

Pacific Northwest Public Service Company

("Pepco.")

INTERURBAN LINES

24 TIME TABLE



Effective Sunday, December 28, 1930, at 2:00 o'clock A. M.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

W. H. LINES

VICE PRESIDENT

G. C. FIELDS

SUPERINTENDENT

OREGON CITY DIVISION—BETWEEN PORTLAND AND OREGON CITY—SOUTHBOUND

FIRST CLASS												Distance from Portland	Time Table No. 24 DECEMBER 28, 1930 STATIONS	FIRST CLASS									
100	102	104	106	108	110	8	10	112	12	114	116			14	118	120	16	122	124	18			
Oregon City Local	Oregon City Newspaper Special	Oregon City Local	Oregon City Local	Oregon City Local	Oregon City Mail	Cazadero Mail and Express	Gresham Local	Oregon City Local	Lents Jct. Local	Oregon City Local	Oregon City Local			Gresham Local	Oregon City Local	Oregon City Local	Gresham Local	Oregon City Local	Oregon City Local	Gresham Local			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily			
AM 12.05	AM 4.40				AM 6.30	AM 6.45	AM 7.03	AM 7.10	AM 7.40		AM 7.45	AM 8.15	AM 8.45	AM 9.00	AM 9.30	AM 9.45	AM 10.00	AM 10.30	AM 10.45				
12.11	4.45				6.37	6.51	7.09	7.17	7.47	0.82	DN 7.52	8.22	8.52	9.07	9.37	9.52	10.07	10.37	10.52				
12.18	4.52				6.44	6.57	7.17	7.24	7.56	3.93	DN 7.59	8.29	8.58	9.14	9.44	9.58	10.14	10.44	10.58				
12.21	4.56	AM 5.27	AM 6.00	AM 6.14	AM 6.48 ^{M 105}	7.02	7.20	7.28	8.00	5.02	DN 8.03	8.33 ^{M 111}	9.03	9.18	9.48	10.02	10.18	10.48	11.02				
12.24	4.59	5.30	6.02 ^{M 103}	6.17	6.50	AM	AM	7.30	AM	6.10	DN 8.05	8.35	AM	9.20	9.50	AM	10.20	10.50	AM				
12.25	5.00	5.31	6.04	6.18	6.51			7.31		6.36	DN 8.06	8.36		9.21	9.51		10.21	10.51					
12.29	5.04	5.35	6.08	6.22	6.55			7.35		7.14	DN 8.10	8.40		9.25 ^{M 115}	9.55 ^{M 117}		10.25 ^{M 119}	10.55 ^{M 121}					
12.32 ^{M 173}	5.09	5.39	6.12	6.26	7.00			7.40 ^{M 109}		8.35	DN 8.14	8.44		9.29	9.59		10.29	10.59					
12.36	5.12	5.42	6.15	6.30	7.04 ^{M 107}			7.44		9.85	DN 8.17 ^{M 111}	8.47 ^{M 113}		9.32	10.02		10.32	11.02					
12.37	5.13	5.43	6.16	6.32 ^{M 105}	7.05			7.45		10.35	DN 8.18	8.48		9.33	10.03		10.33	11.03					
12.39	5.16	5.47 ^{M 103}	6.19	6.34	7.09			7.48		10.99	DN 8.20	8.50		9.35	10.05		10.35	11.05					
12.42	5.19	5.50	6.25 ^{M 105}	6.38	7.13			7.51		11.95	DN 8.23	8.53		9.40 ^{M 117}	10.10 ^{M 119}		10.40 ^{M 121}	11.10 ^{M 123}					
12.45	5.22	5.53	6.28	6.41	7.19 ^{M 109}			7.54		13.09	DN 8.27	8.57		9.43	10.13		10.43	11.13					
12.50	5.27	5.58	6.33	6.45 ^{M 107}	7.23			8.00 ^{M 111}		14.00	DN 8.32 ^{M 113}	9.02 ^{M 115}		9.48	10.18		10.48	11.18					
12.53 ^{M 101}	5.30 ^{M 103}	6.01 ^{M 105}	6.36 ^{M 107}	6.48 ^{M 109}	7.26 ^{M 111}			8.03 ^{M 113}		14.62	DN 8.35 ^{M 115}	9.05 ^{M 117}		9.51 ^{M 119}	10.21 ^{M 121}		10.51 ^{M 123}	11.21 ^{M 125}					
AM	AM	AM	AM	AM	AM			AM			AM	AM		AM	AM		AM	AM					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
100	102	104	106	108	110	8	10	112	12		114	116	14	118	120	16	122	124	18				

Southbound Trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Double Track extends from Portland to Knight.
Yard Limits extend from East Portland to Island. Yard Limits extend from Park Place to Oregon City. Protection as per Rule 99 is required between these points.
Block Signals are in operation between Knight and Oregon City.

Between Milwaukie and Island and between Park Place and Oregon City all trains will operate under absolute control, prepared to stop if track is occupied.

G. C. FIELDS

W. H. LINES

VICE PRESIDENT

OREGON CITY DIVISION—BETWEEN PORTLAND AND OREGON CITY—SOUTHBOUND

FIRST CLASS											Distance from Portland	Time Table No. 24 DECEMBER 28, 1930 STATIONS	FIRST CLASS									
126	128	20	130	132	22	134	136	24	138	140			26	142	144	28	146	30	148	32		
Oregon City Local	Oregon City Local	Gresham Mail	Oregon City Mail	Oregon City Local	Gresham Local	Oregon City Local	Oregon City Local	Gresham Local	Oregon City Local	Oregon City Local			Gresham Local	Oregon City Local	Oregon City Local	Cazadero Mail and Express	Oregon City Local	Stanley Local	Oregon City Mail	Bellrose Local		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily		
AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM				
11.00	11.30	11.45	12.01	12.30	12.45	1.00	1.30	1.45	2.00	0.82	PORTLAND First and Alder 0.82	2.30	2.45	3.00	3.30	3.45	4.00	4.20	4.30	4.45		
11.07	11.37	11.52	12.07	12.37	12.52	1.07	1.37	1.52	2.07	3.93	DN... EAST PORTLAND..... 3.11	2.37	2.52	3.07	3.37	3.52	4.07	4.27	4.37	4.53		
11.14	11.44	11.58	12.14	12.44	12.58	1.14	1.44	1.58	2.14	5.02	..... OAKS..... 1.09	2.44	2.58	3.14	3.44	3.58	4.14	4.34	4.44	4.59	
11.18	11.48	12.02	12.18	12.48	1.02	1.18	1.48	2.02	2.18	6.10	..... GOLF JUNCTION..... 1.08	2.48	3.02	3.18	3.48	4.02	4.18	4.38	4.48	5.05	
11.20	11.50	PM	12.20	12.50	PM	1.20	1.50	PM	2.20	6.36	..... HENDEE..... 0.26	2.50	PM	3.20	3.50	PM	4.20	PM	4.50	PM	
11.21	11.51		12.21	12.51		1.21	1.51		2.21	7.14	..... MILWAUKIE..... 0.78	2.51		3.21	3.51		4.21		4.51		
11.25 ^M ₁₂₃	11.55 ^M ₁₂₅		12.25 ^M ₁₂₇	12.55 ^M ₁₂₉		1.25 ^M ₁₃₁	1.55 ^M ₁₃₃		2.25 ^M ₁₃₅	8.35	..... LAKEWOOD..... 1.21	2.55 ^M ₁₃₇		3.25 ^M ₁₃₉	3.55 ^M ₁₄₁		4.25 ^M ₁₄₃		4.55 ^M ₁₄₅		
11.29	11.59		12.29	12.59		1.29	1.59		2.29	9.85	..... OAK GROVE..... 1.50	2.59		3.29	3.59		4.29		4.59		
11.32	12.02		12.32	1.02		1.32	2.02		2.32	10.35	..... NAEF..... 0.50	3.02		3.32	4.02		4.32		5.02		
11.33	12.03		12.33	1.03		1.33	2.03		2.33	10.99	..... ASHDALE..... 0.64	3.03		3.33	4.03		4.33		5.03		
11.35	12.05		12.35	1.05		1.35	2.05		2.35	11.95	..... MELDRUM..... 0.96	3.05		3.35	4.05		4.35		5.05		
11.40 ^M ₁₂₅	12.10 ^M ₁₂₇		12.40 ^M ₁₂₉	1.10 ^M ₁₃₁		1.40 ^M ₁₃₃	2.10 ^M ₁₃₅		2.40 ^M ₁₃₇	13.09	..... GLADSTONE..... 1.14	3.10 ^M ₁₃₉		3.40 ^M ₁₄₁	4.10 ^M ₁₄₃		4.40 ^M ₁₄₅		5.10 ^M ₁₄₇		
11.43	12.13		12.43	1.13		1.43	2.13		2.43	14.00	..... GREEN POINT..... 0.91	3.13		3.43	4.13		4.43		5.13		
11.48	12.18		12.48	1.18		1.48	2.18		2.48	14.62	D..... OREGON CITY..... 0.62	3.18		3.48	4.18		4.48		5.18			
11.51 ^M ₁₂₇	12.21 ^M ₁₂₉		12.51 ^M ₁₃₁	1.21 ^M ₁₃₃		1.51 ^M ₁₃₅	2.21 ^M ₁₃₇		2.51 ^M ₁₃₉		..... CANEMAH.....	3.21 ^M ₁₄₁		3.51 ^M ₁₄₃	4.21 ^M ₁₄₅		4.51 ^M ₁₄₇		5.21 ^M ₁₄₉		
AM	PM		PM	PM		PM	PM		PM			PM		PM	PM		PM		PM			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily			
126	128	20	130	132	22	134	136	24	138			140	26	142	144	28	146	30	148	32		

Southbound Trains are superior to trains of the same class in the opposite direction. (See Rule 72.)
 Double Track extends from Portland to Knight.
 Yard Limits extend from East Portland to Island. Yard Limits extend from Park Place to Oregon City. Protection as per Rule 99 is required between these points.
 Block Signals are in operation between Knight and Oregon City.

Between Milwaukie and Island and between Park Place and Oregon City all trains will operate under absolute control, prepared to stop if track is occupied.

OREGON CITY DIVISION—BETWEEN PORTLAND AND OREGON CITY—SOUTHBOUND

FIRST CLASS											Distance from Portland	Time Table No. 24	FIRST CLASS										
												DECEMBER 28, 1930											
150	34	152	36	154	38	156	40	158	160			42	162	164	166	168	44	170	172	46			
Oregon City Local	Gresham Local	Oregon City Limited	Gresham Local	Oregon City Local	Bellrose Local	Oregon City Local	Gresham Local	Oregon City Local	Oregon City Local	Oregon City Local		Gresham Local	Oregon City Local	Oregon City Local	Oregon City Local	Oak Grove Local	Gresham Mail	Oregon City Local	Oregon City Local	Gresham Local			
Daily	Daily Except Sunday	*Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM	PM	PM				
5.00	5.25	5.30	5.55	6.00	6.20	6.30	6.45	7.00	7.30		7.45	8.00	8.30	9.00	9.30	9.45	10.00	11.00	11.35				
5.07	5.33	5.37	6.03	6.07	6.27	6.37	6.53	7.07	7.37	0.82	7.52	8.07	8.37	9.07	9.37	9.52	10.07	11.07	11.42				
5.14	5.39	5.44	6.09	6.14	6.33	6.44	6.59	7.14	7.44	3.93	7.58	8.14	8.44	9.14	9.44	9.58	10.14	11.14	11.48				
5.18	5.43	5.48	6.13	6.18	6.37	6.48	7.03	7.18	7.48	5.02	8.02	8.18	8.48	9.18	9.48	10.02	10.18	11.18	11.52				
5.20	PM	5.50	PM	6.20	PM	6.50	PM	7.20	7.50	6.10	PM	8.20	8.50	9.20	9.50	PM	10.20	11.20	PM				
5.21		5.51		6.21		6.51		7.21	7.51	6.36		8.21	8.51	9.21	9.51		10.21	11.21					
5.25 ^M ₁₄₇		5.55 ^M ₁₄₉		6.25 ^M ₁₅₁		6.55 ^M ₁₅₃		7.25 ^M ₁₅₅	7.55 ^M ₁₅₇	7.14		8.25 ^M ₁₅₉	8.55 ^M ₁₆₁	9.25 ^M ₁₆₃	9.55 ^M ₁₆₅		10.25 ^M ₁₆₉	11.25					
5.29		5.59		6.29		6.59		7.29	7.59	8.35		8.29	8.59	9.29	9.58 ^M ₁₆₇		10.29	11.29					
5.32		6.02		6.32		7.02		7.32	8.02	9.85		8.32	9.02	9.32	PM		10.32	11.32 ^M ₁₇₁					
5.33		6.03		6.33		7.03		7.33	8.03	10.35		8.33	9.03	9.33			10.33	11.33					
5.35		6.05		6.35		7.05		7.35	8.05	10.99		8.35	9.05	9.35			10.35	11.35					
5.40 ^M ₁₄₉		6.10 ^M ₁₅₁		6.40 ^M ₁₅₃		7.10 ^M ₁₅₅		7.40 ^M ₁₅₇	8.10 ^M ₁₅₉	11.95		8.40 ^M ₁₆₁	9.10 ^M ₁₆₃	9.40 ^M ₁₆₅			10.40	11.40					
5.43		6.13		6.43		7.13		7.43	8.13	13.09		8.43	9.13	9.43			10.43	11.43					
5.48		6.18		6.48		7.18		7.48	8.18	14.00		8.48	9.18	9.48			10.48	11.48					
5.51 ^M ₁₅₁		6.21 ^M ₁₅₃		6.51 ^M ₁₅₅		7.21 ^M ₁₅₇		7.51 ^M ₁₅₉	8.21 ^M ₁₆₁	14.62		8.51 ^M ₁₆₃	9.21 ^M ₁₆₅	9.51 ^M ₁₆₉			10.51 ^M ₁₇₁	11.51 ^M ₁₇₃					
PM		PM		PM		PM		PM	PM			PM	PM	PM			PM	PM					
Daily	Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
150	34	152	36	154	38	156	40	158	160		42	162	164	166	168	44	170	172	46				

Southbound Trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Double Track extends from Portland to Knight.
Yard Limits extend from East Portland to Island. Yard Limits extend from Park Place to Oregon City. Protection as per Rule 99 is required between these points.
Block Signals are in operation between Knight and Oregon City.

Between Milwaukie and Island and between Park Place and Oregon City all trains will operate under absolute control, prepared to stop if track is occupied.

*No. 152 makes all local stops on Sundays.

OREGON CITY DIVISION—BETWEEN OREGON CITY AND PORTLAND—NORTHBOUND

FIRST CLASS											Station Numbers	Time Table No. 24 — DECEMBER 28, 1930 — STATIONS	FIRST CLASS										
101	103	3	5	105	7	107	109	9					111	113	13	115	117	15	119	121	17		
Oregon City Local	Oregon City Local	Bellrose Local	Gresham Local	Oregon City Local	Bellrose Local	Oregon City Local	Oregon City Mail	Gresham Local					Oregon City Mail	Oregon City Local	Cazadero Mail and Express	Oregon City Local	Oregon City Local	Gresham Local	Oregon City Local	Oregon City Local	Gresham Local		
Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
	AM 6.21	AM 6.35	AM 7.00	AM 7.06	AM 7.36	AM 7.41	AM 8.11	AM 8.42			AM 8.56	AM 9.26	AM 9.40	AM 9.56	AM 10.26	AM 10.41	AM 10.56	AM 11.26	AM 11.41				
	6.15	6.27	6.53	6.59	7.26	7.29	8.03	8.35	0	DN	8.43	9.13	9.31	9.43	10.13	10.33	10.43	11.13	11.33				
	AM 6.09	6.19	6.46	6.53	7.20	7.23	7.57	8.29	30	OAKS	8.37	9.07	9.24	9.37	10.07	10.27	10.37	11.07	11.27				
	1.27	6.05	6.15	6.43	6.48 ^M ₁₁₀	7.16	7.19	7.53	42	GOLF JUNCTION	8.33 ^M ₁₁₆	9.03	9.20	9.33	10.03	10.24	10.33	11.03	11.24				
	1.24	6.02 ^M ₁₀₆	AM	AM	6.46	AM	7.16	7.50	C 51	HENDEE	8.30	9.00	AM	9.30	10.00	AM	10.30	11.00	AM				
	1.23	6.01			6.45		7.15	7.49	C 55	MILWAUKIE	8.29	8.59		9.29	9.59		10.29	10.59					
	1.20	5.58			6.41		7.11	7.44	C 65	LAKEWOOD	8.25	8.55		9.25 ^M ₁₁₈	9.55 ^M ₁₂₀		10.25 ^M ₁₂₂	10.55 ^M ₁₂₄					
	1.17	5.54			6.37		7.07	7.40 ^M ₁₁₂	C 75	OAK GROVE	8.21	8.51		9.21	9.51		10.21	10.51					
	1.13	5.50			6.33		7.04 ^M ₁₁₀	7.33	C 88	NAEF	8.17 ^M ₁₁₄	8.47 ^M ₁₁₆		9.17	9.47		10.17	10.47					
	1.12	5.49			6.32 ^M ₁₀₈		7.02	7.31	C 90	ASHDALE	8.16	8.46		9.16	9.46		10.16	10.46					
	1.10	5.47 ^M ₁₀₄			6.29		6.59	7.28	C101	MELDRUM	8.13	8.43		9.13	9.43		10.13	10.43					
	1.07	5.43			6.25 ^M ₁₀₆		6.54	7.24	C112	GLADSTONE	8.10	8.40		9.10	9.40 ^M ₁₁₈		10.10 ^M ₁₂₀	10.40 ^M ₁₂₂					
	1.04	5.40			6.20		6.50	7.19 ^M ₁₁₀	C124	GREEN POINT	8.05	8.37		9.07	9.35		10.05	10.35					
	12.58	5.35			6.15		6.45 ^M ₁₀₈	7.15	C133	OREGON CITY	8.00 ^M ₁₁₂	8.32 ^M ₁₁₄		9.02 ^M ₁₁₆	9.30		10.00	10.30					
	12.55 ^M ₁₀₀	5.32 ^M ₁₀₂			6.12 ^M ₁₀₄		6.42 ^M ₁₀₆	7.10 ^M ₁₀₈	C139	CANEMAH	7.57 ^M ₁₁₀	8.29 ^M ₁₁₂		8.59 ^M ₁₁₄	9.27 ^M ₁₁₆		9.57 ^M ₁₁₈	10.27 ^M ₁₂₀					
	AM	AM			AM		AM	AM			AM	AM		AM	AM		AM	AM					
	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
	101	103	3	5	105	7	107	109			111	113	13	115	117	15	119	121	17				

Southbound Trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Double Track extends from Portland to Knight. Yard Limits extend from East Portland to Island. Yard Limits extend from Park Place to Oregon City. Protection as per Rule 99 is required between these points.

Block Signals are in operation between Knight and Oregon City. Trains Nos. 107, 111 and 113 when taking the block at Naef will head into the south end of Concord Siding and will take the block at Concord for Oak Grove from the siding instead of the main track.

Between Milwaukie and Island and between Park Place and Oregon City all trains will operate under absolute control, prepared to stop if track is occupied.

OREGON CITY DIVISION—BETWEEN OREGON CITY AND PORTLAND—NORTHBOUND

FIRST CLASS											Station Numbers	Time Table No. 24 DECEMBER 28, 1930 STATIONS	FIRST CLASS								
123	125	19	127	129	21	131	133	23	135	137			25	139	141	27	143	29	145	31	
Oregon City Local	Oregon City Local	Gresham Local	Oregon City Local	Oregon City Mail	Gresham Local	Oregon City Local	Oregon City Local	Gresham Local	Oregon City Local	Oregon City Local			Gresham Local	Oregon City Local	Oregon City Local	Gresham Local	Oregon City Local	Stanley Local	Oregon City Mail	Gresham Local	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	
AM 11.56	PM 12.26	PM 12.41	PM 12.56	PM 1.26	PM 1.41	PM 1.56	PM 2.26	PM 2.41	PM 2.56	0	PORTLAND First and Alder 0.82	PM 3.26	PM 3.40	PM 3.56	PM 4.26	PM 4.41	PM 4.56	PM 5.20	PM 5.26	PM 5.51	
11.43	12.13	12.33	12.43	1.13	1.33	1.43	2.13	2.33	2.43	30	DN EAST PORTLAND 3.11	3.13	3.33	3.43	4.13	4.34	4.43	5.10	5.13	5.37	
11.37	12.07	12.27	12.37	1.07	1.27	1.37	2.07	2.27	2.37	42	OAKS 1.09	3.07	3.27	3.37	4.07	4.28	4.37	5.02	5.07	5.29	
11.33	12.03	12.24	12.33	1.03	1.24	1.33	2.03	2.24	2.33	C 51	GOLF JUNCTION 1.08	3.03	3.24	3.33	4.03	4.25	4.33	4.57	5.03	5.25	
11.30	12.00	PM	12.30	1.00	PM	1.30	2.00	PM	2.30	C 55	HENDEE 0.26	3.00	PM	3.30	4.00	PM	4.30	PM	5.00	PM	
11.29	11.59		12.29	12.59		1.29	1.59		2.29	C 55	MILWAUKIE 0.78	2.59		3.29	3.59		4.29		4.59		
11.25 ^M ₁₂₆	11.55 ^M ₁₂₈		12.25 ^M ₁₃₀	12.55 ^M ₁₃₂		1.25 ^M ₁₃₄	1.55 ^M ₁₃₆		2.25 ^M ₁₃₈	C 65	LAKEWOOD 1.21	2.55 ^M ₁₄₀		3.25 ^M ₁₄₂	3.55 ^M ₁₄₄		4.25 ^M ₁₄₆		4.55 ^M ₁₄₈		
11.21	11.51		12.21	12.51		1.21	1.51		2.21	C 75	OAK GROVE 1.50	2.51		3.21	3.51		4.21		4.51		
11.17	11.47		12.17	12.47		1.17	1.47		2.17	C 88	NAEF 0.50	2.47		3.17	3.47		4.17		4.47		
11.16	11.46		12.16	12.46		1.16	1.46		2.16	C 90	ASHDALE 0.64	2.46		3.16	3.46		4.16		4.46		
11.13	11.43		12.13	12.43		1.13	1.43		2.13	C101	MELDRUM 0.96	2.43		3.13	3.43		4.13		4.43		
11.10 ^M ₁₂₄	11.40 ^M ₁₂₆		12.10 ^M ₁₂₈	12.40 ^M ₁₃₀		1.10 ^M ₁₃₂	1.40 ^M ₁₃₄		2.10 ^M ₁₃₆	C112	GLADSTONE 1.14	2.40 ^M ₁₃₈		3.10 ^M ₁₄₀	3.40 ^M ₁₄₂		4.10 ^M ₁₄₄		4.40 ^M ₁₄₆		
11.05	11.35		12.05	12.35		1.05	1.35		2.05	C124	GREEN POINT 0.91	2.35		3.05	3.35		4.05		4.35		
11.00	11.30		12.00	12.30		1.00	1.30		2.00	C133	D OREGON CITY 0.62	2.30		3.00	3.30		4.00		4.30		
10.57 ^M ₁₂₂	11.27 ^M ₁₂₄		11.57 ^M ₁₂₆	12.27 ^M ₁₂₈		12.57 ^M ₁₃₀	1.27 ^M ₁₃₂		1.57 ^M ₁₃₄	C139	CANEMAH	2.27 ^M ₁₃₆		2.57 ^M ₁₃₈	3.27 ^M ₁₄₀		3.57 ^M ₁₄₂		4.27 ^M ₁₄₄		
AM	AM		AM	PM		PM	PM		PM			PM		PM			PM		PM		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily		
123	125	19	127	129	21	131	133	23	135			137	25	139	141	27	143	29	145	31	

Southbound Trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Double Track extends from Portland to Knight.
Yard Limits extend from East Portland to Island. Yard Limits extend from Park Place to Oregon City. Protection as per Rule 99 is required between these points.
Block Signals are in operation between Knight and Oregon City.

Between Milwaukie and Island and between Park Place and Oregon City all trains will operate under absolute control, prepared to stop if track is occupied.

OREGON CITY DIVISION—BETWEEN OREGON CITY AND PORTLAND—NORTHBOUND

FIRST CLASS													Time Table No. 24 DECEMBER 28, 1930 STATIONS	FIRST CLASS												
147	33	149	35	151	153	41	155	Station Numbers	157	159	161	45		163	165	167	169	47	171	173						
Oregon City Local	Bellrose Local	Oregon City Local	Cazadero Mail and Express	Oregon City Local	Oregon City Local	Gresham Local	Oregon City Local		Oregon City Local	Oregon City Local	Oregon City Local	Oregon City Local		Gresham Local	Oregon City Local	Oregon City Local	Oak Grove Local	Oregon City Local	Gresham Local	Oregon City Local	Oregon City Local					
Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							
PM	PM	PM	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM		PM	PM	AM								
5.56	6.16	6.26	6.40	6.56	7.26	7.41	7.56		PORTLAND First and Alder 0.82	8.26	8.56	9.26	9.41	9.56	10.26		10.56	11.31	12.01							
5.43	6.05	6.13	6.32	6.43	7.13	7.34	7.43	0	DN...EAST PORTLAND 3.11	8.13	8.43	9.13	9.34	9.43	10.13		10.43	11.20	11.54							
5.37	5.57	6.07	6.25	6.37	7.07	7.28	7.37	30	OAKS 1.09	8.07	8.37	9.07	9.28	9.37	10.07	PM	10.37	11.13	11.48							
5.33	5.52	6.03	6.22	6.33	7.03	7.25	7.33	42	GOLF JUNCTION 1.08	8.03	8.33	9.03	9.24	9.33	10.03	10.09	10.33	11.09	11.45							
5.30	PM	6.00	PM	6.30	7.00	PM	7.30	C 51	HENDEE 0.26	8.00	8.30	9.00	PM	9.30	10.00	10.07	10.30	PM	11.43							
5.29		5.59		6.29	6.59		7.29	C 55	MILWAUKIE 0.78	7.59	8.29	8.59		9.29	9.59	10.06	10.29		11.42							
5.25 ^M ₁₅₀		5.55 ^M ₁₅₂		6.25 ^M ₁₅₄	6.55 ^M ₁₅₆		7.25 ^M ₁₅₈	C 65	LAKEWOOD 1.21	7.55 ^M ₁₆₀	8.25 ^M ₁₆₂	8.55 ^M ₁₆₄		9.25 ^M ₁₆₆	9.55 ^M ₁₆₈	10.03	10.25 ^M ₁₇₀		11.39							
5.21		5.51		6.21	6.51		7.21	C 75	OAK GROVE 1.50	7.51	8.21	8.51		9.21	9.51	10.00 ^M ₁₆₈	10.21		11.36							
5.17		5.47		6.17	6.47		7.17	C 88	NAEF 0.50	7.47	8.17	8.47		9.17	9.47	PM	10.17		11.32 ^M ₁₇₂							
5.16		5.46		6.16	6.46		7.16	C 90	ASHDALE 0.64	7.46	8.16	8.46		9.16	9.46		10.16		11.30							
5.13		5.43		6.13	6.43		7.13	C101	MELDRUM 0.96	7.43	8.13	8.43		9.13	9.43		10.13		11.28							
5.10 ^M ₁₄₈		5.40 ^M ₁₅₀		6.10 ^M ₁₅₂	6.40 ^M ₁₅₄		7.10 ^M ₁₅₆	C112	GLADSTONE 1.14	7.40 ^M ₁₅₈	8.10 ^M ₁₆₀	8.40 ^M ₁₆₂		9.10 ^M ₁₆₄	9.40 ^M ₁₆₆		10.10		11.25							
5.05		5.35		6.05	6.35		7.05	C124	GREEN POINT 0.91	7.35	8.05	8.35		9.05	9.35		10.05		11.20							
5.00		5.30		6.00	6.30		7.00	C133	D...OREGON CITY 0.62	7.30	8.00	8.30		9.00	9.30		10.00		11.15							
4.57 ^M ₁₄₆		5.27 ^M ₁₄₈		5.57 ^M ₁₅₀	6.27 ^M ₁₅₂		6.57 ^M ₁₅₄	C139	CANEMAH	7.27 ^M ₁₅₆	7.57 ^M ₁₅₈	8.27 ^M ₁₆₀		8.57 ^M ₁₆₂	9.27 ^M ₁₆₄		9.57 ^M ₁₆₆		11.10 ^M ₁₇₀							
PM		PM		PM	PM		PM			PM	PM	PM		PM	PM		PM		PM							
Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							
147	33	149	35	151	153	41	155			157	159	161	45	163	165	167	169	47	171							

Southbound Trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

Double Track extends from Portland to Knight.
Yard Limits extend from East Portland to Island. Yard Limits extend from Park Place to Oregon City. Protection as per Rule 99 is required between these points.
Block Signals are in operation between Knight and Oregon City.

Between Milwaukie and Island and between Park Place and Oregon City all trains will operate under absolute control, prepared to stop if track is occupied.

CAZADERO DIVISION—BETWEEN GOLF JUNCTION AND CAZADERO—SOUTHBOUND

FIRST CLASS

Time Table
No. 24
DECEMBER 28, 1930

FIRST CLASS

FIRST CLASS													Time Table No. 24 DECEMBER 28, 1930	Distance from Golf Junction	FIRST CLASS										
2	4	6	8	10	12	14	16	18	20	22	24	26			28	30	32	34	36	38	40	42	44	46	
Bellrose Local	Gresham Local	Bellrose Local	Cazadero Mail and Express	Gresham Local	Lents Jct. Local	Gresham Local	Gresham Local	Gresham Local	Gresham Mail	Gresham Local	Gresham Local	Gresham Local			Cazadero Mail and Express	Stanley Local	Bellrose Local	Gresham Local	Gresham Local	Bellrose Local	Gresham Local	Gresham Local	Gresham Mail	Gresham Local	
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily			
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM			
			6.45	7.03	7.40	8.45	9.45	10.45	11.45	12.45	1.45	PORTLAND First and Alder 5.02		2.45	3.45	4.20	4.45	5.25	5.55	6.20	6.45	7.45	9.45	11.35	
5.30	5.35	6.26	7.02	7.20	8.00	9.03	10.02	11.02	12.02	1.02	2.02	GOLF JUNCTION 0.36	.00	3.02	4.02	4.38	5.05	5.43	6.13	6.37	7.03	8.02	10.02	11.52	
5.31	5.36	6.28	7.03	7.21	8.02	9.05	10.03	11.03	12.03	1.03	2.03	EAST 17th STREET 0.71	0.36	3.03	4.04	4.39	5.07	5.45	6.15	6.39	7.05	8.04 ^{M 43}	10.04	11.53	
5.33	5.38	6.30	7.05	7.23	8.04	9.07	10.05	11.05	12.05	1.05	2.05	ARDENWALD 1.41	1.07	3.05	4.06	4.42	5.10	5.48 ^{M 33}	6.18 ^{M 35}	6.41	7.07	8.06	10.06	11.55	
5.36	5.41	6.33 ^{M 5}	7.08 ^{M 7}	7.27	8.09	9.11 ^{M 13}	10.08	11.08	12.08	1.08	2.08	STANLEY 0.68	2.48	3.08	4.10	4.46 ^{M 29}	5.15 ^{M 31}	5.53	6.22	6.44 ^{M 37}	7.10 ^{M 39}	8.09	10.09	11.58	
5.38	5.43	6.35	7.10	7.29	8.11	9.13	10.10	11.10	12.10	1.10	2.10	BELL 0.91	3.16	3.10	4.12	PM	5.17	5.55	6.24	6.46	7.12	8.11	10.11	12.00	
5.40	5.45	6.37	7.12	7.31	8.13 ^{M 9}	9.15	10.12 ^{M 15}	11.12 ^{M 17}	12.12 ^{M 19}	1.12 ^{M 21}	2.12 ^{M 23}	KENDALL 1.27	4.07	3.12 ^{M 25}	4.14 ^{M 27}	5.19	5.57	6.26	6.48	7.14 ^{M 41}	8.13	10.13	12.02		
5.44	5.49	6.41	7.15	7.34	8.17 ^{M 11}	9.19	10.15	11.15	12.15	1.15	2.15	LENTS JCT. 1.75	5.34	3.15	4.17	5.23	6.01	6.29	6.51	7.17	8.16	10.16	12.05		
5.48 ^{M 3}	5.53 ^{M 3}	6.45 ^{M 7}	7.19	7.38	AM	9.23	10.19	11.19	12.19	1.19	2.19	BELLROSE 1.10	7.09	3.19	4.21	5.28 ^{M 33}	6.05 ^{M 35}	6.33 ^{M 37}	6.55 ^{M 39}	7.21	8.20	10.20	12.09		
AM	5.56	AM	7.22	7.41		9.26	10.22	11.22	12.22	1.22	2.22	SYCAMORE 0.96	8.19	3.22	4.23	PM	6.08	6.36	PM	7.24	8.23	10.22	12.12		
	5.58		7.24	7.43		9.28	10.24	11.24	12.24	1.24	2.24	JENNE 0.67	9.15	3.24	4.25		6.10	6.38		7.26	8.25	10.24	12.14		
	6.00		7.25	7.45		9.30	10.26	11.26	12.26	1.26	2.26	LINNEMANN 2.20	9.82	3.26	4.26		6.12	6.40		7.28	8.27	10.26	12.16		
	6.04 ^{M 5}		7.29	7.49 ^{M 9}		9.34 ^{M 15}	10.30 ^{M 17}	11.30 ^{M 19}	12.30 ^{M 21}	1.30 ^{M 23}	2.30 ^{M 25}	GRESHAM 1.27	12.02	3.30 ^{M 27}	4.30	6.16 ^{M 37}	6.44 ^{M 41}		7.32 ^{M 43}	8.31 ^{M 45}	10.30 ^{M 47}	12.20 ^{M 1}			
	AM		7.32	AM		AM	AM	AM	AM	PM	PM	HOGAN 1.98	13.29	PM	4.33	PM	PM		PM	PM	PM	AM			
			7.36									ANDERSON 1.24	15.27		4.37										
			7.38									HALEY 1.03	16.51		4.39										
			7.40									BORING 0.86	17.54		4.41										
			7.42									SIEFER 2.60	18.40		4.43										
			7.46									BARTON 0.65	21.00		4.47										
			7.48									DEEP CREEK 2.54	21.65		4.49										
			7.53									EAGLE CREEK 2.86	24.19		4.54										
			7.58									CURRINSVILLE 1.47	27.05		4.59										
			8.01									RIVER MILL 0.90	28.52		5.02										
			8.04									ESTACADA 1.48	29.42		5.05										
			8.06									FARADAY 0.54	30.90		5.07										
			8.09 ^{M 13}									CAZADERO 31.44	31.44		5.10 ^{M 35}										
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily		
2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46			

Single Track between E. 17th and E. 13th Sts. (Golf Jct.) and between Lents Jct. and Arnaud is governed by vision. Trains will operate at no greater speed than 10 miles per hour between these points.
 Southbound passenger trains will consume not less than six minutes, and southbound freight trains not less than ten minutes between Boring and Barton.
 Southbound Trains are superior to trains of the same class in the opposite direction. (See Rule 72.) Block Signals are in operation between East 17th Street and Gresham.

CAZADERO DIVISION—BETWEEN CAZADERO AND GOLF JUNCTION—NORTHBOUND

FIRST CLASS

Time Table
No. 24

FIRST CLASS

FIRST CLASS													Time Table No. 24	Station Numbers	FIRST CLASS											
1	3	5	7	9	11	13	15	17	19	21	23	25			27	29	31	33	35	37	39	41	43	45	47	
Golf Jct. Local	Bellrose Local	Gresham Local	Bellrose Local	Gresham Local	Golf Jct. Local	Cazadero Mail and Express	Gresham Local	Gresham Local	Gresham Local	Gresham Mail	Gresham Local	Gresham Local			Gresham Local	Stanley Local	Gresham Local	Bellrose Local	Cazadero Mail and Express	Golf Jct. Local	Golf Jct. Local	Gresham Local	Golf Jct. Local	Gresham Local	Gresham Local	
DECEMBER 28, 1930													STATIONS													
Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	PORTLAND First and Alder 5.02	3.41	4.41	5.21	5.51	6.16	6.40			7.41		9.41	11.27		
AM 12.53	6.15	6.43	7.16	8.26	8.36	9.20	10.24	11.24	12.24	1.24	2.24	GOLF JUNCTION 0.36	42 3.24	4.25	4.57	5.25	5.52	6.22	6.51	7.17	7.25	8.06	9.24	11.09		
12.51	6.13	6.41	7.15	8.24	8.34	9.18	10.22	11.22	12.22	1.22	2.22	EAST 17th STREET 0.71	3.21	4.23	4.55	5.21	5.50	6.20	6.49	7.15	7.23	8.04 ^{M 42}	9.22	11.07		
12.49	6.10	6.38	7.13	8.22	8.32	9.16	10.20	11.20	12.20	1.20	2.20	ARDENWALD 1.41	54 3.19	4.21	4.53	5.19	5.48 ^{M 34}	6.18 ^{M 36}	6.47	7.13	7.21	8.02	9.20	11.05		
12.45	6.05	6.33 ^{M 6}	7.08 ^{M 8}	8.17	8.28	9.11 ^{M 14}	10.16	11.16	12.16	1.16	2.16	STANLEY 0.68	67 3.16	4.18	4.50 ^{M 30}	5.15 ^{M 32}	5.45	6.15	6.44 ^{M 38}	7.10 ^{M 40}	7.18	7.59	9.17	11.01		
12.44	6.03	6.31	7.06	8.15	8.26	9.09	10.14	11.14	12.14	1.14	2.14	BELL 0.91	74 3.14	4.16	PM	5.13	5.43	6.13	6.42	7.08	7.16	7.57	9.15	10.59		
12.42	6.01	6.29	7.04	8.13 ^{M 12}	8.24	9.07	10.12 ^{M 16}	11.12 ^{M 18}	12.12 ^{M 20}	1.12 ^{M 22}	2.12 ^{M 24}	KENDALL 1.27	82 3.12 ^{M 26}	4.14 ^{M 28}		5.11	5.41	6.11	6.40	7.06	7.14 ^{M 40}	7.55	9.13	10.57		
12.39	5.57	6.25	6.59	8.09	8.20 ^{M 12}	9.04	10.09	11.09	12.09	1.09	2.09	LENTS JCT 1.75	95 3.09	4.10		5.07	5.38	6.08	6.37	7.03	7.10	7.52	9.10	10.54		
12.36	5.53 ^{M 2 4}	6.21	6.54 ^{M 6}	8.04	AM	9.00	10.05	11.05	12.05	1.05	2.05	BELLROSE 1.10	113 3.05	4.06		5.02	5.34 ^{M 32}	6.05 ^{M 34}	6.33 ^{M 36}	7.00 ^{M 38}	7.06	7.49	9.06	10.50		
12.34	AM	6.18	AM	8.02		8.58	10.03	11.03	12.03	1.03	2.03	SYCAMORE 0.96	123 3.03	4.03		4.59	PM	6.02	6.29	PM	7.03	7.47	9.03	10.47		
12.31		6.15		8.01		8.56	10.01	11.01	12.01	1.01	2.01	JENNE 0.67	132 3.01	4.01		4.57		6.00	6.27		7.01	7.45	9.01	10.45		
12.30		6.14		7.59		8.54	9.59	10.59	11.59	12.59	1.59	LINNMANN 2.20	138 2.59	3.59		4.55		5.58	6.25		6.59	7.44	8.59	10.44		
12.25 ^{M 46}		6.10 ^{M 4}		7.55 ^{M 10}		8.50	9.55 ^{M 14}	10.55 ^{M 16}	11.55 ^{M 18}	12.55 ^{M 20}	1.55 ^{M 22}	DR. GRESHAM 1.27	160 2.55 ^{M 24}	3.55 ^{M 26}		4.50 ^{M 28}		5.54	6.22 ^{M 34}		6.55 ^{M 36}	7.40 ^{M 40}	8.55 ^{M 42}	10.40 ^{M 44}		
AM		AM		AM		8.47	AM	AM	AM	PM	PM	HOGAN 1.98	174 PM	PM		PM		5.51	PM		PM	PM	PM	PM		
						8.44						ANDERSON 1.24	197					5.47								
						8.42						HALEY 1.03	206					5.45								
						8.39						BORING 0.86	216					5.42								
						8.37						SIEFER 2.60	225					5.40								
						8.33						BARTON 0.65	251					5.35								
						8.31						DEEP CREEK 2.54	257					5.33								
						8.27						EAGLE CREEK 2.86	283					5.29								
						8.23						CURRINSVILLE 1.47	307					5.25								
						8.21						RIVER MILL 0.90	330					5.22								
						8.19						ESTACADA 1.48	335					5.20								
						8.16						FARADAY 0.54	351					5.16								
						8.15 ^{M 8}						CAZADERO	358					5.15 ^{M 28}								
Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily		
1	3	5	7	9	11	13	15	17	19	21	23		25	27	29	31	33	35	37	39	41	43	45	47		

Single Track between E. 17th and E. 13th Sts. (Golf Jct.) and between Lents Jct. and Arnaud is governed by vision. Trains will operate at no greater speed than 10 miles per hour between these points.
 Southbound passenger trains will consume not less than six minutes, and southbound freight trains not less than ten minutes between Boring and Barton.
 Southbound Trains are superior to trains of the same class in the opposite direction. (See Rule 72.) Block Signals are in operation between East 17th Street and Gresham.

SPECIAL RULES FOR GOVERNMENT OF ALL DIVISIONS

Rules and Regulations governing employes of the Transportation Department, effective June 1, 1923, are issued in book form. Every employe whose duties are in any way prescribed by these rules must have a copy at hand when on duty.

In all cases of doubt or uncertainty, the safe course must be taken and no risks run.

1. South-bound trains are superior to trains of the same class in the opposite direction. See Rule 72.
2. All trains must approach crossover "C" and the switch leading to passenger unloading platform at Oaks, under full control and not proceed until the track is seen to be clear.
3. Switches at Golf Junction must be kept set for Oregon City division trains.
4. At Lakewood switches are set for Northbound trains to run through the passing track.
5. Registering Stations.

All trains will register at their turn around, or initial and terminal stations, excepting at First and Alder, Portland.

Conductors of all extra trains will call Dispatcher at Golf Junction. Conductors of all regular trains will call Dispatcher at Golf Junction if three or more minutes late.

Conductors of all trains on Springwater Division will call Dispatcher at Eagle Creek and Boring and will also call at Gresham when operator is not on duty.

6. **Bulletin Boards.**
East Portland, Golf Junction and Estacada.
7. **Standard Clocks.**
Dispatchers' Office, East Portland.
8. **Watch Inspectors.**
Al. W. Field, Portland.
9. **Yard Limit Boards.**
East Portland - Island, Park Place - Oregon City, Lents Junction, Linnemann, Gresham, Boring, Barton, Estacada, Faraday, Cazadero.

10. **Safety Stops.**
Trains will come to full stop before passing the following points:

On Oregon City Division—Northbound—10th Street and 14th Street, Oregon City, Ardgour and Spokane Avenue.

Southbound—Spokane Ave., Oak Grove and 14th Street, Oregon City.

11. At Ruby Junction switches at both ends of the north "Y" must be left set for Bull Run Division.
12. Trains must not exceed six miles an hour when running through open split switches.
13. Unless other provision is made, all trains must report their arrival at, and departure from, terminal and initial stations, except at First and Alder streets.

Impaired Clearances covered by Public Service Commission Order No. 99.

GENERAL.
Platform and building impairments shown by signs on switches, posts, or by signs on the obstruction.
Overhead obstructions shown by signs on span wires.
All trolley wires and span wires impaired overhead clearance.
All cattle guards impaired side clearance.
At unloading platforms on all log rolls.

OREGON CITY LINE.
Double track, Golf Junction to Knight and sidings at Hendee, Milwaukie, Meldrum and Green Point have impaired track centers.
Poles on Clackamas fill, Clackamas River to Green Point have impaired side clearance.
E. & W. log cars when loaded will not clear meeting or passing trains on sidings between 14th and 18th St. Oregon City, Gladstone, Milwaukie and Hendee.

SPRINGWATER DIVISION.
All poles impaired side clearance.

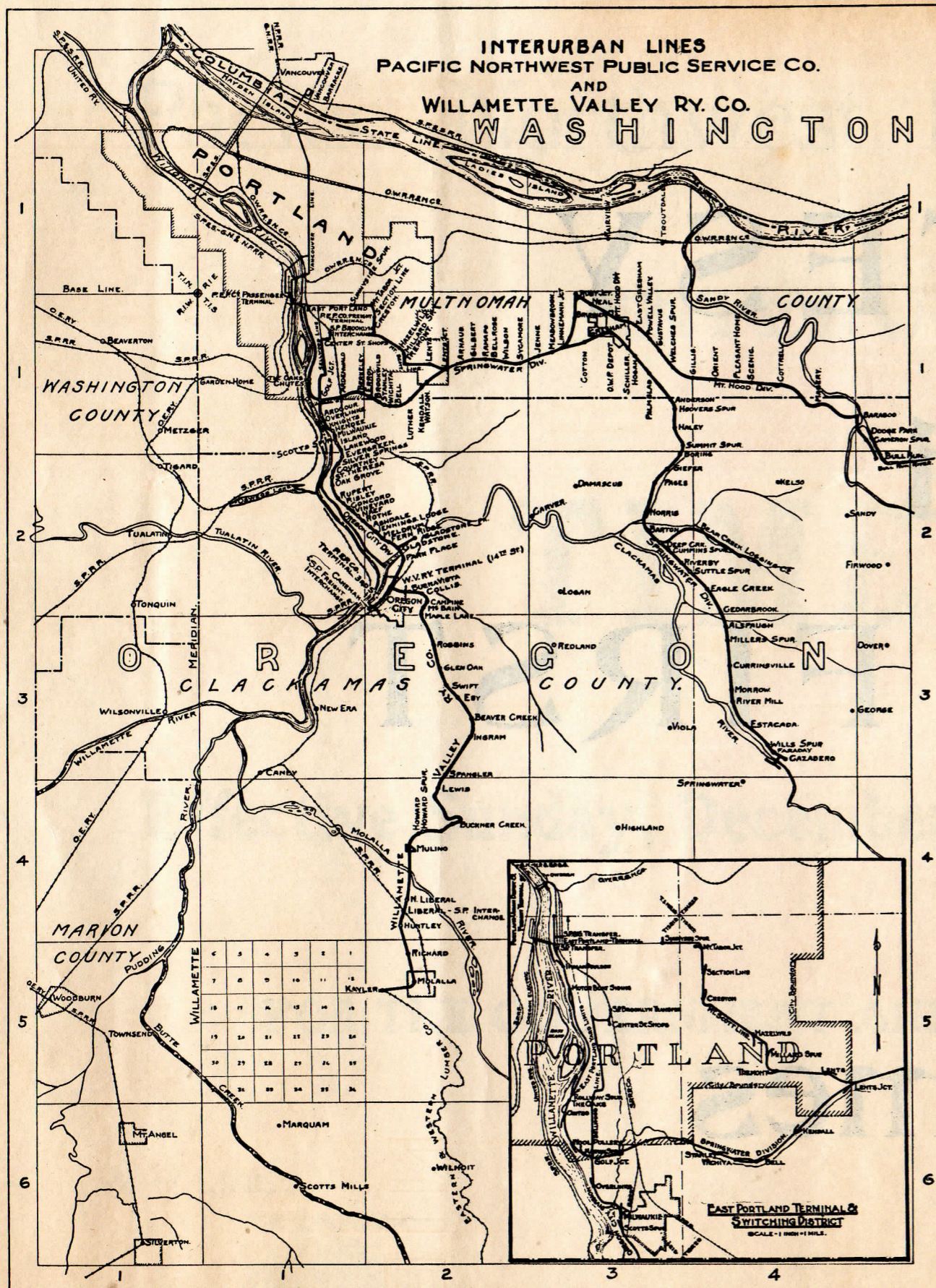
LIST OF STATIONS WITH SPURS AND SIDINGS

WATER FRONT AND CENTER ST. SHOPS	Station Number
East Portland	0
Crown-Willamette Spur	9
River Front Storage and E. & W. Log Roll	10
Ross Island	15
P. E. P. Log Roll	20
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Bear Creek Log Roll	25
The Oaks	30
Chutes	33
East Side Box	35
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Oregon Door Spur	38
Brewery Spur	40
Golf Junction	42
Center St. Shops	S21
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OREGON CITY DIVISION:	
Overlinks	C46
Hendee	C51
Milwaukie	C55
Scotts Spur	C56
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Lakewood	C65
Courtney	} Spur extends } Courtney to } Oak Grove
St. Theresa	
Oak Grove	C75
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Concord	C80
Naef Siding	C88
Ashdale	C90
Meldrum	C101
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Gladstone	C112
Park Place	C113
Abernathy	C115
Green Point	C124

OREGON CITY DIVISION (Continued)	Station Number
Oregon City House Track	C125
Oregon City	C133
Canemah	C139
Canemah—S. P. Transfer	C141
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SPRINGWATER DIVISION	
Ardenwald	54
Stanley	67
Bell No. 2	73
Bell No. 1	74
Kendall	82
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Dwyer's Spur	90
Seaboard Oil Spur	97
Lents Junction	95
Arnaud	100
Bellrose	113
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Sycamore	123
Jenne	132
Linnemann Junction	138
Pipe Spur	150
Gresham	160
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Hogan	174
Anderson	197
Hoover Spur	199
Haley	206
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Summit Spur	211
Boring	216
Siefer	225
Barton	251
Deep Creek	257

SPRINGWATER DIVISION (Continued)	Station Number
Eagle Creek	283
Cedarbrook	297
Alspaugh	301
Millers Spur	306
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Currinsville	307
Morrow	322
River Mill	330
Estacada	335
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Wills Spur	347
Faraday	351
Cazadero	358
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MT. SCOTT DIVISION:	
Southeast Fuel Co.	M70
Lents Team Track	M66
Copeland	M65
Tremont	M55
Firland	M50
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Hazelwild	M49
Creston	M36
Section Line	M30
Mt. Tabor Junction	M26
Sunnyside Spur	M17
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BULL RUN DIVISION:	
Ruby Junction	T19
Base Line	T23
Neal	H150
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Beaver State	H155
Gresham	H158
East Gresham	H160
Barnes Road	H185

CAPACITY OF SIDINGS AND SPURS IN 40 FOOT CARS



RIVER FRONT:

	No. of 40 ft. Cars
Ross Island Spur	15
Bundy's Siding	21
River Front	60
P.E.P. Log Roll	55
Bear Creek Log Roll	50
Oaks Siding	12
Oaks Loop	20
Oaks Loop Spur	6
Chutes—Trestle	8
Chutes—East Track	6
Chutes—West Track	6
Chutes—Lead	4
East Side Box	4
Oregon Door Spur	8
Brewery Spur	8

OREGON CITY DIVISION:

Overlinks	2
Hendee Siding	4
Milwaukie Siding	7
Scotts	14
Lakewood Siding	5
Oak Grove Siding	45
Concord Siding	28
Naef Siding	18
Ashdale Siding	4
Meldrum Siding	6
Hull Avenue Team	2
Gladstone Siding	9
Park Place Siding	24
Abernathy Siding	27
Green Point Siding	30
Oregon City Freight House	5

SPRINGWATER DIVISION:

Golf Jct. Sub. Spur	8
Golf Jct. Siding	24
Ardenwald Siding	9

SPRINGWATER DIVISION (Continued)

	No. of 40 ft. Cars
Stanley Siding	13
Bell Spur No. 1	12
Bell Spur No. 2	25
Bell Siding	16
Kendall Siding	14
Kendall—Standard Oil Spur	9
Kendall—Union Oil Spur	7
Lents Jct. Dwyer's Spur	37
Lents Jct. Siding No. 1	29
Lents Jct. Siding No. 2	24
Seaboard Oil Spur	1
Arnaud Siding	20
Bellrose Siding	44
Sycamore Siding	10
Jenne Siding	16
Linnemann Scale	16
Linnemann Team	12
Linnemann Siding	8
Pipe Spur	10
Gresham O.W.P. Siding	13
Gresham O.W.P. House	4
Hogan Team Track	4
Hogan Brick Track	8
Anderson Siding	34
Hoover Siding	13
Haley Siding	11
Summit Spur	17
Boring—Morgans Siding	20
Boring—House Track	20
Boring—Wood Yard	11
Gregson Spur	4
Siefer Spur	3
Barton Siding	12
Barton Team Track No. 1	5
Barton Team Track No. 2	3
Deep Creek Siding	16
Deep Creek Main Line— To County Road	22
Eagle Creek Siding	32
Cedarbrook Spur	14

SPRINGWATER DIVISION (Continued)

	No. of 40 ft. Cars
Alsbaugh Spur	2
Millers Spur	10
Currinsville Siding	13
Morrow Spur	2
River Mill	30
Estacada—Standard Oil Spur	15
Estacada—Cross Arm Spur 1	4
Estacada—Cross Arm Spur 2	4
Estacada Storage Track	10
Estacada Dock	10
Estacada Team	5
Estacada Siding	12
Estacada—K Spur	8
Wills Siding	8
Cazadero Siding	20

BULL RUN DIVISION:

Ruby Siding	12
Neals Pit	11
Beaver State Siding	26
Gresham Mt. Hood—House	18
Gresham Mt. Hood—Cannery	10
Gresham—Standard Oil Spur	4
Gresham—Union Oil Spur	2

LIST OF SURGEONS

DR. E. A. SOMMER, Chief Surgeon, Electric Bldg., Portland, Ore.
 DR. H. H. HUGHES, Gresham, Ore.
 DR. H. S. MOUNT, Oregon City, Ore.
 DR. W. W. GILBERT, Estacada, Ore.

TRAIN DISPATCHERS

D. W. KELLY - - - - Chief Train Dispatcher
 W. G. HOGG - - - - Train Dispatcher
 G. J. METHVEN - - - - Train Dispatcher
 H. A. SCHWICHTENBERG - - - Train Dispatcher

J. Q. ADAMS
Assistant Superintendent

H. G. KEENEY
Terminal Trainmaster

CAPACITY OF SIDINGS AND SPURS
IN 40 FOOT CARS

INTERURBAN LINES
PACIFIC NORTHWEST PUBLIC SERVICE CO.
AND
WILLAMETTE VALLEY RY. CO.
WASHINGTON

COURTESY

and

SAFETY FIRST

at

All Times

Table with multiple columns and rows, containing technical data and names. The text is mirrored from the reverse side of the page.

