

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)



1008

TIME TABLE

FOR THE

PORTLAND DIVISION

To Take Effect Monday, June 1, 1925, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation.

108

SOUTHERN PAPER COMPANY

51.6
110.7

162.3

Drain Ore

Yonahston

Oakland Ore.

Bozong

Drain

Bozong Ore.

143.5
120.4
58

242.7

148.5
110.4
58.0

316.9

EASTWARD

ASHLAND SUBDIVISION

WESTWARD

Main train schedule table with columns for class (Second Class, First Class), stations (222, 258, 262, 256, 16, 54, 12, 14, 13, 53, 11, 15, 261, 255, 257, 219, 221), and arrival/departure times. Includes 'Time Table No. 108 June 1, 1925' and 'STATIONS' list.

Summary statistics table with columns for arrival times and average speeds for various stations.

Westward trains are superior to trains of the same class in the opposite direction.
ADDITIONAL FLAG STOPS: Nos. 16 and 53 Union Creek. No. 15 Tunnel No. 7. No. 15 stop Hugo Saturdays and Sundays.

Handwritten notes: 572.6, 554.9

Handwritten notes: 17.4, 14.5, 11.1

Capacity of sidings in car lengths.	SECOND CLASS				FIRST CLASS								Distance from San Francisco via Marysville	Time Table No. 108 June 1, 1925
	222 Portland Manifest	230 Local Freight	246 Mixed	260 Local Freight	54 Oregonian	12 Shasta	34 Powers Portland Passenger	92 Railhead Eugene Passenger	14 Puget Sound Express	18 Eugene Portland Passenger	16 Oregon Express	32 Goos Bay Passenger		
Yard BKWFTP	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Lv. Daily	Lv. Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily	Block Signals	STATIONS
3	10.35PM	6.00AM			11.30PM	3.55PM			7.50AM		1.15AM		572.6	TO-R ROSEBURG
70 P	11.00	6.17			11.43	4.08		f 8.03			1.26		574.2	1.6 EDENBOWER (Spur)
70 P	11.15	6.35			11.52PM	4.20		f 8.12		f 1.33			577.8	3.6 WINCHESTER
10													581.4	3.6 WILBUR
61	11.30	7.00											583.9	2.5 DEADY (Spur)
66 W	11.40PM	7.20			12.04AM	4.33		s 8.24		f 1.45			586.4	2.5 SUTHERLIN
47 P	12.01AM	8.06			12.12	4.43		s 8.32		s 1.52			589.1	2.7 OAKLAND
69 TP	12.08	8.35			12.24	4.55		f 8.45			2.03		595.4	6.3 ISADORA
77 P	12.39	9.03			12.28	4.59		f 8.53			2.08		597.5	2.1 RIOE HILL
82 WYP	1.10	9.32			12.39	5.10		s 9.03		f 2.20			603.7	6.2 YONCALLA
10					12.55	5.21		s 9.22		f 2.37			609.0	5.3 DRAIN
38 P	1.20	10.00											610.2	1.2 KREWSON (Spur)
70	1.25	10.15			12.59	5.25		f 9.30			2.42		611.7	1.5 LEONA
11	1.35	10.30			1.02	5.28					2.47		613.2	1.5 SAFLEY
20		10.40			1.05	5.31		f 9.39			2.50		615.2	2.0 ANLAUF
49 W	1.45	10.55			1.07	5.33		f 9.41			2.52		616.1	0.9 CURTIN
95 YP	2.18	11.30			1.10	5.36		f 9.48			2.55		617.9	1.8 OOMSTOOK
11					1.24	5.51		f 10.02			3.10		621.9	4.0 DIVIDE
20													622.9	1.0 VEATCH (Spur)
29 P	2.25	11.55AM											624.3	1.4 MONETT
55 WP	2.30	12.44PM			1.31	5.58		f 10.10			3.18		625.0	0.7 LATHAM
30	2.35	12.50			1.35	6.01		s 10.15		s 3.27			626.5	1.5 COTTAGE GROVE
74 P	2.40	1.15			1.40			f 10.20			3.35		629.1	2.6 SAGINAW (Spur)
70	3.00	1.38			1.43	6.09		f 10.24			3.40		630.6	1.5 WALKER
74	3.25	1.59			1.43	6.09		s 10.34		f 3.50			635.5	4.9 TO ORESWELL
23 YP	3.40	2.24	2.05PM		2.01	6.26		f 10.45			4.01		640.9	3.4 GOSHEN
I					2.11	6.32			3.00PM	10.52	4.08		644.3	3.4 R SPRINGFIELD JOT.
Yard BKWP	4.00	2.50	2.15PM										646.3	2.0 E. S. CROSSING
Yd KWFP	4.26	3.00PM		10.45AM	s 2.40	s 6.40	3.20PM	s 3.10PM	s 11.10	7.30AM	s 4.23	2.25AM	647.3	1.0 TO-R EUGENE
70 P	4.45			11.00	2.43	6.43	3.23		11.13	7.33	4.26	2.30	648.5	1.2 TO-R BLAIR
49 P	5.15			11.20	2.55	6.52	f 3.30		11.24	7.40	4.34	2.45	653.0	4.5 IRVING
Yard BKWFTP	5.20AM			11.25AM	3.10	7.03	3.40		11.38	7.50	4.46	2.55	659.9	6.9 SWAIN
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Ar. Daily	Ar. Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily	660.6	0.7 TO-R JUNCTION CITY

(6.45) 13.04 (9.00) 8.24 (0.10) 18.00 (0.40) 18.15 (3.42) 23.78 (3.10) 27.79 (0.22) 36.27 (0.10) 18.09 (3.50) 22.56 (0.22) 36.27 (3.33) 24.79 (0.32) 24.94 Time over District
 Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: Nos. 16, 14, 12 and 54 are superior to No. 91; No. 92 is superior to Nos. 53, 11 and 15.
 Additional flag stops No. 14 Boswell M. P. 606.8.
 Train Order Office at Blair for trains Originating at Blair only.

Handwritten calculations:
 609.0
 572.6

 36.4
 647.3
 609.0

 38.3

ROSEBURG SUBDIVISION

WESTWARD

FIRST CLASS

SECOND CLASS

Time Table No. 108
June 1, 1925

Distance from Junction City

STATIONS	Distance from Junction City	FIRST CLASS								SECOND CLASS				
		31 Coos Bay Passenger	13 San Francisco Express	53 Oregonian	91 Eugene Railroad Passenger	11 Shaasta	17 Portland Eugene Passenger	15 Southern California Express	33 Portland Eugene Passenger	229 Local Freight	219 Freight	221 Portland Manifest	245 Mixed	259 Local Freight
Arrive Daily	Arrive Daily	Ar. Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sunday	Arrive Daily Ex. Monday	
TO-R ROSEBURG	88.0	s 4.18AM	s 9.00AM		s 2.45PM			s 4.45PM						
Block Signals														
EDENBOWER (Spur)	86.4							f						
WINCHESTER	82.8	4.05	f 8.47		2.32			f 4.32						
WILBUR	79.2	3.55	f 8.38		2.22			s 4.20						
DEADY (Spur)	76.7													
TO SUTHERLIN	74.2	f 3.41	s 8.24		2.09			s 4.08						
TO OAKLAND	71.5	f 3.35	s 8.18		2.04			s 4.02						
Block Signals														
ISADORA	65.2	3.22	f 8.06		1.52			f 3.48						
RIOE HILL	63.1	3.16	f 8.01		1.46			f 3.44						
TO YONCALLA	56.9	3.02	s 7.47		1.31			s 3.31						
TO DRAIN	51.6	s 2.50	s 7.35		1.20			s 3.20						
Block Signals														
KREWSON (Spur)	50.4													
LEONA	48.9	2.42	f 7.23		1.12			f 3.02						
SAFLEY	47.4	2.36	7.20		1.10			2.59						
ANLAUF	45.4	2.32	f 7.17		1.07			f 2.55						
CURTIN	44.5	2.29	f 7.15		1.05			f 2.53						
COMSTOCK	42.7	2.27	f 7.12		1.02			f 2.50						
DIVIDE	38.7	2.18	f 7.02		12.52			f 2.40						
Block Signals														
VEATOH (Spur)	37.7													
MONETT	36.3													
LATHAM	35.6	2.11	6.54		12.46			f 2.32						
TO COTTAGE GROVE	34.1	s 2.08	s 6.51		12.44			s 2.29						
Block Signals														
SAGINAW (Spur)	31.5	2.02	6.45					f 2.22						
WALKER	30.0	1.59	6.42		12.37			f 2.19						
TO ORESWELL	25.1	f 1.51	f 6.32		12.30			s 2.09						
GOSHEN	19.7	1.38	6.22		12.22			f 1.59						
R SPRINGFIELD JCT.	16.3	1.31	s 6.15	s 7.40 AM	12.16			f 1.51						
Block Signals														
E. S. CROSSING	14.3													
TO-R EUGENE	13.3	s 12.25 AM	s 1.25	s 6.08	7.30 AM	s 12.10	s 1.05 PM	s 1.45	s 9.00 PM					
TO-R BLAIR	12.1	12.21	1.08	5.30		12.03 PM	1.01	1.30	8.56				9.55 AM	
IRVING	7.6	f 12.14	1.01	5.24		11.56 AM	f 12.54	1.24	8.50				9.40	
Block Signals														
SWAIN	0.7	12.04	12.50	5.15		11.47	12.44	1.15	8.40				9.20	
TO-R JUNCTION CITY	0.0	12.02 AM	12.48 AM	5.13 AM		11.45 AM	12.42 PM	1.13 PM	8.38 PM				9.15 AM	
(88.0)		Leave Daily	Leave Daily	Lv. Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily					
Time over District	(0.23)	(3.30)	(3.47)	(0.10)	(3.00)	(0.23)	(3.32)	(0.22)		(7.40)	(7.10)	(7.40)	(0.10)	(0.40)
Average speed per hour	34.70	25.14	23.26	18.00	30.44	34.70	25.85	36.27		13.12	12.82	11.23	18.00	18.15

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: Nos. 16, 14, 12 and 54 are superior to No. 91; No. 92 is superior to Nos. 53, 11 and 15.

Additional flag stops No. 15 Boswell M. P. 606.8.

Train order office at Blair for trains originating at Blair only.

Capacity of Sidings in Car Lengths	SECOND CLASS								FIRST CLASS								Distance from San Francisco via Marysville	Time Table No. 108 June 1, 1925
	232	238	260	222	228	226	234	12	34	14	142	18	16	54	32			
	Local Freight	Local Freight	Local Freight	Portland Manifest	Local Freight	Local Freight	Local Freight	Shasta	Powers Portland Passenger	Puget Sound Express	Tillamook Portland Passenger	Eugene Portland Passenger	Oregon Express	Oregonian	Coos Bay Passenger			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard BKWFTP			12.39PM	6.30AM														
9																		
95 P			1.01	6.45														
8			1.20	6.55														
70 P			1.30	7.05														
100			1.55	7.20														
110 W			2.15	7.40														
112			2.40	7.55														
P			2.55	8.10														
Yard BKWFTP			3.00PM	8.45	8.05AM													
100 P				9.00	8.15													
104 P				9.10	8.25													
72 WP				9.20	8.35													
70				9.45	8.55													
4																		
70 P				10.00	9.10													
Yard BKWFTP				10.43														
P				10.50	9.20													
70 P				10.55	9.25													
30 P				11.05	9.30													
69 P				11.36	10.02													
70				11.45	10.25													
70				11.55AM	10.40													
70 P				12.10PM	11.35													
Yard BKWFTP				12.15	11.40AM													
48				12.30	12.15PM	10.50AM												
72 P				12.40	12.25	11.00												
22				12.45	12.30	11.10												
35 WP				12.50	12.35	11.15												
36				12.55	12.40	11.20												
75 Y				1.10	12.50	11.30												
12				1.15	12.52	11.32												
70 P				1.25	1.00	11.40												
30 P				1.30	1.05	11.42												
41 WP				1.40	1.10	11.50AM												
I				2.10	1.25	1.00PM												
16																		
67 P				2.35	1.40	1.20												
9																		
47 P				2.50	1.50	1.35												
P				9.45PM	8.38PM													
Yard BKWFTP				2.55	1.55	1.40	11.35AM											
IP				9.50PM	8.45PM													
BKIP				3.00PM	2.00PM	1.45PM	11.40AM											
				Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday	Ar. Daily Ex. Monday	Ar. Daily	Ar. Daily Ex. Monday	Ar. Daily Ex. Sunday	Ar. Daily Ex. Monday	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily			

STATIONS	
TO-R JUNCTION CITY	3.8
VIRGIL (Spur)	0.7
TO HARRISBURG	3.1
ALFORD (Spur)	2.5
FOLK	3.1
TO HALSEY	5.2
TO SHEDD	5.6
TANGENT	5.3
PAGE	1.0
TO-R ALBANY	4.5
MILLERSBURG	4.1
TO JEFFERSON	4.7
TO MARION	6.5
TO TURNER	1.2
ORANDALL	1.4
STATE SCHOOL (No Siding)	2.9
RENARD (Spur)	1.2
PRINGLE	0.8
TO-R SALEM	0.6
LEMROCK	1.5
FAIR GROUNDS	3.0
OHEMAWA	3.6
BROOKS	5.2
TO GERVAIS	2.4
SOUTH WOODBURN	0.7
TO-R WOODBURN	3.6
TO HUBBARD	2.8
HITO	1.6
TO AURORA	2.0
BARLOW	1.6
TO CANBY	0.6
FLANDER	2.7
NEW ERA (Spur)	0.7
COALOA	2.1
PULP	2.6
TO OREGON CITY	0.6
W. V. S. CROSSING	1.2
PARK PLACE (Spur)	2.7
CLACKAMAS	1.0
HASKELL	3.1
EAST MILWAUKIE	1.1
WILLSBURG JCT.	1.7
TO-R BROOKLYN	2.3
OLAY STREET	0.5
EAST MORRISON ST.	1.3
TO-R PORTLAND	(110.4)

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: Nos. 32, 54, 16, 18, 14 and 34 are superior to No. 141; No. 142 is superior to Nos. 11, 17 and 15. See page 19 for additional trains between Salem and Lemrock. Falls City Line trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock without an order to do so. Nos. 16 and 14 will stop to discharge passengers from west of Eugene. Nos. 18 and 34 stop Brooklyn to detrain employees. No. 54 will stop at Woodburn and Oregon City to discharge passengers from west of Ashland. Nos. 18 and 142 will reduce speed, passing train order office, Brooklyn, sufficiently to permit company mail exchange.

PORTLAND SUBDIVISION

WESTWARD 7

Time Table No. 108

June 1, 1925

FIRST CLASS

SECOND CLASS

Main table with columns for stations, distances, arrival times, and departure times for various train classes (53, 141, 11, 17, 15, 33, 31, 13, 231, 233, 227, 225, 221, 223, 259, 237).

Summary table with rows for 'Time over District' and 'Average speed per hour' across various train numbers.

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: Nos. 32, 54, 16, 18, 14 and 34 are superior to No. 141; No. 142 is superior to Nos. 11, 17 and 15. See page 19 for additional trains between Lemrock and Salem. Falls City Line trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock without an order to do so. Nos. 17 and 33 stop State Street, Salem. No. 141 will stop on signal at Brooklyn to pick up or discharge shipments of company material and mail. Nos. 15 and 13 stop Oregon City and No. 15 Woodburn to pick up passengers for west of Eugene.

Capacity of Sidings in Car Lengths	SECOND CLASS				FIRST CLASS			Distance from San Francisco	Time Table No. 108 June 1, 1925	Distance from Woodburn	FIRST CLASS			SECOND CLASS			
	98	96	242	226	406	444	62				407	61	65	97	241	225	93
	Mixed	Mixed	Local Freight	Local Freight	Albany Lebanon Motor	Albany Shelburn Motor	Albany Woodburn Passenger				Lebanon Albany Motor	Woodburn Albany Passenger	Shelburn Albany Motor	Mixed	Local Freight	Local Freight	Mixed
Yard WYP	Leave Tues., Thurs., & Sat.	Leave Mon., Wed., & Fri.	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.		
	11.45AM							645.0 TO-R SPRINGFIELD									
								645.1 E-S CROSSING									
11	11.57AM							648.9 ARMITAGE (Spur)									
3								650.5 CHESTNUT (Spur)									
15	12.10PM							652.4 COBURG									
6	12.23							656.5 WILKINS (Spur)									
10	12.35							660.8 PRIOBORO (Spur)									
12	12.46							663.6 ROWLAND									
3	12.59							667.6 TWIN BUTTES (Spur)									
9 WTP	1.20							672.0 TO BROWNSVILLE									
3	1.27							674.3 LINN (Spur)									
14	1.40							678.8 PLAINVIEW									
12	1.52							682.4 LOWSON									
13 YP	1.57	8.59AM	7.30AM		5.54PM	1.34PM	7.09AM	684.8 R TALLMAN	s 8.11AM		s 4.06PM	9.30	10.30AM		2.43PM		
11	2.07	9.01	7.33		f 5.56	f 1.36	f 7.11	685.5 IRVINVILLE	f 8.09		f 4.04	9.25	10.25		2.40		
80					f	f	f	687.9 OALAHAN (Spur)	f		f						
24 BKWP	2.22PM	9.10AM	8.00		s 6.05PM	s 1.46	s 7.24	688.5 TO-R LEBANON	8.00AM		s 3.57	9.15AM	10.15		2.30PM		
14			8.30			f 1.58	f 7.34	692.8 BREWSTER			f 3.39		9.20				
15			8.40			f 2.03	f 7.39	694.9 GRIGGS			f 3.35		9.10				
10								696.5 BALM (Spur)									
12			8.50			s 2.10	s 7.46	697.4 ORABTREE			s 3.30		9.00				
11			9.00			f 2.14	f 7.49	698.9 GAINES (Spur)			f 3.26		8.50				
7						f 2.18	f 7.53	700.6 GILKEY			f 3.22						
17			9.20			s 2.25	s 8.02	702.9 TO WEST SOIO			s 3.16		8.35				
WYP			9.30			s 2.31PM	s 8.10	704.7 TO-R SHELburn	s 11.48AM		3.10PM		8.25				
16			9.40				f 8.15	706.9 NORTH SANTIAM	f 11.42				8.15				
12			9.50				s 8.21	708.3 WEST STAYTON	s 11.38				8.00				
4							f	709.9 SHAFF (Spur)	f								
8 W			10.10				s 8.32	712.1 AUMSVILLE	s 11.28				7.45				
29			10.25				s 8.41	715.0 SHAW	s 11.18				7.25				
16			10.40				f 8.47	717.4 MAOLEAY	f 11.11				7.10				
YP			10.50AM				s 8.52	719.4 R GEER	s 11.04				7.00AM				
3							f	720.6 DURBIN (Spur)	f								
19							f 9.00	721.3 PRATUM	f 10.59								
10							f 9.04	723.0 SWITZERLAND (Spur)	f 10.55								
31 KWY				9.45AM			s 9.16	727.8 TO-R SILVERTON	s 10.45					1.45PM			
11				9.51			f 9.21	729.6 DOWNS (Spur)	f 10.34					1.30			
28				10.05			s 9.29	731.5 TO MT. ANGEL	s 10.31					1.15			
8							f 9.32	732.6 BARON (Spur)	f 10.27								
16				10.24			f 9.35	733.7 MoKEE	f 10.24					12.56			
4				10.30			f 9.38	735.1 TOWNSEND (Spur)	f 10.21					12.52			
Yard BKWFYE				10.40AM			s 9.45AM	737.8 TO-R WOODBURN	10.15AM					12.45PM			
								(92.8)									
	Arrive Tues., Thurs., & Sat.	Arrive Mon., Wed., & Fri.	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.		
	(2.37) 16.62	(0.11) 20.18	(3.20) 10.38	(0.55) 11.45	(0.11) 20.18	(0.57) 20.94	(2.36) 18.46	Time over District	(0.11) 20.18	(1.33) 21.35	(0.56) 21.31	(3.15) 13.38	(3.30) 9.59	(1.00) 10.50	(0.13) 17.10		
								Average speed per hour									

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 98 is superior to No. 93; No. 96 is superior to Nos. 97 and 241. No. 444 is superior to No. 65. No. 62 is superior to No. 61.

ADDITIONAL FLAG STOPS			ADDITIONAL FLAG STOPS		
Train	At	M. P.	Train	At	M. P.
All	Best	658.9	All	Selah	706.2
All	Croesus	665.8	All	Scandia	724.2
All	Glasser	680.8	All		725.5
All	Went	682.9			

PORTLAND SUBDIVISION

EASTWARD			WESTWARD		
Time Table No. 108			Time Table No. 108		
June 1, 1925			June 1, 1925		
Capacity of Sidings in car lengths	SECOND CLASS 246 Mixed	Distance from San Francisco	Distance from Mohawk Jct	SECOND CLASS 245 Mixed	Arrive Daily Ex. Sunday
	Leave Daily Ex. Sunday				
36 FYP	12.01 PM	662.4	15.8	10.45 AM	
	12.10	659.7	18.1	10.30	
45 WP	12.40	658.6	12.0	10.20	
11	12.55	655.0	8.4	10.00	
	1.05	653.0	6.4	9.50	
33	1.15	651.5	4.9	9.45	
4	1.30	649.8	2.7	9.30	
	1.45 PM	646.6	0.0	9.20 AM	
	Arrive Daily Ex. Sunday			Leave Daily Ex. Sunday	
	(1.44) 9.12			(1.25) 11.15	

EASTWARD					
Time Table No. 108					
June 1, 1925					
Capacity of Sidings in car lengths	SECOND CLASS 94 Mixed	244 Local Freight	FIRST CLASS 64 Shelburn Albany Motor	408 Lebanon Albany Motor	Distance from San Francisco
	Leave Tues. Thurs. Sat.	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	
16 YP	2.45 PM	10.35 AM	4.07 PM	8.12 AM	697.3
			f	f	696.4
14	2.51	10.43	f 4.12	f 8.17	695.4
11	2.56	10.50	f 4.16	f 8.21	693.7
11	3.03	11.00	f 4.21	f 8.26	691.5
P	3.10	11.10	4.26	8.31	689.5 689.9
Yard BKWFYP	3.15 PM	11.15 AM	s 4.30 PM	s 8.35 AM	690.9
	Arrive Tues. Thurs. Sat.	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	
	(0.30) 17.60	(0.40) 13.20	(0.23) 22.95	(0.23) 22.95	

WESTWARD					
Time Table No. 108					
June 1, 1925					
Distance from Albany	FIRST CLASS 63 Albany Woodburn Passenger	443 Albany Shelburn Motor	405 Albany Lebanon Motor	243 Local Freight	95 Mixed
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. Thurs. Sat.	Arrive Mon., Wed., Fri.
8.8	s 7.08 AM	s 1.33 PM	s 5.53 PM	7.25 AM	8.58 AM
7.9	f	f	f		
6.9	f 7.02	f 1.27	f 5.47	7.18	8.52
5.2	f 6.58	f 1.23	f 5.43	7.12	8.48
3.0	f 6.53	f 1.18	f 5.38	7.05	8.43
1.0	6.49	1.14	5.34	6.59	8.39
0.0	6.45 AM	1.10 PM	5.30 PM	6.55 AM	8.35 AM
	Leave Daily	Leave Daily	Leave Daily	Leave Tues. Thurs. Sat.	Leave Mon., Wed., Fri.
	(0.23) 22.95	(0.23) 22.95	(0.23) 22.95	(0.30) 17.60	(0.23) 22.95

Exceptions: No. 64 is superior to Nos. 63, 405 and 443. No. 408 is superior to Nos. 63 and 443.

EASTWARD			WESTWARD						
Time Table No. 108			Time Table No. 108						
June 1, 1925			June 1, 1925						
Capacity of Sidings in car lengths	SECOND CLASS 246 Mixed	98 Mixed	FIRST CLASS 92 Rail head Eugene Passenger	Distance from San Francisco	Time Table No. 108	Distance from Springfield Jct	FIRST CLASS 91 Eugene Rail head Passenger	245 Mixed	97 Mixed
	Leave Daily Ex. Sunday	Leave Tues. Thurs. Sat.	Leave Daily		STATIONS		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.
64 P			12.35 PM	690.1	R RAIL-HEAD (No Sdg.)	46.1	s 10.25 AM		
Yd. BKWFYP		8.00 AM	s 1.00	684.1	PRYOR	45.3	s 10.20		
71	8.07		s 1.06	681.9	TO-R OAKRIDGE	40.1	s 10.00		5.00 PM
63	8.15		f 1.13	679.0	WESTFIR (Spur)	37.9	s 9.30		4.55
64	8.30		f 1.27	673.6	LOOKOUT	35.0	f 9.24		4.40
14 P	8.33		s 1.30	672.5	LAWLER	29.6	f 9.12		4.15
64	8.59		f 1.40	668.7	ARMET	28.5	s 9.09		4.10
4			f 1.46	666.9	RESERVE	24.7	f 8.59		4.00
3			f 1.48	665.7	SIGNAL (Spur)	22.4	f 8.53		
64 W	9.22		f 1.53	663.8	LANDAX (Spur)	21.7	f 8.51		
32 P	9.35		s 2.00	661.3	CARTER	19.8	f 8.46		3.40
64	9.52		f 2.06	659.1	TO-R LOWELL	17.3	s 8.39		3.25
7	10.08		s 2.13	656.2	PENGRRA	15.1	f 8.32		3.10
64	10.15		f 2.18	654.5	FALL CREEK (Spur)	12.2	s 8.25		2.50
34 P	10.25		f 2.23	652.7	HILLS	10.5	f 8.20		2.40
36	10.45		f 2.29	650.5	JASPER	8.7	f 8.15		2.23
3				649.2	NATRON	6.5	f 8.09		1.50
	1.45 PM	11.09	2.39	646.6	BOTSFORD (Spur)	5.2			
Yard WYP	1.50	11.15 AM	s 2.44	645.2	R MOHAWK JCT.	2.6	7.59	9.20 AM	1.35
23 YP	2.04 PM		s 2.59 PM	644.0	TO-R SPRINGFIELD	1.2	s 7.55	9.15	1.30 PM
	Arrive Daily Ex. Sunday	Arrive Tues. Thurs. Sat.	Arrive Daily		R SPRINGFIELD JCT.	0.0	7.41 AM	8.56 AM	
	(0.19) 8.21	(3.15) 11.97	(2.24) 19.21		(46.1)		Leave Daily	Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.
							(2.44) 16.87	(0.24) 6.50	(3.30) 11.46

EASTWARD			WESTWARD		
Time Table No. 108			Time Table No. 108		
June 1, 1925			June 1, 1925		
Capacity of Sidings in car lengths	SECOND CLASS 248 Local Freight	Distance from San Francisco	Distance from Gear	SECOND CLASS 247 Local Freight	Ar. Tues. Thurs. Sat.
	Lv. Mon., Wed., Fri.				
Yd. BKWFYP	6.30 AM	726.2	6.8	11.20 AM	
25	6.45	722.6	3.2	11.05	
24 YP	6.55 AM	719.4	0.0	10.55 AM	
	Ar. Mon., Wed., Fri.			Lv. Tues. Thurs. Sat.	
	(0.25) 16.32			(0.25) 16.32	

EASTWARD			WESTWARD		
Time Table No. 108			Time Table No. 108		
June 1, 1925			June 1, 1925		
Capacity of Sidings in car lengths	FIRST CLASS 56 Mixed	Distance from San Francisco	Distance from Canby	FIRST CLASS 55 Mixed	Arrive Daily Ex. Sunday
	Leave Daily Ex. Sunday				
Yard BKWF	8.35 AM	757.6	10.8	3.15 PM	
12	8.45	754.6	7.8	3.00	
		754.6	7.7		
27	8.55	752.2	5.4	2.45	
4		751.3	4.5		
8	9.10	749.6	2.8	2.35	
46	9.25 AM	746.8	0.0	2.25 PM	
	Arrive Daily Ex. Sunday			Leave Daily Ex. Sunday	
	(0.50) 12.96			(0.50) 12.96	

ADDITIONAL FLAG STOP: Patrol M. P. 752.9.

Westward trains are superior to trains of the same class in the opposite direction (See exceptions).

Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS				Distance from Eugene	Time Table No. 108		Distance from San Francisco	FIRST CLASS		SECOND CLASS	
	274 Mixed	292 Local Freight	502 Passenger	504 Coos Bay Passenger	June 1, 1925			501 Powers Portland Passenger	503 Coos Bay Passenger		273 Mixed	291 Local Freight		
					Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday							Leave Daily	Leave Daily
Yard BKWP					7.45AM	1.00AM	0.0	TO-R EUGENE	647.3	s 3.05PM	s 12.20AM			
YardKWFYP	7.00AM	6.30AM			7.50	1.05	1.1	TO-R BLAIR	648.4	3.00	12.16			
70 P							2.0	O. E. CROSSING	649.3					
P	7.10AM	6.40			s 8.00	1.14	3.9	SENEOA	649.8					
64		6.42			8.01	1.15	4.3	R TRANSFER	651.3	s 2.42	s 12.04		1.45PM	
11					f 8.11	1.28	8.6	DANEBO	651.6	2.41	12.03AM		2.10	
6		7.10			f 8.13	f 1.33	10.2	JETSON (Spur)	655.9	2.33	11.51PM			
5							11.8	MAYWOOD (Spur)	657.5	f 2.30	f 11.47			
40 P		7.25			s 8.22	f 1.43	13.2	CARDIFF	659.1					
6					f	f	14.8	VENETA	660.5	s 2.25	s 11.39		1.00	
12		7.33			f 8.27	f 1.48	15.7	LONG TOM	662.1	f	f			
7					f	f 1.52	17.0	ELRUS (Spur)	663.0	f 2.18	f 11.32		12.45	
33 WP		7.39			s 8.35	f 1.55	18.0	SAILOR (Spur)	664.3	f	f			
7		7.49			f 8.42	f 2.04	21.0	TO NOTI	665.3	s 2.13	s 11.25		12.20PM	
20		7.59			f 8.50	f 2.13	24.2	VAUGHN (Spur)	668.3	f 2.04	f 11.15			
15					s	f	25.4	FLAGG	671.5	f 1.54	f 11.06		11.55AM	
15					f	f	26.2	PENN	672.7	s	f			
10					f	f	27.4	BLENCOE	673.5	f	f			
32 WP		8.11			f 9.02	f 2.28	28.6	MEREDITH	674.7	f	f			
7					s	f	29.3	WALTON	675.9	f 1.39	f 10.53		11.30	
8					f	f	31.7	SHANNON	676.6	s	f			
20 P					f 9.19	f 2.46	34.8	GLOBE	679.0	f	f			
11					f	f	36.7	AUSTA	682.1	f 1.21	f 10.38			
64 P		8.33			f 9.26	f 2.55	37.7	LINSLAW	684.0	f	f			
					f 9.33	f 3.08	42.3	RICHARDSON	685.0	f 1.15	f 10.31		11.00	
50 WP		8.55			f 9.47	f 3.20	46.5	BEOHER (No Siding)	688.1	f 1.05	f 10.22			
64 P		9.03			s 9.55	f 3.32	49.8	NEKOMA	693.8	f 12.52	f 10.09		10.20	
15		9.12			f 10.04	f 3.42	53.8	SWISSHOME	697.1	s 12.42	f 9.59		9.55	
60 P		9.29			s 10.16	s 3.56	58.0	RAINROCK	700.6	f 12.31	f 9.49		9.41	
8		9.49			s 10.28	f 4.11	63.0	TO MAPLETON	705.3	s 12.18	s 9.40		9.29	
5		9.59			f 10.35	f 4.17	65.1	BEOK (Spur)	710.3	s 12.03PM	f 9.26		9.11	
64 W		10.41			f 10.41	f 4.25	67.7	BETZEN (Spur)	712.4	f 11.57AM	f 9.21		9.06	
8 P		11.00			s 10.55	s 4.30	69.0	WENDSON	715.0	f 11.49	f 9.15		8.59	
22 P		11.35AM			f 11.00	f 4.38	70.7	TO CUSHMAN	716.3	s 11.43	s 9.10		8.55	
18 W		12.10PM			s 11.10	f 4.46	74.0	SIBOCO	718.0	f 11.35	f 9.04		8.40	
15 P		12.43			s 11.20	s 4.56	77.7	CANARY (Spur)	721.3	s 11.28	f 8.56		8.30	
12		12.55			s 11.25	f 5.03	79.9	SILCOOS	725.0	s 11.20	s 8.48		8.20	
43 P		1.05			f 11.29	f 5.07	81.0	ADA (Spur)	727.2	s 11.11	f 8.42		8.10	
20		1.25			f 11.39	f 5.20	85.5	BOOTH	728.3	f 11.07	f 8.39		8.05	
20 W		1.40			f 11.45	f 5.27	87.7	KROLL	732.8	f 10.56	f 8.28		7.50	
45 TP		2.05			s 11.59AM	s 5.38	91.5	BRENNHAM	735.1	f 10.50	f 8.22		7.40	
14 BKWP		2.30PM			s 12.03PM	s 5.46AM	93.1	GARDINER	738.8	s 10.40	s 8.13		7.25	
								TO-R REEDSPORT	740.4	10.35AM	8.05PM		7.15AM	

(0.10) (8.00) (4.18) (4.46) Time over District..... (4.30) (4.15) (0.15) (7.15)
 16.80 11.60 21.65 16.32 Average speed per hour..... 20.69 21.91 11.20 12.80

Westward trains are superior to trains of the same class in the opposite direction.

Train Order Office at Blair for trains originating at Blair only.

ADDITIONAL FLAG STOPS			
Train	At	Train	At
All	Capps	M. P. 666.4	Hume
All	Higdon	M. P. 691.5	Neper
All		M. P. 695.4	M. P. 707.7
			M. P. 719.9

93.1
 25.3
 131.4
 57.4
 77.7

EASTWARD

MARSHFIELD SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths.	SECOND CLASS		FIRST CLASS				Distance from Eugene	Time Table No. 108 June 1, 1925		Distance from San Francisco	FIRST CLASS		SECOND CLASS	
	294 Local Freight	Leave Daily Ex. Sunday	502 Passenger	504 Coos Bay Passenger	501 Powers Portland Passenger	503 Coos Bay Passenger		STATIONS			293 Local Freight	Arrive Daily Ex. Sunday		
								Arrive Daily	Arrive Daily					
14 BKWP	4.00PM		12.09PM	5.48AM	93.1	TO-R REEDSPORT	740.4	s 10.25AM	s 8.00PM	11.59PM				
			f 12.17	f 6.00	96.9	SCHOOL (No Siding)	744.2	f 10.15	f 7.50					
30	4.20		f 12.20	f 6.03	97.9	THARP	745.2	f 10.13	f 7.48	11.29				
18			f	f	100.0	WILLARD	747.3	f	f					
28	4.35		f 12.28	f 6.14	101.7	BUFO (Spur)	749.0	f 10.03	f 7.35	11.16				
64 WP	5.00		s 12.38	s 6.25	104.8	TO LAKESIDE	752.1	s 9.57	s 7.28	11.05				
20			f	f	108.5	NEAL	755.8	f	f					
	5.20		f 12.51	f 6.40	110.0	BUTTERFIELD (No Siding)	757.3	f 9.47	f 7.17	10.35				
15	5.30		s 12.56	f 6.45	112.0	HAUSER	759.3	s 9.42	f 7.13	10.30				
8			f	f	114.5	ROGERS (Spur)	761.8	f	f					
64	5.45		f 1.05	f 6.55	115.7	COOS	763.0	f 9.35	f 7.05	10.20				
63 OP	6.00		s 1.16	s 7.13	118.3	TO NORTH BEND	765.6	s 9.25	s 6.57	10.00				
			s 1.30	s 7.25	121.1	R CENTRAL AVENUE (No Siding)	768.4	s 9.10	s 6.45					
Yard BKWFYP	6.25PM		s 1.45	s 7.30AM	121.6	TO-R MARSHFIELD	768.9	s 9.05	6.30PM	9.00PM				
P					122.4	R MILL SPUR	769.7							
15			1.50		123.2	McORMAC	770.5	8.51						
5			f 1.52		124.0	OLEO	771.3	f 8.49						
10			f 1.57		125.8	HAYDEN	773.1	f 8.43						
3					126.6	INLET	773.9							
57 P			f 2.10		131.2	OVERLAND	778.5	f 8.31						
WP			s 2.16		133.5	BEAVER HILL JOT. (No Siding)	780.8	s 8.25						
28 P			2.25		137.2	CEDAR POINT	784.5	f 8.15						
21					137.7	GUNNINGHAM	785.0							
23 WP			s 2.37		138.5	TO COQUILLE	785.8	s 8.11						
26			f 2.44		141.3	JOHNSON	788.6	f 8.02						
44			s 2.55		144.5	NORWAY	791.8	f 7.53						
4					145.4	YORK	792.7							
15 TP			s 3.05		147.4	TO MYRTLE POINT	794.7	s 7.45						
3			f		149.1	ESTABROOK (Spur)	796.4	f						
9			s 3.21		152.4	BROADBENT (Spur)	799.7	s 7.26						
46 P			f 3.28		154.8	WARNER	802.1	f 7.18						
25					156.0	EMMONS (Spur)	803.3							
48					157.8	COLBY (Spur)	805.1							
26 P			f		159.0	REGAL	806.3	f						
40 P			f 3.48		160.3	GAYLORD	807.6	f 7.02						
Yard BKWTP			s 4.15PM		166.2	TO-R POWERS	813.5	6.45AM						
	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily		(73.3)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday				

(2.25) 11.92 (4.06) 17.33 (1.42) 16.94Time over District..... (3.40) 19.94 (1.30) 19.20 (2.50) 9.65

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 294 is superior to No. 293.

ADDITIONAL FLAG STOPS					
Train	At		Train	At	
All	Helon	M. P. 756.4	All	Amifer	M. P. 802.6
All	Millington	M. P. 770.7	All	Delfit	M. P. 803.8
All	Davis Slough	M. P. 775.0	All	Carman	M. P. 805.8
All	Merchant	M. P. 777.1	All		M. P. 809.0
All	Conledo	M. P. 779.6	All	Fensler	M. P. 810.3

PORTLAND SUBDIVISION

EASTWARD

Table with columns: Capacity of Sidings in car lengths, SECOND CLASS (238, 252), FIRST CLASS (142, 150), Distance from San Francisco, STATIONS, and arrival/departure times.

Time Table No. 108

June 1, 1925

STATIONS

Table listing stations from WHEELER to HILLSBORO with distances from Hillsboro and arrival/departure times.

WESTWARD

Table with columns: Capacity of Sidings in car lengths, FIRST CLASS (141, 149), SECOND CLASS (237, 251), Distance from Hillsboro, STATIONS, and arrival/departure times.

EASTWARD

Table with columns: Capacity of Sidings in car lengths, SECOND CLASS (252), FIRST CLASS (142), Distance from San Francisco, STATIONS, and arrival/departure times.

Time Table No. 108

June 1, 1925

STATIONS

Table listing stations from TILLAMOOK to WHEELER with distances from Hillsboro and arrival/departure times.

WESTWARD

Table with columns: Capacity of Sidings in car lengths, FIRST CLASS (141), SECOND CLASS (251), Distance from Hillsboro, STATIONS, and arrival/departure times.

Additional Flag Stops, M. P. 845.2. (2.10) 10.24 (1.10) 19.03 Time over District Average Speed per Hour (1.12) 18.50 (3.00) 7.40

Handwritten notes: 55-56/22.2, 90.8/22.2

EASTWARD

WESTWARD

Table with columns for Second Class (280, 278, 264) and First Class (402, 404) for Eastward, and First Class (403, 401) and Second Class (263, 277, 279) for Westward. Includes Time Table No. 108, June 1, 1925, and stations from Yaquina to Albany.

EASTWARD

WESTWARD

Table with columns for Second Class (268, 266) and First Class (442) for Eastward, and Second Class (265, 267) for Westward. Includes Time Table No. 108, June 1, 1925, and stations from IDANHA to ALBANY.

Exceptions: No. 268 is superior to No. 267. ADDITIONAL FLAG STOPS: KNOX BUTTE MP 695.4, RENNER MP 698.7, LEFFLER MP 709.2, LIVESAY MP 728.2, HALSTEAD MP 735.7

See page 18 for additional trains between Corvallis and Corvallis Jct.

EASTWARD

WESTWARD

Table with columns for Second Class (232, 238, 234) and First Class (142) for Eastward, and First Class (141) and Second Class (231, 233, 237) for Westward. Includes Time Table No. 108, June 1, 1925, and stations from WILSONIA to WILLSBURG JCT.

EASTWARD

WESTWARD

Table with columns for Second Class (238, 234) and First Class (142) for Eastward, and First Class (141) and Second Class (237, 233) for Westward. Includes Time Table No. 108, June 1, 1925, and stations from BEAVERTON to COOK.

Westward trains are superior to trains of the same class in the opposite direction. (See Exceptions)

PORTLAND SUBDIVISION

EASTWARD

Capacity of Sidings in Car Lengths.	SECOND CLASS			FIRST CLASS															Distance from San Francisco	Time Table No. 108		
	232	238	234	322	360	320	318	352	316	314	142	312	358	354	308	306	356	302		STATIONS		
	Local Freight	Local Freight	Local Freight	Cook Electric	East Side Electric	Cook Electric	Cook Electric	East Side Electric	Cook Electric	Cook Electric	Tillamook Portland Passenger	Cook Electric	East Side Electric	East Side Electric	Cook Electric	Cook Electric	McMinnville Electric	Cook Electric				
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily				
YPE	5.20PM				6.25PM			3.33PM					11.10AM	8.29AM			5.46AM		738.0	R	ST. JOSEPH	
19 PE	5.25				s 6.28			s 3.36					s 11.14	s 8.32			s 5.48		739.5	TO	LAFAYETTE	
					6.31			f 3.39					f 11.17	f 8.35			f 5.52		741.4		OAK LAWN (No Siding)	
10 PE	5.35				f 6.32			s 3.40					s 11.18	s 8.37			s 5.53		742.1	TO	DAYTON	
					6.34			f 3.42					f 11.20	f 8.39			f 5.55		743.4		CRAWFORD (No Siding)	
14 PE	5.53				f 6.38			s 3.46					f 11.24	s 8.43			s 5.59		746.1		DUNDEE	
PE	6.00				6.41			3.49					11.27	8.47			6.03		748.8		FIRST ST.	
PE	6.45				s 6.45			s 3.54					s 11.30	s 8.51			s 6.06		748.7	TO	NEWBERG	
PE	7.00				6.48			3.57					11.33	8.54			6.09		748.6		MERIDIAN	
15 WPE	7.10				6.51			s 4.00					f 11.36	s 8.57			s 6.12		749.3		SPRINGBROOK	
																			750.8		WEB (Spur)	
13 PE	7.25				6.57			s 4.05					f 11.42	s 9.04			f 6.18		751.7		REX	
12 PE	7.30				7.00			f 4.08					f 11.45	f 9.07			f 6.21		753.0		CHEHALEM	
11 E	7.35				7.01			f 4.09					11.46	f 9.08			f 6.22		754.3		VOTAW	
					f 7.03			s 4.12					f 11.49	s 9.11			s 6.25		754.7		MIDDLETON (Spur)	
25 PE	8.15				s 7.06			s 4.17					s 11.52	s 9.16			s 6.29		756.1	TO	SHERWOOD	
					7.09			f 4.20					f 11.55	f 9.19			f 6.32		757.6		OIPOLE	
					7.11			f 4.22					f 11.57	f 9.21			f 6.34		759.5		HERRMAN (Spur)	
20 PE	8.40				f 7.14			s 4.25					s 11.59AM	s 9.24			s 6.37		760.5		TUALATIN	
								f					f	f			f		762.0		GALBREATH (No Siding)	
WYPE	9.05	7.55PM	10.40AM		8.55PM	s 7.18	7.03PM	5.47PM	s 4.29	4.15PM	2.40PM	1.34PM	1.15PM	s 12.03PM	s 9.29	8.08AM	7.35AM	s 6.42	12.01AM	764.0	R	COOK
61 E	9.10	8.00	10.45		f 8.56	7.19	f 7.04	f 5.48	4.30	f 4.16	f 2.41	1.35	f 1.16	f 12.04	s 9.30	f 8.09	f 7.36	f 6.43	f 12.02	764.5		BRYANT
					f	f	f	f	f	f	f	f	f	f	f	f	f	f	f	765.0		LAKE GROVE (No Siding)
					f	f	f	f	f	f	f	f	f	f	f	f	f	f	f	765.4		GOODIN (No Siding)
80 PE	9.29	8.14	11.10		s 9.05	s 7.26	s 7.11	s 5.55	s 4.38	s 4.25	s 2.50	s 1.45	s 1.25	s 12.12	s 9.39	s 8.18	s 7.45	s 6.53	s 12.10	767.8	TO-R	OSWEGO
P	9.30PM	8.15PM	11.11AM		f 9.06	7.27	f 7.12	f 5.56	4.39	f 4.26	f 2.51	1.47PM	f 1.26	f 12.13	f 9.40	f 8.19	f 7.46	f 6.54	f 12.11	768.1		WILSONIA (No Siding)
W					f	f	f	f	f	f	f	f	f	f	f	f	f	f	f	768.6		BRIARWOOD (No Siding)
					f 9.08	7.28	f 7.14	f 5.58	4.40	f 4.28	f 2.53		f 1.28	f 12.14	f 9.41	f 8.21	f 7.48	f 6.56	f 12.13	768.8		ROCK SPUR (No Siding)
P					f 9.10	7.29	f 7.16	f 5.59	4.41	f 4.29	f 2.55		f 1.30	f 12.15	f 9.43	f 8.22	f 7.50	f 6.59	f 12.15	769.4		ELK ROCK (No Siding)
					f	f	f	f	f	f	f	f	f	f	f	f	f	f	f	769.6		RIVERWOOD (No Siding)
4 PE					f 9.11	7.30	f 7.17	f 6.02	4.42	f 4.30	f 2.56		f 1.31	f 12.16	f 9.44	f 8.24	f 7.52	f 7.00	f 12.16	769.9		RIVERA
					f 9.12	7.31	f 7.18	f 6.03	4.43	f 4.31	f 2.57		f 1.32	f 12.17	f 9.45	f 8.26	f 7.53	f 7.01	f 12.17	770.1		RIVERDALE (No Siding)
					f 9.13	7.32	f 7.19	f 6.04	4.44	f 4.32	f 2.58		f 1.33	f 12.18	f 9.46	f 8.27	f 7.54	f 7.02	f 12.18	770.4		EWAWHE (No Siding)
18 PE					f 9.15	7.34	f 7.21	f 6.06	4.50	f 4.34	f 3.00		f 1.35	f 12.20	f 9.48	f 8.29	f 7.56	f 7.05	f 12.20	771.8		CEMETERY
					f 9.16	7.35	f 7.22	f 6.07	4.51	f 4.35	f 3.01		f 1.36	f 12.21	f 9.49	f 8.31	f 7.58	f 7.07	f 12.21	771.9		FULTON (No Siding)
2					f 9.17	7.36	f 7.23	f 6.08	4.52	f 4.36	f 3.02		f 1.37	f 12.22	f 9.50	f 8.32	f 7.59	f 7.08	f 12.22	772.8		SOUTHERN PORTLAND
6					f	f	f	f	f	f	f		f	f	f	f	f	f	f	772.6		JONES (Spur)
10 E					f 9.19	7.37	f 7.25	f 6.10	4.53	f 4.38	f 3.04		f 1.39	f 12.23	9.51	f 8.34	f 8.02	f 7.11	f 12.24	773.1		ZIMMERMAN (Spur)
6					f 9.20	7.38	f 7.26	f 6.11	4.54	f 4.39	f 3.05		f 1.40	f 12.24	9.52	f 8.35	f 8.03	f 7.12	f 12.25	773.8		MULBOX (Spur)
23 PE					f 9.21	7.39	f 7.28	f 6.12	4.56	f 4.41	f 3.07		f 1.42	f 12.25	9.53	f 8.37	f 8.05	f 7.14	f 12.26	774.1		TURNABLE
Yard PE					s 9.23	s 7.42	s 7.31	s 6.14	s 4.58	s 4.43	s 3.10		s 1.45	s 12.27	s 9.56	s 8.39	s 8.08	s 7.16	s 12.29	774.8	TO	JEFFERSON ST.
					s 9.26	s 7.45	s 7.34	s 6.17	s 5.02	s 4.48	s 3.13		s 1.48	s 12.30	s 9.59	s 8.42	s 8.13	s 7.19	s 12.32	775.1		4TH & JEFFERSON STS.
					s 9.30	s 7.50	s 7.38	s 6.21	s 5.08	s 4.53	s 3.17		s 1.52	s 12.37	s 10.06	s 8.48	s 8.20	s 7.25	s 12.36	775.6		STARK ST. (City Sta.)
BKPEI					s 9.31PM	7.51	s 7.39PM	s 6.22PM	5.09	s 4.54PM	3.18		s 1.53PM	12.38	10.07	8.49	8.21	s 7.26	12.37	775.8		ANKENY ST.
					s 8.00PM				s 5.15PM		s 3.25PM			s 12.45PM	s 10.15AM	s 8.55AM	s 8.30AM	7.30AM	s 12.45AM	776.2	TO-R	PORTLAND

(4.10) 7.22 (0.20) 12.30 (0.31) 7.94 (0.36) 19.67 (1.35) 24.13 (0.36) 19.67 (0.35) 20.23 (1.42) 22.47 (0.39) 18.15 (0.45) 16.27 (0.13) 18.92 (0.38) 18.63 (1.35) 24.13 (1.46) 21.62 (0.47) 15.57 (0.55) 13.31 (1.44) 22.04 (0.44) 16.63

Westward trains are superior to trains of the same class in the opposite direction. See pages 16 and 17 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Salmon, Morrison, Burnside and Flanders Sts., Portland, and on Flag at Jean M. P. 763.5, Pacific College, and Main St., Newberg, Benbow, M. P. 747.9 Glad, M. P. 755.4. No. 142 will stop at Bryant, Lake Grove and Goodin to detain passengers from West of Cook. No. 352 will stop at all stations to detain passengers from West of Cook. E—Electrified sidings.

WESTWARD

FIRST CLASS

SECOND CLASS

Time Table No. 108

June 1, 1925

Table with columns for stations, distances, arrival/departure times for various train classes (Cook Electric, East Side Electric, etc.), and freight rates. Includes sub-sections for 'Block Signals' and 'Double Track'.

Summary table with 18 columns: Time over District, Average speed per hour, and values for various train classes.

Westward trains are superior to trains of the same class in the opposite direction.

See pages 16 and 17 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Flanders, Burnside, and Morrison Sts., Portland, and on flag at Jean M. P. 763.5, Pacific College and Main St., Newberg, Benbow M. P. 747.9, and at Glad M. P. 755.4

E—Electrified sidings.

PORTLAND SUBDIVISION EASTWARD

Time Table No. 108 June 1, 1925

Table with columns for Second Class (238, 232, 270, 234) and First Class (136, 360, 122, 132, 130, 352, 142, 128, 358, 354, 124, 126, 134, 120, 356). Rows list train numbers and destinations like Whiteson, McMinnville, St. Joseph, etc.

Westward trains are superior to trains of the same class in the opposite direction. See pages 14, and 15 for additional trains between Portland and 4th and Jefferson Sts. All trains stop to discharge passengers at College, Salmon, Morrison, Burnside and Flanders Sts., Portland.

Capacity of sidings in car lengths.	SECOND CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 108 June 1, 1925	Distance from Whiteison	FIRST CLASS				SECOND CLASS			
	232 Local Freight	272 Mixed	276 Local Freight	274 Mixed	360 East Side Electric	352 East Side Electric	358 East Side Electric	354 East Side Electric				351 East Side Electric	357 East Side Electric	359 East Side Electric	353 East Side Electric	231 Local Freight	271 Mixed	275 Local Freight	273 Mixed
	Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	Ar. Tues., Thur., Sat.
P				7.11AM					651.3 R	TRANSFER	79.4								
8				7.23					655.9	MALABON (Spur)	74.8						1.44PM		
28				7.30					658.2	ALVADORE	72.5						1.25		
3				7.40					660.1	GEORGETOWN (Spur)	70.6						1.15		
20				7.50					662.6	OHESHIRE	68.1						1.10		
17				7.55					664.5	BEAR CREEK	66.2						1.00		
15				8.02					666.9	FERGUSON	63.8						12.55		
20		12.30PM		8.49AM					671.7 TO-R	MONROE	59.0						12.45		
25 Y		12.35							673.0 R	ALPINE JCT.	57.7				8.45AM		12.30PM		
W		12.40							673.9	STARR (No Siding)	56.8				8.40				
5		12.45							674.8	BURNETT (Spur)	55.9				8.35				
		12.49							675.9	BARCLAY (No Siding)	54.8				8.31				
4		12.52							676.8	BRUCE (Spur)	53.9				8.28				
8		12.54							677.6	RECKARDS (Spur)	53.1				8.25				
		12.58							679.2	HUGHES (No Siding)	51.5				8.22				
6		1.01							680.2	BUCHANAN (Spur)	50.5				8.16				
37		1.05							681.3	GREENBERRY	49.4				8.12				
33		1.20							684.6	DRY CREEK	46.1				8.08				
		1.23							685.4	PHEASANT (No Siding)	45.3				7.58				
50		1.30							686.9	BURGESS	43.8				7.55				
Yard BKWFYP		1.40PM	10.30AM						688.9 TO-R	CORVALLIS	41.8	s 11.20AM	s 12.45PM	s 4.15PM	s 7.45PM		7.50		
PE			11.15		s 5.04	s 2.04	s 9.49	s 7.04	689.9	CORVALLIS JCT.	40.8	s 11.15	s 12.40	s 4.10	s 7.40		7.45AM		
5 E			11.23		f 5.09	f 2.09	9.54	f 7.09	693.7	LEWISBURG (Spur)	37.0	f 11.07	f 12.33	f 4.03	f 7.33		2.04		
5 WE			11.29		f 5.13	f 2.13	9.58	f 7.13	696.2	GALLOWAY (Spur)	34.5	f 11.02	f 12.29	f 3.59	f 7.28		1.39		
23 PE			11.35		f 5.17	s 2.17	10.02	s 7.17	698.9	WELLSDALE	31.8	s 10.58	f 12.25	f 3.55	s 7.23		1.33		
23 PE			11.42		f 5.22	s 2.22	10.07	s 7.22	702.0	SUVER	28.7	s 10.53	f 12.20	f 3.51	s 7.18		1.27		
20 PE			11.47AM		f 5.25	s 2.25	10.10	s 7.25	704.0	PARKER	26.7	s 10.49	f 12.16	f 3.48	s 7.14		1.20		
									707.0	WIGRIOT JCT. (Spur)	23.7						1.15		
20 PE			12.08PM		s 5.34	s 2.37	s 10.18	s 7.35	709.3 TO	INDEPENDENCE	21.4	s 10.40	s 12.08	s 3.41	s 7.05		1.00		
51			12.30						710.5	V. & S. JCT.	20.2		12.04PM				12.30PM		
YPE	2.05PM		1.00PM		s 5.44	s 2.48	s 10.30	s 7.45	714.8 R	GERLINGER	16.4	s 10.30	s 11.59AM	s 3.33	s 6.55		11.30AM		
22 WE	2.10				f 5.45	s 2.49	s 10.32	s 7.47	715.0	DERRY (F. C. Cag.)	15.7	s 10.24	f 11.56	f 3.30	s 6.50	4.30AM			
10 E	2.20				f 5.50	f 2.54	10.37	f 7.52	718.4	CROWLEY (Spur)	12.3	f 10.19	f 11.51	f 3.25	f 6.45	4.05			
22 PE	2.30				f 5.57	s 3.02	f 10.43	s 8.00	722.8	McCOY	7.9	s 10.13	f 11.44	f 3.19	s 6.39	3.55			
32 PE	2.45				s 6.05	s 3.11	f 10.51	s 8.09	728.1	AMITY	2.6	s 10.04	f 11.36	s 3.11	s 6.32	3.45			
16 WFYPE	2.55PM				s 6.10PM	s 3.16PM	s 10.55AM	s 8.13AM	730.7 R	WHITESON	0.0	9.59AM	11.32AM	3.04PM	6.27PM	3.30			
	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(79.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.		

ADDITIONAL FLAG STOPS.—Adkins, M. P. 659.6; except Nos. 357, 358 and 360; Ledford, M. P. 705.7; Cottle, M. P. 720.8; Baxter, M. P. 726.0. See page 13 for additional trains between Corvallis and Corvallis Jct.

EASTWARD				WESTWARD				EASTWARD				WESTWARD			
SECOND CLASS		SECOND CLASS		SECOND CLASS		SECOND CLASS		SECOND CLASS		SECOND CLASS		SECOND CLASS		SECOND CLASS	
Capacity of sidings in car lengths.	184 Mixed	182 Mixed	Distance from San Francisco	Time Table No. 108 June 1, 1925	Distance from Alpine Jct.	181 Mixed	Capacity of sidings in car lengths.	184 Mixed	Distance from San Francisco	Time Table No. 108 June 1, 1925	Distance from Bailey Jct.	183 Mixed	Capacity of sidings in car lengths.	183 Mixed	Distance from Bailey Jct.
12	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	678.8	R GLENBROOK	5.8	9.45AM		10.50AM	679.9	R DAWSON (No Siding)	4.9	10.47AM			
3			677.2	MUNSEY (Spur)	4.2				678.1	OEBU (Spur)	3.1				
12		10.15	676.2	ALPINE	3.2	9.30		11.12	677.0	BELLFOUNTAIN (Spur)	2.0	10.35			
8 W	11.28AM	10.20AM	675.0	R BAILEY JCT. (Spur)	2.0	9.15		11.27AM	675.0	R BAILEY JCT. (Spur)	0.0	10.26AM			
25 Y	11.43AM		673.0	R ALPINE JCT.	0.0	9.05AM									
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		(5.8)		Leave Daily Ex. Sunday		Arrive Daily Ex. Sunday		(4.9)		Leave Daily Ex. Sunday			
	(0.15) 9.00	(0.20) 11.40		Time over District.....	(0.40) 8.07			(0.37) 7.95		Time over District.....	(0.21) 14.00				

Westward trains are superior to trains of the same class in the opposite direction.

EASTWARD

PORTLAND SUBDIVISION

WESTWARD

Table with columns for Capacity of Sidings, Second Class (212-240), First Class (168-162), Stations (WYE to SALEM), and Second Class (231-211). Includes arrival and departure times for various stations.

EXCEPTIONS.—No. 162 is superior to No. 161; No. 164 is superior to No. 163; No. 166 is superior to No. 165; No. 163 is superior to No. 167. Falls City Line trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock without an order to do so. Main Line First Class trains are superior to Falls City Line First Class trains. See pages 6 and 7 for additional trains between Lemrock and Salem. ADDITIONAL FLAG STOPS.—Worden M. P. 735.6; Lees Farm 736.8; Guthrie M. P. 737.1; Carey M. P. 742.2.

Table with columns for Capacity of Sidings, Second Class (236-240), Stations (AIRLIE to BROADMEAD), and Second Class (270-250). Includes arrival and departure times for various stations.

Westward trains are superior to trains of the same class in the opposite direction. (See Exceptions.) ADDITIONAL FLAG STOPS.—Road Crossing M. P. 752.4; Superior M. P. 753.9; Road Crossing M. P. 759.5; Putnam M. P. 763.1. ADDITIONAL FLAG STOPS.—Road Crossing M. P. 736.2; Riverside M. P. 747.4.

SPECIAL INSTRUCTIONS.

“SAFETY FIRST”

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated Watch Inspectors:

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

Ashland.....	W. H. Hodkinson	Springfield.....	D. W. Roof
Grants Pass.....	J. B. Howell	Oakridge.....	S. I. Stokes
Roseburg.....	A. Salzman	Reedsport.....	F. C. Bartlett
Cottage Grove.....	F. E. Mendenhall	Marshfield.....	H. S. Tower
Eugene.....	J. A. Hoffman	Coquille.....	V. R. Wilson
Junction City.....	Tracer & Jager	Powers.....	S. Davidson
Albany.....	F. M. French & Son	Tillamook.....	R. W. Bennett
Salem.....	Pomeroy & Keene	Hillsboro.....	J. L. Anderson
Woodburn.....	E. E. Piper	McMinnville.....	W. F. Hanna
Canby.....	J. A. Fosmark	Corvallis.....	E. W. S. Pratt
Portland.....	Belding & Saxton	Dallas.....	W. C. Retzer

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

RULE 14 (M). At crossings within the city limits of Albany, Portland, Newberg and Hillsboro, it will not be necessary to give one long sound of whistle approaching crossing. Within the city limits of Albany, Portland and Newberg, not necessary to give two long sounds of whistle when stop is made before passing over crossing, but give two long sounds before passing over O. E. crossing at Hillsboro.

RULE 72. When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (B). First class trains may register at Brooklyn by ticket. Nos. 11 and 12 may register at Junction City by ticket.

At the following stations, only the trains indicated will register:

Springfield Jct.....	Trains to and from Oakridge Line.
Mohawk Jct.....	First class trains to and from Oakridge line.
Blair.....	Trains originating and terminating.
Woodburn.....	Nos. 225 and 226 and trains originating and terminating.
Central Ave.....	Trains originating and terminating.
Mill Spur.....	Smith-Powers trains.
Reedville.....	Eastward first class trains originating, and all westward first class trains.
Hillsboro.....	Registration of No. 141 will be telephoned from steam station to electric station. Operators will be held responsible for proper transmission and registration, and same may be accepted as applying at steam station.
Forest Grove.....	Eastward first class trains originating, and all westward first class trains.

Conductors of trains terminating at Blair will telephone registration of train to operator Eugene immediately upon arrival. Operator will enter in train register and repeat to conductor for his OK.

The registration of trains terminating at Blair appearing on register at Eugene may be accepted as applying at Blair.

Conductors of freight trains originating at Grants Pass will furnish Engineers with Register Check.

RULE 83 (C). Extra trains will register at:

Grants Pass	Tallman	St. Joseph
Glendale	Shelburn	Cook
Springfield Jct. (To and from Oakridge line only)	Geer	Gerlinger
Eugene	Silverton	Alpine Jct.
Albany	Timber	Broadmead
Salem	Wheeler	Dallas

RULE 83 (D). Trains must obtain a clearance card before leaving:

Medford	Marshfield
Grants Pass	Newberg Electric Station
Glendale	Hillsboro Electric Station
Eugene	Corvallis
Albany	Alpine
Salem	Dallas

Trains going to Oakridge Line at Springfield Jct. must obtain clearance cards from train dispatchers at Roseburg and Portland before leaving Eugene.

Trains going to West Side Line at Transfer must obtain clearance cards from train dispatchers at Marshfield and Portland before leaving Eugene.

Conductors of trains originating at Blair will obtain clearance cards at Eugene and deliver to enginemen at Blair.

RULE S-83 (E). In column captioned "Handled on Trip" of register the number of the extra's running order must be written for identification purposes. Trains may check the register against extras at these points and proceed if such extra appears on the register with the number of its running order corresponding with the number of its running order as designated by the order in possession of the restricted train.

EXAMPLES OF ORDERS AS THEY WILL BE ISSUED UNDER ABOVE INSTRUCTIONS

ORDER No. 115

Extra 25 West running on order No. 109 has right over No. 234 Brooklyn to Cook.

ORDER No. 120

Eng. 25 run Extra Brooklyn to McMinnville via Newberg has right over No. 234 or Extra 26 East Brooklyn to Cook.

ORDER No. 130

Eng. 50 run Extra Willamina to Whiteson and meet Extra 35 West running on Order No. 127 at Broadmead.

ORDER No. 150

Eng. 2500 run Extra Salem to Woodburn via Geer. Extra 2133 West running on Order No. 140 has right over Extra 2500 East Woodburn to Geer and wait at Silverton until five-five 505 pm for Extra 2500 East.

ORDER No. 175

Eng. 2133 run Extra Silverton to Lyons and return to Woodburn. Extra 2205 West running on Order No. 170 has right over Extra 2133 East Shelburn to Lyons.

ORDER No. 200

Eng. 2174 run Extra Willamina to Dallas and has right over No. 249 Willamina to Broadmead.

RULE 91. Will not apply to movement of trains between East Morrison Street, Sheridan Street, Jefferson Street and Portland.

RULE 93. Yards are established at the following stations:

ASHLAND	SALEM (Salem yard limits extend to yard signs east of Fair Grounds, west of Renard, and west of West Salem.)
MEDFORD (Medford yard limits extend to yard sign West of Kane.)	WOODBURN (Woodburn yard limits extend to yard sign west of South Woodburn.)
GRANTS PASS	CANBY
GLENDALE	PORTLAND (Portland yard limits extend to yard signs west of Willsburg Junction, Hooker St. and Jefferson St.)
WEST FORK	SILVERTON
ROSEBURG	GEER
DRAIN	SHELburn
LATHAM	LEBANON (Lebanon yard limits extend to yard sign west of Calahan.)
EUGENE (Eugene yard limits extend to yard signs west of E.-S. Crossing east of Blair and east of Danebo.)	TALLMAN
JUNCTION CITY (Junction city yard limits extend to yard sign west of Swain.)	
ALBANY (Albany yard limits extend to yard sign west of Page.)	

SPRINGFIELD
(Springfield yard limits extend to Springfield Junction and to yard signs west of Mohawk Junction.)

WENDLING

OAKRIDGE

MOLALLA

REEDSPORT

MARSHFIELD
(Marshfield yard limits extend to yard signs east of Mill Spur and west of North Bend.)

OVERLAND

COQUILLE
(Coquille yard limits extend to yard sign west of Cunningham.)

MYRTLE POINT

WARNER

COLBY
(Colby yard limits extend to yard sign east of Gaylord.)

POWERS
(Powers yard limits extend to yard sign, 300 feet west of M. P. 812.)

TOLEDO
(Toledo yard limits extend to yard sign west of Altree.)

YAQUINA

MILL CITY

DETROIT
(Detroit yard limits extend to yard sign west of Larson.)

BUXTON

TIMBER

COCHRAN

ENRIGHT

WHEELER

TILLAMOOK

OSWEGO
(Oswego yard limits extend to yard sign east of Wilsonia.)

COOK
(Cook yard limits extend to yard signs east of Bryant, west of Jean, and west of west wye switch on Tigard Line.)

BEAVERTON
(Beaverton yard limits extend to yard sign east of Reynolds.)

HILLSBORO
(Hillsboro yard limits extend to yard signs east of Tillamook Junction west of Range and west of Mahan.)

FOREST GROVE

ST. JOSEPH

McMINNVILLE

WHITESON
(Whiteson yard limits extend to yard sign east of Thielsen and east of Derry.)

GERLINGER
(Gerlinger yard limits extend to yard sign east of V. & S. Jct.)

INDEPENDENCE
(Independence yard limits extend to yard sign east of V. & S. Jct.)

CORVALLIS
(Corvallis yard limits extend to yard signs east of Corvallis Junction, and west of Burgess.)

MONROE
(Monroe yard limits extend to yard sign east of Alpine Junction, west of Bailey Jct. on Alpine line and west of Bailey Jct. on Bellfountain line.)

GLENBROOK

DAWSON
(Dawson yard limits extend to stop sign west of Dawson.)

BROADMEAD

DALLAS

AIRLIE

WILLAMINA

BLACK ROCK

RULE 98. THE NORMAL POSITION OF SWITCHES AT JUNCTIONS WILL BE AS FOLLOWS:

Mohawk Jct.....	For Oakridge Line.
Oswego.....	For Newberg Line.
Cook.....	For Newberg Line.
Beaverton.....	For West Side Line.
Tillamook Jct.....	} For Hillsboro City Station.
Range.....	
St. Joseph.....	For Newberg Line.
Whiteson.....	For West Side Line.
Alpine Jct.....	For West Side Line.
Transfer.....	For Marshfield Sub-Division.
Bailey Jct.....	For Bellfountain Line.
Broadmead.....	For Willamina Line.
Dallas.....	For Salem Line.

Eugene Siding, on Roseburg sub-division, extends from Block Signal No. 6477 westward 2315 feet.

Blair Siding, on Roseburg sub-division, extends from Block Signal No. 6477 eastward 6852 feet.

Marshfield sub-division main track ends at Blair at switch connecting with siding which extends to Eugene parallel with Roseburg sub-division main track and is track nearest to Eugene passenger station. Marshfield sub-division trains must use this siding between Blair and Eugene. Other trains must not use this siding when such use will interfere with the movement of Marshfield sub-division first-class trains. Switch at junction Marshfield sub-division main track and siding at Blair must be left set and locked for Marshfield sub-division.

Page Siding extends from Block Signal 6896 to Block Signal 6902.

Albany Siding extends from Block Signal 6902 to Block Signal 6911.

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

When eastward passenger trains are to take siding at Albany to meet other trains they will take siding at crossover switch just east of Block Signal 6906.

Yaquina Line main track ends at switch at east end of curve connecting with track parallel with main line in east end of Albany yard which is track nearest the passenger station. Trains must not use this track when it will interfere with the movement of Yaquina Line trains.

Geer Line at Salem ends at Signboard near passenger station.

Canby siding extends from Block Signal No. 7468 westward 2040 feet. Flander siding extends from Block Signal No. 7468 eastward 4070 feet. Molalla Line ends at Flander at west wye switch connecting with the siding which extends to Canby. West wye switch must be left set and locked for the siding. Second class and extra trains using Flander siding and the east end of Canby siding will arrange so that Molalla Line trains, which use Flander siding and Canby siding between Flander and Canby, are not delayed in moving to and from Canby station.

Geer Line at Geer ends at first wye switch which must be left set and locked for east leg of wye.

Junction switch Woodburn-Springfield Line with west leg of wye Geer must be let set and locked for movement via Woodburn-Springfield Line.

Junction switch Woodburn-Springfield Line with east leg of wye Geer must be left set and locked for movement via Woodburn-Springfield Line.

East wye switches at Tallman will be set and locked for movements between Albany and Lebanon.

West wye switch Tallman will be left set and locked for movement to Tallman Line.

Trains using east leg of wye Springfield will move expecting to find track occupied by street cars. During snow storms or foggy weather steam trains using track between staff booth and Main Street, Springfield, will do so under flag protection.

Main track Oakridge Line will be operated with switches lined and locked for Eugene-Springfield street car line at Springfield Junction and East leg of wye at Springfield. Junction switch west leg of wye Springfield must be left set and locked for movement via Oakridge Line.

At Larson, junction switch for Hammond Lumber Company spur, leading off main track will be lined and locked for their spur, this acting as a derail. Main track between this junction switch and west yard limit sign will be used as an interchange track. Trains and engines using this track must move with caution expecting to find track occupied by cars.

The track between Meridian, Newberg Passenger Station and First Street is the main track and will be used by electric passenger trains only. The track between Meridian, Newberg Freight Station and First Street is a siding and will be used by steam trains and must be kept clear.

Switch on Fourth Street at Fourth and Jefferson Streets, Portland, is a spring switch and will be left as used.

Junction switch east of freight station at Hillsboro must be left set and locked for movement via Tillamook Line.

The track via Hillsboro Electric Station between Tillamook Junction and Range, will be the main track for the Beaverton-Forest Grove Line, and only electric passenger trains are permitted to use it. All steam trains via Beaverton-Forest Grove Line must use the Tillamook Line main track and freight yard tracks between Tillamook Junction and Range.

West Wye switch in Hillsboro freight yard at Range will be left set and locked for movement via Tillamook Line, and East Storage switch will be left set and locked for storage track to serve as a derailer to protect electric main track.

The track between Catching, Forest Grove and Detour is the main track and will be used by electric trains only. The track between Catching, Carnation and Detour is a siding and will be used by steam trains and must be kept clear.

Switches at Corvallis and Corvallis Jct. must be left set and locked for movement between Wellsdale and Philomath via Sixth Street line. The Ninth Street track between Corvallis Jct. and connection with Yaquina Line west of freight station, Corvallis, is a siding and must be kept clear of cars. Unless otherwise directed, all freight trains and work trains, excepting Nos. 275 and 276, will use the Ninth Street track between Corvallis Junction and Corvallis Yard.

West wye switch Broadmead connecting with Airlie Line will be left set and locked for movement to Willamina Line.

At Dallas west wye switch connecting with Airlie Line will be left set and locked for the wye, Airlie Line main track between this switch and junction switch at water tank 1000 ft. east will be used as a storage track. Trains to and from Airlie will move through west leg of wye connecting with Falls City Line.

At Dallas, all Falls City Line trains use Airlie Line main track between junction switch and passenger station.

At stations where yard limit boards are maintained and the view is in any manner obstructed, trains must not be backed out of siding or adverse movements made without providing the same protection required at points where yard limit boards are not maintained. Passenger trains will comply fully with Rule 99 within yard limits, the same as at points where yard limits are not maintained.

RULE 221. That portion reading: "Train-order office hours will be shown in the time-table" is canceled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

AUTOMATIC BLOCK SYSTEM

Between signal bridge west of train order office, Brooklyn, and Clay St., trains stopped by block signals 7666, 7672, 7678, 7686, 7693, 7687, 7679 and 7673 will wait one minute and may then proceed with caution not exceeding 6 miles per hour, to next clear distant or home block signal. Flagman need not precede train.

When a Milwaukie Line train is stopped by signal 7657 and opposing train is standing on main track clear of junction switch at Willsburg Junction, it may proceed immediately with caution, not exceeding 6 miles per hour to junction switch, providing track is seen to be clear to that switch.

Normal indication of home block signal at Willsburg Junction on Milwaukie line is stop. If signal does not clear after switch is lined for diverging route be governed by Rule 509.

Eastward main line trains holding meet or waiting for opposing trains to enter Milwaukie Line at Willsburg Junction will stop West of block signal 7646 west of Willsburg Junction. Eastward trains occupying main track at East Milwaukie to be met will stop west of sign reading "Overlap," located left side of track 500 feet west of east switch.

When trains leave continuously block signalled track, a fusee will be left near the last signal, when it is possible a train is following less than ten minutes.

* Automatic block signals between Jefferson Street and Jean, between Sheridan Street, Portland, and Beaverton, and between Matson and Newton give light indications only.

Station protect sets are located at Rogue River, Dole, Dillard, Oakland. Tunnel protect sets—Tunnels No. 13, 15, 16 and 19, Marshfield subdivision.

INTERLOCKING

EUGENE-SPRINGFIELD STREET CAR LINE CROSSING, between Eugene and Springfield Junction.
WILLAMETTE VALLEY SOUTHERN CROSSING just east of Oregon City.
CLAY STREET.
WILLAMETTE RIVER BRIDGE between East Portland and Portland.
NORTHERN PACIFIC TERMINAL COMPANY YARD, Portland.
WILLAMETTE RIVER BRIDGE, between Albany and North Albany.

SIUSLAW RIVER BRIDGE, just east of Cushman.
UMPQUA RIVER BRIDGE, between Gardiner and Reedsport.
COOS BAY BRIDGE, between Coos and North Bend.
OREGON ELECTRIC CROSSING, between Tigard and Robinson.
OREGON ELECTRIC CROSSING, just east of Beaverton.
WILLAMETTE RIVER BRIDGE, between Salem and Plinkney.

At W. V. S. railroad crossing just east of Oregon City the normal position of the signals and derailleurs governing the Interlocking Plant are proceed and derailleurs closed for Southern Pacific trains. When these signals are at "Stop," the Conductor or person in charge of the train must send two flagmen ahead in order to pass signals, and after careful inspection, when it is known there is no one in the Interlocking station to operate the plant, and that the signals are at stop and derailleurs governing the movement of W. V. S. trains are set to derail, and that derailleurs on either side of the crossing governing Southern Pacific trains are closed and route known to be clear for Southern Pacific trains, flagman will give "proceed" signal.

At Hawthorne Ave., Portland, trains will accept signals from signalman in tower to move through interlocking plant.

When semi-automatic signal 7693 is in stop position trains will not proceed without receiving signal from signalman in tower.

Interlocking plant Willamette River Bridge between East Portland and Portland is governed by O. W. R. & N. rules, which Rules are identical with S. P. Rules. United Railway tracks cross both main tracks at the center of Front Street between Willamette River bridge and Union Station, Portland, and the movement of their trains are not governed by interlocking plant.

The following whistle signals will be used for movements through interlocking plant:

To Portland, 1 long: ———.
To Albina, 1 long, 1 short: ——— o.
To Graham (Sullivan Gulch Line), 2 long: ——— ———.
To S. P. Main Line, 1 short, 1 long: o ———.
To East Second St., 2 short, 1 long: o o ———.
To S. P. Yard, 1 short, 1 long, 1 short: o ——— o.
To Transfer Track, 1 long, 1 short, 1 long: ——— o ———.

STAFF SYSTEM

Train Staff System governs movements of trains between Springfield Jct. and Springfield and over Sixth Street only between Corvallis Junction and Corvallis.

A train must not pass into a block without a staff in its possession, except in case of failure of staff apparatus. If unable to remove staff within 5 minutes flagman will precede train through block. Train will wait 5 minutes, then follow flagman with caution not exceeding 6 miles per hour. Staff must not be removed from instrument until train is ready to proceed.

Second-class and extra trains must secure permission from train dispatcher if possible before removing staff at Corvallis Junction.

The above instructions do not modify Rule 83(D).

TRAIN AND AIR INSPECTION

1. Passenger trains leaving Portland will not make running test as per Air Brake Rule 16 until after crossing Willamette River Bridge. Standing air brake test will be made one minute before train leaves Portland Union Station, as follows: Air inspector will attach gauge to rear end of train and give 4 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 4 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.

In addition to running tests that are made upon leaving initial, inspection stations, or at any point where air hose has been separated, to comply with Rule 875 and Air Brake Rule 16, running tests must be made as follows:

Before descending grades east and west of Dimmick, Tunnel 9, Tunnel 8, east of Sutherlin, east and west of Rice Hill and west of Divide.

One mile east and west E. S. crossing.

One mile east and west of W. V. S. crossing east of Oregon City.

Eastward passenger trains before passing Clay Street.

Molalla Line—One mile east and west of W. V. S. crossing.

Yaquina Line—One mile east and west of Willamette River Bridge, Albany, east and west of Corvallis Junction.

Mill City and Woodburn-Springfield Lines, one mile east and west of Shelburn.

Marshfield Subdivision—One mile east and west of O. E. crossing; one mile east and west of Siuslaw River Bridge, Cushman; Umpqua River Bridge at Reedsport; Coos Bay Bridge between Coos and North Bend and Coalbank Slough at Marshfield.

Newberg Line—East and west of Rex.

Tigard Line—One mile east and west of O. E. crossing.

West Side Line—Eastward trains at Bertha, east and west of O. E. crossing, Beaverton, east and west of Hillsboro, east and west of Gerlinger and east and west of Corvallis Junction.

Airlie Line—One mile east and west of V. & S. crossing, one mile east and west of Falls City Line crossing.

Falls City Line—One mile east and west Willamette River Bridge, Salem, one mile east and west of Gerlinger, one mile east and west of Airlie Line crossing, Dallas.

Tillamook Line—Eastward trains before descending grade east of Tunnel 25 and East and West of Kelches River Ry. crossing.

This rule will not apply to freight trains.

Exceptions:

Eastward passenger trains without helpers will make running test for Dimmick leaving Grants Pass; for Tunnel 9, at Distant Signal east of Hugo; for Tunnel 8, through Wolf Creek.

Eastward passenger trains that do not stop at Sutherlin will make running test after whistling for station. Trains that stop at Sutherlin will make running test after starting. Eastward passenger trains will make running test passing through Isadora, Westward passenger trains will make running test after passing East distant signal, Rice Hill.

Westward passenger trains without helpers will make running test for Tunnel 8 leaving Glendale; for Tunnel 9 through Leland, east of station; for Dimmick; through Merlin.

2. Immediately after starting on initial trip each day, running test of hand brakes must be made on both front and rear end of McKeen motor cars.

3. Rear end test prescribed by Air Brake Rule 17 must be made at any point where air hose has been separated and where engines are cut out or added and must, also be made on eastward trains at Grants Pass, Timber and Bertha, and on westward trains at Glendale and Drain. All trains Cochran and Summit.

Not necessary for passenger trains that are not required to stop at Drain to stop at Drain to make plug test.

This test must not be used for giving a proceed signal.

4. 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. On westward trains, consisting of 75% or more empties, retainers on all loads and each alternate empty will be used, but all retainers may be used if needed.

Retaining valves will be used on all trains descending grade between Railhead and Oakridge.

Eastward trains handling logs will stop west Portal Tunnel 25, MP 789.6, turn up retainers and inspect cars of logs before entering tunnel.

5. When helper engine is in train, after rear end test has been made, the leading engine must not attempt to start until the helper engine has whistled off. The helper engine must not whistle off until receiving a signal from rear, which will not be given before the air pressure on caboose gauge indicates 70 pounds.

6. When air hose has been separated and pressure in rear of train has leaked below 70 pounds, as indicated on caboose gauge, before starting train, signal must be given from rear end. In order to carry out these instructions, a trainman must be stationed so as to observe caboose gauge.

7. Air brakes on two adjoining cars must not be cut out leaving any station where cars can be separated.

8. The following points are designated for inspection of freight trains: Grants Pass, Glendale, Drain, Buxton, Timber, Cochran, Enright and Summit. Westward freight trains will stop at Hugo, Mayo and Enright, and eastward freight trains at Timber, to permit cooling and inspection, as per Air Brake Rule 48. Westward freight trains stop at Hugo five minutes for inspection.

9. Freight cars must not be handled EAST of WEST switch at Bertha except when coupled to locomotive and air brakes operative. All freight train switching at Bertha must be done at WEST switch and on siding and spur, and all cars not coupled to locomotive with air brakes operative must be under protection of derail in siding at all times. After switching is completed, air hose must be coupled and rear end test made as per Air Brake Rule 17 before switch is set for main track.

10. Tare tonnage of any passenger train or gross tonnage of any freight train must not exceed the following number of M's per operative brake between the stations shown:

	Number of M's	
	Passenger	Freight
Grants Pass and Glendale.....	150	115
Oakland and Yoncalla.....	150	125
Comstock and Divide.....	150	125
Buxton and Timber.....	150	120
Timber and Enright.....	135	90
Summit and Nashville.....	150	115
Black Rock and Falls City.....	150	100

USE OF RETAINERS

16. All available retainers on passenger and freight trains must be used between the following named points:

Westward:		Eastward:
Divide to Comstock.	} Freight Trains	Dimmick to Merlin.
Rice Hill to foot of grade.		Tunnel 9 to Leland.
Tunnel 8 to Wolf Creek.		Tunnel 8 to Glendale.
Tunnel 9 to Merlin.		Rice Hill to foot of grade. (Freight Trains)
Dimmick to Grants Pass.		Railhead to Oakridge
Summit to Nashville.		Cochran to Timber.
Cochran to Enright.		Tunnel 25 to Buxton.
		Bertha to Morrison Street, Portland, on steam equipment.
		Black Rock to Falls City.

MISCELLANEOUS

32. At Salem, Falls City Line trains use main track between Lemrock and Salem. Such trains must call operator Salem on telephone from Lemrock and obtain permission to proceed to Salem. Operator Salem when permitting this move must hold all opposing trains until the train arrives.

33. Between 6:00 p. m. and 7:00 a. m. trains using Salem-Geer Line main track at Salem, will move expecting to find track occupied by cars and yard engines.

34. Between 9:00 a. m. and 6:00 p. m. cars may be left on main track at Bailey Junction. Trains approaching Bailey Junction must move with caution expecting to find main track occupied.

35. Cars may be left on main track between Dallas passenger station and east yard limit sign on the Dallas-Broadmead line. Trains using this track must move with caution expecting to find main track occupied.

36. Employes must make every possible effort to avoid fires during the dry season, be on the lookout for fires and report them promptly. Trainmen must particularly watch for fires from rear end of train.

37. When cars are left on grades not protected with derailleurs they must be chained to rail.

38. Trains operating over crossing of Portland, Astoria and Pacific R. R. on spur just east of Thornburg will stop not less than 100 feet or more than 200 feet from crossing, and will be preceded by a flagman before moving over crossing.

39. When necessary to leave cars on siding at Cochran they must be placed 200 feet west of west cross-over switch.

40. Car limit on descending grades between Westimber and Belding 45 cars with 1 Consolidation or 2 small 2900 Class Engines on point, 35 cars with 1 2900 Class Engine on point. 60 cars Westimber to Buxton with Consolidation or large 2900 Class Engine on point.

41. Deadhead passenger equipment will not be handled in freight trains of over 30 cars.

Dead engines in trains will be handled on head end not more than 8 or 10 cars from road engine.

42. Eastward freight trains will discontinue whistling approaching Brooklyn station as provided by Rule 14 (m).

Enginemen are cautioned against the unnecessary use of steam whistle between Willsburg Junction and Brooklyn.

43. F-1 Class engines should be placed one on point and all F-1 Class helpers back in train behind 75% of tonnage, not less than five (5) cars apart.

44. Mikado engines must not be operated coupled.

45. Engines must not be operated coupled tender to tender.

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

47. Running switches of cars loaded with piling and livestock must not be made. Such cars must not be cut off while in motion. Neither may cars be kicked or dropped in on tracks against cars loaded with piling and livestock.

48. In making up trains main line movement, consisting of loads and empties, a sufficient number of empties may be placed on head end of train when construction of cars will permit in order to equalize braking power. Wood frame 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 40 cars or to trains picking up and setting out at stations between Brooklyn and Eugene.

49. Approaching tunnels by day, when within 300 feet, headlights must be displayed and continued while passing through tunnel.

50. The following tracks will be considered sidings:

- Junction City—Track No. 1.
- Brooklyn—Track "A."
- Westfir—Long Siding.
- Austa—Siding at M. P. 682.6.
- Reedsport—House Track.
- Johnson—Siding on hill on east side of track.
- Myrtle Point—House Track.
- Oswego—Track opposite station between west switch and crossover to main track.
- Beaverton—Long siding opposite station.
- McMinnville—Track on west side main track opposite passenger station.
- Burgess—Track east of station signboard.
- Cochran—Long track between east switch and crossover to main track west of station.
- Bay City—Mill spur.

51. When not in use, mountain track switch, east end of "Sunshine" siding M. P. 808.4, Coos Bay Branch, between Gaylord and Powers, used by Lawson Cypress Co., must be lined for Lawson Cypress siding.

52. Beaver Hill Spur has been placed in service. Engines weighing over 100,000 lbs. on drivers cannot operate over bridges. Speed restricted to 8 miles per hour.

53. Portland Union Station.—Trainmen and Enginemen are subject to the rules and regulations of the Northern Pacific Terminal Co. while in their yard.

54. Extreme care must be used in measuring oil in locomotive tanks with metal measuring stick, when in electric zone, to avoid contact with trolley wire.

ELECTRIC LINES

61. Electric engines must be used to move freight cars between Carnation (via Detour) and city freight house at Forest Grove.

62. Eastward trains must stop before fouling the Junction switch at Fourth and Jefferson Streets, Portland.

63. Trains must stop before crossing electric tracks on Jefferson Street and Fourth Street, Portland, Oregon Electric tracks at Hillsboro, and Spaulding Logging Co. track at Newberg. When the view of the engineman is obstructed by weather conditions or otherwise, a flagman must precede train over crossing.

64. When necessary for eastward trains to run in two parts from Sheridan Street, Portland, be governed by Air Brake Rule 20.

When trains run in two parts from Sheridan Street, Portland, and Jefferson Street enginemen of rear part of eastward trains will uncouple train and move back sufficient distance to know they have control.

Enginemen of rear part of westward trains will make coupling, slack back to see if coupling is properly made, apply air brakes, cut out brake valve and remain in car until air brakes have been tested as per Air Brake Rule 17.

65. Trainmen will remove markers from left side of trains handling steam equipment and from electric trains if necessary when meeting trains with steam equipment in moving over double track, Fourth Street, Portland.

66. Superintendent, Assistant Superintendents, Trainmasters, Chief Train Dispatchers and Road Foremen of Engines only will be permitted to ride head end of electric trains without head end permits signed by Superintendent.

67. Fire signals at Washington, Morrison and Gibbs Streets, Portland, indicate when an alarm has been turned in and that fire apparatus may be expected to pass at any moment. These signals must be respected. Enginemen must watch for and respect signals from traffic officers at Washington and Morrison Streets.

DERAILERS IN MAIN TRACK

- 100 ft. west M. P. 690, Oakridge line.
- Clearance point Main track Wendling line at Mohawk Jct.
- 120 ft. west of West Siding Switch main track at Detroit.
- Clearance point main track Milwaukie branch at Willsburg Jct.
- Clearance point main track Milwaukie line at Wilsonia.
- Clearance point main track Tigard branch at Beaverton.
- 160 ft. east of Junction switch main track west Side Line at St. Joseph.
- Clearance point main track west side branch at Transfer.
- Clearance point main track Alpine line at Bailey Jct.
- 375 feet east of east switch, Glenbrook.
- 100 feet east of Dawson.
- West of Willamina (two derailleurs).
- 500 feet east of siding at Black Rock.

LOCATION OF WATER TANKS BETWEEN STATIONS

Main Line:	Mill City Line:
M. P. 498.4	M. P. 738.9
M. P. 536.2	
Marshfield Sub-Division:	Tillamook Line:
M. P. 810.3	M. P. 803.3
	M. P. 818.5
Yaquina Line:	West Side Line:
M. P. 762.3	M. P. 661.8
M. P. 750.2	

COMMERCIAL TRACKS NOT OTHERWISE SHOWN ON TIME TABLE

All tracks are connected at both ends unless otherwise specified.

Main Line:	Marshfield Sub-Division—Cont'd.
Rosenberg Bros. M.P. 439.6—4 cars (spur)	Sunshine.....M.P. 807.7—4 cars (spur)
Woodburn-Springfield Line:	Fensler.....M. P. 810.3—5 cars (spur)
Broughton & Wiggins.....M.P. 721.1—5 cars (spur)	Mill City Line:
Oakridge Line:	Hammond Lb. Co.
Botsford.....M. P. 649.2—57 cars (spur)	No. 1.....M.P. 745.4—30 cars (spur)
Davis Weber Lbr.	Hammond Lbr. Co.
Co.....M. P. 685.5—8 cars (spur)	No. 2.....M.P. 747.2—20 cars (spur)
Western Sand & Gravel Co.....M. P. 680.6—(spur)	Tillamook Line:
Marshfield Sub-Division	Wilkesboro Brick and Tile Co.....M. P. 773.5—3 cars (spur)
Capps.....M.P. 666.4—4 Cars	J. Cole Logging Co. M.P. 781—13 cars (spur)
Willamette-Pacific Lbr. Co.....M. P. 681.9—10 cars (spur)	Treen.....M. P. 790.2—11 cars
Willamette-Pacific Lbr. Co.....M. P. 682.0—5 cars (spur)	Killen.....M. P. 811.5—14 cars
H. L. Berg-	Newberg Line:
man.....M. P. 684.2—15 cars (spur)	Rock Quarry.....M. P. 767—5 cars (spur)
A. G. Spence.....M. P. 695.4—2 cars	West Side Line:
Neper.....M. P. 719.9—3 cars (spur)	Carnation.....M.P. 758.5—28 cars
W. D. Hull Mill M.P. 724.6—5 cars (spur)	Falls City Line:
Stout Lbr. Co.....M.P. 746.7—15 cars	Brophy.....M.P. 724.4—2 cars (spur)
Ten Mile Lbr. Co.....M.P. 756.4—4 Cars	Airlie Line:
Coos White Cedar Co.....M. P. 793.8—31 cars	Polk.....M.P. 747.2—9 cars
C. C. Carter.....M.P. 795.0—12 cars	Willamina Line:
Byerle.....M.P. 808.8—4 cars (spur)	Winch.....M.P. 737.2—7 cars (spur)

SPEED RESTRICTIONS

SPEED OF PASSENGER TRAINS MUST NOT EXCEED 50 MILES PER HOUR.
SPEED OF FREIGHT AND MIXED TRAINS MUST NOT EXCEED 35 MILES PER HOUR.
 Trains must not exceed the speed in miles per hour shown below:

Page	Between	Passenger	Freight	Engines Running Backward
3	Ashland—Grants Pass.....	45	30	20
3	Grants Pass—Glendale.....	35	20	15
3	Glendale—Reuben.....	45	20	20
3	Reuben—M. P. 539.4.....	25	18	15
3	M. P. 539.4—Roseburg.....	45	25	15
4-5	Roseburg—Sutherlin.....	35	20	15
4-5	Sutherlin—M. P. 602.....	40	20	15
4-5	M. P. 602—Comstock.....	45	30	15
4-5	Comstock—Divide.....	25	18	15
4-5	Divide—Eugene.....	50	30	20
4-5-6-7	Eugene—Flander.....	50	35	20
6-7	Flander—Portland.....	50	35	15
8	Woodburn—Silverton.....	40	25	15
8	Silverton—Balm.....	30	20	15
8	Balm—Lebanon.....	35	20	15
8	Lebanon—Coburg.....	30	20	15
8	Coburg—Springfield.....	40	25	15
9	Springfield Jct.—Natron.....	25	18	15
9	Natron—Oakridge.....	25	25	15
9	Oakridge—Railhead.....	20	20	15
9	Mohawk Junction—Wendling.....	25	18	12
9	Page—Tallman.....	30	25	20
9	Salem—Geer.....	35	25	15
9	Canby—Molalla.....	30	20	20
10	Eugene—Noti.....	45	30	15
10-11	Noti—Marshfield.....	35	25	15
11	Marshfield—Myrtle Point.....	30	18	10
11	Myrtle Point—Powers.....	25	18	15
12	Hillsboro—Banks.....	45	30	20
12	Banks—Buxton.....	35	20	15
12	Buxton—Timber.....	25	15	10
12	Timber—Enright.....	20	15	10
12	Enright—Wheeler.....	25	18	10
12	Wheeler—Tillamook.....	35	20	12
13	Albany—Philomath.....	35	20	18
13	Philomath—Yaquina.....	30	18	10
13	Albany—Gates.....	25	18	15
13	Gates—Idanha.....	20	15	12
13	Willsburg Junction—Wilsonia.....	40	30	20
13	Cook—Beaverton.....	40	30	20
14-15	Jefferson Street—Oswego.....	50	20	15
14-15	Oswego—Middleton.....	50	30	15
14-15	Middleton—Springbrook.....	25	15	10
14-15	Springbrook—St. Joseph.....	50	30	20
16-17-18	Portland—Corvallis.....	50	30	20
18	Corvallis—Transfer.....	40	30	20
18	Alpine Junction—Glenbrook.....	20	15	10
18	Bailey Junction—Dawson.....	20	15	10
19	Whiteson—Smithfield.....	25	18	15
19	Smithfield—Dallas.....	25	18	10
19	Dallas—Airlie.....	25	18	15
19	Broadmead—Willamina.....	25	18	15
19	Salem—Dallas.....	35	20	15
19	Dallas—Falls City.....	30	18	12
19	Falls City—Black Rock.....	20	15	10

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

	Miles per hour	Miles per hour	
Talent.....	15	Lebanon.....	12
Medford.....	16	Brownsville.....	10
Central Point—5 a. m. to 10 p. m.....	20	Philomath.....	12
Rogue River.....	20	Milwaukie.....	12
Roseburg.....	15	North Bend.....	25
Yoncalla.....	15	Marshfield.....	15
Cottage Grove.....	15	Oswego.....	10
Creswell.....	12	LaFayette.....	15
Eugene.....	15	Beaverton.....	8
Junction City.....	10	Hillsboro.....	15
Harrisburg.....	20	Cornelius.....	12
Halsey.....	15	Forest Grove.....	15
Albany.....	12	Gaston.....	15
Jefferson.....	20	Carlton.....	10
Turner—6 a. m. to 8 p. m.....	18	McMinnville.....	15
Salem.....	10	Amity.....	10
Gervais—6 a. m. to 9 p. m.....	25	Independence.....	12
Woodburn.....	10	Corvallis.....	10
Hubbard.....	25	Monroe.....	15
Aurora—5 a. m. to 10 p. m.....	25	Monmouth.....	12
Oregon City.....	15	Dallas.....	12
Portland.....	10		

Maximum speed 2-10-2 Locomotives 45 miles per hour on tangent track and restricted to same speed on curves as applies to other passenger power.

Consolidation engines and electric locomotives must not exceed 40 miles per hour. Electric locomotives will not exceed 6 miles per hour on curves at Union Station and at end of double track at Ankeny and Jefferson Streets, Portland. Speed limit for light engines, or engines running with caboose only:

	Miles Per Hour
Yard and other engines with pilots removed.....	20
F-1 type.....	25
Consolidation and Mikado type.....	35
Engines with drivers 50 inches diameter or less.....	30
Other engines.....	40

On curves of 7 to 10 degrees, trains must not exceed 25 miles per hour; 10 to 12 degrees 20 miles per hour; over 12 degrees, 15 miles per hour.

Trains handling steam relief outfit must not exceed 25 miles per hour on main line between Ashland and Portland, and 18 miles per hour on other lines.

Trains handling logs must not exceed 12 miles per hour over truss bridges, around curves of over 6 degrees, and passing through stations and tunnels.

Trains must run with caution when descending grades, approaching bluffs or other points where slides are liable to occur.

Trains must not exceed 12 miles per hour passing through sidings on Main line and 10 miles per hour through sidings on other lines.

F-1 type engines must not exceed 6 miles per hour backing through cross-overs and switches.

2900 class engines must not exceed 10 miles per hour on Buman Rock spur, Falls City line.

ASHLAND SUBDIVISION

Pacific type, Atlantic type, and 2300 class engines restricted to 30 miles per hour, and Consolidation and Mikado engines 25 miles per hour between Roseburg and Green, 20 miles per hour between Pollard and Leland.

Mikado type engines must not exceed 15 miles per hour on curves 12 degrees or over. Trains must not exceed 10 miles per hour over crossing Main Street, Medford.

ROSEBURG SUBDIVISION

Pacific type, Atlantic type, and 2300 class engines restricted to 30 miles per hour between mile posts 642 and 645, and 30 miles per hour between Sutherlin and Roseburg. Consolidation and Mikado engines 25 miles per hour between mile posts 642 and 645, and Sutherlin and Roseburg.

Passenger trains, running backward, must not exceed 10 miles per hour between Eugene Passenger Station and Home and Distant Signal No. 6482; 15 miles per hour between Home and Distant Signal No. 6482 and east main track switch of siding Blair.

PORTLAND SUBDIVISION—MAIN LINE

Trains must reduce speed to 20 miles per hour over Willamette Valley Southern Railway crossing east of Oregon City; 15 miles per hour over grade crossings between Willsburg Junction and Brooklyn; passing shop buildings, Brooklyn; and must move with caution not exceeding 15 miles per hour within interlocking plant East Portland, over crossing frog east end Willamette River bridge and over Willamette River bridge, Portland; must move with caution not exceeding 6 miles per hour between Willamette River bridge and Union Station, Portland.

WOODBURN-SPRINGFIELD LINE

Engines over 122,000 lbs. on drivers must not exceed 20 miles per hour between Woodburn and Silverton and must not exceed 15 miles per hour between Silverton and Geer.

OAKRIDGE AND WENDLING LINES

Trains handling logs must not exceed 15 miles per hour.

MARSHFIELD SUBDIVISION

Reduce speed to 10 miles per hour on draw spans Coos Bay, Coalbank Slough, Bridges 793 E, F and G, Baker Creek bridge No. 10, Coquille River bridges 1, 2, 6, 7, 8, 9, 12, 13, and Tunnel 1.

Trains handling logs must stop before entering Tunnels 14 and 20 westward and 13 and 18 eastward, inspect cars carefully for broken stakes, shifted loads and other irregularities.

Eastward trains handling logs to North Bend and Marshfield will stop ten minutes at Coos to inspect condition of load.

TILLAMOOK LINE

Westward trains must not exceed 12 miles per hour over Wolf Creek bridge, west end of Tunnel 27, between Cochran and Mayo.

Trains must reduce speed to 12 miles per hour over double road crossing just west of Bay City.

Engines over 125,000 lbs. on drivers must not exceed 20 miles per hour between Banks and Buxton.

YAQUINA LINE

Trains must not exceed 15 miles per hour through tunnels and over Willamette River Bridge, Albany.

MILL CITY LINE

Reduce speed to 15 miles per hour over spans South Santiam River Bridge 699-B. Trains handling logs must not exceed 12 miles per hour.

MILWAUKIE AND TIGARD LINES

Engines over 125,000 lbs. on drivers must not exceed 20 miles per hour. Freight trains must not exceed 10 miles per hour passing Beaverton shops.

NEWBERG LINE

Engines 160,000 lbs. or over must not exceed 18 miles per hour between Oswego and Cook.

Trains handling logs must not exceed 20 miles per hour between Goodin and Oswego.

Trains handling cars weighing 150,000 lbs. or over must not exceed 12 miles per hour in passing over trestle 770-B and 772-H between Rivera and Southern Portland.

Trains reduce speed to 15 miles per hour over road crossing at MP 746 west of Dundee.

WEST SIDE LINE

Trains must reduce speed to 6 miles per hour passing over facing point spring switches on Fourth and Jefferson Streets, Portland; 10 miles per hour on Fourth and Jefferson Streets, Portland.

Trains must reduce speed to 15 miles per hour 100 feet before reaching and passing over public road crossing Raleigh, and to 8 miles per hour while passing over highway crossing east of station building Hillsboro-McMinnville line at St. Joseph and keep sharp lookout for automobiles and other vehicles.

Engines over 125,000 lbs. on drivers must not exceed 20 miles per hour between St. Joseph and Bertha.

ALPINE AND BELLFOUNTAIN LINE

Engines of over 50,000 lbs. on drivers must not exceed 12 miles per hour.

Trains handling logs must not exceed 8 miles per hour.

AIRLIE LINE

Trains handling logs between Monmouth and Crisp must not exceed 12 miles per hour; Monmouth and Dallas, 15 miles per hour.

FALLS CITY LINE

Trains must reduce to 15 miles per hour over Willamette River bridge and 6 miles per hour over Capital Street, Salem.

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotives	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-81 20/28 105	3025 to 3071.....	77	46380 lbs.
T-69 21/28 149	{2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299.....}	60	44330 "
T-69 15-26/28 142	{2291, 2294, 2297.....}	62	41526 "
T-63 18/30 78	{2204, 2205.....}	52	22750 "
	2187.....	48	
E-69 18/24 69	{1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397.....}	55	30190 "
E-73 18/24 63	1430 and 1432.....	61	27570 "
	{2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679.....}	52	39650 "
C-57 22/30 180			
C-57 22/30 187	{2513 to 2591, 2800 to 2830.....}		

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table is for information of enginemen, and must in no way conflict with rules governing speed of trains.

SPECIAL INSTRUCTIONS—Concluded.

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 columns: Mile Post, BETWEEN, DESCRIPTION, Height Above Top of Rail, Side Clearance From Rail. Includes subdivisions like ASHLAND, ROSEBURG, PORTLAND, WOODBURN, OAKRIDGE, WENDLING, MOLALLA, MARSHFIELD, and MILWAUKIE.

Table with columns: Mile Post, BETWEEN, DESCRIPTION, Height Above Top of Rail, Side Clearance From Rail. Includes subdivisions like MARSHFIELD, TILLAMOOK, YAQUINA, MILL CITY, and NEWBERG.

Table with columns: Mile Post, BETWEEN, DESCRIPTION, Height Above Top of Rail, Side Clearance From Rail. Includes WEST SIDE LINE, WILLAMINA LINE, AIRLIE LINE, FALLS CITY LINE, and ELECTRIC LINES.

Train and enginemen are cautioned to watch closely for impaired clearance signs. Trolley wires running through Willamette River Bridge 644-E between Springfield Jct. and Springfield, South Yamhill River Bridge 731-E between McMinnville and Whiteson, and Luckiamute River Bridge 702-D between Parker and Suver will not clear man on top of box car.

Table with columns: KIND OF CAR, AVERAGE WTS.—POUNDS (Wood, Steel, Steel Underframe). Lists various car types and their weights.

Note—The clearance shown as height above top of rail is for 9 feet wide or 4 feet 6 inches each side of center line of track. Side clearance from rail is for all points between 4 feet and 14 feet above top of rail.

RATING OF LOCOMOTIVES IN Ms

CLASSIFICATION	ENGINE NUMBERS	RATING OF LOCOMOTIVES IN Ms																																										
		Brooklyn to Gaston	Gaston to Eugene	Eugene to Gaston	Gaston to Brooklyn	Brooklyn to Sherw'd	Sherw'd to Sp'gbr'k	Sp'gbr'k to Smithf'd	Smithfield to Dallas	Dallas to Airfie	Airfie to Sp'gbr'k	Sp'gbr'k to Sherw'd	Sherw'd to Brooklyn	Br'dm'd to Wilim'na	Wilim'na to Br'dm'd	Hillsboro to Buxton	Buxton to Timber	Timber to Cochran	Enright to Tim'mook	Tim'mook to Salmon-berry	Salmon-berry to Enright	Enright to Cochran	Timber to Buxton	Buxton to Hillsboro																				
E-63 18/24 65	1395	1010	850	1000	1400	1050	525	1080	650	800	1080	500	1400	1000	740																													
T-57 18/24 64 to 75	2004, 2031, 2085, 2088, 2109	1050	900	1050	1500	1100	550	1130	710	850	1130	525	1500	1060	780																													
E-62 18/24 70	1476																																											
T-63 18/24 86	2127																																											
E-69 18/28 75	1475																																											
T-57 18/24 74 to 80	2017, 2019, 2039, 2073, 2081, 2082, 2095																																											
T-57 18/24 81 to 94	2001, 2131 to 2152, 2161, 2171, 2172, 2185	1250	1000	1200	1600	1250	650	1470	800	950	1250	625	1600	1300	850	1200	500	300	1500	700																								
T-57 18/24 99	2174																																											
T-57 18/30 79	2197																																											
T-63 18/30 78	2187, 2205																																											
C-40 17/20 89	2501																																											
C-51 20/24 107	2500	1500	1400	1590	2250	1500	880	1590				840	2000		1750	610	400	F	1750	900	400	1100	F																					
T-63 19/24 105	2225, 2229																																											
T-63 20/26 112	2247, 2255, 2266, 2271																																											
T-69 20/26 113	2219																																											
TW-50 20/26 111 to 120	2932 to 2957																																											
TW-56 20/30 114 to 122	2925 to 2931	1750	1650	1700	2400	1750	1000	1700				1000	2400		2000	700	500	F	2000	1000	500	1250	F																					
TW-54 22/26 147	2900 to 2913, Sat																																											
TW-54 21/32 155	2914, 2915, 2920, 2922, Sat																																											
TW-54 21/32 161	2916, 2917, 2918, 2919, 2921, Super																																											
Allowances for Empty and Underloaded Cars.	Less than 40 Ms.	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6																			
	40 to 50 Ms.	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3																			
	More than 50 Ms.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																			

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

CLASS "C"—Consolidation engine "M"—Moguls "Mk"—Mikado "E"—Eight-wheelers "P"—Pacific Type
 "T"—Ten-wheelers "TW"—Twelve-wheelers

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57—187 30

RULING GRADES

DISTRICT	Per Cent Grade	Degree Maximum Curve	Per Cent Equivalent Grade
Ashland to Grants Pass	.00	10°	.40
Grants Pass to Glendale	1.95	7°50"	2.25
Glendale to Roseburg	0.87	2°50"	.97
Roseburg to Junction City	1.57	10°	1.97
Junction City to Portland	1.50	2°	1.58
Portland to Junction City	1.04	4°	1.20
Junction City to Roseburg	1.60	10°	2.00
Roseburg to Glendale	1.12	9°	1.48
Glendale to Grants Pass	2.20	9°	2.56
Grants Pass to Ashland	0.87	3°	0.99

LIST OF SURGEONS, HOSPITAL DEPARTMENT

LOCATION	NAME	TITLE	LOCATION	NAME	TITLE	LOCATION	NAME	TITLE
San Francisco	Dr. F. K. Ainsworth	Chief Surgeon and Manager.	Salem	Dr. W. H. Byrd	District Surgeon.	Reedsport	Dr. Chas. Billington	District Surgeon.
San Francisco	Dr. W. B. Coffey	Assistant Chief Surgeon.	Salem	Dr. Carl E. Cashatt	Assistant District Surgeon.	North Bend	Drs. Philip J. and Russell Keizer	District Surgeons.
Ashland	Dr. F. G. Swedenburg	District Surgeon.	Salem	Dr. M. O. Findley	Oculist and Aurist.	Marshfield	Dr. E. Mingus	District Surgeon.
Ashland	Dr. Ernest A. Woods	Assistant District Surgeon.	Salem	Dr. B. L. Steeves	Associate Oculist and Aurist.	Marshfield	Dr. G. E. Dix	Assistant District Surgeon.
Medford	Dr. E. B. Pickel	District Surgeon.	Salem	Dr. L. O. Clement	2d Asst. Oculist and Aurist.	Coquille	Dr. James Richmond	District Surgeon.
Medford	Dr. J. J. Emmons	Oculist and Aurist.	Gervais	Dr. H. Denman	Emergency Surgeon.	Myrtle Point	Dr. D. W. Davis	Emergency Surgeon.
Gold Hill	Dr. W. P. Chisholm	District Surgeon.	Woodburn	Dr. J. L. Shorey	District Surgeon.	Powers	Dr. C. H. Phetteplace	District Surgeon.
Grants Pass	Dr. C. Joyce Moser	District Surgeon.	Hubbard	Dr. W. E. Hempstead	Emergency Surgeon.	Oswego	Dr. W. H. McDougal	Emergency Surgeon.
Grants Pass	C. B. Marks	Oculist and Aurist.	Aurora	Dr. B. F. Giesy	Emergency Surgeon.	Sherwood	Dr. F. T. Rucker	Emergency Surgeon.
Glendale	Dr. A. J. Fawcett	District Surgeon.	Canby	Dr. H. A. Dedman	District Surgeon.	Newberg	Dr. John S. Rankin	Emergency Surgeon.
Riddle	Dr. H. Oftedal	District Surgeon.	Oregon City	Dr. C. H. Meissner	District Surgeon.	Newberg	Dr. Edw. A. Romig	Emergency Surgeon.
Myrtle Creek	Dr. D. R. Coryell	District Surgeon.	East Portland	Dr. Geo. H. Buck	District Surgeon.	Beaverton	Dr. E. E. Mason	District Surgeon.
Roseburg	Dr. E. J. Wainscott	District Surgeon.	East Portland	Dr. Dale J. Butt	District Surgeon.	Hillsboro	Dr. J. O. Robb	District Surgeon.
Roseburg	Dr. E. V. Hoover	Assistant District Surgeon.	Portland	Dr. Geo. F. Wilson	Division Surgeon.	Hillsboro	Dr. J. T. MacKay	Assistant District Surgeon
Roseburg	Dr. L. C. Melvin	Assistant Surgeon.	Portland	Dr. A. L. Berkley	District Surgeon.	Cornelius	Dr. E. J. Crowthers	Emergency Surgeon.
Oakland	Dr. B. F. Devore	District Surgeon.	Portland	Dr. John F. Beaumont	Oculist and Aurist.	Forest Grove	Dr. H. C. Fortner	District Surgeon.
Yoncalla	Dr. R. F. McKaig	Emergency Surgeon.	Silverton	Dr. R. E. Kleinsorge	District Surgeon.	Yamhill	Dr. Carl L. Taylor	Emergency Surgeon.
Drain	Dr. Bertha L. Devore	Assistant District Surgeon.	Scio	Dr. A. G. Prill	District Surgeon.	Carlton	Dr. A. D. Morrison	Emergency Surgeon.
Cottage Grove	Dr. B. R. Job	District Surgeon.	Lebanon	Dr. J. C. Booth	District Surgeon.	McMinnville	Dr. W. H. Barendrick	District Surgeon.
Creswell	Dr. H. A. Wheeler	District Surgeon.	Lebanon	Dr. Norman E. Irvine	Associate District Surgeon.	Independence	Dr. O. D. Butler	District Surgeon.
Eugene	Dr. Wm. Kuykendall	Consulting Surgeon.	Brownsville	Dr. R. M. Waltz	District Surgeon.	Corvallis	Dr. W. T. Johnson	District Surgeon.
Eugene	Dr. N. E. Winnard	Assistant District Surgeon.	Coburg	Dr. M. E. Jarnagin	District Surgeon.	Corvallis	Dr. N. L. Tarter	Associate District Surgeon.
Eugene	Dr. Merle G. Howard	Assistant District Surgeon.	Springfield	Dr. W. H. Pollard	District Surgeon.	Monroe	Dr. E. Bennett	District Surgeon.
Eugene	Dr. O. R. Gullion	Oculist and Aurist.	Springfield	Dr. Eugene Kester	Assistant District Surgeon.	Sheridan	Dr. J. R. Barr	District Surgeon.
Eugene	Dr. N. O. Nelson	Assistant Oculist and Aurist.	Wendling	Dr. J. R. Harvey	Emergency Surgeon.	Dallas	Dr. A. B. Starbuck	District Surgeon.
Junction City	Dr. D. P. Love	District Surgeon.	Oakridge	Dr. C. E. Wilson	District Surgeon.	Falls City	Dr. C. P. Horn	District Surgeon.
Harrisburg	Dr. J. L. Garner	Emergency Surgeon.	Molalla	Dr. E. H. Todd	Emergency Surgeon.	Banks	Dr. G. F. Via	District Surgeon.
Halsey	Dr. T. I. Marks	Emergency Surgeon.	Philomath	Dr. R. O. Loggan	District Surgeon.	Cochran	Dr. G. U. Snapp	District Surgeon.
Albany	Dr. F. E. Beauchamp	District Surgeon.	Toledo	Dr. R. D. Burgess	District Surgeon.	Wheeler	Dr. H. E. Rinehart	District Surgeon.
Albany	Dr. J. H. Robnett	Assistant District Surgeon.	Newport	Dr. W. S. Thurtell	Emergency Surgeon.	Garibaldi	Dr. E. R. Huckleberry	District Surgeon.
Jefferson	Dr. J. O. Van Winkle	District Surgeon.	Mill City	Dr. W. W. Allen	District Surgeon.	Tillamook	Dr. R. T. Boals	District Surgeon.

When employes, passengers or others are injured, call the nearest Company Surgeon, preferably District Surgeon. Emergency Surgeons are called only when patients cannot be sent to or await the arrival of District Surgeons.

When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of Company Surgeon. Any officer of the Company is authorized to call Company Surgeons to attend the injured.

When tramps or other trespassers are injured on the Company's Lines, they should be turned over to friends, or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

LOCATION OF STRETCHERS

Ashland	Grants Pass	Eugene	Albany	Woodburn	Timber	Corvallis
Medford	Drain	Junction City	Salem	Brooklyn	Willamena	

DIVISION HOSPITALS

Good Samaritan } Portland, Ore.
St. Vincent }

MILEAGE

MAIN LINE		BRANCH LINES		STREET RAILWAY LINES	
Ashland to East Portland	O. & C. R. R. Co.	339.55	Geer	O. & C. R. R. Co.	6.81
East Portland	O.-W. R. R. & N. Co. (Jointly Operated)	0.06	Molalla	S. P. Co.	10.46
East Portland to Portland	Jointly Owned	0.31	Yaquina	S. P. Co.	82.06
In Portland	N. P. T. Co.	0.26	Mill City	S. P. Co.	59.90
Total Main Line		340.18	Marshfield Sub-Division	(S. P. Co., Eugene to Myrtle Point S. P. L. Co., Myrtle Point to Powers)	147.75 18.78
Woodburn-Springfield	O. & C. R. R. Co.	94.11	Newberg	O. & C. R. R. Co.	38.02
Tallman	O. & C. R. R. Co.	7.69	Milwaukie	B. & W. R. R. Co.	3.06
Wendling	O. & C. R. R. Co.	15.87	Tigard	B. & W. R. R. Co.	7.29
Oakridge	(O. & C. R. R. Co., Springfield Junction to Natron. C. P. Ry., Natron to Oakridge)	5.88 40.46	West Side	(N. P. T. Co., Portland to Hoyt St. O. & C. R. R. Co., Portland to Corvallis. S. P. Co., Corvallis to Transfer)	.15 101.02 37.02
			Alpine	S. P. Co.	6.10
			Bellfountain	S. P. Co.	5.00
			Airline	O. & C. R. R. Co.	36.55
			Willamina	(O. & C. R. R. Co., Broadmead to Sheridan S. P. Co., Sheridan to Willamina)	7.19 5.35
			Falls City	S. P. Co.	28.35
			Tillamook	S. P. Co.	91.30
			Total Branch Lines		856.14
			Eugene City	(O. & C. R. R. Co. S. P. Co.)	0.89 13.31
			Salem City	S. P. Co.	9.80
			West Linn Elect.	S. P. Co.	7.11
			Total		31.11
			Total Main Line		340.18
			Total Branch Lines		856.14
			Total Street Car Lines		31.11
			Total Portland Division		1227.43

TRAINMASTERS

G. C. MORRIS Portland, Ore.
J. L. MAY Portland, Ore.
J. E. ENGER Roseburg, Ore.
E. STROUD Eugene, Ore.
A. L. DOWNS, Terminal Trainmaster. Brooklyn, Ore.

ROAD FOREMEN OF ENGINES

G. L. FLINT Portland, Ore.
G. H. KILBORN Roseburg, Ore.

J. SHAKESPEARE,
Examiner.

C. H. SPENCER, Chief Train Dispatcher Portland, Ore.
F. W. CANTRELL, Asst. Chief Train Dispatcher Portland, Ore.
C. H. EVA, Asst. Chief Train Dispatcher Portland, Ore.
J. I. LOVE, Chief Train Dispatcher Roseburg, Ore.
R. H. NICHOLS, Asst. Chief Train Dispatcher .. Roseburg, Ore.
F. HRUBY, Asst. Chief Train Dispatcher Roseburg, Ore.
R. C. HARDEN, Chief Train Dispatcher Marshfield, Ore.

E. L. KING,
Superintendent,
Portland, Ore.

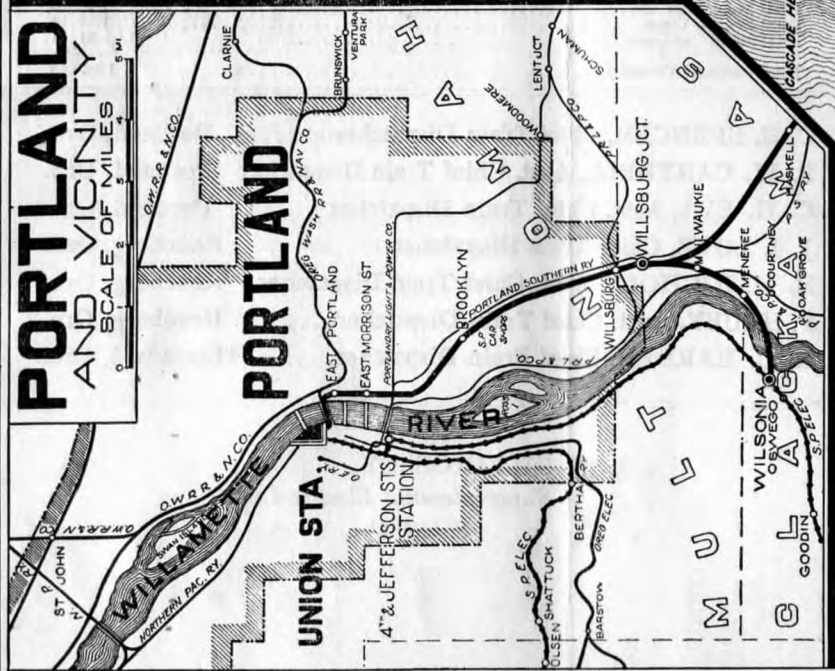
C. W. MARTYN,
Assistant Superintendent,
Portland, Ore.

W. H. McBEAN,
Assistant Superintendent,
Roseburg, Ore.

T. L. BILLINGSLEY,
Superintendent Electric Lines,
Salem, Ore.

PORTLAND AND VICINITY AND VICINITY

SCALE OF MILES

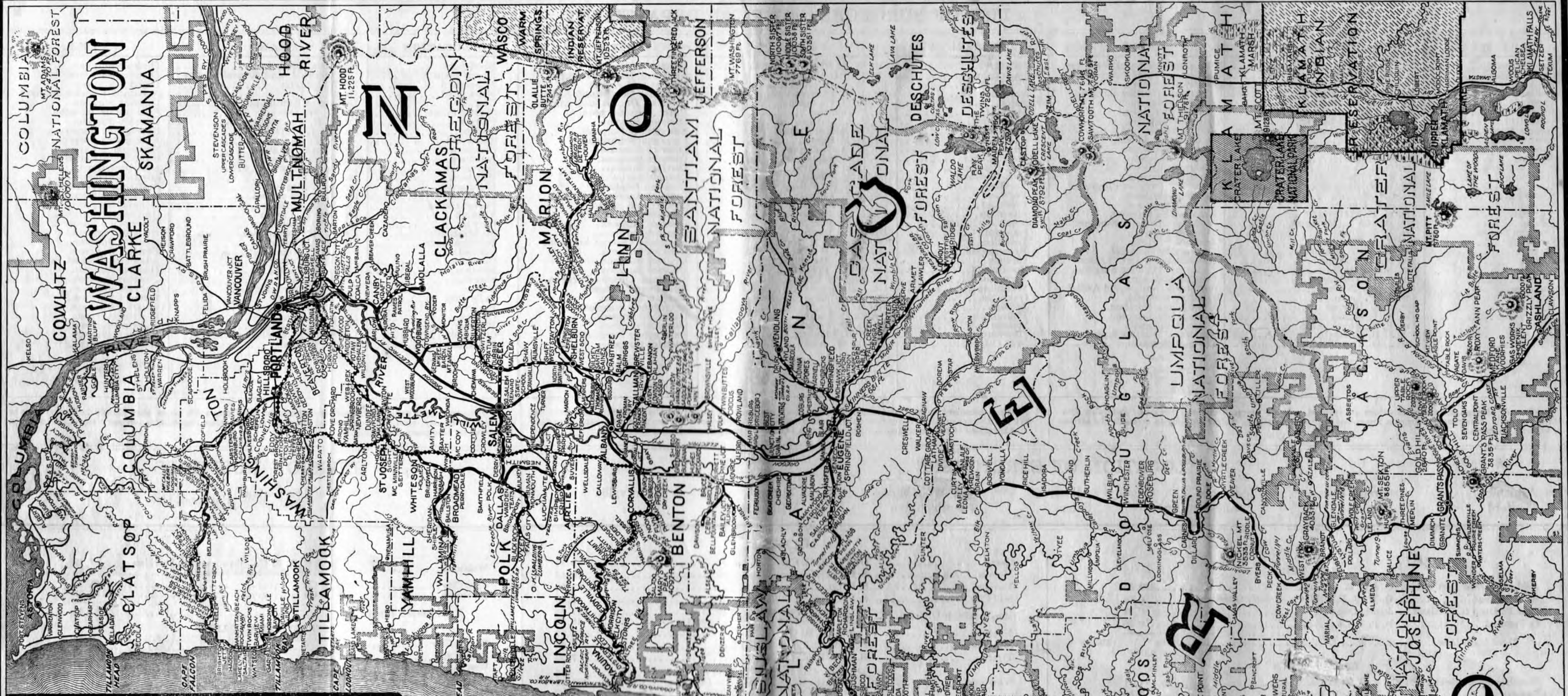


MAP OF THE PORTLAND DIVISION SOUTHERN PACIFIC CO.

JANUARY, 1921. J.F.M.

SCALE OF MILES

S.P. ELECTRIC LINES SHOWN THIS WAY
REVISED 10-27-24.



PACIFIC
86.4
447
Frank Farmer
1914