# OREGON ELECTRIC RAILWAY COMPANY

## TIMETABLE NO. 44.

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

SUNDAY, JULY 24, 1932

SUPERSEDING TIME TABLE No. 43 AND ALL SUPPLEMENTS THERETO THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

2	WESTWARD FIRST SUB-					DIVISION—BETWEEN PORTLAND AND SALEM						
Third Class	Second Class	FIRST CLASS	Car Ca	pacity		Time Table No. 44		ns		FIRST CLASS	Second Class	Third Class
TO BY	331	9		ıcks	e from and	JULY 24, 1932	Distance from Eugene	Telegraph and Telephone Stations	12		330	
	Local Freight	Passenger	Siding	r Tra	Distance Portlan		Stanc	egraj	Passenger		Local Freight	
	Leave Daily	Leave Daily	- iš	Other	Dis	STATIONS	Dis	Tel	Arrive		Arrive Daily Ex. Monday	
	Ex. Sun.	Daily	!			PORTLAND DS		-	Daily		Ex. Monday	
	8.OOPM		1000	Yard		S.P. & S. 12th St. Connection OW		DNP			2.00AM	
	8.15	8.45	M	Yard	0.0	JEFFERSON ST. J	120.9	DNP	s 5.30PM		1.40	
	8.17	8.46			0.3	HARRISON ST	120.6		5.28		1.39	
	8.18	8.47	DANGE OF	225 W 124	0.7	0.4MEAD ST			5.27		1.38	
		f 8.49			1.3	ABERNATHY ST H	119.6		f 5.26			1 200
	8.32	f 8.54	21		3.3	2.0 FULTON PARK	117.6		f 5.20		1.30	
	8.40	f 8.58	11	2	4.9	-	116.0	-	f 5.16		1.25	
	8.44	f 9.02	28	57	6.2		114.7		f 5.13		1.21	
	8.45	s 9.03	100	YS7W	6.6	GARDEN HOME	114.3		s 5.12	TOTAL REAL PROPERTY TOTAL BUSINESSES	1.20	
	8.50	f 9.06		S8E	8.4	METZGER	112.5		f 5.08		1.15	
			- 10		9.3	S. P. R. R. CROSSING	111.6					
	8.55	f 9.09	24	9	10.1	TIGARD	110.8	P	f 5.03		1.10	
	9.01	9.12	13		12.0	1.9 —	108.9	J	5.00		1.03	
Green Services	9.06	f 9.15	- 8	4	14.1	TUALATIN	106.8	DP	f 4.57	GEG 20-4 W/ 10 EGG 000	12.58	THE REAL PROPERTY.
	9.10	f 9.18	-			1.4 NASOMA		J	f 4.55		12.54	
	9.14	f 9.21	21	7	17.0	1.5 TONQUIN	103.9	P	f 4.53		12.49	
	9.18	f 9.23	1	S7E	18.3	MULLOY	102.6	J	f 4.51		12.45	
	9.25	f 9.27	25	Y 8	21.0	WILSONVILLE	99.9	P	f 4.47		12.37	
	9.31	9.32	24			CURTIS		J	4.42		12.29	
	9.41	1 9.37	19	28	27.1	3.7	93.8	P	1 4.37		12.17	- 1
	9.49	f 9.41	19	3	28.9	BROADACRES	91.0	1100	f 4.33		12.09	
	9.56	f 9.45	35	3	32.5	WEST WOODBURN	88.4	P	1 4.29		12.01AM	
	10.04	f 9.50	13	10	35.4	2.9 st. Louis	85.5	J	1 4 25		11.50	
	10.10	f 9.53	15	3	37.5	CONCOMLY	83.4	J	f 4.21		11.42	
	10.15	f 9.56	10			WACONDA					11.37	
	10.19	f 9.59	13	7		HOPMERE		A NEW BILL	f 4.16		11.31	
	10.22	f10.01		10	42.1	1.0	78.8	P	f 4.14		11.27	
	10.28	f10.04	14	2	44.4	2.3	76.5	P	f 4.11		11.20	
	10.35	110.09	22	5	47.4	DEAF SCHOOL	73.5		f 4.06		11.09	
	330 1 O · 4 5 PM	s10.158	м	Yard	49.3	1.9	71.6	DNP	4.00PM		1 0.55PM	
	Arrive Daily Ex. Sun.	Arrive Daily				49.3			Leave Daily		Leave Daily Ex. Sunday	
	2.30	1.30	-			Time Over District			1.30			
	19.7	32.9				Average Speed per Hour			1.30 32.9		3.05 16.6	1 1

### 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 Jefferson St. to Harrison St., and from Mead St. to Abernathy St.

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.

Q E WOTAW, Superintendent

	VESTWARD		SECOND	-doc	אזע	1916	ON BETWEEN SA	TARIVI	A	IND EUGENE		EASTWARI	,	3
Third Class	Second Class	FIRST CLASS		Car Ca	apacity		Time Table No. 44		ns	FIRST CLASS		Second Class	Third	d Cla
	331		9		ks	from	JULY 24, 1932	from	and	12		330	0.00	
	Local Freight		Passenger	dings	Other Tracks	Distance from Portland	1	Distance from Eugene	Telegraph and elephone Stations	Passenger		Local Freight		
	Leave Daily Ex. Sunday		Leave Daily	iš	Othe	Dis	STATIONS	Dis	Telepl	Arrive Daily		Arrive Daily Ex. Sunday	Taken	
	11.30PM		10.15AM	9-5	Yard	49.3	SALEMSA	71.6 E	ONP	в 4.ООРМ		9.50PM	ACC L	
						49.7	BELLEVUE	71.2					20.1	
	11.40		10.18	32	E EL A	50.2	MELAS	70.7	J	3.57		9.45	06.5	
	11.52		f10.22	34	26	53.5	BOBERTS	67.4	J	f 3.52		9.38	CELE	
	11.59		f10.26		S21E	55.8	HALL'S FERRY	65 1	J	f 3.48		9.33		
	12.07AM		f10.29	S15E	5	58.0	2.2 ORVILLE	62.9	P	f 3.45		9.27	ere r	
	12.22		f10.36	S18E	7	62.9	SIDNEY	58.0	J	f 3.38		9.15	22.1	
	12.32		f10.40	S21W		66 0	TALBOT	54 0	T .	f 3.34		9.08	oe r	
	12.42		f10.44	SIIE	17	68.9	2.9	52.0	J	f 3.30		9.01	86×1-	
	12.50		f10.48	12	7	71.6	CONSER	49.3	J	f 3.26		8.55	20.5	
	1.00		s10.52			74.6	LEANDER	46.3	P	s 3.22	A CONTROL MANAGEMENT AND A CONTROL OF THE	8.47	81.0	
	1.06		s10.55	4	Yard	75.9	1.3	45.0	DP	s 3.20		8.43	023 6	
	1.18		f11.01	Track!	S15E	79.8	PIRTLE	41.1	P	f 3.14		7.10	MPE R	
	1.30 2.15		811.04	35	Y 6	81.7	GRAY	39.2	P	s 3.11		7.00 6.15		
	2.30		f11.10		S18W	85.8		35.1	J	f 3.05		6.05	ethett sk	
	2.45		f11.14	S13E	13	89.2	FAYETTEVILLE	31.7	J	f 3.01		5.56		
	2.55		f11.18		SSE	91.9	POTTER	29 n		f 2.57		5.49		
	3.03	SEL REPTECTS:	f11.21	S13E	13	94.2	2.3	26.7	J	f 2.54		5.43		
	3.10		f11.25		S7E	97.3	3.1	23.6		f 2.50		5.36		
	3.17		f11.28	S13E		99.4	CARTNEY	21.5	P	f 2.47		5.30		
	3.24	The state of the s	f11.32	S6E	27	102.3	HARRISBURG	18.6	P	f 2.43		5.22		1,162 6
	3.34	TO THE LET	811·39	S4W	37	106.8	JUNCTION CITYJC	14.1	DP	s 2.36	A.ZO 384 PE	5.11		
	3.40		f11.44	S13W		110 1	MILODN	10 0	J	f 2.31		5.03		
	3.45		f11.46	1451	S6E	111.5	1.4 MEADOW VIEW	9.4		f 2.29		4.59		
	3.50		f11.50	S13E		114.2	ENID	6.7	J	f 2.25		4.52		
	4.00		f11.55	14	S6W		LASEN	AT STEED OF BUILDING	P	f 2.20		4.40		
	4.15AM		812.01PM		Yard	120.9	2.4 — GN	0.0	DP	2·15/k		4.30M		
ALC: BUT AVAILABLE	Arrive Daily		Arrive		50		71.6		wilth.	Leave Daily		Leave Daily		
	Ex. Monday 4.45 15.1		Daily 1.46 40.8	8 05 1		10.00	Time Over District Average Speed per Hour		_	Daily 1.45 40.9		Ex. Sunday 4.35 15.6		

TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE When meeting at Bellevue, westward trains will hold main track.

	WESTWARD	TH	IRD SUBDIVISION	BETWEEN GRAY	EASTWARD			
THIRD CLAS	ss	FIRST CLASS	Car Capacity	Time Table No. 44	se	FIRST CLASS	THIRD C	CLASS
335 333	3		ks	HH V 24 1022	lis lis and station		334	336
Local Local Freigh	ll ht		dings Trac		orval grapl one S		Local Freight	Local Freight
Leave Daily Except Ex. Sun Monday	ally ot		Sig	STATIONS	Dist C Teleph		Ar. Daily Except Monday B	Arrive Daily Ex. Sun.
6.15PM 1.30			35   Y 6   0.0	GRAY	5.3 P		2.15AM	7.00PM
6.: 5PN 1.50	OAM		5 6 5.3	CORVALLISCA	0.0 DP		333 1.55AM	335 6.4 OPM
Arrive Daily Excep Ex. Sun. Monday	ily pt ay							Leave Daily Ex. Sun.

WESTWARD	FOURTH	SUB-DIVISION BET	<b>TWEEN</b>	N GARDEN HOMI	E AN	ND FOREST GROVE	EASTWARI	<b>D</b>
RD CLASS	FIRST CLASS	Car Caps	acity	Time Table No. 44	large	FIRST	CLASS	THIRD CLAS
345			cks from Home	JULY 24, 1932	O.O.O.	Stations		346
Local Freight		Sidings	r Tracks tance fre		tance est G	Telegraph ,		Local Freight
Lv. Daily Ex. Mon.		· · · · · · · · · · · · · · · ·	Other Dista	STATIONS	Dis	Telephi		Ar. Daily Ex. Mon.
1.20AM		Y	S7W   0.0	GARDEN HOMEGH	19.1	DP		4.00AM
1.25		S7E	1.4	1.4 WHITFORD	17.7	J		3.50
1.30		5	3 3.2	1.8BEAVERTON	15.9	P		3.45
1.32			S4W 4.9	1.7 ST. MARY'S	14.2	J		3.40
TREASURE OF THE PROPERTY OF TH			6.0	SANTA ROSA	13.1	J. Carlotte and the second sec		
1.38			S5E 6.4	ELMONICA	12.7	J		3.35
1.45			S2W 8.1	QUATAMA	11.0	J. P. R. H.		3.30
1.50			S15W 9.3	ORENGO	9.8	P		3.25
1.58			S7E 11.4	SEWELL	7.7	J		3.18
2.05		7	20 13.0	BO	6.1	DP SS O		3.10
2.13			14.6	OAK PARK	4.5	J 06 01		3.03
2.20		S6E	9 16.4	CORNELIUS	2.7	P		2.55
2.35AM		WILES I	Yard 19.1	FOREST GROVEFO	0.0	DP See See See See See See See See See Se		2.45AM
			100	19.1		D 140.114		
Ar. Daily Ex. Mon.								Lv. Daily Ex. Mon.
1.15 15.3		The state of the s		Time Over District Average Speed Per Hour		537 (53		1.15 15.3
	SPECIAL RULES-	EASTWARD TRAINS AI		RIOR TO WESTWARD 145 is superior to No. 346.	rain'	IS OF THE SAME CLASS. EXCEPTIONS:	50.8 2018	
WESTWARD	FIFT	TH SUB-DIVISION	BETW	EEN ORENCO A	ND I	BOWERS JUNCTION	EASTV	VARD

WESTWARD	FIFTH SUB	N EASTWARD		
	RST CLASS	Car Capacity g Time Table No. 44 g 5 g 5	FIRST CLASS	
2.00		JULY 24, 1932 Juneti and state in the figure		
		Dist Dist Dist Dist Dist Dist Dist Dist		
T   1777		S15W   0.0  ORENCO   5.1   P	Lancing the second second factors of the second	
		S10E 1.3MERLE 3.8		
		5.1BOWERS JUNCTION 0.0 P		

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

WESTWARD	SIXTH SUB-DIVISION	ON B	ETV	VEEN LEANDEI	R AND SW	EET HOME		EASTWARD	5
FIRST CLASS	Car C	Capacity		Time Table No. 44			FIRST CLASS		
		Tracks	From	JULY 24, 1932	From rack	Sun come in the second reces	Figure Control of Control	ata ngay bina sa sangar	
	98 M	er Tra	Distance	1000	of T				
	Sidi	Other	Dist	STATIONS	Dista End Watı	harden lander bestellt	production of the state of	nathor a construction	al e an
		HICHAGALI Carried a	0.0	PLEANDER	29.3 W-C	48	43220		
	notes were a representation to be but	E anisi e	0.9	PS. P. CONN. ALBANY	28.4	And I supply a midful a cook	a desert a State and desirable	and the state of the state of	A TOTAL
earthology as season in sail, and of their features, it has	BETWEEN S. P. CONN. AL TRAINS WILL BE GOVERNE						so server I construct and and	and the grant we are special as the con-	
			14.5	PLEBANON	14.8	RBLES AND ROLES	i i polostni v prodivijaje povali se	An opposite the case of the case of	
	sectoral Law sees demand a literature proba-	033360	14.5	O. E. Santiam Br. Conn.	14.5				<u> </u>
	12		14.8	LEBANON	14.5	bur her brital Igas ad are	or elemente communication		Vice set
consider a facility between a send a man on make his paneline to	equations) in It at poster order than	24	15.4	SANTIAM	13.9	ericht, für En Enstehnlichen gelig	is insuring to be a constant	A GOOG A STANGAR FOR THE PARKET.	y sales
This art white a discontinuous and a discontinuous contract and the second	per filmo buerr no aniveri de os melqu	2	19.5	WATERLOO	9.8	and solect a line to endo endo	ir eladitem obis bas awob	gas not som en off ear	Tigo out
a see that continue the store as an action arranged with the	africas of tort area and this an of 7 to	egmadu	22.1	NYE	7.2		h gadenio em setel Fractic	Looped's each east by	(B)
Proposition of the state of the	BERTANAS CONTRACTOR ANTONIO ESTA CONTRACTOR ANTONIO ES	denier e d	28.8	6.7 SWEET HOME Jct. Holley Br.	0.5	nos El Fragolo Dates Alakor	ntkar ballan in te	100 E 11 W 10 100 W 90 F	
	19-94-04 (01-9-94) (1212-04-1 (019-11-74) (6) (10)	n netern	29.3	END OF TRACK	0.0	850 E 1810 A	Gil na vanta Pistigali a talata ur	nerse in which the od	
		an Englace	4 7	Andrew Committee	real Store existen	a terror of malanta on mal	el kurboo lidh end l - mus	Tante II coencipatingo e	
	A CONTRACTOR OF THE CONTRACTOR		3 - 4						
	SPECIAL RULES—EASTWARD TRAI	INS AR	E SUI	PERIOR TO WESTWA	ARD TRAINS C	OF THE SAME CLASS	COLOR AND TO BUTTON ON THE TOTAL STORY	guas areatraba padana alii	2
WESTWARD	SEVENTH SUB-DIVI	ISION	BE	TWEEN SWEET	HOME A	ND DOLLAR	Landger F. Hallangt of	EASTWARD	
FIRST CLASS	Car C	Capacity	T en	Time Table No. 44	Erc.	aestraal iste sa sicien ja ja stumpe sit sist olegi ündlert lie leksid leih	FIRST CLASS	army by terms are a single	
	Ann and the second	Tracks	Home	JULY 24, 1932	Fro utel,			THE STREET STREET ASSESSED.	
	Sidings	Other T	Distance Sweet H	STATIONS	Distance Dollar Water, F				£3 ##
	S	0	Δ &	Charles and annual and annual and annual and annual	ăă ≱		Maria na La Day a Linada	The second of the second of the second	
salt come from hearisce See s, militar of the	ACCIONAL DE SESSE DE LA COMPANIO DEL COMPANIO DE LA COMPANIO DEL COMPANIO DE LA COMPANIO DEL COMPANIO DE LA COMPANIO DEL COMPANIO DE LA COMPANIO DEL COMPANIO DEL COMPANIO DEL COMPANIO DE LA COMPANIO DE LA COMPANIO DEL COMPANIO	7	0.0	PSWEET HOME.S.W.  Jct. Santiam Br.  3.3	15.5 YW	nay ne or all expense emission in the control of th	The story great harman	ledgeste hade and the edition ledge hade and before the	G 835 AVE
		4	3.3	CREST	12.2	Sections and the book Rest to	Manager of the training the	HER COLOR COLE COLE COLE COLE COLE COLE COLE COLE	
		14	6.4	HOLLEY	9.1	respondent in designation of the servers of the ser	ako kata manasana diakan	English and research statement	
	radar (IE) av Evinavol Problem et la	2	8.0	CALAPOOYA	7.5				Z
pel fanos es morte Celores l'estar a exputer a cent de soylen denn	Two	de salles de rest di	15.5	DOLLAR (End of Line)	0.0	nde seus seus begensen 19 oktobr. Des 15 oktobr 1960 aug 1961 och 1	ransk storen i 1862 i 1951 til dagensker. Det i 1862 til betal omdel och skillette	on the strong remarks according	# # 28.64
TOTAL TOTAL TO THE TAX	most ring many count of bessets in other	asters n	Ä	and the second second	to semega district	800 3 V 0 888 1 A 30 408 16 900	potaloniai e entrecatora totalo	december of the section	H JOHNSONS
The state of the s	ODECLAL DIVIES FACTORADO TO AL	ING ADI	CVIV	DEDICE TO WEST WAY	DD TD AIN'S O	DE TIME CAME OF ACC			
AND AND THE PROPERTY OF THE PR	SPECIAL RULES—EASTWARD TRAI			•		OF THE SAME CLASS	BOARD DOWN TO A BOARD	Transfer of the state of the st	9
<ul> <li>No. 1. Special Rules supersede Rules and Regulations of Tran No. 2. Rule 83-A will not apply at initial stations which are during office hours, or when an operator is on duty aft</li> <li>No. 3. When an order is put out to a train at a station, direct the order contains the clause "gets this order the meeting point will hold the main track and the other.</li> </ul>	not telegraph stations, and at telegrap er office hours.	ph statio	ns ex	er at Regist connect at Jeff	tcher's Office, P nger Station, Sa ter Exceptions: ction, Portland, ferson St., Portl	REGISTERI Portland; Jefferson St. Statio alem; Freight Station, Salem At Dispatcher's Office, Por , only will register. At Jeff land, only will register. At Salem, freight trains only w	rtland, trains originating of erson St. Station, Portland East Freight Line Junction	r terminating at S. P. & S l, trains originating or te n, Salem, No. 12 only wil	S. 12th St.   rminating   Il register.

### SPECIAL RULES—continued

tion, Sixth Sub-Division trains will report arrival by telephone to Dispatcher's Office and obtain orders when necessary. 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. 5. Dispatcher's office, Portland; Jefferson St. Station, Portland; Salem, Eugene and Forest Grove.

### GENERAL

- No. 6. All trains except Nos. 330 and 331, must obtain clearance cards before leaving Albany.
- No. 7. 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.
- No. 8. 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. 9. 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 Station.
- No. 10. 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. 11. 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. 12. 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. 13. Derail switches are located on all Passing Tracks and Spurs where there is danger of cars running out. Derails must be left at derail at all times except when in use.
- No. 14. Spring switches are located at the ends of double track, Harrison Street and 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. Switch at end of double track, Abernathy Street, 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. 15. Junction switch at Garden Home when not in use will be left set and locked for First Sub-Division track.
- No. 16. Railway Company is prohibited by law from blocking any street or highway crossing in excess of five minutes. When delay will exceed five minutes, conductors must see that crossings are promptly cut.
- No. 17. 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. 18. 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. 19. 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 Kearnev 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
  - 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. 20. 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. 21. 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. 22. 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. 23. 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. 24. 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. 25. Interchange tracks with S. P. are located at Jefferson St., Portland, Salem, Albany and Lasen.
- No. 26. Unless otherwise provided, trains must stop at all railroad grade crossings not governed by interlocking signals, and sound whistle signal "14 B" before proceeding.
- No. 27. 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. 28. 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. 29. 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. 30. 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. 31. 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. 32. 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 ten miles per hour approaching and passing over switch at end of double track Abernathy Street; fifteen 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:

## SPECIAL RULES—continued

Metzger—Road Crossing just east of depot, westward trains 20 miles per hour.

Greenburg—10 miles per hour over S. P. Crossing.

Durham—20 miles per hour over three crossings on curve.

Donald—20 miles per hour.

Quinaby-Over Road Crossing, 15 miles per hour.

Salem—10 miles per hour.

Albany—12 miles per hour. Bell must be rung between hours of 6:00 A. M. and 11:00 P. M. approaching all street crossings.

Harrisburg—8 miles per hour between first crossing east of depot and county road crossing 1800 feet west of depot. Keep bell ringing when moving within these limits.

Willamette River Bridge, one mile west of Harrisburg—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 station).

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.

### YARDS.

- No. 33. 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. 34. 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. 35. 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. 36. **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. 37. **ALBANY—SIXTH 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.

No. 38. **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. 39. **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.

Shops	FIRST AND SECOND SUB-D	IVISION	o not snown a	s Stations on Time Ta
Shops.	Name	Miles from Portland	Capacity	Flag Stop for Tra
Corbett St.   1.7   All trains.   2.9   All trains.   Roland.   3.6   All trains.   Capitol Hill   3.9   All trains.   All trains.   Shahapta.   5.5   All trains.   Shahapta.   5.5   All trains.   All trains.   Shahapta.   5.5   All trains.   All trains.   Shahapta.   5.5   All trains.   All trains.   All trains.   Shahapta.   5.7   All trains.   A	Shops		volument i	All trains.
View Point	Corbett St	1.7		All trains.
Roland			100	All trains.
Capitol Hill				
Ryan Place	Capital Hill			
Shahapta	Ryan Place			
Maplewood	Shahanta			
Nesmith	Manlawand			10000 00000000
Pine Knot.   8.0   All trains.	Napiewood		A-47-1000 (1	Aller College College
Greenburg.   9.2   9 E   All trains.	Nesmith			
Trece			0.13	
Bonita			9 E	
Durham				
Golf.		The state of the s		THE STATE OF STREET, S
Tualatin Mill.			6 E	
Clutters				
State			4 W	Not Passenger Sto
Maine		AND A COUNTY OF THE PARTY OF TH		
Maine	Clutters	18.9	1 E	Not Passenger Sto
Prahl				All trains.
Wallace		21.8	3 W	All trains.
Butteville.		22.8		All trains.
Fargo.   25.0   3 W   All trains.   Fellers.   28.0   6 W   All trains.   Raven.   28.9   All trains.   All trains.   Loganville.   31.2   3 W   All trains.   All trains.   Claxtar.   45.6   All trains.   All t		24.0		All trains.
Fellers				All trains.
Raven	Fellers.			
Claxtar				
Claxtar		-	3 W	
Highland			3 11	
Hood St., Salem.	Highland			
Union St., Salem	Head St. Salam		4 12	
Hazelau	Hood St., Salem	A CONTRACTOR OF THE PARTY OF TH	4 E	
Salem Golf Course				
Croisan		51.3		
Finzer				
Vitae Spring         57.3         All trains.           Cauthorn         59.5         All trains.           Relf         63.7         All trains.           Wintel         64.9         All trains.           Linnore         74.5         12 W         Not Passenger           Geary Street, Albany         75.1         All trains.           Main Street, Albany         75.5         All trains.           Broadalbin St., Albany         76.3         Regular stop al           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.           Ross         115.2         All trains.           Avard         117.1         All trains.           THIRD SUB-DIVISION         Miles from Gray           Orleans         1.7         Octorado Lake         2.9           FOURTH SUB-DIVISION         Garden Home         Firlock         0.6         2 W           Fanno Creek         1.0         Milks from Gray         Descripantal All trains.         All trains.	The second secon		TEST LOUIS	THE RESERVE THE CONTRACT OF THE PARTY OF THE
Cauthorn.         59.5         All trains.           Relf.         63.7         All trains.           Wintel.         64.9         All trains.           Linnore.         74.5         12 W         Not Passenger           Geary Street, Albany.         75.1         All trains.           Main Street, Albany.         75.5         All trains.           Broadalbin St., Albany.         76.3         Regular stop al           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.           Avard.         117.1         All trains.           Blair Street, Eugene.         120.1         All trains.           THIRD SUB-DIVISION         Miles from Gray           Orleans.         1.7         Colorado Lake.         2.9           FOURTH SUB-DIVISION         Miles from Garden Home         Firlock.         0.6         2 W           Fanno Creek.         1.0         Milkapsi.         10.1         2 E           Moffat.         12.0         2 E         No				
Relf         63.7         All trains.           Wintel         64.9         All trains.           Linnore         74.5         12 W         Not Passenger           Geary Street, Albany         75.1         All trains.           Main Street, Albany         76.3         Regular stop al           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.           THIRD SUB-DIVISION         Miles from Gray           Orleans         1.7         Colorado Lake         2.9           FOURTH SUB-DIVISION         Miles from Garden Home         Firlock         0.6         2 W           Fanno Creek         1.0         Medill         3.6         Wistaria         8.6           Milkapsi         10.1         2 E         Not Passenger           Hillsboro: 12th St., 9th         12.4         5 E         Not Passenger           Hillsboro: 12th St., N.Range St. Fern Avenue         15.5         Haynes         17.8		The second secon	STATE OF STREET	
Wintel         64.9         All trains.           Linnore         74.5         12 W         Not Passenger           Geary Street, Albany         75.1         All trains.           Main Street, Albany         75.5         All trains.           Broadalbin St., Albany         76.3         Regular stop al           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.           Avard         117.1         All trains.           Blair Street, Eugene         120.1         All trains.           THIRD SUB-DIVISION         Miles from Gray         Orleans         Orleans         Orleans         Incommod of trains.           Colorado Lake         2.9         Fourth Sub-Division         Miles from Gray         Orleans         Orleans         Orleans         E           Firlock         0.6         2 W         Fanno Creek         1.0         Orleans         Orleans         Orleans         Orleans         Orleans         Orleans         Orleans         Orleans         Orleans         Orlean		Name and Post Office and Parks		
Colorado Lake   Colorado Lak	Relf		BAR SEST	
Geary Street, Albany.         75.1         All trains.           Main Street, Albany.         75.5         All trains.           Broadalbin St., Albany.         76.3         Regular stop al           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.           THIRD SUB-DIVISION         Miles from Gray         Orleans.         Interpolate of the company			LINE LE	
Main Street, Albany.         75.5         All trains.           Broadalbin St., Albany.         76.3         Regular stop al           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.           THIRD SUB-DIVISION         Miles from Gray         Orleans.         Incomparison of Colorado Lake.         2.9           FOURTH SUB-DIVISION         Miles from Gray of Garden Home         Miles from Gray of Colorado Lake.         2.9           Firlock.         0.6         2 W           Firlock.         1.0         Miles from Gray of Colorado Lake.           Wistaria.         8.6         Wistaria.         Wistaria.         8.6           Milkapsi.         10.1         2 E         Not Passenger           Hillsboro: 12th St., 9th St., 9th St., 6th St., N.Range St.         St.         Not Passenger           Hillsboro: 12th St., 9th St., 5th St., Forest Grove         15.5         Haynes.         17.8         4 E           Seventh St., Forest Grove.	Linnore		12 W	Not Passenger Sto
Broadalbin St., Albany   76.3   Regular stop al Bellplain   86.8   All trains	Geary Street, Albany			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.           THIRD SUB-DIVISION         Miles from Gray           Orleans         1.7         Colorado Lake           2.9         Miles from Garden Home           Firlock         0.6         2 W           Fanno Creek         1.0         Medill           3.6         Wistaria         8.6           Milkapsi         10.1         2 E           Moffat         12.0         2 E           Rhoades         12.4         5 E         Not Passenger           Hillsboro: 12th St., 9th         St.,6th St.,N.Range St.         E         Not Passenger           Fern Avenue         15.1         Varley         15.5         Haynes         17.8         4 E           Seventh St., Forest Grove         18.5         Pacific St., Forest Grove         19.0	Main Street, Albany	75.5		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.           THIRD SUB-DIVISION         Miles from Gray           Orleans.         1.7         Colorado Lake.         2.9           FOURTH SUB-DIVISION         Miles from Graden Home         Firlock.         0.6         2 W           Fanno Creek.         1.0         Medill.         3.6         Wistaria.         8.6           Milkapsi.         10.1         2 E         Moffat.         12.0         2 E           Rhoades.         12.4         5 E         Not Passenger           Hillsboro: 12th St., 9th         5t.,6th St.,N.Range St.         St.,6th St.,Forest Grove         15.5           Haynes.         17.8         4 E           Seventh St., Forest Grove.         19.0		76.3		Regular stop all tr
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.           THIRD SUB-DIVISION         Miles from Gray           Orleans.         1.7         Colorado Lake.         2.9           FOURTH SUB-DIVISION         Miles from Graden Home         Firlock.         0.6         2 W           Fanno Creek.         1.0         Medill.         3.6         Wistaria.         8.6           Milkapsi.         10.1         2 E         Moffat.         12.0         2 E           Rhoades.         12.4         5 E         Not Passenger           Hillsboro: 12th St., 9th         5t.,6th St.,N.Range St.         St.,6th St.,Forest Grove         15.5           Haynes.         17.8         4 E           Seventh St., Forest Grove.         19.0	Bellplain	86.8		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.           THIRD SUB-DIVISION         Miles from Gray           Orleans         1.7         Colorado Lake         2.9           FOURTH SUB-DIVISION         Miles from Gray         Firlock         0.6         2 W           Fanno Creek         1.0         Medill         3.6         Wistaria         8.6         Wistaria         8.6         Wistaria         10.1         2 E         Not Passenger           Moffat         12.0         2 E         Not Passenger         Hillsboro: 12th St., 9th         St.,6th St.,N.Range St.         Ern Avenue         15.1         Varley         15.5         Haynes         17.8         4 E         Seventh St., Forest Grove         Pacific St., Forest Grove         19.0         Pacific St., Forest Grove	Faybell	88.0		All trains.
Ross		113.2	2 E	All trains.
Avard			TOWN COMPANY	All trains.
Blair Street, Eugene			Charles Transcrip	-
THIRD SUB-DIVISION         Miles from Gray           Orleans         1.7           Colorado Lake         2.9           FOURTH SUB-DIVISION         Miles from Garden Home Garden Home           Firlock         0.6           Fanno Creek         1.0           Medill         3.6           Wistaria         8.6           Milkapsi         10.1         2 E           Rhoades         12.4         5 E         Not Passenger           Hillsboro: 12th St., 9th         5t.,6th St.,N.Range St.         Fern Avenue         15.1           Varley         15.5         Haynes         17.8         4 E           Seventh St., Forest Grove         18.5         Pacific St., Forest Grove         19.0				
Orleans.         1.7           Colorado Lake.         2.9           FOURTH SUB-DIVISION         Miles from Garden Home           Firlock.         0.6         2 W           Fanno Creek.         1.0            Medill.         3.6            Wistaria.         8.6            Milkapsi.         10.1         2 E           Moffat.         12.0         2 E           Rhoades.         12.4         5 E         Not Passenger           Hillsboro: 12th St., 9th             St.,6th St.,N.Range St.             Fern Avenue.         15.1            Varley.         15.5            Haynes.         17.8         4 E           Seventh St., Forest Grove.         19.0				1
Colorado Lake         2.9           FOURTH SUB-DIVISION         Garden Home           Firlock         0.6         2 W           Fanno Creek         1.0				
FOURTH SUB-DIVISION         Miles from Garden Home Garden Home           Firlock         0.6         2 W           Fanno Creek         1.0         1.0           Medill         3.6         8.6           Milkapsi         10.1         2 E           Moffat         12.0         2 E           Rhoades         12.4         5 E         Not Passenger           Hillsboro: 12th St., 9th         5t.,6th St.,N.Range St.         5t.           Fern Avenue         15.1         15.5           Haynes         17.8         4 E           Seventh St., Forest Grove         18.5           Pacific St., Forest Grove         19.0	Colorado Lake	and the second second second second		
Firlock				
Fanno Creek.       1.0         Medill.       3.6         Wistaria.       8.6         Milkapsi.       10.1       2 E         Moffat.       12.0       2 E         Rhoades.       12.4       5 E       Not Passenger         Hillsboro: 12th St., 9th       15.1         St.,6th St.,N.Range St.       15.1       Varley.       15.5         Haynes.       17.8       4 E         Seventh St., Forest Grove.       19.0       19.0		Garden Home	Se 110-113-15 (SE)	
Fanno Creek.       1.0         Medill.       3.6         Wistaria.       8.6         Milkapsi.       10.1       2 E         Moffat.       12.0       2 E         Rhoades.       12.4       5 E       Not Passenger         Hillsboro: 12th St., 9th       15.1         St.,6th St.,N.Range St.       15.1       Varley.       15.5         Haynes.       17.8       4 E         Seventh St., Forest Grove.       19.0       19.0	Firlock		2 W	
Wistaria.       8.6         Milkapsi.       10.1       2 E         Moffat.       12.0       2 E         Rhoades.       12.4       5 E       Not Passenger         Hillsboro: 12th St., 9th       5t.,6th St.,N.Range St.       5t.       5t.         Fern Avenue.       15.1       5t.       5t.       5t.         Varley.       15.5       5t.       5t.       5t.       5t.         Haynes.       17.8       4 E       5t.       5	Fanno Creek	1.0	ALC: MARKET MARK	
Wistaria.       8.6         Milkapsi.       10.1       2 E         Moffat.       12.0       2 E         Rhoades.       12.4       5 E       Not Passenger         Hillsboro: 12th St., 9th       5t.,6th St.,N.Range St.       5t.       15.1         Fern Avenue.       15.1       15.5       15.5         Haynes.       17.8       4 E         Seventh St., Forest Grove.       18.5       19.0	Medill	3.6		CARREST Y RADIANA
Milkapsi       10.1       2 E         Moffat       12.0       2 E         Rhoades       12.4       5 E       Not Passenger         Hillsboro: 12th St., 9th       5 E       Not Passenger         St.,6th St.,N.Range St.       5 E       Not Passenger         Fern Avenue       15.1       4 E         Varley       17.8       4 E         Seventh St., Forest Grove       18.5         Pacific St., Forest Grove       19.0				
Moffat         12.0         2 E           Rhoades         12.4         5 E         Not Passenger           Hillsboro: 12th St., 9th         15.1         Varley         15.5           Fern Avenue         15.5         4 E           Seventh St., Forest Grove         18.5         19.0	Milkapsi		2 E	
Rhoades	Moffat			
Hillsboro: 12th St., 9th St.,6th St.,N.Range St. Fern Avenue		The second secon		Not Passenger Sto
St.,6th St., N. Range St.         Fern Avenue				
Fern Avenue       15.1         Varley       15.5         Haynes       17.8       4 E         Seventh St., Forest Grove       18.5         Pacific St., Forest Grove       19.0				
Varley       15.5         Haynes       17.8       4 E         Seventh St., Forest Grove       18.5         Pacific St., Forest Grove       19.0		15.1		
Haynes				TERRESTORS ONE R
Seventh St., Forest Grove 18.5 Pacific St., Forest Grove. 19.0			4.10	E-HORE SHALL SHALL
Pacific St., Forest Grove. 19.0			4 E	PRIOR DOUBLES
		THE RESIDENCE OF THE PARTY OF T	CHAIL FART	
FIFTH STIR-DIVISION		19.0		1
	FIFTH SUB-DIVISION			
Bendemeer	Bandamaan		A W	

### GRADE CROSSINGS

NAME	Miles from Portland
FIRST SUB-DIVISION	
P. E. P. Co. (Corbett St.)	1.7
Southern Pacific Co	9.3
Southern Pacific Co. (Passenger line)	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	76.0
Southern Pacific Co	118.8
The committee Co. at 10 and 10 and 10	Miles from
FOURTH SUB-DIVISION	Garden Home
Southern Pacific Co	3.0
Southern Pacific Co	13.3

### LOCATION OF DRAWBRIDGES

NAME	Miles from Portland
Willamette River Bridge	104.3

### 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

### 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.

### LOCATION OF OVERHEAD AND SIDE OBSTRUCTIONS.

No. 40. Railway line clearance: Overhead clearance at following points will determine height of freight cars and other equipment which can be accepted for movement.:

Front and Glisan Sts., Portland (Under OW. R. & N. Steel Bridge)	17' 0"
Gauntlet Track (Under Portland Lumber Co.'s Bridge)	17' 0"
Tualatin Crossing (Under Southern Pacific Bridge)	15′ 9"
Water St., Albany (Under Southern Pacific Bridge)	15′ 9"
All other locations	17' 6"

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

Tualatin River Bridge, just east of Tualatin.

Southern Pacific overhead bridge, just east of Tualatin.

Southern Pacific overhead bridge, Water Street, Albany.

Southern Pacific Siding, Water Street, Albany, opposite Senders warehouse.

The two Portland Lumber Company overhead bridges, Tualatin River bridge, Southern Pacific overhead bridge just east of Tualatin, Southern Pacific overhead bridge, Water Street, Albany, will not clear men on top of box

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.

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.

### LIST OF SURGEONS AND MEDICAL DEPARTMENT INSTRUCTIONS.

Surgeons will attend, when called upon officially, to all cases of accident occurring to employes or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations

Railway officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible the Medical Dep't will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary, proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Medical Dep't after such surgeon is able to assume charge of the case.

Boarding and nursing are furnished only at hospitals with which the Company has made arrangements, and the Medical Dep't will not be responsible for bills incurred elsewhere unless specially authorized or approved by the Chief

Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty. Stretchers are located at following points: Portland, O. E. Shops; Garden Home; Salem; Albany.

DR. CHAS. C. NEWCASTLE, Chief Surgeon, 318 Mayer Bldg., Portland.
DR. WILMOT C. FOSTER, Asst. Surgeon.
DR. HARRY S. IRVINE, Local Surgeon, 915 Weatherly Bldg., Portland.

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, Ore. 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

F. S. BARLOW, Dispatcher

L. S. NELSON, Dispatcher

L. H. JAMES, Dispatcher

W. F. KENNEY, Dispatcher

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

E. B. HEATH, Trainmaster