

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

PORTLAND DIVISION

137



To Take Effect Monday, February 15, 1943, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employes only.

C. F. DONNATIN,
General Manager.

J. W. CORBETT,
Assistant General Manager.

R. E. HALLAWELL,
General Superintendent of Transportation.

G. C. BAKER,
Superintendent of Transportation.

M. L. JENNINGS,
Superintendent.

Capacity of Sidings in Car Lengths	SECOND CLASS						686 Freight Leave Daily Ex. Sunday	FIRST CLASS					Distance from San Francisco
								20 Klamath Leave Daily	18 Oregonian Leave Daily	24 Cascade Leave Daily	16 West Coast Leave Daily	330 Rogue River Leave Daily	
Eugene yd. BKWOYPT												649.2	
BK												650.2	
101 P												653.0	
110 P												659.9	
24 WP							f 7.07				f	660.6	
80 P							7.18	2.33	10.14	6.34	f 4.02	665.1	
104 P							7.25	2.38	10.19	6.39	4.07	670.7	
87 P							7.30	2.43	10.24	6.45	f 4.13	673.8	
98 WP							7.36	2.49	10.29	6.51	f 4.20	679.0	
97 P							7.50	2.55	10.34	6.57	f 4.27	684.6	
Albany yd. 86 P									3.00	10.39	7.02	4.33	689.9
BKWOYPT							s 8.05	s 3.10	10.44	s 7.18	s 4.50	690.9	
92 P							8.15	3.20	10.55	7.28	5.00	695.4	
91 P							8.20	3.25	10.59	7.33	f 5.07	699.5	
Yd Lmt 109 WP							8.25	3.30	11.04	7.38	f 5.15	704.2	
101 P							8.32	3.37	11.11	7.45	f 5.23	710.7	
Salem yd. 105 WP							8.39	3.44	11.19	7.52	5.31	717.4	
BKWOYPT							s 8.50	s 3.55	11.27	s 8.05	s 5.50	718.2	
72 P							9.00	4.03	11.33	8.14	5.57	720.3	
101 P							9.05	4.06	11.36	8.17	6.00	722.2	
23 P											f 6.03	723.3	
99 P							9.15	4.12	11.41	8.23	f 6.08	726.9	
56 P							9.21	4.18	11.47	8.29	f 6.15	732.1	
Yd Lmt 117 WYP							s 9.28	4.25	11.51	8.36	s 6.28	735.2	
36 P							9.33	4.29	11.56	8.40	f 6.33	738.8	
111 P							9.36	4.33	11.59 AM	8.44	6.36	741.6	
(Spur 8) P												743.2	
(Spur 18) P												746.2	
Yd Lmt 118 WYP							f 9.45	4.42	12.06 PM	9.00	s 6.48	746.8	
(Spur 10) P												750.1	
102 P							9.53	4.50	12.13	9.12	6.55	750.8	
23 P												752.9	
112 WP							s 10.03	5.00	12.22	9.22	s 7.07	755.5	
99 P							f 10.13	5.10	12.32	9.32	f 7.18	757.3	
107 P							10.24	5.15	12.37	9.38	7.24	760.0	
Portland yard 42 BKWOYPT						7.25 PM	10.27	5.17	12.39	9.40	7.26	764.1	
						7.30 PM	10.29	5.19	12.41	9.43	7.30	765.2	
BKIP												766.9	
												767.9	
											s 7.45	769.7	
							s 10.50 PM	s 5.45 PM	s 1.05 PM	s 10.05 AM	s 7.55 AM	771.0	
						Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
						(0.05) 20.40	(4.00) 30.45	(3.33) 34.31	(3.10) 38.41	(3.58) 30.79	(4.18) 28.33		

Time Table No. 137
February 15, 1943

STATIONS	
TO-R	EUGENE YARD E. 0.0
TO-R	BURMA E. 3.4
	IRVING E. 6.7
	SWAIN E. 1.4
TO	JUNCTION CITY E. 4.3
TO	HARRISBURG E. 5.5
	FOLK E. 2.6
TO	HALSEY E. 5.3
	SHEDD E. 5.5
TO	TANGENT E. 5.9
	PAGE E. 0.5
TO-R	ALBANY E. 4.4
	MILLERSBURG E. 4.9
	JEFFERSON E. 4.2
TO	MARION E. 6.1
	TURNER E. 7.0
	PRINGLE E. 1.2
TO-R	SALEM E. 1.9
	FAIR GROUNDS E. 1.8
	LABISH E. 1.7
	CHEMAWA E. 3.0
TO	BROOKS E. 5.4
TO	GERVAIS E. 2.5
TO	WOODBURN E. 4.5
	HUBBARD E. 2.2
	HITO E. 2.2
	AURORA E. 2.1
	BARLOW E. 1.3
TO	CANBY E. 3.6
	NEW ERA E. 0.0
	COALCA E. 2.2
	PULP E. 2.2
TO	OREGON CITY E. 2.8
	PARK PLACE E. 2.5
	CLACKAMAS E. 3.2
	EAST MILWAUKIE E. 2.2
	WILLSBURG JCT. E. 1.6
TO-R	BROOKLYN E. 1.1
	HAIG E. 1.8
	EAST MORRISON ST. E. 1.0
TO-R	PORTLAND
	121.8
	Time over District
	Average Speed per Hour

No. 18 reduce speed at Halsey to permit mail to be thrown into mail car.
 No. 16 and No. 18 reduce speed at Oregon City to exchange U. S. Mail and newspapers.
 No. 330 stop if necessary at Aurora to exchange U. S. Mail.
 RULE 5. Schedule time and train orders of eastward first-class trains Eugene Yard apply at east switch Eugene siding opposite signals 6490-6491.
 See page 7 for Tallman Branch trains using siding between Page and Albany and page 7 for Falls City Branch schedules.
 RULE 72. Eastward inferior trains may run ahead of delayed first-class trains Willsburg Jct. to Brooklyn.

ADDITIONAL STATIONS		ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS	
Train	At	Receive or Discharge	Passengers from (or beyond)
18	Jct. City, Halsey, Chemawa, Woodburn, Canby, Ore. City	Discharge, revenue	Klamath Falls
20	Halsey, Chemawa	Revenue	Eugene or Portland
20	Harrisburg, Halsey, Tangent	Perishable express	Eugene or Portland
24	Albany, Salem	Discharge	Davis

BROOKLYN SUBDIVISION

Time Table No. 137
February 15, 1943

STATIONS	Distance from Portland	FIRST CLASS					SECOND CLASS					
		19 Klamath	23 Cascade	15 West Coast	329 Rogue River	17 Oregonian	685 Local Freight	661 Freight	663 Freight	665 Freight	667 Freight	669 Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TO-R EUGENE YARD W. 0.0	121.8	11.48 AM	8.31 PM	10.38 PM	11.35 PM	1.37 AM						
TO-R BURMA W. 2.5	120.8											
IRVING W. 6.8	118.0	11.44	8.27	10.33	11.30	1.33						
SWAIN W. 0.6	111.1		8.20	10.26	11.22	1.26						
TO JUNCTION CITY W. 4.9	110.4	f 11.35	8.18	10.24	s 11.20	1.24						
TO HARRISBURG W. 5.7	105.9	11.26	8.11	10.17	11.10	1.17						
FOLK W. 2.5	100.3	11.17	8.05	10.11	11.03	1.11						
TO HALSEY W. 5.3	97.2	11.12	8.02	10.07	10.59	1.07						
SHEDD W. 5.5	92.0	11.04	7.55	10.01	10.52	1.01						
TO TANGENT W. 6.6	86.4	10.56	7.50	9.55	10.46	12.55						
PAGE W. 0.3	81.1		7.44	9.50	10.39	12.50						
TO-R ALBANY W. 3.8	80.1	s 10.44	s 7.40	s 9.45	s 10.35	s 12.45						
MILLERSBURG W. 4.9	75.6	10.21	7.25	9.22	10.06	12.23						
JEFFERSON W. 4.5	71.5	10.17	7.20	9.17	10.00	12.17						
TO MARION W. 5.9	66.8	10.12	7.15	9.12	f 9.54	12.06 AM						
TURNER W. 7.1	60.3	10.05	7.08	9.05	f 9.44	11.59 PM						
PRINGLE W. 0.6	53.6	9.58	7.00	8.57	9.34	11.52						
TO-R SALEM W. 2.2	52.8	s 9.55	s 6.57	s 8.50	s 9.30	s 11.49						
FAIR GROUNDS W. 2.1	50.7	9.40	6.50	8.32	9.10	11.29						
LABISH W. 0.9	48.8	9.36	6.47	8.29	9.05	11.26						
CHEMAWA W. 3.8	47.7				9.00							
TO BROOKS W. 5.0	44.1	9.31	6.42	8.24	8.56	11.21						
TO GERVAIS W. 3.2	38.9	9.25	6.36	8.18	8.50	11.15						
TO WOODBURN W. 3.6	35.8	s 9.20	6.32	8.14	s 8.45	11.11						
HUBBARD W. 2.8	32.2	9.12	6.27	8.10	8.38	11.07						
HITO W. 1.3	29.4	9.09	6.24	8.07	8.35	11.04						
AURORA W. 1.9	27.8											
BARLOW W. 2.6	25.8											
TO CANBY W. 2.3	24.2	9.00	6.15	7.59	s 8.25	10.56						
NEW ERA W. 1.1	20.9											
COALCA W. 1.8	20.2	8.52	6.08	7.51	8.15	10.50						
PULP W. 2.6	18.1											
TO OREGON CITY W. 1.8	15.5	f 8.41	5.59	7.42	s 8.05	10.41						
PARK PLACE W. 3.4	13.7				f							
CLACKAMAS W. 3.4	11.0	8.30	5.49	7.31	f 7.50	10.30						
EAST MILWAUKIE W. 1.0	6.9	8.25	5.44	7.26	7.41	10.24						
WILLSBURG JCT. W. 2.6	5.8	8.23	5.42	7.23	7.39	10.22						
TO-R BROOKLYN W. 0.1	4.1	8.20	5.40	7.20	7.37	10.20						
HAIG W. 1.8	3.1											
EAST MORRISON ST. W. 1.7	1.3				s 7.22							
TO-R PORTLAND	0.0	8.00 AM	5.20 PM	7.00 PM	7.15 PM	10.00 PM						
121.8		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
Time over District.....		(3.48)	(3.11)	(3.38)	(4.20)	(3.37)						
Average Speed per Hour.....		32.05	38.24	33.52	28.11	33.68						
							(0.05) 20.40	(4.00) 29.42	(4.00) 29.42	(3.55) 30.05	(4.00) 29.42	(4.05) 28.87

A. B. S.

Double
Track

On request of postal clerk No. 19 reduce speed at Gervais, Shedd, Halsey, Harrisburg and Junction City to dispatch U. S. Mail and newspapers.
No. 17 reduce speed at Oregon City to exchange mail and newspapers.
See page 7 for Tallman Branch trains using siding between Albany and Page, and page 7 for Falls City Branch schedules.
RULE 5. Schedule time and train orders of westward first-class trains Brooklyn apply at crossover which enters yard just west of telegraph office.

ADDITIONAL STATIONS
Hawley Pulp & Paper Co. M. P. 752.2—26 cars
Haskell M. P. 761.0—6 cars (Spur)

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
19	Canby, Chemawa, Halsey	Revenue	Eugene	Portland
15	Ore. City, Canby, Woodburn, Jct. City	Receive, revenue	Klamath Falls	Portland
329	Chemawa	Receive or discharge	Eugene	Portland
329	Any Station	Receive	Eugene	Portland

BROOKLYN SUBDIVISION

EASTWARD

WESTWARD

Main time table grid with columns for Second Class, First Class, and Second Class, and rows for various stations and train numbers. Includes sub-tables for Yard Limits and Eugene Yard.

RULE S-72—Exceptions: No. 330 is superior to Nos. 23, 17 and 15 from Springfield Jct. to west switch Eugene siding. Nos. 16, 24, 18 and 20 are superior to No. 329 from Springfield Jct. to west switch Eugene siding.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS. Table with columns: Train, At, Receive or Discharge, Passengers to (or beyond), Passengers from (or beyond).

Time Table No. 137 February 15, 1943 Wendling Branch. Table with columns for Capacity of Sidings in Car Lengths, Distance from San Francisco, and STATIONS.

EASTWARD

MEDFORD SUBDIVISION

WESTWARD

	SECOND CLASS		FIRST CLASS	Distance from San Francisco via Shastaville Line	Time Table No. 137 February 15, 1943	Distance from Roseburg	FIRST CLASS		SECOND CLASS	
	738	736	330				329	735	737	
Capacity of Siding in car lengths	Freight	Freight	Rogue River			Rogue River	Freight	Freight		
	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Ashland Yd. BKWTP	8.00 AM		6.30 PM	429.1	TO-R ASHLAND E. 5.7 - W. 5.4	143.5	s 9.25 AM			12.01 PM
58 P	8.13		s 6.40	434.6	TALENT E. 2.4 - W. 2.0	138.0	s 9.15			11.45 AM
18	8.20		f 6.45	437.0	PHOENIX E. 1.6 - W. 1.3	135.6	f 9.07			11.30
				438.4	GAS WORKS E. 0.4 - W. 0.5	134.2				
				438.8	VOORHIES E. 1.6 - W. 2.2	133.8				
Yard Limits 93 60 KWYP	8.55		s 7.15	441.8	KANE E. 1.0 - W. 1.0	131.9				
60 P	9.20		s 7.25	445.7	TO MEDFORD E. 4.0 - W. 4.0	130.8	s 8.55			11.15
				447.7	CENTRAL POINT E. 2.3 - W. 1.6	126.9	s 8.25			10.35
24 P	9.31		7.31	450.2	SEVEN OAKS E. 2.4 - W. 2.7	124.9				
38 Yard Limits WP	10.00		s 7.45	457.2	TOLO E. 6.9 - W. 7.1	122.4	8.18			10.20
50 P	10.20		f 7.55	464.9	GOLD HILL E. 7.6 - W. 7.6	115.4	s 8.04			10.00
Yard Limits 63 BKWTP	10.40 AM	5.00 AM	s 8.15	473.9	ROGUE RIVER E. 8.8 - W. 8.9	107.7	s 7.49			9.25
69 P	5.10		8.24	478.2	TO-R GRANTS PASS E. 4.7 - W. 4.8	98.7	s 7.34			11.00 AM 9.00 AM
35 P	5.20		f 8.35	482.5	DIMMICK E. 4.0 - W. 3.8	94.4	7.13			10.40
84 P	5.30		f 8.43	487.4	MERLIN E. 5.2 - W. 5.7	90.1	s 7.04			10.20
65 P	5.50		f 8.58	494.1	HUGO E. 6.7 - W. 6.4	85.2	s 6.51			10.05
60 P	6.00		9.08	498.6	LELAND E. 4.3 - W. 4.2	78.5	s 6.41			9.40
68 P	6.24		f 9.15	502.0	POLLARD E. 3.6 - W. 3.8	74.0	6.30			9.25
Yard Limits 60 KWTP	6.53		s 9.30	507.9	WOLF CREEK E. 5.7 - W. 5.5	70.6	s 6.24			9.10
70 P	7.07		9.38	512.0	TO GLENDALE E. 3.7 - W. 3.9	64.7	s 6.10			8.45
58 P	7.20		f 9.49	516.5	REUBEN E. 5.0 - W. 4.8	60.6	5.56			8.20
			f 9.52	517.9	BRANDT E. 1.6 - W. 1.0	56.1	f 5.45			8.05
74 WTP	7.48		f 10.02	521.7	LANGDON E. 3.6 - W. 4.4	54.7	f 5.42			
36 P	8.10		10.12	525.6	WEST FORK E. 4.1 - W. 4.7	50.9	f 5.33			7.48
43 P	8.30		f 10.27	531.4	COW CREEK E. 5.6 - W. 4.7	47.0	5.22			7.35
62 P	8.45		f 10.36	535.5	PECK E. 4.0 - W. 4.1	41.2	f 5.07			7.15
57 P	9.10		s 10.56	544.2	BYERS E. 8.6 - W. 8.6	28.4	s 4.38			6.39
62 P	9.25		11.07	549.3	RIDDLE E. 5.6 - W. 5.6	23.3	4.27			
15 WP	9.30		s 11.10	550.4	WEAVER E. 0.8 - W. 0.4	22.2	s 4.25			6.21
86 P	9.45		11.20	554.9	TO MYRTLE CREEK E. 3.9 - W. 4.6	17.7	f 4.13			6.07
59 P	10.05		f 11.33	562.0	DOLE E. 7.4 - W. 7.2	10.6	s 4.00			5.45
41 P	10.20		11.43	567.7	DILLARD E. 6.1 - W. 5.9	4.9	3.47			5.20
Roseburg Yd. 65 BKWTP	10.35 AM		s 11.54 PM	572.6	GREEN E. 4.1 - W. 4.3	0.0	3.35 AM			5.00 AM
	Arrive Daily	Arrive Daily	Arrive Daily		(143.5)		Leave Daily	Leave Daily	Leave Daily	
	(2.40) 16.80	(5.35) 17.71	(5.24) 26.58		.....Time over District.....	(5.50)	(6.00)	(3.01)		
					.....Average Speed per Hour.....	24.60	16.45	14.85		

EASTWARD

BROOKLYN SUBDIVISION

WESTWARD 5

	SECOND CLASS		FIRST CLASS	Distance from San Francisco via Shastaville Line	Time Table No. 137 February 15, 1943	Distance from Springfield Jct.	FIRST CLASS		SECOND CLASS	
	734	330	329				733			
Capacity of Siding in car lengths	Freight	Rogue River	Rogue River			Rogue River	Freight			
	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily			
Roseburg Yd. 65 BKWTP	7.00 AM		12.05 AM	572.6	TO-R ROSEBURG E. 6.1 - W. 5.4	71.7	s 3.20 AM			12.20 PM
57 P	7.25		f 12.23	577.8	WINCHESTER E. 3.4 - W. 4.1	66.5	f 3.10			
				581.4	WILBUR E. 2.7 - W. 2.0	62.9	f 2.58			11.55 AM
				583.9	DEADY E. 2.5 - W. 3.2	60.4				
56 P	7.40		f 12.32	586.4	SUTHERLIN E. 2.5 - W. 2.4	57.9	f 2.50			11.40
58 WP	7.54		f 12.40	589.1	TO OAKLAND E. 6.3 - W. 6.1	55.2	f 2.43			11.30
40 P			f	595.4	ISADORA E. 1.8 - W. 2.1	48.9	f			
56 P	8.20		12.57	597.5	RICE HILL E. 6.5 - W. 6.5	46.8	2.21			11.05
64 P	8.45		f 1.10	603.7	YONCALLA E. 5.2 - W. 5.3	40.6	f 2.06			10.50
69 Yard Limits WP (Spur 13)	9.15		f 1.24	609.0	TO DRAIN E. 1.5 - W. 0.7	35.3	s 1.53			10.35
				610.2	KREWSON E. 1.3 - W. 1.7	34.1				
32	9.25		f 1.30	611.7	LEONA E. 1.4 - W. 1.6	32.6	f			
60 P	9.45		1.35	613.2	SAFLEY E. 2.1 - W. 1.6	31.1	1.35			9.45
				615.2	ANLAUF E. 1.0 - W. 1.1	29.1	f			
12			f	616.1	CURTIN E. 1.5 - W. 1.8	28.2	f			
42 P	10.15		f 1.52	617.9	COMSTOCK E. 4.2 - W. 4.3	26.4	f 1.26			9.25
82 YP	10.45		f 2.02	621.9	DIVIDE E. 2.5 - W. 2.0	22.4	f 1.15			9.15
				624.3	MONETT E. 0.5 - W. 0.9	20.0				
Yard Limits 39 45 WP	11.15		f	625.0	LATHAM E. 1.5 - W. 1.6	19.3	f			
			s 2.20	626.5	TO COTTAGE GROVE E. 2.9 - W. 2.3	17.8	s 1.05			8.50
(Spur 22)			f	629.1	SAGINAW E. 1.6 - W. 2.2	15.2	f			
65 P	11.40 AM		f 2.29	630.6	WALKER E. 4.4 - W. 4.4	13.7	f 12.40			8.35
60 P	12.01 PM		f 2.38	635.5	CRESWELL E. 5.2 - W. 5.3	8.8	f 12.32			8.20
65 P	12.30		f 2.47	640.9	GOSHEN E. 4.3 - W. 3.6	3.4	f 12.23			8.10
(Spur 28) YP	1.00 PM		2.55 AM	644.3	TO-R SPRINGFIELD JCT.	0.0	12.15 AM			8.00 AM
	Arrive Daily		Arrive Daily		(71.7)		Leave Daily			Leave Daily
	(6.00) 11.95		(2.50) 25.06		.....Time over District.....	(3.05)	(4.20)			
					.....Average Speed per Hour.....	23.25	16.55			

Additional stations {
Schuman Lumber Co. M.P. 585.9 - 7 cars (spur)
Daugherty Piling Co. M.P. 585.8 - 9 cars
Lane-Linn Logging Co. M.P. 579 - 16 cars

RULES 5 and 105. At Ashland Shasta Division first-class schedules and train orders referring to such schedules apply at the west switch of siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of siding. The main track at Ashland between the east and west switches of the siding may be used by any first-class train if track is known to be clear. Siding is first track to right of main track going east and extends from switch opposite 7th Street 262 feet east of section house to switch 150 feet east of freight house.

No. 330 stop at any station to discharge parcel post.

RULE 5. Schedule time and train orders of westward first-class trains Roseburg apply at west switch No. 5 track.

RULE 5. Schedule time and train orders of eastward first-class trains Roseburg apply at east switch No. 5 track.

RULE 105. Roseburg—No. 5 track is first track opposite main track in vicinity of station.

Water Supply—M. P. 536-2

Additional Stations {
Rosenberg Bros. M. P. 439.6—8 cars (spur)
Rock Point.....M. P. 459.4—4 cars
Shady.....M. P. 569.4—17 cars (Spur)

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
329	Dad's Creek M. P. 629.5	Receive or discharge	Any Station	Any Station

MARSHFIELD SUBDIVISION

EASTWARD

WESTWARD

EASTWARD

WESTWARD

SECOND CLASS		FIRST CLASS		Distance from San Francisco	Time Table No. 137 February 15, 1943		Distance from Marshfield	FIRST CLASS		SECOND CLASS	
752 Local Freight		334 Coos Bay			Coos Bay Branch			333 Coos Bay		751 Local Freight	
Capacity of Sidings in car lengths	Leave Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Monday			
Eugene yard 30 BK WP 53 BKW OYTP	6.30 AM	1.00 AM	647.3	TO-R	EUGENE E. 1.4 - W. 0.9	121.6	s 12.01 AM				
			648.3	TO-R	EUGENE YARD E. 0.8 - W. 0.2	120.6			2.45 PM		
			649.3		O. E. CROSSING E. 2.0 - W. 2.7	119.6	11.51 PM				
54	6.42	1.09	651.6		DANEBO E. 9.0 - W. 8.7	117.3	11.45	2.35			
43 P	7.08	s 1.20	660.5	TO	VENETA E. 1.8 - W. 1.5	108.4	s 11.27	2.05			
		f	662.1		LONG TOM E. 3.0 - W. 3.2	106.8	f				
27 WP	7.20	s 1.30	665.3		NOTI E. 3.2 - W. 2.9	103.6	s 11.16	1.55			
		f 1.38	668.3		VAUGHN E. 3.1 - W. 3.4	100.6	f 11.09				
17	7.40	f 1.45	671.5		FLAGG E. 4.4 - W. 4.4	97.4	f	1.35			
27 P	7.55	s 1.55	675.9		WALTON E. 0.8 - W. 0.7	93.0	s 10.52	1.25			
		f	676.6		SHANNON E. 2.1 - W. 2.1	92.3	f				
		f	679.0		GLOBE E. 3.0 - W. 3.0	89.9	f				
		f	682.1		AUSTA E. 2.3 - W. 2.1	86.8	f				
		s	684.0		LINSLAW E. 0.7 - W. 1.3	84.9	s				
56 P	8.15	f 2.17	685.0		RICHARDSON E. 8.9 - W. 8.8	83.9	f 10.32	12.55			
43 WP	8.40	f 2.40	693.8		NEKOMA E. 3.3 - W. 3.4	75.1	f 10.14	12.30			
56 TP	8.55	s 2.50	697.1	TO	SWISSHOME E. 0.9 - W. 0.7	71.8	s 10.06	12.15 PM			
11		f	697.8		SIUSLAW E. 2.7 - W. 2.5	71.1	f 10.02				
11		f 2.58	700.6		RAINROCK E. 4.6 - W. 4.9	68.3	f 9.58				
53 P	9.55	s 3.10	705.3	TO	MAPLETON E. 5.2 - W. 4.7	63.6	s 9.49	11.45 AM			
		s	710.3		BECK E. 4.4 - W. 5.0	58.6	s 9.36				
56 WP	11.00	f 3.32	715.0		WENDSON E. 1.5 - W. 1.4	53.9	f 9.26	11.00			
P	11.10	s 3.47	716.3	TO	CUSHMAN E. 1.5 - W. 1.3	52.6	s 9.22	10.45			
18	11.20	f 4.00	718.0		SIBOCO E. 3.5 - W. 3.2	50.7	f 9.14	10.35			
(Spur 17) P		f 4.10	721.3		CANARY E. 3.7 - W. 3.9	47.6	f 9.05				
12 P	11.55 AM	s 4.20	725.0		SILTCOOS E. 2.3 - W. 2.1	43.9	s 8.55	10.05			
(Spur 11)	12.10 PM	s 4.30	727.2		ADA E. 0.8 - W. 1.2	41.7	s 8.49	9.55			
37 P	12.20	s 4.35	728.3		BOOTH E. 4.4 - W. 4.4	39.6	s 8.47	9.45			
40 P	12.45	f 4.47	732.8		KROLL E. 2.6 - W. 2.4	36.1	f 8.36	9.30			
13	1.00	f 4.55	735.1		BRENHAM E. 3.5 - W. 3.7	33.8	f 8.30	9.20			
39 P	1.30	s 5.05	738.8		GARDINER E. 1.5 - W. 1.7	30.1	s 8.22	9.05			
Yard Limits 49 BKWPT	2.30	s 5.20	740.4	TO-R	REEDSPORT E. 5.1 - W. 4.9	28.5	s 8.15	8.50			
27	2.45	f 5.30	745.2		THARP E. 2.9 - W. 2.5	23.7	f 7.59	8.35			
		f	748.0		WILLARD E. 3.0 - W. 3.0	20.9	f				
		f	751.0		NORTH LAKE E. 0.7 - W. 1.3	17.9	s				
52 WP	3.10	s 5.55	752.1		LAKESIDE E. 7.5 - W. 7.1	16.8	s 7.42	8.08			
11 P	3.30	s 6.10	759.3		HAUSER E. 2.6 - W. 2.4	9.6	s 7.28	7.35			
		f	761.8		ROGERS E. 0.8 - W. 1.5	7.1	f				
	3.40	f 6.20	763.0		COOS E. 2.4 - W. 2.3	5.9	f 7.21	7.25			
	3.55	s 6.35	765.6		NORTH BEND E. 3.7 - W. 3.4	3.3	s 7.12	7.15			
Marshfield yard 32 BK WOYP	4.10 PM	s 7.00 AM	768.9	TO-R	MARSHFIELD	0.0	7.00 PM	7.00 AM			
	Arrive Daily Ex. Sunday	Arrive Daily			(121.6)		Leave Daily	Leave Daily Ex. Monday			
	(9.40) 12.48	(6.00) 20.27			.....Time over District.....		(5.01) 24.24	(7.45) 15.69		
					.....Average Speed per Hour.....					

SECOND CLASS		FIRST CLASS		Distance from San Francisco	Time Table No. 137 February 15, 1943		Distance from Powers
751 Local Freight		333 Coos Bay			Coos Bay Branch		
Capacity of Sidings in car lengths	Leave Daily Ex. Monday	Leave Daily			STATIONS		
Marshfield yard 32 BK WOYP 59 P			768.9	TO-R	MARSHFIELD E. 1.6 - W. 2.0	44.6	
			770.5		MCCORMAC E. 0.9 - W. 0.3	43.0	
			771.3		CLEO E. 1.9 - W. 1.9	42.2	
			773.1		HAYDEN E. 5.0 - W. 5.4	40.4	
			778.5		OVERLAND E. 6.3 - W. 6.1	35.0	
50 Yd. Lmt. P			784.5		CEDAR POINT E. 0.5 - W. 1.0	29.0	
			785.0		FAIRVIEW JUNCTION E. 0.0 - W. 0.0	28.5	
Yard Limits 23 P 94 BKP			785.8	TO-R	COQUILLE E. 3.7 - W. 2.9	27.7	
			788.6		JOHNSON E. 2.7 - W. 3.1	24.9	
38 P			791.8		NORWAY E. 3.5 - W. 3.6	21.7	
44 Yd WTP Lmt (Spur 7)			794.7	TO	MYRTLE POINT E. 4.9 - W. 4.4	18.8	
			799.7		BROADBENT E. 2.4 - W. 2.9	13.8	
40 Yard Limits P			802.1		WARNER E. 5.3 - W. 5.3	11.4	
38 Yard Limits P (Spur 16)			807.6		GAYLORD E. 1.4 - W. 0.9	5.9	
			808.8		BYERLE E. 1.5 - W. 1.5	4.7	
Yard Limits 56 BKWTP			810.3		FENSLER E. 2.2 - W. 2.8	3.2	
			813.5	TO-R	POWERS	0.0	
					(44.6)		
					.....Time over District.....	
					.....Average Speed per Hour.....	

Water Supply MP 730.8

ADDITIONAL FLAG STOPS	
Train	At
All	M. P. 688.1
All	School M. P. 744.2
All	Ivy M. P. 747.1

EASTWARD

WESTWARD

EASTWARD

WESTWARD

EASTWARD

WESTWARD

Table for Tailman Branch, Time Table No. 137, February 15, 1943. Includes columns for Capacity of Sidings, Second Class, Distance from San Francisco, and Stations (ALBANY, PAGE, FROMAN, FRY, GOLTRA, TALLMAN).

Table for Mill City Branch, Time Table No. 137, February 15, 1943. Includes columns for Capacity of Sidings, Second Class, Distance from Idanha, and Stations (SHELBURN, KINGSTON, LYONS, FAWN, FOX VALLEY, MILL CITY, GATES, LAKEWOOD, GRANITE MOUNTAIN, HALLS, ELK RIVER, DETROIT, LARSON, GREYSTONE, BIRCHWOOD, IDANHA).

Table for Toledo Branch, Time Table No. 137, February 15, 1943. Includes columns for Capacity of Sidings, Second Class, Distance from Toledo, and Stations (ALBANY, NORTH ALBANY, GRANGER, CORVALLIS JCT., CORVALLIS, PHILOMATH, FLYNN, WRENS, RUSSELL, HARRIS, BLODGETT, DEVITT, SUMMIT, NASHVILLE, NORTONS, EDDYVILLE, CHITWOOD, ELK CITY, TOLEDO).

Table for Woodburn-Springfield Branch, Time Table No. 137, February 15, 1943. Includes columns for Capacity of Sidings, Second Class, Distance from Woodburn, and Stations (SPRINGFIELD, ARMITAGE, COBURG, PRICEBORO, ROWLAND, BROWNSVILLE, PLAINVIEW, TALLMAN, IRVINGVILLE, LEBANON, BREWSTER, GRIGGS, CRABTREE, GILKEY, WEST SCIO, SHELBURN, NORTH SANTIAM, WEST STAYTON, AUMSVILLE, SHAW, MACLEAY, GEER, PRATUM, SILVERTON, MT. ANGEL, WOODBURN).

Table for Geer Branch, Time Table No. 137, February 15, 1943. Includes columns for Capacity of Sidings, Second Class, Distance from Geer, and Stations (SALEM, GEER). Also lists additional stations for Woodburn-Springfield Branch and Mill City Branch.

Table for Falls City Branch, Time Table No. 137, February 15, 1943. Includes columns for Capacity of Sidings, Second Class, Distance from Black Rock, and Stations (SALEM, O. E. CROSSING, PINCKNEY, WEST SALEM, WINONA, EOLA, THIELSEN, GERLINGER, DALLAS, GILLIAMS, FERNS, BUMAN, FALLS CITY, BLACK ROCK).

Falls City Branch: Additional Stations—Buman Quarry 2.97 miles from Buman..... 6 cars (spur)

BROOKLYN SUBDIVISION

EASTWARD

WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 137 February 15, 1943 West Side Branch	Distance from Hillsboro
		STATIONS	
(Spur 11) P	682.6	CHESHIRE E. 1.8 - W. 2.0	102.2
(Spur 15) P	684.5	BEAR CREEK E. 2.5 - W. 2.5	100.3
(Spur 9) P	686.9	FERGUSON E. 4.7 - W. 4.7	97.9
15 Yard Limits P	671.7	TO-R MONROE E. 1.3 - W. 1.4	93.1
22 Yard Limits PYW	673.0	R ALPINE JCT. E. 8.4 - W. 8.4	91.8
27	681.3	GREENBERRY E. 3.2 - W. 3.3	83.5
27	684.6	DRY CREEK E. 1.7 - W. 2.5	80.2
52 BKWOYP	686.9	BURGESS E. 2.1 - W. 1.2	77.9
YP	688.9	TO-R CORVALLIS E. 1.6 - W. 1.3	75.9
	689.9	R CORVALLIS JCT. E. 2.6 - W. 2.6	74.9
	692.5	LEWISBURG E. 6.5 - W. 6.8	72.3
Yard Limits 63 YP	699.0	TO WELLSDALE E. 3.2 - W. 3.1	65.8
18	698.7	SUVER E. 2.0 - W. 2.0	62.5
16 P	704.0	PARKER E. 3.1 - W. 2.9	60.5
	707.0	WIGRICH JCT. E. 2.2 - W. 2.4	57.5
	709.3	TO INDEPENDENCE E. 1.0 - W. 1.4	55.2
Yard Limits 46 P	710.5	V. & S. JCT. E. 4.1 - W. 3.5	54.0
YP	714.3	TO-R GERLINGER E. 0.6 - W. 0.9 (F. C. Csg.)	50.2
15 WP	715.0	DERRY E. 3.6 - W. 3.3	49.5
(Spur 5) P	718.4	CROWLEY E. 4.2 - W. 4.4	46.1
17 P	722.8	MCCOY E. 5.3 - W. 5.4	41.7
22 P	728.1	AMITY E. 2.5 - W. 2.4	36.4
33 Yard Limits YP	730.7	R WHITESON E. 4.5 - W. 4.6	33.8
Yard Limits 25 KWOP	734.9	TO-R McMINNVILLE E. 3.0 - W. 2.9	29.6
15 Yard Limits YP	738.0	R ST. JOSEPH E. 4.1 - W. 4.8	26.5
80 Yard Limits KWP	742.2	TO CARLTON E. 3.3 - W. 2.7	22.3
13 P	745.6	YAMHILL E. 5.2 - W. 5.0	18.9
9	750.7	WAPATO E. 1.6 - W. 1.8	13.8
9	752.3	DELLWOOD E. 0.8 - W. 0.7	12.2
10 WP	753.1	GASTON E. 0.6 - W. 0.7	11.4
28	753.8	PATTON E. 1.4 - W. 1.1	10.7
Yd Limit (Spur 5) P	754.9	SEGHERS E. 1.8 - W. 2.0	9.6
16	756.9	DILLEY E. 1.0 - W. 0.8	7.6
Yard Limits 20 P	757.8	DETOUR E. 0.6 - W. 0.9	6.7
P	758.5	CARNATION E. 2.3 - W. 2.3	6.0
P	759.2	CORNELIUS E. 1.2 - W. 0.9	3.5
P	761.7	KILLGORE E. 1.7 - W. 2.2	2.5
P	762.7	RANGE E. 0.5 - W. 0.3	0.5
Yard Limits 48 BK WOYP	764.7	TO-R HILLSBORO E. 0.5 - W. 0.3	0.0
	765.2	(101.9)	
		.....Time over District.....	
		.....Average Speed per Hour.....	

See page 7 for additional schedules between Corvallis and Corvallis Jct.

Additional Stations { West Side Branch:
 Stimson Mill 2.41 miles from Seghers... 13 cars
 Wigrich 2.53 miles from Wigrich Jct... 5 cars (spur)
 Forest Grove 1.2 miles from Detour... 7 cars (Spur)

EASTWARD

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 686 Local Freight	Distance from San Francisco	Time Table No. 137 February 15, 1943 West Side Branch	Distance from Cook	SECOND CLASS 685 Local Freight
			STATIONS		
Yard Limits 48 BKWOYP	Leave Daily Ex. Sunday 5.35 PM	765.2 766.2	TO-R HILLSBORO E. 1.9 - W. 2.6	16.6	Arrive Daily Ex. Sunday 2.35 AM
P		767.8	NEWTON E. 2.9 - W. 3.3	15.0	
28 P	5.50	770.9	REEDVILLE E. 4.2 - W. 4.1	11.9	2.15
36 Yard Limits P	6.10	775.4	BEAVERTON E. 0.8 - W. 1.5	7.4	2.01
92		776.0	BEBUG E. 1.9 - W. 0.9	6.8	
		777.6	FANNO E. 1.5 - W. 1.5	5.2	1.45
P		779.1	GRETON E. 0.9 - W. 0.9	3.6	
(Spur 6)	6.25	779.9	TIGARD E. 2.3 - W. 2.7	2.9	1.30
33 Yd Limit WYP	6.45 PM	782.8	R COOK	0.0	1.25 AM
	Arrive Daily Ex. Sunday		16.6		Leave Daily Ex. Sunday
	(1.10) 14.23		.....Time over District.....		(1.10) 14.23
			.....Average Speed per Hour.....		

* Joint track with O. E. Ry. between Bebug and Greton. See special instructions under Special Signals.

EASTWARD

WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 137 February 15, 1943 Bellfountain Branch	Distance from Dawson
		STATIONS	
Yard Limits	675.0	R BAILEY JCT. E. 2.0 - W. 2.0	4.9
(Spur 5)	677.0	BELLFOUNTAIN E. 2.8 - W. 2.8	2.9
Yard Limits	679.9	R DAWSON	0.0
		(4.9)	
		.....Time over District.....	
		.....Average Speed per Hour.....	

EASTWARD

WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 137 February 15, 1943 Alpine Branch	Distance from Glenbrook
		STATIONS	
Yard Limits 22 PYW	673.0	R ALPINE JCT. E. 2.1 - W. 2.1	5.8
	675.0	R BAILEY JCT. E. 1.1 - W. 1.3	3.8
Yard Limits 9	676.2	ALPINE E. 2.4 - W. 2.6	2.6
29	678.8	GLENBROOK	0.0
		(5.8)	
		.....Time over District.....	
		.....Average Speed per Hour.....	

EASTWARD

WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 137 February 15, 1943 Willamina Branch	Distance from Willamina
		STATIONS	
Yard Limits 33 YP	730.6	R WHITESON E. 3.6 - W. 3.8	18.7
	734.3	BRIEDWELL E. 0.8 - W. 0.6	15.0
	735.1	HARRISON E. 2.2 - W. 2.2	14.2
(Spur 6)	737.2	WINCH E. 0.5 - W. 0.5	12.1
Yard Limits	737.7	BROADMEAD E. 1.2 - W. 1.2	11.6
(Spur 7)	738.9	TUCKER E. 1.4 - W. 1.7	10.4
12	740.5	BALLSTON E. 4.3 - W. 4.2	8.8
14	744.7	TO SHERIDAN E. 1.6 - W. 1.4	4.6
	746.3	SHIPLEY E. 2.4 - W. 2.9	3.0
Yard Limits 9 BKWOT	749.3	TO-R WILLAMINA	0.0
		(18.7)	
		.....Time over District.....	
		.....Average Speed per Hour.....	

Willamina Branch:

Additional Stations { Shell Oil Co. M.P. 745.4— 2 cars (spur)
 S. F. York Lbr. Co. M.P. 745.7— 4 cars (spur)

EASTWARD

WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 137 February 15, 1943 Perrydale Branch	Distance from Perrydale
		STATIONS	
Yard Limits 8	737.7	BROADMEAD E. 2.1 - W. 2.2	2.2
	739.9	PERRYDALE	0.0
		(2.2)	
		.....Time over District.....	
		.....Average Speed per Hour.....	

EASTWARD

WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 137 February 15, 1943 Molalla Branch	Distance from Molalla
		STATIONS	
118 Yd WYP	747.4	TO CANBY E. 7.1 - W. 7.1	10.2
(Spur 6)	754.6	LIBERAL E. 2.9 - W. 3.1	3.0
16 Yard Limits	757.6	MOLALLA	0.0
		(10.2)	
		.....Time over District.....	
		.....Average Speed per Hour.....	

EASTWARD

WESTWARD

Table with columns for Capacity of Sidings, Second Class (686, 688, 690), Distance from San Francisco, Time Table No. 137 (February 15, 1943), Tillamook Branch, Stations, Distance from Hillsboro, and Second Class (685, 687, 689). Includes arrival and departure times for various stations like Tillamook, Idaville, Bay City, Miami, Garibaldi, Barview, Twin Rocks, Rockaway, Lake Lytle, Jetty, Brighton, Wheeler, Hall St., Mohler, Batterson, Wakefield, Salmonberry, Belfort, Enright, Belding, Mayo, Cochran, Wedeburg, Westimber, Timber, Hulbert, Strassel, Scofield, Buxton, Banks, Roy, Schefflin, Mahan, Main Street, O.E. Crossing, Hillsboro.

Water Supply—M.P. 818.5

ADDITIONAL STATIONS Tillamook Branch: Badger...M.P. 823.7, Saltair...M.P. 841.2

EASTWARD

WESTWARD

Table with columns for Capacity of Sidings, Second Class (686), Distance from San Francisco, Time Table No. 137 (February 15, 1943), Newberg Branch, Stations, Distance from Jefferson St., and Second Class (685). Includes arrival and departure times for various stations like St. Joseph, Lafayette, Dayton, Dundee, Newberg, Springbrook, Rex, Chehalem, Sherwood, Cipoie, Tualatin, Cook, Bryant, Ladd, Oswego, Wilsonia, Riverwood, Cemetery, Jones, Zimmerman, Mulbox, Thorsen, Jefferson St.

EASTWARD

WESTWARD

Table with columns for Capacity of Sidings, Second Class (686), Distance from San Francisco, Time Table No. 137 (February 15, 1943), Milwaukie Branch, Stations, Distance from Willaburg Jct., and Second Class (685). Includes arrival and departure times for various stations like Wilsonia, Menefee, Milwaukie, Willsburg Jct.

ADDITIONAL STATIONS Milwaukie Branch: Milwaukie Interchange...M.P. 769.6—32 cars

SPECIAL INSTRUCTIONS



RULE 2. Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

Ashland.....	C. R. Ramsey	Reedsport.....	Sol Davidson
Medford.....	Larry Schade	Marshfield.....	J. H. Mills
Grants Pass.....	Bert Barnes	Coquille.....	V. R. Wilson
Roseburg.....	Bubar Bros.	Springfield.....	E. G. Privat
Eugene.....	J. A. Hoffman	Hillsboro.....	F. Abendroth
Eugene.....	Seth Laraway	McMinnville.....	Dielschneider Bros.
Albany.....	F. M. French & Son	Toledo.....	C. W. Miller
Salem.....	Pomeroy & Keene	Corvallis.....	Wm. Konick
Woodburn.....	E. E. Piper	Dallas.....	W. C. Retzer
Silverton.....	Geo. W. Cain	Tillamook.....	M. J. McInerney
Portland, 316 S. W. Alder St.....			Roy & Molin
E. Portland, Weatherly Bldg.....			H. E. Anderson
E. Portland, 734 N. Killingsworth St.....			Dillen Rogers
E. Portland, 7021 S. E. Milwaukie St.....			Otto R. Sabro

RULE 10 (J). Mile Post location of slow boards which restrict the speed of trains, as indicated on slow board, while engine of such train is passing distant signal three-fourths mile beyond the slow board:

Eastward	ASHLAND-SPRINGFIELD JCT.		Westward
432.2	575.9		483.9
444.0	607.2		613.6
448.9	610.4		619.2
472.0	611.1		623.7
506.0	639.1		
745.5	EUGENE YARD-PORTLAND		746.6 749.1
589.6	603.6		530.4
594.2	608.4		
599.0			

RULE 14 (b). Salem: After stopping at railroad crossings, sound signal 14 (b) only when visibility is obscured.

RULE 14 (d). Springfield Jct.: To recall flagman from west on Siskiyou Line, give six long sounds of whistle.

RULE 14 (m). Salem and Hillsboro: Approaching railroad crossings sound signal 14 (m) only when visibility is obscured. Brooklyn: Eastward freight trains will not sound signal 14 (m).

RULE 17. Mars Signal Light on engines so equipped must not be used.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction except as noted on Page 4.

RULE 83 (A). At following stations only the trains indicated will register:

Eugene Yard: Eastward and westward trains terminating, register at Eugene Yard telegraph station.
Eugene: First-class trains.
Springfield, Springfield Jct. and Mohawk Jct., Tallman: Any train when instructed by train order.

Registration of Marshfield Subdivision trains originating or terminating at Eugene will be transmitted by telephone to operator at Eugene Yard, who must enter same on register and verify same by repeating registration.

Registration of trains terminating Oakridge and Timber may be transmitted by telephone to operator, who must enter same on register and verify same by repeating registration.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Cook Nos. 685 and 686 will not register unless instructed by train order.
Corvallis Jct.: No. 705 when instructed by train order.
Crescent Lake: Nos. 18, 15, 17, 23 and 24.
Oakridge: First-class trains, eastward second and inferior class.
Tunnel: First-class trains, westward second and inferior class trains.
Burma: First-class trains, westward second and inferior class and extra trains.
Eugene Yard: No. 334 will register at telephone booth near east wye switch.
Albany: All trains.
Salem: All trains.
Brooklyn: First-class trains.

RULE 83 (C). Before using U. P. Ry. main track, East Portland, yard crews will secure register check at East Portland Tower on first-class trains as prescribed by U. P. Ry. Rule S-83. Yardmen must protect against overdue first-class trains as prescribed by U. P. Ry. Rule 93.

RULE S-90. Springfield. Sign reading "Fouling point 980 feet" placed near west end house track switch indicates distance to fouling point east end of siding.

RULE 92. Will not apply to movement of trains East Morrison St. to Portland.

RULE 93. Cars may be stored on east leg of wye Alpine Jct.; on main track Bailey Jct.; on main track east of Alpine; on Geer Branch main track Salem and west of water tank on West Side Branch Corvallis.

Eugene Yard: Yardmen must not line east switch for westward trains to enter yard until after train has been identified.

Herders must use green flag by day and green light by night to give signals for movement of trains and engines entering or leaving yard tracks at Brooklyn, Salem, Albany and Eugene Yard.

Eugene: Westward first-class trains approach Signal 6477 and Eastward first-class trains approach Signal 6470 prepared to head in on siding if signal received from yardman.

Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
645.71	Eugene.....	651.28
	" (Coos Bay Br.).....	650.76
689.67	Albany.....	691.73
	" (Toledo Br.).....	692.43
703.21	Marion.....	705.14
715.91	Salem.....	721.11
718.93	" (Woodburn-Springfield Br.).....	719.58
	" (Falls City Br.).....	721.15
734.12	Woodburn.....	736.25
736.38	" (Woodburn-Springfield Br.).....	
745.84	Canby.....	747.87
	" (Molalla Br.).....	748.20
765.01	Portland.....	
770.76	" (Milwaukie Br.).....	
526.60	Crescent Lake.....	530.16
535.43	Cascade Summit.....	537.20
579.33	Oakridge.....	581.68
617.64	Springfield.....	620.35
	" (Woodburn-Springfield Br.).....	646.04
661.56	Wendling.....	
427.08	Ashland.....	430.80
439.40	Medford.....	444.37
456.70	Gold Hill.....	458.12
472.94	Grants Pass.....	474.57
507.52	Glendale.....	508.33
571.48	Roseburg.....	574.56
608.29	Drain.....	609.65
623.75	Cottage Grove.....	627.15
739.61	Reedsport.....	741.13
764.28	Marshfield.....	771.19
777.95	Overland.....	778.84
784.15	Coquille.....	786.87
794.02	Myrtle Point.....	795.36
801.91	Warner.....	802.95
806.75	Gaylord.....	808.10
811.85	Powers.....	
684.42	Tallman (Woodburn-Springfield Br.).....	685.72
696.91	" (Tallman Br.).....	
687.23	Lebanon.....	690.17
704.52	Shelburn (Woodburn-Springfield Br.).....	705.30
	" (Mill City Br.).....	705.56
726.46	Silverton.....	728.42
725.79	Mill City.....	727.90
745.19	Detroit.....	747.20

West MP		East MP
685.87	Corvallis (West Side Br.).....	690.96
701.02	" (Toledo Br.).....	703.88
765.12	Toledo.....	766.75
671.41	Monroe.....	672.25
673.00	Alpine Jct. (West Side Br.).....	673.71
	" (Alpine Br.).....	675.24
	" (Bellfountain Br.).....	675.41
696.01	Wellsdale.....	701.07
708.57	Independence.....	711.17
714.13	Gerlinger (West Side Br.).....	715.64
728.17	" (Falls City Br.).....	729.68
730.23	Whiteson (West Side Br.).....	731.24
	" (Willamina Br.).....	730.93
734.04	McMinnville.....	736.30
737.52	St. Joseph.....	738.46
	" (Newberg Br.).....	738.40
741.90	Carlton.....	743.52
754.15	Seghers.....	755.64
757.62	Carnation.....	758.91
	(inc. spur from Detour to Forest Grove city station)	
764.30	Hillsboro (West Side Br.).....	766.94
766.52	" (Tillamook Br.).....	
774.40	Beaverton.....	776.03
763.47	Cook (Newberg Br.).....	764.72
781.91	" (West Side Br.).....	
679.41	Dawson.....	
675.92	Glenbrook.....	
	Tillamook.....	855.57
846.70	Garibaldi.....	845.33
834.87	Wheeler.....	832.24
816.55	Salmonberry.....	815.68
811.55	Enright.....	810.72
800.47	Cochran.....	799.65
793.91	Timber.....	791.77
781.56	Buxton.....	780.27
748.06	Newberg.....	749.53
766.58	Oswego (Newberg Br.).....	768.70
	" (Milwaukie Br.).....	768.80
721.78	Winona.....	723.14
733.31	Dallas.....	735.03
745.97	Black Rock.....	
757.32	Molalla.....	
737.49	Broadmead (Willamina Br.).....	738.08
	" (Perrydale Br.).....	737.97
748.42	Willamina.....	

First-class trains run with caution between signal bridge west of train-order office Brooklyn and Union Station, Portland.

Toledo—C. D. Johnson Lumber Corporation have permission to move their engine between their sawmill and their logging road within yard limits.

Newberg—Spaulding Lumber Co. have permission to move their engine on main track in yard limits.

Salem—Westward interlocking signal governing movement over drawbridge on Falls City Branch will not be cleared for trains until bridge-tender receives permission from operator or yardman, and when cleared will be authority to proceed to Salem. This will not apply to yard engine movements for which interlocking signal may be cleared at any time. Signal 14 (j) may be used by yard engines for identification.

Albany—O. E. Ry. trains between Albany and Lebanon will use S. P. Co. main track just west of signals 6912 and 6913 and use Albany and Page siding between Albany and Tallman Branch Junction switch at Page and must comply with Rules 93 and 842.

When no yardmaster or representative present, must comply with Rules 83 and 83(C). Eastward O. E. Ry. trains (S. P. Co. Time-table direction) will obtain check of register at Albany station. Westward O. E. Ry. trains (S. P. Co. Time-table direction) will obtain check of register by telephone from S. P. Co. operator at Albany station, and repeat it back to operator for verification before delivery to engineer.

RULE 98. RAILROAD CROSSINGS AT GRADE AND DRAW-BRIDGES NOT INTERLOCKED:

Between Eugene Yard and Danebo. O. E. Ry. Crossing.
Albany yard tracks. O. E. Ry. Crossings.
Gerlinger. Falls City Branch.
Between Pinckney and Salem. O. E. Ry. Crossing.
Hillsboro, Range Street. O. E. Ry. Crossing.
Trains will stop before crossing and be governed by Rule 14 (b).
When trains stop on crossings not protected by interlocking signals the intersecting line must be protected as prescribed by Rule 99.

RULE 99. When torpedoes are used between Crescent Lake and Wicopee, each torpedo placed will be duplicated on opposite rail.

RULE 102. Should a passenger train break in two or an emergency application of brakes occur while in motion on the grade between Oakridge and Cascade Summit, head brakeman will immediately go towards rear, close angle cock at opening if train has parted, set hand brakes, and turn up retainers on detached portion. After train is coupled air must be applied from engine before hand brakes and retainers are released.

If necessary to leave detached portion on main track, rear truck of detached portion ascending grade or lead truck of detached portion descending grade must be chained to rail in such manner as to derail car should they start.

RULE 103 (A). Trains and engines must stop and be preceded by flagman before crossing highway.
Seghers: Within 50 feet of Westside Highway Stimson mill spur.
Canby: (Molalla Branch) Pacific Highway.

RULE 104. THE NORMAL POSITION OF SWITCHES AT JUNCTIONS WILL BE AS FOLLOWS:

Wilsonia. For Milwaukie Branch
Cook. For West Side Branch
Hillsboro. For Tillamook Branch
St. Joseph. For West Side Branch
Whiteson. For West Side Branch
Corvallis Jct. East Wye Switch,
West Side Branch, for wye
Alpine Jct. For West Side Branch
Bailey Jct. For Bellfountain Branch
Mohawk Jct. For Cascade Line
Springfield Jct. For Cascade Line (Spring
Switch)
Albany-Toledo Branch. For Main Line
Brooklyn. Switch at west end of double
track will be lined for eastward
main track
Willsburg Jct. For Main Line

Albany—O. E. Ry. connection is located at M. P. 691.3, and normal position is for S. P. Co. main track.

Geer—East and west wye switches must be lined and locked for Woodburn-Springfield Branch.

Shelburn—West wye switch must be lined and locked for movements between Mill City and Lebanon, and east wye switch for movements between Lebanon and Geer.

Lebanon—O. E. Ry. switch is located at M. P. 688.9 east of Lebanon station and normal position is for S. P. Co. main track.

Tallman—East wye switch must be lined and locked for movements between Albany and Lebanon and west wye switch for movements between Albany and Brownsville.

Corvallis and Corvallis Jct.—Switches must be lined and locked for movement between Albany and Philomath.

Eugene Yard—Normal position of east wye switch on Coos Bay Branch at Eugene Yard will be for movement to the yard.

Fields—East switch siding is the switch at Signal 5551.

DERAILS IN MAIN TRACK

Clearance point main track Wendling Branch at Mohawk Jct.
Clearance point main track Milwaukie Branch at Willsburg Jct.
Clearance point main track Falls City Branch at Salem.
Clearance point main track Newberg Branch at Wilsonia.
Willamina, 1550 feet east of station.
Black Rock, 100 feet west of water tank.

RULE 105. Following tracks are designated for use as sidings.

Cascade Summit—(Eastward siding (Lake side).
Westward siding (Station side).)

Oakridge—Track next to main track on station side—passenger siding.
Tracks on opposite side of main track:
No. 1—eastward freight trains.
Nos. 2, 3, 4—westward freight trains.
Nos. 5, 6—storage tracks.

Westward trains except first-class trains will take siding at Oakridge unless otherwise instructed.

Tunnel—Operator will operate switches to permit train to enter or leave sidings east end of Oakridge.

Junction City—No. 1 Track next to main track.

Reedsport—Track opposite passenger station.

Myrtle Point—House track.

Oswego—Track opposite station.

Cochran—Long track between east switch and connection to main track west of station.

Crescent Lake—Eastward freight trains taking siding use track No. 1. Westward freight trains taking siding use track No. 2.

Ashland—Eastward freight trains will use No. 1 track and when necessary double over to No. 3 track. Westward freight trains arriving Ashland will head in on track No. 1 and if necessary to double to other track, double over as instructed by Agent or his representative when yard engine not on duty. During the hours no yard engine is on duty both freight and passenger trainmen will be required to head their trains in and out of Ashland yard, also set out or pick up any cars for their train and handle their engines to and from roundhouse.

Medford—Siding extends from signals 4414-4415 to signals 4420-4421.

Roseburg—Eastward freight trains entering yard will use No. 1 track. Westward freight trains will use scale track.

Eugene—Siding extends from switch located 250 feet east of signals 6470-6471 to signals 6490-6491, and first class trains (except Marshfield Subdivision first class trains) will use siding between west switch and signals 6476-6477.

Marshfield Subdivision main track ends at Eugene at switch connecting with Eugene siding at signals 6482-6483. Marshfield Subdivision trains must use this siding to and from Eugene passenger station. Other trains must not use this siding when such use will interfere with the movement of Marshfield Subdivision first-class trains. Switch at junction Marshfield Subdivision main track and Eugene siding must be left lined and locked for movement to yard.

Page—Siding extends from signals 6896-6897 to 1250 feet east of overhead highway crossing.

Albany—Siding extends from signals 6900-6901 to signals 6915-6916.

Tallman Branch main track ends at clearance point east of west switch Page. Tallman Branch trains must use Page siding and Albany siding between Page and Albany, other trains must not use Page siding when such use will interfere with the movement of Tallman Branch trains.

Toledo Branch main track ends at switch 860 feet east of overhead highway crossing.

Geer Branch at Salem ends at signboard 10 car lengths east of east wye switch on Geer Branch and at Geer ends at first wye switch which must be left lined and locked for east leg of wye.

Salem—When eastward trains are to take siding to meet other trains they will take siding at connection switch just east of signals 7178-7179.

Woodburn—Siding extends from signals 7342-7343 to signals 7356-7357.

Canby—Siding extends from signals 7342-7343 to signals 7478-7479. Molalla Branch ends at west wye switch connecting with the siding.

RULE 221. The light will not be displayed in train-order signals at following stations, except when train orders are to be delivered:

Mt. Angel	West Scio	Brownsville	Coquille
Newberg	Silverton	Wheeler	Myrtle Point
Lyons	Independence	Sheridan	

Trains must obtain a clearance before leaving Medford, Grants Pass, Marshfield, Albany, Salem, Corvallis, Dallas, Mill City, Timber, Oakridge, Monroe.

Eugene Yard: Westward trains and eastward Marshfield Subdivision trains originating will obtain train orders and clearance at Eugene Yard. Eastward Brooklyn Subdivision trains originating Eugene Yard will obtain train orders and clearance at Burma.

Eugene—Trains must obtain clearance before leaving Eugene, except trains terminating Eugene Yard may leave Eugene without clearance.

Eugene and Eugene Yard—Trains going via Siskiyou Line at Springfield Junction must obtain two clearances, one from Cascade Line Dispatcher and one from Siskiyou Line Dispatcher.

Marshfield Subdivision trains, originating or terminating at Eugene, will not be required to obtain clearance Eugene Yard.

Oakridge—Eastward second class and inferior trains not required to obtain clearance.

Tunnel—First class, westward second class and inferior trains not required to obtain clearance.

RULE 505. AUTOMATIC BLOCK SYSTEM

When eastward trains pass signal 5282 at Crescent Lake displaying caution indication, and engineers change at that point, it will be the duty of incoming engineer to advise outgoing engineer of this fact, and the train will proceed with caution to signal 5290.

RULE 510. The following block signals equipped with triangular number plate displaying letter "P" have included in their control limits some special protective device:

BROOKLYN SUBDIVISION

Eastward	Westward
P-5274—Spring switch, west end Crescent Lake.	
	Spring switch, east end Crescent Lake. P-5291
P-5356—Spring switch, west end westward siding	
	Cascade Summit.
P-5454—Spring switch, west end Cruzatte.	{P-5455
	{P-5457
P-5464—Fire detector, trestles between tunnels 7 and 8,	
	and between tunnels 9 and 10. P-5489
P-5714—Slide detector fence, MP 572.	{P-5721
	{P-5735
P-6108—Slide detector fence, MP 611 to 613.	P-6125
P-6118—Slide detector fence, MP 613.	P-6137
P-6208—Spring switch, Springfield Jct.	
P-6446—Spring switch, Springfield Jct.	P-6447
P-7500—Spring switch, west end Coalca.	{P-7501
	{P-7503

In addition to making careful inspection of track where these fences are located, the face of bluff above the track must be observed for indication of slide.

RULE 516. Overlap posts:

Eastward trains: Latham, 1700 feet west of signal 6252.
Swain, 1900 feet east of signal 6594 opposite clearance point of storage track.
Fair Grounds, 300 feet east of west switch.
East Milwaukie, 2000 feet west of east switch.
Kane, 500 feet west of east switch.
Coos, 1616 feet west of east switch.
Westward trains: Willsburg Jct., 4400 feet east of junction switch.
Irving, 2500 feet east of west switch.
Medford, 1434 feet east of signal 4413.

RULE 535. SPRING SWITCHES

Switches are located as follows and speed indicated must not be exceeded when passing over such switches. This does not authorize exceeding other speed restrictions.

SPECIAL INSTRUCTIONS

Springfield Jct.—Normal position spring switch for Cascade Line. Eastward trains from Siskiyou Line will trail through without lining switch. Westward trains to Siskiyou Line will line switch by hand and restore to normal position when movement completed.

Siskiyou Line
Trailing Eastward —Passenger 25 MPH
Freight 20 MPH
Facing Westward —Passenger 25 MPH
Freight 20 MPH

Cascade Line
Facing Westward —All trains 25 MPH

Signal 6447 governs westward movement over switch. Top arm for Cascade Line normally indicates proceed, lower arm for Siskiyou Line normally indicates stop and changes to proceed when switch lined for Siskiyou Line and block clear.

Signal 6208 on Cascade Line and Signal 6446 on Siskiyou Line govern eastward movement over switch, normally indicate stop and change to proceed on approach when block clear and signal on converging line is at stop.

When eastward signal does not change to proceed, trainmen will go to signal 6208, observe indication of indicator mounted above release box adjacent to signal and if indicator indicates block is clear, trainman or engineman will operate time release and push button in the release box by turning release knob to the right until pointer is at zero, hold it firmly in that position while push button for the signal desired is pushed in as far as it will go, then release both, and signal will clear after four minutes. Release must not be operated when train approaching with proceed signal until that train has stopped.

When unable to obtain proceed signal, be governed by Rule 509, protecting on converging track also, unless it is known signal on that track indicates stop.

Cruzatte (West switch Trailing westward
Facing point lock) from siding 15 MPH.

Trains using siding to allow train on main track to pass must not enter approach light circuit, unless necessary, which will be indicated by sign 1000 feet from dwarf light signal west end of siding.

If two westward trains encounter main track signal 5455 and dwarf light signal 5457 west end of siding at stop, member of crew operate time release and push button which are located in time release box on case of main track signal 5455 between main track and siding as follows:

If it is desired that train on main track is to proceed first, turn knob of time release to the right as far as it will go, hold in that position and use push button No. 5455 and hold same until pilot light, adjacent to button, is illuminated then release knob and push button.

Same procedure is followed if train on siding is to proceed first, using push button No. 5457.

After time release and button has been operated, time release will allow signal to indicate proceed after interval of four minutes provided block is clear.

If necessary for train on siding to pass approach lighting circuit sign, member of crew should immediately operate time release and push button No. 5455 for westward main track trains to avoid delay.

If signals involved do not indicate proceed, Rule 509 will govern.

Crescent Lake (East Trailing eastward
switch facing point lock) from No. 1 track 15 MPH.
Crescent Lake (west switch Trailing westward from
facing point lock) No. 1 track 15 MPH.
Cascade Summit west Trailing westward
end westward siding. from siding 15 MPH.
Coalca (West switch Trailing westward
Facing point lock) from siding 25 MPH.

Westward trains using siding to allow trains on main track to pass, must not enter approach lighting circuit unless necessary, which will be indicated by sign 920 feet from dwarf light signal west end of siding.

If two westward trains encounter main track signal 7501 and dwarf light signal 7503 west end of siding at stop, it will be necessary for member of crew to use push button releases located in box on signal case adjacent to dwarf signal P-7503 as follows:

If train on main track is to proceed first, push button marked 7501 until lamp over button is lighted, then release button. Same procedure is followed if train on siding is to go first, using push button No. 7503. Signal 7501 will clear in one minute and signal 7503 will clear in four minutes, provided block is clear.

If train on siding passes approach light circuit sign member of crew should immediately operate push button 7501 for the westward main track train to avoid delay.

It will be necessary to use push buttons for eastward trains making a reverse movement at the west end Coalca yard.

If signals involved do not indicate proceed, Rule 509 will govern.

When signal governing the trailing movement through this switch indicates "STOP" switch must be manually operated before and after movement has been made.

SPECIAL SIGNALS

Salem—Dwarf Signal 7191 on Falls City Branch governs movement of trains from Falls City Branch.

Willsburg Jct.—Normal indication of home signal on Milwaukie Branch is stop. If signal does not clear after switch and derail are lined for diverging route be governed by Rules 509 and 99.

When a Milwaukie Branch train is stopped by signal 7657 and opposing train is standing on main track clear of junction switch at Willsburg Jct., it may proceed immediately with caution, not exceeding 12 MPH to junction switch, providing track is seen to be clear to that switch.

Eastward main line trains holding meet or waiting for opposing trains to enter Milwaukie Branch at Willsburg Jct. will stop west of signal 7652 west of Willsburg Jct.

Oakridge—Light has been placed on pole located on left hand side (going east) west pocket track opposite west main line crossover switch.

When this light is burning, it will indicate that westward freight trains being restricted for eastward light engines arriving Oakridge is about ready to depart and such helper engines will remain on pocket with indicators and markers displayed until departing westward train, including helper engines, identify them.

Eugene Yard—Signal 6487 governs movement of westward trains from yard tracks to main track. Signal indicates proceed only when both switches are lined for movement from yard to main track and block is unoccupied.

Springfield—Dwarf Signal 6196 on Woodburn-Springfield Branch governs movement of trains from Woodburn-Springfield Branch.

Mohawk Jct.—Dwarf Signal 6180 on Wendling Branch governs movement of trains from Wendling Branch.

JOINT TRACK BETWEEN GRETON AND BEBURG

Movements of Southern Pacific and Oregon Electric trains or engines operating between Greton and Beburg, on the West Side Branch, will be governed by block signal indications which supersede the superiority of trains.

Normal position of Junction switches at Greton and Beburg is for Southern Pacific movements.

Distant signal 7754 located 2316 feet west of Beburg and home signal 7758 located 306 feet west of Beburg Junction switch governs eastward movements from Southern Pacific tracks.

Distant signal 7797, located 3000 feet east of Greton and home signal 7793 located 225 feet east of Greton Junction switch governs westward movements from Southern Pacific tracks.

Home signal 7756 located 306 feet east of Beburg Junction switch governs westward movements from Oregon Electric tracks.

Home signal 7795 located 225 feet west of Greton Junction switch governs eastward movements from Oregon Electric track.

Signal 7772 is an intermediate home signal located between Beburg and Greton governing eastward movements for Southern Pacific trains and westward movements for Oregon Electric trains.

Signal 7779 is an intermediate home signal located between Greton and Beburg governing westward movements for Southern Pacific trains and eastward movements for Oregon Electric trains.

Normal position of block signals 7793 and 7795 at Greton is "stop".

Normal position of block signal 7758 at Beburg is "clear" for movement from Southern Pacific and 7756 is "stop" for movements from Oregon Electric.

Westward trains on Oregon Electric track will stop at Signal 7756; if switch indicators at junction switch indicate "block clear" switch may be set for movement from Oregon Electric track.

Eastward trains on Oregon Electric track will stop at Signal 7795; if switch indicators at junction switch indicate "block clear" switch may be set for movement from Oregon Electric track.

If switch indicators at junction switches indicate "block occupied" wait fifteen minutes, and if no train or engine is seen or heard approaching send a flagman ahead immediately, wait five minutes, then line switch and if signal does not indicate "proceed" wait additional five minutes before following flagman, keeping at least one-half mile behind flagman until train reaches the intermediate home signal or the junction switch, provided the intermediate home signal does not indicate "proceed."

If signals for Southern Pacific trains indicate "stop" at Beburg or Greton Junction switches, train will stop and wait fifteen minutes and if no train or engine is seen or heard approaching send flagman ahead immediately, wait ten minutes then proceed, keeping at least one-half mile behind flagman until train reaches the intermediate home signal or to clear of junction switch provided the intermediate home signal does not indicate "proceed."

Trains stopped by intermediate home Signals 7772 or 7779 indicating "stop" will send flagman ahead immediately, wait ten minutes then proceed, keeping at least one-half mile behind flagman until train has passed and is clear of junction switch.

Spur at Fanno is equipped with double switch indicator and dwarf light Signal 7775. If switch indicator indicates block is "clear" Signal 7775 will clear when derail and switch lined for movement to main track and block is not occupied. If switch indicator indicates block "occupied" flag protection as prescribed by Rule 99 must be provided in both directions before fouling main track.

East end Southern Pacific siding at Beburg is equipped with double switch indicator and dwarf light signal 7766. If switch indicators indicate block is "clear" Signal 7766 will indicate "proceed" when derail and switch lined for movement to main track and block is not occupied. If switch indicators indicate block is "occupied" wait fifteen minutes, then provide flag protection both directions as prescribed by Rule 99, before fouling main track.

Eastward Southern Pacific trains will, when meets are made at Beburg, move through siding unless otherwise provided by train order. Eastward trains entering siding at Beburg must clear main track as soon as possible to release signals for other movements.

Lebanon—O. E. Ry. junction switch at M.P. 688.9 is protected by signals 6889 and 6891 located near clearance points and signal 6888 approximately 1500 feet west of junction switch.

Normal position of switch is for movement on S. P. Co. track with derail on O. E. Ry. track in derailing position. Normal indication of signals on S. P. Co. track is "proceed" and signal on O. E. Ry. "stop."

When switch indicator located at derail indicates block clear, derail and switch may be lined for movement to S. P. Co. track and when so lined and block is clear, signal on O. E. Ry. will change to proceed. If signal does not change to proceed, be governed by Rules 509 and 99.

When operator is on duty at Lebanon, O. E. Ry. trains will obtain permission from operator before entering S. P. Co. main track.

Marshfield Subdivision—Approaches to following tunnels protected by block signals:

Tunnel 13, from M.P. 668 to M.P. 671.9.
Tunnels 15 and 16 from M.P. 719.2 to M.P. 723.1.
Tunnel 19 from M.P. 744 to M.P. 748.

Coos Bay Bridge—Block signal limits are from M.P. 763 to M.P. 765.1 from middle of Coos siding to just west of west switch North Bend.

Ashland—Trains or engines stopped by signals 4293 or 4297 may proceed with caution not exceeding 12 MPH.

RULE 605. INTERLOCKING.

MADISON STREET—Crossing of S. P. & S. Ry.

Movement over crossing governed by dwarf light signals located 80 feet from crossing.

Movement against traffic over crossing governed by signal for movement with traffic.

When signals at stop or view of signal obstructed, be governed by Rule 663.

EAST PORTLAND TOWER—Governs movement over Willamette River Bridge.

Limits extend from east end of Willamette River Bridge to 1500 feet west of west end of bridge.

Movement governed by U. P. Co. rules, the requirements of which are similar to S. P. Co. interlocking rules except U. P. Co. Rule 663 requires hand signal from signalman to be given from the center of track on which the movement is to be made.

The following whistle signals will be used:

To Portland, _____.
 To Albina, _____ o.
 To S. P. main track, o _____.
 To Transfer track, _____ o _____.
 To Graham (Sullivan Gulch Line), _____.
 To East Second Street, o o _____.
 To S. P. yard, o _____ o.

NORTHERN PACIFIC TERMINAL TOWER—Limits extend from east end of Willamette River Bridge to Terminal tracks, Union Station. Trainmen and engineers are subject to the rules and regulations of Northern Pacific Terminal Company.

Interlocking at south end of freight and passenger yards governs all trains and engines entering or leaving Terminal Company yards.

When the home signal indicates "stop" the following whistle signals will be used:

To Albina, _____ o.
 To Troutdale, _____.
 To S. P. Main track, o _____.
 To S. P. yard, o _____ o.
 To East Second Street, o o _____.
 To S. P. & S. to East side, o o _____.
 To Track 10, _____ o.

When the home signal indicates "proceed" the whistle must not be sounded.

When conditions are favorable use hand or lamp signals for route desired, omitting whistle signals.

Trains and engines using tracks 1 to 10 inclusive, must run at restricted speed when passing a train receiving or discharging passengers and must not cross under "High Shed" at passenger station without receiving a proceed signal from the stationmaster or his assistant.

In making this movement with yard engines, a member of the crew, and not more than one, must ride on leading footboard of the engine, and when cars are being pushed must ride on front of leading car in direction engine is moving.

A flagman must precede the movement of yard engines over crossing in front of the baggage room unless a proceed signal is given by the stationmaster, baggagemaster or their assistants.

Trains and engines must not exceed 10 MPH between 17th Ave. and passenger station, and 6 MPH between north end of passenger station tracks and Front Ave.

CRUZATTE—Remote controlled switch east end of siding. Limits extend from signal No. 5465 SA located 50 feet east of east switch to signal No. 5464 SA on main track and signal No. 5466 SA on siding located 250 feet west of east switch Cruzatte.

Interlocking signals and power operated switch controlled by operators at telegraph office Cruzatte. Trains stopped by these signals will communicate with operator by telephone located in door of concrete battery house at switch and be governed by his instructions. If instructed by operator to throw interlocked switch by hand, follow instructions posted adjacent to telephone.

The member of train crew throwing the switch over by hand, after receiving permission from operator, must notify rear member of his crew in order that switch will be returned to normal position, or remain at switch and return it to normal position and notify operator by telephone when switch has been returned to motor operating position and locked.

When for any reason proceed indication of an interlocking signal cannot be acted upon at once, operator must immediately be notified.

Eastward trains holding main track at Cruzatte and necessary to run a following train around them through siding, conductor of train being passed will notify operator so plant can be lined up for this movement.

During designated periods when no operator on duty, trainmen will operate switch by hand as per instructions posted adjacent to telephone.

If it becomes necessary for westward trains to operate the switch by hand to take siding, and permission has been received from operator to throw switch and signal governing movements to siding fails to indicate proceed, trains may proceed with caution through interlocking limits to siding.

Eastward trains taking siding west end of Cruzatte will reverse siding switch before passing home signal 5454 to prevent stopping trains to be met at home signal 5465 SA east end Cruzatte and signal 5455 at the west end Cruzatte.

FRAZIER—Remote control switch east end of siding. Interlocking limits extend from signal 5517 S.A., located 40 feet east of east switch, Frazier, to signals 5516 S.A., on main track, and light type dwarf signal 5518 S.A. on siding, located 236 feet west of east switch Frazier. Westward two-arm home signal 5517 at east end Frazier changed to semi-automatic signal, and is equipped with two-indication (green or red) light type signal, located on mast, governing movements to siding. Distant signal 5523, located just east of tunnel No. 14 east of Frazier is equipped with light type signal located on mast and displays green indication only when east switch at Frazier is lined for siding and route signal on signal 5517 S. A. is clear, but does not supersede the caution indication on the distant signal.

Eastward home signal 5516, located just east of east switch, Frazier, moved 276 feet west and changed to semi-automatic signal, and governs eastward movements on main track. Two-indication (green or red) dwarf light type signal 5518 S.A. installed between main track and siding at clear point east end Frazier governing eastward movements from siding.

Normal position of spur track switch east end siding Frazier will be lined for siding.

Spring switch west end siding. Interlocking limits extend from signal P-5504 S.A., located 75 feet west of west switch Frazier to signals P-5505 S.A., located on signal bridge on main track and light type signal P-5507 S.A. on siding, located 195 feet east of west switch, Frazier.

Westward home signal 5505, located just west of west switch Frazier moved to signal bridge, 270 feet east and changed to semi-automatic signal governing westward movements on main track. Two-indication (green or red) light type signal 5507 S.A. installed to right of siding at clear point west end of Frazier governing westward movements from siding. Eastward two-arm home signal P-5504, located just west of west switch Frazier changed to semi-automatic signal and is equipped with take-siding indicator which is authority to move through interlocking limits to siding when indicator is illuminated displaying letter "S", in which event member of crew will line spring switch for siding.

Interlocking signals at east and west end siding Frazier and power operated switch east end siding Frazier controlled by operator at telegraph office Wicopee. Trains stopped by semi-automatic signals east end Frazier will communicate at once with operator by telephone located in door of concrete battery house at switch and be governed by his instructions and Rule 672. If instructed by operator to throw the interlocking switch by hand follow instructions posted adjacent to telephone.

The member of train crew throwing the power operated switch at east end siding over by hand, after receiving permission from operator, must notify rear member of his crew in order that switch will be returned to normal position or remain at switch and line it to normal position, and notify operator by telephone when switch has been returned to motor operating position and locked.

If permission is received from operator to move over power operated switch against inoperative signals, switch must be examined to insure that switch points are closed in the position for the move to be made.

Trains stopped by semi-automatic signals at west switch Frazier will communicate at once with operator by telephone located in door of concrete battery house at switch and be governed by his instructions and Rule 672.

Should it become necessary for an eastward train to take siding when signal P-5504 S.A. indicates proceed for movement on main track, permission must be obtained from operator by telephone before switch is lined for siding and if permission is received to take siding and siding indicator fails to display take-siding indication train may proceed with caution through interlocking limits to siding.

Eastward trains taking siding west switch Frazier will not pass signal P-5504 S.A. before spring switch is lined for siding.

When for any reason proceed indication of interlocking signals east or west end siding Frazier cannot be acted upon at once, operator must immediately be notified by telephone.

When trains holding main track at Frazier are delayed so that it becomes necessary to run following train around them through siding, conductor of train being passed, will notify operator so plant can be lined up for this movement.

Siding between interlocking limits not controlled by signals. Train and engine movements in this territory will be made in accordance with Rule 105.

Trains entering or leaving east or west end siding Frazier will not exceed 15 M.P.H.

CUSHMAN DRAWBRIDGE TOWER—Governs movement over Siulaw River Bridge just east of Cushman.

REEDSPORT DRAWBRIDGE TOWER—Governs movement over Umpqua River drawbridge 0.6 mile west of Reedsport.

NORTH BEND DRAWBRIDGE TOWER—Governs movement over Coos Bay drawbridge 1.7 mile west of North Bend.

TOLEDO BRANCH—Albany Drawbridge Tower—Governs movement over Willamette River drawbridge 0.8 mile east of Albany.

FALLS CITY BRANCH—Salem Drawbridge Tower—Governs movement over Willamette River drawbridge one mile east of Salem.

GENERAL REGULATIONS

RULE 825. When cars are left on grade not protected with derails they must be chained to rail.

RULE 869. Rear brakemen on freight trains between Cascade Summit and Oakridge will observe track from rear of caboose so train may be stopped in case of derailment. Dietz lanterns placed on rear of caboose will be used at night to assist in observing track.

TRAIN INSPECTION

Trains containing carload shipments of T.N.T., bombs, loaded projectiles, and other such articles of a highly sensitive nature should be stopped for inspection at intervals of not to exceed 50 miles, provided any car in the train containing articles of this nature is loaded in excess of 65 per cent of its marked capacity.

Freight trains descending grade will stop for inspection and to permit heat of wheels to equalize at the following stations:

Cruzatte	McCredie Springs
Fields or Wicopee	Mayo or Belding

With above exceptions maximum distance freight trains may run without stopping for inspection is 50 miles except between Eugene Yard and Brooklyn when conditions are favorable and in the judgment of the conductor it is safe to do so, they may run 70 miles without stopping for inspection.

Trains, including military trains, made up in part of freight cars or cabooses equipped with cast iron wheels are required to comply with rules and time-table instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

AIR BRAKE RULE 3. Standard brake pipe pressure for freight or mixed trains on the Portland Division will be 80 pounds.

FREIGHT TRAINS

AIR BRAKE RULE 23. Compliance with this rule is required at turn-around points where no change is made in engine, engine crew or train crew.

AIR BRAKE RULE 24. Standing rear end air tests must be made immediately before leaving on all trains at Cochran.

When helper engine is in train, after rear end test has been made, the leading engineer must not attempt to start until the helper engineer has sounded signal 14 (b). The helper engineer must not sound whistle until signal is received from rear.

In making rear end test between Crescent Lake and Eugene, between Buxton and Salmonberry, between Black Rock and Falls City, and between Glendale and Grants Pass, it must be made in accordance with Air Brake Rule 24(B).

AIR BRAKE RULE 31. On ascending grade before helper engines in the rear of freight trains are detached, sufficient hand brakes must be set ahead of helpers to prevent slack running out. This does not modify Miscellaneous Special Instructions of the current timetable requiring engineer on road engine on westward freight trains taking water at McCredie Springs, Wicopee and Cruzatte to make a 15 lb. brake reduction before rear helpers are cut off and permitting hand brakes in this instance to be set after helper engines are detached.

SPECIAL INSTRUCTIONS

AIR BRAKE RULE 32. Gross tonnage on any freight train must not exceed the Ms per operative brake between the stations shown:

	Freight
Grants Pass and Glendale.....	140 Ms
Summit and Nashville.....	120 Ms
Black Rock and Falls City.....	100 Ms
Timber and Belding.....	100 Ms
Buxton and Strassel.....	120 Ms

AIR BRAKE RULE 33. Retainers will be used on descending grades as follows:

Timber-Enright.....	} 1 valve for every 100 Ms in train.
Black Rock-Falls City.....	
Tunnel 25-Buxton.....	} 1 valve for every 120 Ms in train.
Summit-Nashville.....	
Cascade Summit-Oakridge.....	} 1 valve for every 140 Ms in train.
Glendale-Grants Pass.....	
Divide-Comstock.....	} 1 valve for every 150 Ms in train.
Rice Hill-M.P. 594.....	
Rice Hill-M.P. 602.....	
Macleay-Geer.....	1 valve for every 120 Ms in train.

For operating convenience retainers may be turned up at Crescent Lake and turned down at Lookout.

Freight and work trains passing Cochran must be given a retainer test by car inspectors when on duty and by trainmen when car inspectors are not on duty. Trains must not leave Cochran with more than one retainer in ten inoperative.

PASSENGER TRAINS

AIR BRAKE RULES 35 AND 39. Rear end air brake test will be made before passenger trains leave Union Station, Portland, as follows: Air inspector will attach gauge to rear of train and give four blasts of air signal from rear car. Enginemen will make full service application. Inspector will note fall of pipe pressure and then signal engineman to release by four blasts of air signal. If pressure comes up on brake pipe on rear end to the standard carried, conductor will be advised that train is ready to proceed. Passenger trains leaving Portland will not make running test until after crossing Willamette River Bridge. Rear brake man of westward passenger trains making running test after crossing Willamette River Bridge, Portland, as prescribed by Rule 39, must signal enginemen by use of communicating signal.

When passing over Willamette River Bridge, Portland, a trainman will remain at rear of train in position to apply emergency brake if necessary.

AIR BRAKE RULE 39. Running tests must be made by passenger trains as follows:

Willamette River Bridge—Passing east end of Brooklyn.
Eastward trains leaving Grants Pass.
Eastward trains just west of station Cascade Summit.
Westward trains leaving Glendale.
Marshfield Subdivision—One mile east and west of Siuslaw River Bridge Cushman; Umpqua River Bridge Reedsport; Coos Bay Bridge between Coos and North Bend; Coalbank Slough Marshfield.
Newberg Branch—East and west of Rex.
Tillamook Branch—Eastward trains before descending grade east of Tunnel 25.

AIR BRAKE RULE 46. Retainers will be used on descending grades as follows:

Cascade Summit-Oakridge—accessible (Retainers will be used on all headend equipment in excess of 4 cars.)
Glendale—Grants Pass—accessible.

MISCELLANEOUS

1. Road engine and helper engines must not be detached from train at the same time.

4 In helper service:

(a) No helper engine will be placed behind wooden underframe cars or cabooses.

(b) Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

(c) In no case will more than one helper engine be placed behind steel underframe cabooses.

Oakridge—Trains of 95 cars or less, helper engines will be placed in train with first helper cut in not more than 78 cars from road engine, second helper not less than 7 cars behind first helper, and third helper not less than 7 cars behind second helper, but in all cases ahead of wooden underframe cars, outfit cars, passenger equipment, and at least 7 cars ahead of caboose. Trains of more than 95 cars, rear helper will be cut in at least 7 cars ahead of caboose and at least 7 cars will be placed between other helpers.

Helper engines will be lined up at roundhouse in reverse order and move to east end of yard in that order, leading helper engine making cut for following helper and couple to train as soon as possible.

Engineer on road engine when helpers are detached must note carefully brake pipe pressure and when pressure leaks below 55 pounds he must immediately recharge brake pipe. Road engine must not be moved while helper engines are detached from train.

When two engines are used on westward freight trains between Eugene Yard and Oakridge the second engine if larger than a GS engine, will be cut in train immediately ahead of caboose, except in all cases ahead of all wooden underframe cars, outfit cars and passenger equipment.

Cascade Summit. Train should be stopped west of crossover, and helper engine should be used to shove rear portion of train to a coupling.

Westward trains holding main track and changing engines at Cascade Summit, make change at west leg of wye unless otherwise instructed by conductor.

Tillamook Branch: not more than two engines will operate coupled together. When three helper engines are operated in rear of train, two helpers will be placed in train five cars ahead of rear helper which should be cut in train immediately ahead of caboose but in all cases ahead of all wooden underframe cars, outfit cars and passenger equipment.

Empty 67-foot skeleton log flats must not be placed in train ahead of helper engines.

4(a) For the purpose of pushing trains out of yards:

(a) No engine will be placed behind a wooden underframe caboose or other wooden frame equipment.

(b) Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

(c) Air will not be coupled through the pusher engine.

(d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employees to uncouple the pusher engine when cutting off.

(e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as a means of preventing coupling being made.

(f) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

5 In order to more definitely indicate tracks normally used by S. P. Co. crews in Albina Yard for purpose of interchange as between U. P. Ry. and S. P. Co., the following Albina tracks are so designated for receipt and delivery of transfers:—

Old Main Line
Coach Tracks 2, 3, 5 and 6
Tracks 1 to 12, inclusive
Tracks 23 to 26, inclusive

7 Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

Figures between station names on schedule pages indicate distance from initial switch of siding at one station to initial switch of siding at next station.

9. East Morrison St.—When westward passenger trains stop, engine must clear north line of street to avoid blocking traffic.

10 Engines over 200,000 lbs. on drivers must not operate over tracks listed below:

MEDFORD	EUGENE	
Big Pines spur	Jennings spur	Eugene Concrete Co. spur
Clark-Henry track	House track	Walters Bushong spur
Connection leading to	Woolen Mill spur	west of road crossing
Clark-Henry track	Gas spur	Eugene Sand and Gravel Co. spur
Old Jacksonville Ry.	Allen & Lewis spur	
track	EUGENE YARD	
GOLD HILL	Spur track at M.P. 649.8, Coos Bay Branch	
Oil spur	SPRINGFIELD JCT.	
ROCK POINT	Storage track	
Del Rio Orchards track	Wye track between Cascade Line and Siskiyou	
ROSEBURG	Line	
Kenny spur	SPRINGFIELD	
DEADY	Woodburn-Springfield wye	
Spur track	Booth-Kelly tracks	
	High Line log spur	
	Flour Mill spur	
	PULP	
	Crown Willamette Paper Co. siding between	
	warehouse and river	

3600, 3700, 4100, 4200, 4300, and 4400 engines must not operate over following tracks:

East Portland.....	North leg of wye west end of Willamette River Bridge.
Haskell.....	Powder spur.
Clackamas.....	Stock track.
Oregon City.....	House track and paper mill track.
Pulp.....	Log dump track.
New Era.....	Spur track.
Canby.....	Pit, stock and team tracks.
Barlow.....	Spur track.
Aurora.....	House track.
Woodburn.....	Beyond 800 feet west of switch to Terminal Ice and Cold Storage Co. track on Woodburn-Springfield Branch
Fair Grounds.....	Tile, wood, oil, Valley Packing and Fair Grounds spurs.
Salem.....	Trade St. track.
Turner.....	House track.
Marion.....	House track.
Jefferson.....	House and back tracks.
Millersburg.....	House track.
Albany.....	House track, all tracks in old C. & E. yard (except main track and wye).
Tangent.....	Mill track and house track.
Harrisburg.....	Standard Oil spur.
Junction City.....	All inside tracks (except siding). F class may operate on back track from east end to stock corral.
Latham.....	All yard tracks.
Divide.....	Wye track.
Oakland.....	Over curves on house track between station and switch east.
Sutherland.....	Stock yard track.
Myrtle Creek.....	Standard Oil spur, Shell Oil spur, Packing Plant track, House track except 4000 series on Packing Plant track.
Medford.....	Medford Timber Products Corp. spur.
	West lead to Medford Corporation beyond 200 feet beyond derail.
	Engines must not be operated through crossover from track No. 4 to track No. 3, Army Cantonment.
Jasper.....	Spur track.
Pengra.....	House track.
Armet.....	Spur track.
Westfir.....	Western Lbr. Co. tracks.

Mk, AM, F, SP, P-11 and 12, and AC engines must not operate over Willamette River Bridge Portland.

P-11 and 12, AC 4, 5, 6, 7, 8, 9, 10, 11, GS engines must not operate between Ashland and Springfield Jct. and on east leg of wye Woodburn.

Two or more engines coupled must not operate over truss bridges between Geer and Coburg.

3200, 3900, and 4000 series engines must not operate beyond 800 feet west of switch to Terminal Ice and Cold Storage Co. on Woodburn-Springfield Branch Woodburn, Trade Street track beyond a point 200 feet from Wye track switch Salem, and Water Street, Albany.

Engines class T over 150,000 lbs. and class TW and C over 200,000 lbs. on drivers must not operate on:

Tillamook; Newberg; Willamina; Perrydale; Geer; Falls City Branches. Woodburn-Springfield Branch (Woodburn-Geer); Toledo Branch (Albany-Corvallis); Coos Bay Branch (Eugene-Myrtle Point); West Side Branch (Cook-Corvallis).

Engines class T over 126,000 lbs. and TW over 167,000 lbs. on drivers must not operate on:

West Side Branch (Corvallis-Cheshire); Bellfountain and Alpine Branches; Tallman Branch; Woodburn-Springfield (Tallman-Lebanon).

Engines class T over 100,000 and TW over 125,000 on drivers must not operate on:

Mill City, Wendling Branches; Toledo Branch (Flynn-Toledo); Woodburn-Springfield Branch (Springfield-Tallman and Lebanon-Geer); Coos Bay Branch (Myrtle Point-Powers); Molalla Branch (except TW not over 147,000 lbs. may operate).

Engines class TW over 161,000 lbs. on drivers must not operate on Toledo Branch between Corvallis and Flynn.

Engines weighing over 180,000 lbs. on drivers must not operate on Fisher's spur, Corvallis.

Engines weighing over 122,000 lbs. on drivers must not operate on siding at Cedar Point, Johnson track Coquille, and over connection between high-line and No. 4 track Marshfield.

Engines over 161,000 lbs. on drivers must not operate on tracks S. P. Open Dock, East Portland.

Engines class TW over 165,000 lbs. on drivers must not operate on retail track owned by Coos Bay Lumber Co., Marshfield.

Loaded 16-foot hog fuel cars prohibited from movement on main line except between Eugene and Mohawk Jct., Fall City Branch and Salem, Eugene and Albany.

Use extreme care in performing switching on tracks adjacent to log loading and unloading facilities, platforms, lumber docks and where lumber is piled adjacent to tracks, on account of obstructions and impaired clearance conditions which are created by shippers in loading and unloading shipments. At log loading and unloading points, particularly at log rollways, side clearance should be closely observed and employees should be on guard for overhead cable or other obstructions.

When train handling logs (except in gondolas) takes siding to meet an opposing train or allow a following train to pass, such train must be thoroughly inspected to see that proper clearance exists to insure safe movement for the expected train, and no movement of train on siding attempted until train has passed.

S. P. Co. employees must not handle engines or cars on J. H. Baxter and Co. locomotive crane track at Clackamas.

16 Three wire line between Marshfield and Coquille, two wire line between Coquille and Myrtle Point and single wire line between Myrtle Point and Powers is telegraph line and all concerned are cautioned not to use the high voltage line on opposite side of track.

18 When two road engines, in charge of one messenger, are moved, they shall be coupled together, if physical condition of track or structures will permit.

When a yard engine (without engine truck) and a road engine, in charge of one messenger, are moved, a freight car of steel underframe construction shall be placed between them.

When an engine weighing 150,000 lbs. or over on drivers is moved, it should be placed near head end, with from 8 to 15 cars between it and the engine handling train. If there are cars to be set out en route, they should be placed ahead, to avoid switching with dead engine.

When an engine weighing less than 150,000 lbs. on drivers is moved, it should be placed near rear.

20 In making up trains at terminals for main line movement, consisting of loads and empties, a sufficient number of empties must be placed on head end of train when construction of cars will permit in order to equalize braking power. Wood underframe cars must in all cases be placed behind loads in rear of train. This will not apply to branch line freight trains, to locals of less than forty cars or to trains picking up and setting out at stations between Brooklyn and Eugene.

Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose.

22 S. P. Co. trains will stop before passing under the S. P. & S. Ry. track while log trains are passing on overhead crossing in either direction, M.P. 773.5 between Banks and Roy.

25 Electric lamps may be used for displaying white light only, except herders must use green globe in lamp to signal trains to enter or leave yards.

26 Before workmen enter turntable pit for any purpose, the turntable must be placed out of line with all tracks leading thereto, and a blue signal or authorized sign displayed in a conspicuous position immediately adjacent to the controls of power operated turntables and at both ends of manually operated turntables. Such a sign or signal when so displayed indicates workmen are under or about the turntable, and while thus protected the turntable must not be moved. Each class of workmen must be protected by its own blue signals or signs and workmen of the same class are alone authorized to remove them.

SPEED RESTRICTIONS

Engines backing must not exceed 15 MPH on curves and approaching grade crossings.

Engines with pilots removed or not equipped with engine or pony trucks 20 MPH.

Engines operated coupled tender to tender must not exceed speed permitted of that class running backwards.

Engines and trains must not exceed 10 MPH when operating through No. 7 and No. 8 turnouts and slip switches.

F-4-5 class engines must not exceed 6 MPH backing through switches.

Maximum allowable speed for trains handling logs loaded on flat or log cars is 25 MPH unless otherwise restricted; and must not exceed 15 MPH over truss bridges, passing through stations and tunnels.

Maximum allowable speed of trains handling flangers is 30 MPH. Trains consisting of engine, flanger and caboose only should be considered freight trains and speed restricted accordingly, except between Cascade Summit and Heather maximum allowable speed is 28 MPH and between Heather and Oakridge 30 MPH.

Maximum operating speeds (in MPH) for ENGINES on TANGENT TRACK, subject to restrictions imposed by character and authorized speed of train, type of tender and local operating conditions, are shown on speed chart page 16.

Speed restrictions for engines are shown in speed table; however, attention is called to the following maximum speeds at which tenders may be operated subject to restrictions imposed locally:

Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 MPH.

Maximum speed (in MPH) of disabled engines (except S or SE), running under own steam or hauled in train, must not exceed:

- When all the weight has been removed from any one pair of drivers 20
- When all the weight has been removed from only one wheel of any pair of drivers..... 30
- When engine truck is removed..... 20
- When main rod only is removed..... 30
- When side rod only is removed..... 30
- When both main and side rods are removed..... 20
- When hauled in train, all rods on..... 30
- Class S and SE engines, under all conditions..... 20

Trains consisting of engine and caboose only should be considered freight trains and speed restricted accordingly.

Following engines are cross counter-balanced and must not exceed 75 MPH.

- All GS-1, 2, 3, 4, 5. Mt 1, 2, 3, 4, 5.
- All P-7, 8, 10, 12 except 2470 and 2477.

Following engines are cross counter-balanced and must not exceed 55 MPH.

- F-1, 3, 4, 5; 3612, 3615, 3619, 3625, 3634, 3636, 3652, 3656, 3658, 3665, 3666, 3668, 3676, 3677, 3681, 3682, 3683, 3685, 3687, 3692, 3701, 3706, 3709, 3711, 3716, 3717, 3727, 3728, 3732, 3737, 3742, 3752, 3765.

All AC-4, 5, 7, 8, 10 and 11.

Trains must not exceed 15 MPH through turnouts, crossovers and on sidings on main lines and 12 MPH through turnouts, crossovers and on sidings on branch lines.

Maximum speed for passenger trains handling box cars equipped with steel wheels and trains consisting entirely of system or foreign line box cars so equipped is 60 MPH. When such cars are equipped with high speed trucks and proper braking equipment and pass required terminal inspection they may be handled in regular passenger trains at passenger speeds.

All cars moved in passenger trains must be equipped with steel-tired or all steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains; passengers, if any, to move on passenger train.

- (a) Wooden passenger-carrying cars, wooden baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms, must not be used in passenger trains.
- (b) Speed of trains handling such cars must be restricted as follows:
When consist includes not more than three wooden passenger-carrying cars, maximum speed must not exceed 50 MPH. When consist includes more than three wooden passenger-carrying cars, maximum speed must not exceed 40 MPH. Extra passenger trains handling wooden coaches or chair cars must not exceed 40 MPH.
- (c) If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on the rear.

All AC class engines must not exceed 35 MPH when operating in freight service.

Maximum speed for S and SE class engines 20 MPH but must not exceed speed permitted Freight and Mixed Trains and Light Engines.

Maximum speed for Gas-Elec. cars when backing 60 MPH but must not exceed speed permitted when handling Passenger Trains.

PAGE	TYPE OF ENGINE—TERRITORY—STRUCTURE—LADING, ETC.	MPH
	Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:	
2-3-4-5	On tangent main tracks.....	35
	except SPMW 4044.....	25
4-6-7-8-9	On tangent branch tracks.....	25
All	On all curves..... 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	
	Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
2-3-4-5	On tangent main tracks.....	20
All	On curves and on branch tracks.....	15
	Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):	
2-3-4-5	On tangent main tracks.....	25
All	On curves and on branch tracks.....	15
	Trains handling steel pile-drivers may make maximum freight train speed.	
	Trains handling relief outfit with steam derrick:	
2-3-4-5	On tangent main tracks.....	35
6-7-8-9	On tangent branch tracks.....	25
All	On all curves..... 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	
	With a light car each side, limit speed over Phoenix column spans on Wendling, Woodburn-Springfield and Toledo Branch to 10 M.P.H. No restrictions on other bridges.	

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal."
 Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

BROOKLYN SUBDIVISION

Crescent Lake and Odell Lake—Maximum speed of passenger trains on curves 55 MPH from M.P. 528.81 to M.P. 532.50.
Odell Lake and Cascade Summit—Maximum speed of passenger trains on curves 50 MPH from M.P. 533.16 to M.P. 536.49.
Cascade Summit—When using east or west leg of wye with AC-4-5-6-7-8-9-10-11 class engines 6 MPH.
Westfir—Engines on eastward trains do not exceed 20 MPH approaching and passing over spur switch to interchange track west end Westfir.
Brooklyn and Portland—10 MPH over all street crossings and along East First Street between Brooklyn and East Oak Street. 15 MPH between East Oak Street and Front Street, and 6 MPH between Front Street and Union Station. Mt and GS type engines 6 MPH over frogs and around curves west end of Willamette River Bridge.

WOODBURN SPRINGFIELD BRANCH

Reduce to 18 MPH through Mt. Angel and Silverton.

TOLEDO BRANCH

Reduce to 15 MPH through tunnels and over Willamette River bridge, Albany.
 Two engines coupled not exceed 10 MPH over bridges 711.35 between Flynn and Wrens and 716.68 between Wrens and Russell.

WEST SIDE BRANCH

Reduce to 20 MPH through Independence.

NEWBERG BRANCH

Cook—Reduce to 20 MPH over Junction switch.

FALLS CITY BRANCH

Salem—Reduce to 12 MPH on 17°30' curve between east end Union Street and Salem and to 15 MPH over Willamette River bridge.

TILLAMOOK BRANCH

Cochran and Mayo—Westward trains reduce to 12 MPH over Wolf Creek bridge at west end of tunnel 27, M.P. 803.6.
 Reduce to 10 MPH on 17°30' curves one-half mile west of Belding at M.P. 807.5 and one and two-tenths miles west of Belding at M.P. 808.2.
 Consolidation engines must not exceed 12 MPH backing up on curves between Bay City and Garibaldi and between Jetty and Wheeler.

MEDFORD SUBDIVISION

Medford—Reduce to 10 MPH over Main Street crossing.
 AC class engines must not exceed 6 MPH on house track Green and track 4 Glendale.
 Passenger trains must reduce to 20 MPH and freight trains to 15 MPH on 12 degree curves between tunnel No. 5 and west switch Brandt and on 12 degree curve M.P. 528.
 AC 1, 2 and 3 class engines in freight and passenger service must not exceed 25 MPH between Glendale and Ashland.

MARSHFIELD SUBDIVISION

Eugene and Walton—Engines running backward permitted to make 20 MPH on tangent track.
 Reduce to 10 MPH on draw spans Siuslaw River, Umpqua River, Coos Bay, Coalbank Slough and Baker Creek bridge No. 10, Coquille bridges 1, 2, 3, 4, 5, 7, 8, 9, 12, 13 and tunnel 1 between Myrtle Point and Powers.
 Trains handling logs loaded on flat or logging cars must stop before entering tunnels 14 and 21 westward and 13 and 18 eastward and at Coos to inspect condition of loads, and not exceed 8 MPH between North Bend and Anderson Ave., Marshfield.
 CBL saddle back engines 11 and 12 must not operate between Myrtle Point and Marshfield. CBL saddle back engines 9 and 10 reduce to 15 MPH over all bridges and trestles between Myrtle Point and Marshfield.

Page No.	TERRITORY	PASSENGER						FREIGHT AND MIXED	LIGHT ENGINES RUNNING FORWARD				LIGHT ENGINES BACKING (except gas-elec. cars)
		P-7-8 (cross counter-balanced) P-10-12 Mt-1-2-3-4-5 GS-1-2-3-4-5	E T-28-32-37-40 P-1-3-4-5-6-7-8-11 A Gas-elec. cars	F-1-3-4-5 (cross counter-balanced) AC-4-5-7-8-9-10-11	M (except M-21) T-1-8-9-23-28-31-36-57-58 Mik-5-6-7-8-9	C-2 to 10, inc. 18-19-28-27-28-29 AC-6 AM-2	M-21 C-15-17 TW Mik-2-4-10 F-1-3-4-5 AC-1-2-3 SP-1-2-3		E P A Mt-1-2-3-4-5 GS-1-2-3-4-5	T-28-32-37-40 F-1-3-4-5 (cross counter-balanced)	M T-1-8-9-23-28-31-36-57-58 C-2 to 10 inc. 18-19-28-27-28-29 Mik-5-6-7-8-9 F-1-3-4-5 SP-1-2-3	DES C-15-17 TW AC Mik-2-4-10 AM-2	
5	Ashland-Medford	45	45	45	45	45	40	30	45	40	35	30	20
5	Medford-Grants Pass	50	50	50	50	45	40	35	45	40	35	30	20
5	Grants Pass-M.P. 481.3	35	35	35	35	35	35	20	35	35	35	30	15
5	M.P. 481.3-M.P. 485.3	50	50	50	50	45	40	35	45	40	35	30	20
5	M.P. 485.3-Glendale	35	35	35	35	35	35	20	35	35	35	30	15
5	Glendale-Reuben	45	45	45	45	45	40	20	45	40	35	30	20
5	Reuben-M.P. 539.4	28	28	28	28	28	28	20	28	28	28	28	15
5	M.P. 539.4-Roseburg	50	50	50	50	45	40	35	45	40	35	30	15
5	Roseburg-M.P. 594	50	50	50	50	45	40	30	45	40	35	30	15
5	M. P. 594-M.P. 601	25	25	25	25	25	25	25	25	25	25	25	15
5	M.P. 601-Comstock	50	50	50	50	45	40	30	45	40	35	30	15
5	Comstock-Divide	25	25	25	25	25	25	25	25	25	25	25	15
5	Divide-Springfield Jct.	50	50	50	50	45	40	30	45	40	35	30	20
4	Crescent Lake-Cascade Summit	60	60	55	50	45	40	35	45	40	35	30	20
4	Cascade Summit-Heather, East	30	30	30	30	28	28	20	30	30	28	28	15
4	Cascade Summit-Heather, West	30	30	30	30	28	28	25	30	30	28	28	15
4	Heather-Oakridge	30	30	30	30	30	30	25	30	30	30	30	15
4	Oakridge-Natron	50	50	45	45	45	40	35	45	40	35	30	20
4	Natron-Springfield	50	50	50	50	45	40	35	45	40	35	30	20
4	Springfield-Eugene	35	35	35	35	35	35	30	35	35	35	30	15
4	Mohawk Jct.-Wendling							18			18	18	15
2,3	Eugene-M.P. 651	60	60	55	50	45	40	40	45	40	35	30	20
2,3	M.P. 651-M.P. 716.0	65	65	55	50	45	40	40	45	40	35	30	20
2,3	M.P. 716-M.P. 720.3	60	60	55	50	45	40	40	45	40	35	30	20
2,3	M.P. 720.3-M.P. 742	65	65	55	50	45	40	40	45	40	35	30	20
2,3	M.P. 742-M.P. 744.35	50	50	50	50	45	40	35	45	40	35	30	15
2,3	M.P. 744.35-M.P. 748.90	60	60	50	50	45	40	35	45	40	35	30	15
2,3	M.P. 748.90-M.P. 761.25	50	50	50	50	45	40	35	45	40	35	30	15
2,3	M.P. 761.25-M.P. 765.55	60	60	50	50	45	40	35	45	40	35	30	15
2,3	M.P. 765.55-Portland	50	50	50	50	45	40	35	45	40	35	30	15

Page No.	TERRITORY	PASSENGER		FREIGHT	LIGHT ENGINES RUNNING FORWARD				Light Engines Backing
		Maximum	With TW Engines		Freight and Mixed	T 28, 32, 40	C	T 1, 8, 9, 23, 28, 31		TW
6	Eugene-Noti	45	40	30	40	35	35	30	15
6	Noti-Mapleton	35		30	35	35	35	30	15
6	Mapleton-Lakeside	35		25	35	35	35	30	15
6	Lakeside-North Bend	35		30	35	35	35	30	15
6	North Bend-Marshfield	15		15	15	15	15	15	15
6	Marshfield-Powers	18		18	18	18	18	18	15
7	Woodburn-Silverton	25		25	18	18	18	18	15
7	Silverton-Tallman	25		25	25		25	25	15
7	Tallman-Coburg	18		18	18		18	18	15
7	Coburg-Springfield	20		20	20	20	20	20	15
7	Page-Tallman	30		30	30	30	30	30	20
7	Salem-Geer	18		18	18	18	18	18	15
7	Shelburn-Gates	22		22	22		22	22	15
7	Gates-Idanha	15		15	15		15	15	12
7	Albany-Philomath	25		25	25	25	25	25	18
7	Philomath-Toledo	20		20	20		20	20	12
8	Alpine Jct.-Glenbrook	18		18	18		18	18	15
8	Bailey Jct.-Dawson	18		18	18		18	18	15
8	Cook-Hillsboro	20		20	20	20	20	20	20
8	Cheshire-M.P. 694	25		25	25	25	25	25	20
8	M.P. 694-M.P. 696	20		20	20	20	20	20	20
8	M.P. 696-Whiteson	25		25	25	25	25	25	20
8	Whiteson-Hillsboro	25		25	25	25	25	25	20
9	Cook-St. Joseph	25		25	25	25	25	25	20
9	Willsburg Jct.-Cook	25		25	25	25	25	25	20
9	Hillsboro-Buxton	25		25	25	25	25	25	20
9	Buxton-Timber	20		20	20	20	20	20	15
9	Timber-Enright	15		15	15	15	15	15	10
9	Enright-Tillamook	18		18	18	18	18	18	15
9	Jefferson St.-Wilsonia	20		20	20	20	20	20	15
8	Whiteson-Willamina	20		20	20	20	20	20	15
8	Broadmead-Perrydale	20		20	20		20	20	15
8	Canby-Molalla	20		20	20		20	20	20
7	Salem-Gerlinger	25		25	25	25	25	25	15
7	Gerlinger-Dallas	25		25	25	25	25	25	15
7	Dallas-Falls City	20		20	20	20	20	20	15
7	Falls City-Black Rock	15		15	15	15	15	15	10

SPECIAL INSTRUCTIONS

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS.

Table with 3 columns: Location (e.g., Central Point, Roseburg, Yoncalla), Miles per hour, and specific mile markers or conditions.

SPEED TABLE

Table with 8 columns: SPEED PER HOUR, 1 MILE IN MIN. SEC., and corresponding values for speeds from 6 to 24 mph.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

EMPLOYEES ARE WARNED THAT IT IS DANGEROUS TO STAND ERECT ON TOP OF CARS OR TO RIDE ON SIDES OF CARS WHILE PASSING THESE POINTS, AND THAT THEY MUST PROTECT THEMSELVES FROM INJURY.

Table with 5 columns: Mile Post, BETWEEN, DESCRIPTION, Height Above Top of Rail, and Side Clearance From Rail. Includes details for Brooklyn Subdivision and Springfield.

Main table with 5 columns: Mile Post, BETWEEN, DESCRIPTION, Height Above Top of Rail, and Side Clearance From Rail. Contains entries for Molalla Branch, Mill City Branch, Newberg Branch, West Side Branch, Willamina Branch, Falls City Branch, Woodburn-Springfield Branch, Toledo Branch, and Wendling Branch.

Main table with 5 columns: Mile Post, BETWEEN, DESCRIPTION, Height Above Top of Rail, and Side Clearance From Rail. Contains entries for Cascade Line, Tillamook Branch, and Medford Subdivision.

Side clearance of bridges authorized by Public Utilities Commission of Oregon is 5 feet from rail. All bridges having less clearance than 5 feet from rail are noted above.

TRAIN AND ENGINEMEN ARE CAUTIONED TO WATCH CLOSELY FOR IMPAIRED CLEARANCE SIGNS

RATING OF ENGINES—PORTLAND DIVISION
In Ms of 1000 LBS. Back Of Tender

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Brooklyn to E. Milwaukie Clackamas to Oregon City Coalea to Canby Aurora to Hito	Salem to Eugene Barlow to Canby Oregon City to Clackamas	Eugene to Salem	E. Milwaukie to Clackamas Oregon City to Coalea Hito to Aurora Salem to Barlow Canby to Oregon City Clackamas to Brooklyn	Ashland to Grants Pass	Grants Pass to Glendale Glendale to Grants Pass Drain to Roseburg	Glendale to Roseburg	Roseburg to Divide	Divide to Eugene	Eugene to Drain	Roseburg to West Fork Grants Pass to Ashland	West Fork to Glendale	Eugene to Hills Lowell to Armet	Hills to Lowell Armet to Oakridge	Oakridge to Crescent Lake	Crescent Lake to Eugene
T-8, 9	T-57 18/24 83, 99	2161, 2174	160	1350	1800	1950	2300	1800	470	1100	490	1300	960	1050	780	....	....	....	....
T-1	T-63 20/26 112	2242 to 2271	180	1850	2500	2750	3200	2550	700	1550	720	1850	1350	1500	1100	....	....	....	....
T-26	T-69 21/28 152-S	2283 to 2299	200	2300	3150	3400	3950	3200	870	1950	900	2300	1700	1850	1450	2350	2050	990	3200
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	2950	4000	4350	5050	4050	1150	2550	1200	2950	2200	2350	1850	3000	2700	1300	4100
T-32	T-69 23/28 174-S	2363 to 2384																	
P-8, 10	P-73 25/30 181-SF	2461 to 2475, 2478 to 2491	200	3250	4450	4850	5650	4500	1150	2700	1200	3250	2400	2600	1950	3350	2950	1350	4550
P-8, 10	P-73 25/30 183/B-63-SF		210																
C-8, 9, 10	C-57 22/30 192-S, 200-SF		210																
C-5	C-57 22/30 185-S, 187-S	2513 to 2599, 2624 to 2860	210	3300	4450	4850	5600	4400	1250	2700	1300	3200	2400	2600	1900	3350	3000	1400	4550
TW-1	TW-54 22/26 147	2900 to 2913	180	2550	3450	3700	4300	3400	970	2100	1000	2450	1850	2000	1500	2600	2300	1100	3500
TW-8	TW-54 21/32 161-S	2914 to 2923	190	2850	3850	4200	4850	3750	1050	2300	1100	2700	2050	2200	1550	2900	2600	1200	3950
TW-4	TW-56 20/30 114, 120, 122	2926 to 2931	160	1900	2600	2850	3300	2600	710	1550	730	1850	1400	1500	1100	1950	1750	800	2650
TW-6	TW-50 20/26 111	2957																	
TW-2, 3	TW-50 20/26 118, 120	2932 to 2952	170	2050	2750	3000	3450	2700	760	1650	780	1950	1450	1600	1150	2050	1850	860	2800
Mk-2, 4	Mk-57 23 1/2/30 206-S, 230-SF	3201 to 3240	210	3800	5150	5600	6500	5100	1400	3100	1450	3700	2750	3000	2200	3900	3450	1600	5250
F-1	F-63 27 1/2/32 273-S, 282-SF	3611 to 3652	200	4850	6550	7100	8250	6400	1850	3950	1900	4650	3500	3800	2800	4950	4400	2100	6650
F-3	F-63 29 1/2/32 297-S, 300-SF	3653 to 3667	200	5550	7450	8100	9400	7400	2100	4550	2150	5350	4000	4350	3200	5650	5050	2400	7600
F-4, 5	F-63 29 1/2/32 306/B-61-SF	3668 to 3769	200	5550	7450	8100	9400	7400	2100	4550	2150	5350	4000	4350	3200	5650	5050	2400	7600
F-5	F-63 29 1/2/32 306/B-62-SF																		
AM-2	AM-63 2 1/2/32 357-SF	3900 to 3911	210	5150	6950	7550	8750	7000	1950	4300	2050	5050	3800	4100	3100	5250	4700	2200	7100
AC-1, 2, 3	AC-57 2 1/2/32 441-SF	4000 to 4048	210	6700	9050	9750	11350	8950	2600	5550	2700	6550	4900	5300	3950	6850	6100	2950	9200
AC-6, 7	AC-63 2 1/2/32 517-SF, 515-SF	4126 to 4274	250	....	....	....	....	....	....	....	....	....	....	....	....	9500	8500	4100	12800
AC-8-10-11	AC-63 2 1/2/32 532-SF																		
Mt-1, 3, 4, 5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	4400	5950	6450	7550	6000	1650	3650	1700	4350	3250	3500	2650	4450	3950	1850	6050
GS-1	GS-73 27/30 262/B-104-SF	4400 to 4415	250	4650	6350	6900	8000	6500	1750	3950	1800	4700	3500	3800	2850	4750	4200	1950	6450
GS-2	GS-73 27/30 266/B-104-SF																		
GS-3	GS-80 26/32 267/B-109-SF	4416 to 4429	280	4750	6450	7050	8200	....	....	....	....	....	....	....	....	4850	4300	1950	6600
GS-4	GS-80 25 1/2/32 276/B-118-SF																		
GS-5	GS-80 25 1/2/32 279/B-122-SF																		

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Brooklyn to Gaston	Gaston to Cheshire	Cheshire to Gaston	Gaston to Brooklyn	Brooklyn to Sherwood	Sherwood to Springbrook	Springbrook to Perrydale	Whiteson to Springbrook	Springbrook to Sherwood	Sherwood to Brooklyn	Broadmead to Willamina	Willamina to Broadmead	Hillsboro to Buxton	Buxton to Timber	Timber to Enright	Enright to Tillamook	Tillamook to Salmonberry	Salmonberry to Enright	Timber to Buxton	Buxton to Hillsboro	Albany to Toledo	Toledo to Albany	Shelburn to Detroit	Albany to Lebanon	Lebanon to Albany
T-9	T-57 18/24 81 to 94	2161	160	1250	1000	1200	1600	1250	650	1470	1250	625	1600	1300	850	1200	500	300	1500	700	.....	850	1500	850	590	800	2000	3000
T-8	T-57 18/24 99	2174																										
T-1	T-63 20/26 112	2242 to 2271	180	1500	1400	1590	2250	1500	880	1590	.....	840	2000	.....	.....	1750	610	400	2000	1750	900	1100	2000	.....	.....	.....	.....	.....
TW-3	TW-50 20/26 111 to 120	2932 to 2957																										
TW-4	TW-56 20/30 114 to 122	2926 to 2931	160	1750	1650	1700	2400	1750	1000	1700	.....	1000	2400	.....	1700	2000	700	500	2200	2700	1250	1250	2200	1500	890	1230	2850	4000
TW-1	TW-54 22/26 147	2900 to 2913																										
TW-8	TW-54 21/32 161S	2914 to 2923	190	2400	2290	2575	3220	.....	.....	.....	.....	.....	.....	.....	2000	2280	950	570	2850	2900	1300	1620	2850	.....	.....	.....	3750	5000
C-9, 10	C-57 22/30 192S to 200S	2513 to 2599, 2752 to 2860																										
C-8	.....	2698 to 2751	210	3100	2520	2970	3960	3100	1470	3630	3100	1600	3960	3250	2160	2970	1250	850	3710	3500	1850	2400	3710	.....	.....	.....	.....

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Eugene to Noti Rainrock to Marshfield	Noti to Flagg Rainrock to Vaughn	Vaughn to Noti Flagg to Rainrock	Marshfield to Myrtle Point	Myrtle Point to Marshfield	Myrtle Point to Powers	Powers to Myrtle Point	Canby to Molalla	Woodburn to Geer	Geer to Aumsville	Aumsville to Springfield	Springfield to Aumsville	Aumsville to Geer	Geer to Woodburn	Mohawk Jct. to Wendling	Wendling to Mohawk Jct.	Geer to Salem	Salem to Falls City	Dallas to M.P. 735.5	M.P. 735.5 to Falls City	Falls City to Black Rock	Teats to M.P. 735.5	Black Rock to Teats	Dallas to Salem
T-9	T-57 18/24 83 to 92	2161	160	2450	1800	5500	490	600	.....	.....	1280	1280	600	1200	1880	850	1680	1850	2050	1280	.....	.....	.....	.....	.....	.....	.....
T-8	T-57 18/24 99	2174																									
T-1	T-63 20/26 112	2242 to 2271	180	3100	2300	5500	720	870	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
TW-3	TW-50 20/26 111 to 120	2932 to 2957																									
TW-4	TW-56 20/30 114 to 122	2926 to 2931	160	3500	2650	6000	730	890	890	1800	.....	1810	850	1700	2650	1200	2400	.....	.....	.....	.....	1200	2500	590	1800	4000	1650
TW-1	TW-54 22/26 147	2900 to 2913																									
TW-8	TW-54 21/32 161S	2914 to 2923	190	5200	3900	8000	1100	1300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C-9, 10	C-57 22/30 192S to 200S	2513 to 2599, 2752 to 2860																									
C-8	.....	2698 to 2751	210	6050	4500	8000	1300	1550	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Allowance for Empty and Underloaded Cars..	Less than 45 Ms.....	6
	45 to 55 Ms.....	3
	More than 55 Ms.....	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

For Statistical Purposes: Rating from Brooklyn to Salem will be that shown in Column 1, "Brooklyn East Milwaukie," etc. Rating from Salem to Brooklyn will be that shown in Column 2, "Salem to Eugene, Barlow to Canby," etc. Rating from Eugene to Oakridge will be that shown in Column headed, "Hills to Lowell, Armet to Oakridge."

LIST OF SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon and Manager.
Ashland	Dr. Chas. A. Haines	District Examiner and Surgeon.
Ashland	Dr. Ernest A. Woods	Oculist and Aurist.
Medford	Dr. J. C. Hayes	District Examiner and Surgeon.
Medford	Dr. C. I. Drummond	Associate District Surgeon.
Medford	Dr. Chas. W. Lemery	Oculist and Aurist.
Gold Hill	Dr. Warren D. Bishop	District Surgeon.
Grants Pass	Dr. C. Joyce Moser	District Examiner and Surgeon.
Grants Pass	Dr. W. A. Moser	District Examiner and Surgeon.
Grants Pass	Dr. W. W. Inkrote	Oculist and Aurist.
Glendale	Dr. A. J. Fawcett	District Examiner and Surgeon.
Myrtle Creek	Dr. J. C. Maxson	District Surgeon.
Roseburg	Dr. E. J. Wainscott	District Examiner and Surgeon.
Roseburg	Dr. A. C. Seely	Oculist and Aurist.
Roseburg	Dr. B. R. Shoemaker	District Examiner and Surgeon.
Sutherlin	Dr. I. A. Dunlap	District Surgeon.
Oakland	Dr. B. F. Devore	District Surgeon.
Yoncalla	Dr. R. F. McKaig	Emergency Surgeon.
Drain	Dr. Bertha L. Devore	District Surgeon.
Cottage Grove	Drs. G. L. and W. H. Earl	District Surgeons.
Springfield	Dr. W. H. Pollard	District Examiner and Surgeon.
Springfield	Dr. Melville S. Jones	District Surgeon.
Westfir and Oak-ridge	Dr. George C. Varney	District Examiner and Surgeon.
Wendling	Dr. C. H. Atwood	Emergency Surgeon.
Eugene	Dr. W. B. Neal	Division Examiner and Surgeon.
Eugene	Dr. Geo. P. Winchell	District Examiner and Surgeon.
Eugene	Dr. C. D. Thompson	District Examiner and Surgeon.
Eugene	Dr. Merle G. Howard	District Examiner and Surgeon.
Eugene	Dr. A. H. Norton	Oculist and Aurist.
Eugene	Dr. O. R. Gullian	Oculist and Aurist.
Junction City	Dr. W. T. Pollard	District Surgeon.
Albany	Dr. B. R. Wallace	Emergency Surgeon.
Salem	Dr. E. S. Fortner	District Examiner and Surgeon.
Salem	Dr. H. A. Gueffroy	Asst. Dist. Physician and Surgeon.
Salem	Dr. M. C. Findley	Oculist and Aurist.
Salem	Dr. W. W. Baum	Associate Oculist and Aurist.
Salem	Dr. L. O. Clement	Assistant Oculist and Aurist.
Salem	Dr. W. N. Thompson	Assistant Oculist and Aurist.
Woodburn	Dr. E. S. Donelly	District Examiner and Surgeon.
Aurora	Dr. B. F. Giesy	Emergency Surgeon.
Canby	Dr. F. C. Renfrew	District Physician and Surgeon.
Oregon City	Dr. Guy Mount	District Surgeon.
East Portland	Dr. Paul H. Homann	District Examiner and Surgeon.
Portland	Dr. A. L. Berkley	Division Examiner and Surgeon.
Portland	Dr. John S. Rankin	District Examiner and Surgeon.
Portland	Dr. Frank E. Brown	District Examiner and Surgeon.
Portland	Dr. Allan M. Davis	Assistant Oculist and Aurist.
Portland	Dr. R. F. Davis	Oculist and Aurist.
Portland	Dr. A. J. Browning	Associate Oculist and Aurist.
Reedsport	Dr. J. C. Eastland	District Surgeon.
Florence	Dr. Navarre J. Dunn	Emergency Surgeon.
Florence	Dr. J. E. Gardner	Acting Emergency Surgeon.
North Bend	Dr. Ennis Keizer	Asst. Dist. Examiner and Surgeon.
North Bend	Dr. Dean P. Crowell	District Examiner and Surgeon.
Marshfield	Dr. G. E. Dix	District Examiner and Surgeon.
Marshfield	Dr. R. J. Dixon	Asst. Dist. Examiner and Surgeon.
Marshfield	Dr. Bernard Barkwill	Oculist and Aurist.
Coquille	Dr. James Richmond	District Examiner and Surgeon.
Myrtle Point	Dr. H. H. Thomas	Emergency Surgeon.
Silverton	Dr. R. E. Kleinsorge	District Examiner and Surgeon.
Mill City	Dr. D. W. Reid	Emergency Surgeon.
Stayton	Dr. Burl Betzer	District Surgeon.
Scio	Dr. A. G. Prill	District Surgeon.
Lebanon	Dr. J. C. Booth	District Examiner and Surgeon.
Lebanon	Dr. Norman E. Irvine	District Examiner and Surgeon.
Brownsville	Dr. George M. Larson	District Surgeon.
Toledo	Dr. R. D. Burgess	District Examiner and Surgeon.
Newport	Dr. W. S. Thurtell	Emergency Surgeon.
Sherwood	Dr. F. T. Rucker	Emergency Surgeon.
Newberg	Dr. C. A. Bump	Emergency Surgeon.
Newberg	Dr. T. W. Hester	Emergency Surgeon.
Beaverton	Dr. C. E. Mason	District Examiner and Surgeon.

LOCATION	NAME	TITLE
Hillsboro	Dr. J. O. Robb	District Examiner and Surgeon.
Cornelius	Dr. E. J. Crowthers	Emergency Surgeon.
Forest Grove	Dr. H. C. Fortner	District Examiner and Surgeon.
Carlton	Dr. A. D. Morrison	Emergency Surgeon.
McMinnville	Dr. W. H. Barendrick	District Examiner and Surgeon.
McMinnville	Dr. E. H. Barendrick	District Examiner and Surgeon.
Independence	Dr. Geo. C. Knott	District Examiner and Surgeon.
Independence	Dr. C. A. Fratzke	Assistant District Surgeon.
Corvallis	Dr. W. T. Johnson	District Examiner and Surgeon.
Corvallis	Dr. N. L. Tarter	District Examiner and Surgeon.
Monroe	Dr. E. Bennett	District Surgeon.
Sheridan	Dr. Murch Russell	District Physician and Surgeon.
Dallas	Dr. A. B. Starbuck	District Examiner and Surgeon.
Wheeler	Dr. H. E. Rhinehart	District Surgeon.
Tillamook	Dr. E. R. Huekleberry	District Physician and Surgeon.
Molalla	Dr. E. R. Todd	Emergency Surgeon.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

DIVISION HOSPITALS

Good Samaritan, St. Vincents, Portland, Ore.

MILEAGE

Main Lines

Ashland to Portland	S. P. Co.	339.79	
	Union Pacific	.06	
	N. P. T. Co.	.26	340.11
Natron to M. P. 527 Crescent Lake	C. P. Ry.	86.84	
Springfield Junction to Natron	S. P. Co.	7.05	
Total Main Line			434.00

Branches

Alpine	S. P. Co.	Alpine Jet. to Glenbrook	6.10
Bellfountain	S. P. Co.	Bailey Jet. to Dawson	5.00
Coos Bay	S. P. Co.	Eugene to Myrtle Point	146.72
	(C. B. L. Co. R. R.)	Myrtle Point to Powers	18.78
			165.50
Falls City	S. P. Co.	Salem to Wye	28.36
Geer	S. P. Co.	Salem to Geer	6.81
Mill City	S. P. Co.	Shelburn to Idanha	45.81
Milwaukie	S. P. Co.	Wilsonia to Willsburg Jet.	3.06
Molalla	S. P. Co.	Canby to Molalla	10.28
Newberg	S. P. Co.	St. Joseph to Portland	36.56
Perrydale	S. P. Co.	Broadmead to Perrydale	2.38
Tallman	S. P. Co.	Page to Tallman	7.69
Tillamook	S. P. Co.	Hillsboro to Tillamook	91.22
Wendling	S. P. Co.	Mohawk Jet. to Wendling	15.73
West Side	S. P. Co.	Cheshire to Cook via Beaverton	119.09
Willamina	S. P. Co.	Whiteon to Willamina	19.77
Woodburn-Springfield	S. P. Co.	Woodburn to Springfield	92.94
Toledo	S. P. Co.	Albany to Toledo	74.43
			730.73
Total Branches			730.73
Total Portland Division			1164.73

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Underframe	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070			
—66 ft.	127,610			
—70 ft.	122,820			
—70 ft. (With Auto. End Door)	125,800			
—(Dynamo)	98,730			
		87,120		
Baggage & Mail—60 ft.	103,620			
—69 ft.	124,760			
—70 ft.	129,140			
—Passenger	108,675		103,590	112,640
Express Refr.—N. P. Ry.			74,000	
—A. R. E. No. 40-154			78,000	
—" " " 155-224			89,000	
—" " " 500-506			110,000	
—" " " 1101-1175			85,000	
—P. F. E. " 500-799			83,000	
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,630			
—60 ft.	105,120			
Assembly (ACW)			168,950	168,950
Club (ACI)	146,210	122,300	172,200	164,700
Official (NAC)	170,700	155,370		
(ACW)—Cars 107-128			182,800	182,800
(ACW)—Cars 140-141			195,040	195,040
Chair—60 ft. (ACI)	100,620		138,000	132,000
—72 ft. (ACI)			165,000	157,800
—72 ft. (ACW)			158,700	158,700
—74 ft. (ACI)			180,915	173,125
—74 ft. (ACS)			197,944	181,600
Coaches—60 ft. (ACI)	98,130		136,100	130,100
—70 ft. (ACI)	137,640		157,800	151,000
—70 ft. (ACW)	137,640		151,000	151,000
—72 ft. (ACI)			164,500	157,400
—72 ft. (ACW)			153,500	153,500
—73 ft. 6 in. (ACW)			163,000	163,000
—73 ft. 6 in. (ACI)			168,500	161,200
—72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
—Coach	103,875			
Cafe-Coach (ACI)		138,600	155,700	149,000†
Cafe-Lounge (ACI)	148,950	161,200	173,500	166,000
(ACW)			156,000	156,000
Diner—70 ft.		135,930		
—72 ft.	155,330	146,930		
—77 ft. (Arch Roof) (ACI)			170,100	162,700
—77 ft. (") (ACW)			162,950	162,950
—77 ft. (Clere Story Roof) (ACW)		165,530	169,450	169,450
—77 ft. (") (ACM)			189,581	173,836
—79 ft. (") (NAC)	169,100			
—80 ft. (Clere Story Roof) (ACM)			201,323	184,700
Lounge (ACI)			189,800	181,630
(Arch Roof) (ACI)			167,500	160,300
(") (ACW)			164,980	157,780
Observation—75 ft. (ACI)	154,400		169,185	161,900
—77 ft. (ACI)			194,543	186,166
		141,870		
Pullman—Observation (ACI)	160,800	153,000	177,314	169,200
(ACM)	160,800	153,000	162,300	176,300
Lounge (ACM)	171,200		194,900	178,900
(ACI)	171,200		187,682	179,600
—Bedroom (ACI)	167,600		183,920	176,000
(ACM)	167,600		195,800	179,800
—Sleeper (ACM)	163,100		191,100	175,100
(ACI)	163,100		180,075	171,500
—Tourist (ACM)	153,000		185,200	169,200
(ACI)	153,000		168,663	161,400
Rail, Gas-Electric—400 H. P.	158,400			
—600 H. P.	167,200			

†Steel underframe.

CODE:—NAC—Non-Air Conditioned.
 —ACI—Air-Conditioned—Ice System.
 —ACM—Air-Conditioned—Mechanical System.
 —ACW—Air-Conditioned—Waukesha System.
 —ACS—Air-Conditioned—Steam Ejector System.

TRAINMASTERS

- W. W. McDONALD, Portland, Ore.
- E. D. SMITH, Eugene Yard, Ore.
- G. H. MOORE, Roseburg, Ore.
- D. P. BOYKIN, Eugene Yard, Ore.
- N. B. EDDLESTONE, Portland, Ore.

ROAD FOREMEN OF ENGINES

- C. J. RIEDEL, Portland, Ore.
- W. E. EARL, Eugene Yard, Ore.

ASSISTANT TRAINMASTERS

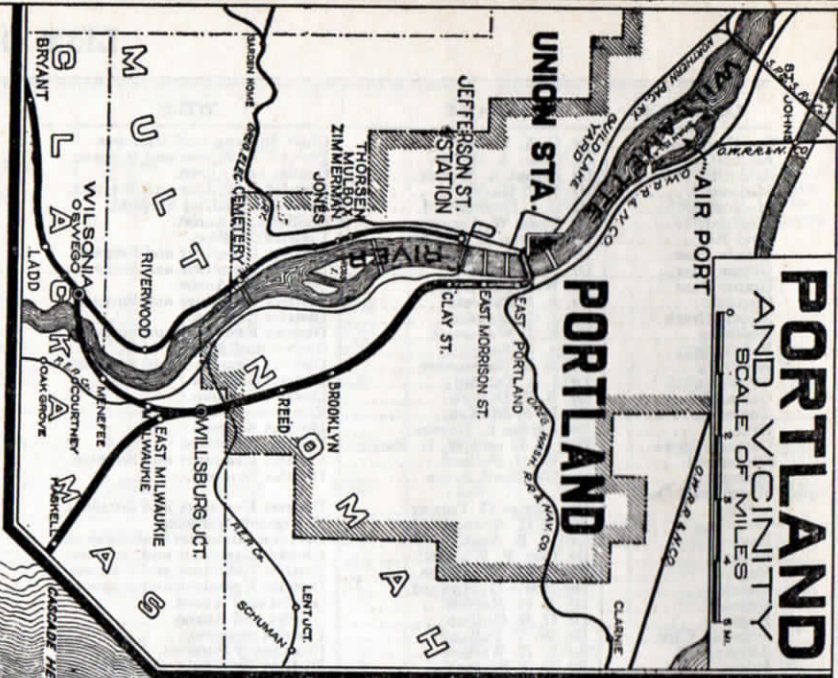
- D. C. STAHLMAN
- L. L. HOLTGATE
- H. J. DAVIS
- L. R. SMITH, Jr.
- O. D. ALLISON

- J. I. LOVE, Chief Train Dispatcher, Portland, Ore.
- W. C. CAUTHERS, Asst. Chief Train Dispatcher, Portland, Ore.
- C. H. EVA, Asst. Chief Train Dispatcher, Portland, Ore.
- F. HRUBY, Asst. Chief Train Dispatcher, Portland, Ore.
- V. N. FIELDS, Chief Train Dispatcher, Eugene Yard, Ore.
- E. A. TUTTLE, Asst. Chief Train Dispatcher, Eugene Yard, Ore.
- A. W. SORG, Asst. Chief Train Dispatcher, Eugene Yard, Ore.

C. H. GRANT, ASSISTANT SUPERINTENDENT, Portland, Ore.

PORTLAND AND VICINITY

SCALE OF MILES 1:250,000



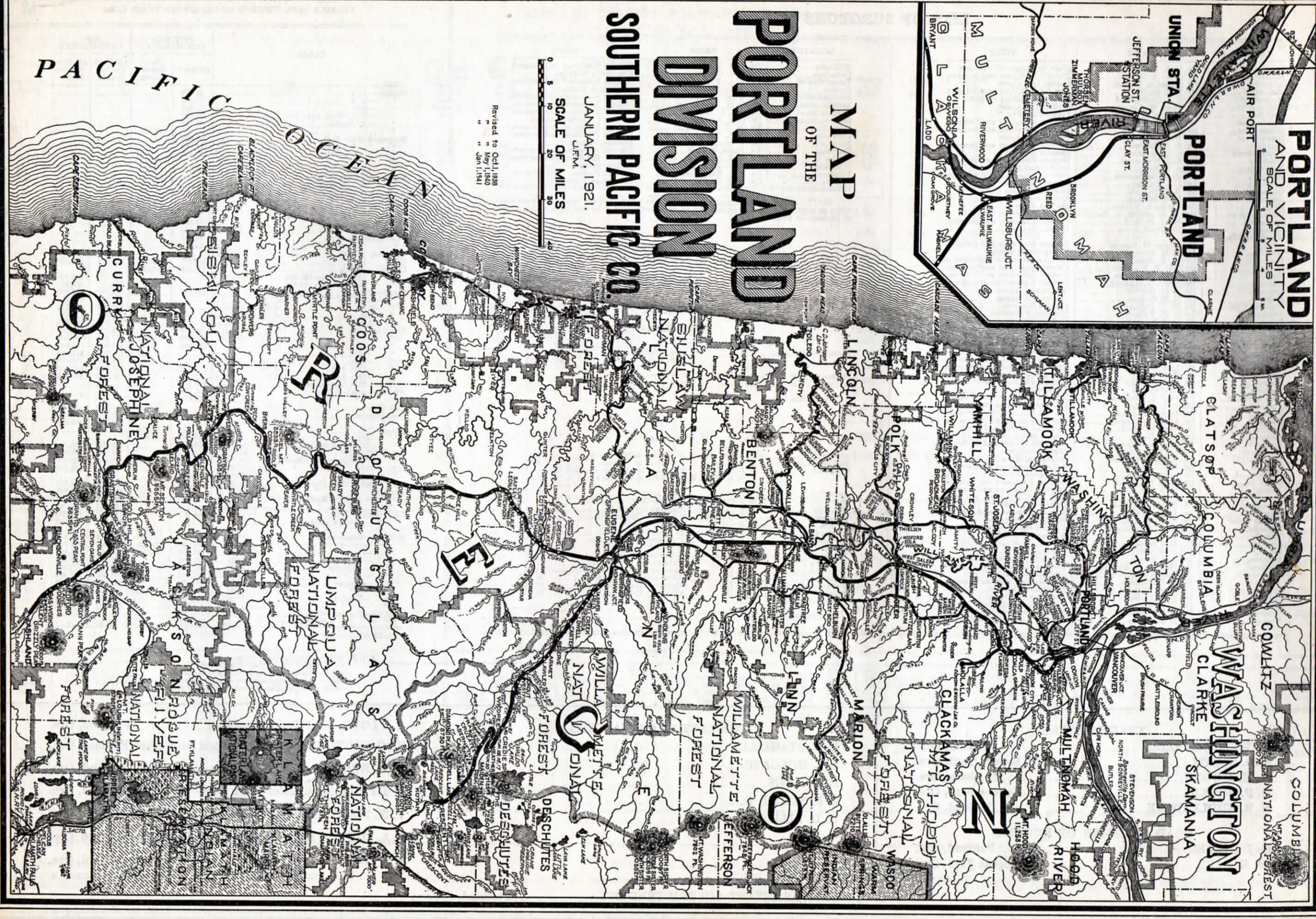
MAP OF THE PORTLAND DIVISION SOUTHERN PACIFIC CO.

JANUARY, 1921.

U.F.M.

SCALE OF MILES

Revised to Oct. 1, 1938
" " May 1, 1940
" " Jan. 1, 1941



PACIFIC OCEAN