

*Ashland to Portland-main line*

*Flow*  
*85*

# SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM)

## TIME TABLE FOR THE PORTLAND DIVISION

To Take Effect Sunday, January 18th, 1914, 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  
The Company reserves the right to vary from this time table at pleasure



W. R. SCOTT,  
*General Manager.*

G. F. RICHARDSON,  
*Superintendent of Transportation.*

D. W. CAMPBELL,  
*General Superintendent.*

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ASHLAND SUBDIVISION

Capacity of Sidings in cars and location of scales, water, fuel and turning stations	Eastward FROM SAN FRANCISCO										DISTANCE FROM SAN FRANCISCO VIA MARYSVILLE
	Second Class					First Class					
	222	228	226	16	32	24	14	18	12		
	Portland Fast Freight	Way Freight	Way Freight	Oregon Express	Ashland Motor	Ashland Motor	Portland Express	Portland Passenger	Shasta Limited		
WFOF	PM L	PM L	PM L	PM L	AM L	AM A	AM A	AM L		429.1	
	9.20	12.01		4.50	3.40	9.40	8.00		2.20		
					s 3.50	s 9.50					
49	9.35	12.19		s 5.02	s 4.06	s 10.05	s 8.12		2.31	434.6	
25	9.42	12.26		s 5.07	s 4.14	s 10.12	s 8.17		2.35	437.0	
6										438.4	
8					f 4.19	f 10.15				438.8	
49 W	9.57	1.20		s 5.20	s 4.27	s 10.22	s 8.27		2.44	441.8	
26							8.30			442.9	
111	10.07	1.40		s 5.30	s 4.38	s 10.35	s 8.35		2.50	445.7	
80	10.17	2.00		f 5.39	s 4.48	s 10.45	f 8.43		2.57	450.2	
					f 4.52	f 10.49				451.4	
45	10.40	2.25		s 5.56	s 5.07	s 11.04	s 9.00		3.10	457.2	
					f 5.12	f 11.09				459.4	
48	11.05	2.59		s 6.11	s 5.25	s 11.22	s 9.15		3.22	464.9	
61 WT	11.50 AM	3.45 PM	6.00 AM	s 6.30	s 5.50 PM	s 11.45 AM	s 9.38 AM		3.43	473.9	
	12.10		6.10							475.9	
30	12.24		6.20	6.45			9.53		4.05	478.2	
43	12.45		6.40	s 6.57			s 10.04		4.15	482.5	
										486.0	
49	1.05		7.00	f 7.11			f 10.16		4.26	487.4	
39	1.35		7.35	s 7.32			s 10.36		4.42	494.1	
49	1.50		7.50	7.43			10.46		4.51	498.6	
41	2.10		8.24	s 7.51			s 10.53	AM L	4.57	502.0	
36 WTP	2.54		8.50	s 8.12			s 11.13	5.25	5.15	507.9	
7								f		509.7	
37	3.32		9.05	f 8.23			f 11.24	f 5.33	5.23	512.0	
37	3.47		9.25	f 8.37			f 11.38	f 5.46	5.36	516.5	
21 WT	4.09		9.45	s 8.51			s 11.52	s 6.00	5.49	521.2	
43	4.24		10.00	9.04			12.06	6.13	6.01	525.6	
50	4.49		10.20	f 9.21			f 12.23	f 6.30	6.15	531.4	
6								f 6.46		535.2	
36	5.21		10.47	f 9.44			f 12.46	f 6.57	6.35	540.3	
48	5.36		11.10	s 9.52			s 12.55	s 7.03	6.42	544.2	
77	6.07		11.22	10.00			1.03	7.10	6.50	549.3	
23 W	6.12		11.45	s 10.03			s 1.07	s 7.13	6.52	550.4	
39	6.26		12.10	f 10.14			f 1.18	f 7.23	7.02	554.9	
2	6.35		12.25	f 10.22			f 1.26	f 7.28	7.07	558.0	
34	6.47		12.50	f 10.32			f 1.37	s 7.37	7.13	562.0	
								f		566.3	
49	7.04		1.20	f 10.45			f 1.50	f 7.48	7.23	567.7	
150 WTOP	7.20 AM		1.50 PM	s 11.00			s 2.05	s 8.00	s 7.35	572.6	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
	10.00	3.44	7.50	6.10	2.05	2.05	6.05	2.35	5.15		
	14.35	12.02	12.50	23.26	22.85	22.85	23.58	25.02	27.30		

Time Table No. 76  
January 18, 1914

STATIONS

DNR	ASHLAND	143.5
	ASHLAND (City Station)	5.5
	TALENT	138.0
	PHOENIX	135.6
	GAS WORKS	134.2
	VOORHIES	133.8
DN	MEDFORD	130.8
	CRATER LAKE JCT.	129.7
D	CENTRAL POINT	126.9
	TOLO	122.4
	RAY GOLD	121.2
D	GOLD HILL	115.4
	ROCK POINT (No siding)	113.2
	ROGUE RIVER	107.7
DNR	GRANTS PASS	98.7
	GRANITE (Spur)	96.7
	DIMMICK	94.4
D	MERLIN	90.1
	THREE PINES (Spur)	86.6
	HUGO	85.2
DN	LELAND	78.5
	POLLARD	74.0
D	WOLF CREEK	70.6
DNR	GLENDALE	64.7
	LYSTUL	62.9
	REUBEN	60.6
	BRANDT	56.1
DN	WEST FORK	51.4
	COW CREEK	47.0
	NICHOLS	41.2
	DOE CREEK (Spur)	37.4
	CORNUTT	32.3
DN	RIDDLE	28.4
	WEAVER	23.3
D	MYRTLE CREEK	22.2
	DOLE	17.7
	ROUND PRAIRIE (Spur)	14.6
D	DILLARD	10.6
	CARNES	6.3
	GREEN	4.9
DNR	ROSEBURG	0.0

143.5

Time over District

Average Speed per Hour

DISTANCE FROM ROSEBURG	Minimum running time between stations for freight trains—minutes.	TOWARD SAN FRANCISCO										Westward
		First Class					Second Class					
		11	23	13	31	15	17	227	225	221		
		Shasta Limited	Ashland Motor	San Fran. Express	Ashland Motor	California Express	Glendale Passenger	Way Freight	Way Freight	Portland Fast Freight		
		AM A	AM A	AM A	PM A	PM A		AM A		AM A		
143.5		5.55	s 9.30	s 11.35	s 3.20	s 4.50		10.45		4.00		
143.5			s 9.20		s 3.10							
138.0		5.39	s 8.58	11.12	s 2.50	s 4.25		10.05		3.15		
135.6		5.33	s 8.50	11.04	s 2.41	s 4.14		9.30		3.00		
134.2												
133.8			f 8.45		f 2.35							
130.8		5.22	s 8.35	s 10.52	s 2.24	s 4.00		8.35		2.44		
129.7			8.30	10.40	2.17	3.47						
126.9		5.14	s 8.22	s 10.35	s 2.12	s 3.42		8.00		1.50		
122.4		5.06	s 8.11	10.27	s 2.00	f 3.32		7.45		1.30		
121.2			f 8.07		f 1.57							
115.4		4.52	s 7.53	f 10.10	s 1.42	s 3.15		7.20		1.00		
113.2			f 7.47		f 1.36							
107.7		4.39	s 7.32	9.56	s 1.22	s 2.59		6.55	PM A	12.30 AM		
98.7	6	4.24	7.10 AM	s 9.38	1.00 PM	s 2.40		6.30 AM	4.40 AM	11.50 AM		
96.7	7							4.20	10.40			
94.4	13	4.05		9.23		2.24		4.10	10.30			
90.1	10	3.55		s 9.11		s 2.12		3.50	9.55			
86.6	4					f 2.04						
85.2	20	3.45		f 9.01		f 2.01		3.25	9.20			
78.5	12	3.26		f 8.41		s 1.39		2.45	8.30			
74.0	10	3.18		8.31		1.28		2.15	8.08			
70.6	18	3.12		f 8.24		s 1.20	PM A	2.00	7.51			
64.7	15	2.54		s 8.05		s 1.00	s 8.40	1.00	7.25			
62.9	12											
60.6	15	2.41		7.51		f 12.48	f 8.23	12.01	7.05			
56.1	15	2.28		7.38		f 12.34	f 8.08	11.38	6.50			
51.4		2.15		s 7.24		s 12.20	s 7.53	11.00	6.30			
47.0		2.02		7.09		12.06 PM	7.39	10.40	6.10			
41.2		1.47		6.53		f 11.46	f 7.25	10.20	5.50			
37.4				6.46								
32.3		1.29		6.35		f 11.20	f 7.04	9.50	5.15			
28.4		1.23		f 6.20		s 11.10	s 6.57	9.40	5.05			
23.3		1.15		6.07		10.57	6.47	9.23	4.48			
22.2		1.13		6.05		s 10.55	s 6.45	9.20	4.45			
17.7		1.04		5.52		f 10.40	f 6.34	8.55	4.30			
14.6		12.58		5.45		f 10.32	f 6.27	8.43	4.20			
10.6		12.51		5.35		s 10.22	s 6.18	8.32	4.05			
6.3												
4.9		12.40		5.21		f 10.08	f 6.06	8.15	3.45			
0.0		12.31 AM		5.10 AM		9.55 AM	5.55 PM	8.00 AM	3.30 PM			
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
		5.24	2.20	6.25	2.20	6.55	2.45	4.15	8.40	12.30		
		26.52	20.69	22.80	20.69	20.74	23.46	10.10	11.40	11.48		

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). When two passenger trains or two freight trains meet at Leland the westward train will take siding. Additional flag stops—Nos. 23, 24, 31 and 32—Frederick M. P. 432.5, Seven Oaks Crossing M. P. 447.7, Colvig M. P. 462.8, Savage Rapids Crossing M. P. 468.1, and at Sanders M. P. 470.9. Nos. 17 and 18—Union Creek. Nos. 14, 15, 16, 17 and 18—Tunnel 7. No. 15—Ray Gold Sundays only.

Capacity of Stings in cars and location of seats, water, fuel and turning stations		FROM SAN FRANCISCO										DISTANCE FROM SAN FRANCISCO VIA MARYSVILLE	Time Table No. 76 January 18, 1914	STATIONS	DISTANCE FROM JUNCTION CITY	TOWARD SAN FRANCISCO								Westward			
		Second Class				First Class										First Class								Second Class			
		222 Portland Fast Freight	226 Way Freight	16 Oregon Express	14 Portland Express	84 Passenger	20 Portland Passenger	18 Portland Passenger	12 Shasta Limited	82 Passenger	28 Willamette Limited					13 San Fran. Express	15 California Express	81 Passenger	17 Glendale Passenger	83 Passenger	19 Cottage Grove Passenger	27 Willamette Limited	11 Shasta Limited	221 Portland Fast Freight	225 Way Freight		
150 WTPD	AM L 8.55	AM L 8.20	PM L 11.15	PM L 2.15		AM L 8.10	AM L 7.40				572.6	DNR ROSEBURG	88.0	AM A 4.50	AM A 9.45		PM A 5.35			AM A 12.26		PM A 1.20	PM A 4.10				
2						f					574.2	EDENBOWER (Spur)	86.4				f										
77	9.25	8.40	11.28	f 2.28		s 8.22	7.52				577.8	WINCHESTER	82.8	4.34	f 9.25		s 5.20			12.13		12.55	3.55				
26	9.45	9.13	f 11.36	f 2.36		s 8.30	8.00				581.4	WILBUR	79.2	4.23	f 9.13		s 5.12			12.03		12.40	3.45				
77	10.00	9.30	f 11.49	s 2.48		s 8.40	8.10				586.4	D SUTHERLIN	74.2	4.09	s 8.58		s 5.01			AM 11.49		12.20	3.25				
2											587.4	WHITMORE (Spur)	73.2														
48 W	10.15	9.40	s 11.59	s 2.58		s 8.50	8.15				589.1	DN OAKLAND	71.5	s 3.58	s 8.50		s 4.55			11.44		12.10	2.58				
2											590.5	YOUNGS (Spur)	70.1														
47	10.35	10.00	AM 12.14	f 3.13		f 9.03	8.27				595.4	ISADORA	65.2	3.43	f 8.38		f 4.43			11.28		11.50	2.30				
38 T	10.45	10.06	12.20	f 3.19		f 9.09	8.33				597.5	RICE HILL	63.1	3.38	8.33		f 4.38			11.23		11.40	2.20				
71	11.15	10.24	s 12.36	s 3.35		s 9.23	8.46				603.7	D YONCALLA	56.9	3.20	s 8.10		s 4.23			11.07		11.15	1.45				
5											603.1	DEVORE	54.5														
83 WY	11.40	10.40	s 12.51	s 3.50		s 9.35	9.03				609.0	DN DRAIN	51.6	s 3.07	s 7.56		s 4.12			10.57		10.40	1.15				
4											610.2	KREWSON (Spur)	50.4														
25	11.50	11.05	12.58	f 3.57		f 9.41	9.10				611.7	LEONA	48.9	2.56	f 7.44		f 4.05			10.45		9.55	12.15				
77	PM 12.01	11.10	1.01	4.01		9.45	9.12				613.2	SARLEY	47.4	2.52	7.41		4.01			10.42		9.45	12.01				
8	12.05	11.15	1.05	f 4.04		f 9.48	9.16				615.2	ANLAUF	45.4	2.47	f 7.37		f 3.54			10.38		9.30	11.40				
21	12.10	11.20	1.07	4.06		9.50	9.18				616.1	CURTIN	44.5	2.44	7.35		3.52			10.35		9.28	11.35				
49 W	12.15	11.25	1.11	f 4.10		s 9.53	9.22				617.9	D COMSTOCK	42.7	2.39	f 7.31		s 3.49			10.31		9.22	11.25				
49 Y	12.40	11.55	1.26	f 4.25		f 10.06	9.36				621.9	DIVIDE	38.7	2.22	7.18		f 3.36			10.21		9.00	10.50				
2											622.9	VEATCH (Spur)	37.7														
81	PM 12.50	12.10	1.31	f 4.30		f 10.11	9.42				625.0	LATHAM	35.6	2.14	7.10		f 3.30			10.15		8.45	10.11				
52 W	1.30	12.30	s 1.36	s 4.35		PM L 2.20	s 10.16	9.45			626.5	DNR COTTAGE GROVE	34.1	s 2.10	s 7.06		s 3.26		PM A 8.25	10.12		8.35	9.45				
10	1.40	12.45	1.43	4.42		f 2.26	s 10.22	9.50			629.1	SAGINAW (Spur)	31.5	1.56	7.01		s 3.18		f 8.18	10.07		8.25	9.20				
77	2.30	12.55	1.51	4.46		f 2.30	f 10.26	9.54			630.6	WALKER	30.0	1.51	6.57		f 3.14		f 8.13	10.04		8.15	9.10				
38	3.04	1.20	f 2.01	f 4.56		s 2.40	s 10.35	10.03			635.5	D CRESWELL	25.1	1.42	f 6.48		s 3.04		s 8.03	9.55		7.55	8.55				
1											638.9	MATHEWS (Spur)	21.7														
77	3.27	1.50	2.11	5.07		s 2.53	s 10.46	10.14		AM L AM L	640.9	GOSHEN	19.7	1.32	6.37	AM A 2.53	PM A 7.51		s 7.51	9.45		7.35	8.10				
Y	3.42	2.10	2.19	5.15		PM L 5.05	f 3.01	f 10.55	10.21	AM L AM L	644.3	SPRINGFIELD JCT.	16.3	1.24	6.25	7.30	f 2.40	PM A 2.50	f 7.42	PM A 8.34	9.38		6.55	7.50			
											646.3	P. E. & E. CROSSING	14.3														
59 WT	3.57	2.30	s 2.32	s 5.30		s 5.15	s 3.15	s 11.10	10.27		647.3	DNR EUGENE	13.3	s 1.15	s 6.10	7.20	s 2.30	2.40	s 7.32	s 8.20	9.33		6.35	7.30 7.15			
108	4.21	3.28	2.45	5.42		s 3.28	s 11.22	10.38		AM A	653.0	IRVING	7.6	1.01	5.50	AM L 2.11	PM L 7.17	s 7.17	8.09	9.23		6.05	7.00				
			2.49	5.46		f 3.32	11.27	10.42			655.1	LUPER (No siding)	5.5	12.57	5.46		2.07		f 7.13	8.05	9.19						
114 WTP	4.55	4.45	s 3.00	s 6.00		s 3.45	s 11.38	10.52			660.6	DNR JUNCTION CITY	0.00	12.45	5.35		1.57	7.00	7.55	9.08		5.45	6.40				
	PM A 8.00	PM A 8.25	AM A 3.45	PM A 3.45		PM A 1.25	AM A 8.28	AM A 8.12		AM L 0.10			AM L 4.05	AM L 4.10		PM L 0.10	PM L 1.25	PM L 0.39	PM L 3.18		AM L 7.35	AM L 9.30					
	11.00	10.30	23.40	23.40		Daily 17.96	Daily 24.00	Daily 24.54		Daily 17.96			Daily 21.55	Daily 21.40	Daily 17.96	Daily 22.95	Daily 17.96	Daily 24.00	Daily 25.02	Daily 26.64		Daily 11.58	Daily 9.67				
												88.0															
												Time over District															
												Average Speed per Hour															

Westward trains are superior to trains in the same class in the opposite direction (see Rule 72). Exceptions: Nos. 12, 14, 16, 18 and 20 are superior to Nos. 81 and 83. No. 16 is superior to No. 27. No. 28 is superior to Nos. 15 and 81. Nos. 16 and 15 will stop at Springfield Junction to exchange mail. Nos. 14 and 16 will stop at non-schedule stops to let off passengers coming from points west of Cottage Grove.



JUNCTION CITY SUBDIVISION

TOWARD SAN FRANCISCO

Westward

Time Table No. 76

January 18, 1914

STATIONS	DISTANCE FROM PORTLAND	First Class											Second Class					Capacity of Siding in cars and location of scales, water, fuel and turning stations				
		15	77	29	17	39	19	3	27	51	11	9	13	229	225	53	57		227	55	221	
		California Express Daily	Airline Passenger Daily	Passenger Daily	Glendale Passenger Daily	P. R. & N. Passenger Daily	Cot'ge Grve Passenger Daily	Willamina Passenger Daily	Willamette Limited Daily	Lebanon Passenger Daily	Shasta Limited Daily	Albany Passenger Daily	San Fran. Express Daily	Freight Daily	Way Freight Daily	Mixed Daily Ex. Sun.	Freight Daily Ex. Sun.		Way Freight Daily Ex. Sun.	Freight Daily Ex. Sun.	Portland Fast Freight Daily	
DNR JUNCTION CITY	110.4	A M A s 5.32			P M A s 1.55		P M A s 6.57		P M A s 7.53		P M A s 9.08		A M A s 12.42		P M A s 2.10					A M A s 4.00	114 WTP	
VIRGIL (Spur)	106.6																					
D HARRISBURG	105.9	f 5.21			s 1.41		s 6.45		f 7.43		9.00		12.31		1.41					3.12	48	
ALFORD (Spur)	102.8	5.15			f 1.35		f 6.40		7.38		8.55		12.25		1.10					2.50	3	
D HALSEY	97.2	5.05			s 1.24		s 6.30		f 7.29		8.47		12.13		12.55					2.35	47	
D SHEDD	92.0	4.55			s 1.12		s 6.18		f 7.20		8.40		12.02		12.40					2.20	104	
TANGENT	86.4	4.44			s 1.01		s 6.07		7.10		8.32		11.50		12.26					2.05	102	
ALBANY JUNCTION	81.3	4.34	A M A 8.44		12.50		5.57		7.03	P M A 7.14	8.25		11.40		12.01	P M A 1.20				1.50		
DNR ALBANY	80.1	s 4.30			8.40	f 12.45	s 5.54		s 7.00	P M A 9.55	8.23		11.37		11.55	P M L 1.15				1.40	75 WYFO	
C. & E. CROSSING	79.7																					
MILLERSBURG	75.6	4.15			f 12.11		f 5.38		6.49		8.15	f 9.37	11.22		10.35					1.15	48	
D JEFFERSON	71.5	4.06			s 12.01		s 5.30		6.42		8.09	s 9.27	11.14		10.25					1.00	46	
MARION	66.8	3.57			s 11.43		s 5.20		6.35		8.02	s 9.17	11.05		10.10					12.45	77	
D TURNER	60.3	3.46			s 11.28		s 5.04		6.24		7.51	s 9.03	10.53		9.55					12.25	78	
STATE SCHOOL (No Siding)	57.7	3.41			f 11.21		s 4.57		6.19		7.46	s 8.56	10.47									
DN SALEM	52.8	s 3.32			s 11.10		s 4.45		s 6.11		s 7.38	s 8.45	10.36		9.27					12.01	117 WYO	
P. E. & E. CROSSING	51.3																					
CHEMAWA	47.7	3.17			s 10.54		s 4.25		5.58		7.27	s 8.25	10.22		8.50					11.40	19	
BROOKS	44.1	3.10			s 10.45		s 4.18		5.52		7.21	s 8.18	10.14		8.40					11.30	75	
D GERVAIS	38.9	3.01			s 10.35		s 4.10		5.44		7.13	s 8.10	10.03		8.25					11.10	28	
DNR WOODBURN	35.8	s 2.55			s 10.25		s 4.03		s 5.38		7.07	s 8.04	9.56		8.04				A M A 11.15	11.00	141 WYF	
HOFER (Spur)	34.8																				6	
D HUBBARD	32.2	2.48			s 10.11		s 3.48		5.28		7.01	s 7.54	9.46		7.15				11.00	10.25	49	
HITO	29.4	2.44			10.00		3.42		5.24		6.57	7.48	9.39		7.08				10.16	10.18	77	
D AURORA	27.8	2.41			s 9.56		s 3.37		5.21		6.54	s 7.44	9.34		7.02				9.40	10.10	18	
BARLOW	25.8	2.37			s 9.50		s 3.32		5.17		6.50	s 7.40	9.28		6.56				9.25	10.05	36 W	
D CANBY	24.2	2.34			s 9.45		s 3.25		5.14		6.47	s 7.36	9.24		6.52				9.15	10.00	39	
WIGGINS (Spur)	22.3																				13	
NEW ERA (Spur)	20.9	2.26			s 9.35		s 3.14		5.08		6.41	s 7.27	9.15		6.42				8.45	9.48	4	
COALCA	20.2	2.24			9.33		f 3.12		5.07		6.40	f 7.25	9.14		6.40				8.42	9.45	34	
PULP	18.1	2.20			9.27		3.07		5.03		6.36	7.18	9.08		6.35				8.25	9.37	31	
DN OREGON CITY	15.5	s 2.14			s 9.22		s 3.01		s 4.58		6.31	s 7.11	9.02		6.23				8.10	9.20	41 W	
C. S. CROSSING	14.9																					
PARK PLACE (Spur)	13.7	2.10			f 9.16		2.55		4.53		6.27	f 7.03	8.56		6.05				7.48	9.13	5	
CLACKAMAS	11.0	2.04			s 9.10		s 2.50		f 4.48		6.22	s 6.57	8.50		5.58				7.40	9.05	57	
LIDLAW (Spur)	10.6																				2	
HASKELL	10.0																				9	
EAST MILWAUKEE	6.9	1.57			9.00		f 2.43		4.41		6.16	f 6.48	8.42		5.49				7.27	8.55	48	
WILLSBURG JCT.	5.8	1.55	A M A 7.45		8.58	A M A 9.10	2.41	P M A 3.55	4.39		6.14	6.46	8.39		5.46				6.42	7.22	8.04	8.50
WILLSBURG (Spur)	5.4	1.54	7.44		8.57	9.09	f 2.40	3.54	4.38		6.13	f 6.45	8.38		5.45				6.41	7.21	8.02	
DNR BROOKLYN	3.5	1.50	s 7.40		s 8.52	s 9.05	s 2.37	s 3.51	4.34		6.09	s 6.42	8.35		5.40				6.35	7.15	7.55	8.45
EAST MORRISON ST.	1.3	1.40	s 7.30		s 8.40	s 8.55	s 2.25	s 3.40	4.25		5.58	s 6.30	8.25		5.40				6.35	7.15	7.55	8.45
DNR PORTLAND	0.0	A M L 1.30	A M L 7.20		A M L 8.30	A M L 8.45	P M L 2.15	P M L 3.30	P M L 4.15		P M L 5.50	P M L 6.20	P M L 8.15									
110.4		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Time Over District		4.02	0.25	0.01	5.25	0.25	4.42	0.25	3.38	0.04	3.18	3.35	4.27	0.07	8.30	0.05	0.07	4.00	0.09	7.15		
Average Speed per Hour		27.30	14.11	17.48	20.38	14.11	22.40	14.11	30.36	17.48	33.42	22.32	24.80	19.08	12.55	14.40	19.68	8.07	18.06	14.74		

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 10, 16, 14, 28, 12, 18 and 20 are superior to Nos. 39, 3 and 77; No. 4 is superior to Nos. 15 and 17; No. 76 is superior to Nos. 19, 17 and 27; No. 40 is superior to No. 17; Nos. 28, 12, 18, 20 and 14 are superior to No. 29; Nos. 14 and 16 are superior to No. 51. Nos. 9 and 19 stop on flag at Fair Grounds.

JUNCTION CITY SUBDIVISION

Table with columns for Eastward (FROM SAN FRANCISCO) and Westward (TOWARD SAN FRANCISCO). Includes sub-columns for Second Class and First Class, and a central STATIONS column. Time Table No. 76, January 18, 1914.

JUNCTION CITY SUBDIVISION

Table with columns for FROM SAN FRANCISCO (EASTWARD) and TOWARD SAN FRANCISCO (WESTWARD). Includes sub-columns for 2d Class and 1st Class, and a central STATIONS column. Time Table No. 76, January 18, 1914.

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 52 is superior to No. 21 and No. 22 is superior to No. 51.







JUNCTION CITY SUBDIVISION

Capacity of Sidings in cars and location of scales, water, fuel and turning stations		FROM SAN FRANCISCO										DISTANCE FROM CORVALLIS	Time Table No. 76 January 18, 1914	TOWARD SAN FRANCISCO														
		2nd Class				First Class								First Class						Second Class								
		58 Way Freight Daily Ex. Sun.	56 Way Freight Daily Ex. Sun.	72 Freight Daily Ex. Sun.	230 Freight Daily	124 Passenger Daily	76 Airlie Passenger Daily	2 Eugene Passenger Daily	74 Corvallis Passenger Daily	4 Willamina Passenger Daily	6 McMinnville Passenger Daily			1 Eugene Passenger Daily	77 Airlie Passenger Daily	123 Passenger Daily	3 Willamina Passenger Daily	5 McMinnville Passenger Daily	75 Corvallis Passenger Daily	229 Freight Daily	73 Freight Daily Ex. Sun.	57 Way Freight Daily Ex. Sun.	55 Way Freight Daily Ex. Sun.					
60	Y	AM L 6.40					PM L 1.15	AM L 6.05				0.0	DR	CORVALLIS 1.4	96.2	PM A 12.01											PM A 4.45	
		6.48					s 1.25	s 6.12				1.4		C. & E. CROSSING 3.9	94.8	s 11.51										s 8.07	4.35	
5		6.58					f 1.34	f 6.21				5.3		LEWISBURG (Spur) 2.5	90.9	f 11.34										s 7.57	4.20	
5	W	7.05					f 1.41	f 6.28				7.8		CALLOWAY (Spur) 2.6	88.4	f 11.28										f 7.51	4.10	
23		7.12					s 1.47	s 6.34				10.4		WELLSDALE 3.1	85.8	s 11.21										s 7.45	4.00	
23		7.22					s 1.54	s 6.41				13.5		SUVER 2.0	82.7	s 11.13										s 7.38	3.40	
20		7.29					s 1.59	s 6.46				15.5		PARKER 3.0	80.7	s 11.07										s 7.33	3.30	
297												18.5		WIGRICH JCT. (Spur) 2.3	77.7													
20	T	7.50					PM L 4.30	s 2.14	s 7.00			20.8	DR	INDEPENDENCE 5.1	75.4	s 10.52		PM A 4.25								s 7.15	3.10	
							s 4.44	f 2.27	s 7.19			25.9	R	GERLINGER 0.7 (S.F.C.&W. Crossing)	70.3	f 10.38		4.12								s 7.00	2.35	
22	W	8.08					PM A	s 2.31	s 7.21			26.6		DERRY 3.3	69.6	s 10.33										s 6.56	2.31	
10		8.18						f 2.40	f 7.27			30.0		CROWLEY (Spur) 4.4	66.3	f 10.24										f 6.48	2.00	
22		8.33						s 2.47	s 7.35			34.4		McCoy 5.3	61.9	s 10.16										s 6.37	1.45	
32		8.50						s 2.57	s 7.46			39.7		AMITY 2.6	56.6	s 10.06										s 6.24	1.30	
16	W	9.05	AM L 8.40				PM L 3.15	s 3.30	s 7.53	AM L 7.08		42.2	DR	WHITESON 4.2	54.0	s 10.00	AM A 9.55		PM A 6.47							AM A 10.30	PM A 6.16	1.00
50		AM L 7.30	10.00	9.00	AM L 5.55		s 3.25	s 3.43	s 8.02	s 7.17	AM L 5.45	46.4	DR	McMINNVILLE 3.1	49.8	s 9.30	s 9.47		s 6.36	PM A 7.50					AM A 5.30	10.00	PM A 2.30	12.30
22	Y	7.45	10.15	9.15	6.05		s 3.33	s 3.50	s 8.09	s 7.24	s 5.50	49.5	R	ST. JOSEPH 4.3	46.7	s 9.20	9.41		s 6.26	s 7.43	5.57				5.15	9.51	2.05	11.55
30		8.30	AM A	AM A			PM A	s 4.00	s 8.09	s 7.34	s 5.57	53.8	D	CARLTON 3.4	42.4	s 9.12	AM L		s 6.15	s 7.34	PM L				AM L	1.45	AM L	
20		9.03			6.25			s 4.10	s 8.09	s 7.43	s 6.03	57.2		YAMHILL 2.4	39.0	s 9.03			s 6.04	s 7.26					4.30	1.10		
14		9.15						f 4.17	f 8.09	f 7.50	f 6.08	59.6		COVE ORCHARD (Spur) 2.6	36.6	f 8.58			f 5.56	f 7.21							12.55	
8		9.25						f 4.23	f 8.09	f 7.57	f 6.14	62.2		WAPATO (Spur) 2.4	34.0	f 8.52			f 5.49	f 7.16							12.40	
17	W	9.40						s 4.30	s 8.09	s 8.06	s 6.20	64.6	D	GASTON 0.7	31.6	s 8.47			s 5.43	s 7.11							12.30	
81		9.45			6.55			s 4.32	s 8.09	s 8.08	f 6.22	65.3		PATTON 1.1	30.9	s 8.43			s 5.38	f 7.07					3.45	11.50		
20		9.50						f 4.35	f 8.12	f 8.12	f 6.25	66.4		SCOGGIN (Spur) 2.1	29.8	f 8.40			f 5.35	f 7.05							11.40	
21		10.00						s 4.40	s 8.19	s 8.19	s 6.29	68.5		DILLEY 1.6	27.7	s 8.36			s 5.30	s 7.02							11.30	
27		10.10	AM A		7.10	AM A			s 8.24	AM A		70.1	D	FOREST GROVE 2.0	26.1				5.25						3.15	11.15		
								s 4.48			s 6.35	70.5	DR	FOREST GROVE (City Sta.) 2.0	26.5	AM L 8.30			6.55								PM L	
		Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily		Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.
		2.40	3.35	0.35	1.15		0.14	0.18	3.33	2.04	1.16	0.50				3.31	0.14	0.13	1.22	0.55	2.18			2.15	0.39	3.15	4.50	
		8.88	12.04	12.24	19.27		21.00	21.33	19.85	23.82	22.02	23.92				20.46	26.12	22.60	20.41	26.29	21.60			10.47	11.22	7.29	10.28	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Additional flag stops: Nos. 123 and 124—O'Brien place, between Independence and Gerlinger and Grant Street, Independence. Nos. 2 and 5 at Howe Farm M. P. 45.3 Nos. 72 and 73 will carry passengers between McMinnville and Airlie.

JUNCTION CITY SUBDIVISION

Eastward

FROM SAN FRANCISCO

Capacity of Sidings in cars and location of scales, water, fuel and turning stations	Second Class								First Class														DISTANCE FROM AIRLIE AND CORVALLIS			
	58	230	118	116	114	112	2	110	108	106	8	40	102	104	100	74	4	98	96	94	6	92		90		
	Freight	Freight	Suburban Passenger	Suburban Passenger	Suburban Passenger	Suburban Passenger	Engene Passenger	Suburban Passenger	Suburban Passenger	Suburban Passenger	Forest Grove Passenger	P. R. & N. Passenger	Newberg Passenger	Suburban Passenger	Suburban Passenger	Corvallis Passenger	Williamina Passenger	Suburban Passenger	Suburban Passenger	Newberg Passenger	McMinville Passenger	Suburban Passenger		Suburban Passenger		
10							PM 4.50																	AM 6.36	70.5	
27		AM 10.30	L 7.15															AM 8.24							70.1	
28		10.45					s 4.57											s 8.30					s 6.43		72.4	
8																									74.3	
																									76.5	
75	Y	11.45	7.40				s 5.05											s 8.38					s 6.50		76.0	
7		11.50 PM					5.08											f 8.41					f 6.53		77.6	
10		12.01					5.10											f 8.44					f 6.55		78.6	
		12.05					5.12											f 8.45					f 6.56		79.3	
19		12.20	8.05				s 5.15											s 8.49					s 6.59		80.6	
8		12.30					s 5.20											f 8.52					s 7.02		82.1	
7		12.35					5.22											f 8.54					s 7.04		82.8	
4	W	12.40					f 5.25											s 8.57					s 7.07		83.9	
18	T	12.45 PM	8.25 AM				s 5.30											s 9.02 AM					s 7.11		85.1	
							5.37																s 7.17		87.4	
6							5.40																f 7.19		88.2	
6							f 5.41																s 7.20		88.5	
21							s 5.50																s 7.25		90.7	
13							f 6.00																f 7.35		93.5	
25						PM 10.45	PM 9.30	PM 7.25	PM 6.00		PM 5.00	PM 3.35	PM 2.35		PM 2.04	PM 1.30	AM 11.00	AM 9.51		AM 9.20	AM 8.10	AM 7.38		AM 7.00	AM 6.00	73.0
						s 10.46	s 9.31	s 7.26	s 6.01		s 5.01	s 3.36	s 2.36		2.05	s 1.31	s 11.01	9.52		s 9.21	s 8.11	7.39		s 7.01	s 6.01	73.3
						f	f	f	f		f	f	f		f	f				f	f			f	f	73.8
2						f 10.48	f 9.33	f 7.28	f 6.02		f 5.03	f 3.38	f 2.38		2.07	f 1.33	f 11.03	9.54		f 9.23	f 8.13	7.41		f 7.03	f 6.03	74.0
7						f 10.52	f 9.37	f 7.32	f 6.06		f 5.07	f 3.42	f 2.42		2.11	f 1.37	f 11.07	9.58		f 9.27	f 8.17	7.45		f 7.07	f 6.07	74.6
						s	s	s	s		s	s	s		s	s				s	s			s	s	74.8
10						s 10.53	s 9.38	s 7.33	s 6.08		s 5.08	s 3.43	s 2.43		2.12	s 1.38	s 11.08	10.02		s 9.28	s 8.18	7.47		s 7.08	s 6.08	75.1
						s 10.54	s 9.39	s 7.34	s 6.09		s 5.09	s 3.44	s 2.44		2.13	s 1.39	s 11.09	10.04		s 9.29	s 8.19	7.48		s 7.09	s 6.09	75.3
						s 10.55	s 9.40	s 7.35	s 6.10		s 5.10	s 3.45	s 2.45		2.14	s 1.40	s 11.10	10.05		s 9.30	s 8.20	7.49		s 7.10	s 6.10	75.6
18						s 10.58	s 9.43	s 7.38	s 6.13		s 5.13	s 3.48	s 2.48		2.17	s 1.43	s 11.13	10.08		s 9.33	s 8.23	7.52		s 7.13	s 6.13	76.5
						s 11.00	s 9.45	s 7.40	s 6.15		s 5.15	s 3.50	s 2.50		f 2.19	s 1.45	s 11.15	10.10		s 9.35	s 8.25	7.54		s 7.15	s 6.15	77.1
2						s 11.01	s 9.46	s 7.41	s 6.16		s 5.16	s 3.51	s 2.51		2.20	s 1.46	s 11.16	10.11		s 9.36	s 8.26	7.55		s 7.16	s 6.16	77.5
1						f 11.04	f 9.49	f 7.44	f 6.19		f 5.19	f 3.54	f 2.54		2.23	f 1.49	f 11.19	10.14		f 9.39	f 8.29	7.58		f 7.19	f 6.19	78.3
15						f 11.05	f 9.50	f 7.45	f 6.20		f 5.20	f 3.55	f 2.55		2.24	f 1.50	f 11.20	10.15		f 9.40	f 8.30	7.59		f 7.20	f 6.20	78.5
4																									78.6	
11						f 11.07	f 9.52	f 7.47	f 6.22		f 5.22	f 3.57	f 2.57		2.26	f 1.52	f 11.22	10.17		f 9.42	f 8.32	8.01		f 7.22	f 6.22	79.2
25	TO					s 11.10	s 9.55	s 7.50	s 6.25		s 5.25	s 4.00	s 3.00		s 2.30	s 1.55	s 11.25	s 10.20		s 9.45	s 8.35	s 8.05		s 7.25	s 6.25	80.0
																										95.1
						11.12 PM					6.10												8.37		7.45	95.1
						s 11.20 PM					s 6.15												s 8.42 AM		s 7.50	95.7
											s 6.20 PM													s 8.00 AM		96.2
		Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.
		2.15	1.10	0.55	0.25	0.25	0.25	1.30	0.25	0.25	0.25	0.25	1.20	0.18	0.26	0.25	0.25	0.29	0.38	0.25	0.32	0.27	1.24	0.25	0.25	
		6.66	12.85	14.80	16.79	16.79	16.79	17.64	16.79	16.79	16.79	16.79	19.87	30.30	16.00	16.79	16.80	15.05	24.60	16.80	14.80	15.55	18.92	16.79	16.79	

Time Table No. 76

January 18, 1914

STATIONS

DR	FOREST GROVE	(City Sta.)	2.7
D	FOREST GROVE		2.3
	CORNELIUS		1.9
	JOBE		2.2
	HILLSBORO	(City Sta.)	2.1
DR	HILLSBORO		1.6
	NEWTON	(Spur)	1.0
	DUNZER	(Spur)	0.7
	WITCH HAZEL	(No Siding)	1.3
	REEDVILLE		1.5
	ALOHA		0.7
	HUBER		1.1
	ST. MARYS	(Spur)	1.2
DR	BEAVERTON	(O. E. Crossing)	2.3
	RALEIGH	(No Siding)	0.8
	OLSEN	(Spur)	0.3
	SHATTUCK	(Spur)	0.3
	BERTHA		2.2
	BANCROFT	(Spur)	1.6
DR	OSWECO		0.3
	WILSONIA	(No siding)	0.5
	BRIARWOOD	(No siding)	0.2
	ROCK SPUR		0.6
	ELK ROCK	(Spur)	0.2
	RIVERWOOD	(No siding)	0.3
	RIVERA		0.2
	RIVERDALE	(No siding)	0.3
	EWAHWE	(No siding)	0.9
	CEMETERY		0.6
	FULTON	(No siding)	0.4
	SOUTHERN PORTLAND		0.8
	ZIMMERMAN	(Spur)	0.2
	MULBOX	(Spur)	0.1
	THORSEN	(Spur)	0.6
	TURNABLE		0.8
DR	JEFFERSON ST. DEPOT		0.3
	4TH & JEFFERSON STS.		0.6
	BURNSIDE ST.		0.5
DNR	PORTLAND		26.5
	Time Over District		
	Average Speed per Hour		

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Delayed suburban trains are superior to opposing suburban trains. All trains stop for passengers at Salmon, Alder, Stark and Flanders Sts., Portland. Additional flag stops Nos. 5, 6, 7 and 8 Hooker St., Portland, Harlem between Bertha and Shattuck, Mott's farm, one mile East of Beaverton, 5th St. Hillsboro, No. 4 Murray between Cornelius and Forest Grove. No. 40 stops to let off passengers from West of Hillsboro. Double track between Burnside and 4th and Jefferson Sts., Portland. For schedule of trains between Willsburg Jct. and St. Joseph and Beaverton, via Cook, see page 8.



JUNCTION CITY SUBDIVISION

Eastward FROM SAN FRANCISCO										DISTANCE FROM AIRLIE AND BRANCH TERMINALS	Time Table No. 76 January 18, 1914	DISTANCE FROM PORTLAND VIA JEFFERSON ST.	TOWARD SAN FRANCISCO Westward									
Second Class					First Class						First Class				Second Class							
	44	42	132	72		64	76	62	4		STATIONS	61	77	3	63		73	131	41	43		
	Mixed	Mixed	Mixed	Way Freight		Passenger	Airlie Passenger	Passenger	Willamina Passenger			Passenger	Airlie Passenger	Willamina Passenger	Passenger		Way Freight	Mixed	Mixed	Mixed		
	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.		Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily		Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily		
10 T				AM L 6.00			PM L 1.00			0.0	R AIRLIE 2.2	81.4	AM A s11.59				PM A 2.00					
8				6.07			f 1.07			2.2	SIMPSON (Spur) 1.7	79.2	f11.50				1.50					
2				6.13			f 1.13			3.9	STRONG (Spur) 1.5	77.5	f11.43				1.45					
7				6.18			f 1.18			5.4	LUCKIAMUTE (Spur) 3.8	76.0	f11.38				1.40					
9				6.35		PM L 8.00	s 1.30	AM L 8.20		9.2	DR MONMOUTH 3.0	72.2	AM A s 8.15	s11.27	PM A s 7.55		1.30					
				6.45			s 8.09	f 1.40	s 8.29	12.2	MULKEY (No siding) 3.8	69.2	s 8.06	f11.17	s 7.46		1.00					
										16.0	S. F. C. & W. CROSSING 0.4	65.4										
26 WT				7.10		s 8.25	s 2.00	s 8.45		16.4	DR DALLAS 3.2	65.0	7.50	s11.07	7.30		12.45					
9				7.30		PM A	f 2.10	AM A		19.6	POLK 2.8	61.8	AM L f10.56		PM L		12.25					
16				7.40			f 2.21			22.4	SMITHFIELD 4.5	59.0	f10.44				12.05					
6				7.57			s 2.33			26.9	PERRYDALE 2.2	54.5	s10.32				11.45					
21 T		PM L 2.00	AM L 9.50	AM L 7.00					AM L 6.30	0.0	DR SHERIDAN 4.2	59.3		PM A s 7.35			AM A s 8.50	AM A s11.00	PM A s 3.10			
15		s 2.20	s10.10	s 7.20					s 6.40	4.2	BALLSTON 2.8	55.1		s 7.19			s 8.30	s10.40	s 2.50			
Y		s 2.30	s10.20	s 7.30	8.10		s 2.41	s 6.48		29.1	R BROADMEAD 0.5	52.3	s10.25	s 7.10			11.30	8.20	10.30	2.40		
7		PM A	AM A	AM A	8.12		f 2.43	f 6.49		29.6	WINCH (Spur) 2.1	51.8	f10.19	f 7.07			11.15					
4					8.18		f 2.49	f 6.54		31.7	HARRISON (Spur) 0.8	49.7	f10.14	f 7.02			11.05					
22					8.21		f 2.52	f 6.56		32.5	BRIEDWELL 2.3	48.9	f10.11	f 6.59			11.00					
					8.29		f 2.59	f 7.02		34.8	HOLMES (Spur) 1.4	46.6	f10.04	f 6.53			10.50					
18 W				8.33		s 3.03	s 7.07	s 7.07		36.2	DR WHITESON 1.4	45.2	10.00	6.49			10.40					
				AM A		PM A	AM A	AM A					AM L	PM L			AM L					
	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.		Daily	Daily	Daily	Daily		36.2	Daily	Daily	Daily	Daily		Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily		
	0.30	0.30	0.30	2.33		0.25	2.03	0.25	0.37		Time Over District	0.25	1.59	0.46	0.25		3.20	0.80	0.30	0.30		
	14.00	14.00	14.00	14.00		17.04	17.65	17.04	22.86		Average Speed per Hour	17.04	18.25	18.36	17.04		10.36	14.00	14.00	14.00		

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 132 is superior to No. 131; No. 42 is superior to No. 41; No. 44 is superior to No. 43. Nos. 72 and 73 will carry passengers between McMinnville and Airlie.

# SPECIAL RULES



## “SAFETY FIRST”

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND CLASS TRAINS WITHOUT AN ORDER TO DO SO.

### STANDARD CLOCKS.

Portland (Grand Central Station).	Grants Pass.	Dallas.
Portland (Dispatcher's Office).	Ashland.	Sheridan.
Jefferson Street Depot.	Silverton.	Hillsboro.
Canby	Coburg.	Forest Grove
Woodburn.	Springfield.	McMinnville.
Salem.	Oakridge.	Independence.
Albany.		Corvallis.

### WATCH INSPECTORS.

WEBB C. BALL, General Time Inspector.....	San Francisco
A. & C. FELDENHEIMER, Local Watch Inspectors.....	Portland
F. FRIEDLANDER, Local Watch Inspector.....	Portland
H. A. BELDING, Local Watch Inspector.....	Portland
H. L. MOORE, Local Watch Inspector.....	Woodburn
F. M. FRENCH, Local Watch Inspector.....	Albany
L. K. KREAMER, Local Watch Inspector.....	Eugene
A. SALISMAN, Local Watch Inspector.....	Roseburg
O. F. WITTORFF, Local Watch Inspector.....	Grants Pass
H. L. WHITED, Local Watch Inspector.....	Ashland
D. W. ROOF, Local Watch Inspector.....	Springfield
W. F. HANNA, Local Watch Inspector.....	McMinnville
J. H. HOFFMAN, Local Watch Inspector.....	Hillsboro
E. W. S. PRATT, Local Watch Inspector.....	Corvallis

### BULLETIN STATIONS

Portland (Dispatcher's Office).	Grants Pass.	Forest Grove
Jefferson Street Depot.	Ashland.	McMinnville
Brooklyn.	Corvallis.	Dallas.
Canby.	Springfield.	Sheridan.
Woodburn.	Coburg	
Salem.	Hillsboro.	

### CLEARANCE CARDS.

In issuing clearance cards operators will first fill out clearance designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance, and obtain O. K. with time and dispatcher's initials, writing same before delivery in blank space following "signal is out for."

Operator will retain carbon copy of all clearances. Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance card and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

Conductors and engineers must not accept clearance cards with order numbers thereon unless properly O. K.'d as above.

All trains must obtain clearance card, Form 2643, before leaving Medford, Grants Pass, Eugene, Albany, Salem and Jefferson Street Depot.

Rule 83-A will not apply at initial stations which are not telegraph stations nor at telegraph stations when there is no operator on duty.

### REGISTER EXCEPTIONS.

First-class trains will leave register ticket (Form 2642) with operator at Brooklyn who will register for them.

Nos. 3, 4, 39 and 40 will leave register ticket (Form 2642) with the operator at Oswego, who will register for them.

Woodburn: Only trains originating or terminating at Woodburn will register.

Cottage Grove: Only Nos. 19 and 20 will register.

At a station where a train registers by ticket conductor and operator must comply with Rule 96 the same as at a non-register station.

### AIR BRAKE TESTS AND INSPECTION.

Air brakes must be tested whenever the train line is broken as per Air Brake Rule 14. When signal from rear of train cannot be seen owing to foggy weather or position of train on curve, engineer will sound one blast of the steam whistle and rear brakeman will apply brakes as required in Rule 14. Engineer should watch gauge and if proper reduction made acknowledge same by two short blasts of the steam whistle. This test should also be made on eastward trains at Bertha and Grants Pass and westward trains at Glendale. Rule 24 should be observed when helper engines are cut out or picked up ahead of the regular engine.

Retainers must be turned up on passenger and freight trains westward, from Tunnel 8 to Wolf Creek, Tunnel 9 to Merlin and Dimmick to Grants Pass; eastward, from Dimmick to Merlin, Tunnel 9 to Leland, Tunnel 8 to Glendale; also on eastward and westward freight trains, Rice Hill to foot of grade, and from Divide to Comstock, westward; passenger and freight trains, from Bertha to Portland.

The following points are designated for careful inspection of running gear, brake and draft rigging of trains by freight train crews: Woodburn, Salem, Albany, Eugene, Cottage Grove, Drain, Glendale, Grants Pass, Medford, Silverton, Lebanon, Newberg, Whiteson, Beaverton and Independence. Westbound freight trains will stop at Hugo five minutes to permit cooling and a superficial examination. Train crew should make careful inspection of trains at any point where trains stop, or at points where slow movement of train would permit trainmen to stand on ground and watch for defects as train is pulled past.

### AUTOMATIC BLOCK SIGNALS.

On single track trains will wait five minutes in accordance with Rule 504 before following flagman. Excepting between Willsburg Junction and East Morrison Street trains stopped by block signal will wait one minute then proceed under control, not exceeding six miles per hour, to next signal.

On single track within automatic block signal limits last portion of Rule 86 will not apply.

### LOCATION OF INTERLOCKING PLANTS.

Willamette River Bridge between East Portland and Portland.  
Oregon Electric crossing east of Beaverton.  
Oregon Electric crossing between Tigard and Robinson.  
At Oregon Electric crossing between Tigard and Robinson.

### SPEED RESTRICTIONS.

Maximum speed of any train at any point must not exceed 50 miles per hour, and no train shall exceed a speed of 25 miles per hour around curves of 7 degrees or over.

Speed of Consolidation and Mikado Engines (2500, 2800 and 3200 class) restricted to a maximum of 35 miles per hour, and 20 miles per hour around curves of 7 degrees or over.

Pacific Type, Atlantic Type and 2300 class Engines restricted to 30 miles per hour between M. P. 641 and 644, and 35 miles per hour between Comstock and Drain; 30 miles per hour between Drain and Rice Hill, and Sutherlin and Green. Consolidated and Mikado Engines 25 miles per hour between M. P. 641 and 644, Comstock and Rice Hill, and Sutherlin and Green.

Maximum Speed Engines running light as follows: Atlantic Type, 50; Pacific Type, 50; Ten-wheel Vauclain Compound, 45; Ten-wheel changed to simple, 45; Ten-wheel Nos. 2301 to 2352, inclusive, 45; Eight-wheel American Type, 50; Consolidation Type, 35; Mikado Type, 35; Mogul Type, simple and compound, 45; Switch Engines, 20 miles per hour. Maximum speed engines backing up on main track between Ashland and Portland, 25 miles per hour; all branch lines, 20 miles per hour, excepting Oswego locals passenger and Nos. 6 and 8 McMinnville passenger, 25 miles per hour.

Trains handling Steam Wrecking Crane must not exceed 25 miles per hour.

Trains handling logs not chained must not exceed 6 miles per hour over truss bridges.

Trains must reduce speed to 6 miles per hour in passing over facing point spring switches on Fourth and Jefferson Streets, Portland; 10 miles per hour on Fourth and Jefferson Streets, Portland; over Willamette River Bridge, Portland, Elk Rock trestle, passing Shop buildings, Brooklyn, over Clackamas Southern Railway Crossing east of Oregon City, and over grade crossings between Willsburg Junction and Brooklyn; 15 miles per hour on curve one mile west of Oregon City and over trestle approaches to Willamette River bridge between Oswego and Milwaukie; 20 miles per hour at Rock Point where track approaches the river west of New Era; around curves east and west of Clackamas and Winchester bridges; and Willamette River bridge between Harrisburg and Junction City.

The following speed table is for the information of engineers and must not be considered in any way to authorize exceeding speed limit specified above.

	Passenger.	Freight.
Portland-Divide.....	50	30
Divide-Comstock.....	25	18
Comstock-Cornutt.....	45	25
Cornutt-West Fork.....	30	20
West Fork-Reuben.....	25	18
Reuben-Grants Pass.....	45	25
Grants Pass-Ashland.....	50	30
Portland-McCoy.....	50	30
McCoy-Corvallis.....	35	25
Corvallis-Corvallis.....	40	25

	Passenger.	Freight.
Salem-Geer.....	35	25
Portland (Jefferson Street)-Oswego.....	25	18
Oswego-St. Joseph.....	50	30
Willsburg Junction-Beaverton.....	50	30
Whiteson-Airlie.....	25	18
Broadmead-Sheridan.....	25	18
Woodburn-Springfield.....	30	22
Springfield-Natron.....	25	18
Natron-Oakridge.....	50	30
Mohawk Junction-Wendling.....	25	18
Lebanon-Albany Junction.....	30	22

Speed of trains regulated by ordinance through city limits, or between points designated by slow boards within certain city limits.

	Miles per hour.		Miles per hour.
Portland.....	10	Medford.....	8
Oregon City.....	8	Talent.....	15
Aurora.....	15	Milwaukie.....	12
Hubbard.....	12	Oswego.....	10
Woodburn.....	10	Beaverton.....	8
Gervais.....	15	Hillsboro.....	12
Salem.....	10	Cornelius.....	12
Jefferson.....	20	Carlton.....	10
Albany.....	8	McMinnville.....	12
Halsey.....	10	Amity.....	10
Harrisburg.....	12	Independence.....	6
Junction City.....	10	Corvallis.....	10
Eugene.....	6	LaFayette.....	6
Creswell.....	12	Dallas.....	6
Yoncalla.....	6	Monmouth.....	8
Roseburg.....	6	Lebanon.....	12
Rogue River.....	20	Brownsville.....	10
Central Point.....	10		

### 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

### LOCATION OF OVERHEAD AND SIDE OBSTRUCTIONS.

Train employes are cautioned not to lean out of engine cab window while passing over Clackamas River bridge.

Train and enginemen are cautioned to keep a sharp lookout especially on curves on West Side and Yamhill lines, where trolley poles and wires are being put up in connection with electrification work. Avoid coming in contact with these wires as they carry high voltage current. Trolley wire running through Tualatin and South Yamhill River bridges will not clear men on top of box car.

### MAIN TRACK LINE UP AT JUNCTIONS.

Junction switches at Cook and Oswego must be left set and locked for movements between Portland and St. Joseph via Rivera and Newberg.

Junction switch at Beaverton must be left set and locked for movements via Hillsboro-Bertha line.

## SPECIAL RULES—Continued

Junction switch (second connection east of crossing) at Dallas must be left set and locked for the S. F. C. & W. connection.

Junction switches of detour at Forest Grove must be left set and locked for movements via Forest Grove City Station.

Junction switch (west leg of wye) at Springfield must be left set and locked for movements via Springfield and Springfield Jct. ine.

The junction switch leading to the Jefferson Street line at Fourth and Jefferson Streets, Portland, is a spring switch and will be left as used. Therefore, westward trains must approach this switch under control, expecting to find it lined up against them.

### YARDS.

All trains must be under control within yard limits as listed below. See Rule 93.

- PORTLAND (Portland, yard limits extend to yard signs west of Willsburg Junction. Bancroft and Southern Portland.)
- OREGON CITY
- CANBY
- WOODBURN
- SALEM (Salem, yard limits extend to yard sign east of Fair Grounds.)
- ALBANY (Albany, yard limits extend to yard signs west of Albany Junction.)
- JUNCTION CITY
- EUGENE (Eugene, yard limits extend to yard sign west of Springfield Junction.)
- COTTAGE GROVE (Cottage Grove, yard limits extend to yard sign west of Latham.)
- DRAIN
- ROSEBURG
- WEST FORK
- GLENDALE
- GRANTS PASS
- MEDFORD
- ASHLAND
- SPRINGFIELD (Springfield, yard limit extends to yard sign east of Fisher-Balle Mills, west of Mohawk Junction; also includes cut-off between Springfield and Springfield Junction.)
- COBURG
- BROWNSVILLE
- OAKRIDGE

- LEBANON
- SILVERTON
- TALLMAN
- WENDLING
- BEAVERTON
- HILLSBORO
- FOREST GROVE
- CARLTON
- ST. JOSEPH
- McMINNVILLE
- WHITESON
- INDEPENDENCE
- CORVALLIS
- OSWEGO
- COOK
- NEWBERG
- BROADMEAD
- SHERIDAN
- DALLAS

At Eugene and Canby P. E. & E. trains will use S. P. tracks, and at Salem S. F. C. & W. trains will use S. P. tracks between their connection at Union St. and passenger station; all trains will move under control expecting to find track occupied. S. P. freight trains and yard engines must not delay passenger trains.

Between 6:00 P. M. and 7:00 A. M. trains using the Geer line between main line junction and yard limits, Salem, will move under control expecting to find track occupied by cars and yard engines.

### LOCATION WATER TANKS BETWEEN STATIONS.

- One half-mile west of Tunnel 9.
- Four miles west of Cornutt.
- One-fourth mile west of Pollard.
- One-eighth mile west of Rock Spur.

### MISCELLANEOUS.

Trainmen and enginemen are subject to the rules and regulations of the Northern Pacific Terminal Company while in their yard.

Trains will leave Portland terminal yard only on receiving "Proceed" signal from tower semaphore at Fourth Street, calling for and acknowledging same per Rule 221-A. West Side trains, in and out of Union Depot, Portland, will be governed by position of semaphore at Fourth Street.

Trains consisting of more than 20 cars will cut off engine to take water, and will also cut off way cars before spotting.

Flues of engines must not be sanded while crossing overhead bridges.

Steam engines will not take the sharp curve on the detour at Forest Grove between the wye and new passenger station.

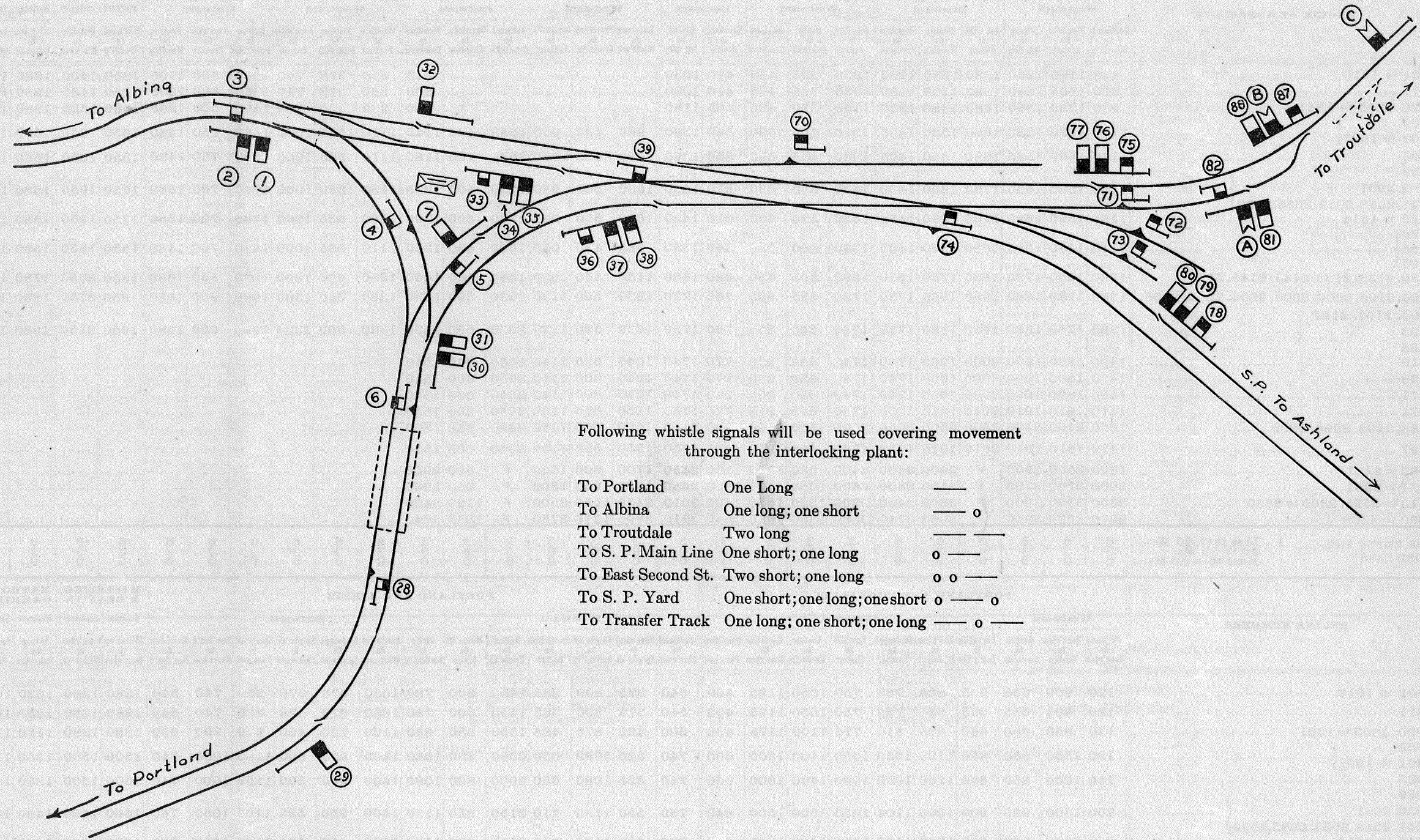
Eastward trains must stop before fouling the crossing at Fourth and Jefferson Streets, Portland.

All trains must stop before crossing electric tracks at Flanders, Stark, Salmon and Front and Jefferson Streets, Portland.

### WEIGHTS TO BE USED IN FIGURING TONNAGE OF PASSENGER TRAINS

	Wood	Steel
Baggage.....	75 Ms	88 Ms
Baggage, Mail and Express.....	66 Ms	93 Ms
Baggage and Passenger.....	54 Ms	.....
Buffet Cars.....	114 Ms	146 Ms
Business.....	105 Ms	.....
Chair Cars.....	87 Ms	98 Ms
Coaches (First Class).....	71 Ms	92 Ms
Coaches (Second Class).....	47 Ms	.....
Dining Cars.....	128 Ms	146 Ms
Dynamo.....	94 Ms	105 Ms
Horse Express.....	81 Ms	.....
Postal Cars (60 ft.).....	.....	110 Ms
Postal Cars (40 ft.).....	.....	77 Ms
Pullman Parlor Cars.....	121 Ms	.....
Pullman Standard Sleepers.....	128 Ms	150 Ms
Pullman Tourist Sleepers.....	94 Ms	143 Ms
Observation Cars.....	122 Ms	.....
Tea and Silk.....	48 Ms	.....

# EAST PORTLAND INTERLOCKING PLANT



Following whistle signals will be used covering movement through the interlocking plant:

To Portland	One Long	—
To Albina	One long; one short	— o
To Troutdale	Two long	— —
To S. P. Main Line	One short; one long	o —
To East Second St.	Two short; one long	o o —
To S. P. Yard	One short; one long; one short	o — o
To Transfer Track	One long; one short; one long	— o —

This plant will govern the movement of trains between Front Street, Portland, and the junction switches on the Albina Line at East Portland, junction switch on the O.-W. R. & N. Line at Union Avenue and Signals 78, 79 and 80 on the Southern Pacific Tracts at East Portland.

Signal No. 29 will govern the movement of trains from Front Street, Portland, to Signals 30 and 31.  
 Signal 30 will govern the movement of trains to Albina.  
 Signal 31 will govern the movement of trains to Signals 36, 37 and 38.  
 Signal 38 will govern the movement of trains to Signal 81.  
 Signal 37 will govern the movement of trains to Southern Pacific main line.  
 Signal 36 will govern the movement of trains to East 2nd Street and to S. P. side tracks leading off eastbound S. P. main line.  
 Signal 7 will govern the movement of trains over the Willamette River Bridge to Front Street, Portland.  
 Signal 77 will govern the movement of trains to Signal 7.  
 Signal 76 will govern the movement of trains to Signal 32.  
 Signal 75 will govern all switching movements not covered by Signals 76 and 77.  
 Signal 88 will govern the movement of trains to Signals 75, 76 and 77.  
 Signal 87 will govern the movement of trains on to Eastward O.-W. R. & N. track against current of traffic to Signal 71.  
 Dwarf Signals 3, 4, 5, 6, 28, 39, 70, 71, 72, 73, 74 and 82 will govern the movement of trains against the current of traffic and switching movements.

Signal 1 will govern the movement of trains to Signals 33, 34 and 35.  
 Signal 2 will govern the movement of trains over the Willamette River Bridge to Front Street, Portland.  
 Signal 32 will govern the movement of trains to Albina.  
 Signal 35 will govern the movement of trains to the S. P. main line.  
 Signal 34 will govern the movement of trains to Signal 81.  
 Signal 33 will govern the movement of trains against the current of traffic and switching movements.  
 Signal 80 will govern the movement of trains to Signal 32.  
 Signal 79 will govern the movement of trains to Signal 7.  
 Signal 78 will govern all switching movements not covered by Signals 79 and 80.  
 Signal 81 will govern the movement of trains out through junction switch to Troutdale.  
 Signal "A" is a distant signal giving the indication for the eastbound automatic signal at the junction switch at Union Avenue.  
 Signal "B" is a distant signal that indicates the position of Signal 77 in advance.  
 Signal "C" located 2000 feet east of Union Avenue is a distant signal indicating the position of Signal 88.

16 TOTAL: 217

# RATING OF LOCOMOTIVES IN Ms

CLASSIFICATION	ENGINE NUMBERS	PORTLAND AND JUNCTION CITY						JUNCTION CITY & ROSEBURG					ROSEBURG AND ASHLAND						WOODBURN AND NATRON						M'H'K J.C. & WENDLING		ALB'Y JCT. & LEBANON	
		Westward			Eastward			Westward			Eastward		Westward			Eastward			Westward			Eastward			Westward	Eastward	Westward	Eastward
		Portland to Woodb'n	Woodb'n to Albany	Albany to Jct. City	Jct. City to Albany	Albany to Woodb'n	Woodb'n to Portland	Jct. City to Drain	Drain to Oakland	Oakland to Roseburg	Roseburg to Divide	Divide to Jct. City	Roseburg to WestFork	WestFork to GrantsPs.	GrantsPs. to Ashland	Ashland to GrantsPs.	GrantsPs. to Glendale	Glendale to Roseburg	Woodb'n to Pratum	Pratum to Am'ville	Am'ville to Natron	Natron to Am'ville	Am'ville to Pratum	Pratum to Woodb'n	M'h'k Jct. to Wend'g	Wend'g to M'h'k Jct.	Alb'y Jct. to Lebanon	Lebanon to Alb'y Jct.
1 OE-63 1 1/2 44	1501 to 1510	830	1180	1280	1380	1280	1130	1030	325	435	410	1030					815	830	375	740	1380	500	1100	1350	1400	1280	1380	
1 E-63 1 1/2 46	1511	830	1205	1280	1380	1305	1150	1055	325	435	410	1080					830	830	375	740	1380	500	1205	1350	1425	1280	1380	
8 E-63 1 1/2 50	1320, 1355 to 1361	930	1280	1380	1480	1380	1230	1180	370	485	465	1180					950	930	425	790	1480	500	1205	1450	1525	1380	1480	
1 M-53 1 1/2 63	1600																											
7 M-57 1 1/2 68	1601 to 1607	1110	1480	1580	1680	1580	1405	1380	465	590	540	1380	980	430	950	1680	430	1145	1110	525	1000	1680	750	1480	1650	1850	1580	1680
1 T-57 1 1/2 68	2025	1110	1480	1580	1680	1580	1405	1380	455	590	540	1380	980	430	950	1680	430	1180	1110	525	1000	1680	750	1480	1650	1850	1580	1680
1 T-57 1 1/2 74	2029																											
2 T-57 1 1/2 70	2030, 2031	1180	1580	1680	1780	1680	1530	1430	530	630	610	1430	1030	500	980	1780	500	1275	1180	550	1060	1780	790	1580	1750	1950	1680	1780
5 T-57 1 1/2 72	2041, 2048, 2058, 2085, 2099																											
5 M-57 1 1/2 73	1610 to 1614	1180	1580	1680	1780	1680	1530	1430	530	630	610	1430	1030	500	980	1780	500	1290	1180	550	1060	1780	790	1580	1750	1950	1680	1780
1 E-62 1 1/2 62	1476																											
1 E-63 1 1/2 69	1385	1110	1480	1580	1680	1580	1405	1380	460	580	540	1380	980	430	950	1680	430	1250	1110	525	1000	1680	700	1480	1650	1850	1580	1680
1 E-63 1 1/2 68	1395																											
1 T-57 1 1/2 88	2130, 2133, 2138, 2141, 2145, 2148	1280	1680	1780	1880	1780	1630	1580	595	730	680	1580	1155	560	1080	1880	560	1460	1280	600	1200	1880	850	1680	1850	2050	1780	1880
3 T-63 1 1/2 77	2194, 2195, 2200, 2203, 2204, 2205, 2206	1380	1780	1880	1980	1880	1730	1730	625	805	760	1730	1230	590	1130	2030	590	1530	1380	650	1300	1980	900	1880	1950	2150	1880	1980
1 T-57 1 1/2 78	2190, 2191, 2197																											
1 T-57 1 1/2 71	2193	1380	1780	1880	1980	1880	1730	1730	640	855	760	1730	1230	590	1130	2030	590	1530	1380	650	1300	1980	900	1880	1950	2150	1880	1980
1 T-57 1 1/2 84	2208																											
1 T-69 1 1/2 113	2219	1400	1800	1900	2000	1900	1740	1740	650	900	770	1740	1240	600	1140	2050	600	1540										
1 T-63 1 1/2 105	2223	1400	1800	1900	2000	1900	1740	1740	650	900	770	1740	1240	600	1140	2050	600	1540										
1 T-63 1 1/2 112	2271	1400	1800	1900	2000	1900	1740	1740	650	900	770	1740	1240	600	1140	2050	600	1540										
1 T-69 1 1/2 134	2274	1410	1810	1910	2010	1910	1750	1750	655	910	775	1750	1250	605	1150	2060	605	1550										
1 T-69 1 1/2 149	2283, 2292, 2298, 2299	1600	2100	2500	2500	2500	2000	2000	750	1100	900	2150	1550	650	1450	2200	650	1800										
1 T-69 1 1/2 142	2297	1410	1810	1910	2010	1910	1750	1750	655	910	775	1750	1250	605	1150	2060	605	1550										
6 P-77 1 1/2 141	2422 to 2427	1800	2500	2900	F	2900	2400	2400	980	1300	1100	2450	1700	800	1600	F	800	2000										
1 T-63 1 1/2 160	2331 to 2351	2000	2700	3100	F	3100	2600	2600	1050	1400	1200	2650	1900	950	1800	F	950	2200										
1 C-57 1 1/2 187	2513 to 2591, 2800 to 2830, 110	2600	3300	3600	F	3600	3400	3200	1230	1650	1400	3010	2450	1150	2500	F	1120	3400										
1 Mk-57 1 1/2 205	3200 to 3208	2900	3630	3960	F	3960	3740	3520	1350	1815	1540	3310	2695	1215	2750	F	1230	3740										

ALLOWANCES FOR EMPTY AND UNDERLOADED CARS	Less than 40 Ms...	6	6	6	6	6	6	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	40 to 50 Ms.....	3	3	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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	0	0	0

CLASSIFICATION	ENGINE NUMBERS	PORTLAND AND CORVALLIS										PORTLAND AND AIRLIE										WILLSB'RG & BEAV'RN		NATRON & OAKRIDGE		GEER AND SALEM				
		Westward					Eastward					Westward					Eastward					Westward	Eastward	Westward	Eastward	Westward	Eastward			
		Portland to Beav'rton	Beav'rton to Gaston	Gaston to Corvallis	Corvallis to Ind'p'nce	Ind'p'nce to St. Joseph	St. Joseph to Yamhill	Yamhill to Gaston	Gaston to Reedville	Reedville to Beav'rton	Beav'rton to Portland	Portland to Sherwood	Sherwood to Sp'gbr'ok	Sp'gbr'ok to Smith'ld	Smith'ld to Dallas	Dallas to Monm'th	Monm'th to Airlie	Airlie to Smith'ld	Smith'ld to Whiteson	Whiteson to Sp'gbr'ok	Sp'gbr'ok to Sherwood	Sherwood to Portland	Portland to Sheri dan	Sheri dan to Bro'dm'd	Bro'dm'd to Beav'rton	Beav'rton to Willsb'rg	Willsb'rg to Beav'rton	Natron to Oakridge	Oakridge to Natron	Geer to Salem
10 E-63 1 1/2 44	1501 to 1510	120	900	635	635	825	785	750	1050	1125	400	540	375	800	385	1450	600	780	1050	670	370	820	740	540	1280	1280	1030	1030	830	1100
1 E-63 1 1/2 46	1511	120	900	635	635	825	785	750	1050	1125	400	540	375	800	385	1450	600	780	1050	670	370	820	740	540	1280	1280	1055	1055	830	1205
8 E-63 1 1/2 50	1320, 1355 to 1361	130	950	660	660	855	810	775	1100	1175	430	600	425	870	425	1550	650	830	1100	720	420	870	790	600	1380	1380	1180	1180	930	1205
1 M-53 1 1/2 63	1600																													
7 M-57 1 1/2 68	1601 to 1607	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	2000	800	1080	1400	900	500	1100	1000	740	1500	1500	1380	1380	1110	1480
1 T-57 1 1/2 68	2025	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	2000	800	1080	1400	900	500	1100	1000	740	1500	1500	1380	1380	1110	1480
1 T-57 1 1/2 74	2029																													
2 T-57 1 1/2 70	2030, 2031	200	1300	900	900	1200	1100	1050	1500	1600	640	780	550	1130	710	2150	850	1130	1500	950	525	1165	1060	780	1680	1680	1430	1430	1180	1580
5 T-57 1 1/2 72	2041, 2048, 2058, 2085, 2099																													
5 M-57 1 1/2 73	1610 to 1614	200	1300	900	900	1200	1100	1050	1500	1600	640	780	550	1130	710	2150	850	1130	1500	950	525	1165	1060	780	1680	1680	1430	1430	1180	1580
1 E-62 1 1/2 62	1476																													
1 E-63 1 1/2 69	1385	190	1200	850	850	1100	1050	1000	1400	1500	600	740	525	1080	650	2000	800	1080	1400	900										



**LIST OF SURGEONS, HOSPITAL DEPARTMENT**

NAME	TITLE	LOCATION	DISTRICT	NAME	TITLE	LOCATION	DISTRICT
DR. F. K. AINSWORTH.....	Chief Surgeon and Mgr.	San Francisco.....	All.	DR. WM. F. KAISER.....	District Surgeon.....	Riddle.....	Dillard and West Fork.
DR. G. F. WILSON.....	Division Surgeon.....	Portland.....	Lines in Oregon.	DR. F. R. ADAMS.....	District Surgeon.....	Glendale.....	West Fork to Leland.
DR. J. O. C. WILEY.....	Assistant Surgeon.....	Portland.....		DRS. FINDLEY & LOUGHRIDGE...	District Surgeons.....	Grants Pass.....	Leland to Central Point.
DR. RICH NUNN.....	Oculist and Aurist.....	Portland.....	Portland.	DR. W. P. CHISHOLM.....	Emergency Surgeon....	Gold Hill.....	
DR. S. E. WRIGHT.....	Asso. Oculist and Aurist	Portland.....	Portland.	DR. E. B. PICKEL.....	District Surgeon.....	Medford.....	Central Point to Talent.
DR. G. H. BUCK.....	District Surgeon.....	Portland.....	Portland (East Side) to Clackamas.	DR. J. J. EMMONS.....	Oculist and Aurist....	Medford.....	
C. H. MEISSNER.....	District Surgeon.....	Oregon City.....	Clackamas to New Era.	DR. J. S. PARSONS.....	District Surgeon.....	Ashland.....	Talent to Ashland.
DR. H. A. DEDMAN.....	District Surgeon.....	Canby.....	New Era to Aurora.	DR. R. E. KLEINSORGE.....	District Surgeon.....	Silverton.....	Mt. Angel to Aumsville.
DR. B. F. GIESY.....	Emergency Surgeon....	Aurora.....		DR. A. G. PRILL.....	District Surgeon.....	Scio.....	Aumsville to Brownsville.
DR. S. W. WEAVER.....	Emergency Surgeon....	Hubbard.....		DRS. BARR & POLLARD.....	District Surgeons.....	Springfield.....	Armitage to Natron and Wendling.
DR. O. P. OVERTON.....	District Surgeon.....	Woodburn.....	Aurora to Gervais and Mt. Angel.	DR. E. A. LOOMIS.....	Emergency Surgeon....	Marcola.....	
DR. W. W. KETTLE.....	Emergency Surgeon....	Gervais.....		DR. O. E. PETTERSON.....	Emergency Surgeon....	Wendling.....	
DR. W. H. BYRD.....	District Surgeon.....	Salem.....	Gervais to Marion.	DR. J. R. STEAGALL.....	District Surgeon.....	Coburg.....	Brownsville to Armitage.
G. A. MASSEY.....	Emergency Surgeon....	Turner.....		DR. J. C. BOOTH.....	District Surgeon.....	Lebanon.....	Lebanon Branch.
DR. W. W. ALLEN.....	Emergency Surgeon....	Jefferson.....		DR. E. W. HOWARD.....	Emergency Surgeon....	Brownsville.....	
DR. H. J. KAVANAUGH.....	District Surgeon.....	Albany.....	Marion and Halsey.	DR. P. M. CARSTENS.....	District Surgeon.....	Beaverton.....	Portland to Reedville and Beaverton Bh.
DR. C. E. KENNEDY.....	Emergency Surgeon....	Shedd.....		DR. J. P. TAMIESIE.....	Consulting Surgeon....	Hillsboro.....	Reedville to Yamhill.
DR. T. K. JOHNSON.....	Emergency Surgeon....	Halsey.....		DR. R. M. ERWIN.....	District Surgeon.....	Hillsboro.....	Reedville to Yamhill.
DR. W. H. DALE.....	Emergency Surgeon....	Harrisburg.....		DR. E. J. CROWTHERS.....	Emergency Surgeon....	Cornelius.....	
DR. D. P. LOVE.....	District Surgeon.....	Junction City.....	Halsey to Irving.	H. W. VOLLMER.....	Emergency Surgeon....	Forest Grove.....	
DR. D. A. PAINE.....	Consulting Surgeon....	Eugene.....	Irving to Creswell.	DR. H. E. CARRUTH.....	Emergency Surgeon....	Yamhill.....	
DR. WM. KUYKENDALL.....	District Surgeon.....	Eugene.....		DR. J. H. COOK.....	District Surgeon.....	McMinnville.....	Yamhill to Whiteson.
DR. J. E. KUYKENDALL.....	Assistant Surgeon.....	Eugene.....		DR. O. D. BUTLER.....	District Surgeon.....	Independence.....	Whiteson to Wellsdale.
DR. J. E. BRIDGEWATER.....	Emergency Surgeon....	Creswell.....		DR. G. R. FARRA.....	District Surgeon.....	Corvallis.....	Wellsdale to Corvallis.
DR. B. R. JOB.....	District Surgeon.....	Cottage Grove.....	Creswell to Comstock.	DRS. PERNOT & JOHNSON.....	District Surgeons.....	Corvallis.....	Wellsdale to Corvallis.
DR. H. A. CANFIELD.....	District Surgeon.....	Drain.....	Comstock to Yoncalla.	DR. W. H. BECKER.....	Emergency Surgeon....	Sherwood.....	
DR. W. C. GILMOUR.....	District Surgeon.....	Oakland.....	Yoncalla to Wilbur.	DR. H. A. LITTLEFIELD.....	Emergency Surgeon....	Newberg.....	
DRS. A. C. SEELY & A. F. SETHER.	District Surgeons.....	Roseburg.....	Wilbur to Dillard.	DR. W. T. SMITH.....	District Surgeon.....	Sheridan.....	Whiteson to Sheridan.
DR. F. G. HEWETT.....	Emergency Surgeon....	Yoncalla.....		DR. W. S. CARY.....	District Surgeon.....	Dallas.....	Sheridan Jet to Airlie.
DR. W. W. ASHLEY.....	Emergency Surgeon....	Myrtle Creek.....		DR. A. B. STARBUCK.....	District Surgeon.....	Dallas.....	Sheridan Jet. to Airlie.



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.

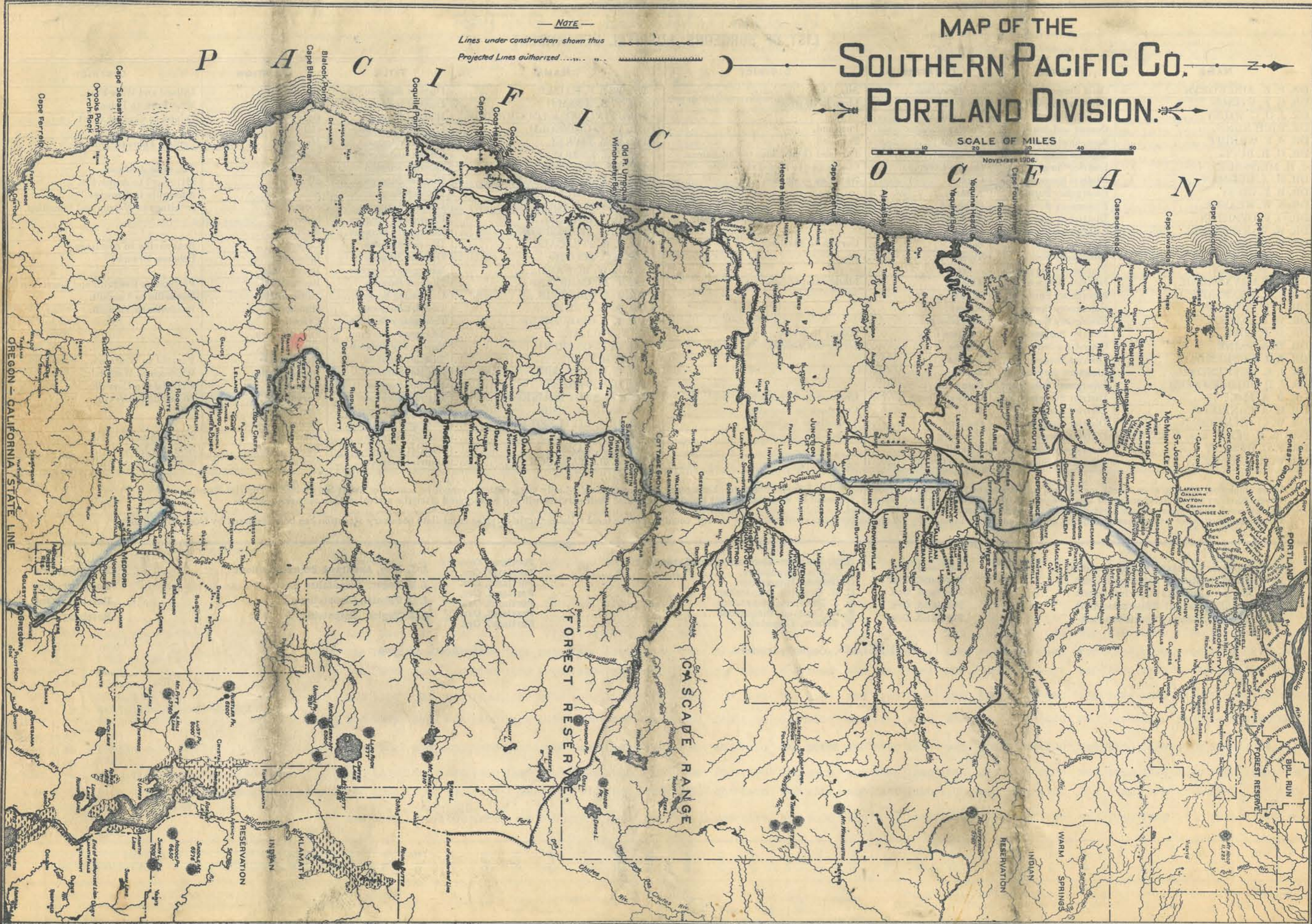
- |   |                |  |                |  |                |
|---|----------------|--|----------------|--|----------------|
| C. W. Martyn, Assistant Superintendent..... | Portland, Ore. | C. H. Spencer, Assistant Superintendent..... | Portland, Ore. | J. L. May, Assistant Superintendent..... | Roseburg, Ore. |
| F. M. Siefer, Assistant Superintendent..... | Portland, Ore. | J. I. Love, Dispatcher.....                  | Portland, Ore. | J. E. Enger, Dispatcher.....             | Roseburg, Ore. |
| G. C. Morris, Assistant Superintendent..... | Portland, Ore. | O. Olsson, Dispatcher.....                   | Portland, Ore. | J. D. Osborn, Dispatcher.....            | Roseburg, Ore. |
| George Wild, Assistant Superintendent.....  | Portland, Ore. | C. W. Grubbs, Dispatcher.....                | Portland, Ore. | L. S. Taylor, Dispatcher.....            | Roseburg, Ore. |
| F. Hanssen, Assistant Superintendent.....   | Portland, Ore. | D. J. McLardy, Dispatcher.....               | Portland, Ore. |  |                |
|   |                | F. W. Cantrell, Dispatcher.....              | Portland, Ore. |  |                |
|   |                | W. Scherr, Dispatcher.....                   | Portland, Ore. |  |                |

L. R. FIELDS, *Superintendent,* . . . . . *Portland, Oregon*

# MAP OF THE SOUTHERN PACIFIC CO. PORTLAND DIVISION.

— NOTE —

Lines under construction shown thus   
Projected Lines authorized 



OREGON - CALIFORNIA STATE LINE

mainline