 20.7	1.30	0.35 24.2	0.35 24.2	0.20 20.7				Time Over District Average Speed per Hour

### SPECIAL RULES.

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

No. 41 is superior to No. 40 Garden Home to Tualatin. No. 43 is superior to No. 42 Garden Home to Tualatin.

No. 45 is superior to No. 44 Garden Home to Tualatin.

No. 49 is superior to No. 48 Garden Home to Tualatin.

No. 51 is superior to No. 50 Garden Home to Tualatin.

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.

Trains originating or terminating at S. P. S. 12th Street Connection, Portland, will move via Front and Flanders Streets, a distance of 1.8 miles.

	ATA	职码						1 2518	il a	4stauk	FIRST	SUB-	-DIVIS	ION—	SALEM	TO P	ORTLA	ND						EASTWAI	RD 3
Time Table No. 4	12	ns ns				11/16	ALID T	BUTT				F	IRST C	LASS							CLASS	DERIVE.		Second Class	Third Class
NOVEMBER 15, 19	31 0	Eugene Telegraph and Telephone Stations	40	34	42	10	36	44	46	12	48	38	50	21.0	136.8773		9 14	38						330	342
	stand	Eug	Local	Local	Local	Express	Local	Local	Local	Express	Local	Local	Local		الالتجا			B. J. C.						Local Freight	Local Freight
STATIONS	Di	Telep	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	A PAGE				TAN-						Arrive Daily Ex. Monday	Arrive Wed. Fri. & Sunday
S.P. & S. 12th St. Connection	DS ow	DNP					DE						117 148					1000						2.00M	1.45M
PORTLAND JEFFERSON ST	J 120	.9 DNP	s 6.45AM	s 7.30A	M s 8.15AM	511.00M	1.05PM	s 2.45M	s 5.20PM	6.35PM	1/2	8.30P	11.20PM			The same		Fig.						1.40	1.20
HARRISON ST	∫ H 120	.6	6.41	7.26	8.12	10.58	1.03	2.43	5.18	6.33	With.	8.28	11.18	1000			To the			1950				1.37	1.17
0.4	120	.2	6.40	7.25				2.42	5.17	6.32			11.17	-224	A STATE OF			no of						1.36	1.15
O CORBETT ST	0 119	.2	1 6.36				f12.59		1 5.14	f 6.29	-		111.14	W.C.			10000						7.0	The same of the sa	
NOVIEW POINT	B 118	.0			f 8.05			1 2.36		1 6.26			f11.11			Take C		1000						50.0	Party lines
CAPITOL HILL	17 117	.0			f 8.02					1 6.23			f11.08	THE REAL PROPERTY.		1000								11 422 11 11	
MULTNOMAH.MU	116	.0 DP	6.26		₹ 7.59		-		s 5.05	t 6.21			f11.05	1.753			(A - 500)							1.25	12.43
GARDEN HOME . GH		_			8 7.55						11 6.35PM		341-342 f 1 1.00			Tan si	200	785,01						1.20	50-51 331 12.30 AM 8.30
METZGER	112	.5 J	f 6.15		1 7.50					1 6.13			f10.56	7.9%		1000								1.15	8.21
s. P. R. R. CROSSING			7.0		1.00	10.10		2.21		0.20	- 0.51		Total Long	1.500				0.01							
0.8			8 6.10		s 7.45	110.37		1 2.18	1 4.52	49	1 6.27	- I	110.52	100				THE R.						1.10	8.13
1.9 NILES			6.05					2.15		6.05			10.49	- 100				gran						341 1.03	8.03
TUALATIN	NA 106	8 DP				10.31			4.45PM		6.20PM		10.45PM	13377	1000			No.						12.58	7.53
1.4 NASOMA			0.00 A			f10.28		2.10%		t 6.00	6.20%		10.40	100				95.03						12.54	7.47
1.5	103	.9 P				t10.26				f 5.58	111 00			100				80/01					I MANUAL PROPERTY.	12.49	7.39
MULLOY	102	.6 J				f10.24				t 5.56				1 18				1000						12.45	7.33
WILSONVILLE	_					110.20				f 5.52				1110			1757	1000						12.37	7.20
CURTIS	97					10.15				5.47			15.10	Control of the last					TEALER					12.29	7.07
DONALD			ALLE.			10.10				1 5.42	100		131 191	1 122 10	100			1000						12.17	6.45
2.8BROADACRES				200		f10.06				f 5.38			Tal.	- 198				Day 1						12.09	6.30
WEST WOODBURN	88	4 P				110.02				f 5.34				- Aurel	-			530 19						12.01M	6.15
2.9 ST. LOUIS						f 9.58				f 5.30								DINO						11.50	5.58
CONCOMLY	83	4 J				9.54				5.26	11 05						70 1	6.611						11.42	5.45
GONGOMLY	81	6 P		THE STATE OF		f 9.51				t 5.23								1000	Time.					11.37	5.36
HOPMERE			N. W.			1 9.49				t 5.21								1 200						11.31	5.26
QUINABY	_					1 9.47				f 5.19								1- 4-6			THE PARTY IN			11.27	5.19
CHEMAWA			No.	TO THE		1 9.44				f 5.16		W. 1		1000	Try-1-0 m		10 10 100		12 122					11.20	5.03
DEAF SCHOOL				1 19		f 9.39				1 5.11	BIL BY	70-011	APT OF	SPEEDS OF	100 400	83 pel 8	16 hi to	AT GAL	KTSAS .					11.09	4.43
1.9						9.39				5.05M			THE REAL PROPERTY.		The state of									10.55PM	4.30PM
49.3	M		Leave Daily	Leave Daily	Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	9.930	CHE Y	CHAIN	KINYS	GMI	Buck				diam'r	Leave Daily Ex. Sunday	Leave Tue. Thur. & Saturday
Time Over District Average Speed per Hour			0.45 19.1	0.25	0.40 21.2	1.30	0.20	0.35 24.2	0.35 24.2	1.30	0.15	0.20 20.7	0.35 24.2	LA ME	101900			THE REAL PROPERTY.				AGGRA		3.05 16.6	5.15 9.7

### SPECIAL RULES.

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

No. 41 is superior to No. 40 Garden Home to Tualatin.

No. 45 is superior to No. 44 Garden Home to Tualatin.

No. 47 is superior to No. 46 Garden Home to Tualatin.

No. 49 is superior to No. 48 Garden Home to Tualatin. No. 51 is superior to No. 50 Garden Home to Tualatin.

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

Trains originating or terminating at S. P. & S. 12th street Connection, Portland, will move via Front and Flanders streets, a distance of 1.8 miles.

4	WESTWARD	CON	ID S	UB-	DIV	ISION BETWEE	N SAL	EM AND EUGEN	E	EASTWARD		
Third Class	Second Class	FIRST CLASS		Car Ca	pacity		Time Table No. 42	BELL X		FIRST CLASS	Second Class	Third Class
265	331		9	9 1	9	Irom Id	NOVEMBER 15, 1931	From Band	12	as Class of the Control of	330	SERVICE BYES
	Local Freight	Exp	ress	ings	Trac	ance		ance	Express		Local Freight	
	Leave Daily Ex. Sunday		ily	Sidings	ther )	Dist	Time Table No. 42 NOVEMBER 15, 1931 STATIONS	Dist.	Arrive Daily		Arrive Daily Ex. Sunday	1,891 - 1
	Ex. Sunday	Da	ily		١			E	Daily		Ex. Sunday	
Monta	11.30PM	9.	48M	mr bib.	Yard	49.3	SALEM SA	71.6 DN	IP s 5.03PM		9.50PM	
						49.7	BELLEVUE	71.2				
	11.40	9.	51	32		50.2	MELAS	70.7 J	5.00		9.45	
	11.52	t 9.	56	34	26	53.5	ROBERTS	67.4 J	f 4.55	ALE LEWIS BLEW HIER SHOEL SH	9.38	
Car.	11.59	f10.	00		S21E	55.8	HALL'S FERRY	65.1 J	f 4.51		9.33	
	12.07M	f10.	03	815E	5	58.0	ORVILLE	62.9 P	f 4.48		9.27	
	12.22	t10.	10	818E	7	62.9	SIDNEY	58.0 J	1 4.41		9.15	
	12.32	f10.	14	821W		66.0	TALBOT	54.9 J	t 4.37		9.08	
	12.42	t10.	18	SIIE	17	68.9	DEVER	52.0 J	1 4.33		9.01	
	12.50	f10.	22	S13E	7	71.6	CONSER	49.3 J	1 4.29		8.55	
	1.06	\$10.	30		Yard	75.9	ALBANY	45.0 D	P 8 4.22		8.43	
	1.18	t10.	35		S15E	79.8	PIRTLE	41.1 P	1 4.16		7.10	Carlotte Control
	2:15	*10-	40	35	Y 6	81.7	GRAY	39.2 P	8 4.13		7:00	
	2.30	f10.	46		S18W	85.8	VERDURE	35.1 J	f 4.07		6.05	
1000	2.45	t10.	51	S13E	13	89.2	FAYETTEVILLE	31.7 J	t 4.02		5.56	
	2.55	f10.	55		85E	91.9	POTTER	29.0	f 3.58		5.49	The same of the
	3.03	f10.	58	S13E	13	94.2	3.4	26.7 J	f 3.55		5.43	
	3.10	t11.	02		S7E	17.3	NIXON	23.6	f 3.51		5.36	
	3.17	f11.	05	SISE		99.4	NIXON	21.5 P	t 3.48		5.30	
	3.24	f11.	09	SEE	27	102.3	HARRISBURGJUNCTION CITYJC	18.6 P	1 3.44		5.22	
	3.34	*11.	16	S4W	37	106.8	JUNCTION CITYJO	14.1 D	P s 3.37		5.11	
	3.40	f11.	_	CHATT		***	WITODW				5.03	
	3.45	f11.			S6E	111.5	1.4MEADOW VIEW	9.4	f 3.30		4.59	
	3.50	f11.	~=	S13E		114.2	2.7 ENID	6.7 J	f 3.26		4.52	
	4.00	f11.	33	14	S6W	118.5	4.3	2.4 P	t 3.20		4.40	
and the same	4.15M	s11.	40M		Yard	120.9	4.3 LASEN	0.0 D	P 3.15PK		4.30M	
	Arrive Daily Ex. Monday	Arr					71.6		Leave Daily		Leave Daily	
	4.45 15.1	13.					Time Over District Average Speed per Hour	-	1.48 39.7		Ex. Sunday 4.35 15.6	

SPECIAL RULES.

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

When meeting at Bellevue, westward trains will hold main track.

	WES	STWARD				THIRD	SUI	BDIV	ISI(	ON BETWEEN C	RAY A	ND CO	RVALI	IS			al I man	irredit)		EA	STWARD	) - 1	
THIRD	CLASS		FI	RST CLASS			Car C	apacity		Time Table No. 42	9					FII	RST CL	ASS			T	HIRD	CLASS
335	333							2	8 1	NOVEMBER 15, 193	1 8 1 70.2	1.00						1,00				334	336
Local Freight	Local Freight						lings	Trac	Gray		ance forvall										F	Local Freight	Local Freight
Leave Daily Ex. Sun.	Lv. Daily Except Monday						Bic	Other	Dist	STATIONS	Dist C Teleph Teleph					8.000	II-MALE	38E			Ar H M	r. Daily Except Monday	Arrive Daily Ex. Sun.
6·15PM	1.30AM	Cardinal Landing	multan (m / 1 lla ll)	2012 2 2 1	B to bull wife		35	Y 6	0.0	GRAY	. 5:8 P	CHEE A	BADA	MAR SAN	TO B	TENT	TUNT		BOLE THE	KILL SAU	BY DE DE	2.15M	7.00PM
6.35PM	1.50AM			DOMEST SH	endella u		5	6	5.3	CORVALLISC	0.0 DP	Trans	et de la se	2445	1.46	x = 1,0100			nd a region	A 017 01 70	of the last	333 1.55AM	335 6.4 OPM
Arrive Daily Ex. Sun.	Ar. Daily Except Monday											-		4 -16		in Lords	- No.	Al dig to			Ly I	v. Daily Except Monday	Leave Daily Ex. Sun.

SPECIAL RULES.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. Exception: No. 333 is superior to No. 334: No. 335 is superior to No. 336.

v	WESTWARD		FOURT	H SUB	-DIVIS	SION	BET	TWE	EN GARDEN HO	ME	A	ND FO	REST	GROV	/E	EASTWARD	5
HIRD CLASS		FIRST CLASS				Car Ca	pacity		Time Table No. 42		80				FIRST CLASS		THIRD CLASS
345	In the payment has about	on gill or been on utild one	37	35	33	North Table	oks	from	NOVEMBER 15, 1931	from	h and Statio	34	36	38	Braces areas and a second	Trial of a stant was in the key	346
Local Freight			Local	Local	Local	dings	r Tra	on o	ALON HILLIAN A	est (	grap	Local	Local	Local			Local Freight
Lv. Daily Ex. Sun.	And the last of the		Leave Daily	Leave Daily	Leave Daily	150	Othe	Dista	STATIONS	Fo	Teleph	Arrive Daily	Arrive Daily	Arrive Daily		and the grant of the grant	Ar. Daily Ex. Mon.
9.15%			6.40PM	9.05M	5.30M	Y	S7W	0.0	GARDEN HOMEGH	19.1	DP	s 7.05A	\$12.45PM	8.10P			12.15M
9.18			f 6.43	1 9.08	5.33	S7E		1.4	WHITFORD	17.7	J	f 7.01	112.41	t 8.06	consider a real profile and and algorithm	min in president and of	12.09
9.23			s 6.47	s 9·12	5.37	5	8	3.2	BEAVERTON	15.9	P	6.58	\$12.38	8 8.03			12.04M
9.25		Charles Control Statement (1955)	f 6.51	1 9.16	5.41	Boll	S4W	4.9	ST. MARY'S	14.2	J	1 6.54	112.35	1 8.00		Many of the west had	11.58
		Parallel Street Street	f 6.53	1 9.18	5.43	DIDLINE	than 3	6.0	SANTA ROSA	13.1	J	1 6.52	112.32	1 7.57	TORONO POR PROPERTY OF A STREET AND AND AND ASSESSMENT	is the Company of the Off	128 -178
9.30	But the filling reason in		f 6.54	1 9.19	5.44	ere de la	S2E	6.4	ELMONICA	12.7	J	f 6.51	112.31	f 7.56		DOMESTIC STREET	11.52
9.35			f 6.57	1 9.22	5.47	and the same	S2W	8.1	QUATAMA	11.0	J	f 6.48	f12.27	1 7.52	and halo such the emission is the real of the land		11.46
9.39			s 7.00	8 9.25	5.50		S15W	9.3	ORENGO	9.8	P	s 6.45	s12·25	s 7.50		interest to the stay with the	11.40
9.45			f 7.03	1 9.28	5.53		S7E	11.4	SEWELL	7.7	J	6.41	f12.21	1 7.46			11.30
9.50			s 7.07	9.32	5.57	7	16	13.0	HILLSBOROBO	6.1	DP	6.38	12.17	s 7.42	to tull most try offer all places and	and death for the last his	11.20
9.56		Selection of the second prints	f 7.10	1 9.35	6.00	Philips Of the Paris			OAK PARK							attack of tools at each	11.03
10.02		Charles Market Market Market	1 7.14	1 9.39	6.04	S6E	9	16.4	CORNELIUS	2.7	P	f 6.30	f12.10	1 7.35			10.55
10-15PM			8 7-20PM	s 9.45M	6.10M				FOREST GROVEFO							Samuely Companies than the	10.45M
	States Carlos Francis	need ingenial record and its	to a male	1 Sept 1988			beriden.		19.1			ON CHIEF THE				to her si ozga zira dicinisi	-14 -074
Ar. Daily Ex. Sun.		The second second second	Arrive Daily	Arrive Daily	Arrive Daily	g .	or Thousand	ELO.	Committee Tours	don	1 66	Leave Daily	Leave Daily	Leave Daily	of the state of th	named and worked and between	Lv. Daily Ex. Sun.
1.00 19.1	Day Marie Control		0.40 28.9	0.40 28.9	0.40 28.9				Time Over District Average Speed Per Hour			0.40 28.9	0.40 28.9	0.40 28.9			1.30 12.7

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

No. 33 is superior to No. 34. No. 35 is superior to No. 36. No. 37 is superior to No. 38. No. 345 is superior to No. 346.

WESTWARD	FIFTH SUB-DIVISION BETWEEN ORENCO AND BOWERS JUNCTION													
FIRST CLASS	Car Capacity   Time Table No. 42   g.5   g.5	FIRST CLASS												
	S S S S S S S S S S S S S S S S S S S													
	Tales Bower 1 Telephus Successful Bower 1 Telephus Success													
	S15W   0.0  ORENCO   5.1   P													
	S10E 1.3 MERLE 3.8	and the color of the class of the colors and the colors of												
	5.1BOWERS JUNCTION 0.0 P													

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 S-83 will not apply at Tualatin to trains 40, 42, 44, 46, 48 and 50.
   No. 3. 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. 4. 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. 5. Dispatcher's Office, Portland; Jefferson St. Station, Portland; Garden Home, Tualatin, East Junction Freight Line, Salem; Passenger Station, Salem; Gray, Eugene, Orenco, Forest Grove and Corvallis.

Register Exceptions: At Dispatcher's Office, Portland, trains originating or terminating at S. P. & S. 12th St. connection, Portland, only will register. At Jefferson St. Station, Portland, trains originating or terminating at Jefferson St., Portland, only will register. At Tualatin, trains 40, 42, 44, 46, 48, 50, 41, 43, 45, 47, 49 and 51 only will register. At East Freight Line Junction, Salem, trains 11 and 12 only will register. At Gray, Third Sub-division trains and trains 330 and 331 only will register. At Orenco, extra trains on Fourth and Fifth Sub-divisions only will register.

### STANDARD CLOCKS AND BULLETIN BOARDS

No. 6. Dispatcher's office, Portland; Jefferson St. Station, Portland; Salem, Eugene and Forest Grove.

### GENERAL

- No. 7. All trains except Nos. 330 and 331, must obtain clearance cards before leaving Albany.
- Automatic Signals will govern the use of the crossing over Southern Pacific Tracks at Greenburg.

  Normal position of the Home signals of this plant will be at STOP.

  A Train approaching on either the Southern Pacific or Oregon Electric Railway will cause the signals governing its use of crossing to change to PROCEED position, provided no other train is within the limits of the plant. If Home Signal does not give proceed indication for train which is to use crossing, the train must be preceded by a flagman, and train must not move from the signal in stop position, until it receives proceed signal from flagman while standing on the railroad crossing. Flagman must not give proceed signal until satisfied that
- any approaching train has stopped.

  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. 10. 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. At Albany, trap and vestibule doors, on westward passenger trains, must be kept closed until after the train has made the stop and proceeded over the grade crossing with Southern Pacific Company, which is located about 445 feet east of the Oregon Electric
- No. 11. 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 contactors 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. 12. 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. 13. 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. 14. 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.
- Spring switches are located at the end of double track, Harrison Street and at the end of double track, Mead Street. Normal position of switch at Harrison Street will be for the movement of eastward trains and it will be permissable for westward trains to run through this switch. Normal position of switch at Mead Street will be for the movement of westward trains and it will be permissable for eastward trains to run through this switch. In running through spring switches, speed must be reduced to ten miles per hour.
- No. 16. 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. 17. 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.
- Breaker between 600 and 1200 volt trolley current on main line is located at intersection of Hood and Pennoyer 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. 19. Breaker between 600 and 1200 volt trolley current on Macadam Road is located just south of Ross Island Bridge approximately 90 feet north of intersection of Grover Street. Westward trains, engines or motors must stop before passing this breaker and throw commutating switch to 1200 volt position. Eastward trains, engines or motors must stop after passing breaker and throw commutating switch to 600 volt position.
- 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. Terminal Ice and Cold Storage Co. Spur, Hillsboro: on pole on south side of Washington St., about 150 feet east of the spur track switch. Before closing switch, trainman must be sure that no one is working where they might come in contact with trolley wires. 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.
- Running or flying switches must not be made when the work can be done in any other manner. When necessary to make a running or flying switch the engine must use the straight line. 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 railroad grade crossings not governed by interlocking signals, and sound whistle signal "14 B" before proceeding.
- 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
- 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.
- Telephone is located in box on pole at 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.

### 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
  - 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-25 miles per hour.
  - Junction City-8 miles per hour, and reduce to 5 miles per hour over Sixth St. Crossing (first crossing north of
  - Beaverton—15 miles per hour over Lombardy Ave. and between depot and 1000 feet west; 5 miles per hour over new highway crossing.
  - 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.

# SPECIAL RULES—continued

### YARDS.

- No. 34. PORTLAND—Yard Limits from S P & S 12th St. Connection 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. 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," is located 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 is located 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 East Junction Freight Line and Bellevue, 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. Motormen before starting passenger trains from station, Eugene, must ascertain if trucks which may have been unloading express into baggage compartment from the left hand or street side of train are into clear.
- No. 39. Posts are 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. "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)	, O <sub>II</sub>
Gauntlet Track (Under Portland Lumber Co.'s Bridge)	′ 0"
Tualatin Crossing (Under Southern Pacific Bridge)	911
Water St., Albany (Under Southern Pacific Bridge)	911
All other locations	611

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 everheed bridges, Tueletin River bridge, Southern

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 Mead Street 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. 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.

### BUSINESS TRACKS AND PASSENGER FLAG STOPS NOT SHOWN AS STATIONS ON TIME TABLE FIRST AND SECOND SUB-DIVISION

Name	Miles from Portland	Capacity	FLAG STOP FOR TRAINS
Shops	0.8		All trains.
Fulton Park	3.3		All trains.
Roland	3.6	-	All trains.
Ryan Place	4.4	Will be seen	All trains.
Shahapta	5.5		All trains.
Maplewood	5.7	the same of	All trains.
Barstow	6.2	57	All trains.
Nesmith	7.4	01	All trains.
Ding Wnot	8.0		All trains.
Pine Knot		9 E	All trains.
Greenburg	9.2	9 E	All trains.
Trece	10.5 11.6	5 W	All trains.
Bonita			All trains.
Durham	12.4	6 E	
Golf	13.4	4 337	All trains.
Tualatin Mill	13.6	4 W	Not Passenger Stop.
Clutters	18.9	1 E	Not Passenger Stop.
Maine	19.6		All trains.
Prahl	21.8	3 W	All trains.
Wallace	22.8	4 W	All trains.
Butteville	24.0	6 E	All trains.
Fargo	25.0	3 W	All trains.
Fellers	28.0	6 W	All trains.
Raven	28.9		All trains.
Loganville	31.2	3 W	All trains.
Claxtar	45.6	THE RESERVE	All trains.
Highland	47.8		All trains.
Hood St., Salem	48.3	4 E	All trains.
Union St., Salem	48.8		All trains.
Hazelau	51.3		All trains.
Salem Golf Course	and complain	A VIII TO STEP IN	All trains.
Croisan	52.2		All trains.
Finzer	54.6		All trains.
Vitae Spring	57.3		All trains.
Cauthorn	59.5		All trains.
Relf	63.7	STREET, SQUARE	All trains.
Wintel	64.9		All trains.
Linnore	74.5	12 W	Not Passenger Stop.
Geary Street, Albany	75.1	The second second	All trains.
Main Street, Albany	75.5		All trains.
Broadalbin St., Albany	76.3	Mary and the	Regular stop all trains.
Bellplain	86.8		All trains.
Faybell	88.0		All trains.
Awbrey	113.2	2 E	All trains.
Ross	115.2		All trains.
Avard	117.1		All trains.
Blair Street, Eugene	120.1		All trains.
THE RESERVE OF THE PARTY OF THE	Miles from Gra	vl	THIRD SUB-DIVISION
Orleans	1.7	1	All trains.
Colorado Lake	2.9		All trains.
Colorado Bake	2.0		FOURTH SUB-DIVISION
	Miles from	1	POURTA BUS-DIVISION
	Garden Home		
Firlock	0.6	2 W	All trains.
Fanno Creek	1.0		All trains.
Medill	3.6		All trains.
Wistaria	8.6	a directly stop	All trains.
Milkapsi	10.1	2 E	All trains.
Moffat	12.0	2 E	All trains.
Rhoades	12.4	5 E	Not Passenger Stop.
Hillsboro: 12th St., 9th	The state of the		
St.,6th St., N.Range St.			All trains.
Fern Avenue	15.1		All trains.
Varley	15.5		All trains.
Haynes	17.8	4 E	All trains.
Seventh St., Forest Grove	18.5		All trains.
Pacific St., Forest Grove.	19.0	LON THE REAL PROPERTY.	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 be 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; Salem; Albany.

### SURGEONS

DR. CHAS. C. NEWCASTLE, Chief Surgeon, 318 Mayer Bldg., Portland.
DR. WILMOT C. FOSTER, Asst. Surgeon. Phone Beacon 5070; if no answer call Beacon 3181.
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. W. WOODWORTH, Local Surgeon, Albany.
DR. R. BRUCE MILLER, Local Surgeon, Lebanon, Ore.
DR. H. J. ANDERSON, Local Surgeon, Corvallis.
DR. D. G. CLARK, Local Surgeon, Harrisburg.
DR. GEO. I. HURLEY, Local Surgeon, Eugene.

Miles
per Hour is equivalent to the property of the

### WATCH INSPECTORS:

A. L. HAMAN, Chief Time Inspector, St. Paul, Minn. W. H. SAXTON, 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.

### SPEED TABLE

Miles per Hour	is equivalent to 1 mile in
45	1 minute and 20 seconds
40	1 minute and 30 seconds
35	1 minute and 43 seconds
30	2 minutes and 0 seconds
25	2 minutes and 24 seconds
20	3 minutes and 0 seconds
15	4 minutes and 0 seconds

### GRADE CROSSINGS

NAME	Miles from Portland
FIRST SUB-DIVISION	distinct our
P. E. P. Co. (Corbett St.)	1.7
Southern Pacific Co	9.3
Southern Pacific Co	48.8
Southern Pacific Co. (Freight Line)	49.0
Southern Pacific Co. (Freight line)	49.2
Southern Pacific Co. (Passenger line)	49.4
Southern Pacific Co. (Freight line)	49.5
SECOND SUB-DIVISION	
Southern Pacific Co	75.7
Southern Pacific Co	75.8
Southern Pacific Co (2)	75.9
Southern Pacific Co	118.8
Division Of the Management and death and being	Miles from
FOURTH SUB-DIVISION	Garden Home
Southern Pacific Co	3.0
Southern Pacific Co	12.7
Southern Pacific Co	14.8

### LOCATION OF DRAWBRIDGES

NAME	Miles from Portland
Willamette River Bridge	104.3

R. E. WHITE, Dispatcher

F. S. BARLOW, Dispatcher

L. S. NELSON, Dispatcher

L. H. JAMES, Dispatcher

E. B. ARTHUR, Asst. Chief Dispatcher E. M. HERRING, Asst. Chief Dispatcher R. C. SCOFFERN, Chief Dispatcher

E. B. HEATH, Trainmaster