

TRAINMASTERS

L. W. GARRISON.....Portland
C. J. RIEDEL.....Eugene Yard
T. W. BERNARD.....Roseburg
C. H. PHELPS.....Portland
I. O. UNDERHILL.....Eugene Yard
S. B. BURTON.....Hillsboro

ASSISTANT TRAINMASTERS

J. J. HUNTER.....Crescent Lake
C. C. MIKKELSON.....Crescent Lake
A. W. KEITH.....Eugene
E. D. MAY.....Portland

ROAD FOREMEN OF ENGINES

J. V. BLAND.....Portland
L. SINNAR.....Eugene Yard

ASSISTANT ROAD FOREMEN OF ENGINES

H. H. HUGHES.....Eugene Yard
A. C. BREWER.....Portland

CHIEF TRAIN DISPATCHERS

C. H. EVA.....Portland
V. N. FIELDS.....Eugene Yard

L. R. SMITH

Assistant Superintendent, Portland

SOUTHERN PACIFIC COMPANY



PORTLAND DIVISION

TIMETABLE

143

EFFECTIVE SUNDAY, AUGUST 13, 1950

AT 12:01 A. M.

PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY, WHO MUST ALSO
CARRY COPY OF CURRENT ISSUE
OF SPECIAL INSTRUCTIONS

R. E. HALLAWELL,
General Manager.

E. D. MOODY,
H. R. HUGHES,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

M. S. OLSEN,
Superintendent of Transportation.

L. P. HOPKINS,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

| LOCATION | NAME | TITLE | LOCATION | NAME | TITLE |
|------------------|--------------------------|-------------------------------------|---------------|----------------------|-----------------------------------|
| San Francisco | Dr. W. W. Washburn | Chief Surgeon | East Portland | Dr. C. S. Lloyd | District Physician and Surgeon |
| Ashland | Dr. H. A. Woods | District Physician and Surgeon | Reedsport | Dr. D. L. Courtney | Emergency Physician and Surgeon |
| Ashland | Dr. Charles A. Haines | Asst. Dist. Physician and Surgeon | Florence | Dr. N. J. Dunn | Emergency Physician and Surgeon |
| Medford | Dr. W. G. Bishop | District Physician and Surgeon | North Bend | Dr. Ennis Keizer | District Physician and Surgeon |
| Medford | Dr. E. R. Durno | Assoc. Dist. Physician and Surgeon | Coos Bay | Dr. G. E. Dix | District Physician and Surgeon |
| Grants Pass | Dr. William J. Moore | District Physician and Surgeon | Coos Bay | Dr. R. J. Dixon | Asst. Dist. Physician and Surgeon |
| Grants Pass | Dr. Robert F. Hawley | District Physician and Surgeon | Coos Bay | Dr. Bernard Barkwill | Oculist and Aurist |
| Grants Pass | Dr. W. W. Inkrote | Oculist and Aurist | Coquille | Dr. R. M. Falk | District Physician and Surgeon |
| Roseburg | Dr. Hall Seeley | District Physician and Surgeon | Myrtle Point | Dr. H. H. Thomas | Emergency Physician and Surgeon |
| Roseburg | Dr. B. R. Shoemaker | District Physician and Surgeon | Mt. Angel | Dr. Frank A. Neisius | District Physician and Surgeon |
| Roseburg | Dr. Kenneth H. Oakley | Oculist and Aurist | Silverton | Dr. R. E. Kleinsorge | District Physician and Surgeon |
| Sutherlin | Dr. J. J. Grabow | District Physician and Surgeon | Mill City | Dr. D. W. Reid | Emergency Physician and Surgeon |
| Oakland | Dr. A. W. Fawcett | Emergency Physician and Surgeon | Stayton | Dr. Burl Betzer | Emergency Physician and Surgeon |
| Glendale | Dr. R. F. McKaig | Emergency Physician and Surgeon | Scio | Dr. J. F. Hosch | District Physician and Surgeon |
| Yoncalla | Dr. Cecelia A. McNeely | Emergency Physician and Surgeon | Lebanon | Dr. J. C. Booth | District Physician and Surgeon |
| Drain | Dr. G. L. and W. H. Earl | District Physicians and Surgeons | Lebanon | Dr. M. O. Perkins | District Physician and Surgeon |
| Cottage Grove | Dr. Warren C. Glaede | District Physician and Surgeon | Brownsville | Dr. G. M. Larson | District Physician and Surgeon |
| Springfield | Dr. Melvin S. Jones | District Physician and Surgeon | Toledo | Dr. O. N. Callender | District Physician and Surgeon |
| Springfield | Dr. W. E. Harris | Emergency Physician and Surgeon | Newport | Dr. W. S. Thurtell | Emergency Physician and Surgeon |
| Westfir-Oakridge | Dr. Wayne Tyler | Asst. Dist. Physician and Surgeon | Sherwood | Dr. F. T. Rucker | Emergency Physician and Surgeon |
| Westfir-Oakridge | Dr. W. D. Holst | Emergency Physician and Surgeon | Newberg | Dr. C. A. Bump | Emergency Physician and Surgeon |
| Wendling | Dr. C. H. Atwood | Division Physician and Surgeon | Newberg | Dr. F. T. Wilcox | Emergency Physician and Surgeon |
| Eugene | Dr. C. D. Thompson | District Physician and Surgeon | Beaverton | Dr. C. E. Mason | District Physician and Surgeon |
| Eugene | Dr. George P. Winchell | District Physician and Surgeon | Hillsboro | Dr. W. H. Piercy | Emergency Physician and Surgeon |
| Eugene | Dr. M. G. Howard | District Physician and Surgeon | Hillsboro | Dr. M. J. Robb | Emergency Physician and Surgeon |
| Eugene | Dr. A. H. Norton | Oculist and Aurist | Forest Grove | Dr. H. C. Fortner | District Examiner and Surgeon |
| Eugene | Dr. D. C. Stanard | Oculist and Aurist | Carlton | Dr. A. D. Morrison | Emergency Surgeon |
| Junction City | Dr. R. S. Rogers | District Physician and Surgeon | McMinnville | Dr. W. W. Heringer | District Physician and Surgeon |
| Albany | Dr. G. W. Bohl | District Physician and Surgeon | McMinnville | Dr. A. G. Noble | Oculist and Aurist |
| Albany | Dr. E. S. Fortner | District Physician and Surgeon | Independence | Dr. Geo. C. Knott | District Examiner and Surgeon |
| Salem | Dr. M. K. Crothers | Associate Dist. Physician & Surgeon | Independence | Dr. C. A. Fratzke | Assistant District Surgeon |
| Salem | Dr. M. C. Findley | Oculist and Aurist | Independence | Dr. D. H. Searing | Assistant District Surgeon |
| Salem | Dr. L. O. Clement | Associate Oculist and Aurist | Corvallis | Dr. Waldo W. Ball | District Physician and Surgeon |
| Salem | Dr. W. W. Baum | Assistant Oculist and Aurist | Corvallis | Dr. Verne S. Gearey | Assistant District Surgeon |
| Salem | Dr. W. N. Thompson | District Physician and Surgeon | Monroe | Dr. E. Bennett | District Surgeon |
| Woodburn | Dr. Gerald B. Smith | Emergency Physician and Surgeon | Sheridan | Dr. Murch Russell | District Physician and Surgeon |
| Aurora | Dr. B. F. Giesy | Emergency Physician and Surgeon | Dallas | Dr. I. D. Bartell | District Examiner and Surgeon |
| Canby | Dr. J. F. Dinsmore | Emergency Physician and Surgeon | Wheeler | | District Surgeon |
| Oregon City | Dr. Guy Mount | Emergency Surgeon | Tillamook | Dr. H. J. Brown | District Physician and Surgeon |
| Portland | | Division Physician and Surgeon | Molalla | Dr. E. R. Todd | Emergency Surgeon |
| Portland | Dr. D. R. Amend | District Physician and Surgeon | | | |
| Portland | Dr. W. H. Achterman | District Physician and Surgeon | | | |
| Portland | Dr. R. S. Fixott | Oculist and Aurist | | | |

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.

HOSPITALS

| | |
|-------------------------|---------------|
| GENERAL HOSPITAL | SAN FRANCISCO |
| GOOD SAMARITAN HOSPITAL | PORTLAND |
| ST. VINCENT'S HOSPITAL | PORTLAND |
| EMERGENCY HOSPITAL | BROOKLYN |
| EMERGENCY HOSPITAL | EUGENE |

WATCH INSPECTORS

| | |
|---------------|--|
| San Francisco | C. D. Fabrin, Manager of Time Service, 65 Market St. |
| Oakridge | Ben S. De Vries |
| Springfield | E. G. Privat |
| Eugene | J. A. Hoffman |
| Eugene | Laraway's |
| Albany | F. M. French & Son |
| Salem | R. G. Warren |
| Woodburn | E. E. Piper |
| Ashland | C. R. Ramsey |
| Medford | Larry Schade |
| Grants Pass | C. E. Eggers |
| Roseburg | Alvin M. Knudtson |
| Cottage Grove | Theo. Kargas |
| Lebanon | S. H. Landstrom |
| Portland | Roy & Molin, 316 S. W. Alder St. |
| Portland | W. R. Johnson, 6620 S. E. Milwaukie Ave. |
| E. Portland | W. R. Johnson, 723 S. E. Grand Ave. |
| E. Portland | N. L. Nielsen, 31 N. Russell St. |
| E. Portland | Otto R. Sabro, 7021 S. E. Milwaukie St. |
| Silverton | John Main |
| Reedsport | R. L. Bickett |
| North Bend | R. R. Shiplee |
| Coos Bay | J. H. Mills |
| Coquille | L. A. Schroeder |
| Hillsboro | F. Abendroth |
| McMinnville | Dielschneider's |
| Toledo | C. W. Miller |
| Corvallis | Wm. Konick |
| Dallas | O. A. Sjolund |
| Tillamook | M. J. McInerney |
| Wheeler | F. H. Chapman |

LOCATION OF STANDARD CLOCKS

| | | | |
|---------------|-----------------------------|-------------|--------------------|
| Crescent Lake | Train-Order Office | Mill City | Train-Order Office |
| Oakridge | Train-Order Office | Corvallis | Train-Order Office |
| Oakridge | Roundhouse | Toledo | Train-Order Office |
| Eugene | Train-Order Office | McMinnville | Train-Order Office |
| Eugene Yard | West End Yard Office | Hillsboro | Train-Order Office |
| Eugene Yard | Train-Order Office | Willamina | Train-Order Office |
| Eugene Yard | Trick Dispr. Office | Timber | Train-Order Office |
| Eugene Yard | East End Yard Office | Timber | Roundhouse |
| Eugene Yard | Crew Dispr. Office, Rndhse | Wheeler | Train-Order Office |
| Albany | Train-Order Office | Tillamook | Train-Order Office |
| Albany | Enginemen's Locker Room | Medford | Train-Order Office |
| Pringle | Train-Order Office | Grants Pass | Train-Order Office |
| Salem | Roundhouse | Grants Pass | Roundhouse |
| Brooklyn | Train-Order Office | Roseburg | Train-Order Office |
| Brooklyn | North End Yard Office | Roseburg | Roundhouse |
| Brooklyn | Crew Dispr. Office, Rndhse | Reedsport | Train-Order Office |
| Portland | Chief Dispr. Office | Coos Bay | Train-Order Office |
| Portland | Trick Dispr. Office | Coquille | Train-Order Office |
| Portland | Frt. Office, 3rd & Oak Sts. | Powers | Train-Order Office |
| Lebanon | Train-Order Office | Ashland | Train-Order Office |
| Silverton | Train-Order Office | Ashland | Roundhouse |

EASTWARD

| Capacity of sidings in car lengths | SECOND CLASS | | | | | | | FIRST CLASS | | | | Mile Post Location | Timetable No. 143 August 13, 1950 | Distance from Crescent Lake |
|---------------------------------------|----------------|--|--|--|--|--|--|--------------------|-----------------|-----------------|-----------------|-----------------------|--------------------------------------|--------------------------------|
| | 734 Freight | | | | | | | 10 | 20 | 12 | 330 | | | |
| | Leave Daily | | | | | | | Shasta Daylight | Klamath (c) | Cascade | Rogue River | | | |
| Yard Limits Psgr 45 YBKWOP | | | | | | | | PM 6.17 | PM 1.10 | AM 4.15 | | 528.6 | TO-R CRESCENT LAKE | 0.0 |
| 93 P | | | | | | | | 6.21 | 1.16 | 4.19 | | 532.1 | 3.5 ODELL LAKE | 3.5 |
| E 143 Yard Limits W 144 WYP | | | | | | | | 6.26 | s 1.25 | 4.24 | | 536.7 | 4.6 TO CASCADE SUMMIT | 8.1 |
| 113 P | | | | | | | | 6.33 | c 1.33 | 4.31 | | 540.8 | 4.1 ABERNETHY | 12.2 |
| 98 IWP | | | | | | | | 6.42 | c 1.45 | 4.41 | | 546.0 | 5.2 TO CRUZATTE | 17.4 |
| 108 IP | | | | | | | | 6.51 | c 1.56 | 4.51 | | 551.3 | 5.3 FRAZIER | 22.7 |
| 101 YP | | | | | | | | 7.00 | c 2.05 | 5.01 | | 554.8 | 3.5 TO FIELDS | 26.2 |
| 108 WP | | | | | | | | 7.11 | c 2.17 | 5.12 | | 560.4 | 5.6 TO WICOPEE | 31.8 |
| 99 P | | | | | | | | 7.18 | 2.25 | 5.19 | | 564.2 | 3.8 HEATHER | 35.6 |
| 100 WP | | | | | | | | 7.27 | c 2.35 | 5.28 | | 569.3 | 5.1 TO McCREDIE SPRINGS | 40.7 |
| 106 P | | | | | | | | 7.38 | 2.47 | 5.39 | | 575.3 | 6.0 PRYOR | 46.7 |
| Yd. Limits. Psgr 55 BKWOYP | | | | | | | | 7.47 | s 3.05 | 5.48 | | 580.5 | 5.2 TO-R OAKRIDGE | 51.9 |
| P | | | | | | | | | | | | 581.7 | 1.2 TUNNEL | 53.1 |
| P | | | | | | | | | c | | | 582.7 | 1.0 TO WESTFIR | 54.1 |
| 62 P | | | | | | | | 7.51 | 3.11 | 5.52 | | 583.5 | 0.8 HEMLOCK | 54.9 |
| 100 P | | | | | | | | 7.54 | 3.16 | 5.55 | | 585.6 | 2.1 LOOKOUT | 57.0 |
| 123 P | | | | | | | | 8.01 | 3.24 | 6.02 | | 592.1 | 6.5 ARMET | 63.5 |
| 103 P | | | | | | | | | 3.29 | 6.07 | | 595.9 | 3.8 RESERVE | 67.3 |
| 100 WP | | | | | | | | 8.11 | 3.36 | 6.13 | | 600.8 | 4.9 TO CARTER | 72.2 |
| P | | | | | | | | | | | | 603.3 | 2.5 LOWELL | 74.7 |
| 99 P | | | | | | | | 8.16 | 3.44 | 6.18 | | 605.4 | 2.1 PENGRA | 76.8 |
| 101 P | | | | | | | | 8.21 | 3.51 | 6.23 | | 610.1 | 4.7 HILLS | 81.5 |
| P | | | | | | | | | | | | 611.9 | 1.8 JASPER | 83.3 |
| 101 P | | | | | | | | 8.26 | 3.58 | 6.28 | | 614.1 | 2.2 NATRON | 85.5 |
| Yd. Limits. P | | | | | | | | | | | | 618.0 | 3.9 MOHAWK JCT. | 89.4 |
| 96 WYP | | | | | | | | 8.32 | s 4.12 | 6.35 | | 619.4 | 1.4 TO-R SPRINGFIELD | 90.8 |
| YP | | | | | | | | 8.34 | 4.14 | 6.37 | AM 2.30 | 620.6 | 1.2 TO SPRINGFIELD JCT. | 92.0 |
| 100 P | | | | | | | | 8.35 | 4.15 | 6.38 | 2.32 | 644.3 | 0.8 JUDKINS | 92.8 |
| Eugene yard BKWP | | | | | | | | s 8.39 | s 4.20 | s 6.42 | s 2.37 | 645.1 | 2.2 TO-R EUGENE | 95.0 |
| BKWOTYP | | | | | | | | 4.30 AM | | | | 647.3 | 1.9 TO-R EUGENE YARD | 96.9 |
| | | | | | | | | Arrive Daily | | | | 649.2 | (96.9) | |
| | | | | | | | | (0.25) 11.76 | | | | |Time over District..... | |
| | | | | | | | | (2.22) 40.14 | (3.10) 30.00 | (2.27) 38.70 | (0.07) 25.71 | |Average Speed per Hour..... | |

RULE 5. Main track at Crescent Lake between switches of passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is between main track and station building.

RULE 72. Eastward inferior trains may run ahead of delayed first-class trains between Springfield Jct. and Eugene Yard.

RULE S-72. Exceptions: No. 330 is superior to Nos. 11, 19 and 329. Nos. 10, 12 and 20 are superior to No. 329.

RULE 86. Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 9, 10, 11 and 12 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

RULES 86 and 93. Train movements, except first-class between Eugene and Eugene Yard may be made only after receiving proceed signal from yardman near Signal 6487 westward, or Signal 6470 eastward, green flag by day, or green light by night, which will supersede the superiority of trains between these points.

| ADDITIONAL STATIONS | | |
|-----------------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Fall Creek (Spur) | 608.4 | 8 |
| Magness (Spur) | 616.8 | 25 |

SPRINGFIELD SUBDIVISION

| Mile Post Location | Timetable No. 143 August 13, 1950 | Distance from Eugene Yard | WESTWARD | | | | | | | | | | | |
|--------------------|--------------------------------------|---------------------------|-----------------------------|---------------------------------|-------------------------|-----------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------|-------------|-------------|
| | | | FIRST CLASS | | | | | SECOND CLASS | | | | | | |
| | | | 19 | 9 | 11 | 329 | 671 | 733 | 673 | 675 | 677 | | | |
| | | | Klamath (c) Arrive Daily | Shasta Daylight Arrive Daily | Cascade Arrive Daily | Rogue River Arrive Daily | Freight Arrive Daily | Freight Arrive Daily | Freight Arrive Daily | Freight Arrive Daily | Freight Arrive Daily | | | |
| | STATIONS | | | | | | | | | | | | | |
| 528.6 | TO-R CRESCENT LAKE 3.5 | 96.9 | AM 5.55 | PM 12.38 | PM 9.55 | | | AM 7.15 | | PM 3.00 | PM 7.30 | AM 3.05 | | |
| 532.1 | ODELL LAKE 4.6 | 93.4 | 5.45 | 12.34 | 9.50 | | | 7.05 | | 2.45 | 7.20 | 2.55 | | |
| 536.7 | TO CASCADE SUMMIT 4.1 | 88.8 | s 5.36 | 12.28 | 9.44 | | | 6.50 | | 2.30 | 7.05 | 2.40 | | |
| 540.8 | ABERNETHY 5.2 | 84.7 | c 5.18 | 12.21 | 9.37 | | | 6.20 | | 2.00 | 6.33 | 2.10 | | |
| 546.0 | TO CRUZATTE 5.3 | 79.5 | c 5.05 | 12.12 | 9.27 | | | 6.05 | | 1.45 | 6.05 | 1.55 | | |
| 551.3 | FRAZIER 3.5 | 74.2 | c 4.51 | 12.02 PM | 9.16 | | | 5.50 | | 1.15 | 5.50 | 1.40 | | |
| 554.8 | TO FIELDS 5.6 | 70.7 | c 4.31 | 11.53 AM | 9.07 | | | 5.35 | | 1.00 | 5.35 | 1.25 | | |
| 560.4 | TO WICOPEE 3.8 | 65.1 | c 4.17 | 11.42 | 8.56 | | | 5.12 | | 12.40 | 5.15 | 1.05 | | |
| 564.2 | HEATHER 5.1 | 61.3 | 4.07 | 11.35 | 8.49 | | | 4.45 | | 12.10 PM | 4.45 | 12.35 | | |
| 569.3 | TO McCREDEE SPRINGS 6.0 | 56.2 | c 3.56 | 11.26 | 8.40 | | | 4.30 | | 11.55 AM | 4.30 | 12.20 AM | | |
| 575.3 | PRYOR 5.2 | 50.2 | 3.43 | 11.15 | 8.29 | | | 4.10 | | 11.35 | 4.10 | 11.59 PM | | |
| 580.5 | TO-R OAKRIDGE 1.2 | 45.0 | s 3.30 | 11.05 | 8.18 | | | 3.50 2.50 | | 11.15 9.50 | 3.50 2.50 | 11.40 | | |
| 581.7 | TUNNEL 1.0 | 43.8 | | | | | | | | | | | | |
| 582.7 | TO WESTFIR 0.8 | 42.8 | f 3.17 | | | | | | | | | | | |
| 583.5 | HEMLOCK 2.1 | 42.0 | 3.13 | 11.00 | 8.13 | | | 2.32 | | 9.32 | 2.32 | 10.22 | | |
| 585.6 | LOOKOUT 6.5 | 39.9 | 3.09 | 10.57 | 8.10 | | | 2.28 | | 9.28 | 2.28 | 10.18 | | |
| 592.1 | ARMET 3.8 | 33.4 | 3.02 | 10.50 | 8.01 | | | 2.17 | | 9.17 | 2.17 | 10.07 | | |
| 595.9 | RESERVE 4.9 | 29.6 | 2.55 | | 7.56 | | | 2.10 | | 9.10 | 2.10 | 10.00 | | |
| 600.8 | TO CARTER 2.5 | 24.7 | c 2.49 | 10.40 | 7.50 | | | 2.01 | | 9.01 | 2.01 | 9.51 | | |
| 603.3 | LOWELL 2.1 | 22.2 | f | | | | | | | | | | | |
| 605.4 | PENGRA 4.7 | 20.1 | 2.39 | 10.35 | 7.45 | | | 1.51 | | 8.51 | 1.51 | 9.41 | | |
| 610.1 | HILLS 1.8 | 15.4 | 2.32 | 10.30 | 7.40 | | | 1.41 | | 8.41 | 1.41 | 9.31 | | |
| 611.9 | JASPER 2.2 | 13.6 | | | | | | | | | | | | |
| 614.1 | NATRON 3.9 | 11.4 | 2.22 | 10.25 | 7.35 | | | 1.34 | | 8.34 | 1.34 | 9.24 | | |
| 618.0 | MOHAWK JCT. 1.4 | 7.5 | | | | | | | | | | | | |
| 619.4 | TO-R SPRINGFIELD 1.2 | 6.1 | f 2.15 | 10.19 | 7.29 | | | 1.25 | | 8.25 | 1.25 | 9.15 | | |
| 620.6 | TO SPRINGFIELD JCT. 0.8 | 4.9 | 2.05 | 10.17 | 7.27 | PM 11.56 | | 1.22 | AM 5.25 | 8.22 | 1.22 | 9.12 | | |
| 644.3 | JUDKINS 2.2 | 4.1 | 2.04 | 10.16 | 7.26 | 11.54 | | 1.20 | 5.20 | 8.20 | 1.20 | 9.10 | | |
| 645.1 | EUGENE 1.9 | 1.9 | 2.00 AM | 10.13 AM | 7.23 PM | 11.50 PM | | | | | | | | |
| 647.3 | TO-R EUGENE YARD | 0.0 | | | | | | 1.00 AM | 5.00 AM | 8.00 AM | 1.00 PM | 8.50 PM | | |
| 649.2 | | | | | | | | | | | | | | |
| | (96.9) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | Time over District..... | | (3.55) | (2.25) | (2.32) | (0.06) | | (6.15) | (0.25) | (7.00) | (6.30) | (6.15) | | |
| | Average Speed per Hour..... | | 24.26 | 39.31 | 37.50 | 30.00 | | 15.50 | 11.76 | 13.84 | 14.90 | 15.50 | | |

RULE 5. Main track at Crescent Lake between switches of passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is between main track and station building.

RULE 72. Westward inferior trains may run ahead of delayed first-class trains between Eugene Yard and Springfield Jct.

RULE S-72. Exceptions: No. 330 is superior to Nos. 11, 19 and 329.

Nos. 10, 12 and 20 are superior to No. 329.

RULE 86. Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 9, 10, 11 and 12 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

RULES 86 and 93. Train movements, except first-class, between Eugene and Eugene Yard may be made only after receiving proceed signal from yardman near Signal 6487 westward, or Signal 6470 eastward, green flag by day, or green light by night, which will supersede the superiority of trains between these points.

BROOKLYN SUBDIVISION

EASTWARD

FIRST CLASS

| Capacity of sidings in car lengths | | | | | 10 | 20 | 12 | 330 | Mile Post Location | Timetable No. 143 August 13, 1950 | Distance from Eugene | |
|---------------------------------------|---------|---------|--|-----------------|--------------------|-----------------|-----------------|--------------------|-----------------------|--------------------------------------|-------------------------|-------|
| | | | | | Shasta Daylight | Klamath (c) | Cascade | Rogue River (c) | | | | |
| | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | STATIONS | | | |
| Eugene yard | BKWP | | | | PM 8.42 | PM 4.35 | AM 6.49 | AM 3.00 | 647.3 | TO-R | EUGENE | 0.0 |
| | BKWOTYP | | | | | | | | 649.2 | TO-R | EUGENE YARD | 1.9 |
| | | | | | 8.47 | 4.40 | 6.54 | 3.06 | 650.2 | | 1.0 BURMA | 2.9 |
| 101 | P | | | | 8.50 | 4.43 | 6.57 | 3.09 | 653.0 | | 2.8 IRVING | 5.7 |
| 110 | P | | | | 8.56 | 4.51 | 7.03 | 3.16 | 659.9 | | 6.9 SWAIN | 12.6 |
| | WP | | | | | f 4.57 | | f | 660.6 | TO | 0.7 JUNCTION CITY | 13.3 |
| 80 | P | | | | 9.00 | c 5.03 | 7.07 | f 3.26 | 665.1 | TO | 4.5 HARRISBURG | 17.8 |
| 104 | P | | | | 9.05 | 5.09 | 7.12 | 3.36 | 670.7 | | 5.6 FOLK | 23.4 |
| 87 | P | | | | 9.08 | c 5.15 | 7.15 | f 3.40 | 673.8 | TO | 3.1 HALSEY | 26.5 |
| 98 | WP | | | | 9.12 | 5.21 | 7.21 | f 3.55 | 679.0 | | 5.2 SHEDD | 31.7 |
| 97 | P | | | | 9.17 | c 5.28 | 7.26 | f 4.05 | 684.6 | | 5.6 TANGENT | 37.3 |
| Albany Yard | 160 | P | | | | | | | 689.9 | | 5.3 PAGE | 42.6 |
| | 140 | BKWOYTP | | | s 9.26 | s 5.52 | s 7.35 | s 4.30 | 690.9 | TO-R | 1.0 ALBANY | 43.6 |
| 92 | P | | | | 9.32 | 6.00 | 7.41 | 4.36 | 695.4 | | 4.5 MILLERSBURG | 48.1 |
| 91 | P | | | | 9.36 | 6.06 | 7.45 | f 4.42 | 699.5 | | 4.1 JEFFERSON | 52.2 |
| 109 | WP | | | | 9.40 | 6.17 | 7.49 | f 4.48 | 704.2 | TO | 4.7 MARION | 56.9 |
| 101 | P | | | | 9.45 | 6.27 | 7.54 | f 4.55 | 710.7 | | 6.5 TURNER | 63.4 |
| Salem yard | 105 | KWP | | | | | | | 717.4 | TO-R | 6.7 PRINGLE | 70.1 |
| | | BKWOYP | | | s 9.56 | s 6.50 | s 8.06 | s 5.20 | 718.2 | | 0.8 SALEM | 70.9 |
| 72 | P | | | | 10.01 | 6.55 | 8.11 | 5.26 | 720.3 | | 2.1 FAIR GROUNDS | 73.0 |
| 101 | P | | | | 10.03 | 6.58 | 8.13 | 5.29 | 722.2 | | 1.9 LABISH | 74.9 |
| 99 | P | | | | 10.07 | 7.04 | 8.17 | f 5.36 | 726.9 | TO | 4.7 BROOKS | 79.6 |
| 56 | P | | | | 10.12 | 7.10 | 8.22 | f 5.43 | 732.1 | TO | 5.2 GERVAIS | 84.8 |
| Yard Limits | 117 | WYP | | | 10.15 | s 7.20 | 8.25 | s 5.53 | 735.2 | TO | 3.1 WOODBURN | 87.9 |
| 36 | P | | | | | 7.25 | 8.28 | c 5.57 | 738.8 | | 3.6 HUBBARD | 91.5 |
| 111 | P | | | | 10.22 | 7.28 | 8.35 | 6.01 | 741.6 | | 2.8 HITO | 94.3 |
| Yard Limits | 118 | WYP | | | 10.28 | s 7.38 | 8.43 | s 6.16 | 746.8 | TO | 5.2 CANBY | 99.5 |
| 102 | P | | | | 10.33 | 7.53 | 8.48 | 6.22 | 750.8 | | 4.0 COALCA | 103.5 |
| 112 | WP | | | | 10.40 | s 8.03 | 8.55 | s 6.35 | 755.5 | TO | 4.7 OREGON CITY | 108.2 |
| 99 | P | | | | 10.49 | 8.15 | 9.04 | f 6.48 | 760.0 | TO | 4.5 CLACKAMAS | 112.7 |
| 107 | P | | | | 10.53 | 8.20 | 9.08 | 6.54 | 764.1 | | 4.1 EAST MILWAUKIE | 116.8 |
| Brooklyn yard | P | | | | 10.54 | 8.22 | 9.09 | 6.57 | 765.2 | | 1.1 WILLSBURG JCT. | 117.9 |
| | BKWOTP | | | | 10.56 | 8.24 | 9.11 | 7.00 | 766.9 | R | 1.7 BROOKLYN | 119.6 |
| | BKIP | | | | 10.57 | 8.27 | 9.13 | 7.04 | 767.9 | | 1.0 HAIG | 120.6 |
| | | | | | s 11.15 PM | s 8.45 PM | s 9.30 AM | s 7.25 AM | 771.0 | TO-R | 3.1 PORTLAND | 123.7 |
| | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (123.7) | | |
| | | | | (2.33) 48.50 | (4.10) 29.68 | (2.41) 46.09 | (4.25) 28.01 | | |Time over District..... | | |
| | | | | | | | | | |Average Speed per Hour..... | | |

RULE 5. Schedule time and train-order time of eastward first-class trains at Albany apply at Signal 6910 just west of overhead crossing.

Schedule time and train-order time at Brooklyn apply at switch leading to yard, 770 feet west of train-order office.

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

RULE 72. Eastward inferior trains may run ahead of delayed first-class trains Willsburg Jct. to Brooklyn.

RULE 86. Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 9, 10, 11 and 12 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

RULES 86 and 93. Train movements, except first-class, between Eugene and Eugene Yard may be made only after receiving proceed signal from yardman near Signal 6487 westward, or Signal 6470 eastward, green flag by day, or green light by night, which will supersede the superiority of trains between these points.

RULE 93. First-class trains enter and leave Union Station, Portland, on yard tracks of Northern Pacific Terminal Co. Employees are subject to Rules and Regulations of that company.

BROOKLYN SUBDIVISION

| Mile Post Location | | Distance from Portland | | WESTWARD | | | | | | | | | | |
|----------------------------------|--------------------------|------------------------|--|-------------------------|---------------|---------------------------|----------------------|----------------|----------------|----------------|----------------|----------------|--|--|
| | | | | FIRST CLASS | | | | SECOND CLASS | | | | | | |
| | | | | 9 Shasta Daylight | 11 Cascade | 329 Rogue River (c) | 19 Klamath (c) | 663 Freight | 665 Freight | 667 Freight | 669 Freight | | | |
| Timetable No. 143 | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | |
| August 13, 1950 | | | | AM | PM | PM | AM | AM | PM | PM | AM | | | |
| STATIONS | | | | s | s | s | s | | | | | | | |
| 647.3 | TO-R EUGENE 1.9 | 123.7 | | 10.10 | 7.18 | 11.27 | 1.40 | | 8.30 | 2.50 | 6.55 | 2.10 | | |
| 649.2 | TO-R EUGENE YARD 1.0 | 121.8 | | | | | | | | | | | | |
| 650.2 | BURMA 2.8 | 120.8 | | | | | | | | | | | | |
| 653.0 | IRVING 6.9 | 118.0 | | 10.02 | 7.10 | 11.15 | 1.30 | | 8.12 | 2.37 | 6.45 | 2.03 | | |
| 659.9 | SWAIN 0.7 | 111.1 | | 9.56 | 7.04 | 11.07 | 1.23 | | | | | | | |
| 660.6 | TO JUNCTION CITY 4.5 | 110.4 | | | | s | f 1.22 | | 7.59 | 2.25 | 6.33 | 1.51 | | |
| 665.1 | TO HARRISBURG 5.6 | 105.9 | | 9.52 | 7.00 | s 10.55 | 1.16 | | 7.50 | 2.15 | 6.27 | 1.44 | | |
| 670.7 | FOLK 3.1 | 100.3 | | 9.47 | 6.55 | 10.48 | 1.10 | | 7.40 | 2.05 | 6.20 | 1.35 | | |
| 673.8 | TO HALSEY 5.2 | 97.2 | | 9.44 | 6.52 | 10.44 | 1.05 | | 7.35 | 1.55 | 6.15 | 1.30 | | |
| 679.0 | SHEDD 5.6 | 92.0 | | 9.40 | 6.48 | 10.37 | c 12.57 | | 7.21 | 1.45 | 6.08 | 1.19 | | |
| 684.6 | TANGENT 5.3 | 86.4 | | 9.35 | 6.43 | 10.31 | 12.52 | | 7.02 | 1.35 | 6.01 | 1.10 | | |
| 689.9 | PAGE 1.0 | 81.1 | | | | | | | 6.53 | 1.20 | 5.54 | 1.03 | | |
| 690.9 | TO-R ALBANY 4.5 | 80.1 | | s 9.29 | s 6.36 | s 10.20 | s 12.45 | | 6.45 | 1.15 | 5.52 | 1.00 | | |
| 695.4 | MILLERSBURG 4.1 | 75.6 | | 9.22 | 6.26 | 9.52 | 12.25 | | 6.28 | 12.55 | 5.38 | 12.35 12.12 | | |
| 699.5 | JEFFERSON 4.7 | 71.5 | | 9.18 | 6.22 | 9.47 | 12.21 | | 6.20 | 12.47 | 5.29 | 12.07 | | |
| 704.2 | TO MARION 6.5 | 66.8 | | 9.14 | 6.17 | f 9.40 | 12.16 | | 6.12 | 12.37 | 5.20 | 12.01 AM | | |
| 710.7 | TURNER 6.7 | 60.3 | | 9.08 | 6.11 | f 9.25 | 12.10 | | 6.00 | 12.25 | 5.09 | 11.53 PM | | |
| 717.4 | TO-R PRINGLE 0.8 | 53.6 | | 9.02 | 6.05 | 9.14 | 12.03 | | 5.42 | 12.05 PM | 4.49 | 11.43 | | |
| 718.2 | SALEM 2.1 | 52.8 | | s 9.00 | s 6.03 | s 9.10 | s 12.01 AM | | 5.34 | 11.50 AM | 4.24 | 11.24 | | |
| 720.3 | FAIR GROUNDS 1.9 | 50.7 | | 8.54 | 5.56 | 8.50 | 11.46 PM | | 5.26 | 11.42 | 4.17 | 11.17 | | |
| 722.2 | LABISH 4.7 | 48.8 | | 8.52 | 5.54 | 8.48 | 11.44 | | 5.10 | 11.35 | 4.10 | 11.10 | | |
| 726.9 | TO BROOKS 5.2 | 44.1 | | 8.48 | 5.50 | c 8.43 | 11.40 | | 5.00 | 11.25 | 4.00 | 11.00 | | |
| 732.1 | TO GERVAIS 3.1 | 38.9 | | 8.44 | 5.46 | c 8.37 | c 11.35 | | 4.53 | 11.18 | 3.53 | 10.53 | | |
| 735.2 | TO WOODBURN 3.6 | 35.8 | | 8.41 | 5.43 | s 8.30 | c 11.32 | | 4.45 | 11.10 | 3.45 | 10.45 | | |
| 738.8 | HUBBARD 2.8 | 32.2 | | | | c 8.17 | 11.26 | | 4.25 | 10.55 | 3.25 | 10.35 | | |
| 741.6 | HITO 5.2 | 29.4 | | 8.35 | 5.36 | 8.15 | 11.24 | | 4.20 | 10.50 | 3.20 | 10.22 | | |
| 746.8 | TO CANBY 4.0 | 24.2 | | 8.30 | 5.30 | s 8.05 | c 11.17 | | 4.00 | 10.29 | 2.58 | 10.10 | | |
| 750.8 | COALCA 4.7 | 20.2 | | 8.25 | 5.25 | 7.53 | 11.10 | | 3.45 | 10.00 | 2.48 | 9.55 | | |
| 755.5 | TO OREGON CITY 4.5 | 15.5 | | 8.20 | 5.20 | s 7.45 | s 11.02 | | 3.30 | 9.50 | 2.30 | 9.40 | | |
| 760.0 | TO CLACKAMAS 4.1 | 11.0 | | 8.12 | 5.12 | f 7.31 | 10.49 | | 3.20 | 9.35 | 2.20 | 9.28 | | |
| 764.1 | EAST MILWAUKIE 1.1 | 6.9 | | 8.08 | 5.08 | 7.24 | 10.34 | | 3.10 | 9.25 | 2.10 | 9.21 | | |
| 765.2 | WILLSBURG JCT. 1.7 | 5.8 | | 8.07 | 5.07 | 7.22 | 10.32 | | 3.05 | 9.20 | 2.05 | 9.15 | | |
| 766.9 | TO-R BROOKLYN 1.0 | 4.1 | | 8.05 | 5.05 | 7.20 | 10.30 | | 3.00 AM | 9.15 AM | 2.00 PM | 9.10 PM | | |
| 767.9 | HAIG 3.1 | 3.1 | | 8.03 | 5.03 | 7.17 | 10.27 | | | | | | | |
| 771.0 | TO-R PORTLAND (123.7) | 0.0 | | 7.45 AM | 4.45 PM | 7.00 PM | 10.10 PM | | | | | | | |
| | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | |
|Time over District..... | | | | (2.25) | (2.33) | (4.27) | (3.30) | | (5.30) | (5.35) | (4.55) | (5.00) | | |
|Average Speed per Hour..... | | | | 51.11 | 48.50 | 27.79 | 35.33 | | 21.09 | 21.08 | 23.93 | 23.34 | | |

RULE 5. Schedule time and train-order time of eastward first-class trains at Albany apply at Signal 6910 just west of overhead crossing.
 Schedule time and train-order time at Brooklyn apply at switch leading to yard, 770 feet west of train-order office.
 First-class trains run with caution between Union Station Portland and signal bridge west of train-order office Brooklyn.

RULE 86. Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 9, 10, 11 and 12 not less than ten minutes before the arriving, or leaving, or train-order time at that station.
RULES 86 and 93. Train movements, except first-class, between Eugene and Eugene Yard may be made only after receiving proceed signal from yardman near Signal 6487 westward, or Signal 6470 eastward, green flag by day, or green light by night, which will supersede the superiority of trains between these points.
RULE 93. First-class trains enter and leave Union Station, Portland, on yard tracks of Northern Pacific Terminal Co. Employees are subject to Rules and Regulations of that company.

BROOKLYN SUBDIVISION

| EASTWARD | | | Mile Post Location | Timetable No. 143 | | Distance from Tallman | WESTWARD | |
|------------------------------------|--------------|-------------------------|--------------------|----------------------------------|-----|-------------------------|-------------------|--|
| Capacity of sidings in car lengths | SECOND CLASS | | | August 13, 1950 | | | SECOND CLASS | |
| | | 732 Local Freight | | Tallman Branch | | | 731 Local Freight | |
| | | Leave Daily Ex. Sunday | | STATIONS | | Arrive Daily Ex. Sunday | | |
| Albany yard 140 BKWOTYP | | AM 7.00 | 690.9 | TO-R ALBANY | 8.8 | PM 2.05 | | |
| | P | | 689.9 | 1.0 PAGE | 7.8 | | | |
| Yard Limits YP | | 7.30 AM | 689.5 | R TALLMAN | 0.0 | 1.35 PM | | |
| | | Arrive Daily Ex. Sunday | | (8.8) | | Leave Daily Ex. Sunday | | |
| | | (0.30) | |Time over District..... | | (0.30) | | |
| | | 17.50 | |Average Speed per Hour..... | | 17.50 | | |

| EASTWARD | | | Mile Post Location | Timetable No. 143 | | Distance from Woodburn | WESTWARD | |
|------------------------------------|--------------|-------------------------|--------------------|----------------------------------|------|-------------------------|-------------------|--|
| Capacity of sidings in car lengths | SECOND CLASS | | | August 13, 1950 | | | SECOND CLASS | |
| | | 732 Local Freight | | Woodburn-Springfield Branch | | | 731 Local Freight | |
| | | Leave Daily Ex. Sunday | | STATIONS | | Arrive Daily Ex. Sunday | | |
| Yard Limits WYP | | | 645.0 | TO-R SPRINGFIELD | 92.8 | | | |
| | | | 652.4 | 7.4 COBURG | 85.4 | | | |
| P | | | 663.6 | 11.2 ROWLAND | 74.2 | | | |
| WP | | | 672.0 | 8.4 BROWNSVILLE | 65.8 | | | |
| | | | 678.3 | 6.3 PLAINVIEW | 59.5 | | | |
| Y.Limits. YP | | AM 7.35 | 684.8 | R TALLMAN | 53.0 | PM 1.30 | | |
| | | | 685.5 | 0.7 IRVINVILLE | 52.3 | | | |
| 72 Yard Limits KWP | | 10.30 | 688.5 | ABS TO-R LEBANON | 49.3 | PM 1.00 | | |
| | | 11.00 | 692.8 | 4.3 BREWSTER | 45.0 | 11.35 AM | | |
| 35 | | 11.20 | 694.2 | 1.4 GRIGGS | 43.6 | 11.20 | | |
| P | | AM 11.30 | 697.4 | 3.2 CRABTREE | 40.4 | | | |
| 26 P | | PM 12.10 | 702.9 | TO 5.5 WEST SCIO | 34.9 | 10.30 | | |
| Yard Limits WYP | | 12.30 PM | 704.7 | R 1.8 SHELburn | 33.1 | 10.00 AM | | |
| | | | 706.9 | 2.2 NORTH SANTIAM | 30.9 | | | |
| | | | 708.3 | 1.4 WEST STAYTON | 29.5 | | | |
| W | | | 712.1 | 3.8 AUMSVILLE | 25.7 | | | |
| 24 | | | 715.0 | 2.9 SHAW | 22.8 | | | |
| 25 | | | 717.4 | 2.4 MACLEAY | 20.4 | | | |
| Salem yard YP | | | 719.4 | R 2.0 GEER | 18.4 | | | |
| 61 | | | 721.3 | 1.9 PRATUM | 16.5 | | | |
| 46 Yard Limits WYP | | | 727.3 | TO 6.0 SILVERTON | 10.5 | | | |
| P | | | 731.5 | TO 4.2 MT. ANGEL | 6.3 | | | |
| Yard Limits WYP | | | 737.8 | TO-R 6.3 WOODBURN | 0.0 | | | |
| | | Arrive Daily Ex. Sunday | | (92.8) | | Leave Daily Ex. Sunday | | |
| | | (4.55) | |Time over District..... | | (3.30) | | |
| | | 4.13 | |Average Speed per Hour..... | | 5.67 | | |

| ADDITIONAL STATIONS | | |
|------------------------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Tallman Branch | | |
| Froman..... (Spur) | 691.5 | 7 |
| Fry..... (Spur) | 693.7 | 7 |
| Goltra..... (Spur) | 695.4 | 10 |
| Woodburn-Springfield Branch | | |
| Armitage..... (Spur) | 648.9 | 9 |
| Chestnut..... (Spur) | 650.5 | 4 |
| Wilkins..... (Spur) | 656.5 | 3 |
| Priceboro..... (Spur) | 660.3 | 3 |
| Whitaker..... (Spur) | 691.6 | 35 |
| Young..... (Spur) | 711.0 | 18 |

| ADDITIONAL STATIONS | | |
|-----------------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Eugene-Brooklyn Line | | |
| Chemawa..... (Spur) | 723.3 | 15P |
| Aurora..... (Spur) | 743.2 | 8 |
| Barlow..... (Spur) | 745.2 | 18 |
| New Era..... (Spur) | 750.1 | 10 |
| Pulp..... (Spur) | 752.9 | 38P |
| Park Place..... (Spur) | 757.3 | 8 |
| East Portland..... | 770.3 | .. |

BROOKLYN SUBDIVISION

| EASTWARD | | | Mile Post Location | Timetable No. 143 August 13, 1950 | | Distance from Gates | WESTWARD | |
|------------------------------------|----------------------|-------------------------|--------------------|--------------------------------------|-------------------|---------------------|------------------------|--|
| Capacity of Sidings in Car Lengths | SECOND CLASS | | | Mill City Branch | | | SECOND CLASS | |
| | 732 Local Freight | | | STATIONS | | | 731 Local Freight | |
| Yard Limits WYP | | PM 12.30 | 705.0 | R | SHELburn | 24.5 | AM 10.00 | |
| P | | 1.05 | 710.9 | | 5.9 KINGSTON | 18.6 | 9.30 | |
| WP | | 2.00 | 719.3 | TO | 8.4 LYONS | 10.2 | 9.00 | |
| Yard Limits 20 BKWYPO 18 | | 2.15 | 722.5 | | 3.2 FOX VALLEY | 7.0 | 8.30 | |
| | | 2.55 PM | 726.6 | TO-R | 4.1 MILL CITY | 2.9 | 8.00 AM | |
| | | Arrive Daily Ex. Sunday | 729.5 | | 2.9 GATES | 0.0 | Leave Daily Ex. Sunday | |
| | | (2.25) 9.17 | | | (24.5) | | (2.00) 10.08 | |
| | | | | Time over District..... | | | | |
| | | | | Average Speed per Hour..... | | | | |

| ADDITIONAL STATIONS | | |
|---------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Fawn..... (Spur) | 720.2 | 8 P |

| EASTWARD | | Mile Post Location | Timetable No. 143 August 13, 1950 | | Distance from Geer | WESTWARD | |
|------------------------------------|------------|--------------------|--------------------------------------|-------|--------------------|----------|--|
| Capacity of Sidings in Car Lengths | STATIONS | | Geer Branch | | | | |
| | Salem yard | BKWOYP | 725.9 | SALEM | 6.5 | | |
| YP | | 719.4 | R GEER | 0.0 | | | |
| | | | | (6.5) | | | |

SPRINGFIELD SUBDIVISION

| EASTWARD | | Mile Post Location | Timetable No. 143 August 13, 1950 | | Distance from Hyland | WESTWARD | |
|------------------------------------|---------------|--------------------|--------------------------------------|-------------|----------------------|----------|--|
| Capacity of sidings in car lengths | STATIONS | | Marcola Branch | | | | |
| | Yard Limits P | | 646.6 | MOHAWK JCT. | 13.1 | | |
| | | 649.3 | 2.7 HENDRICKS | 10.4 | | | |
| 37 | | 658.6 | 9.3 TO MARCOLA | 1.1 | | | |
| 43 | | 659.7 | 1.1 HYLAND | 0.0 | | | |
| | | | | (13.1) | | | |

| ADDITIONAL STATIONS | | |
|---------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Donna..... | 655.0 | |

BROOKLYN SUBDIVISION

| EASTWARD | | | Mile Post Location | Timetable No. 143 | | Distance from Toledo | WESTWARD | |
|------------------------------------|--------|-------------------------|--------------------|----------------------------------|------|-------------------------|-------------------|--|
| SECOND CLASS | | | | August 13, 1950 | | | SECOND CLASS | |
| Capacity of sidings in car lengths | | 706 Local Freight | | Toledo Branch | | | 705 Local Freight | |
| | | Leave Daily Ex. Sunday | | STATIONS | | Arrive Daily Ex. Monday | | |
| Albany yard 140 BKWOIYTP | | AM 6.00 | 690.9 | TO-R ALBANY | 74.7 | PM 3.30 | | |
| 22 P | | 6.25 | 697.1 | 6.2 GRANGER | 68.5 | 3.05 | | |
| Corvallis yard { | YP | 6.40 | 702.1 | 5.0 R CORVALLIS JCT. | 63.5 | 2.45 | | |
| | BKWOYP | 7.00 | 703.1 | 1.0 TO-R CORVALLIS | 62.5 | 2.30 | | |
| WP | | 7.20 | 708.5 | 5.4 PHILOMATH | 57.1 | 1.50 | | |
| P | | 7.50 | 715.9 | 7.4 WRENS | 49.7 | 1.15 | | |
| | | | 718.4 | 2.5 HARRIS | 47.2 | | | |
| P | | 8.30 | 723.2 | 4.8 BLODGETT | 42.4 | 12.45 | | |
| | | | 726.0 | 2.8 DEVITT | 39.6 | | | |
| 30 P | | 11.01 AM | 728.5 | 2.5 SUMMIT | 37.1 | 12.01 PM | | |
| 26 TWP | | 11.30 AM | 733.7 | 5.2 NASHVILLE | 31.9 | 11.30 AM | | |
| P | | 12.30 PM | 745.2 | 11.5 EDDYVILLE | 20.4 | 9.00 | | |
| P | | 12.55 PM | 750.6 | 5.4 CHITWOOD | 15.0 | 8.40 | | |
| Yard Limits 23 BKWOTP | | 2.00 PM | 765.6 | 15.0 TO-R TOLEDO | 0.0 | 7.45 AM | | |
| | | Arrive Daily Ex. Sunday | | (74.7) | | Leave Daily Ex. Monday | | |
| | | (8.00) | |Time over District..... | | (7.45) | | |
| | | 9.33 | |Average Speed per Hour..... | | 9.63 | | |

| NAME | Mile Post | Capacity |
|--------------------|-----------|----------|
| Conroy..... (Spur) | 707.0 | 20 P |
| Flynn..... | 709.4 | |
| Marval..... (Spur) | 727.3 | 3 P |
| Nortons..... | 738.9 | |
| Elk City..... | 756.5 | 10 W |
| Alder..... (Spur) | 722.0 | |

Water Supply—MP 722.0 Toledo Branch.
MP 750.2. “ “

| EASTWARD | | | Mile Post Location | Timetable No. 143 | | Distance from Black Rock | WESTWARD | |
|------------------------------------|---------------|-------------------------|--------------------|----------------------------------|------|--------------------------|-------------------|--|
| SECOND CLASS | | | | August 13, 1950 | | | SECOND CLASS | |
| Capacity of sidings in car lengths | | 726 Local Freight | | Falls City Branch | | | 725 Local Freight | |
| | | Leave Daily Ex. Sunday | | STATIONS | | Arrive Daily Ex. Sunday | | |
| BKWOIYP | | AM 5.50 | 718.2 | SALEM | 28.6 | PM 12.15 | | |
| | | | 719.7 | 1.5 OERy Crossing | 27.1 | | | |
| | | | 720.2 | 0.5 PINCKNEY | 26.6 | | | |
| P | | 6.05 | 720.6 | 0.4 WEST SALEM | 26.2 | 11.48 AM | | |
| Yd. Lmts. { | Yard Limits P | 6.12 | 722.6 | 2.0 WINONA | 24.2 | 11.40 | | |
| | | | 723.0 | 0.4 HOLMAN | 23.8 | | | |
| P | | 6.16 | 723.9 | 0.9 EOLA | 22.9 | 11.36 | | |
| | | | 728.5 | 4.6 THIELSEN | 18.3 | 11.20 | | |
| Yd. Lmts. { | YP | 6.32 | 728.9 | 0.4 TO-R GERLINGER | 17.9 | 11.18 | | |
| Yard Limits WYP | | 6.50 AM | 733.9 | 5.0 TO-R DALLAS | 12.9 | 11.00 AM | | |
| | | | 738.8 | 4.9 GILLIAMS | 8.0 | | | |
| P | | | 743.0 | 4.2 FALLS CITY | 3.8 | | | |
| Yard Limits WYP | | | 746.8 | 3.8 BLACK ROCK | 0.0 | | | |
| | | Arrive Daily Ex. Sunday | | (28.6) | | Leave Daily Ex. Sunday | | |
| | | (1.00) | |Time over District..... | | (1.15) | | |
| | | 15.70 | |Average Speed per Hour..... | | 12.56 | | |

| NAME | Mile Post | Capacity |
|------------|-----------|----------|
| Ferns..... | 739.2 | P |
| Buman..... | 740.5 | YP |

BROOKLYN SUBDIVISION

| | EAST- WARD | Timetable No. 143 August 13, 1950 West Side Branch STATIONS | WEST- WARD |
|------------------------------------|--------------------|--|-------------------------|
| Capacity of sidings in car lengths | Mile Post Location | | Distance from Hillsboro |
| | 662.6 | | 102.2 |
| P | 671.7 | TO MONROE 9.1 | 93.1 |
| WYP | 673.0 | ALPINE JCT. 1.3 | 91.8 |
| | 681.3 | GREENBERRY 8.3 | 83.5 |
| | 684.6 | DRY CREEK 3.3 | 80.2 |
| | 686.9 | BURGESS 2.3 | 77.9 |
| BKWOPY | 688.9 | TO-R CORVALLIS 2.0 | 75.9 |
| YP | 689.9 | R CORVALLIS JCT. 1.0 | 74.9 |
| 63 Yard Limits WP | 699.1 | WELLSDALE 9.1 | 65.8 |
| P | 702.0 | SUVER 3.3 | 62.5 |
| P | 704.0 | PARKER 2.0 | 60.5 |
| | 707.0 | WIGRICH 3.0 | 57.5 |
| WP | 709.3 | TO INDEPENDENCE 2.3 | 55.2 |
| P | 710.5 | V. & S. JCT. 1.2 | 54.0 |
| YP | 714.3 | TO-R GERLINGER 3.8 | 50.2 |
| WP | 715.0 | DERRY 0.7 | 49.5 |
| 17 P | 722.8 | McCOY 7.8 | 41.7 |
| 22 P | 728.1 | AMITY 5.3 | 36.4 |
| Yard Limits YP | 730.7 | R WHITSON 2.6 | 33.8 |
| 25 Yard Limits BKWOP | 734.9 | TO-R McMINNVILLE 4.2 | 29.6 |
| Yard Limits YP | 738.0 | R ST. JOSEPH 3.1 | 26.5 |
| 80 Yard Limits P | 742.2 | TO CARLTON 4.2 | 22.3 |
| P | 745.6 | YAMHILL 3.4 | 18.9 |
| | 750.7 | WAPATO 5.1 | 13.8 |
| | 752.3 | DELLWOOD 1.6 | 12.2 |
| WP | 753.1 | GASTON 0.8 | 11.4 |
| 28 Yard Limits P | 753.8 | PATTON 0.7 | 10.7 |
| | 754.9 | SEGHERS 1.1 | 9.6 |
| | 756.9 | DILLEY 2.0 | 7.6 |
| P | 757.8 | DETOUR 0.9 | 6.7 |
| P | 758.5 | CARNATION 0.7 | 6.0 |
| P | 759.2 | CORNELIUS 2.5 | 3.5 |
| P | 761.7 | RANGE 3.0 | 0.5 |
| BKWOPY | 764.7 | TO-R HILLSBORO 0.5 | 0.0 |
| | 765.2 | | 0.0 |

(102.2)

| ADDITIONAL STATIONS | | |
|-----------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Newberg Branch | | |
| Lafayette..... (Spur) | 739.5 | 16 P |
| Dayton..... (Spur) | 742.1 | 13 P |
| Tualatin..... (Spur) | 762.0 | 17 P |

| | EAST- WARD | Timetable No. 143 August 13, 1950 Newberg Branch STATIONS | WEST- WARD |
|------------------------------------|--------------------|--|--------------------|
| Capacity of sidings in car lengths | Mile Post Location | | Distance from Cook |
| Yard Limits YP | 738.0 | R ST. JOSEPH 8.1 | 25.7 |
| P | 746.1 | DUNDEE 2.4 | 17.6 |
| Yard Limits P | 748.5 | TO NEWBERG 2.4 | 15.2 |
| 748.8 | | SPRINGBROOK 2.0 | 13.2 |
| WP | 750.8 | REX 2.2 | 11.0 |
| 17 P | 753.0 | SHERWOOD 4.6 | 6.4 |
| | 757.6 | CIPOLE 1.9 | 4.5 |
| P | 759.5 | COOK 4.5 | 0.0 |
| Yard Limits WYP | 764.0 | | 0.0 |
| | | (25.7) | |

| | EAST- WARD | Timetable No. 143 August 13, 1950 Bellfountain Branch STATIONS | WEST- WARD |
|------------------------------------|--------------------|---|----------------------|
| Capacity of sidings in car lengths | Mile Post Location | | Distance from Dawson |
| | 675.0 | BAILEY JCT. 4.9 | 4.9 |
| Yard Limits | 679.9 | DAWSON 4.9 | 0.0 |
| | | (4.9) | |

| | EAST- WARD | Timetable No. 143 August 13, 1950 Alpine Branch STATIONS | WEST- WARD |
|------------------------------------|--------------------|---|-------------------------|
| Capacity of sidings in car lengths | Mile Post Location | | Distance from Glenbrook |
| YWP | 673.0 | ALPINE JCT. 2.0 | 5.8 |
| | 675.0 | BAILEY JCT. 1.2 | 3.8 |
| 676.2 | | ALPINE 2.6 | 2.6 |
| Yard Limits | 678.8 | GLENBROOK 2.6 | 0.0 |
| 29 | | (5.8) | |

| ADDITIONAL STATIONS | | |
|--|-----------|----------|
| NAME | Mile Post | Capacity |
| West Side Branch | | |
| Bear Creek..... (Spur) | 664.5 | 15 |
| Ferguson..... (Spur) | 666.9 | 9 |
| Lewisburg..... (Spur) | 692.5 | 3 |
| Peavy..... (Spur) | 694.9 | 5 |
| Crowley..... (Spur) | 718.4 | 5 |
| Stimson Mill (on spur from Seghers)..... | 757.3 | .. |
| Forest Grove (on spur from Detour)..... | 759.0 | .. |
| Killgore..... | 762.7 | .. |

BROOKLYN SUBDIVISION

| Capacity of sidings in car lengths | EAST- WARD | Timetable No. 143 August 13, 1950 | WEST- WARD |
|---------------------------------------|-----------------------|--------------------------------------|----------------------------|
| | Mile Post Location | | Distance from Willamina |
| | | Willamina Branch | |
| | | STATIONS | |
| Yard Limits YP | 730.6 | R WHITESON | 18.7 |
| Yard Limits | 737.7 | 7.1 BROADMEAD | 11.6 |
| | 740.5 | 2.8 BALLSTON | 8.8 |
| | 744.7 | 4.2 TO SHERIDAN | 4.6 |
| Yard Limits BKWTOP | 749.3 | 4.6 TO-R WILLAMINA | 0.0 |
| (18.7) | | | |

| Capacity of sidings in car lengths | EAST- WARD | Timetable No. 143 August 13, 1950 | WEST- WARD |
|---------------------------------------|-----------------------|--------------------------------------|--------------------------------|
| | Mile Post Location | | Distance from Jefferson St. |
| | | Jefferson St. Branch | |
| | | STATIONS | |
| Yard Limits P | 768.1 | WILSONIA | 6.5 |
| | 771.3 | 3.2 CEMETERY | 3.3 |
| | 774.6 | 3.3 JEFFERSON ST. | 0.0 |
| (6.5) | | | |

| Capacity of sidings in car lengths | EAST- WARD | Timetable No. 143 August 13, 1950 | WEST- WARD |
|---------------------------------------|-----------------------|--------------------------------------|----------------------------|
| | Mile Post Location | | Distance from Perrydale |
| | | Perrydale Branch | |
| | | STATIONS | |
| Yd. Limits. | 737.7 | BROADMEAD | 2.2 |
| | 739.9 | 2.2 PERRYDALE | 0.0 |
| (2.2) | | | |

| ADDITIONAL STATIONS | | |
|-------------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Willamina Branch | | |
| Winch..... (Spur) | 737.2 | 6 |
| Shipley..... | 746.3 | .. |

| Capacity of sidings in car lengths | EAST- WARD | Timetable No. 143 August 13, 1950 | WEST- WARD |
|---------------------------------------|-----------------------|--------------------------------------|--------------------------|
| | Mile Post Location | | Distance from Molalla |
| | | Molalla Branch | |
| | | STATIONS | |
| Yard Limits 118 WYP | 747.4 | TO CANBY | 10.2 |
| | 754.6 | 7.2 LIBERAL | 3.0 |
| Yard Limits | 757.6 | 3.0 MOLALLA | 0.0 |
| (10.2) | | | |

| ADDITIONAL STATIONS | | |
|-------------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Tillamook Branch | | |
| Milwaukie Interchange | 769.6 | 32 |
| Tigard..... (Spur) | 779.9 | 6 |
| Newton..... | 767.8 | .. |
| Main Street..... | 765.5 | .. |
| Roy..... (Spur) | 772.5 | 8 |
| Scofield..... (Spur) | 784.9 | 7 |
| Hulbert..... (Spur) | 792.5 | 13 |
| Westimber..... (Spur) | 794.3 | 9 |
| Badger..... | 823.7 | .. |
| Hall Street..... | 833.1 | .. |
| Manhattan..... | 838.8 | 45 |
| Rockaway..... | 840.7 | .. |
| Saltair..... | 841.2 | .. |
| Bay City..... | 849.9 | .. |
| Idaville..... (Spur) | 851.6 | 11 |
| Juno..... | 853.6 | .. |

BROOKLYN SUBDIVISION

| EASTWARD | | | | Mile Post Location | Timetable No. 143 August 13, 1950 | | Distance from Willsburg Jct. | WESTWARD | | |
|---------------------------------------|---------------|--------|----------------------------|---------------------------|--------------------------------------|----------------------------------|---------------------------------|---------------------------|-------|--|
| SECOND CLASS | | | | | Tillamook Branch | | | SECOND CLASS | | |
| Capacity of sidings in car lengths | | | 688 | | STATIONS | | | | 687 | |
| | | | Mixed | | | | | | Mixed | |
| | | | | Leave Daily Ex. Sunday | | | Arrive Daily Ex. Sunday | | | |
| | Yard Limits | | AM | 855.8 | TO-R | TILLAMOOK | 114.7 | PM | | |
| | BKWOYP | | 10.00 | | | 9.4 | | 4.30 | | |
| | } | | 10.45 | 846.4 | | MIAMI | 105.3 | 4.00 | | |
| | | P | | 10.50 | 845.7 | | 0.7 | | 3.50 | |
| | | | 11.00 | 843.8 | | 1.9 | | 3.40 | | |
| 24 | | | AM | | | BARVIEW | 102.7 | 3.15 | | |
| | Yard Limits | | 11.25 | 837.1 | | 6.7 | | 3.00 | | |
| 48 | BKWOP | | PM | | TO-R | 3.5 | | 3.00 | | |
| | P | | 1.05 | 833.6 | | WHEELER | 92.5 | 2.25 | | |
| | | | 1.20 | 831.2 | | 2.4 | | 2.00 | | |
| 55 | P | | 2.00 | 825.1 | | 6.1 | | 1.35 | | |
| 18 | P | | 2.25 | 818.9 | | 6.2 | | 1.00 | | |
| | Yard Limits | | 2.50 | 815.7 | | 3.2 | | 1.00 | | |
| 31 | TP | | 3.05 | 813.4 | | SALMONBERRY | 74.6 | 12.35 | | |
| | Yard Limits | | 3.45 | 811.0 | TO | 2.3 | | 12.15 | | |
| 32 | WTP | | 4.20 | 807.0 | | 2.4 | | PM | | |
| | P | | 4.30 | 805.1 | | 4.0 | | 11.00 | | |
| 40 | P | | 4.30 | 805.1 | | BELDING | 65.9 | AM | | |
| | Yard Limits | | 5.15 | 800.0 | TO | 1.9 | | 10.40 | | |
| 40 | WTP | | 5.30 | 796.8 | | 5.1 | | 10.00 | | |
| | P | | 6.00 | 793.1 | TO-R | COCHRAN | 58.9 | 9.00 | | |
| 54 | BKWOTP | | PM | | | 3.2 | | 8.30 | | |
| 75 | P | | | 788.5 | | 3.7 | | AM | | |
| | Yard Limits | | | 781.2 | | 4.6 | | | | |
| 20 | WYP | | | 774.7 | | STRASSEL | 47.4 | | | |
| 31 | P | | | 770.2 | | 7.3 | | | | |
| | } | | | 766.4 | | BUXTON | 40.1 | | | |
| | | BKWOYP | | | 765.2 | TO-R | 6.5 | | | |
| | | | | 766.2 | | 4.5 | | | | |
| 28 | P | | | 770.9 | | 3.8 | | | | |
| | Yard Limits | | | 775.4 | | 1.4 | | | | |
| 36 | P | | | 776.0 | | HILLSBORO | 23.9 | | | |
| 92 | P | | | 777.6 | | 4.7 | | | | |
| | | | | 779.1 | | REEDVILLE | 19.2 | | | |
| | P | | | 782.8 | | 4.5 | | | | |
| | } | | | 784.0 | | 4.5 | | | | |
| | | WYP | | | 764.5 | | BEAVERTON | 14.7 | | |
| | 42 | | | 764.5 | | 0.6 | | | | |
| | } | | | 767.4 | | 1.6 | | | | |
| | | 62 | W | | 767.8 | | BEBURG | 14.1 | | |
| | } | | | 768.1 | | 1.5 | | | | |
| | | 23 | P | | 769.0 | | FANNO | 12.5 | | |
| | | | | 770.1 | | 1.5 | | | | |
| | P | | | 771.3 | | 3.7 | | | | |
| | | | | | | 0.5 | | | | |
| | | | | | | GRETON | 11.0 | | | |
| | | | | | | 3.7 | | | | |
| | | | | | | COOK | 7.3 | | | |
| | | | | | | 0.9 | | | | |
| | | | | | | 2.9 | | | | |
| | | | | | | 0.4 | | | | |
| | | | | | | OSWEGO | 3.5 | | | |
| | | | | | | 0.3 | | | | |
| | | | | | | WILSONIA | 3.2 | | | |
| | | | | | | 0.9 | | | | |
| | | | | | | MENEFEE | 2.3 | | | |
| | | | | | | 1.1 | | | | |
| | | | | | | MILWAUKIE | 1.2 | | | |
| | Brooklyn Yard | | | | | 1.2 | | | | |
| | P | | | | | WILLSBURG JCT. | 0.0 | | | |
| | | | | | | (114.7) | | | | |
| | | | Arrive Daily Ex. Sunday | | | | | Leave Daily Ex. Sunday | | |
| | | | (8.00) 7.84 | | |Time over District..... | | (8.00) 7.84 | | |
| | | | | | |Average Speed per Hour..... | | | | |

Water supply—MP 818.5.
 *Absolute-Permissive Block System between Beburg and Greton.

MEDFORD SUBDIVISION

EASTWARD

| Capacity of sidings in car lengths | SECOND CLASS | | FIRST CLASS | | Mile Post Location |
|---------------------------------------|-----------------|-----------------|--------------------|------------------|-----------------------|
| | 736 | 734 | 330 | 328 | |
| | Freight | Freight | Rogue River (c) | Passenger (c) | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | |
| Ashland yard BKWOTP | AM 7.45 | | PM 6.00 | PM 7.30 | 429.1 |
| 58 P | 8.05 | | s 6.12 | c 7.40 | 434.6 |
| Yard Limits 60 KWYP | 8.35 | | s 6.38 | s 8.05 | 441.8 |
| 53 P | 9.15 | | s 6.47 | s 8.13 | 445.7 |
| Yard Limits WP | 9.40 | | s 7.07 | c 8.38 | 457.2 |
| 50 P | 10.05 | | f 7.18 | c 8.50 | 464.9 |
| Yard Limits 63 BKWTP | 10.40 | | s 7.43 | s 9.05 PM | 473.9 |
| P | 10.55 | | 7.51 | | 478.2 |
| 84 P | 11.20 | | f 8.13 | | 487.4 |
| 65 P | 11.40 | | f 8.28 | | 494.1 |
| 60 P | AM 11.55 | | 8.38 | | 498.6 |
| 68 P | PM 12.05 | | f 8.47 | | 502.0 |
| Yard Limits 60 WOTP | 1.30 | | s 9.06 | | 507.9 |
| 70 P | 1.45 | | 9.15 | | 512.0 |
| 58 P | 2.00 | | f 9.26 | | 516.5 |
| 74 WP | 2.45 | | f 9.39 | | 521.7 |
| 62 P | 3.30 | | f 10.13 | | 535.5 |
| 57 TP | 3.55 | | s 10.31 | | 544.2 |
| P | 4.10 | | 10.41 | | 549.3 |
| WP | 4.15 | | s 10.45 | | 550.4 |
| 86 P | 4.30 | | 10.54 | | 554.9 |
| 59 P | 4.55 | | f 11.08 | | 562.0 |
| Roseburg yard Psg 25 BKWOTP | 5.25 PM | AM 12.01 | s 11.31 | 11.46 | 572.6 |
| 57 P | | 12.25 | f 12.06 | | 581.4 |
| Yard Limits 100 YP | | 12.40 | f 12.16 | | 586.4 |
| 58 WP | | 12.50 | f 12.24 | | 589.1 |
| 56 P | | 1.15 | 12.41 | | 597.5 |
| 64 P | | 1.46 | f 12.54 | | 603.7 |
| Yard Limits 69 WP | | 2.15 | f 1.08 | | 609.0 |
| 60 P | | 2.30 | 1.17 | | 613.2 |
| 82 YP | | 2.50 | f 1.39 | | 621.9 |
| Yard Limits 45 WP | | 3.05 | s 1.56 | | 626.5 |
| P | | 3.20 | f 2.05 | | 630.6 |
| 60 P | | 3.35 | f 2.14 | | 635.5 |
| 65 P | | 3.50 | f 2.23 | | 640.9 |
| YP | | 4.05 AM | 2.30 AM | | 644.3 |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | |
| | (9.40) 14.84 | (4.04) 18.83 | (8.30) 25.31 | (1.35) 28.29 | |

| Timetable No. 143 | | Distance from Ashland |
|----------------------------------|----------------------------|--------------------------|
| August 13, 1950 | | |
| STATIONS | | |
| TO-R | ASHLAND | 0.0 |
| | 5.5 TALENT | 5.5 |
| TO | MEDFORD | 12.7 |
| | 3.9 CENTRAL POINT | 16.6 |
| TO | GOLD HILL | 28.1 |
| | 11.5 7.7 ROGUE RIVER | 35.8 |
| TO-R | GRANTS PASS | 44.8 |
| | 9.0 4.3 DIMMICK | 49.1 |
| | 9.2 HUGO | 58.3 |
| | 6.7 LELAND | 65.0 |
| | 4.5 POLLARD | 69.5 |
| | 3.4 WOLF CREEK | 72.9 |
| TO | GLENDALE | 78.8 |
| | 4.1 REUBEN | 82.9 |
| | 4.5 BRANDT | 87.4 |
| | 5.2 WEST FORK | 92.6 |
| | 13.8 BYERS | 106.4 |
| TO | RIDDLE | 115.1 |
| | 8.7 WEAVER | 120.2 |
| TO | MYRTLE CREEK | 121.3 |
| | 1.1 DOLE | 125.8 |
| | 7.1 DILLARD | 132.9 |
| TO-R | ROSEBURG | 143.5 |
| | 10.6 WILBUR | 152.3 |
| TO | SUTHERLIN | 157.3 |
| TO | OAKLAND | 160.0 |
| | 2.7 RICE HILL | 168.4 |
| | 8.4 YONCALLA | 174.6 |
| TO | DRAIN | 179.9 |
| | 6.2 SAFLEY | 184.1 |
| | 8.7 DIVIDE | 192.8 |
| TO | COTTAGE GROVE | 197.4 |
| | 4.6 WALKER | 201.5 |
| | 4.1 CRESWELL | 206.4 |
| | 4.9 GOSHEN | 211.8 |
| TO-R | SPRINGFIELD JCT. | 215.2 |
| | 3.4 (215.2) | |
|Time over District..... | | |
|Average Speed per Hour..... | | |

Automatic Block System

| ADDITIONAL STATIONS | | |
|----------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Phoenix..... | 437.0 | 18 |
| Gas Works..... | 438.4 | .. |
| Voorhies..... | 438.8 | .. |
| Seven Oaks..... | 447.7 | .. |
| Table Rock..... | 449.1 | .. |
| Tolo..... | 450.2 | 24P |
| Rock Point... (Spur) | 459.4 | 4 |
| Bulb..... | 472.4 | .. |
| Merlin..... | 482.5 | 35P |
| Langdon..... | 517.9 | .. |
| Cow Creek..... | 525.6 | 38P |
| Peck..... | 531.4 | 43P |
| Round Prairie..... | 557.3 | .. |
| Green..... | 567.7 | 41P |
| Shady..... (Spur) | 569.4 | 17 |
| Oaks..... | 570.6 | .. |
| Barnes..... (Spur) | 575.2 | .. |
| Winchester..... | 577.8 | .. |
| Akin..... | 579.0 | .. |
| Red Bell..... | 583.0 | .. |
| Deady..... | 583.9 | .. |
| Isadora..... | 595.4 | 40P |
| Krewson..... (Spur) | 610.2 | 13 |
| Leona..... | 611.7 | .. |
| Anlauf..... | 615.2 | .. |
| Curtin..... | 616.1 | 12 |
| Comstock..... | 617.9 | 42P |
| Monett..... | 624.3 | 7 |
| Latham..... | 625.0 | 39 |
| Saginaw..... (Spur) | 629.1 | 22 |

Water Supply—MP 536.2.

MEDFORD SUBDIVISION

| Mile Post Location | Timetable No. 143 August 13, 1950 | Distance from Springfield Jct. | WESTWARD | | | | | | |
|--------------------|--------------------------------------|--------------------------------|---------------------------|-------------------------|--|----------------|----------------|--|--|
| | | | FIRST CLASS | | | SECOND CLASS | | | |
| | | | 329 Rogue River (c) | 327 Passenger (c) | | 733 Freight | 735 Freight | | |
| | STATIONS | | Arrive Daily | Arrive Daily | | Arrive Daily | Arrive Daily | | |
| 429.1 | TO-R ASHLAND 5.5 | 215.2 | AM s 9.10 | AM s 11.25 | | | PM 8.40 | | |
| 434.6 | TALENT 7.2 | 209.7 | s 8.50 | c 11.09 | | | 8.20 | | |
| 441.8 | TO MEDFORD 3.9 | 202.5 | s 8.35 | s 10.55 | | | 8.05 | | |
| 445.7 | CENTRAL POINT 11.5 | 198.6 | s 8.05 | s 10.40 | | | 7.35 | | |
| 457.2 | TO GOLD HILL 7.7 | 187.1 | s 7.43 | c 10.17 | | | 7.07 | | |
| 464.9 | ROGUE RIVER 9.0 | 179.4 | s 7.28 | c 10.05 | | | 6.40 | | |
| 473.9 | TO-R GRANTS PASS 4.3 | 170.4 | s 7.12 | 9.50 AM | | | 6.20 | | |
| 478.2 | DIMMICK 9.2 | 166.1 | 6.53 | | | | 5.35 | | |
| 487.4 | HUGO 6.7 | 156.9 | s 6.33 | | | | 5.10 | | |
| 494.1 | LELAND 4.5 | 150.2 | s 6.19 | | | | 4.45 | | |
| 498.6 | POLLARD 3.4 | 145.7 | 6.08 | | | | 4.25 | | |
| 502.0 | WOLF CREEK 5.9 | 142.3 | s 6.01 | | | | 4.10 | | |
| 507.9 | TO GLENDALE 4.1 | 136.4 | s 5.48 | | | | 3.50 | | |
| 512.0 | REUBEN 4.5 | 132.3 | 5.33 | | | | 3.20 | | |
| 516.5 | BRANDT 5.2 | 127.8 | f 5.23 | | | | 3.05 | | |
| 521.7 | WEST FORK 13.8 | 122.6 | f 5.10 | | | | 2.45 | | |
| 535.5 | BYERS 8.7 | 108.8 | f 4.33 | | | | 1.55 | | |
| 544.2 | TO RIDDLE 5.1 | 100.1 | s 4.15 | | | | 1.30 | | |
| 549.3 | WEAVER 1.1 | 95.0 | 4.04 | | | | 1.15 | | |
| 550.4 | TO MYRTLE CREEK 4.5 | 93.9 | s 4.01 | | | | 1.10 | | |
| 554.9 | DOLE 7.1 | 89.4 | f 3.50 | | | | 12.50 | | |
| 562.0 | DILLARD 10.6 | 82.3 | s 3.35 | | | | 12.30 | | |
| 572.6 | TO-R ROSEBURG 8.8 | 71.7 | 3.10 s 2.55 | | | AM 8.55 | 12.01 PM | | |
| 581.4 | WILBUR 5.0 | 62.9 | f 2.38 | | | 8.20 | | | |
| 586.4 | TO SUTHERLIN 2.7 | 57.9 | f 2.28 | | | 8.10 | | | |
| 589.1 | TO OAKLAND 8.4 | 55.2 | f 2.21 | | | 8.00 | | | |
| 597.5 | RICE HILL 6.2 | 46.8 | 2.01 | | | 7.35 | | | |
| 603.7 | YONCALLA 5.3 | 40.6 | f 1.46 | | | 7.15 | | | |
| 609.0 | TO DRAIN 4.2 | 35.3 | s 1.32 | | | 7.00 | | | |
| 613.2 | SAFLEY 8.7 | 31.1 | 1.17 | | | 6.45 | | | |
| 621.9 | DIVIDE 4.6 | 22.4 | f 12.54 | | | 6.20 | | | |
| 626.5 | TO COTTAGE GROVE 4.1 | 17.8 | s 12.42 | | | 6.07 | | | |
| 630.6 | WALKER 4.9 | 13.7 | f 12.20 | | | 5.55 | | | |
| 635.5 | CRESWELL 5.4 | 8.8 | f 12.13 | | | 5.45 | | | |
| 640.9 | GOSHEN 3.4 | 3.4 | f 12.04 AM | | | 5.35 | | | |
| 644.3 | TO-R SPRINGFIELD JCT. | 0.0 | 11.56 PM | | | 5.25 AM | | | |
| | (215.2) | | Leave Daily | Leave Daily | | Leave Daily | Leave Daily | | |
| |Time over District..... | | (9.14) | (1.35) | | (3.30) | (8.39) | | |
| |Average Speed per Hour..... | | 22.29 | 28.29 | | 21.88 | 16.58 | | |

Water Supply—MP 536.2.

COOS BAY SUBDIVISION

| Capacity of sidings in car lengths | EASTWARD | | | | Mile Post Location | Timetable No. 143 August 13, 1950 | Distance from Coos Bay | WESTWARD | | | |
|---------------------------------------|-------------------|----------------------------|-------------|-----------------|-----------------------|--------------------------------------|---------------------------|-------------|----------------------------|--------------|---------------|
| | SECOND CLASS | | FIRST CLASS | | | | | FIRST CLASS | | SECOND CLASS | |
| | 752 | Local Freight | 334 | Coos Bay (c) | | | | 333 | Coos Bay (c) | 751 | Local Freight |
| | | Leave Daily Ex. Sunday | | Leave Daily | | | Arrive Daily | | Arrive Daily Ex. Monday | | |
| | | | AM 1.00 | AM 1.00 | 647.3 | TO-R | AM 12.30 | | | | |
| Eugene yard | BKWP | | | | 647.3 | | | | | | |
| | BKWOTYP | AM 6.30 | | | 648.3 | TO-R | | | PM 2.45 | | |
| | | | | | 649.3 | | 12.21 | | | | |
| | | 6.42 | 1.09 | | 651.6 | | 12.15 AM | | 2.35 | | |
| | P | 7.08 | s 1.20 | | 660.5 | TO | s 11.57 PM | | 2.05 | | |
| | WP | 7.20 | s 1.30 | | 665.3 | | s 11.46 | | 1.55 | | |
| | | 7.40 | f 1.45 | | 671.5 | | f | | 1.35 | | |
| | P | 7.55 | s 1.55 | | 675.9 | | s 11.22 | | 1.25 | | |
| 56 | P | 8.15 | f 2.17 | | 685.0 | | f 11.02 | | 12.55 | | |
| 43 | WP | 8.40 | f 2.40 | | 693.8 | | f 10.44 | | 12.30 | | |
| 56 | TP | 8.55 | s 2.50 | | 697.1 | TO | s 10.36 | | 12.15 PM | | |
| | | | f | | 697.8 | | f 10.32 | | | | |
| | | | f 2.58 | | 700.6 | | f 10.28 | | | | |
| 53 | Yard Limits P | 9.55 | s 3.10 | | 705.3 | TO | s 10.19 | | 11.45 AM | | |
| 56 | WP | 11.00 | f 3.32 | | 715.0 | | f 9.56 | | 11.00 | | |
| | P | 11.10 | s 3.47 | | 716.3 | TO | s 9.52 | | 10.45 | | |
| | | 11.20 | f 4.00 | | 718.0 | | f 9.44 | | 10.35 | | |
| | P | AM 11.55 | s 4.20 | | 725.0 | | s 9.25 | | 10.05 | | |
| | P | PM 12.20 | f 4.35 | | 728.3 | | f 9.17 | | 9.45 | | |
| | P | 12.45 | f 4.47 | | 732.8 | | f 9.06 | | 9.30 | | |
| | | 1.00 | f 4.55 | | 735.1 | | f 9.00 | | 9.20 | | |
| | P | 1.30 | s 5.05 | | 738.8 | | s 8.52 | | 9.05 | | |
| 49 | Yard Limits BKWTP | 2.30 | s 5.20 | | 740.4 | TO-R | s 8.45 | | 8.50 | | |
| | | 2.45 | f 5.30 | | 745.2 | | f 8.31 | | 8.35 | | |
| 52 | WP | 3.10 | s 5.55 | | 752.1 | | s 8.21 | | 8.08 | | |
| | P | 3.28 | s 6.10 | | 759.3 | | s 8.07 | | 7.40 | | |
| | | 3.38 | f 6.20 | | 763.0 | | f 8.00 | | 7.31 | | |
| Coos Bay Yard | P | 3.49 | s 6.35 | | 765.6 | A. B. S. { | s 7.50 | | 7.20 | | |
| 32 | BKWOYP | 4.10 PM | s 7.00 AM | | 768.9 | TO-R | 7.30 PM | | 7.00 AM | | |
| | | Arrive Daily Ex. Sunday | | Arrive Daily | | | Leave Daily | | Leave Daily Ex. Monday | | |
| | | (9.40) 12.48 | | (6.00) 20.27 | | | (5.00) 24.32 | | (7.45) 15.69 | | |
| | | | | | |Time over District..... | | | | | |
| | | | | | |Average Speed per Hour..... | | | | | |

| ADDITIONAL STATIONS | | |
|---------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Finn..... (Spur) | 652.8 | .. |
| Long Tom..... | 662.1 | .. |
| Vaughn..... | 668.3 | .. |
| Shannon..... | 676.6 | .. |
| Globe..... | 679.0 | WP |
| Austa..... | 682.1 | .. |
| Linslaw..... | 684.0 | .. |
| Cosmos..... (Spur) | 692.8 | .. |
| Tide..... (Spur) | 699.2 | .. |
| Firo..... | 702.1 | .. |
| Beck..... | 710.3 | .. |
| Canary..... (Spur) | 721.3 | 17 P |
| Ada..... (Spur) | 727.2 | 11 |
| Bass..... | 731.2 | 50 |
| Franz..... (Spur) | 737.2 | 10 |
| School..... | 744.2 | .. |
| Ivy..... | 747.1 | .. |
| Willard..... | 748.0 | .. |
| North Lake..... | 751.0 | .. |
| Rogers..... | 761.8 | .. |

COOS BAY SUBDIVISION

| | EAST- WARD ↓ | Timetable No. 143 August 13, 1950 | WEST- WARD |
|---------------------------------------|-----------------------|--------------------------------------|-------------------------|
| Capacity of sidings in car lengths | Mile Post Location | STATIONS | Distance from Powers |
| Coos Bay Yard { 32 BKWOYP P | 768.9 | TO-R COOS BAY | 44.6 |
| | 770.5 | 1.6 McCORMAC | 43.0 |
| | 771.3 | 0.8 CLEO | 42.2 |
| | 773.1 | 1.8 HAYDEN | 40.4 |
| 50 Yard Limits P | 778.5 | 5.4 OVERLAND | 35.0 |
| | 781.2 | 2.7 CHROME | 32.3 |
| Yard Limits { P | 784.5 | 3.3 CEDAR POINT | 29.0 |
| | 785.0 | 0.5 FAIRVIEW JCT. | 28.5 |
| 94 BKP | 785.8 | TO-R COQUILLE | 27.7 |
| | 788.6 | 2.8 JOHNSON | 24.9 |
| P | 791.8 | 3.2 NORWAY | 21.7 |
| 44 Yard Limits WTP | 794.7 | TO MYRTLE POINT | 18.8 |
| | 799.7 | 2.9 BROADBENT | 13.8 |
| 40 Yard Limits P | 802.1 | 2.4 WARNER | 11.4 |
| 38 Yard Limits P | 807.6 | 5.5 GAYLORD | 5.9 |
| | 808.8 | 1.2 BYERLE | 4.7 |
| | 810.3 | 1.5 FENSLER | 3.2 |
| 56 Yard Limits BKWTP | 813.5 | TO-R POWERS | 0.0 |
| (44.6) | | | |

Water Supply MP 780.8

| ADDITIONAL STATIONS | | |
|---------------------|-----------|-----------|
| NAME | Mile Post | Capac-ity |
| Inlet | 773.9 | .. |
| Estabrook | 796.4 | .. |

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

| Train | STATION | KIND | FREQUENCY | FOR REVENUE PASSENGERS | | FOR OTHER TRAFFIC |
|-------|------------------------------------|--------------------------------------|-----------------------|---------------------------|-------------------------------|--|
| | | | | RECEIVE TO (or beyond) | DISCHARGE FROM (or beyond) | |
| 19 | Woodburn | Flag | Daily | Eugene | Portland | |
| 19 | Canby | Flag | Daily | Eugene | Portland | |
| 19 | Chemawa | Flag | Daily | Eugene | Portland | |
| 19 | Gervais | Reduce speed on request postal clerk | Daily | | | To dispatch U. S. Mail and newspapers |
| 19 | Shedd | Reduce speed on request postal clerk | Daily | | | To dispatch U. S. Mail and newspapers |
| 19 | Fall Creek | Flag | Daily | Any station | Any station | |
| 19 | Carter | Flag | Mon., Wed., Fri. | Any station | Any station | |
| 19 | McCredie Springs | Flag | Mon., Wed., Thur. | Any station | Any station | |
| 19 | McCredie Springs | Flag on request of mail clerk | Daily | | | To exchange U. S. Mail |
| 19 | Wicopee | Flag | Mon., Wed., Fri. | Any station | Any station | |
| 19 | Fields | Flag | Sun., Tues., Thur. | Any station | Any station | |
| 19 | Frazier | Flag | Mon., Wed., Fri. | Any station | Any station | |
| 19 | Cruzatte | Flag | Sun., Tues., Fri. | Any station | Any station | |
| 19 | Abernethy | Flag | Sun., Wed., Fri. | Any station | Any station | |
| 20 | Abernethy | Flag | Sunday | Any station | | |
| 20 | Cruzatte | Flag | Sunday | Any station | | |
| 20 | Frazier | Flag | Sunday | Any station | Any station | |
| 20 | Fields | Flag | Sunday | Any station | | |
| 20 | Wicopee | Flag | Sun., Mon., Wed. Fri. | Any station | Any station | |
| 20 | McCredie Springs | Flag | Daily | Eugene | Crescent Lake | To exchange U. S. Mail |
| 20 | McCredie Springs | Flag | Sunday | Any station | Any station | |
| 20 | Westfir | Flag | Daily | Any station | Any station | |
| 20 | Westfir | Stop if necessary | Daily | | | To exchange U. S. Mail |
| 20 | Fall Creek | Flag | Daily | Any station | Any station | To exchange U. S. Mail |
| 20 | Harrisburg | Flag | Daily | | | To receive express and parcel post to Portland or beyond or to discharge express and parcel post from Eugene or beyond |
| 20 | Halsey | Flag | Daily | | | Reduce speed, stop if necessary, exchange U. S. Mail |
| 20 | Tangent | Flag | Daily | | | |
| 20 | Halsey | Flag | Daily | Portland | Eugene | |
| 20 | Chemawa | Flag | Daily | Portland | Eugene | |
| 327 | Rogue River | Stop if necessary | Daily | | | To exchange U. S. Mail and parcel post |
| 327 | Gold Hill | Stop if necessary | Daily | | | To exchange U. S. Mail and parcel post |
| 327 | Phoenix | Stop if necessary | Daily | | | To exchange U. S. Mail and parcel post |
| 327 | Talent | Flag | Daily | | | To exchange U. S. Mail and parcel post |
| 328 | Talent | Flag | Daily | | | To exchange U. S. Mail and parcel post |
| 328 | Phoenix | Stop if necessary | Daily | | | To exchange U. S. Mail and parcel post |
| 328 | Gold Hill | Stop if necessary | Daily | | | To exchange U. S. Mail and parcel post |
| 328 | Rogue River | Stop if necessary | Daily | | | To exchange U. S. Mail and parcel post |
| 329 | Any station | Flag | Daily | Eugene | | To exchange U. S. Mail and parcel post |
| 329 | Park Place | Flag | Daily | Any station | Any station | |
| 329 | Chemawa | Flag | Daily | Eugene | Portland | |
| 329 | Chemawa | Stop | Saturday | | | To exchange U. S. Mail and express |
| 329 | Brooks | Stop | Saturday | | | To exchange U. S. Mail and express |
| 329 | Gervais | Stop | Saturday | | | To exchange U. S. Mail and express |
| 329 | Hubbard | Stop | Saturday | | | To exchange U. S. Mail and express |
| 329 | Barlow | Stop | Saturday | | | To exchange U. S. Mail and express |
| 329 | Any station on Medford Subdivision | Flag | Daily | | | To exchange U. S. Mail and express |
| 329 | Merlin | Stop | Daily | | | To exchange parcel post |
| 329 | Phoenix | Flag | Daily | Any station | Any station | |

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

| Train | STATION | KIND | FREQUENCY | FOR REVENUE PASSENGERS | | FOR OTHER TRAFFIC |
|-------------------|--|----------------------------|---------------------------------------|---------------------------|-------------------------------|-------------------------|
| | | | | RECEIVE TO (or beyond) | DISCHARGE FROM (or beyond) | |
| 330 | Chemawa..... | Stop on request mail clerk | Mon. and days fol- lowing holidays | | | To exchange U. S. Mail |
| 330 | Chemawa..... | Flag..... | Daily..... | Any station..... | Any station..... | |
| 330 | Hubbard..... | Flag..... | Daily..... | Any station..... | Any station..... | |
| 330 | Aurora..... | Stop if necessary..... | Daily..... | | | To exchange U. S. Mail |
| 330 | Barlow..... | Stop on request mail clerk | Mon. and days fol- lowing holidays | | | To exchange U. S. Mail |
| 330 | Any station on Med- ford Subdivision..... | Flag..... | Daily..... | | | To exchange parcel post |
| 330 | Phoenix..... | Flag..... | Daily..... | Any station..... | Any station..... | |
| 330 | Merlin..... | Flag..... | Daily..... | Any station..... | Any station..... | |
| | Langdon..... | Flag..... | Daily..... | Any station..... | Any station..... | |
| | Dad's Creek (MP 529.5)..... | Flag..... | Daily..... | Any station..... | Any station..... | |
| | Peck..... | Flag..... | Daily..... | Any station..... | Any station..... | |
| | Green..... | Flag..... | Daily..... | Any station..... | Any station..... | |
| 329 and 330 | Winchester..... | Flag..... | Daily..... | Any station..... | Any station..... | |
| | Isadora..... | Flag..... | Daily..... | Any station..... | Any station..... | |
| | Anlauf..... | Flag..... | Daily..... | Any station..... | Any station..... | |
| | Curtin..... | Flag..... | Daily..... | Any station..... | Any station..... | |
| | Comstock..... | Flag..... | Daily..... | Any station..... | Any station..... | |
| | Latham..... | Flag..... | Daily..... | Any station..... | Any station..... | |
| | Saginaw..... | Flag..... | Daily..... | Any station..... | Any station..... | |
| | Long Tom..... | Flag..... | Daily..... | Any station..... | Any station..... | |
| | Vaughn..... | Flag..... | Daily..... | Any station..... | Any station..... | |
| | Shannon..... | Flag..... | Daily..... | Any station..... | Any station..... | |
| | Globe..... | Flag..... | Daily..... | Any station..... | Any station..... | |
| | Austa..... | Flag..... | Daily..... | Any station..... | Any station..... | |
| | Linslaw..... | Stop..... | Daily..... | | | |
| 333 and 334 | MP 688.1..... | Flag..... | Daily..... | Any station..... | Any station..... | |
| | Beck..... | Stop..... | Daily..... | | | |
| | Canary..... | Stop..... | Daily..... | | | |
| | Ada..... | Stop..... | Daily..... | | | |
| | School..... | Flag..... | Daily..... | Any station..... | Any station..... | |
| | Ivy..... | Stop..... | Daily..... | | | |
| | Willard..... | Stop..... | Daily..... | | | |
| | North Lake..... | Stop..... | Daily..... | | | |
| | Rogers..... | Flag..... | Daily..... | Any station..... | Any station..... | |

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction except as noted on Pages 2, 3, 12 and 13.

RULE 83. When helpers are picked up, conductors will furnish helper engineers with check of train register.

RULE 105. Sidings designated "E" in Capacity of Sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains.

Capacity of Sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one steam engine and caboose.

SPECIAL INSTRUCTIONS—SPRINGFIELD SUBDIVISION

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

Eugene.....First-class trains.
Eugene Yard.....Trains originating or terminating.
Springfield.....Trains originating or terminating.

Registration of first-class trains at Eugene must be telephoned to operator Eugene Yard, who must enter same on register and verify by repeating registration.

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

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

Crescent Lake.....First-class trains.
Oakridge.....First-class trains, and eastward extra trains.
Eugene.....First-class trains.

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

Cascade Summit. Track on lake side is eastward siding, track on station side is westward siding.

Eastward trains on eastward siding Cascade Summit must not proceed eastward from siding when passenger train is occupying main track, until passenger train departs from water column.

Oakridge. Track on station side, passenger siding for first-class trains.

RULE 221.

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 Jct. must obtain two clearances, one from Cascade line dispatcher and one from Siskiyou line dispatcher.

Eugene Yard is train-order office for trains originating only.

SPECIAL INSTRUCTIONS—BROOKLYN SUBDIVISION

RULE 83. If a positive observation check is made between Portland and Haig, it will apply at end of double track. Trains approaching each other will reduce speed sufficiently to permit identification and will apply Rule 14 (k).

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

- Eugene—First-class trains.
- Eugene Yard—Trains originating or terminating.
- Tallman, Corvallis Jct., and Cook—Only trains instructed by train order.

Registration of first-class trains at Eugene must be telephoned to operator Eugene Yard, who must enter same on register and verify by repeating registration.

Geer Branch and Falls City Branch trains must register, and obtain train orders and clearance at Pringle instead of Salem.

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

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

- Eugene First-class trains.
- Albany All trains.
- Pringle All trains.
- Brooklyn First-class trains.
- Hillsboro Extra trains.
- Corvallis All trains.

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

RULE 92. Will not apply to movement of trains Haig to Portland.

RULE 105. Following tracks are designated for use as sidings:
Page. Siding extends from Signals 6896-6897 to its connection with Albany siding, 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. Tallman Branch trains must stop before entering Page siding.

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

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 west leg of wye.

Canby. Molalla Branch ends at west wye switch connecting with the siding.

RULE 221. Eugene Yard is train-order office for trains originating only.

Light will not be displayed in train-order signal at following stations, except when train-order operator is on duty:

| | | | |
|-----------|--------------|-------------|-------------|
| Mt. Angel | West Scio | Brownsville | Sheridan |
| Newberg | Silverton | Cochran | Gerlinger |
| Lyons | Independence | Enright | McMinnville |
| Carlton | | | |

Trains must obtain clearance before leaving Corvallis, Dallas, Hillsboro, Timber, Wheeler and Monroe.

Brooklyn. Train-order office for westward trains only.

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

Mill City. No. 731 may leave without clearance on Saturday.

Toledo. No. 705 may leave without clearance on Sunday.

SPECIAL INSTRUCTIONS—MEDFORD SUBDIVISION

RULE 83 (A). Medford Subdivision trains may register by ticket at Springfield Jct.

RULE 105. Following tracks are designated for use as sidings:
Medford. Siding extends from Signals 4414-4415 to Signals 4420-4421.

Roseburg. Passenger siding is first track next to main track opposite station.

RULE 221. Trains must obtain clearance before leaving Medford, Grants Pass, Roseburg, but may leave Medford between 11:01 PM and 7:00 AM without obtaining clearance.

SPECIAL INSTRUCTIONS—COOS BAY SUBDIVISION

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

- Eugene First-class trains
- Eugene Yard Trains originating or terminating; No. 334 will register at telephone booth near east wye switch.

RULE 221. Eugene Yard is train-order office for trains originating only.

Light will not be displayed in train-order signal at following stations, except when train-order operator is on duty:

Coquille.
 Trains must obtain clearance before leaving Coos Bay and Myrtle Point, but may leave Myrtle Point between 5:00 PM and 8:00 AM without obtaining clearance.

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

MILEAGE

Main Lines

| | | First Track | Second Track | Miles |
|-----------------------------------|--------|---------------|--------------|---------------|
| Ashland to Portland | SPCo. | 339.45 | 2.54 | |
| | UPRR. | .06 | | |
| | SPCo. | .31 | .30 | |
| | UPRR. | | | |
| | NPTCo. | .26 | .27 | |
| Crescent Lake to Springfield Jet. | CPRy. | 86.84 | | |
| | SPCo. | 7.05 | | |
| Total | | <u>433.97</u> | <u>3.11</u> | |
| Total Main Lines | | | | <u>437.08</u> |

Branches

| | | | | |
|--|--------|--------|--|----------------|
| Alpine—Alpine Jet. to Glenbrook | SPCo. | 6.04 | | |
| Bellfountain—Bailey Jet. to Dawson | SPCo. | 5.00 | | |
| Coos Bay—Eugene to Myrtle Point | SPCo. | 146.72 | | |
| Coos Bay—Myrtle Point to Powers | CBLCo. | 18.78 | | |
| Falls City—Salem to Black Rock | SPCo. | 28.36 | | |
| Geer—Salem to Geer | SPCo. | 6.81 | | |
| Jefferson St.—Wilsonia to Jefferson St. | SPCo. | 6.52 | | |
| Marcola—Mohawk Jet. to Hyland | SPCo. | 13.23 | | |
| Mill City—Shelburn to Gates | SPCo. | 25.24 | | |
| Molalla—Canby to Molalla | SPCo. | 10.29 | | |
| Newberg—St. Joseph to Cook | SPCo. | 25.81 | | |
| Perrydale—Broadmead to Perrydale | SPCo. | 2.38 | | |
| Tallman—Page to Tallman | SPCo. | 7.69 | | |
| Tillamook—Willsburg Jet. to Tillamook | SPCo. | 114.98 | | |
| Toledo—Albany to Toledo | SPCo. | 74.43 | | |
| West Side—Cheshire to Hillsboro | SPCo. | 102.49 | | |
| Willamina—Whiteson to Willamina | SPCo. | 19.77 | | |
| Woodburn-Springfield—Woodburn to Springfield | SPCo. | 92.94 | | |
| Total Branches | | | | <u>707.48</u> |
| Total Portland Division | | | | <u>1144.56</u> |

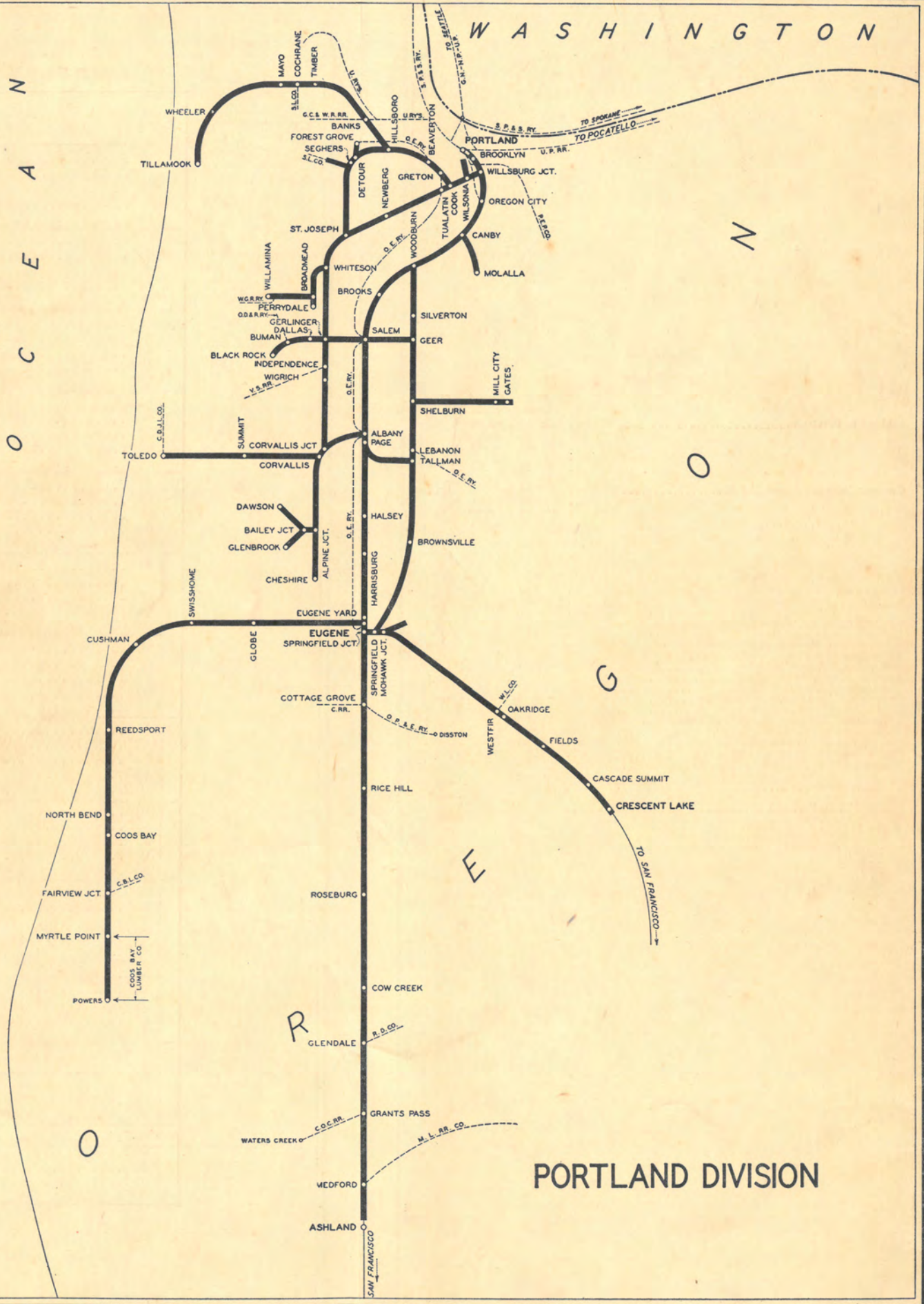
SPEED TABLE

| TIME PER MILE | MILES PER HOUR |
|---------------|----------------|
| 36" | 100 |
| 37" | 97.3 |
| 38" | 94.7 |
| 39" | 92.3 |
| 40" | 90 |
| 41" | 87.8 |
| 42" | 85.7 |
| 43" | 83.7 |
| 44" | 81.8 |
| 45" | 80 |
| 46" | 78.3 |
| 47" | 76.6 |
| 48" | 75 |
| 49" | 73.5 |
| 50" | 72 |
| 51" | 70.6 |
| 52" | 69.2 |
| 53" | 67.9 |
| 54" | 66.7 |
| 55" | 65.5 |
| 56" | 64.3 |
| 57" | 63.2 |
| 58" | 62.1 |
| 59" | 61 |
| 1'00" | 60 |
| 1'01" | 59 |
| 1'02" | 58.1 |
| 1'03" | 57.1 |
| 1'04" | 56.2 |
| 1'05" | 55.4 |
| 1'06" | 54.5 |
| 1'07" | 53.7 |
| 1'08" | 52.9 |
| 1'09" | 52.2 |
| 1'10" | 51.4 |
| 1'11" | 50.7 |
| 1'12" | 50 |
| 1'13" | 49.3 |
| 1'14" | 48.6 |
| 1'15" | 48 |
| 1'16" | 47.4 |
| 1'17" | 46.8 |
| 1'18" | 46.2 |
| 1'19" | 45.6 |
| 1'20" | 45 |
| 1'25" | 42.4 |
| 1'30" | 40 |
| 1'35" | 37.9 |
| 1'40" | 36 |
| 1'45" | 34.3 |
| 1'50" | 32.7 |
| 1'55" | 31.3 |
| 2'00" | 30 |
| 2'15" | 26.7 |
| 2'30" | 24 |
| 2'45" | 21.8 |
| 3'00" | 20 |
| 3'30" | 17.1 |
| 4'00" | 15 |
| 5'00" | 12 |
| 6'00" | 10 |
| 7'00" | 8.6 |
| 7'30" | 8 |
| 8'00" | 7.5 |
| 10'00" | 6 |

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PORTLAND DIVISION