

# OREGON ELECTRIC RAILWAY COMPANY

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## TIME TABLE No. 44

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

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### SUNDAY, JULY 24, 1932

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



WESTWARD

SECOND SUB-DIVISION BETWEEN SALEM AND EUGENE

EASTWARD

3

Table with 18 columns and 30 rows. Columns include Third Class, Second Class, FIRST CLASS, Car Capacity (Siding, Other Tracks, Distance from Portland), Time Table No. 44 (JULY 24, 1932), STATIONS, Distance from Eugene, Telephone and Stations, FIRST CLASS, Second Class, Third Class. Rows list train numbers (331, 9, 12, 330) and departure/arrival times for various stations from Salem to Eugene.

SPECIAL RULES.

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

WESTWARD

THIRD SUBDIVISION BETWEEN GRAY AND CORVALLIS

EASTWARD

Table with 18 columns and 3 rows. Columns include THIRD CLASS, FIRST CLASS, Car Capacity (Siding, Other Tracks, Distance from Gray), Time Table No. 44 (JULY 24, 1932), STATIONS, Distance from Corvallis, Telephone and Stations, FIRST CLASS, THIRD CLASS. Rows list train numbers (335, 333, 336, 334, 336) and departure/arrival times for Gray and Corvallis.

SPECIAL RULES.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. Exception: No. 333 is superior to No. 334; No. 335 is superior to No. 336.

THIRD CLASS		FIRST CLASS								Car Capacity		Time Table No. 44 JULY 24, 1932		FIRST CLASS								THIRD CLASS	
	<b>345</b>									Sidings	Other Tracks	Distance from Garden Home	STATIONS	Distance from Forest Grove	Telegraph and Telephone Stations								<b>346</b>
	Local Freight																						Local Freight
	Lv. Daily Ex. Mon.																						Ar. Daily Ex. Mon.
	1.20AM									Y	S7W	0.0	.....GARDEN HOME...GH	19.1	DP								4.00AM
	1.25									S7E		1.4	.....WHITFORD.....	17.7	J								3.50
	1.30									5	3	3.2	.....BEAVERTON.....	15.9	P								3.45
	1.32										S4W	4.9	.....ST. MARY'S.....	14.2	J								3.40
												6.0	.....SANTA ROSA.....	13.1	J								
	1.38										S5E	6.4	.....ELMONICA.....	12.7	J								3.35
	1.45										S2W	8.1	.....QUATAMA.....	11.0	J								3.30
	1.50										S15W	9.3	.....ORENCO.....	9.8	P								3.25
	1.58										S7E	11.4	.....SEWELL.....	7.7	J								3.18
	2.05									7	20	13.0	.....HILLSBORO...BO	6.1	DP								3.10
	2.13											14.6	.....OAK PARK.....	4.5	J								3.03
	2.20									S6E	9	16.4	.....CORNELIUS.....	2.7	P								2.55
	2.35AM										Yard	19.1	.....FOREST GROVE..FO	0.0	DP								2.45AM
													19.1										
	Ar. Daily Ex. Mon.																						Lv. Daily Ex. Mon.
	1.15 15.3																						1.15 15.3

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

No. 345 is superior to No. 346.

FIRST CLASS								Car Capacity		Time Table No. 44 JULY 24, 1932		FIRST CLASS							
								Sidings	Other Tracks	Distance from Orenco	STATIONS	Distance from Bowers Junction	Telegraph and Telephone Stations						
									S15W	0.0	.....ORENCO.....	5.1	P						
									S10E	1.3	.....MERLE.....	3.8							
										5.1	.....BOWERS JUNCTION...	0.0	P						

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

WESTWARD

SIXTH SUB-DIVISION BETWEEN LEANDER AND SWEET HOME

EASTWARD

5

FIRST CLASS										Car Capacity		Time Table No. 44 JULY 24, 1932	STATIONS	Distance From End of Track	Water, Fuel, Etc.	FIRST CLASS									
										Sidings	Other Tracks					Distance From Leander	Distance From Dollar								
												0.0	P.....LEANDER.....	29.3	W-C										
												0.9	0.9												
												0.9	P..S. P. CONN. ALBANY..	28.4											
												13.6	13.6												

BETWEEN S. P. CONN. ALBANY AND LEBANON CONN. WITH O. E. SANTIAM BRANCH  
TRAINS WILL BE GOVERNED BY S. P. CO. PORTLAND DIVISION TIME TABLES AND RULES

												14.5	P.....LEBANON.....	14.8											
													O. E. Santiam Br. Conn.												
													0.3												
										12		14.8	.....LEBANON.....	14.5											
													(O. E. Siding)												
													0.6												
											24	15.4	.....SANTIAM.....	13.9											
													4.1												
											2	19.5	.....WATERLOO.....	9.8											
													2.6												
											7	22.1	.....NYE.....	7.2											
													6.7												
												28.8	.....SWEET HOME.....	0.5											
													Jct. Holley Br.												
													0.5												
												29.3	.....END OF TRACK.....	0.0											

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

WESTWARD

SEVENTH SUB-DIVISION BETWEEN SWEET HOME AND DOLLAR

EASTWARD

FIRST CLASS										Car Capacity		Time Table No. 44 JULY 24, 1932	STATIONS	Distance From Dollar	Water, Fuel, Etc.	FIRST CLASS									
										Sidings	Other Tracks					Distance From Sweet Home	Distance From Dollar								
												0.0	P.....SWEET HOME.S.W.	15.5	YW										
													Jct. Santiam Br.												
													3.3												
												3.3	.....CREST.....	12.2											
													3.1												
											14	6.4	.....HOLLEY.....	9.1											
													1.6												
											2	8.0	.....CALAPOOYA.....	7.5											
													7.5												
										Two 54		15.5	.....DOLLAR.....	0.0											
													(End of Line)												

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

SPECIAL RULES

REGISTERING STATIONS

- No. 1. Special Rules supersede Rules and Regulations of Transportation Department.
- No. 2. Rule 83-A will not apply at initial stations which are not telegraph stations, and at telegraph stations except during office hours, or when an operator is on duty after office hours.
- No. 3. When an order is put out to a train at a station, directing them to meet an opposing train at that station and the order contains the clause ".....gets this order at meeting point," the train receiving the order at the meeting point will hold the main track and the other train must take the siding.

- No. 4. Dispatcher's Office, Portland; Jefferson St. Station, Portland; Garden Home, East Junction Freight Line, Salem; Passenger Station, Salem; Freight Station, Salem; Leander, Gray, Eugene, Orenco, Forest Grove and Corvallis.  
Register Exceptions: At Dispatcher's Office, Portland, trains originating or terminating at S. P. & S. 12th St. connection, Portland, only will register. At Jefferson St. Station, Portland, trains originating or terminating at Jefferson St., Portland, only will register. At East Freight Line Junction, Salem, No. 12 only will register. At Freight Station, Salem, freight trains only will register. At Leander, all trains will register and in addition

## SPECIAL RULES—continued

tion, Sixth Sub-Division trains will report arrival by telephone to Dispatcher's Office and obtain orders when necessary. At Gray, Third Sub-division trains and trains 330 and 331 only will register. At Orenco, extra trains on Fourth and Fifth Sub-divisions only will register.

## STANDARD CLOCKS AND BULLETIN BOARDS

- No. 5. Dispatcher's office, Portland; Jefferson St. Station, Portland; Salem, Eugene and Forest Grove.

## GENERAL

- No. 6. All trains except Nos. 330 and 331, must obtain clearance cards before leaving Albany.
- No. 7. Automatic Signals will govern the use of the crossing over Southern Pacific Tracks at Greenburg. Normal position of the Home signals of this plant will be at STOP. A Train approaching on either the Southern Pacific or Oregon Electric Railway will cause the signals governing its use of crossing to change to PROCEED position, provided no other train is within the limits of the plant. If Home Signal does not give proceed indication for train which is to use crossing, the train must be preceded by a flagman, and train must not move from the signal in stop position, until it receives proceed signal from flagman while standing on the railroad crossing. Flagman must not give proceed signal until satisfied that any approaching train has stopped.
- No. 8. Vestibule doors between coaches made up in trains must be kept locked and under no circumstances will passengers be permitted to pass from one coach to another. Vestibule doors leading from smoking compartments to express-baggage compartment on motor cars must be kept locked at all times regardless of whether train carries express messenger or not.
- No. 9. Trap Doors must be kept down and side vestibule doors closed while trains are in motion. It is just as imperative that trap doors be down as it is that side vestibule doors be kept closed. Vestibule doors will be open and trap doors raised only when trains are making station stops. At Albany, trap and vestibule doors, on westward passenger trains, must be kept closed until after the train has made the stop and proceeded over the grade crossing with Southern Pacific Company, which is located about 445 feet east of the Oregon Electric Station.
- No. 10. Automatic sub-stations are designed to be started by one to two minutes continuous demand for power and to be shut down in seven or eight minutes after either a continuous or momentary demand for power. After a train has been standing a period of seven minutes or more, there will probably be insufficient power to lift the contactors and start train. When this occurs, place controller in "series" position and leave it there for at least two minutes or until train starts.
- No. 11. When Passenger Cars are added to or taken off Passenger Trains, trolley poles must be lowered from trolley wire before bus line is coupled or uncoupled. Fuses must not be renewed nor any part of the electrical appliances of motor cars touched or repaired until trolley pole has been lowered from the trolley wire. Glass cover over Automatic Relay must not be removed. Defective Relays must be reported at once.
- No. 12. Trolley pole must be lowered from trolley wire by means of a rope at all times. To lower trolley pole from trolley wire by getting on top of motor car and catching hold of trolley pole by hand will not be permitted; to do so is dangerous and may prove fatal. Trolley poles on double end control cars must be kept under hook when not in use, and must not be left suspended by retriever rope. But one trolley pole must be used between bridge three west of Corbett Street and Portland. When trolley pole leaves wire, or it becomes necessary to change trolley from one wire to another, controller must be returned to the off position and speed of train reduced to 5 miles per hour; controller to remain in the off position until proceed signal has been given by person replacing or adjusting trolley pole.
- No. 13. Derail switches are located on all Passing Tracks and Spurs where there is danger of cars running out. Derails must be left at derail at all times except when in use.
- No. 14. Spring switches are located at the ends of double track, Harrison Street and Mead Street. Normal position of switch at Harrison Street will be for the movement of eastward trains and it will be permissible for westward trains to run through this switch. Normal position of switch at Mead Street will be for the movement of westward trains and it will be permissible for eastward trains to run through this switch. In running through spring switches, speed must be reduced to ten miles per hour. Switch at end of double track, Abernathy Street, is rigid hand throw switch. Normal position of this switch will be for movement of westward trains and it will be necessary for eastward trains to stop and line this switch.
- No. 15. Junction switch at Garden Home when not in use will be left set and locked for First Sub-Division track.
- No. 16. Railway Company is prohibited by law from blocking any street or highway crossing in excess of five minutes. When delay will exceed five minutes, conductors must see that crossings are promptly cut.
- No. 17. Breaker between 600 and 1200 volt trolley current on main line is located at intersection of Hood and Pennoyer Streets, Portland. Westward trains must stop before passing same and throw commutating switch on all motor cars to 1200 volt position. Eastward trains will stop after passing breakers and throw commutating switch to 600 volt position. Conductors will see that brakemen make proper adjustment of all commutating switches except those located on head motor car. Motorman will personally attend to adjustment of commutating switches on head motor car.
- No. 18. Breaker between 600 and 1200 volt trolley current on Macadam Road is located just south of Ross Island Bridge approximately 90 feet north of intersection of Grover Street. Westward trains, engines or motors must stop before passing this breaker and throw commutating switch to 1200 volt position. Eastward trains, engines or motors must stop after passing breaker and throw commutating switch to 600 volt position.

- No. 19. Electric switches for the purpose of cutting power off trolley wires over following industry spurs and tracks are located as follows:  
S. P. & S. "30" Yard (wires east of the east line of 12th Street), Portland: on pole east side 12th Street between Kearney and Johnson Streets.  
Tracks 40 and 41 in 12th Street Yard, Portland: on pole near telephone booth, S. P. & S. cross over.  
Portland Lumber Co. loading track, Portland: on pole south side of track opposite switch stand.  
Macadam Road industry track, Portland: on first pole south of Ross Island Bridge, west side Macadam Street.  
Spalding Logging Co. Spur, Salem: on pole near east end of spur.  
Terminal Ice and Cold Storage Co. Spur, Salem: on pole near center of track.  
Terminal Ice and Cold Storage Co. Spur, Hillsboro: on pole on south side of Washington St., about 150 feet east of the spur track switch. Before closing switch, trainman must be sure that no one is working where they might come in contact with trolley wires. Orenco Junction: on pole near junction switch.  
These switches must be closed by trainmen before using track and must be opened after work is finished and left open when tracks are not in use.
- No. 20. Cars exceeding 44 feet in length can not be handled between Front and Flanders Streets and S. P. & S. connection 12th Street, Portland. Cars in excess of this length will be received and delivered through the N. P. T. Co. connection Front and Flanders Streets. Cars exceeding 44 feet in length can not be placed on cannery spur, Albany, or on Fruit Union Spur, Salem.
- No. 21. Passenger equipment left at points other than Portland and Eugene, must have all doors locked, windows closed, controller and air brake handles removed from service position and placed inside of cabinets.
- No. 22. Before coupling to or moving occupied outfit cars, trainmen must notify occupants and see that all ladders and other obstacles are clear before cars are moved.
- No. 23. Running or flying switches must not be made when the work can be done in any other manner. When necessary to make a running or flying switch the engine must use the straight line. Flying switches of tank cars must not be made, or tanks kicked or cut off while in motion; neither may cars be kicked or dropped against tank cars.
- No. 24. Cars left on team track Tigard, must be placed far enough East to permit a clear view from the highway of the crossing bell, located near West end of team track.
- No. 25. Interchange tracks with S. P. are located at Jefferson St., Portland, Salem, Albany and Lasen.
- No. 26. Unless otherwise provided, trains must stop at all railroad grade crossings not governed by interlocking signals, and sound whistle signal "14 B" before proceeding.
- No. 27. When trains are approaching highway crossings at grade, enginemen will, in addition to sounding the standard crossing whistle signal at whistling post, continue to sound the crossing whistle signal up to and over the crossing.
- No. 28. The movement of trains over street crossings within the corporate limits of a city, where the city has installed traffic signals will be governed by the indication of the traffic signals during the period when such signals are in operation.
- No. 29. At street intersections within the corporate limits of a city where STOP SIGNS have been erected, for the protection of traffic on through streets, trains and yard engines will not be required to come to a full stop, but must reduce speed and pass over the intersection at not more than five miles per hour. Normal speed may again be resumed as soon as the engine of train has passed over intersection.
- No. 30. Telephone is located in box on pole at **northeast corner Front and Morrison Streets, Portland**. This telephone is on Train Dispatcher's circuit and is for the purpose of enabling trainmen of freight trains using Front Street to get in communication with Train Dispatcher.

## SPEED RESTRICTIONS.

- No. 31. Maximum speed of Passenger Trains at any point must not exceed forty-five (45) miles per hour and Freight Trains must not exceed twenty-five (25) miles per hour.
- No. 32. Reduce speed to 15 miles per hour under Portland Lumber Co. bridge gauntlet track, and over crossing Hood and Porter Streets, Portland. Eastward trains must approach this crossing at a rate of speed which will enable them to stop before striking vehicles or pedestrians using the crossing. All trains reduce speed to ten miles per hour approaching and passing over switch at end of double track Abernathy Street; fifteen miles per hour between Fulton Park and View Point, fifteen miles per hour between road crossings just east and west of Multnomah, fifteen miles per hour over first road crossing west of Tigard depot, and fifteen miles per hour under Southern Pacific Bridge at Tualatin. Westward Passenger Trains must not exceed schedule time between Multnomah and Garden Home. Eastward Passenger Trains must not exceed schedule time between Multnomah and Corbett Street. Eastward passenger trains must not exceed thirty miles per hour and freight trains twenty miles per hour between Nasoma and Tualatin; freight trains twenty miles per hour between Multnomah and Corbett Street. All eastward trains will sound Crossing Whistle 600 feet west of Nichols St., Garden Home (first Crossing West of depot) and will approach this Crossing under control. Westward freight trains must not exceed twenty miles per hour between Multnomah and Metzger, and between Garden Home and Whitford. All trains must use not less than two minutes passing over Wilsonville bridge. Speed will also be reduced at following points and through cities covered by ordinance:

## SPECIAL RULES—continued

Metzger—Road Crossing just east of depot, westward trains 20 miles per hour.  
 Greenburg—10 miles per hour over S. P. Crossing.  
 Durham—20 miles per hour over three crossings on curve.  
 Donald—20 miles per hour.  
 Quinaby—Over Road Crossing, 15 miles per hour.  
 Salem—10 miles per hour.  
 Albany—12 miles per hour. Bell must be rung between hours of 6:00 A. M. and 11:00 P. M. approaching all street crossings.  
 Harrisburg—8 miles per hour between first crossing east of depot and county road crossing 1800 feet west of depot. Keep bell ringing when moving within these limits.  
 Willamette River Bridge, one mile west of Harrisburg—25 miles per hour.  
 Junction City—8 miles per hour, and reduce to 5 miles per hour over Sixth St. Crossing (first crossing north of station).  
 Beaverton—15 miles per hour over Lombardy Ave. and between depot and 1000 feet west; 5 miles per hour over new highway crossing.  
 Forest Grove—15 miles per hour, except 10 miles per hour crossing Pacific Ave., 5 miles per hour between Pacific Avenue and Depot, and 5 miles per hour over all Wye Switches. Give proper warning approaching all street crossings.  
 Hillsboro—Trains must reduce speed to ten miles per hour through city limits.

### YARDS.

- No. 33. **PORTLAND**—Yard Limits from S P & S 12th St. Connection to Yard Limit Board at Abernathy St. **GARDEN HOME**—Yard limit Boards on first sub-division: east, 1000 ft. east of East Switch Barstow; west, 650 ft. west of wye switch; on fourth sub-division 600 ft. west of west switch of wye. **TUALATIN**—Yard Limit Boards: east, 300 ft. east of Mill Track Switch; west, 1800 ft. west of west passing track switch. **SALEM**—Yard Limit Boards: east, 500 ft. east of Gravel Pit Switch; west, west switch Melas. **ALBANY**—Yard Limit Boards: east, 1000 ft. east of Gravel Pit Switch; west, Coover. **EUGENE**—Yard Limit Boards: east, 500 ft. east of Lasen sub-station; west, west end yard tracks, Eugene. **ORENCO**—Yard Limit Boards: east, 500 ft. east of fifth sub-division junction switch; west, 500 ft. west of Oregon Nursery Company switch. Bowers Jct. Yard Limit Board 2000 ft. east of head block on 5th sub-division.
- No. 34. **PORTLAND**: All trains, including light engines and motors, must approach all street crossings under control and stop before crossing tracks of another company. Portland street railway cars must be given right of way. Following rules will govern movement of Oregon Electric and United Railways trains or engines over crossing of the O.-W. R. & N. Co. main line on Front Street west end Willamette River Bridge:
1. A two position light signal displaying "RED" for "STOP" and "GREEN" for "PROCEED," is located on the south side of the O.-W. R. & N.-United Railways Crossing on Front Street, Portland.
  2. This signal is attached to the steel floor beams of the upper deck of the Steel Bridge at a point directly over the United Railways tracks and governs United Railways movements on either of their tracks beyond the point where the signal is located.
  3. An electrically interlocked hand operated Hayes derail is located approximately 300 feet north of this signal in the Northern Pacific Terminal Company Yard on the transfer track.
  4. This derail is normally locked in the derailing positions, and will be handled by train crews upon securing "unlock" from the N. P. T. Co. towerman. A telephone and an indicator have been located at the derail for the use of train crews who desire to secure a clear signal. One ring on the 'phone will call towerman and when indicator shows "clear" derail may be operated. When derail has been shifted from rail and signal changes from "RED" to "GREEN" United Railways trains or engines may proceed past the light signal.
  5. When switching crews have completed their work and the engine or motor and cars have moved to a point south of the light signal, the derail must be returned to its normal position on the rail and the towerman so advised.
  6. Derail must not be restored to its normal position until the engine or motor and all cars have been moved to a point south of the light signal.
- No. 35. **SALEM**: All trains, including light engines and motors, must approach all street crossings under control and stop before crossing tracks of Southern Pacific Co. on Union Street, and on Trade Street. All trains must use extra precaution in going across Commercial Street, reducing speed to ten (10) miles per hour. Eastward trains must sound motor whistle, in addition to ringing bell, before crossing this street. When turning trains on Wye, westward movement must be made on main line to obtain Commercial Street crossing bell protection, as Wye tracks are not connected with bell.

### FREIGHT LINE, SALEM

Freight trains will use Front Street track between East Junction Freight Line and Bellevue, and will run carefully looking out for cars spotted on main track.  
 Schedule time of regular freight trains will apply at freight station.  
 All trains, including light engines and motors, must come to full stop before crossing S. P. track at Front and Trade Streets and not proceed until flagman has been sent ahead to crossing and proceed signal given.  
 When handling cars ahead of engine over Center Street, the intersection must be protected by flagman and speed must be restricted to five miles per hour.  
 All westward trains, light engines and motors must come to a full stop and not proceed over Fourth Street until flagman has been sent ahead to center of intersection and proceed signal given.  
 The following instructions must be observed in using interchange track between Oregon Electric Railway and Southern Pacific Co. at Front and Court Streets:  
 Cars delivered by the Oregon Electric to the Southern Pacific will be shoved through the crossover far enough west on the Southern Pacific tracks to clear west intersection of Court Street.  
 Cars delivered by the Southern Pacific to the Oregon Electric will be shoved through crossover and far enough east on Oregon Electric main line to clear the east intersection of Court Street.

- No. 36. **ALBANY**: All trains, including light engines and motors, must approach all street crossings under control. All passenger trains will come to a full stop at each of the four Southern Pacific crossings on Water Street and not proceed over them until whistle signal 14-B has been given and the tracks are plainly seen to be clear. Freight trains will stop and flag the four Southern Pacific crossings on Water Street. Both switches to crossover, Southern Pacific interchange track, when not in use must be left set for straight track and not for crossover movement.
- No. 37. **ALBANY—SIXTH SUB-DIVISION**: Oregon Electric trains cross Southern Pacific main track just west of Signals 6912-6913 and use Albany and Page sidings, between Oregon Electric junction switch at LaFayette Street and Tallman Branch track. Oregon Electric trains, in both directions, before crossing Southern Pacific main track, must comply with Southern Pacific Rules 83 and 83-C, using check of train register, Southern Pacific Form CS-2529. Conductors westward Oregon Electric trains will obtain this check of train register by telephone from Southern Pacific operator, Albany Station, repeating it back to the operator for verification before delivering it to engineer. Conductors eastward Oregon Electric trains will make this check from the train register at Albany Station. Oregon Electric trains, in both directions, must obtain permission from the Southern Pacific Company operator, Albany, by telephone, before crossing Southern Pacific main track and conductors must immediately report to this operator when their trains have cleared Southern Pacific main track. This permission to cross Southern Pacific main track does not relieve conductors from seeing that their trains are protected against over-due first class trains, as prescribed by Southern Pacific Rule No. 93. Telephone, connected with telegraph office, Southern Pacific Company, Albany Station, is located in booth at LAFAYETTE STREET.
- No. 38. **LEBANON**: Junction switch, Oregon Electric Railway, is located at Southern Pacific MP-688.9. Normal position of switch is for Southern Pacific main track. Normal indication block signal on Oregon Electric track is "stop" and will change to "proceed" when switch is opened, providing Southern Pacific main track is clear between block signals on Southern Pacific main track, located on both sides of junction switch. Telephone, connected with telegraph office, Southern Pacific Company, Lebanon Station, is located in booth near junction switch. In addition to a clear block signal, eastward Oregon Electric trains must obtain permission from operator, Lebanon Station, before entering on Southern Pacific main track and conductors of westward trains must immediately report to this operator by telephone when their trains have cleared Southern Pacific main track.
- No. 39. **EUGENE**: All trains, including light engines and motors, must approach all street crossings under control and will stop before crossing Blair Street. After this stop has been made, trains will not be started until proceed signal has been given by trainmen. Motormen before starting passenger trains from station, Eugene, must ascertain if trucks which may have been unloading express into baggage compartment from the left hand or street side of train are into clear.

**8 Business Tracks and Passenger Flag Stops not Shown as Stations on Time Table  
FIRST AND SECOND SUB-DIVISION**

Name	Miles from Portland	Capacity	Flag Stop for Trains
Shops.....	0.8		All trains.
Corbett St.....	1.7		All trains.
View Point.....	2.9		All trains.
Roland.....	3.6		All trains.
Capitol Hill.....	3.9		All trains.
Ryan Place.....	4.4		All trains.
Shahapta.....	5.5		All trains.
Maplewood.....	5.7		All trains.
Nesmith.....	7.4		All trains.
Pine Knot.....	8.0		All trains.
Greenburg.....	9.2	9 E	All trains.
Trece.....	10.5		All trains.
Bonita.....	11.6	5 W	All trains.
Durham.....	12.4	6 E	All trains.
Golf.....	13.4		All trains.
Tualatin Mill.....	13.6	4 W	Not Passenger Stop.
Cooperative Park.....	13.8		All trains.
Clutters.....	18.9	1 E	Not Passenger Stop.
Maine.....	19.6		All trains.
Prahl.....	21.8	3 W	All trains.
Wallace.....	22.8	4 W	All trains.
Butteville.....	24.0	6 E	All trains.
Fargo.....	25.0	3 W	All trains.
Fellers.....	28.0	6 W	All trains.
Raven.....	28.9		All trains.
Loganville.....	31.2	3 W	All trains.
Claxtar.....	45.6		All trains.
Highland.....	47.8		All trains.
Hood St., Salem.....	48.3	4 E	All trains.
Union St., Salem.....	48.8		All trains.
Hazelau.....	51.3		All trains.
Salem Golf Course.....			All trains.
Croisan.....	52.2		All trains.
Finzer.....	54.6		All trains.
Vitae Spring.....	57.3		All trains.
Cauthorn.....	59.5		All trains.
Relf.....	63.7		All trains.
Wintel.....	64.9		All trains.
Linnore.....	74.5	12 W	Not Passenger Stop.
Geary Street, Albany...	75.1		All trains.
Main Street, Albany...	75.5		All trains.
Broadalbin St., Albany..	76.3		Regular stop all trains.
Bellplain.....	86.8		All trains.
Faybell.....	88.0		All trains.
Awbrey.....	113.2	2 E	All trains.
Ross.....	115.2		All trains.
Avard.....	117.1		All trains.
Blair Street, Eugene....	120.1		All trains.

THIRD SUB-DIVISION	Miles from Gray		
Orleans.....	1.7		
Colorado Lake.....	2.9		

FOURTH SUB-DIVISION	Miles from Garden Home		
Firlock.....	0.6	2 W	
Fanno Creek.....	1.0		
Medill.....	3.6		
Wistaria.....	8.6		
Milkapsi.....	10.1	2 E	
Moffat.....	12.0	2 E	
Rhoades.....	12.4	5 E	Not Passenger Stop.
Hillsboro: 12th St., 9th St., 6th St., N. Range St.			
Fern Avenue.....	15.1		
Varley.....	15.5		
Haynes.....	17.8	4 E	
Seventh St., Forest Grove	18.5		
Pacific St., Forest Grove.	19.0		

FIFTH SUB-DIVISION	3.3 Miles West Orenco		
Bendemeer.....		4 W	

**GRADE CROSSINGS**

NAME	Miles from Portland
<b>FIRST SUB-DIVISION</b>	
P. E. P. Co. (Corbett St.).....	1.7
Southern Pacific Co.....	9.3
Southern Pacific Co. (Passenger line)	48.8
Southern Pacific Co. (Freight Line)...	49.0
Southern Pacific Co. (Freight line)...	49.2
Southern Pacific Co. (Passenger line)	49.4
Southern Pacific Co. (Freight line) . .	49.5
<b>SECOND SUB-DIVISION</b>	
Southern Pacific Co.....	75.7
Southern Pacific Co.....	75.8
Southern Pacific Co (2) .....	75.9
Southern Pacific Co.....	76.0
Southern Pacific Co.....	118.8
<b>FOURTH SUB-DIVISION</b>	
Southern Pacific Co.....	Miles from Garden Home
Southern Pacific Co.....	3.0
Southern Pacific Co.....	13.3

**LOCATION OF DRAWBRIDGES**

NAME	Miles from Portland
Willamette River Bridge.....	104.3

**SPEED TABLE**

Miles per Hour	is equivalent to 1 mile in
45	1 minute and 20 seconds
40	1 minute and 30 seconds
35	1 minute and 43 seconds
30	2 minutes and 0 seconds
25	2 minutes and 24 seconds
20	3 minutes and 0 seconds
15	4 minutes and 0 seconds

**WATCH INSPECTORS:**  
A. L. HAMAN, Chief Time Inspector, St. Paul, Minn.  
W. H. SAXTON, 245 Washington St., Portland.  
DILLEN ROGERS, Killingsworth and Albina Aves., Portland.  
HARTMAN BROS. CO., Salem.  
F. M. FRENCH & SONS, Albany.  
SETH LARAWAY, Eugene.  
WM. KONICK, Corvallis.

**LOCATION OF OVERHEAD AND SIDE OBSTRUCTIONS.**

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

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

Train employes are cautioned not to lean out of cab or cars while passing following overhead and side obstructions.

- Two overhead bridges, Portland Lumber Company, between Harrison Street and Sherman Street.
- Tualatin River Bridge, just east of Tualatin.
- Southern Pacific overhead bridge, just east of Tualatin.
- Southern Pacific overhead bridge, Water Street, Albany.
- Southern Pacific Siding, Water Street, Albany, opposite Senders warehouse.

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

Double track between Mead Street and Abernathy Street, Portland, has only 10-feet 9-inch centers. Passenger trains when meeting between points named will reduce speed to ten (10) miles per hour. Freight trains meeting or passing passenger trains between points named must come to full stop and see that nothing is projecting from train that will foul passenger equipment.

No. 41. Sign Reading "Impaired Clearance" placed upon switch stand at entrance of spur or siding indicates there are platforms or structures located along side same which do not provide minimum horizontal clearance prescribed by Public Service Commission of Oregon. Employes will use care and avoid risk of injury while working on spurs or sidings protected with impaired clearance signs.

**AIRBRAKES.**

No. 42. In addition to the usual inspection of airbrakes, after making up, setting out cars from, or adding cars to the train, motorman will sound one long blast of the whistle. Rear brakeman or conductor will then proceed to apply the brakes by opening cock at rear end of last car in train gently, only allowing enough air to escape to apply the brakes slowly and firmly. With the brakes applied a further inspection must be made to note possible defects. Motorman should watch gauge, and if proper reduction is made in train line, he will acknowledge same by two short blasts of the whistle. If car repairers are on duty, they will make this test at all terminal stations. All Eastward trains, except those stopping at Multnomah, must make running test of airbrakes just before passing first road crossing east of Multnomah, bringing train to full stop.

No. 43. Retainers will be turned up on eastward freight trains from Multnomah to Corbett Street and on westward freight trains from Multnomah to Greenburg and Garden Home to Beaverton.

No. 44. Not less than 85% of all cars in train must have air brakes effective and such air brakes used and operated by the engineer of the locomotive drawing such train.

**LIST OF SURGEONS AND MEDICAL DEPARTMENT INSTRUCTIONS.**

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

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

Boarding and nursing are furnished only at hospitals with which the Company has made arrangements, and the Medical Dep't will not be responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

Stretchers are located at following points: Portland, O. E. Shops; Garden Home; Salem; Albany.

**SURGEONS**

- DR. CHAS. C. NEWCASTLE, Chief Surgeon, } 318 Mayer Bldg., Portland.
- DR. WILMOT C. FOSTER, Asst. Surgeon. } Phone Beacon 5070; if no answer call Beacon 3181.
- DR. HARRY S. IRVINE, Local Surgeon, 915 Weatherly Bldg., Portland.
- DR. A. O. PITMAN, Local Surgeon, Hillsboro.
- DR. QUENTIN TUCKER, Local Surgeon, Forest Grove.
- DR. R. BRUCE MILLER, Local Surgeon, Lebanon, Ore.
- DR. W. B. MORSE, Local Surgeon, Salem.
- DR. H. J. ANDERSON, Local Surgeon, Corvallis.
- DR. C. H. ROBERTSON, Local Surgeon, Salem.
- DR. D. G. CLARK, Local Surgeon, Harrisburg.
- DR. F. B. SMITH, Local Surgeon, Albany.
- DR. GEO. I. HURLEY, Local Surgeon, Eugene.
- DR. HARRY G. TALBOT, Local Surgeon, Eugene.

- F. S. BARLOW, Dispatcher
- L. S. NELSON, Dispatcher
- L. H. JAMES, Dispatcher
- W. F. KENNEY, Dispatcher
- E. B. ARTHUR, Asst. Chief Dispatcher
- E. M. HERRING, Asst. Chief Dispatcher
- R. C. SCOFFERN, Chief Dispatcher
- E. B. HEATH, Trainmaster