

SPOKANE, PORTLAND & SEATTLE R'Y CO.

PORTLAND DIVISION

**United Railways Company
Gales Creek and Wilson River Railroad Company
Oregon Electric Railway Company**

TIME TABLE No. 120

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

SUNDAY, MAY 26, 1935

**Superseding Time Table No. 119 and all Supplements thereto
THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY**

M. C. LA BERTEW, Superintendent

WESTWARD

S. P. & S. RY.—PORTLAND DIVISION
FIRST SUB-DIVISION—BETWEEN PORTLAND AND SEASIDE

EASTWARD

THIRD CLASS				SECOND CLASS				FIRST CLASS				Car Capacity		Distance from Portland	TIME TABLE No. 120 MAY 26, 1935		Distance from Seaside	Water, Wye, Turn Tables, Fuel, Seals, Standard Cocks and Bulletin Boards and Yard Limits	FIRST CLASS			SECOND CLASS			THIRD CLASS		
	295	293			61		23	21	Sidings	Other Tracks	STATIONS		22		24				62			294	296				
	Local Freight	Local Freight			Mixed		Passenger	Passenger			Lv. Daily	Leave Daily				Passenger			Passenger		Mixed			Local Freight	Local Freight		
	Leave Daily Ex. Sun.	Leave Daily Ex. Sat.			Leave Tues. & Fri.								Arr. Daily	Arrive Daily		Arrive Tues. & Fri.			Arr. Daily Ex. Mon.	Arr. Daily Ex. Sun.							
		8.30 PM			7.25 AM		6.10 PM	8.00 AM	Yard		0.0	DN.....	PORTLAND.....	GO	118.0	W T C O K L	11.30 AM	8.05 PM		1.45 PM			1.30 AM				
BETWEEN PORTLAND AND WILLBRIDGE TRAINS WILL BE GOVERNED BY TERMINALS DIVISION TIME TABLE AND RULES																											
		8.50			7.45		6.22	8.14	Yard		4.5	DN.....	WILLBRIDGE.....	BA	113.5	L	11.16	7.51		1.25			1.10				
		9.05			7.55		6.27	8.20	28	105	7.3	D.....	LINTON.....	IN	110.7	L	11.10	7.44		1.15			12.59				
		9.15			8.05 AM		6.32	8.25			10.0		UNITED JUNCTION.....		108.0	L	11.05	7.38		1.05 PM			12.45				
		9.25					6.38	8.30	26	6	12.6		HOLBROOK.....		105.4	W 3 MI. W.	11.01	7.33					12.35				
		9.50					6.53	8.43	31	30	19.9	D.....	SCAPPOOSE.....	SQ	98.1		10.48	7.22					12.01 AM				
		10.15					7.02	8.50	27	4	24.3		WARREN.....		93.7		10.41	7.14					11.35				
		10.30					7.08	8.55	49		27.1		CORMICK.....		90.9		10.37	7.08					11.20				
		10.32					7.10	8.57		11	27.6	D.....	ST. HELENS.....	H	90.4	W	10.36	7.07					11.15				
		10.55					7.16	9.05	43	4	31.3		WATERVIEW.....		86.7		10.29	7.00					10.55				
		11.05					7.19	9.09		9	33.2		DEER ISLAND.....		84.8		10.26	6.57					10.45				
		11.20					7.25	9.16	22		37.2		CHARLTON.....		80.8		10.19	6.51					10.25				
		11.30					7.29	9.20	20	63	39.4		GOBLE.....		78.6		10.15	6.47					10.13				
		11.55							12		45.3		REEDS.....		72.7	W 1.9 MI. E.							9.43				
		11.59					7.40	9.34		8	45.8	D.....	RAINIER.....	RA	72.2	L	10.04	6.36					9.40				
		12.04 AM					7.42	9.36	51		46.8		AVON.....		71.2		10.02	6.34					9.34				
		12.35					7.57	9.50	13		53.5		PYRAMID.....		64.5		9.50	6.22					8.59				
		12.45					8.03	9.55	50	13	55.8		MAYGER.....		62.2		9.45	6.18					8.48				
		1.05					8.12	10.04	27	11	59.3		QUINCY.....		58.7	W	9.38	6.11					8.32				
		1.20					8.20	10.10	45	68	62.2	D.....	CLATSKANIE.....	CN	55.8		9.32	6.05					8.20				
		1.42					8.30	10.19	50	9	66.6		MARSHLAND.....		51.4		9.23	5.55					7.58				
		1.57					8.36	10.25		17	69.8		KERRY.....		48.2		9.17	5.49					7.45				
		2.04					8.39	10.29	28	45	71.2		WESTPORT.....		46.8		9.13	5.46					7.38				
		2.15					8.43	10.34		52	73.5		WAUNA.....		44.5		9.08	5.41					7.28				
		2.40					8.52	10.45	41		78.4		CLIFTON.....		39.6	WL	8.58	5.31					7.05				
		3.20					9.06	11.04	21	4	86.5		KNAPPA.....		31.5		8.40	5.15					6.25				
		3.38					9.13	11.12	38	2	90.2		SVENSEN.....		27.8		8.32	5.07					6.10				
		4.03					9.23	11.23	31		95.4		VAN DUSEN.....		22.6		8.22	4.57					5.50				
	9.30 AM	4.25 AM					9.35	11.36	Yard		99.7	D.....	ASTORIA.....	FD	18.3	W T O C K L	8.10	4.45					5.30 PM	6.50 AM			
	9.55						10.00	11.59		21	105.6		WARRENTON.....		12.4	Y L	7.45	4.15					6.30				
	10.04						10.07	12.06 PM	31	28	108.3		CAMP CLATSOP.....		9.7		7.38	4.08					6.23				
	10.15						10.15	12.14	17		112.0		WEST.....		6.0		7.29	3.59					6.15				
	10.25						10.20	12.18	10		113.7		McGUIRE.....		4.3		7.25	3.54					6.11				
	10.35						10.24	12.22	10		115.7		GEARHART.....		2.3		7.21	3.50					6.06				
	10.45 AM						10.30 PM	12.30 PM	16	102	118.0	D.....	SEASIDE.....	SD	0.0	W Y K L	7.15 AM	3.45 PM					6.00 AM				
Arr. Daily Ex. Sun.	Arr. Daily Ex. Sunday				Arrive Tues. & Fri.		Arr. Daily	Arrive Daily									Arr. Daily	Leave Daily		Leave Tues. & Fri.			Leave Daily Ex. Sunday	Leave Daily Ex. Sun.			
1.15 14.6	7.55 12.6				0.40 15.0		4.20 27.2	4.30 26.2					Time Over District. Average Speed Per Hour.				4.15 27.8	4.20 27.2		0.40 15.0			8.00 12.5	0.50 22.0			

SPECIAL RULES—EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF SAME CLASS

No. 21 and No. 24 will stop on signal Saturdays only at bridge tender's house at John Day drawbridge

Normal position of switch, United Junction, will be for Portland Division main track.
Trains must not block highway crossing, St. Helens, while taking water. Whenever eastward trains take water at St. Helens, it will be necessary to either cut off engine, leaving train west of crossing, or cut the crossing.
Trains will not leave Astoria during open telegraph office hours, without clearance card.
Draw Bridges are located: Clatskanie River, 0.5 miles west of Clatskanie; Blind Slough; John Day River, 0.6 miles east of Van Dusen; Young's Bay, 2.8 miles west of Astoria; Skipanon Creek, 0.1 miles east of Warrenton.
Telephones are located at Rainier, Mayger, Clatskanie, Westport, Clifton, Knappa, Van Dusen and Astoria.
Trains must not exceed time table schedule between Astoria and Warrenton.

SECOND CLASS			FIRST CLASS			Capacity of Tracks	Distances from Warrenton	TIME TABLE No. 120		Distances from Fort Stevens	Water, Wyse, Turn Table, Scales, Standard Clocks and Bulletin Boards and Yard Limits	FIRST CLASS			SECOND CLASS				
								MAY 26, 1935											
								STATIONS											
						21	0.0	.....WARRENTON.....	3.8	Y L								
								1.8											
						57	1.8	.....FLAVEL.....	2.0									
								1.1											
							2.9	.....HAMMOND.....	0.9									
								0.9											
						Yard	3.8	.....FORT STEVENS.....	0.0	Y L								
								Time Over District											
								Average Speed Per Hour											

SPECIAL RULES—Eastward Trains are superior to Westward Trains of the same class.

BUSINESS TRACKS AND PASSENGER FLAG STOPS NOT SHOWN
AS STATIONS ON TIME TABLE

First Sub-Division

NAME	Miles from Portland	Car Capacity	Switch at	Flag Stops for Trains
Portland, G & C Spur...	5.6	28	West end	Not Passenger Stop.
Jacobson Const'n Co....	5.8	7	East end	Not Passenger Stop.
Sunset Pac. Oil Co. Spurs	6.6	13	East end	Not Passenger Stop.
General Petroleum Spurs	6.7	28	East end	Not Passenger Stop.
Richfield Oil Co.	6.8	8	East end	Not Passenger Stop.
Gunderson Spur.....	6.9	6	West end	Not Passenger Stop.
Signal Oil Spur.....	7.0	5	West end	Not Passenger Stop.
West Oregon L. Co.....	8.3	14	West end	Not Passenger Stop.
Harbor Track.....	9.8	55	East end	Not Passenger Stop.
Rafton.....	10.7			21-22.
Brix.....	13.4	3	West end	Not Passenger Stop.
Union Oil Co. Spur....	28.4	6	West end	Not Passenger Stop.
Standard Oil Co. Spur...	28.4	7	West end	Not Passenger Stop.
Texas Oil Co. Spur.....	28.5	4	West end	Not Passenger Stop.
Assembly.....	29.4	28	West end	21-22-23-24.
Columbia City.....	30.0			21-22-23-24.
Murphy.....	32.6		East end	Not Passenger Stop.
Tide Creek.....	35.8			Not Passenger Stop.
Nehalem Junction.....	38.0	3	West end	Not Passenger Stop.
Shell Oil Co.....	38.9	1	East end	Not Passenger Stop.
Trojan.....	40.7	24	East end	Not Passenger Stop.
Prescott.....	42.2	15	East end	21-22-23-24.
Jacobson Reid Lumber Co.	44.8	9	East end	Not Passenger Stop.
Dubois & Kittering Spur	47.0	6	West end	Not Passenger Stop.
West Rainier.....	47.2			21-22-23-24.
Hickox Spur.....	47.3	12	East end	Not Passenger Stop.
Fluhrer's Spur.....	55.4	4	East end	Not Passenger Stop.
Locoda.....	58.0			21-22-23-24.
Palm.....	63.6	5	East end	Not Passenger Stop.
Woodson.....	68.5			21-24.
Bradwood.....	76.8	14	Both ends	21-22-23-24.
Aldrich Point.....	81.7			21-24.
Brownsmead.....	83.3	2	East end	21-22-23-24.
Blind Slough.....	84.9			21-22-24.
Ivy.....	88.5			21-22-24.
Fernhill.....	94.0			21-22-23-24.
Tongue Point.....	96.9			21-22-23-24.
11th St., Astoria.....	100.3			21-22-23-24.
Sunnymead.....	104.0			21
Meriwether.....	104.2			21-22.
Skipanon.....	107.0			21-22-23-24.
Huston.....	109.7			21-22-24.
Carnahan.....	110.3	2	West end	21-22-23-24.
Allendale.....	111.4	3	West end	21-22-23-24.
Dellmoor.....	113.1	3	West end	21-22-23-24.
Neawanna.....	116.7	5	East end	21-22-23-24.
Surf.....	117.4			21-22-23-24.

Second Sub-Division

Warrenton Clay Spur...	106.3	54	West end
Point Adams Spur.....	108.3	5	East end

MAXIMUM SPEED

Location	Passenger	Freight
At any point.....	35	30
Passing telegraph offices where orders are to be received.....	15	15
Over switches in paved streets.....	10	10
Locomotives backing up.....	20	20
Through Linnton.....	20	20
Through Scappoose.....	20	20
Over P. & S. W. Ry. crossing, Scappoose.....	20	20
Through Goble.....	10	10
Through Rainier.....	8	8
Astoria, trains heading into depot track while passing over switch and turnout leading into this track.....	10	10
Between Tongue Point and west end of Young's Bay.....	22	22
Over bridge 98.0, east of Astoria.....	12	12
Over Young's Bay trestle and draw span, bridge 102.6, west of Astoria.....	12	12
On Pacific Ave., Hammond.....	8	8
Over bridge 110.7, first curve west of Carnahan.....	15	15

GRADE CROSSINGS

NAME	Miles from Portland
P. & S. W. Ry. (Interlocking Plant).....	20.3
Benson Timber Co. (Interlocking Plant).....	62.4

OVERHEAD CROSSINGS

NAME	Miles from Portland
Nehalem Boom Co.	10.5
Brix Logging Co.....	13.3
K-P Timber R. R.....	69.7
Bradley Woodard Lbr. Co.....	76.8
Big Creek Logging Co.....	87.0

JUNCTIONS

NAME	Miles from Portland	Switch at
Vancouver Division.....	4.5	
United Railways Co.....	10.0	
Brix Logging Co.....	13.4	West end
Portland & Southwestern Ry.....	20.1	East end
St. Helens Terminal Co.....	27.0	West end
Benson Timber Co.....	62.3	East end
K-P Timber R. R.....	69.8	West end
Bradley Woodard Lbr. Co.....	76.9	West end
Big Creek Logging Co.....	86.8	West end

LOCATION AND LENGTH OF TUNNELS

No.	LOCATION	Length
3	1.2 miles east of Mayger.....	188 feet

CAPACITY OF ENGINES IN ADDITION TO WEIGHT OF
ENGINES, TENDERS AND CABOSES

DISTRICT	Ruling Grade	Class of Engine							
		D-2	D-3	D-4	D-5	D-6	D-7	N-3	N-1
		150-161	152-167	153-164	155-166	168-169	170-181	182-183	184-185
Portland to Goble.....	.56	1325	1423	1364	836	1480	1580	2000	
Goble to Portland.....	.52	1400	1507	1444	900	1564	1650	2000	
Goble to Astoria.....	.31	1525	1650	1590	1143	1690	1780	2100	
Astoria to Goble.....	.38	1500	1590	1525	1100	1620	1720	2050	
Astoria to Flavel.....	.33	1525	1650	1590	1143	1690	1780	2100	
Flavel to Astoria.....	.44	1480	1575	1512	1084	1600	1625	2050	
Warrenton to Holladay..	1.22	742	800	766	470	831	935	994	
Holladay to Warrenton..	.70	880	950	909	557	985	1100	1180	

4 United Railways Co.
WESTWARD —Between United Junction and County Line EASTWARD

SECOND CLASS		Time Table No. 120		SECOND CLASS	
61		MAY 26, 1935		62	
Mixed		STATIONS		Mixed	
Leave Tues. & Fri.	Sid- ings	Other Trks.	Distance from United Jct.	Distance from County Line	Arrive Tues. & Fri.
8.05AM			0.0	P... UNITED JUNCTION....	1.05PM
8.10			0.5	P... RIVER JUNCTION....	1.00
8.15	6		1.7	.....BURLINGTON.....	12.55
8.21		85	3.9	P... TUNNEL SPUR....	12.49
8.28		84	5.5	P... ROCKTON.....	12.43
8.35			7.1	P... BOWERS JUNCTION....	12.37
8.50	46	15	11.9	DP... NORTH PLAINS....	12.20
8.58		26	14.4	P... SHERMAN.....	12.10PM
9.05	10	11	16.4	P... WILKESBORO.....	11.59
9.10	30	20	17.5	P... BANKS.....	11.53
9.25	29	4	21.7	P... MANNING.....	11.40
9.50	30		28.8	P... TOPHILL.....	11.18
10.05	29	7	33.1	P... BRAUN.....	11.05
10.25AM	Yard		38.5	DP... VERNONIA.....VN	10.45AM
	30		44.0	P... ZAN.....	
	Yard		47.0	P... KEASEY.....	
			48.9	.....COUNTY LINE.....	
Arrive Tues. & Fri.					Leave Tues. & Fri.
2.20				Time Over District	2.20
16.5				Average Speed per Hour	16.5

SPECIAL RULES—EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. EXCEPTION—No. 61 is superior to No. 62.

Normal position of switch, United Junction, will be for Portland Division main track.
Normal position of Junction Switch, Wilkesboro, will be for Gales Creek & Wilson River Railroad main track.
At United Junction eastward trains will comply with Rule 83 by obtaining check on all overdue trains from train dispatcher by telephone.
The double heading of trains between Keasey and Tophill is prohibited. Trains handling logs on disconnected trucks must not under any circumstances be double headed between Keasey and Rafton. When engines and cabooses equipped with adjustable couplers are being moved, the Federal Law prohibits the handling in one train of equipment including engines and cabooses unless couplers are all in either the high or the low position. This includes couplers on engines and on cabooses on the opposite ends from those in service. When it is necessary to change position of adjustable couplers, there must be no failure to again connect chain between cutting lever and pin lifter so that cutting lever will be operative.
Following restrictions must be observed in the handling of logs loaded on disconnected trucks:
Loads must not exceed eleven (11) feet in width and must not exceed eighty (80) feet in length, except when special permits are issued authorizing Conductors to move loads exceeding eighty (80) feet in length.
The load limit for 80,000 capacity trucks will be 12,000 feet; load limit for 100,000 capacity trucks will be 14,000 feet.
There must be a clearance of not less than twelve (12) inches from the top of rail to the bottom of logs. In event of stalling on grade, Enginemen must not take slack in attempting to start, as to do so may result in pulling trucks from under loads.
Conductors will decline to handle in trains loads of logs which do not conform to the above restrictions.
Trainmen handling logs on disconnected trucks will be required to Ride Out on loaded trains for the purpose of controlling train over district between Keasey and Zan, Tophill and Manning and Rafton.
Trainmen handling empty trucks when provided with a caboose on the rear will not be required to Ride Out, but in every case there must be not less than two trainmen in caboose over district mentioned above. Trainmen when not provided with a caboose will be required to Ride Out over the entire division when handling empty trucks.
Trainmen in log service when handling logs on disconnected trucks will be required, when on duty, to wear shoes properly equipped with caulk.

For Additional Special Rules, See Next Column

Gales Creek and Wilson River Railroad Co.
WESTWARD —Between Wilkesboro and Glenwood EASTWARD

SECOND CLASS		Time Table No. 120		SECOND CLASS	
FIRST CLASS		MAY 26, 1935		FIRST CLASS	
		STATIONS			
Distance from Wilkesboro	Car Capacity	Distance from Glenwood	Distance from Wilkesboro	Distance from Glenwood	Distance from Wilkesboro
815	0.0	P... WILKESBORO.....	12.9	L	
23	1.2	.....PENGRA.....	11.7		
1	4.2	.....MENKE SPUR.....	8.7		
6	6.7	.....ORCHARD DALE.....	6.2		
15	8.9	P... WASHBURN.....	4.0	W.	
3	11.7	.....GRAY'S SPUR.....	1.2	L	
52	12.9	P... GLENWOOD.....	0.0	L	
		Time Over District			
		Average Speed per Hour			

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

Log trains must not cross overhead crossing just west of Wilkesboro when S. P. trains are passing underneath. If S. P. train is passing or approaching, log trains must come to a stop and wait until S. P. train has cleared the crossing.
Point derail in main line approximately 300 feet east of water tank at Glenwood, must be left in derail position.
Trainmen handling logs on disconnected trucks will be required to ride out on loaded trains, for the purpose of controlling train, over district between Glenwood and Washburn, and between M. P. 6 and M. P. 3.
Interchange track with S. P. Co. is located at Wilkesboro.
Trains must not exceed speed of 12 miles per hour between Wilkesboro and Glenwood.

UNITED RAILWAYS CO., SPECIAL RULES—Continued

Whenever, from any cause, logs are lost from cars, conductors will file a message at the first open telegraph office, addressed jointly to the Superintendent at Portland and the Agent at Rafton, outlining the NUMBER OF LOGS LOST, LOCATION, BRAND, AND WHETHER FROM TRUCKS OR FLATS.

Eastward freight trains will use not less than 35 minutes between Tophill and Manning.

Commercial Spurs Between Stations

Name	Miles from United Jct.	Capacity of Sidings in Cars	Switch at
Ban Spur.....	1 0	29	West End
Falkenberg.....	3.4	S 1	West End
Culliton.....	5.9	S 9	West End
Helvetia.....	7.6	S 5	East End
Connell.....	9.1	S 1	West End
Twinfir.....	9.5	1	East End
Lincoln.....	10.2	S 6	East End
Vadis.....	13.3	11	East End Double End
Grove Lumber Co...	13.3	5	East End
Christie.....	15.5	S 10	East End
The Vernonia Co. } Thornburg.....	20.0	3	East End
Buxton.....	24.6		
Elwood Lbr. Co. Spur	24.7	S 11	West End
Outfit Spur.....	29.3	S 8	West End
Schmidlin Spur.....	31.6	S 3	East End
Connacher Spur....	34.2	Log Spur	West End
McPherson No. 1...	36.4	Log Spur	East End
McPherson No. 2...	36.4	Log Spur	West End
Trehorn.....	36.7	S 3	East End
Poynter.....	40.6	Log Spur	East End
Tara.....	45.2	S 4	East End
Eastman.....	48.5	Log Spur	West End

LOCATION AND LENGTH OF TUNNELS

No.	Location	Len
1	1.0 miles west of Tunnel Spur.....	4111
2	0.3 miles west of Tophill.....	1136

MAXIMUM SPEED

Location	Fre
Between United Junction and Wilkesboro.....	
Between Wilkesboro and Keasey.....	
Trains handling logs on disconnected trucks.....	
Trains handling logs on flat cars.....	
Over switches in paved streets.....	
Locomotives backing up.....	
Over all bridges between United Junction and Tunnel No. 1.	

TONNAGE RATING OF ENGINES

DISTRICT	Ruling Grade	Class of Engine										
		N1-N3	N2	N4-N5	N6	N7	F1	D2	D3	D4	D5	D6
		350-352 & 370	355- 364	300-305 315	325- 326	335- 339	455- 466	150- 151	152-157 158	153- 155	156	159
Linnton to Rafton.....	0.35	1871	2455	2055	2272	2446	2140	1547	1543	1527	1141	1386
Rafton to River Junction.....	2.3	435	583	452	523	600	466	326	337	356	251	302
River Junction to Wilkesboro...	1.5	638	873	691	788	877	714	509	516	531	374	471
Wilkesboro to Keasey.....	2.3	435	583	452	523	600	466	326	337	356	251	302
Keasey to Wilkesboro.....	1.5	638	873	691	788	877	714	509	516	531	374	471
Wilkesboro to Glenwood.....	2.2	460	552	472	543	620	486	346	357	376	271	322
Glenwood to Wilkesboro.....	0.8	1087	1470	1271	1352	1500	1256	904	910	910	675	814

FOOTAGE RATING FOR ENGINES IN LOGGING SERVICE

Keasey to Rafton.....	1.5	112,000	154,000	126,000	140,000	154,000	84,000	84,000	98,000	98,000	70,000	84,000
Wilkesboro to Rafton.....	1.2	140,000	182,000	154,000	168,000	182,000	112,000	112,000	112,000	112,000	84,000	112,000
Glenwood to Wilkesboro.....	0.8	214,000	290,000	251,000	267,000	296,000	243,000	178,000	179,000	179,000	133,000	160,000

WESTWARD Oregon Electric Ry. Co. First Sub-Division—Between Portland and Salem EASTWARD

Second Class		First Class		Car Capacity		Time Table No.120				First Class		Second Class	
	331			Sidings	Other Tracks	Distance from Portland	MAY 26, 1935		Distance from Eugene	Water, Wyes, Turntables, Fuel, Scales, Standard Clocks and Bulletin Boards and Yard Limits			330
	Local Freight						STATIONS						Local Freight
	Leave Daily Ex. Sunday												Arrive Daily Ex. Monday
	9.00PM			Yard	0.0	DNF..PORTLAND....GO	122.6	KL					1.30AM
						S. P. & S. 12th Ave. Connection	1.8						
	9.15			Yard	1.8	P JEFFERSON ST.	120.8	L					1.10
						0.7							
	9.18				2.5	.....MEAD ST.	120.1	L					
						0.7							
					3.2	.....TERWIL.....	119.4	L					1.07
						1.9							
	9.32		17		5.1	.....FULTON PARK ..	117.5						1.00
						1.6							
	9.40		8	23	6.7	.....MULTNOMAH....	115.9						12.55
						1.3							
	9.44		31	49	8.0	P.....BARSTOW....	114.6	L					12.51
						0.4							
	9.46			YS6W	8.4	P...GARDEN HOME..	114.2	L					12.50
						1.8							
	9.50			STE	10.2	J...METZGER.....	112.4						12.42
						0.9							
					11.1	...S. P. R. E. CROSSING...	111.5						
						0.8							
	9.55		20	8	11.9	P.....TIGARD.....	110.7						12.35
						1.9							
	10.01			10	13.8	J.....NILES.....	108.8						12.27
						2.1							
	10.06		5	3	15.9	P.....TUALATIN.....	106.7						12.18
						1.4							
	10.10			S11E	17.3	J...NASOMA.....	105.3						12.13
						1.5							
	10.14			18	6	P...TONQUIN.....	103.8						12.07
						1.3							
	10.18			S4E	20.1	J...MULLOY.....	102.5						12.02AM
						2.7							
	10.25		21	7	22.8	P...WILSONVILLE.....	99.8						11.51
						2.4							
	10.32		20		25.2	J...CURTIS.....	97.4						11.41
						3.7							
	10.43		16	25	28.9	P...DONALD.....	93.7						11.25
						2.8							
	10.52		15	2	31.7	J...BROADACRES.....	90.9						11.14
						2.6							
	11.00		31	2	34.3	P..WEST WOODBURN....	88.3						11.00
						2.9							
	11.07		9	9	37.2	J...ST. LOUIS.....	85.4						10.50
						2.1							
	11.12		12	2	39.3	J...CONCOMLY.....	83.3						10.43
						1.8							
	11.17		7		41.1	P...WACONDA.....	81.5						10.37
						1.8							
	11.21		10	6	42.9	J...HOPMERE.....	79.7						10.31
						1.0							
	11.24			8	43.9	P...QUINABY.....	78.7						10.27
						2.3							
	11.29		11	2	46.2	P...CHEMAWA.....	76.4						10.20
						3.0							
	11.36		19	4	49.2	.....DEAF SCHOOL.....	73.4						10.10
						1.8							
	11.45PM			Yard	51.0	DP...SALEM.....SF	71.6	KL					10.00PM
	Arrive Daily Ex. Sun.												Leave Daily Ex. Sunday
	2.45 18.5					Time Over District Average Speed per Hour							3.30 14.6

SPECIAL RULES.

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

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 Mead St. to Terwil.

Junction switch at Garden Home when not in use will be left set and locked for First Sub-division track.

Eastward trains approaching Hood and Porter Streets crossing, Portland, must reduce speed so as to enable them to stop to avoid striking vehicles or pedestrians using this crossing.

Eastward trains must approach Nichols Street crossing, Garden Home (first crossing west of depot) under control and sound crossing whistle 600 feet west thereof.

WESTWARD Oregon Electric Ry. Co. Second Sub-Division—Between Salem and Eugene EASTWARD 5

Second Class		First Class		Car Capacity		Time Table No.120		First Class		Second Class	
	331					MAY 26, 1935					330
	Local Freight										Local Freight
	Leave Daily					STATIONS					Arrive Daily
	Ex. Monday										Ex. Sunday
	12.30AM			Yard	51.0	DPSALEMSF	71.6	KL			9.10PM
					51.4	. . . . .BELLEVUE	71.2	L			
	12.40		28		51.9	JMELAS	70.7	L			9.02
	12.52		30	23	55.2	JROBERTS	67.4				8.50
	12.59			S18E	57.5	JHALL'S FERRY	65.1				8.42
	1.07			S11E	4	PORVILLE	62.9				8.35
	1.22			S14E	6	JSIDNEY	58.0				8.22
	1.32			S19W		JTALBOT	54.9				8.13
	1.42			S8E	15	JDEVER	52.0				8.05
	1.50		9	6	73.3	JCONSER	49.3				7.55
	2.00				76.3	PLEANDER	46.3				7.45
	2.06			Yard	77.6	DPALBANYA	45.0	L			7.40
	2.18			S13E	81.5	PPIRTLE	41.1				7.20
	2.30		31	Y 5	83.4	PGRAY	39.2				7.15
	2.45			S16W	87.5	JVERDURE	35.1				7.05
	3.00			S10E	11	JFAYETTEVILLE	31.7				6.56
	3.10			S4E	93.6	. . . . .POTTER	29.0				6.49
	3.18			S10E	11	JTULSA	26.7				6.43
	3.25			S6E	99.0	. . . . .NIXON	23.6				6.36
	3.32			S10E	101.1	PCARTNEY	21.5				6.30
	3.39			S5E	24	PHARRISBURG	18.6				6.22
	3.49			S3W	32	DP . JUNCTION CITYJC	14.1				6.11
	3.55			S10W	111.8	JMILOM	10.8				6.03
	4.00			S5E	113.2	. . . . .MEADOW VIEW	9.4				5.59
	4.05			S10E	115.9	JENID	6.7				5.52
	4.15		11	S4W	120.2	PLASER	2.4				5.40
	4.30AM			Yard	122.6	DPEUGENEGN	0.0	KL			5.30PM
	Arrive Daily										Leave Daily
	Ex. Monday										Ex. Sunday
	4.00					Time Over District					3.40
	17.9					Average Speed per Hour					19.5

SPECIAL RULES.

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

When meeting at Bellevue, westward trains will hold main track.
Keep bell ringing when moving between first road crossing east of depot at Harrisburg and County road crossing 1800 feet west

MAXIMUM SPEED

Location	Freight	Location	Freight
Between Portland and Eugene	25	Under S. P. Co. bridge at Tualatin	15
Over switches in paved streets	10	Over Wilsonville bridge	15
Steam locomotives backing up	20	Through Donald	20
Between Portland, 12th Ave. connection, and Terwil	10	Over road crossing at Quinaby	15
Between View Point and Fulton Park	15	Through Salem	10
Between Fulton Park and Multnomah	20	Through Albany	12
Between road crossings just east and west of Multnomah	15	Between first crossing east of depot at Harrisburg and county road crossing 1800 feet west	8
Between Multnomah and Metzger	20	Over Willamette River bridge, 1 mile west of Harrisburg	15
Between Tualatin and Nasoma	20	Through Junction City	8
Over road crossing just east of depot at Metzger	20	Over Sixth St. crossing, Junction City (first crossing east of depot)	5
Over S. P. Co. crossing at Greenburg	10		
Over first road crossing west of depot at Tigard	5		
Over three crossings on curve at Durham	20		

First Class				Car Capacity		Distance from Orenco	Time Table No. 120 MAY 26, 1935 STATIONS	Distance from Bowers Junction	Water, Wyes, Turntables, Fuel, Scales, Standard Clocks and Bulletin Boards and Yard Limits	First Class			
				Sidings	Other Tracks								
					S13W	0.0	P.....ORENCO.....	5.1	L				
					S10E	1.3	.....MERLE.....	3.8					
						5.1	P..BOWERS JUNCTION...	0.0	L				

SPECIAL RULES---EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
Maximum Speed—12 Miles per hour

WESTWARD **OREGON ELECTRIC RY. CO. FOURTH SUB-DIVISION** **EASTWARD**
BETWEEN GARDEN HOME AND FOREST GROVE

THIRD CLASS		FIRST CLASS		Car Capacity		Distance from Garden Home	TIME TABLE No. 120		Distance from Forest Grove	Water, Wyes, Turntables, Fuel, Tenders, Standard Cinders and Gravel in Cars and Per Ton	FIRST CLASS		THIRD CLASS	
				Sidings	Other Tracks		MAY 26, 1935							
							STATIONS							
				Y	S6W	0.0	P.....	GARDEN HOME.....	19.1	L				
					S6E	1.4	J.....	WHITFORD.....	17.7					
				4	2	3.2	P.....	BEAVERTON.....	15.9					
					S4W	4.9	J.....	ST. MARY'S.....	14.2					
					S4E	6.4	J.....	ELMONICA.....	12.7					
					S2W	8.1	J.....	QUATAMA.....	11.0					
					S13W	9.3	P.....	ORENCO.....	9.8	L				
					S6E	11.4	J.....	SEWELL.....	7.7					
				6	17	13.0	DP.....	HILLSBORO..... BO	6.1					
				S5E	7	16.4	P.....	CORNELIUS.....	2.7					
					Yard	19.1	P.....	FOREST GROVE.....	0.0					
								Time Over District Average Speed Per Hour						

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

WESTWARD **OREGON ELECTRIC RY. CO. FIFTH SUB-DIVISION** **EASTWARD**
BETWEEN LEANDER AND SWEET HOME

FIRST CLASS				Car Capacity		Distance from Leander	TIME TABLE No. 120 MAY 26, 1935		Distance from End of Track	Water, Fuel, etc.	FIRST CLASS			
				Sidings	Other Tracks		STATIONS							
						0.0	P.....LEANDER.....	29.3	W-C					
						0.9	P.S.P.CONN.ALBANY....	28.4						
						13.6								

**BETWEEN S. P. CONN. ALBANY AND LEBANON CONN. WITH O. E. FIFTH-SUB DIVISION TRAINS WILL
BE GOVERNED BY S. P. CO. PORTLAND DIVISION TIME TABLES AND RULES**

[illegible]

SPECIAL RULES—EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS
Maximum Speed—25 Miles per hour

OREGON ELECTRIC RY. CO. SIXTH SUB-DIVISION
WESTWARD BETWEEN SWEET HOME AND DOLLAR EASTWARD

FIRST CLASS				Car Capacity		Distance from Sweet Home	TIME TABLE No. 120 MAY 26, 1935	Distance from Dollar	Water, Fuel, etc.	FIRST CLASS			
				Sidings	Other Tracks								
											STATIONS		
				17	28	0.0	P. . . . SWEET HOME	15.5	WY				
							Jct. Fifth Sub-Division						
					15	6.4	6.4 HOLLEY	9.1					
							1.6						
					2	8.0	. . . . . CALAPOOYA	7.5					
							7.5						
				Two 46	40	15.5	. . . . . DOLLAR (End of Line)	0.0					

SPECIAL RULES—EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS
Maximum Speed—25 Miles per hour

Business Tracks Not Shown as Stations on Time Table
FIRST AND SECOND SUB-DIVISION

Name	Miles from Portland	Capacity
Shops.....	2.6	
Greenburg.....	11.0	8 E
Bonita.....	13.4	4 W
Durham.....	14.2	5 E
Tualatin Mill.....	15.4	4 W
Clutters.....	20.7	1 E
Prahl.....	23.6	2 W
Wallace.....	24.6	4 W
Butteville.....	25.8	5 E
Fargo.....	26.8	2 W
Fellers.....	29.8	5 W
Loganville.....	33.0	2 W
Gravel Pit Spur.....	48.5	38 E
Linnore.....	76.2	12 W
Coover.....	78.6	11 W
Awbrey.....	114.9	1 E
THIRD SUB-DIVISION	Miles from Orengo	
Bendemeer.....	3.3	3 W
FOURTH SUB-DIVISION	Miles from Garden Home	
Firlock.....	0.6	2 W
Milkapsi.....	10.1	2 E
Moffat.....	12.0	2 E
Rhoades.....	12.4	4 E
Haynes.....	17.8	3 E

GRADE CROSSINGS

NAME	Miles from Portland
FIRST SUB-DIVISION	
P. E. P. Co. (Corbett St.).....	3.5
Southern Pacific Co.....	11.1
Southern Pacific Co.....	50.7
Southern Pacific Co.....	50.8
Southern Pacific Co.....	51.0
Southern Pacific Co.....	51.3
SECOND SUB-DIVISION	
Southern Pacific Co.....	77.4
Southern Pacific Co.....	77.5
Southern Pacific Co. (2).....	77.6
Southern Pacific Co.....	77.7
Southern Pacific Co.....	120.5
FOURTH SUB-DIVISION	
Southern Pacific Co.....	3.0
Southern Pacific Co.....	13.3

LOCATION OF DRAWBRIDGES

NAME	Miles from Portland
Willamette River Bridge.....	106.0

MAXIMUM SPEED—FOURTH SUB-DIVISION

Location	Freight
Between Garden Home and Whitford.....	20
Between Whitford and Forest Grove.....	25
Over Lombardy Ave., Beaverton, and between depot and 1000 ft. west.....	15
Over highway crossing at Beaverton.....	5
Through Hillsboro.....	10
Through Forest Grove.....	15
Over Pacific Ave., Forest Grove, and between Pacific Ave. and depot and over all wye switches.....	5

DISTRICT	Ruling Grade	TONNAGE RATING OF ENGINES								
		Class of Engines								
		N1-N3 350-352 370	N2 355- 364	N4-N5 300-305 315	N6 325- 326	N7 335- 339	F1 450- 466	D4 153- 165	D6 159	D7 160- 162
Jefferson St. to Multnomah.....	2.87	319	449	399	399	468	373	274	229	305
Multnomah to Tualatin.....	0.7	1264	1729	1473	1572	1716	1506	1062	952	990
Tualatin to Wilsonville—No Stop.....	0.95	1025	1403	1215	1292	1546	1262	872	778	1000
Tualatin to Wilsonville—Stop at Nasoma.....	0.95	996	1361	1163	1230	1354	1226	833	865	939
Wilsonville to Fellers—Stop at Curtis or Donald Siding.....	1.0	954	1289	1100	1182	1296	1154	798	712	906
Wilsonville to Fellers—Run grades Wilsonville-Curtis-Donald; Half Train on Wilsonville Grade during acceleration.....	1.0	954	1502	1271	1351	1486	1326	900	817	1040
Bowers Junction to Orenco.....	Down	4000	5478	4000	4200	5000	5000	4200	4200	4500
Orenco to Bowers Junction.....	1.0	954	1286	1100	1132	1292	1154	798	712	906
Forest Grove to Garden Home.....	2.0	594	663	586	598	680	573	419	349	460
Garden Home to Forest Grove.....	2.33	435	581	513	527	600	496	359	302	401
Albany to Sweet Home.....	2.0	594	663	586	598	630	592	409	349	460
Sweet Home to Albany.....	1.3	758	1023	889	936	1030	906	632	556	714
Sweet Home to Dollar.....	2.4	404	540	470	491	559	458	332	278	372
Dollar to Sweet Home.....	1.75	569	763	667	696	721	666	572	407	533
Fellers to Salem.....	0.8	1091	1471	1144	1374	1471	1271	917	970	1164
Salem to Albany Freight Yard.....	0.4	1731	2291	1963	2134	2282	2006	1417	1513	1824
Water Street south of Yard.....	Start	532	721	633	679	731	641	442	466	573
Water Street South Yard.....	Runn'g	700	800	710	744	770	720	470	490	613
Albany to Eugene.....	0.3 Start	1909	2633	2273	2464	2644	2396	1633	1761	2104
Eugene to Albany.....	0.4 Start	1691	2301	1973	2144	2282	2006	1440	1491	1824
Albany to Salem.....	0.4 Start	1091	2301	1973	2144	2282	2006	1919	1513	1824
Salem to Wilsonville.....	0.85	1091	1490	1273	1374	1471	1271	917	970	1166
Wilsonville to Tigard.....	1.0	954	1286	1100	1132	1292	1154	798	811	906
Tigard to Portland—Start Garden Home.....	1.67	581	761	688	744	789	666	482	511	624
Tigard to Portland—No Stop.....	1.67	650	820	710	770	810	690	512	543	654

SPECIAL RULES

- No. 1. Special Rules supersede Rules and Regulations of Transportation Department.
- No. 2. Rule 83-A will not apply at initial stations which are not telegraph stations, and at telegraph stations except during office hours, or when an operator is on duty after office hours.
- No. 3. When an order is put out to a train at a station, directing them to meet an opposing train at that station and the order contains the clause "..... gets this order at meeting point," the train receiving the order at the meeting point will hold the main track and the other train must take the siding.
- No. 4. When passenger trains meet at stations where view is not clear and track straight for at least one-half mile ahead, train holding the main track will stand one thousand (1000) feet from the switch to be used by opposing train until such train has arrived.
- No. 5. All trainmen and others interested are hereby warned that the majority of cattle guards are closer to tracks than required standard of the Public Utilities Commission of Oregon.
- No. 6. Sign reading "Impaired Clearance" placed upon switch stand at entrance of spur or siding indicates there are platforms or structures located alongside same which do not provide minimum horizontal clearance prescribed by Public Utilities Commission of Oregon. Employees will use care and avoid risk of injury while working on spurs or sidings protected with "Impaired Clearance" signs.
- No. 7. 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 and except as otherwise specifically provided.
- No. 8. 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. 9. 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. 10. 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. 11. The movement of trains over street crossings within 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. 12. 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. 13. Trains must not pass under overhead crossings of logging roads while logging train is passing over the crossing.
- No. 14. Helper engine, when used, must be placed just ahead of caboose.
- No. 15. Trains must not block 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. 16. Whenever descending grades require the use of retainers, trains will be stopped at the top of grade and retainers turned up to the number requested by the engineer and stop made at foot of grade for retainers to be released.
- No. 17. **Registering Stations:**
Portland, Astoria, Seaside.
Warrenton for all trains except Nos. 22 and 23.
United Junction for United Railways trains only.
Wilkesboro, Vernonia, Salem, Leander, Eugene.
At Leander, all trains will register and in addition, Fifth Sub-division trains will report arrival by telephone to Dispatcher's Office and obtain orders when necessary.

OREGON ELECTRIC RAILWAY CO.

- No. 18. When Helper Engine is placed in train at 12th Ave., Portland, power on Helper must not be used until train departs from Jefferson Street.
- No. 19. Interlocking signals govern the use of crossing with the Southern Pacific at Greenburg. Normal position of the signals is "STOP." Train approaching on either the Oregon Electric or Southern Pacific railroad will cause the signals governing use of the crossing to change to "Proceed" position, provided no other train is in the approach circuit or within the limits of the plant.
If signal does not display "Proceed" indication for train which is to use the crossing, the train must be preceded by a flagman and train must not move beyond signal at "Stop" position until it receives "Proceed" signal from flagman at the crossing. Flagman must not give "Proceed" signal until it is known that the signals governing movement of trains on intersecting line are at "Stop" and that any approaching train has stopped. In the event that signals on intersecting line do not indicate "Stop," movement over the crossing must be protected in both directions.
- No. 20. 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. 21. 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. 22. Spring switch is located at the end of double track, Mead Street. Normal position of this switch will be for the movement of westward trains and it will be permissible for eastward trains to run through this switch. Switch at end of double track at Terwil is rigid hand throw switch. Normal position of this switch will be for movement of westward trains and it will be necessary for eastward trains to stop and line this switch.
- No. 23. 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.

SPECIAL RULES—continued

- No. 24. Breaker between 600 and 1200 volt trolley current on Macadam Road, Portland, 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. 25. 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 Ave.), Portland: on pole east side 12th Ave. between Kearney and Johnson Streets.
- Tracks 40 and 41 in 12th Ave. 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.
- An interlocked electric track and trolley switch is located on the Gilmore Oil and General Petroleum Spur at Albany. When open, this switch cuts off both the track and trolley from the main line. When using this spur it will be necessary to close switch which is operated by a single lever and must not under any circumstances be operated under load. To avoid the possibility of this switch being opened under load, it must never be opened until after the engine has cleared the spur and the trolley pole of the engine has been changed from the spur wire to the main line trolley wire.
- No. 26. Interchange tracks with S. P. are located at Jefferson St., Portland, Salem, Albany and Lasen.
- No. 27. All eastward trains must stop just before passing over first road crossing east of Multnomah and be sure air brakes are working properly before proceeding.
- No. 28. Train employees are cautioned not to lean out of cab or cars while passing following over head 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.
- O.-W. R. & N. Co. Steel Bridge, Front Ave. and Glisan Street, Portland; 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 Terwil has only 10-feet 9-inch centers. Trains meeting between these points must come to full stop and see that nothing is projecting from train that will foul equipment.
- No. 29. **Portland:**
- Telephone is located in box on pole at northeast corner Front Ave. and Morrison Street. This telephone is on Train Dispatcher's circuit and is for the purpose of enabling trainmen to communicate with Train Dispatcher. Cars exceeding 44 feet in length can not be handled between Front Ave. and Flanders Street and S. P. & S. connection 12th Ave. Cars in excess of this length will be received and delivered through the N. P. T. Co. connection Front Ave. and Flanders Street.
- All trains, including light engines and motors, must approach all street crossings under control and stop before crossing tracks of another company. Street 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 Ave. west end Willamette River Bridge:
- (a) 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 Ave.
- (b) 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 movements on either of these tracks beyond the point where the signal is located.

(c) 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.

(d) 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 desiring to secure a clear signal. One ring of 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.

(e) 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.

(f) 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. 30. **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 train and engine movements over Commercial Street crossing must be protected by a flagman on the crossing.

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.

Cars exceeding 44 feet in length cannot be placed on Fruit Union Spur.

No. 31. **Albany:**

All trains, including light engines and motors, must approach all street crossings under control.

All 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.

Cars exceeding 44 feet in length cannot be placed on Cannery Spur.

No. 32. **Albany, Fifth Sub-division:**

Oregon Electric trains cross Southern Pacific main track just west of Signals 6912-6913 and use Albany and Page sidings, between Oregon Electric junction switch at LaFayette Street and Tallman Branch track.

Oregon Electric trains, in both directions, before crossing Southern Pacific main track, must comply with Southern Pacific Rules 83 and 83-C, using check of train register, Southern Pacific Form CS-2529. Conductors westward Oregon Electric trains will obtain this check of train register by telephone from Southern Pacific operator, Albany Station, repeating it back to the operator for verification before delivering it to engineer. Conductors eastward Oregon Electric trains will make this check from the train register at Albany Station.

Oregon Electric trains, in both directions, must obtain permission from the Southern Pacific Company operator, Albany, by telephone, before crossing Southern Pacific main track and conductors must immediately report to this operator when their trains have cleared Southern Pacific main track.

This permission to cross Southern Pacific main track does not relieve conductors from seeing that their trains are protected against over-due first class trains, as prescribed by Southern Pacific Rule No. 93.

Telephone, connected with telegraph office, Southern Pacific Company, Albany Station, is located in booth at LAFAYETTE STREET.

Oregon Electric trains on Southern Pacific tracks at Albany on what is known as the "Bridge Line," which extends from the point where Oregon Electric trains enter Albany siding to Page, are not permitted to take water, fuel or other supplies, pick up or set out cars or perform any other service.

Between Page and Lebanon, picking up and setting out of cars is permissible under joint track operation.

No. 33. Lebanon:

Junction switch, Oregon Electric Railway, is located at Southern Pacific MP-688.9. Normal position of switch is for Southern Pacific main track. Normal indication block signal on Oregon Electric track is "STOP" and will change to "PROCEED" when switch is opened, providing Southern Pacific main track is clear between block signals on Southern Pacific main track, located on both sides of junction switch.

Telephone, connected with telegraph office, Southern Pacific Company, Lebanon Station, is located in booth near junction switch.

In addition to a clear block signal, eastward Oregon Electric trains must obtain permission from operator, Lebanon Station, before entering on Southern Pacific main track and conductors of westward trains must immediately report to this operator by telephone when their trains have cleared Southern Pacific main track.

No. 34. Eugene:

All trains, including light engines and motors, must approach all street crossings under control and will stop before crossing Blair Street.

LIST OF SURGEONS AND MEDICAL DEPARTMENT INSTRUCTIONS

Surgeons will attend, when called upon officially, to all cases of accident occurring to employees or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations. Railway officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, no responsibility will be assumed 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 after such surgeon is able to assume charge of the case.

Boarding and nursing are furnished only at hospitals with which arrangements have been made. No responsibility will be assumed for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon.

SURGEONS

DR. CHAS. C. NEWCASTLE, Chief Surgeon } —318 Maher Building, Portland.
 DR. WILMOT C. FOSTER, Asst. Surgeon } —Telephone Beacon 5070; if no answer call Beacon 3181.
 DR. C. E. BROUS, Local Surgeon, Linnton.
 DR. L. G. ROSS, Local Surgeon, St. Helens.
 DR. W. W. BALL, Local Surgeon, Clatskanie.
 DR. J. L. WOODIN, Local Surgeon, Clatskanie.
 DR. V. S. GEARY, Local Surgeon, Westport.
 DR. O. C. HAGMEIER, Local Surgeon, Astoria.
 DR. J. E. VINSON, Local Surgeon, Seaside.
 DR. ROLAND D. EBY, Local Surgeon, Vernonia.
 DR. A. O. PITMAN, 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. F. B. SMITH, Local Surgeon, Albany.
 DR. R. BRUCE MILLER, Local Surgeon, Lebanon.
 DR. ROBT. LANGMACK, Local Surgeon, Sweet Home.
 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.

Stretchers are located at following points:

Astoria.	Vernonia.
Rainier.	Salem.
Portland, Baggage Room.	Albany.
Portland, Oregon Electric Shops.	
Portland, Jefferson Street Station.	

WATCH INSPECTORS

Ball Railroad Time Service of Ohio, 284 Endicott Building, St. Paul, Minn.
 Weisfeld & Goldberg, 530 S. W. Washington Street, Portland.
 Dillen Rogers, 734 N. Killingsworth Street, Portland.
 E. M. Young, Rainier.
 Loop-Jacobsen, Astoria.
 A. L. Kullander, Vernonia.
 Hartman Bros. Co., Salem.
 F. M. French & Sons, Albany.
 Seth Laraway, Eugene.
 Wm. Konick, Corvallis.

B. L. SPERRY, Chief Dispatcher.

E. B. ARTHUR, Asst. Chief Dispatcher.

E. B. HEATH, Trainmaster.

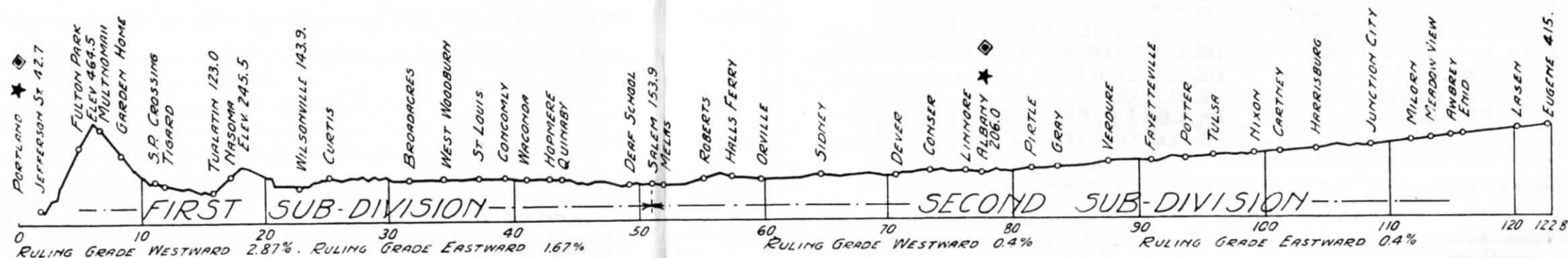
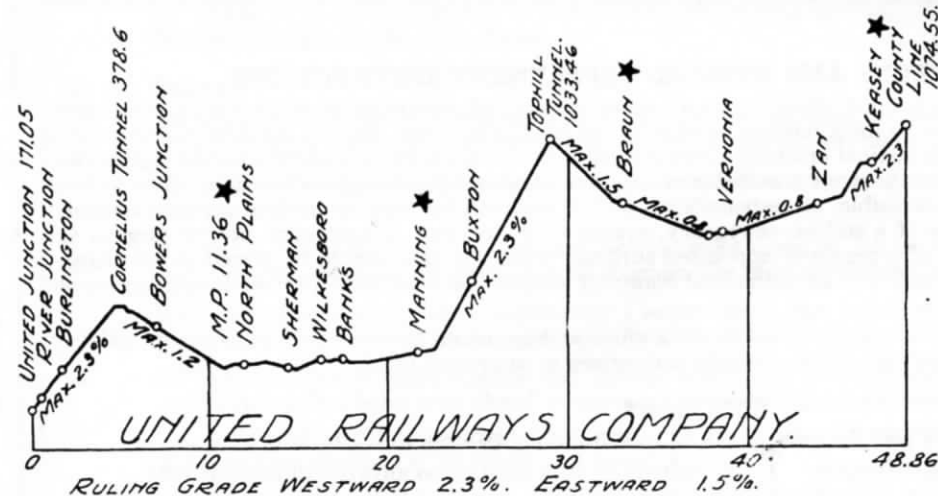
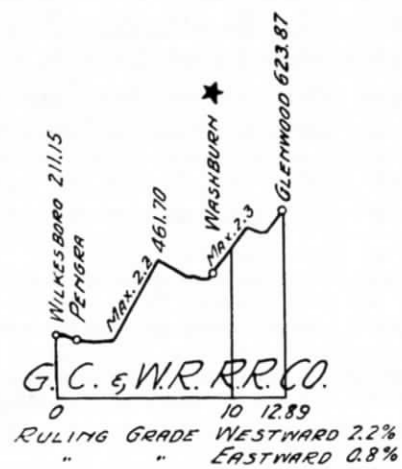
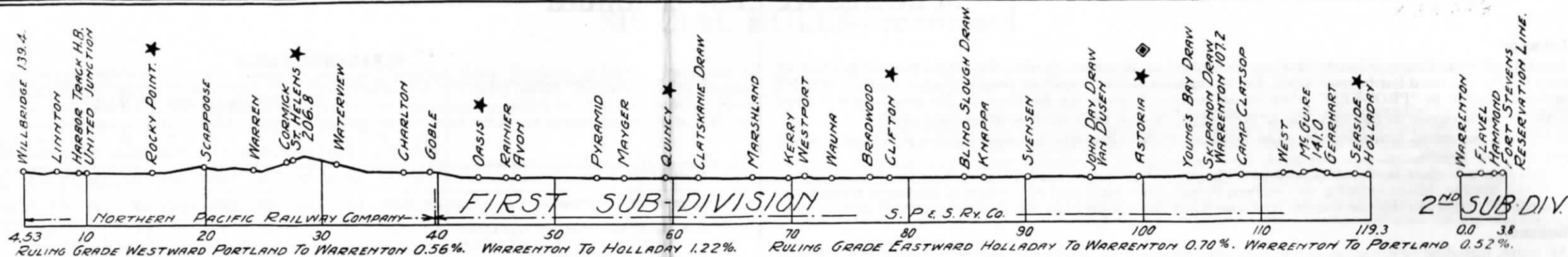
CLEARANCE TABLE

	HEIGHTS ABOVE TOP OF RAIL											
	1' Wide	2' Wide	3' Wide	4' Wide	5' Wide	6' Wide	7' Wide	8' Wide	8' 6" Wide	9' Wide	10' Wide	11' Wide
Portland—Holladay.....	18' 6"	18'	17' 6"	17'	17'	16' 6"	16' 6"	16'	15' 9"	15' 6"	15'	14'
Warrenton—Fort Stevens.....	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'
O. E. Ry.—U. Rys. Portland Yard Limits.	17'	17'	17'	17'	17'	17'	17'	17'	17'	17'	17'	
Portland—Garden Home.....	17'	17'	17'	17'	17'	17'	17'	17'	17'	17'	17'	
Garden Home—Forest Grove.....	19'	19'	19'	19'	19'	19'	19'	19'	19'	19'	19'	19'
Garden Home—Eugene.....	15' 9"	15' 9"	15' 9"	15' 9"	15' 9"	15' 9"	15' 9"	15' 9"	15' 9"	15' 9"	15' 9"	
Lebanon—Dollar.....	19'	19'	19'	19'	19'	19'	19'	18' 6"	18'	18'	18'	17'
Orengo—Bowers Junction.....	19'	19'	19'	19'	19'	19'	19'	19'	19'	19'	19'	19'
United Junction—Wilkesboro.....	19'	19'	19'	19'	19'	19'	19'	18' 6"	18'	17' 6"	17'	17'
Wilkesboro—Keasey.....	19'	19'	19'	19'	19'	18' 6"	18' 3"	18'	17' 9"	17' 6"	17'	16'
Wilkesboro—Glenwood.....	20'	20'	20'	19'	19'	19'	19'	18' 6"	18'	18'	18'	18'

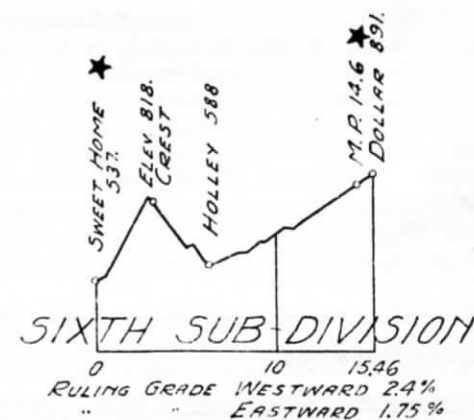
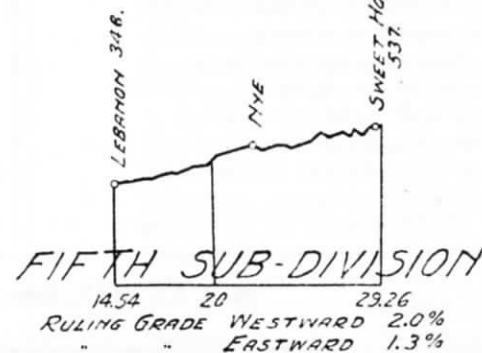
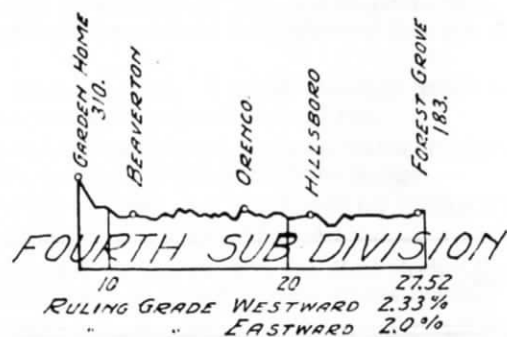
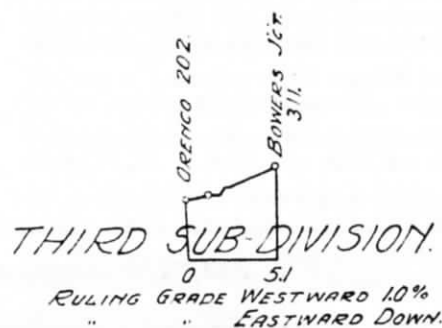
Conductors must be positive that loads do not exceed these dimensions and must not move loads of greater dimensions without instructions from Superintendent.

Cars exceeding 44 feet in length cannot be handled between Front Ave. and Flanders Street and S. P. & S. 12th Ave. connection, Portland. Cars in excess of this length will be received and delivered through the N. P. Terminal Company.

Cars exceeding 44 feet in length cannot be placed on Cannery Spur, Albany, or on Fruit Union Spur, Salem.



OREGON ELECTRIC RAILWAY COMPANY



WATER ★
 FUEL ●
 ELEVATION 139.4