

OREGON CITY DIVISION—BETWEEN PORTLAND AND OREGON CITY

NORTHBOUND—FIRST CLASS

SOUTHBOUND—FIRST CLASS

FRANKLIN T. GRIFFITH, Receiver

Portland Electric Power Company

INTERURBAN LINES

TIME TABLE

Effective Tuesday, May 1st, 1934, at 2:00 o'clock A. M.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

W. H. LINES

GENERAL MANAGER

F. D. HUNT

SUPERINTENDENT

OREGON CITY DIVISION—BETWEEN PORTLAND AND OREGON CITY

SOUTHBOUND—FIRST CLASS														Distance from Portland	Time Table No. 27 MAY 1, 1934	NORTHBOUND—FIRST CLASS															
100	102	104	106	108	110	112	114	116	118	120	122	124	126			128	101	103	105	107	109	111	113	115	117	119	121	123	125	127	129
Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
AM 12.05	AM 4.40				AM 6.25	AM 7.00	AM 7.30	AM 8.00	AM 8.30	AM 9.00	AM 9.30	AM 10.00	AM 10.30	AM 11.00			AM 6.21	AM 6.57	AM 7.27	AM 7.45	AM 8.15	AM 8.57	AM 9.27	AM 9.57	AM 10.27	AM 10.57	AM 11.27	AM 11.57	PM 12.27		
12.11	4.46				6.31	7.06	7.36	8.06	8.36	9.06	9.36	10.06	10.36	11.06	0.82		6.11	6.47	7.17	7.35	8.05	8.47	9.17	9.47	10.17	10.47	11.17	11.47	12.17		
12.18	4.52				6.38	7.13	7.43	8.13	8.43	9.13	9.43	10.13	10.43	11.13	3.93		6.04	6.40	7.10	7.29	7.59	8.40	9.10	9.40	10.10	10.40	11.10	11.40	12.10		
12.22	4.56	AM 5.25	AM 5.55	AM 6.10	6.42	7.18	7.48	8.18	8.48	9.18	9.48	10.18	10.48	11.18	5.02	AM 12.43	AM 1.27	6.00	6.36	7.06	7.25	7.55	8.36	9.06	9.36	10.06	10.36	11.06	11.36	12.06	
12.24	4.58	5.27	m105 5.57	6.12	6.44	m111 7.21	m113 7.51	8.21	8.51	9.21	9.51	10.21	10.51	11.21	5.95		m106 5.56	6.33	7.03	m112 7.21	m114 7.51	8.33	9.03	9.33	10.03	10.33	11.03	11.33	12.03		
12.26	4.59	5.28	5.58	6.14	6.45	7.23	7.53	8.23	8.53	9.23	9.53	10.23	10.53	11.23	6.36		6.04	6.40	7.10	7.29	7.59	8.40	9.10	9.40	10.10	10.40	11.10	11.40	12.10		
12.30	5.02	5.31	6.01	6.17	6.48	7.27	7.57	m115 8.27	m117 8.57	m119 9.27	m121 9.57	m123 10.27	m125 10.57	m127 11.27	7.14		6.04	6.40	7.10	7.29	7.59	8.40	9.10	9.40	10.10	10.40	11.10	11.40	12.10		
m101 12.34	5.05	5.34	6.04	m107 6.21	m109 6.53	7.31	8.01	8.31	9.01	9.31	10.01	10.31	11.01	11.31	8.35	m100 12.34	1.18	5.48	m108 6.21	m110 6.53	7.12	7.42	8.23	8.53	9.23	9.53	10.23	10.53	11.23	11.53	
12.36	5.07	5.36	6.06	6.23	6.56	7.33	8.03	8.33	9.03	9.33	10.03	10.33	11.03	11.33	9.19		6.04	6.40	7.10	7.29	7.59	8.40	9.10	9.40	10.10	10.40	11.10	11.40	12.10		
12.39	5.09	5.38	6.08	6.25	6.58	m113 7.35	8.05	8.35	9.05	9.35	10.05	10.35	11.05	11.35	10.35		6.04	6.40	7.10	7.29	7.59	8.40	9.10	9.40	10.10	10.40	11.10	11.40	12.10		
12.42	5.11	m105 5.40	m107 6.11	6.28	m111 7.02	7.37	8.07	8.37	9.07	9.37	10.07	10.37	11.07	11.37	10.99		m104 5.40	m106 6.11	6.45	m110 7.02	7.32	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45		
12.45	5.14	5.43	6.14	6.32	7.05	7.41	m115 8.11	m117 8.41	m119 9.11	m121 9.41	m123 10.11	m125 10.41	m127 11.11	m129 11.41	11.95		6.04	6.40	7.10	7.29	7.59	8.40	9.10	9.40	10.10	10.40	11.10	11.40	12.10		
12.48	5.17	5.46	6.17	m109 6.37	7.08	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	13.09		6.04	6.40	7.10	7.29	7.59	8.40	9.10	9.40	10.10	10.40	11.10	11.40	12.10		
m103 12.51	m105 5.22	m107 5.51	m109 6.22	m111 6.41	m113 7.12	m115 7.51	m117 8.21	m119 8.51	m121 9.21	m123 9.51	m125 10.21	m127 10.51	m129 11.21	m131 11.51	14.00		m172 12.15	m100 1.00	m102 5.28	m104 6.00	m106 6.30	m108 6.48	m110 7.18	m112 8.00	m114 8.30	m116 9.00	m118 9.30	m120 10.00	m122 10.30	m124 11.00	m126 11.30
AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM			AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM		
Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
100	102	104	106	108	110	112	114	116	118	120	122	124	126	128			101	103	105	107	109	111	113	115	117	119	121	123	125	127	129

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

Block Signals are in operation between Knight and Oregon City.

Double Track extends from Portland to Knight.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

F. D. HUNT
SUPERINTENDENT

W. H. LINES
GENERAL MANAGER

OREGON CITY DIVISION—BETWEEN PORTLAND AND OREGON CITY

SOUTHBOUND—FIRST CLASS														Distance from Portland	Time Table No. 27 MAY 1, 1934 STATIONS	NORTHBOUND—FIRST CLASS													
130	132	134	136	138	140	142	144	146	148	150	152	154	156			131	133	135	137	139	141	143	145	147	149	151	153	155	157
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
11.30	12.01	12.30	1.00	1.30	2.00	2.30	3.00	3.30	4.00	4.30	5.00	5.30	6.00	0.82	PORTLAND First and Alder 0.82	12.57	1.27	1.57	2.27	2.57	3.27	3.57	4.27	4.57	5.27	5.57	6.27	6.57	7.36
11.36	12.07	12.36	1.06	1.36	2.06	2.36	3.06	3.36	4.06	4.36	5.06	5.36	6.06	0.82	EAST PORTLAND 3.11	12.47	1.17	1.47	2.17	2.47	3.17	3.47	4.17	4.47	5.17	5.47	6.17	6.47	7.26
11.43	12.13	12.43	1.13	1.43	2.13	2.43	3.13	3.43	4.13	4.43	5.13	5.43	6.13	3.93	OAKS 1.09	12.40	1.10	1.40	2.10	2.40	3.10	3.40	4.10	4.40	5.10	5.40	6.10	6.40	7.19
11.48	12.18	12.48	1.18	1.48	2.18	2.48	3.18	3.48	4.18	4.48	5.18	5.48	6.18	5.02	GOLF JUNCTION 0.93	12.36	1.06	1.36	2.06	2.36	3.06	3.36	4.06	4.36	5.07	5.36	6.06	6.36	7.15
11.51	12.21	12.51	1.21	1.51	2.21	2.51	3.21	3.51	4.21	4.51	5.21	5.51	6.21	5.95	KNIGHT 0.41	12.33	1.03	1.33	2.03	2.33	3.03	3.33	4.03	4.33	5.03	5.33	6.03	6.33	7.11
11.53	12.23	12.53	1.23	1.53	2.23	2.53	3.23	3.53	4.23	4.53	5.23	5.53	6.23	6.36	MILWAUKIE 0.78	12.31	1.01	1.31	2.01	2.31	3.01	3.31	4.01	4.31	5.01	5.31	6.01	6.31	7.09
^{m129} 11.57	^{m131} 12.27	^{m133} 12.57	^{m135} 1.27	^{m137} 1.57	^{m139} 2.27	^{m141} 2.57	^{m143} 3.27	^{m145} 3.57	^{m147} 4.27	^{m149} 4.57	^{m151} 5.27	^{m153} 5.57	^{m155} 6.27	7.14	LAKEWOOD 1.21	^{m132} 12.27	^{m134} 12.57	^{m136} 1.27	^{m138} 1.57	^{m140} 2.27	^{m142} 2.57	^{m144} 3.27	^{m146} 3.57	^{m148} 4.27	^{m150} 4.57	^{m152} 5.27	^{m154} 5.57	^{m156} 6.27	7.05
12.01	12.31	1.01	1.31	2.01	2.31	3.01	3.31	4.01	4.31	5.01	5.31	6.01	6.31	8.35	OAK GROVE 0.84	12.23	12.53	1.23	1.53	2.23	2.53	3.23	3.53	4.23	4.53	5.23	5.53	6.23	^{m158} 7.01
12.03	12.33	1.03	1.33	2.03	2.33	3.03	3.33	4.03	4.33	5.03	5.33	6.03	6.33	9.19	CONCORD 1.16	12.19	12.49	1.19	1.49	2.19	2.49	3.19	3.49	4.19	4.49	5.19	5.49	6.19	6.57
12.05	12.35	1.05	1.35	2.05	2.35	3.05	3.35	4.05	4.35	5.05	5.35	6.05	6.35	10.35	ASHDALE 0.64	12.17	12.47	1.17	1.47	2.17	2.47	3.17	3.47	4.17	4.47	5.17	5.47	6.17	6.55
12.07	12.37	1.07	1.37	2.07	2.37	3.07	3.37	4.07	4.37	5.07	5.37	6.07	6.37	10.99	MELDRUM 0.96	12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	6.53
^{m131} 12.11	^{m133} 12.41	^{m135} 1.11	^{m137} 1.41	^{m139} 2.11	^{m141} 2.41	^{m143} 3.11	^{m145} 3.41	^{m147} 4.11	^{m149} 4.41	^{m151} 5.11	^{m153} 5.41	^{m155} 6.11	6.41	11.95	GLADSTONE 1.14	^{m130} 12.11	^{m132} 12.41	^{m134} 1.11	^{m136} 1.41	^{m138} 2.11	^{m140} 2.41	^{m142} 3.11	^{m144} 3.41	^{m146} 4.11	^{m148} 4.41	^{m150} 5.11	^{m152} 5.41	^{m154} 6.11	6.48
12.15	12.45	1.15	1.45	2.15	2.45	3.15	3.45	4.15	4.45	5.15	5.45	6.15	^{m157} 6.45	13.09	GREEN POINT 0.91	12.07	12.37	1.07	1.37	2.07	2.37	3.07	3.37	4.07	4.37	5.07	5.37	6.07	^{m156} 6.45
^{m133} 12.21	^{m135} 12.51	^{m137} 1.21	^{m139} 1.51	^{m141} 2.21	^{m143} 2.51	^{m145} 3.21	^{m147} 3.51	^{m149} 4.21	^{m151} 4.51	^{m153} 5.21	^{m155} 5.51	^{m157} 6.21	^{m159} 6.50	14.00	OREGON CITY Main and Fifth	^{m128} 12.01	^{m130} 12.30	^{m132} 1.00	^{m134} 1.30	^{m136} 2.00	^{m138} 2.30	^{m140} 3.00	^{m142} 3.30	^{m144} 4.00	^{m146} 4.30	^{m148} 5.00	^{m150} 5.30	^{m152} 6.00	^{m154} 6.40
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM			PM	PM	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	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
130	132	134	136	138	140	142	144	146	148	150	152	154	156			131	133	135	137	139	141	143	145	147	149	151	153	155	157

OREGON CITY DIVISION—BETWEEN PORTLAND AND OREGON CITY

SOUTHBOUND—FIRST CLASS											Distance from Portland	Time Table No. 27 MAY 1, 1934 STATIONS	NORTHBOUND—FIRST CLASS									
158	160	162	164	166	168	170	172						159	161	163	165	167	169	171	173		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
PM 6.30	PM 7.00	PM 7.40	PM 8.20	PM 9.00	PM 9.40	PM 10.15	PM 11.00				..... PORTLAND..... First and Alder 0.82		PM 8.16	PM 8.56	PM 9.36	PM 10.11	PM 10.56		PM 11.59			
6.36	7.06	7.46	8.26	9.06	9.46	10.21	11.06	0.82			..... EAST PORTLAND..... 3.11		8.06	8.46	9.26	10.02	10.46		11.50			
6.43	7.13	7.53	8.33	9.13	9.53	10.28	11.13	3.93			..... OAKS..... 1.09		7.59	8.39	9.19	9.56	10.40		11.44			
6.48	7.18	7.58	8.38	9.18	9.58	10.32	11.18	5.02			..... GOLF JUNCTION..... 0.93	PM 7.23	7.55	8.35	9.15	9.52	10.36	PM 11.04	11.40			
6.51	^{m159} 7.21	8.01	8.41	9.21	10.01	^{m169} 10.34	11.21	5.95			..... KNIGHT..... 0.41	^{m160} 7.21	7.52	8.32	9.12	9.49	^{m170} 10.34	11.02	11.38			
6.53	7.23	8.03	8.43	9.23	10.03	10.36	11.23	6.36			..... MILWAUKIE..... 0.78	7.20	7.51	8.31	9.11	9.48	10.32	11.01	11.37			
6.57	7.27	8.07	8.47	9.26	10.07	10.39	11.26	7.14			..... LAKEWOOD..... 1.21	7.17	7.48	8.28	9.08	9.45	10.29	10.58	11.34			
^{m157} 7.01	7.31	8.11	8.51	9.30	10.11	10.42	^{m173} 11.30	8.35			..... OAK GROVE..... 0.84	7.14	7.45	8.25	9.05	9.42	10.25	10.55	^{m172} 11.30			
7.03	7.33	8.13	8.53	9.32	10.13	10.44	11.33	9.19			..... CONCORD..... 1.16	7.11	7.42	8.22	9.02	9.40	10.22	10.53	11.26			
7.05	7.35	8.15	8.55	9.34	10.15	10.46	11.35	10.35			..... ASHDALE..... 0.64	7.09	7.39	8.19	8.59	9.38	10.19	10.50	11.23			
^{m159} 7.07	^{m161} 7.37	^{m163} 8.17	^{m165} 8.57	^{m167} 9.36	^{m169} 10.17	^{m171} 10.48	11.38	10.99			..... MELDRUM..... 0.96	^{m158} 7.07	^{m160} 7.37	^{m162} 8.17	^{m164} 8.57	^{m166} 9.36	^{m168} 10.17	^{m170} 10.48	11.21			
7.11	7.41	8.21	9.01	9.41	10.21	10.53	11.41	11.95			..... GLADSTONE..... 1.14	7.03	7.33	8.13	8.53	9.32	10.13	10.44	11.18			
7.15	7.45	8.25	9.05	9.45	10.25	10.57	11.45	13.09			..... GREEN POINT..... 0.91	7.00	7.30	8.10	8.50	9.27	10.10	10.41	11.15			
^{m161} 7.20	^{m163} 7.51	^{m165} 8.31	^{m167} 9.11	^{m169} 9.51	^{m171} 10.30	^{m173} 11.03	^{m101} 11.51	14.00			..... OREGON CITY..... Main and Fifth	^{m156} 6.55	^{m158} 7.25	^{m160} 8.05	^{m162} 8.45	^{m164} 9.20	^{m166} 10.05	^{m168} 10.35	^{m170} 11.10			
PM	PM	PM	PM	PM	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			
158	160	162	164	166	168	170	172					159	161	163	165	167	169	171	173			

SPECIAL INSTRUCTIONS

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 the Oaks, under full control and not proceed until the track is seen to be clear.
3. Switches at Golf Jct. 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. Yard Limit boards.
East Portland-Island, Park Place-Oregon City, Lents Jct.-Linnemann and Gresham.
6. Bulletin Boards, Sellwood Terminal-East Portland.
11. Trains must not exceed a speed of (6) miles per hour when running through open split switches.
12. Single track between East 17th street and East 13th street (Golf Jct.) and between Lents Jct. and Arnaud is governed by vision. Trains will operate at no greater speed than (6) miles per hour between these points.
13. Block signals are in operation between East 17th street and Gresham, O. W. P.
14. Between Milwaukie and Island—Between Park Place and Oregon City and in the Moorage Curve trains will operate under absolute control and be prepared to stop if track is occupied.

15. Maximum speed allowed trains handling logs is (20) miles per hour and must not exceed a speed of (10) miles per hour around curves.

16. Standard Clock.
Train Dispatcher's office, East Portland, and Sellwood Terminal.

IMPAIRED CLEARANCES COVERED BY PUBLIC SERVICE COMMISSION ORDER NO. 99.

GENERAL.

Platform and building impairments shown by signs on the obstructions.

Overhead obstruction shown by signs on the span wires. All trolley wires and span wires impaired overhead clearance.

All Cattle guards impaired side clearance.

At unloading platform on all log rolls.

OREGON CITY DIVISION.

Double track, Golf Jct. to Knight and sidings at Milwaukie, Meldrum and Green Point have impaired track centers. Poles on Clackamas River to Green Point have impaired side clearances.

E & W Log cars when loaded will not clear meeting or passing trains on sidings at Green Point between 15th Street and Pole 400. Also Gladstone and Milwaukie.

GRESHAM DIVISION.

All Poles impaired side clearance.

D. W. KELLY, TRAINMASTER AND
CHIEF DISPATCHER

W. G. Hogg, Train Dispatcher

P. A. Adams, Train Dispatcher

Theo. Ahlberg, Train Dispatcher

SPECIAL INSTRUCTIONS
OREGON CITY DIVISION

SOUTHBOUND - FIRST CLASS				SOUTHBOUND - FIRST CLASS				SOUTHBOUND - FIRST CLASS				SOUTHBOUND - FIRST CLASS			
Day	Time	Day	Time	Day	Time	Day	Time	Day	Time	Day	Time	Day	Time	Day	Time
171	10:00	172	10:00	173	10:00	174	10:00	175	10:00	176	10:00	177	10:00	178	10:00
171	11:00	172	11:00	173	11:00	174	11:00	175	11:00	176	11:00	177	11:00	178	11:00
171	12:00	172	12:00	173	12:00	174	12:00	175	12:00	176	12:00	177	12:00	178	12:00
171	13:00	172	13:00	173	13:00	174	13:00	175	13:00	176	13:00	177	13:00	178	13:00
171	14:00	172	14:00	173	14:00	174	14:00	175	14:00	176	14:00	177	14:00	178	14:00
171	15:00	172	15:00	173	15:00	174	15:00	175	15:00	176	15:00	177	15:00	178	15:00
171	16:00	172	16:00	173	16:00	174	16:00	175	16:00	176	16:00	177	16:00	178	16:00
171	17:00	172	17:00	173	17:00	174	17:00	175	17:00	176	17:00	177	17:00	178	17:00
171	18:00	172	18:00	173	18:00	174	18:00	175	18:00	176	18:00	177	18:00	178	18:00
171	19:00	172	19:00	173	19:00	174	19:00	175	19:00	176	19:00	177	19:00	178	19:00
171	20:00	172	20:00	173	20:00	174	20:00	175	20:00	176	20:00	177	20:00	178	20:00

At unloading platform on all log rolls.

All cattle guards impaired side clearance.

Between Milwaukie and Island - Between Park Place and Oregon City and in the Moorage Curve Train will operate under absolute control and be prepared to stop if track is occupied.

14. Between Milwaukie and Island - Between Park Place and Oregon City and in the Moorage Curve Train will operate under absolute control and be prepared to stop if track is occupied.

13. Block signals are in operation between East 17th Street and Gresham, O. W. P.

12. Block signals are in operation between East 17th Street and Gresham, O. W. P.

11. Trains must not exceed a speed of 60 miles per hour when running through open split switches.

10. Bulletin boards, Sellwood Terminal-East Portland, East Portland Island, Park Place-Oregon City, Lewis and Clark, Linnemann and Gresham, Jct. Linnemann and Gresham.

9. Yard limit boards.

8. Maximum speed allowed trains handling logs 10 (20) miles per hour and must not exceed a speed of 10 miles per hour around curves.

7. Double track, Golf Jct. to Knight and sidings at Milwaukie, Melburn and Green Point have impaired track center. Trains on Clackamas River to Green Point have impaired side clearance.

6. E & W log cars when loaded will not clear meeting or passing trains on sidings at Green Point between 18th Street and Pole 400. Also Gladstone and Milwaukie.

5. All rules impaired side clearance.

4. At Lakewood switches are set for Northbound trains to run through the passing track.

3. Switches at Golf Jct. must be kept set for Oregon City division trains.

2. All trains must approach approach "C" and the switch leading to passenger unloading platform at the City under full control and not proceed until the track is seen to be clear.

1. Southbound trains are superior to trains of the same class in the opposite direction. See rule 2A in the Rules and regulations governing employees of the Transportation Department, effective June 1, 1923, and issued in book form. Every employee whose duties are in any way prescribed by this rule must have a copy of the same when on duty.

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

OREGON CITY DIVISION

GRESHAM DIVISION

D. W. KELLY, TRAINMASTER AND CHIEF DISPATCHER

W. G. HOGG, Train Dispatcher

P. A. ADAMS, Train Dispatcher

THOS. ALBERT, Train Dispatcher