

J. Lloyd
75

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)



109

TIME TABLE

FOR THE

PORTLAND DIVISION

To Take Effect Sunday, April 4, 1926, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

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

J. H. DYER,
General Manager.
F. L. BURCKHALTER,
First Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation.

T. AHERN,
Assistant General Manager.

E. L. KING,
Superintendent.

EASTWARD

ASHLAND SUBDIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS				Distance from San Francisco via Marysville	Time Table No. 109 April 4, 1926	Distance from Roseburg	FIRST CLASS				SECOND CLASS				
	222	282	284	286	16	54	12	14				13	53	11	15	283	285	281	219	221
	Portland Manifest	Local Freight	Local Freight	Local Freight	Oregon Express	Oregonian	Shasta	Puget Sound Express				San Francisco Express	Oregonian	Shasta	Southern California Express	Local Freight	Local Freight	Local Freight	Freight	Portland Manifest
	Leave Daily	Leave Daily Ex. Sunday	Lv. Tues., Thurs., Sat.	Leave Mon., Wed., Friday	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Monday, Wed., Friday	Arrive Sunday, Tuesday, Thurs.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
Yard BKWFTP	9.10AM	7.00AM			7.10PM	5.30PM	10.45AM	1.55AM	429.1	TO-R ASHLAND	143.5	s 11.10AM	s 4.00PM	s 8.15PM	s 11.20PM			10.30AM	11.10PM	5.20AM
70 P	9.25	7.15			f 7.22	5.41	10.54	2.07	434.6	TALENT	138.0	f 10.54	f 3.44	7.56	11.04			10.10	10.46	4.45
25	9.30	7.25			f 7.27	5.45	10.58	2.13	437.0	PHOENIX	135.6	10.47	f 3.37	7.48	10.57			10.00	10.38	4.30
5									438.4	GAS WORKS	134.2									
8									438.8	VOORHIES	133.8									
76	9.45	7.32			7.37	5.50	11.03	2.18	440.7	KANE	131.9	10.37	3.27	7.37	10.47			9.45	10.27	4.12
138 PW	9.55	8.00			s 7.45	s 6.00	s 11.09	s 2.30	441.8	TO MEDFORD	130.8	s 10.35	s 3.25	s 7.35	s 10.45			9.30	10.24	4.10
70	10.15	8.30			s 7.53	6.08	11.16	2.40	445.7	TO CENTRAL POINT	126.9	f 10.15	f 3.06	7.26	f 10.26			8.30	10.04	3.55
5									447.7	SEVEN OAKS (Spur)	124.9									
30 P	10.25	8.50			8.02	6.16	11.24	2.48	450.2	TOLO	122.4	10.05	2.53	7.19	10.15			8.05	9.50	3.28
									451.4	RAY GOLD (No Siding)	121.2									
49 WP	10.40	9.50			s 8.15	6.32	11.34	3.01	457.2	TO GOLD HILL	115.4	f 9.50	f 2.37	7.07	f 9.59			7.38	9.32	3.01
9									459.4	ROCK POINT	113.2									
60 P	11.00	10.20			s 8.28	6.55	11.46AM	3.15	464.9	TO ROGUE RIVER	107.7	f 9.32	f 2.18	6.55	9.40			6.58	9.15	2.15
70 BKWTP	11.45AM	11.00AM	6.00AM		s 8.50	s 7.17	s 12.05PM	s 3.35	473.9	TO-R GRANTS PASS	98.7	s 9.14	s 1.58	s 6.40	s 9.21	8.45AM		6.30AM	8.50	1.50
17 P									475.9	GRANITE (Spur)	96.7									
78 P	12.14PM		6.30		9.03	7.30	12.14	3.47	478.2	DIMMICK	94.4	8.54	1.38	6.21	9.03	8.30			8.00	1.05
43 P	12.40		6.55		s 9.16	7.43	12.23	4.00	482.5	TO MERLIN	90.1	f 8.40	s 1.22	6.11	f 8.47	8.15			7.43	12.45
6									486.0	THREE PINES (Spur)	86.6									
95 P	1.09		7.35		f 9.28	7.58	12.34	4.12	487.4	TO HUGO	85.2	8.24	f 1.09	6.01	8.34	7.58			7.23	12.30
74 P	1.35		8.04		f 9.45	8.17	12.49	4.28	494.1	TO LELAND	78.5	f 8.04	f 12.49	5.44	8.17	7.05			6.53	12.01AM
70 WP	1.50		8.30		9.58	8.30	1.00	4.41	498.6	POLLARD	74.0	7.49	12.31	5.33	8.06	6.40			6.35	11.45PM
96 P	2.05		9.00		f 10.07	8.37	1.10	4.48	502.0	WOLF CREEK	70.6	f 7.39	f 12.21	5.26	f 8.01	6.25			6.20	11.20
72 BKWFTP	3.00		10.00AM	6.00AM	s 10.27	s 8.55	1.29	s 5.07	507.9	TO-R GLENDALE	64.7	s 7.19	s 12.01PM	5.12	s 7.45	6.00AM	11.05AM		5.12	10.27
9									509.7	LYSTUL	62.9									
79 P	3.20			7.02	10.39	9.03	1.38	5.17	512.0	REUBEN	60.6	7.02	11.46AM	5.02	7.31		10.40		4.41	10.10
66 P	3.40			7.30	10.50	9.14	1.49	5.29	516.5	BRANDT	56.1	6.48	11.31	4.51	7.18		10.10		4.21	9.50
83 WTP	4.01			7.55	f 11.03	9.28	2.02	5.42	521.7	TO WEST FORK	50.9	f 6.33	11.16	4.38	f 7.05		9.30		4.01	9.28
43 P	4.28			8.15	11.15	9.38	2.12	5.52	525.6	OOW CREEK	47.0	6.22	11.03	4.28	6.54		9.05		3.40	8.45
50 P	4.55			8.45	11.29	9.52	2.26	6.07	531.4	PECK	41.2	6.07	10.49	4.14	6.40		8.45		3.20	8.25
70 P	5.15			9.05	11.39	10.02	2.36	6.18	535.5	BYERS	37.1	5.55	10.39	4.04	6.30		8.17		3.05	8.10
35 P	5.40			9.25	11.51	10.14	2.48	6.30	540.3	CORNUTT	32.3	5.43	10.27	3.52	6.17		8.00		2.48	7.50
70 P	6.10			9.45	s 11.58PM	10.21	2.54	f 6.38	544.2	TO RIDDLE	28.4	f 5.35	s 10.21	3.46	s 6.10		7.50		2.28	7.35
70 P	6.23			10.09	12.06AM	10.28	3.01	6.48	549.3	WEAVER	23.3	5.23	10.09	3.39	5.57		7.25		2.13	7.15
22 WP	6.26			10.15	s 12.08	10.30	3.03	f 6.51	550.4	TO MYRTLE CREEK	22.2	f 5.21	s 10.07	3.37	f 5.55		7.20		2.10	7.10
100 P	6.40			10.40	12.21	10.37	3.10	f 7.00	554.9	DOLE	17.7	5.09	f 9.56	3.30	5.43		7.00		1.55	6.40
1									557.7	ROUND PRAIRIE (Spur)	14.9									
72	7.30			11.10	12.34	10.49	3.20	f 7.13	562.0	TO DILLARD	10.6	4.56	f 9.40	3.20	5.28		6.30		1.35	6.15
19 P									566.8	CARNES (Spur)	6.3									
48 P	8.00			11.30	12.44	10.59	3.32	7.23	567.7	GREEN	4.9	4.45	9.28	3.05	5.14		6.15		1.20	6.00
Yard BKWFTP	8.35PM			11.50AM	s 1.00AM	s 11.15PM	s 3.45PM	s 7.35AM	572.6	TO-R ROSEBURG	0.0	4.33AM	9.15AM	2.55PM	5.00PM		6.00AM		1.00PM	5.40PM
	Arrive Daily	Arrive Daily Ex. Sunday	Ar. Tuesday Thurs., Sat.	Ar. Monday, Wed., Friday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(143.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave, Monday, Wed., Friday	Leave Sunday, Tuesday, Thurs.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
	(11.25) 12.57	(4.00) 11.16	(4.00) 8.50	(5.50) 11.11	(5.50) 24.60	(5.45) 24.96	(5.00) 28.70	(5.40) 25.32		Time over District Average speed per hour	(6.37) 21.60	(6.45) 21.25	(5.20) 26.91	(6.20) 22.66	(2.45) 12.36	(5.05) 11.61	(4.00) 11.20	(10.10) 14.11	(11.40) 12.30	

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

EASTWARD

ROSEBURG SUBDIVISION

WESTWARD 3

Capacity of sidings in car lengths.	SECOND CLASS			FIRST CLASS					Distance from San Francisco via Marysville	Time Table No. 109 April 4, 1926	Distance from Eugene	FIRST CLASS					SECOND CLASS			
	222	230	246	54	12	92	14	16				13	53	91	11	15	229	219	221	245
	Portland Manifest	Local Freight	Mixed	Oregonian	Shasta	Railhead Eugene Passenger	Puget Sound Express	Oregon Express				San Francisco Express	Oregonian	Eugene Railhead Passenger	Shasta	Southern California Express	Local Freight	Freight	Portland Manifest	Mixed
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Lv. Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Ar. Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sunday		
Yard BKWTP	10.35PM	6.00AM		11.30PM	3.55PM		7.50AM	1.15AM	572.6	TO-R ROSEBURG	74.7	s 4.18AM	s 9.00AM		s 2.45PM	s 4.45PM	12.40PM	11.10AM	2.10PM	
8 P									574.2	EDENBOWER (Spur)	73.1									
70 P	11.00	6.17		11.43	4.08		f 8.03	1.26	577.8	WINCHESTER	69.5	4.05	f 8.47		2.32	4.32	12.10PM	10.50	1.48	
70 P	11.15	6.35		11.52PM	4.20		f 8.12	1.33	581.4	WILBUR	65.9	3.55	f 8.38		2.22	4.20	11.40AM	10.33	1.13	
10									583.9	DEADY (Spur)	63.4									
61 P	11.30	7.00		12.04AM	4.31		s 8.24	f 1.45	586.4	TO SUTHERLIN	60.9	f 3.41	s 8.24		2.09	s 4.06	11.10	10.13	12.43	
66 W	11.40PM	7.20		12.12	4.37		s 8.32	s 1.52	589.1	TO OAKLAND	58.2	f 3.35	s 8.18		2.04	s 3.58	10.40	10.03	12.15PM	
47 P	12.01AM	8.06		12.24	4.49		8.45	2.03	595.4	ISADORA	51.9	3.22	8.06		1.52	3.44	10.12	9.43	11.50AM	
69 TP	12.08	8.35		12.28	4.53		8.51	2.08	597.5	RISE HILL	49.8	3.16	8.01		1.46	3.38	10.05	9.35	11.40	
77 P	12.39	9.03		12.39	5.03		s 9.03	f 2.20	603.7	TO YONCALLA	43.6	3.02	s 7.47		1.31	f 3.23	9.45	9.03	11.15	
82 WYP	1.10	9.32		12.55	5.13		s 9.22	f 2.37	609.0	TO DRAIN	38.3	s 2.50	s 7.35		1.20	s 3.11	9.32 8.35	8.25	10.40	
10									610.2	KREWSON (Spur)	37.1									
38	1.20	10.00		12.59	5.17		f 9.30	2.42	611.7	LEONA	35.6	2.42	f 7.23		1.12	2.59	8.20	7.50	10.20	
70 P	1.25	10.15		1.02	5.20		9.34	2.47	613.2	SAFLEY	34.1	2.36	7.20		1.10	2.56	8.05	7.47	10.15	
11	1.35	10.30		1.05	5.23		f 9.39	2.50	615.2	ANLAUF	32.1	2.32	f 7.17		1.07	2.53	8.00	7.42	10.08	
20		10.40		1.07	5.25		f 9.41	2.52	616.1	CURTIN	31.2	2.29	f 7.15		1.05	2.51	7.50	7.40	10.05	
49 WP	1.45	10.55		1.10	5.28		9.48	2.55	617.9	COMSTOCK	29.4	2.27	f 7.12		1.02	2.48	7.45	7.35	9.48	
95 YP	2.18	11.30		1.24	5.42		10.02	3.10	621.9	DIVIDE	25.4	2.18	f 7.02		12.52	2.38	7.30	7.20	9.28	
11									622.9	VEATCH (Spur)	24.4									
20									624.3	MONETT	23.0									
29 P	2.25	11.55AM		1.31	5.48		10.10	3.18	625.0	LATHAM	22.3	2.11	6.54		12.46	2.32	7.15	7.05	9.10	
55 WP	2.30	12.44PM		1.35	5.51		s 10.15	s 3.27	626.5	TO COTTAGE GROVE	20.8	s 2.08	s 6.51		12.44	s 2.29	6.51	6.51	9.00	
80	2.35	12.50		1.40			f 10.20	3.35	629.1	SAGINAW (Spur)	18.2	2.02	f 6.45		2.20	6.20	6.35	8.45		
74 P	2.40	1.15		1.43	5.59		f 10.24	3.40	630.6	WALKER	16.7	1.59	f 6.42		12.37	2.17	6.15	6.30	8.40	
70 P	3.00	1.38		1.51	6.07		f 10.34	f 3.50	635.5	TO CRESWELL	11.8	f 1.51	f 6.32		12.30	f 2.09	6.00	6.10	8.25	
74 P	3.25	1.59		2.01	6.16		f 10.45	4.01	640.9	GOSHEN	6.4	1.38	f 6.22		12.22	1.59	5.45	5.50	8.00	
23 YP	3.40	2.24	2.05PM	2.11	6.23	2.50PM	10.52	4.08	644.3	R SPRINGFIELD JOT.	3.0	1.31	f 6.15	s 7.40AM	12.16	1.51	5.25	5.35	7.30	
I									646.3	E. S. CROSSING	1.0									
Yard BKWP	4.00AM	2.50PM	2.15PM	s 2.17AM	s 6.30PM	s 3.00PM	s 10.58AM	s 4.15AM	647.3	TO-R EUGENE	0.0	1.25AM	6.08AM	7.30AM	12.10PM	1.45PM	5.10AM	5.25AM	7.20AM	
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Ar. Daily	Arrive Daily	Arrive Daily	Arrive Daily		(74.7)		Leave Daily	Lv. Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	
	(5.25) 13.79	(8.50) 8.46	(0.10) 18.00	(2.47) 26.83	(2.35) 23.92	(0.10) 18.00	(3.08) 23.84	(3.00) 24.90	.....Time over District.....		(2.53) 25.91	(2.52) 26.06	(0.10) 18.00	(2.35) 23.92	(3.00) 24.90	(7.30) 9.96	(5.45) 12.99	(6.50) 10.93	(0.10) 18.00
									.....Average speed per hour.....										

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

4 EASTWARD

PORTLAND SUBDIVISION

SECOND CLASS

FIRST CLASS

Capacity of Sidings in Car Lengths	SECOND CLASS								FIRST CLASS								Distance from San Francisco via Marysville
	232	238	260	222	228	226	234	12	34	14	142	18	16	54	32		
	Local Freight	Local Freight	Local Freight	Portland Manifest	Local Freight	Local Freight	Local Freight	Shasta	Powers Portland Passenger	Puget Sound Express	Tillamook Portland Passenger	Eugene Portland Passenger	Oregon Express	Oregonian	Coos Bay Passenger		
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Yard BKWP																647.3	
Yard BKWFYP			10.45AM	6.10AM												648.3	
70 P			11.00	6.20												653.0	
49 P			11.25	6.35												659.9	
Yard WFYP			11.43AM	6.40												660.6	
95 P			12.30PM	6.50												665.1	
8			12.36	6.58												668.2	
70 P			12.51	7.05												670.7	
100 P			1.10	7.20												673.8	
110 WP			1.30	7.40												679.0	
112 P			1.55	7.55												684.6	
P			2.10	8.10												689.9	
Yard BKWFYP			2.15PM	8.45	8.05AM											690.9	
100 P				9.00	8.15											695.4	
104 P				9.10	8.25											699.5	
72 WP				9.20	8.35											704.2	
70 P				9.45	8.55											710.7	
																713.3	
70 P				10.00	9.10											717.4	
				10.43												718.2	
Yard BKWFYP				10.50	9.20											718.8	
P				10.55	9.25											720.3	
70 P				11.05	9.30											723.3	
				11.36	10.02											726.9	
30 P				11.45	10.25											732.1	
69 P				11.55AM	11.20											734.5	
70 P				12.10PM	11.35											735.2	
70 P				12.15	11.40AM											738.8	
Yard WFYP				12.30	12.15PM	10.50AM										741.6	
48 P				12.40	12.25	11.00										743.2	
72 P				12.45	12.30	11.10										745.2	
22 P				12.50	12.35	11.15										746.8	
35 WP				12.55	12.40	11.20										747.4	
38 P				1.10	12.50	11.30										750.1	
75 Y				1.15	12.52	11.32										750.8	
12				1.25	1.00	11.40										752.9	
70 P				1.30	1.05	11.42										755.5	
30 P				1.40	1.10	11.50AM										756.1	
124 WP				2.10	1.25	1.00PM										757.3	
I																757.8	
16																760.0	
67 P				2.35	1.40	1.20										764.1	
47 P				2.50	1.50	1.35										765.2	
P				2.55	1.55	1.40	11.35AM									766.9	
Yard BKWFYP				9.45PM	8.38PM											769.2	
IP				9.50PM	8.45PM											769.7	
																771.0	
BKIP																	
	Arrive Daily Ex. Sunday	Ar. Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		

Time Table No. 109
April 4, 1926

STATIONS	
TO-R	EUGENE 1.0
TO-R	BLAIR 4.7
	IRVING 6.9
	SWAIN 0.7
TO	JUNCTION CITY 4.5
TO	HARRISBURG 3.1
	ALFORD (Spur) 2.5
	FOLK 3.3
TO	HALEY 5.2
TO	SHEDD 5.6
	TANGENT 5.3
	PAGE 1.0
TO-R	ALBANY 4.5
	MILLERSBURG 4.1
TO	JEFFERSON 4.7
TO	MARION 6.5
TO	TURNER 2.6
	STATE SCHOOL (No Siding) 4.1
	PRINGLE 0.8
TO-R	SALEM 0.6
	LEMROCK 1.5
	FAIR GROUNDS 3.0
	OHMATA 3.6
	BROOKS 5.2
TO	GERVAIS 2.4
	POPLAR 0.7
TO-R	WOODBURN 3.6
TO	HUBBARD 2.8
	HITO 1.8
TO	AURORA 2.0
	BARLOW 1.6
TO	CANBY 0.6
	FLANDER 2.7
	NEW ERA (Spur) 0.7
	COALOA 2.1
	PULP 2.6
TO	OREGON CITY 0.6
	W. V. S. CROSSING 1.2
	PARK PLACE (Spur) 2.7
	OLAKAMAS 4.1
	EAST MILWAUKIE 2.1
	WILLSBURG JOT. 1.7
TO-R	BROOKLYN 3.3
	OLAY STREET 0.5
	EAST MORRISON ST 1.3
TO-R	PORTLAND 123.7

Block Signals

Double Track

(0.05)	(0.07)	(3.30)	(8.50)	(5.55)	(2.55)	(0.05)	(3.55)	(4.20)	(4.20)	(0.23)	(4.00)	(4.25)	(4.35)	(4.35)
20.40	14.57	13.87	18.87	16.98	10.88	20.40	31.58	28.55	28.55	15.18	30.93	28.01	26.99	26.99

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

PORTLAND SUBDIVISION

WESTWARD 5

Time Table No. 109 April 4, 1926	Distance from Portland	FIRST CLASS								SECOND CLASS								
		53	141	11	17	15	33	31	13	231	233	227	225	221	223	259	237	
		Oregonian	Portland Tillamook Passenger	Shasta	Portland Eugene Passenger	Southern California Express	Portland Eugene Passenger	Coos Bay Passenger	San Francisco Express	Local Freight	Local Freight	Local Freight	Local Freight	Portland Manifest	Freight	Local Freight	Local Freight	
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Saturday		
TO-R EUGENE	123.7	s 5.30AM		s 12.05PM	s 1.05PM	s 1.30PM	s 9.00PM	s 12.25AM	s 1.05AM									
TO-R BLAIR	122.7	5.27		12.02PM	1.01	1.27	8.56	12.21	1.02					3.35AM	6.10AM	9.55AM		
IRVING	118.0	5.21		11.55AM	f 12.54	1.21	8.50	f 12.14	12.56					3.25	5.55	9.40		
SWAIN	111.1	5.12		11.47	12.44	1.12	8.40	12.04	12.47					3.10	5.35	9.20		
TO JUNCTION CITY	110.4	5.10		11.43	s 12.42	1.10	f 8.38	s 12.02AM	12.45					2.57	5.30	9.15		
TO HARRISBURG	105.9	5.01		11.35	s 12.30	1.01	s 8.26	f 11.50PM	12.36					2.40	5.20	8.45		
ALFORD (Spur)	102.8	4.55		11.30	f 12.22	12.55	8.20	11.45	12.29					2.32	5.15	8.20		
FOLK	100.3	4.51		11.26	12.17	12.51	8.16	11.40	12.24					2.27	5.10	8.13		
TO HALSEY	97.2	4.46		11.21	s 12.09	12.45	f 8.11	f 11.34	12.17					2.20	4.46	7.55		
TO SHEDD	92.0	4.37		11.14	f 12.01PM	12.36	f 8.02	f 11.25	12.07AM					2.05	4.20	7.40		
TANGENT	86.4	4.27		11.06	f 11.53AM	12.26	f 7.53	f 11.15	11.57PM					1.60	3.57	7.15		
PAGE	81.1	4.18		10.59	11.45	12.18	7.43	11.07	11.48					1.35	3.05			
TO-R ALBANY	80.1	s 4.15 4.00		s 10.56	s 11.42	s 12.15PM	s 7.40	s 11.04	s 11.45				2.15PM	1.30	3.00	7.00AM		
MILLERSBURG	75.6	3.50		10.47	11.23	11.57AM	7.26	10.54	11.30					1.05	2.15			
TO JEFFERSON	71.5	3.43		10.41	f 11.16	11.51	f 7.20	f 10.47	11.24					1.50	2.05			
TO MARION	66.8	3.36		10.34	f 11.08	11.44	f 7.13	f 10.39	11.17					1.30	1.55			
TO TURNER	60.8	3.26		10.24	f 10.57	11.35	f 7.04	f 10.29	11.08					1.09	1.40			
STATE SCHOOL (No Siding)	57.7	3.21		10.20	f 10.50	11.31	f 6.58	f 10.23	11.04									
PRINGLE	53.6	3.15		10.14	10.43	11.25	6.52	10.16	10.58				12.19PM		11.58PM	1.13		
TO-R SALEM	52.8	s 3.13		s 10.12	s 10.41	s 11.23	s 6.49	s 10.14	s 10.56				11.45AM	11.55	1.10			
LEMROCK	52.2	2.56		10.05	10.34	11.16	6.43	10.08	10.46				11.40	11.41	12.49			
FAIR GROUNDS	50.7	2.52		10.02	f 10.30	11.12	f 6.39	f 10.04	10.42				11.36	11.37	12.45			
CHEMAWA	47.7	2.48		9.58	f 10.25	11.08	f 6.35	f 9.59	10.38				11.30	11.30	12.38			
BROOKS	44.1	2.43		9.53	f 10.18	11.03	f 6.30	f 9.53	10.33				11.20	11.22	12.30			
TO GERVAIS	38.9	2.36		9.46	f 10.09	10.56	f 6.23	f 9.45	10.25				10.56	11.10	12.20			
POPLAR	36.5	2.32		9.43	10.05	10.52	6.19	9.41	10.21				10.15 9.15	11.03	12.15			
TO-R WOODBURN	35.8	s 2.30		9.41	s 10.02	10.50	s 6.15	s 9.39	f 10.19				9.13	12.15PM	11.00	12.10		
TO HUBBARD	32.2	2.16		9.35	f 9.53	10.44	f 6.09	f 9.33	10.13				9.05	12.01PM	10.43	12.01AM		
HITO	29.4	2.12		9.31	9.47	10.39	6.05	9.28	10.08				9.00	11.50AM	10.38	11.55PM		
TO AURORA	27.8	2.09		9.28	f 9.43	10.35	f 6.02	f 9.24	10.05				8.56	11.40	10.34	11.51		
BARLOW	25.8	2.06		9.25	f 9.39	10.31	5.58	f 9.21	10.02				8.52	11.35	10.30	11.47		
TO CANBY	24.2	f 2.04		9.23	s 9.36	10.28	f 5.56	f 9.14	10.00				8.49	11.30	10.27	11.44		
FLANDER	23.6	2.03		9.22	9.34	10.27	5.55	9.13	9.59				8.48	10.55	10.26	11.43		
NEW ERA (Spur)	20.9	1.58		9.17	f 9.29	10.22	5.50	9.08	9.54				8.42	10.47	10.21	11.37		
COALOA	20.2	1.57		9.16	9.27	10.20	5.49	9.06	9.52				8.40	10.42	10.19	11.35		
PULP	18.1	1.53		9.12	9.23	10.16	5.45	9.02	9.48				8.35	10.23	10.14	11.30		
TO OREGON CITY	15.5	s 1.48		9.07	s 9.18	10.11	s 5.40	s 8.57	9.43				8.30	10.11	10.07	11.25		
W. V. S. CROSSING	14.9																	
PARK PLAOE (Spur)	13.7	1.35		9.03	9.11	10.06	f 5.35	8.51	9.35				8.25	9.25	10.02	11.20		
OLACKAMAS	11.0	1.31		8.59	f 9.07	10.02	f 5.31	f 8.47	9.31				8.16	9.20	9.57	11.15		
EAST MILWAUKIE	6.9	1.25		8.53	9.00	9.56	5.25	8.40	9.25				7.53	9.13	9.33	11.08		
WILLSBURG JOT.	5.8	1.23	7.43AM	8.51	8.58	9.54	5.23	8.38	9.23			12.20AM	5.35AM	7.50	9.10	9.30	11.05	11.35PM
TO-R BROOKLYN	4.1	1.19	7.39	8.48	8.54	9.50	5.19	8.34	9.19			12.15AM	5.30AM	7.45AM	9.05AM	9.25PM	11.00PM	11.30PM
OLAY STREET	1.8	1.10	7.30	8.40	8.45	9.40	5.10	8.25	9.10									
EAST MORRISON ST.	1.3	1.08	s 7.28	s 8.38	s 8.43	s 9.38	s 5.08	s 8.23	s 9.08									
TO-R PORTLAND	0.0	1.00AM	7.20AM	8.30AM	8.35AM	9.30AM	5.00PM	8.15PM	9.00PM									
123.7		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Saturday	

Time over District.....	(4.30)	(0.23)	(3.35)	(4.30)	(4.00)	(4.00)	(4.10)	(4.05)		(0.05)	(0.05)	(6.30)	(3.10)	(6.10)	(7.10)	(2.55)	(0.05)
Average speed per hour.....	27.49	15.13	34.53	27.49	30.93	30.93	29.69	30.29		20.40	20.40	14.56	9.51	19.40	16.52	14.54	20.40

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

EASTWARD

PORTLAND SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS				FIRST CLASS			Distance from San Francisco	Time Table No. 109 April 4, 1926	Distance from Woodburn	FIRST CLASS			SECOND CLASS			
	98	96	214	226	70	66	62				63	67	71	97	217	225	93
	Mixed	Mixed	Mixed	Local Freight	Albany Lebanon Motor	Albany Shelburn Motor	Albany Lebanon Motor				Lebanon Albany Motor	Shelburn Albany Motor	Lebanon Albany Motor	Mixed	Mixed	Local Freight	Mixed
Yard WYP	Leave Tues., Thurs., & Sat.	Leave Mon., Wed., & Fri.	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Tues., Thur., Sat.		
	11.45AM							645.0 TO-R SPRINGFIELD				12.30PM					
11	11.57AM							645.1 E-S CROSSING									
3								648.9 ARMITAGE (Spur)				12.15					
15	12.10PM							650.5 CHESTNUT (Spur)									
6	12.23							652.4 COBURG				12.01PM					
10	12.35							656.5 WILKINS (Spur)				11.30AM					
12	12.46							660.3 PRIOBORO (Spur)				11.17					
3	12.59							663.6 ROWLAND				11.05					
9 WT	1.20							667.6 TWIN BUTTES (Spur)				10.50					
2	1.27							672.0 TO BROWNSVILLE				10.30					
14	1.40							674.8 LINN (Spur)				10.10					
12	1.52							678.8 PLAINVIEW				9.58					
13 YP	1.57	8.59AM	7.35AM		5.24PM	1.14PM	7.24AM	682.4 LOWSON				9.43					
11	2.07	9.01	7.38		f 5.26	f 1.16	f 7.26	684.8 R TALLMAN	s 8.11AM	s 4.06PM	s 5.55PM	9.30	10.30AM		2.43PM		
30					f	f	f	685.5 IRVINVILLE	f 8.09	f 4.04	f 5.52	9.25	10.25		2.40		
24 WP	2.22PM	9.10AM	8.00		s 5.35PM	s 1.26	s 7.40AM	687.9 OALAHAN (Spur)	f	f	f						
14			8.30			f 1.38		688.5 TO-R LEBANON	s 8.00AM	s 3.56	5.40PM	9.15AM	10.15		2.30PM		
15			8.40			f 1.43		692.8 BREWSTER		f 3.37			9.20				
10								694.9 GRIGGS		f 3.32			9.10				
12			8.50			s 1.50		696.5 BALM (Spur)									
11			9.00			f 1.54		697.4 ORABTREE		s 3.25			9.00				
7						f 1.58		698.9 GAINES (Spur)		f 3.20			8.50				
17			9.20			s 2.05		700.6 GILKEY		f 3.13							
WYP			9.30			s 2.10PM		702.9 TO WEST SCIO		s 3.06			8.35				
16			9.40					704.7 TO-R SHELburn		3.00PM			8.25				
12			9.50					706.9 NORTH SANTIAM					8.15				
4								708.8 WEST STAYTON					8.00				
8 WP			10.10					709.9 SHAFF (Spur)									
29			10.25					712.1 AUMSVILLE					7.45				
16			10.40					715.0 SHAW					7.25				
YP			10.50AM					717.4 MAOLEAY					7.10				
19								719.4 R GEER					7.00AM				
10								721.8 PRATUM									
Yard BKWYP				9.45AM				723.0 SWITZERLAND (Spur)									
11				9.51				727.8 TO-R SILVERTON							1.45PM		
28 P				10.05				729.6 DOWNS (Spur)							1.30		
8								731.5 TO MT. ANGEL							1.15		
16				10.24				732.6 BARON (Spur)									
4				10.30				733.7 McKEE							12.56		
Yard WFYP				10.40AM				735.1 TOWNSEND (Spur)							12.52		
								737.8 TO-R WOODBURN							12.45PM		
								(92.8)									
	Arrive Tues., Thurs., & Sat.	Arrive Mon., Wed., & Fri.	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Tues., Thur., Sat.		
	(2.37) 16.62	(0.11) 20.18	(3.15) 10.64	(0.55) 11.45	(0.11) 20.18	(0.56) 21.32	(0.16) 13.88	..... Time over District	(0.11) 20.18	(1.06) 18.17	(0.15) 14.80	(3.15) 13.38	(3.30) 9.89	(1.00) 10.50	(0.13) 17.10	

..... Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 62 is superior to No. 63. No. 66 is superior to No. 67. No. 70 is superior to No. 71. No. 98 is superior to No. 93; No. 96 is superior to Nos. 97 and 217.

ADDITIONAL FLAG STOPS		
Train	At	
All	Best	M. P. 658.9
All	Croesus	M. P. 665.8
All	Glasser	M. P. 680.8
All	Went	M. P. 682.9

PORTLAND SUBDIVISION

EASTWARD			WESTWARD		
SECOND CLASS			SECOND CLASS		
Capacity of Sidings in car lengths	246 Mixed	Distance from San Francisco	Distance from Mohawk Jct.	245 Mixed	
	Leave Daily Ex. Sunday			Arrive Daily Ex. Sunday	
Yd. FYP	12.01 PM	662.3	15.7	10.45 AM	
	12.10	659.7	13.1	10.30	
45 WP	12.40	658.6	12.0	10.20	
9		658.0	11.4		
11	12.55	655.0	8.4	10.00	
	1.05	653.0	6.4	9.50	
33	1.15	651.5	4.9	9.45	
4	1.30	649.8	2.7	9.30	
P	1.45 PM	646.6	0.0	9.20 AM	
	Arrive Daily Ex. Sunday			Leave Daily Ex. Sunday	
	(1.44) 9.12			(1.25) 11.15	

EASTWARD						
Capacity of Sidings in car lengths	SECOND CLASS		FIRST CLASS			Distance from San Francisco
	94 Mixed	218 Mixed	72 Lebanon Albany Motor	68 Shelburn Albany Motor	64 Lebanon Albany Motor	
	Leave Tues. Thurs. Sat.	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	
16 YP	2.45 PM	10.35 AM	5.57 PM	4.07 PM	8.12 AM	697.8
			f	f	f	696.4
14	2.51	10.43	f 6.02	f 4.12	f 8.17	695.4
11	2.56	10.50	f 6.04	f 4.16	f 8.21	693.7
11	3.03	11.00	f 6.09	f 4.21	f 8.26	691.6
P	3.10	11.10	6.14	4.26	8.31	689.5
Yard BKWFYP	3.15 PM	11.15 AM	s 6.20 PM	s 4.30 PM	s 8.35 AM	689.9
	Arrive Tues. Thurs. Sat.	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	
	(0.80) 17.60	(0.40) 13.20	(0.23) 22.95	(0.23) 22.95	(0.23) 22.95	

WESTWARD					
Distance from Albany	FIRST CLASS			SECOND CLASS	
	61 Albany Lebanon Motor	65 Albany Shelburn Motor	69 Albany Lebanon Motor	213 Mixed	95 Mixed
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. Thurs. Sat.	Arrive Mon., Wed., Fri.
8.8	s 7.23 AM	s 1.13 PM	s 5.23 PM	7.33 AM	8.58 AM
7.9	f	f	f		
6.9	f 7.17	f 1.07	f 5.17	7.27	8.52
5.2	f 7.13	f 1.03	f 5.13	7.23	8.48
3.0	f 7.08	f 12.58	f 5.08	7.18	8.43
1.0	7.04	12.54	5.04	7.14	8.39
0.0	7.00 AM	12.50 PM	5.00 PM	7.10 AM	8.35 AM
	Leave Daily	Leave Daily	Leave Daily	Leave Tues. Thurs. Sat.	Leave Mon., Wed., Fri.
	(0.23) 22.95	(0.23) 22.95	(0.23) 22.95	(0.23) 22.95	(0.23) 22.95

EASTWARD			WESTWARD						
SECOND CLASS			FIRST CLASS						
Capacity of Sidings in car lengths	246 Mixed	98 Mixed	92 Rail head Eugene Passenger	Distance from San Francisco	Time Table No. 109 April 4, 1926	Distance from Springfield Jct.	FIRST CLASS 91 Eugene Rail head Passenger	245 Mixed	97 Mixed
	Leave Daily Ex. Sunday	Leave Tues. Thurs. Sat.	Leave Daily		STATIONS	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.	
12 P			11.30 AM	690.1	R RAIL-HEAD (Spur)	46.1	s 10.25 AM		
64 P			s 11.33 AM	689.8	PRYOR	45.3	s 10.20		
Yd. BKWYP		8.00 AM	s 12.50 PM	684.1	TO-R OAKRIDGE	40.1	s 10.00	5.00 PM	
71 P		8.07	s 12.56	681.9	WESTFIR	37.9	s 9.30	4.55	
63 P		8.15	f 1.03	679.0	LOOKOUT	35.0	f 9.24	4.40	
64 P		8.30	f 1.17	673.6	LAWLER	29.6	f 9.12	4.15	
14 P		8.33	s 1.20	672.5	ARMET	28.5	s 9.09	4.10	
64		8.59	f 1.30	668.7	RESERVE	24.7	f 8.59	4.00	
9			f 1.36	666.4	SIGNAL (Spur)	22.4	f 8.53		
3			f 1.38	665.7	LANDAX (Spur)	21.7	f 8.51		
64 WP		9.22	f 1.43	663.8	CARTER	19.8	f 8.46	3.40	
32 P		9.35	s 1.50	661.8	TO LOWELL	17.8	s 8.39	3.25	
64 P		9.52	f 1.56	659.1	PENGRA	15.1	f 8.32	3.10	
7		10.08	s 2.03	656.2	FALL CREEK (Spur)	12.2	s 8.25	2.50	
61 P		10.15	f 2.08	654.5	HILLS	10.5	f 8.20	2.40	
34 P		10.25	f 2.13	652.7	JASPER	8.7	f 8.15	2.13	
82 P		10.45	f 2.19	650.5	NATRON	6.5	f 8.09	1.50	
3 P				649.2	BOTSFORD (Spur)	5.2			
P	1.45 PM	11.09	2.29	646.6	R MOHAWK JCT.	2.6	7.59	9.20 AM 1.35	
Yard WYP	1.50	11.15 AM	s 2.34	645.2	TO-R SPRINGFIELD	1.2	s 7.55	9.15 1.30 PM	
23 YP	2.04 PM		s 2.49 PM	644.0	R SPRINGFIELD JCT.	0.0	7.41 AM	8.56 AM	
	Arrive Daily Ex. Sunday	Arrive Tues. Thurs. Sat.	Arrive Daily		(46.1)		Leave Daily	Leave Daily Ex. Sunday	
	(0.19) 8.21	(3.15) 11.97	(3.19) 13.88				(2.44) 16.87	(0.24) 6.50	(3.30) 11.46

EASTWARD			WESTWARD		
SECOND CLASS			SECOND CLASS		
Capacity of Sidings in car lengths	216 Mixed	Distance from San Francisco	Distance from Gear	215 Mixed	
	Lv. Mon., Wed., Fri.			Ar. Tues. Thurs. Sat.	
Yd. BKWFYP	6.30 AM	726.2	6.8	11.20 AM	
25	6.45	722.6	3.2	11.05	
24 YP	6.55 AM	719.4	0.0	10.55 AM	
	Ar. Mon., Wed., Fri.			Lv. Tues. Thurs. Sat.	
	(0.25) 16.32			(0.25) 16.32	

EASTWARD			WESTWARD		
FIRST CLASS			FIRST CLASS		
Capacity of Sidings in car lengths	56 Mixed	Distance from San Francisco	Distance from Canby	55 Mixed	
	Leave Daily Ex. Sunday			Arrive Daily Ex. Sunday	
Yard BKWF	8.35 AM	757.6	10.8	3.15 PM	
12	8.45	754.6	7.8	3.00	
		754.5	7.7		
27	8.55	752.2	5.4	2.45	
4		751.8	4.5		
8	9.10	749.6	2.8	2.35	
46	9.25 AM	746.8	0.0	2.25 PM	
	Arrive Daily Ex. Sunday			Leave Daily Ex. Sunday	
	(0.50) 12.96			(0.50) 12.96	

ADDITIONAL FLAG STOP: Patrol M. P. 752.9.

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

EASTWARD

MARSHFIELD SUBDIVISION

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS				Distance from Eugene	Time Table No. 109 April 4, 1926	Distance from San Francisco	FIRST CLASS				SECOND CLASS			
	274 Mixed	292 Local Freight	502 Passenger	504 Coos Bay Passenger	501 Powers Portland Passenger	503 Coos Bay Passenger				273 Mixed	291 Local Freight						
												Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Monday
Yard BKWP							0.0	647.8									
Yard BKWFYP	7.00AM	6.30AM					1.0	648.3									
70 P							2.0	649.3									
P	7.10AM	6.40					2.5	649.8									
64		6.42					3.9	651.3									
11							4.3	651.6									
6		7.10					8.6	655.9									
5							10.2	657.5									
40 P		7.25					11.8	659.1									
6							13.2	660.6									1.00
12		7.33					14.8	662.1									
7							15.7	663.0									12.45
33 WP		7.39					17.0	664.3									
7		7.49					18.0	665.3									12.20PM
30		7.59					21.0	668.3									
15 P							24.2	671.5									11.55AM
15							25.4	672.7									
10							26.2	673.5									
22 WP		8.11					27.4	674.7									
7							28.6	675.9									11.30
8							29.3	676.6									
							31.7	679.0									
11							34.8	682.1									
64 P		8.33					36.7	684.0									
							37.7	685.0									11.00
50 WP		8.55					40.8	688.1									
64 P		9.03					46.5	693.8									10.20
15		9.12					49.8	697.1									9.55
60 P		9.29					53.3	700.6									9.41
8		9.49					58.0	705.3									9.29
		9.59					63.0	710.3									9.11
64 WP		10.41					65.1	712.4									9.06
8 P		11.00					67.7	715.0									8.59
22 P		11.35AM					69.0	716.3									8.55
18 WP		12.10PM					70.7	718.0									8.40
15 P		12.43					74.0	721.3									8.30
12		12.55					77.7	725.0									8.20
43 P		1.05					79.9	727.2									8.10
20 P		1.25					81.0	728.3									8.05
20 W		1.40					85.5	732.8									7.50
45 TP		2.05					87.7	735.1									7.40
14 BKWP		2.30PM					91.5	738.8									7.25
							93.1	740.4									7.15AM
	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday				Arrive Daily	Arrive Daily		(93.1)		Leave Daily	Leave Daily				Leave Tues., Thurs., Sat.	Leave Daily Ex. Monday
	(0.10) 16.80	(8.00) 11.60				(4.18) 21.65	(4.46) 18.32		.....Time over District.....		(4.30) 20.69	(4.15) 21.91				(0.15) 11.20	(7.15) 12.80

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

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

ADDITIONAL FLAG STOPS						
Train	At			Train	At	
All	Capps	M. P.	666.4	All	Hume	M. P. 707.7
All	Cosmos	M. P.	692.7	All	Neper	M. P. 710.9
All	Higdon	M. P.	695.4			

EASTWARD

MARSHFIELD SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths.	SECOND CLASS				FIRST CLASS				Distance from Eugene	Time Table No. 109 April 4, 1926	Distance from San Francisco	FIRST CLASS				SECOND CLASS				
		294 Local Freight					502 Passenger					504 Coos Bay Passenger		501 Powers Portland Passenger	503 Coos Bay Passenger				293 Local Freight	
		Leave Daily	Ex. Sunday				Leave Daily	Leave Daily				Arrive Daily	Arrive Daily		Arrive Daily	Ex. Sunday				
14 BKWP		4.00PM					12.10PM	5.48AM	93.1	TO-R REEDSPORT	740.4	s 10.25AM	s 8.00PM				11.59PM			
							f 12.17	f 6.00	96.9	SCHOOL (No Siding)	744.2	f 10.15	f 7.50							
30		4.20					f 12.20	f 6.03	97.9	THARP	745.2	f 10.13	f 7.48				11.29			
18							f	f	100.0	WILLARD	747.3	f	f							
		4.35					f 12.28	f 6.14	101.7	BUFO (No Siding)	749.0	f 10.03	f 7.35				11.16			
64 WP		5.00					s 12.38	s 6.25	104.8	TO LAKESIDE	752.1	s 9.57	s 7.28				11.05			
20							f	f	108.5	NEAL	755.8	f	f							
		5.20					f 12.51	f 6.40	110.0	BUTTERFIELD (No Siding)	757.3	f 9.47	f 7.17				10.35			
15		5.30					s 12.56	f 6.45	112.0	HAUSER	759.3	s 9.42	f 7.13				10.30			
8							f	f	114.5	ROGERS (Spur)	761.8	f	f							
64		5.45					f 1.05	f 6.55	115.7	COOS	763.0	f 9.35	f 7.05				10.20			
63 OP		6.00					s 1.16	s 7.13	118.3	TO NORTH BEND	765.6	s 9.25	s 6.57				10.00			
P							s 1.30	s 7.25	121.1	CENTRAL AVENUE (No Siding)	768.4	s 9.10	s 6.45							
Yard BKWFYP		6.25PM					s 1.45	s 7.30AM	121.6	TO-R MARSHFIELD	768.9	s 9.05	6.30PM				9.00PM			
P									122.4	TO MILL SPUR	769.7									
15							1.50		123.2	MCCORMAC	770.5	8.51								
5							f 1.52		124.0	OLEO	771.3	f 8.49								
6							f 1.57		125.8	HAYDEN	773.1	f 8.43								
3									126.6	INLET	773.9									
42 P							f 2.10		131.2	OVERLAND	778.5	f 8.31								
WP							s 2.16		133.5	BEAVER HILL JOT. (No Siding)	780.8	s 8.25								
28 P							2.25		137.2	CEDAR POINT	784.5	f 8.15								
21									137.7	GUNNINGHAM	785.0									
56 WP							s 2.37		138.5	TO COQUILLE	785.8	s 8.11								
26							f 2.44		141.3	JOHNSON	788.6	f 8.02								
44 P							s 2.55		144.5	NORWAY	791.8	f 7.53								
4									145.4	YORK	792.7									
15 TP							s 3.05		147.4	TO MYRTLE POINT	794.7	s 7.45								
3							f		149.1	EASTBROOK (Spur)	796.4	f								
9							s 3.21		152.4	BROADBENT (Spur)	799.7	s 7.26								
46 P							f 3.28		154.8	WARNER	802.1	f 7.18								
25									156.0	EMMONS (Spur)	803.8									
26 P							f 3.44		159.0	REGAL	806.3	f 7.06								
40 P							f 3.48		160.3	GAYLORD	807.6	f 7.02								
Yard BKWTP							s 4.15PM		166.2	TO-R POWERS	813.5	6.45AM								
		Arrive Daily Ex. Sunday					Arrive Daily	Arrive Daily		(73.1)		Leave Daily	Leave Daily				Leave Daily Ex. Sunday			

(2.25) 11.93 (4.05) 17.90 (1.42) 16.94 Time over District..... (3.40) 19.34 (1.30) 19.20 (2.59) 9.65

.....Average speed per hour.....

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

ADDITIONAL FLAG STOPS					
Train	At		Train	At	
All	Helon	M. P. 756.4	All	Amifer	M. P. 802.6
All	Millington	M. P. 770.7	All	Delfit	M. P. 803.9
All	Davis Slough	M. P. 775.0	All	Carman	M. P. 805.8
All	Merchant	M. P. 777.1	All		M. P. 809.0
All	Coaledo	M. P. 779.6	All	Fensler	M. P. 810.3

PORTLAND SUBDIVISION

EASTWARD

Time Table No. 109

April 4, 1926

Table with columns for Capacity of Sidings, Second Class (238, 262), First Class (142, 150), Distance from San Francisco, and Stations (Yard BKWP, 1, 13, 12, 65, 25, 20, 38, 15, 22, 25, 11, 19, Yard KWFTP, 40, 25, 33, 13, 6, 64, 25, 30, 20, 4, 3, 38, 45, 7, 25, 3, 40, 21, Yard BKWFYP). Rows show departure and arrival times for various stations.

WESTWARD

STATIONS

Table listing stations from WHEELER to HILLSBORO with distances from Hillsboro. Includes notes like '(Spur)', '(No Siding)', and '(No Sdg.)'.

Table with columns for Capacity of Sidings, First Class (141, 149), Second Class (237, 261), Distance from Hillsboro, and Stations (Yard BKWFYP, 15, 7, 12, 26, 21, 17, 2, 2, 2, 16, 1, 9, 30, 28, Yard BKWP). Rows show arrival and departure times.

EASTWARD

Time Table No. 109

April 4, 1926

Table with columns for Capacity of Sidings, Second Class (262), First Class (142), Distance from San Francisco, and Stations (Yard BKWFYP, 15, 7, 12, 26, 21, 17, 2, 2, 2, 16, 1, 9, 30, 28, Yard BKWP). Rows show departure and arrival times.

STATIONS

Table listing stations from TILLAMOOK to WHEELER with distances from Hillsboro. Includes notes like '(Spur)', '(No Siding)', and '(No Sdg.)'.

Table with columns for Capacity of Sidings, First Class (141), Second Class (261), Distance from Hillsboro, and Stations (Yard BKWFYP, 15, 7, 12, 26, 21, 17, 2, 2, 2, 16, 1, 9, 30, 28, Yard BKWP). Rows show arrival and departure times.

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

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

Additional Flag Stops, Nos. 149 and 150; Lowick, M. P. 767.8; M. P. 773.5; Wirfs, M. P. 783.3; Fashion, M. P. 787.2; All Treen M. P. 790.2-M. P. 791.6; Nos. 141 and 142, Ripple, M. P. 809.4; Killen, M. P. 811.5.

EASTWARD

WESTWARD

EASTWARD

WESTWARD

Table for Portland Subdivision Eastward and Westward, April 4, 1926. Includes columns for Second Class, First Class, and Passenger services, with stations from Yaquina to Albany.

Table for Portland Subdivision Eastward and Westward, April 4, 1926. Includes columns for Second Class services, with stations from IDANHA to ALBANY.

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

See page 16 for additional trains between Corvallis and Corvallis Jct.

EASTWARD

WESTWARD

Table for Portland Subdivision Eastward and Westward, April 4, 1926. Includes columns for Second Class and First Class services, with stations from Willsonia to Willsburg Jct.

EASTWARD

WESTWARD

Table for Portland Subdivision Eastward and Westward, April 4, 1926. Includes columns for Second Class and First Class services, with stations from Beaverton to Cook.

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

PORTLAND SUBDIVISION

EASTWARD

Capacity of Sidings in Car Lengths.	SECOND CLASS			FIRST CLASS																Distance from San Francisco	Time Table No. 109		
	232	238	234	322	320	360	318	316	352	314	312	142	310	358	308	354	306	304	356		302	April 4, 1926	
	Local Freight	Local Freight	Local Freight	Cook Electric	Cook Electric	East Side Electric	Cook Electric	Cook Electric	East Side Electric	Cook Electric	Cook Electric	Tillamook Portland Passenger	Cook Electric	East Side Electric	Cook Electric	East Side Electric	Cook Electric	Cook Electric	McMinnville Electric		Cook Electric	STATIONS	
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	738.0 R ST. JOSEPH		
YPE	5.20PM					6.25PM								10.48AM						5.46AM	739.5 TO LAFAYETTE		
19 PE	5.25					s 6.28								s 10.53						s 5.48	741.4 OAK LAWN (No Siding)		
10 PE	5.35					f 6.31								f 10.56						f 5.52	742.1 TO DAYTON		
14 PE	5.53					f 6.32								s 10.57						s 5.53	743.4 CRAWFORD (No Siding)		
PE	6.00					f 6.34								f 10.59						f 5.55	748.1 DUNDEE		
PE	6.45					f 6.38								f 11.04						s 5.59	748.3 FIRST ST.		
PE	7.00					s 6.41								11.07						6.03	748.5 TO NEWBERG (S. L. Co. Csg.)		
15 WPE	7.10					s 6.45								s 11.10						s 6.06	748.6 MERIDIAN		
18 PE	7.25					6.48								11.13						6.09	748.7 SPRINGBROOK		
12 PE	7.30					6.51								f 11.16						s 6.12	750.8 REX		
11 E	7.35					6.57								f 11.22						f 6.18	754.8 CHEHALEM		
7						7.00								f 11.25						f 6.21	754.7 VOTAW		
25 PE	8.15					f 7.01								11.26						f 6.22	756.1 MIDDLETON (Spur)		
5						f 7.03								f 11.29						s 6.25	757.6 TO SHERWOOD		
7						s 7.06								s 11.32						s 6.29	759.5 OIPOLE		
20 PE	8.40					7.09								f 11.35						f 6.32	780.5 HERRMAN (Spur)		
WYPE	9.05	7.55PM	10.50AM	10.45PM	8.50PM	f 7.11	7.03PM	5.47PM	s 4.29	4.15PM	2.40PM	1.34PM	1.15PM	s 11.43	10.40AM	s 9.27	8.16AM	7.35AM	s 6.42	12.01AM	782.0 TUALATIN		
51 E	9.10	8.00	10.52	f 10.46	f 8.51	7.18	f 7.04	f 5.48	4.30	f 4.16	f 2.41	1.35	f 1.16	f 11.44	f 10.41	s 9.28	f 8.17	f 7.36	f 6.43	f 12.02	782.4 GALBREATH (No Siding)		
80 PE	9.29	8.14	11.10	s 10.55	s 9.00	s 7.25	s 7.11	s 5.55	s 4.38	s 4.25	s 2.50	s 1.45	s 1.25	s 11.52	s 10.50	s 9.39	s 8.25	s 7.45	s 6.53	s 12.10	784.0 COOK		
P	9.30PM	8.15PM	11.11AM	f 10.56	f 9.01	7.26	f 7.12	f 5.56	4.39	f 4.26	f 2.51	1.47PM	f 1.26	f 11.53	f 10.51	f 9.40	f 8.26	f 7.46	f 6.54	f 12.11	784.5 BRYANT		
W				f	f		f	f		f	f		f	f	f	f	f	f	f	f	785.0 LAKE GROVE (No Siding)		
P				f 10.58	f 9.03	7.27	f 7.14	f 5.58	4.40	f 4.28	f 2.53		f 1.28	f 11.55	f 10.53	f 9.41	f 8.28	f 7.48	f 6.56	f 12.13	785.4 GOODIN (No Siding)		
4 PE				f 11.00	f 9.06	7.29	f 7.17	f 6.02	4.42	f 4.30	f 2.56		f 1.31	f 11.57	f 10.55	f 9.44	f 8.30	f 7.52	f 7.00	f 12.16	787.8 TO-R OSWEGO		
				f 11.01	f 9.07	7.30	f 7.18	f 6.03	4.43	f 4.31	f 2.57		f 1.32	f 11.58	f 10.56	f 9.45	f 8.31	f 7.53	f 7.01	f 12.17	788.1 WILSONIA (No Siding)		
18 PE				f 11.02	f 9.08	7.31	f 7.19	f 6.04	4.44	f 4.32	f 2.58		f 1.33	f 11.59AM	f 10.57	f 9.46	f 8.32	f 7.54	f 7.02	f 12.18	788.6 BRIARWOOD (No Siding)		
				f 11.04	f 9.10	7.33	f 7.21	f 6.06	4.50	f 4.34	f 3.00		f 1.35	f 12.01PM	f 10.59	f 9.48	f 8.34	f 7.58	f 7.05	f 12.20	788.8 ROCK SPUR (No Siding)		
				f 11.05	f 9.11	7.34	f 7.22	f 6.07	4.51	f 4.35	f 3.01		f 1.36	f 12.02	f 11.00	f 9.49	f 8.35	f 8.00	f 7.07	f 12.21	789.4 ELK ROCK (No Siding)		
2				f 11.06	f 9.12	7.35	f 7.23	f 6.08	4.52	f 4.36	f 3.02		f 1.37	f 12.03	f 11.01	f 9.50	f 8.36	f 8.01	f 7.08	f 12.22	789.6 RIVERWOOD (No Siding)		
6				f	f		f	f		f	f		f	f	f	f	f	f	f	f	789.9 RIVERA		
10 E				f 11.08	f 9.14	7.36	f 7.25	f 6.10	4.53	f 4.38	f 3.04		f 1.39	f 12.04	f 11.03	9.51	f 8.38	f 8.04	f 7.11	f 12.24	770.1 RIVERDALE (No Siding)		
6				f 11.09	f 9.15	7.37	f 7.26	f 6.11	4.54	f 4.39	f 3.05		f 1.40	f 12.05	f 11.04	9.52	f 8.39	f 8.05	f 7.12	f 12.25	770.4 EWAHWE (No Siding)		
23 PE				f 11.11	f 9.16	7.38	f 7.28	f 6.12	4.56	f 4.41	f 3.07		f 1.42	f 12.06	f 11.05	9.53	f 8.41	f 8.07	f 7.14	f 12.26	771.3 CEMETERY		
Yard PE				s 11.14	s 9.18	s 7.41	s 7.31	s 6.14	s 4.58	s 4.43	s 3.10		s 1.45	s 12.08	s 11.07	s 9.56	s 8.43	s 8.10	s 7.16	s 12.29	771.9 FULTON (No Siding)		
				s 11.17	s 9.21	s 7.44	s 7.34	s 6.17	s 5.02	s 4.48	s 3.13		s 1.48	s 12.11	s 11.10	s 9.59	s 8.46	s 8.15	s 7.19	s 12.32	772.3 SOUTHERN PORTLAND (Spur)		
				s 11.21	s 9.25	s 7.49	s 7.38	s 6.21	s 5.07	s 4.53	s 3.17		s 1.52	s 12.17	s 11.14	s 10.06	s 8.53	s 8.21	s 7.25	s 12.36	772.6 JONES (Spur)		
BKPEI				s 11.22PM	9.26	7.50	7.39	s 6.22PM	5.08	4.54	3.18		s 1.53PM	12.18	11.15	10.07	8.54	8.22	s 7.26	12.37	773.1 ZIMMERMAN (Spur)		
				s 9.30PM	s 7.55PM	s 7.45PM			s 5.15PM	s 5.00PM	s 3.25PM			s 12.25PM	s 11.20AM	s 10.15AM	s 9.00AM	s 8.30AM	s 7.30AM	s 12.45AM	773.3 MULBOX (Spur)		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	774.1 TURNTABLE		
	(4.10) 7.22	(0.20) 12.30	(0.21) 11.76	(0.37) 19.14	(0.40) 18.30	(1.30) 25.47	(0.42) 17.43	(0.35) 20.23	(1.42) 22.47	(0.45) 16.27	(0.45) 16.27	(0.13) 18.92	(0.38) 18.63	(1.37) 23.63	(0.40) 18.30	(1.49) 21.03	(0.44) 16.64	(0.55) 13.31	(1.44) 22.04	(0.44) 16.64	774.8 TO JEFFERSON ST.		

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

See pages 14 and 15 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Salmon, Morrison, Burnside and Flanders Sts., Portland, and on Flag at Jean M. P. 763.5, Pacific College, and Main St., Newberg, Benbow, M. P. 747.9 Glad, M. P. 755.4, Links MP 766.8. No. 142 will stop at Bryant, Lake Grove and Goodin to detrain passengers from West of Cook. No. 352 will stop at all stations to detrain passengers from West of Cook.

E—Electrified sidings.

Time over District Average speed per hour

Block Signals Double Track

PORTLAND SUBDIVISION EASTWARD

Time Table No. 109 April 4, 1926

Main table with columns for train numbers (238, 232, 270, 234, 136, 138, 140, 360, 132, 352, 122, 130, 142, 128, 358, 354, 124, 126, 134, 120, 356), departure/arrival times, and station names (WHITESON, McMINNVILLE, ST. JOSEPH, CARLTON, BATAN, YAMHILL, COVE ORCHARD, WAPATO, GASTON, PATTON, SEGHERS, DILLEY, DETOUR, RETLAW, FOREST GROVE, EDDY, CATCHING, CORNELIUS, KILGORE, JOBE, RANGE, MAIN STREET, HILLSBORO, TILLAMOOK JOT., NEWTON, MATSON, WITCH HAZEL, REEDVILLE, ALOHA, HUBER, ST. MARYS, BEAVERTON, RALEIGH, OLSEN, SHATTUCK, WOODROW, DOSCH, BERTHA, 3D & MILES STS., BANCROFT, HOOKER ST., 4TH & JEFFERSON STS., STARK ST., ANKENY ST., PORTLAND).

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 140 is superior to 137. No. 138 is superior to 135. No. 136 is superior to 139. See pages 12, and 13 for additional trains between Portland and 4th and Jefferson Sts. All trains stop to discharge passengers at College, Salmon, Morrison, Burnside and Flanders Sts., Portland. ADDITIONAL FLAGSTOPS—No. 354 Seitters M. P. 734.3; All trains except Nos. 352, 356, 358 and 360 Sight M. P. 737.4; All trains Braley Street M. P. 735.4; Howe M. P. 739.5; Krono M. P. 746.5; Teffer M. P. 756.2; 3rd Avenue, 3rd and 5th Sts. Forest Grove; North Range and Fir Sts., Main St. west of 6th St., Fir and 6th Sts. 10th St. (near City Park), Hillsboro, Hays M. P. 769.1; Ware M. P. 770.1. Tobias M. P. 771.6; Archer M. P. 773.6; Arrow, M. P. 776.4; Hefter M. P. 776.7; Pine M. P. 779.9. No. 142 stops to discharge passengers from Tillamook Branch. E—Electrified sidings. Schedules of Nos. 120, 132 and 138 originate at Passenger Station, Reedville.

**PORTLAND SUBDIVISION
WESTWARD**

Time Table No. 109 April 4, 1926		Distance from Portland	FIRST CLASS																SECOND CLASS							
			119	351	121	141	127	357	129	359	123	131	133	353	355	125	137	135	139	237	231	249	233			
			Reedville Electric	East Side Electric	West Side Electric	Portland Tillamook Passenger	Forest Grove Electric	East Side Electric	Forest Grove Electric	East Side Electric	West Side Electric	Reedville Electric	Forest Grove Electric	East Side Electric	McMinnville Electric	Forest Grove Electric	Reedville Electric	Hillsboro Electric	Forest Grove Electric	Forest Grove Electric	Local Freight	Local Freight	Mixed	Local Freight		
STATIONS		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday				
R	WHITESON	55.7	s 9.35AM				s 11.31AM		s 3.03PM				s 6.26PM										3.15AM	9.17AM		
TO-R	McMINNVILLE	51.5	s 9.28	s 10.10AM			s 11.24		s 2.56	s 6.05PM			s 6.19	s 7.30PM									3.05	9.00AM	11.55AM	
R	ST. JOSEPH	48.4	9.20AM	s 10.04			11.17AM		2.49PM	s 5.59			6.09PM	7.24PM									2.45AM			11.45
TO	CARLTON	44.2		s 9.55						s 5.51																11.30
	BATAN (Spur)	42.5		f						f																
	YAMHILL	40.8		s 9.44						s 5.43																10.55
	COVE ORCHARD	38.4		s 9.39						s 5.38																10.40
	WAPATO	35.7		f 9.34						f 5.33																10.30
TO	GASTON	33.3		s 9.30						s 5.29																10.20
	PATTON	32.6		s 9.26						s 5.26																10.05
	SEGHES (Spur)	31.5		f 9.24						s 5.24																10.00
	DILLEY	29.5		s 9.21						s 5.20																9.50
	DETOUR	28.6																								9.40
	RETLAW (No Siding)	28.3								f																
TO-R	FOREST GROVE	27.4		s 9.16			s 11.59AM		s 2.40PM	s 5.15		s 6.35PM			s 7.25PM			s 12.40AM								
	EDDY (No Siding)	26.1		f			f		f	f		f		f												
	CATCHING	25.6		9.07			f 11.55		f 2.36	f 5.05		f 6.29		f 7.20				f 12.35								8.40
	CORNELIUS	24.7		s 9.05			s 11.53		s 2.34	s 5.03		s 6.27		s 7.18				s 12.33								8.35
	KILLGORE (No Siding)	23.7		f			f		f	f		f		f				f								
	JOBE	22.8		f 9.01			f 11.49		f 2.31	f 5.00		f 6.23		f 7.15				f 12.30								
	RANGE	21.5		8.56			11.46		2.29	4.58		6.21		7.13				12.28								8.05
	MAIN STREET (O.E. Crg.) (T. Crg.)	20.9		s 8.54			s 11.44		s 2.27	s 4.56		s 6.19		s 7.11				s 12.26								
TO-R	HILLSBORO	20.6		s 8.53	s 9.05AM		s 11.43		s 2.26	s 4.54		s 6.18		s 7.10		s 10.25PM		s 12.25				1.40AM				8.00
	TILLAMOOK JCT.	19.8		8.47	9.00	11.38		2.19		4.47		6.12		7.02	10.20		12.20				1.35				7.40	
	NEWTON (Spur)	18.6		f 8.45	8.55	f 11.36		f 2.17		f 4.45		f 6.10		f 7.01		f 10.18		f 12.18								
	MATSON (No Siding)	17.6		f 8.43	8.53	f 11.34		f 2.15		f 4.43		f 6.08		f 6.59		f 10.16		f 12.16								
	WITCH HAZEL (No Siding)	16.9		f 8.42	8.52	f 11.32		f 2.13		f 4.42		f 6.07		f 6.58		f 10.14		f 12.14								
R	REEDVILLE	15.6	s 5.53AM	s 8.40	f 8.50	s 11.30		s 2.11		s 4.40	s 5.30PM	s 6.05		s 6.56	s 8.43PM	s 10.12		s 12.12				1.20				7.16
	ALOHA	14.0	f 5.50	s 8.37	8.47	f 11.27		f 2.08		s 4.36	f 5.25	s 6.00		s 6.51	f 8.39	f 10.09		f 12.09								
	HUBER	13.4	f 5.49	s 8.35	8.45	f 11.25		f 2.06		s 4.34	f 5.24	s 5.58		s 6.49	f 8.37	f 10.07		f 12.07								
	ST. MARYS (Spur)	12.3	f 5.47	f 8.33	8.43	f 11.22		f 2.03		f 4.31	f 5.22	f 5.56		s 6.47	f 8.35	f 10.05		f 12.05								
TO-R	BEAVERTON	11.0	5.45AM	s 8.31	8.41AM	s 11.20		s 2.01		s 4.28	s 5.19	s 5.53		s 6.45	s 8.33	s 10.03		s 12.03AM				1.05AM				6.50AM
	RALEIGH (Spur)	8.9		f 8.25		f 11.14		f 1.55		f 4.22	f 5.13	s 6.47		s 6.36	f 8.28	f 9.58		f 11.58PM								
	OLSEN (Spur)	8.1		f 8.23		f 11.12		f 1.53		f 4.20	f 5.11	f 5.45		f 6.33	f 8.26	f 9.56		f 11.56								
	SHATTUCK (Spur)	7.6		f 8.22		f 11.11		f 1.52		f 4.19	f 5.10	s 5.44		s 6.32	f 8.25	f 9.55		f 11.55								
	WOODROW (No Siding)	7.0		f		f		f		f	f	f		f	f	f		f								
	DOSOH (No Siding)	6.0		f		f		f		f	f	f		f	f	f		f								
	BERTHA	5.5		s 8.16		s 11.05		s 1.46		s 4.10	s 5.04	s 5.36		s 6.24	s 8.20	s 9.50		s 11.50								
	3D & MILES STS. (No Sdg.)	4.3		f		f		f		f	f	f		f	f	f		f								
	BANOROFF	2.7		f 8.09		f 10.59		f 1.40		f 4.00	f 4.59	f 5.29		f 6.16	f 8.14	f 9.44		f 11.44								
	HOOKER ST. (No Siding)	1.9		f		f		f		f	f	f		f	f	f		f								
	4TH & JEFFERSON STS.	1.1		f 8.03		f 10.53		f 1.34		f 3.53	f 4.53	f 5.23		f 6.08	f 8.08	f 9.38		f 11.38								
	STARK ST. (City Station)	0.6		s 8.00		s 10.50		s 1.30		s 3.50	s 4.50	s 5.20		s 6.05	s 8.05	s 9.35		s 11.35								
	ANKENY ST.	0.4		7.58		10.48		1.28		3.48	4.48	5.18		6.03	8.03PM	9.33PM		11.33								
TO-R	PORTLAND (55.7)	0.0		7.55AM		10.45AM		1.25PM		3.45PM	4.45PM	5.15PM		6.00PM				11.30PM								
			Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday	

Time over District	(0.08)	(0.15)	(2.15)	(0.24)	(1.14)	(0.14)	(1.15)	(0.14)	(2.20)	(0.45)	(1.20)	(0.17)	(0.06)	(1.25)	(0.40)	(0.52)	(1.10)	(0.35)	(0.30)	(0.17)	(5.05)
Average speed per hour	33.75	29.20	22.89	23.00	22.22	31.29	21.91	31.29	22.07	20.66	20.55	25.76	31.00	19.34	23.25	25.53	23.49	15.76	14.60	14.82	7.97

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 140 is superior to 137. No. 138 is Superior to No. 135. No. 136 is Superior to No. 139. See pages 12 and 13 for additional trains between Portland and 4th and Jefferson Sts. All trains stop for passengers at Flanders, Burnside and Morrison Sts., Portland. ADDITIONAL FLAG STOPS: All trains, Pine M. P. 779.9, Hefter M. P. 776.7, Arrow M. P. 776.4, Archer M. P. 773.6, Tobias M. P. 771.6; Ware M. P. 770.1; Hays M. P. 769.1; 10th St. (near City Park), 6th and Fir Sts., on Main St. west of 6th St. and North Range and Fir Sts., Hillsboro; 3rd and 5th Sts. and 3rd Ave., Forest Grove, Teffer M. P. 756.2; Krono M. P. 746.5; Howe M. P. 739.5; Braley Street, M. P. 735.4 and except Nos. 351, 353, 357 and 359; Sight M. P. 737.4; No. 353 Seitters M. P. 734.3. No. 141 stops to discharge passengers from east of Beaverton. Schedules of Nos. 119 131, and 137 Terminate at passenger station Reedville.

EASTWARD

PORTLAND SUBDIVISION

WESTWARD

Main table with columns for Second Class (232, 272, 276, 274), First Class (360, 352, 358, 354), and Second Class (231, 271, 275, 273). Includes station names like TRANSFER, MALABON, ALVADORE, etc., and arrival/departure times.

ADDITIONAL FLAG STOPS.—Pheasant, M. P. 685.4; Starr, M. P. 673.9; Adkins, M. P. 659.6; except Nos. 357, 358 and 360; Ledford, M. P. 705.7; Cottle, M. P. 720.8; Baxter, M. P. 726.0. See page 11 for additional trains between Corvallis and Corvallis Jct. No. 354 wait at Derry for stage conn. from Dallas 7.30 a. m.

Summary table for EASTWARD and WESTWARD services. Columns include Capacity of sidings, Second Class, Time Table No. 109, and Second Class. Includes arrival/departure times for stations like GLENBROOK, MONSEY, ALPINE, etc.

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

EASTWARD

PORTLAND SUBDIVISION

WESTWARD

Main table for Portland Subdivision with columns for Second Class (212, 232, 276, 240), First Class (168, 166, 164, 162), and Westward (161, 163, 165, 167, 231, 239, 275, 211). Includes Time Table No. 109 for April 4, 1926, with stations from Wye to Salem.

EXCEPTIONS.—No. 162 is superior to No. 161; No. 164 is superior to No. 163; No. 166 is superior to No. 165; No. 168 is superior to No. 167. Falls City Line trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock without an order to do so. Main Line First Class trains are superior to Falls City Line First Class trains. See pages 4 and 5 for additional trains between Lemrock and Salem. ADDITIONAL FLAG STOPS.—Worden M. P. 735.8; Lees Farm 736.8; Guthrie M. P. 737.1; Carey M. P. 742.2.

Table for additional flag stops with columns for Eastward (236, 240) and Westward (270, 250, 249). Includes Time Table No. 109 for April 4, 1926, with stations from Airline to Broadmead.

ADDITIONAL FLAG STOPS.—Road Crossing M. P. 752.4; Superior M. P. 753.9; Road Crossing M. P. 759.5; Putnam M. P. 763.1. ADDITIONAL FLAG STOPS.—Road Crossing M. P. 736.2; Riverside M. P. 747.4.

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

SPECIAL INSTRUCTIONS.

“SAFETY FIRST”

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

RULE 2. The following are designated Watch Inspectors:

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

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

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

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

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

RULE 83 (B). First class trains may register at Brooklyn and Blair by ticket.

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

Springfield Jct.....	Trains to and from Oakridge Line.
Mohawk Jct.....	First class trains to and from Oakridge line.
Woodburn.....	Nos. 225 and 226 and trains originating and terminating.
Transfer.....	All except Nos. 291 and 292.
Mill Spur.....	Smith-Powers trains.
Reedville.....	Eastward first class trains originating, and all westward first class trains.
Hillsboro.....	Registration of No. 141 will be telephoned from steam station to electric station. Operators will be held responsible for proper transmission and registration, and same may be accepted as applying at steam station.
Forest Grove.....	Eastward first class trains originating, and all westward first class trains.

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

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

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

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

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

All westward trains except first class originating at Eugene must obtain clearance card from dispatcher at Roseburg before leaving Blair.

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

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

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

EXAMPLES OF ORDERS AS THEY WILL BE ISSUED UNDER ABOVE INSTRUCTIONS

ORDER No. 115

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

ORDER No. 120

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

ORDER No. 130

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

ORDER No. 150

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

ORDER No. 175

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

ORDER No. 200

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

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

RULE 93. Yards are established at the following stations:

ASHLAND	PORTLAND
MEDFORD	(Portland yard limits extend to yard signs west of Willsburg Junction, Hooker St. and Jefferson St.)
(Medford yard limits extend to yard sign West of Kane.)	SILVERTON
GRANTS PASS	GEER
GLENDALE	SHELburn
WEST FORK	LEBANON
ROSEBURG	(Lebanon yard limits extend to yard sign west of Calahan.)
DRAIN	TALLMAN
LATHAM	SPRINGFIELD
EUGENE	(Springfield yard limits extend to Springfield Junction and to yard signs west of Mohawk Junction.)
(Eugene yard limits extend to yard signs west of E.-S. Crossing east of Blair and east of Danebo.)	WENDLING
ALBANY	OAKRIDGE
(Albany yard limits extend to yard sign west of Page.)	MOLALLA
SALEM	REEDSPORT
(Salem yard limits extend to yard signs east of Fair Grounds, west of Pringle, and west of West Salem.)	MARSHFIELD
WOODBURN	(Marshfield yard limits extend to yard signs east of Mill Spur and west of North Bend.)
(Woodburn yard limits extend to yard sign west of Poplar.)	OVERLAND
CANBY	

COQUILLE	BEAVERTON
(Coquille yard limits extend to yard sign west of Cunningham.)	(Beaverton yard limits extend to yard sign east of Reynolds.)
MYRTLE POINT	HILLSBORO
WARNER	(Hillsboro yard limits extend to yard signs east of Tillamook Junction west of Range and west of Mahan.)
POWERS	FOREST GROVE
(Powers yard limits extend to yard sign, 300 feet west of M. P. 812.)	ST. JOSEPH
BUXTON	McMINNVILLE
TIMBER	WHITESON
COCHRAN	GERLINGER
ENRIGHT	(Gerlinger yard limits extend to yard sign east of Thielsen and east of Derry.)
WHEELER	INDEPENDENCE
TILLAMOOK	(Independence yard limits extend to yard sign east of V. & S. Jct.)
TOLEDO	CORVALLIS
(Toledo yard limits extend to yard sign west of Altree.)	(Corvallis yard limits extend to yard signs east of Corvallis Junction, and west of Burgess.)
YAQUINA	MONROE
MILL CITY	(Monroe yard limits extend to yard sign east of Alpine Junction, west of Bailey Jct. on Alpineline and west of Bailey Jct. on Bellfountain line.)
DETROIT	GLENBROOK
(Detroit yard limits extend to yard sign west of Larson.)	DAWSON
OSWEGO	(Dawson yard limits extend to stop sign west of Dawson.)
(Oswego yard limits extend to yard sign east of Wilsonia.)	BROADMEAD
COOK	DALLAS
(Cook yard limits extend to yard signs east of Bryant, west of Jean, and west of west wye switch on Tigard Line.)	AIRLIE
	WILLAMINA
	BLACK ROCK

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

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

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

Blair Siding, on Portland sub-division, extends from Block Signal No. 6477 eastward 7558 feet.

Signal No. 6477 is opposite Signal No. 6476.

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

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

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

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

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

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

Geer Line at Salem ends at Signboard near passenger station.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Switches at Corvallis and Corvallis Jct. must be left set and locked for movement between Wellsdale and Philomath via Sixth Street line. The Ninth Street track between Corvallis Jct. and connection with Yaquina Line west of freight station, Corvallis, is a siding and must be kept clear of cars. Unless otherwise directed, all freight trains and work trains, excepting Nos. 276 and 278, will use the Ninth Street track between Corvallis Junction and Corvallis Yard.

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

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

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

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

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

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

AUTOMATIC BLOCK SYSTEM

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

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

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

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

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

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

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

INTERLOCKING

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

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

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

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

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

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

When passing over Willamette River Bridge, Portland, a trainman will remain at rear of train in position so that emergency brake can be applied if necessary.

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

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

STAFF SYSTEM

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

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

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

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

TRAIN AND AIR INSPECTION

1. Passenger trains leaving Portland will not make running test as per Air Brake Rule 16 until after crossing Willamette River Bridge. Standing air brake test will be made one minute before train leaves Portland Union Station, as follows: Air inspector will attach gauge to rear end of train and give 4 blasts of air signal from rear car. Enginemen will make full service application. Inspector will note fall of pipe pressure and then signal engineman to release by 4 blasts of air signal. If pressure comes up on brake pipe on rear end to the standard carried, conductor will be advised that train is ready to proceed.

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

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

Eastward passenger trains will make running test for Dimmick, leaving Grants Pass; for Tunnel 9, at home signal east of Hugo; for Tunnel 8, through Wolf Creek. Westward passenger trains will make running test for Tunnel 8, leaving Glendale; for Tunnel 9, through Leland, east of station; for Dimmick, through Merlin.

One mile east and west E. S. crossing.

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

Eastward passenger trains before passing Clay Street.

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

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

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

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

SPECIAL INSTRUCTIONS—Continued.

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

Newberg Line—East and west of Rex.

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

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

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

Falls City Line—One mile east and west Willamette River Bridge, Salem, one mile east and west of Gerlinger, one mile east and west of Airlie Line crossing, Dallas. This rule will not apply to freight trains.

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

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

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

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

4. Freight and work trains passing Cochran must be given a retainer test by car inspectors when on duty and by trainmen when car inspectors are not on duty. Trains must not leave Cochran with more than one retainer in ten inoperative. On westward trains, consisting of 75% or more empties, retainers on all loads and each alternate empty will be used between Cochran and Belding. On all westward freight trains retainers will be turned down at Belding except on every third car, which will be left up Belding to Enright, but all retainers may be used if needed.

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

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

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

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

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

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

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

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

Table with 3 columns: Station, Passenger, Freight. Lists stations like Grants Pass and Glendale, Oakland and Yoncalla, Comstock and Divide, Buxton and Timber, Timber and Belding, Summit and Nashville, Black Rock and Falls City.

USE OF RETAINERS

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

Table with 2 columns: Westward, Eastward. Lists points like Divide to Comstock, Rice Hill to foot of grade, Tunnel 8 to Wolf Creek, etc.

MISCELLANEOUS

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

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

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

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

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

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

38. Trains switching at Oakridge must have locomotive on East end of cars being switched, except when switching on siding where moves are protected by derail.

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

40. Car limit on descending grades between Westtimber and Belding 50 cars with 1 Consolidation or 2 small 2900 Class Engines on point, 35 cars with 1 2900 Class Engine on point. 60 cars Westtimber to Buxton with Consolidation or large 2900 Class Engine on point.

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

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

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

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

43. Following will govern location of engines in trains operated between Eugene and Ashland:

- 2-Engine Train—1 on point—1 back in train.
3-Engine Train—1 on point—2 back in train.
4-Engine Train—2 on point—2 back in train.
5-Engine Train—2 on point—3 back in train.

All helpers cut back in train must be behind 75% of tonnage of train. When consolidation engines are used as helpers on westward trains to be cut out at Rice Hill, they should be placed on point ahead of road engines.

F-1 Class engines used as road engines should be placed on point and all helpers back in train.

44. Effective at once, at railroad crossing with the Willamette Valley Southern Railway east of Liberal, Southern Pacific trains will stop within 100 feet of crossing and send a flagman to the crossing, who, when it is known that the route is clear, will give proceed signal. The usual whistle signal will be given before train proceeds over the crossing.

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

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

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

48. In making up trains main line movement, consisting of loads and empties, a sufficient number of empties must be placed on head end of train when construction of cars will permit in order to equalize braking power. Wood frame cars must in all cases be placed behind loads in rear of train. This will not apply to branch line freight trains, to locals of less than 40 cars or to trains picking up and setting out at stations between Brooklyn and Eugene.

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

50. The following tracks will be considered sidings:

- Junction City—Track No. 1.
Brooklyn—Track "A."
Westfir—Long Siding, one half mile East of Westfir Station.
Reedsport—House Track.
Johnson—Siding on hill on east side of track.
Myrtle Point—House Track.
Cochran—Long track between east switch and crossover to main track west of station.
Bay City—Mill spur.
Oswego—Track opposite station between west switch and crossover to main track.
McMinnville—Track on west side main track opposite passenger station.
Burgess—Track east of station signboard.

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

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

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

ELECTRIC LINES

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

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

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

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

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

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

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

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

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

DERAILERS IN MAIN TRACK

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

LOCATION OF WATER TANKS BETWEEN STATIONS

Table with 2 columns: Main Line, Marshfield Sub-Division, Tillamook Line. Lists locations like Yaquina Line, Mill City Line, West Side Line.

COMMERCIAL TRACKS NOT OTHERWISE SHOWN ON TIME TABLE

All tracks are connected at both ends unless otherwise specified.

Table with 2 columns: Main Line, Marshfield Sub-Division—Cont'd. Lists commercial tracks like Rosenberg Bros., Von Der Hellen, Virgil, Haskell, Woodburn-Springfield Line, Broughton & Wiggins, Oakridge Line, Signal Lumber, Davis Weber Lbr., Western Sand & Gravel, Capps, Willamette-Pacific Lbr., A. G. Spence, Neper, W. D. Hull Mill, H. P. Dutton Lumber, Coos White Cedar, C. C. Carter, Byerle, Sunshine, Fensler, Wilkesboro Brick and Tile Co., J. Cole Logging Co., Treen, Ripple, Killen, Hammond Lb. Co., Hammond Lbr. Co., Newberg Line, Rock Quarry, West Side Line, Carnation, Falls City Line, Brophy, Airlie Line, Polk, Willamina Line, Winch.

SPEED RESTRICTIONS

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

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

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

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

Maximum speed F-1 type Locomotives 45 miles per hour on tangent track and restricted to same speed on curves as applies to other passenger power.

Consolidation engines and electric locomotives must not exceed 40 miles per hour. Electric locomotives will not exceed 6 miles per hour on curves at Union Station and at end of double track at Ankeny and Jefferson Streets, Portland.

Speed limit for light engines, or engines running with caboose only:

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

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

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

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

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

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

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

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

ASHLAND SUBDIVISION

Trains must not exceed 10 miles per hour over crossing Main Street, Medford.

PORTLAND SUBDIVISION—MAIN LINE

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

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

OAKRIDGE AND WENDLING LINES

Trains handling logs must not exceed 15 miles per hour.

MARSHFIELD SUBDIVISION

Reduce speed to 10 miles per hour on draw spans Coos Bay, Coalbank Slough and Baker Creek bridge No. 10, Coquille River bridges 1, 2, 5, 7, 8, 9, 12, 13, and Tunnel 1 between Myrtle Point and Powers.

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

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

TILLAMOOK LINE

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

YAQUINA LINE

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

MILL CITY LINE

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

MILWAUKIE AND TIGARD LINES

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

NEWBERG LINE

Engines 160,000 lbs. or over must not exceed 20 miles per hour between Oswego and Cook.

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

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

WEST SIDE LINE

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

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

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

ALPINE AND BELLFOUNTAIN LINE

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

Trains handling logs must not exceed 8 miles per hour.

AIRLIE LINE

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

FALLS CITY LINE

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

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2 51	31	1 56	41	1 27
8	7.30	22	2 43	32	1 52	42	1 25
10	6	23	2 36	33	1 49	43	1 23
12	5	24	2 30	34	1 45	44	1 21
15	4	25	2 24	35	1 42	45	1 20
16	3.45	26	2 18	36	1 40	46	1 18
17	3.31	27	2 13	37	1 37	47	1 16
18	3.20	28	2 8	38	1 34	48	1 15
19	3.9	29	2 4	39	1 33	49	1 13
20	3	30	2 0	40	1 30	50	1 12

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED

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

Class of Locomotives	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-81 20/28 105	3025 to 3071.....	77	46380 lbs.
T-69 21/28 149	{2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299.....}	60	44330 "
T-69 15+26/28142	2291, 2294, 2297.....	62	41526 "
T-63 18/30 78	{2204, 2205.....}	52	22750 "
	2187.....	48	
E-69 18/24 69	{1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397.....}	55	30190 "
E-73 18/24 63	1430 and 1432.....	61	27570 "
	{2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679.....}	52	39650 "
C-57 22/30 180			
C-57 22/30 187	{2513 to 2591, 2800 to 2830.....}		

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

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

RATING OF LOCOMOTIVES IN Ms

CLASSIFICATION	ENGINE NUMBERS	Brooklyn to Gaston	Gaston to Eugene	Eugene to Gaston	Gaston to Brooklyn	Brooklyn to Sherw'd	Sherw'd to Sp'gbr'k	Sp'gbr'k to Smithf'd	Smithfield to Dallas	Dallas to Airle	Airle to Sp'gbr'k	Sp'gbr'k to Sherw'd	Sherw'd to Brooklyn	Br'dm'd to Wilm'na	Wilm'na to Br'dm'd	Hillsboro to Buxton	Buxton to Timber	Timber and Enright	Enright to Till'mook	Till'mook to Salmon-berry	Salmon-berry to Enright	Timber to Buxton	Buxton to Hillsboro	
		T-57 18/24 64 to 75	2004, 2031, 2085, 2088, 2109.....	1050	900	1050	1500	1100	550	1130	710	850	1130	525	1500	1060	780							
E-62 18/24 70	1476.....																							
T-63 18/24 86	2127.....																							
E-69 18/28 75	1475.....																							
T-57 18/24 74 to 80	2017, 2019, 2039, 2073, 2081, 2082, 2095.....																							
T-57 18/24 81 to 94	2001, 2131 to 2152, 2161, 2171, 2172, 2185.....																							
T-57 18/24 99	2174.....																							
T-57 18/30 79	2197.....																							
T-63 18/30 78	2187, 2205.....																							
C-40 17/20 89	2501.....																							
C-51 20/24 107	2500.....	1500	1400	1590	2250	1500	880	1590				840	2000			1750	610	400	F	1750	900	1100	F	
T-63 19/24 105	2225, 2229.....																							
T-63 20/26 112	2247, 2255, 2266, 2271.....																							
T-69 20/26 113	2219.....																							
TW-50 20/26 111 to 120	2932 to 2957.....																							
TW-56 20/30 114 to 122	2925 to 2931.....																							
TW-54 22/26 147	2900 to 2913, Sat.....																							
TW-54 21/32 155	2914, 2915, 2920, 2922, Sat.....																							
TW-54 21/32 161	2916, 2917, 2918, 2919, 2921, Super.....																							
C-57 22/30 192S to 194S	2513 to 2599, 2698 to 2857.....																							
Allowances for Empty and Underloaded Cars.	Less than 40 Ms.....	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
	40 to 50 Ms.....	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	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

CLASSIFICATION	ENGINE NUMBERS	Canby and Molalla	Woodb'n to Pratum	Pratum to A'm'ville	A'm'ville to Natron	Natron to A'm'ville	A'm'ville to Pratum	Pratum to Woodb'n	M'h'k Jet to Wend'g	Wend'g to M'h'k J-t	Natron and Oakrid'e	Geer and Salem	Salem to Falls City	Falls City to Bl'k Rock	Bl'k Rock to Salem	Albany to Yaquina	Yaquina to Albany	Albany to Idanha	Idanha to Albany	Alb'y Jct. to Lebanon	Lebanon to Alb'y Jct	Eugene and M'hfield	M'hfield and Myrtle Pt	
		E-63 18/24 65	1395.....	1110	1110	525	1000	1680	750	1480	1650	1850	1380	1110				740	430	590	750	1580	1680	1480	455
T-57 18/24 64 to 75	2004, 2031, 2085, 2088, 2109.....																							
E-62 18/24 70	1476.....																							
T-63 18/24 86	2127.....																							
E-69 18/28 75	1475.....																							
T-57 18/24 74 to 80	2017, 2019, 2039, 2073, 2081, 2082, 2095.....																							
T-57 18/24 81 to 94	2001, 2131 to 2152, 2161, 2171, 2172, 2185.....																							
T-57 18/24 99	2174.....																							
T-57 18/30 79	2197.....																							
T-63 18/30 78	2187, 2205.....																							
C-40 17/20 89	2501.....	1280	1280	600	1200	1880	850	1680	1850	2050	1580	1280			850	590	800	900	1780	1880	1680	595		
T-57 18/24 99	2174.....																							
T-57 18/30 79	2197.....																							
T-63 18/30 78	2187, 2205.....																							
C-40 17/20 89	2501.....																							
C-51 20/24 107	2500.....																							
T-63 19/24 105	2225, 2229.....																							
T-63 20/26 112	2247, 2255, 2266, 2271.....																							
T-69 20/26 113	2219.....																							
TW-50 20/26 111 to 120	2932 to 2957.....																							
TW-56 20/30 114 to 122	2925 to 2931.....																							
TW-54 22/26 147	2900 to 2913.....																							
Allowances for Empty and Underloaded Cars.	Less than 40 Ms.....	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
	40 to 50 Ms.....	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	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

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

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

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

C-57—187
30

RULING GRADES

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

LIST OF SURGEONS, HOSPITAL DEPARTMENT

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

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

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

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

LOCATION OF STRETCHERS

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

DIVISION HOSPITALS

Good Samaritan	} Portland, Ore.
St. Vincent	

MILEAGE

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

TRAINMASTERS

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

ROAD FOREMEN OF ENGINES

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

J. SHAKESPEARE,
Examiner.

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

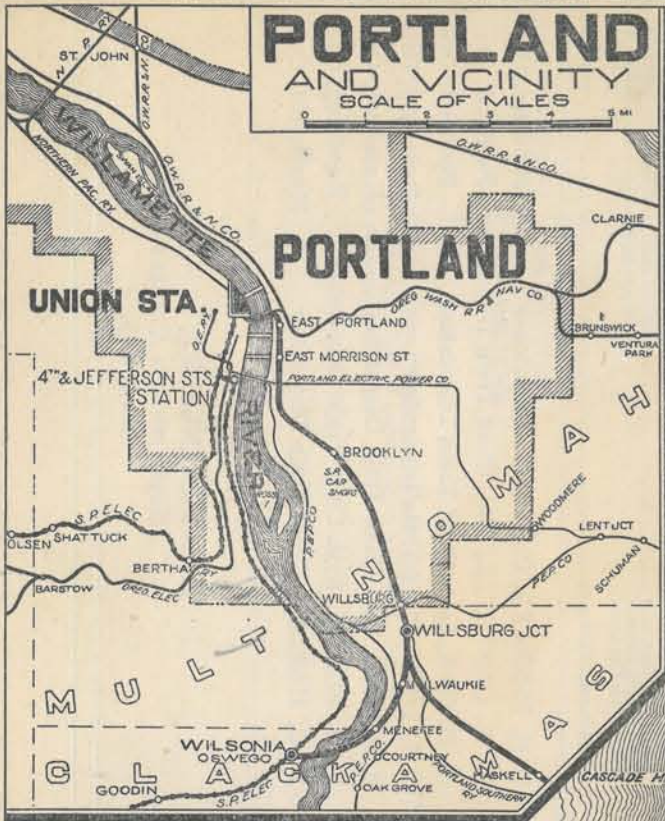
C. W. MARTYN,
Assistant Superintendent,
Portland, Ore.

L. C. GRAM,
Assistant Superintendent,
Roseburg, Ore.

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

PORTLAND AND VICINITY

SCALE OF MILES

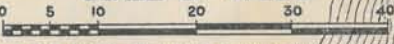


MAP OF THE PORTLAND DIVISION SOUTHERN PACIFIC CO.

JANUARY, 1921

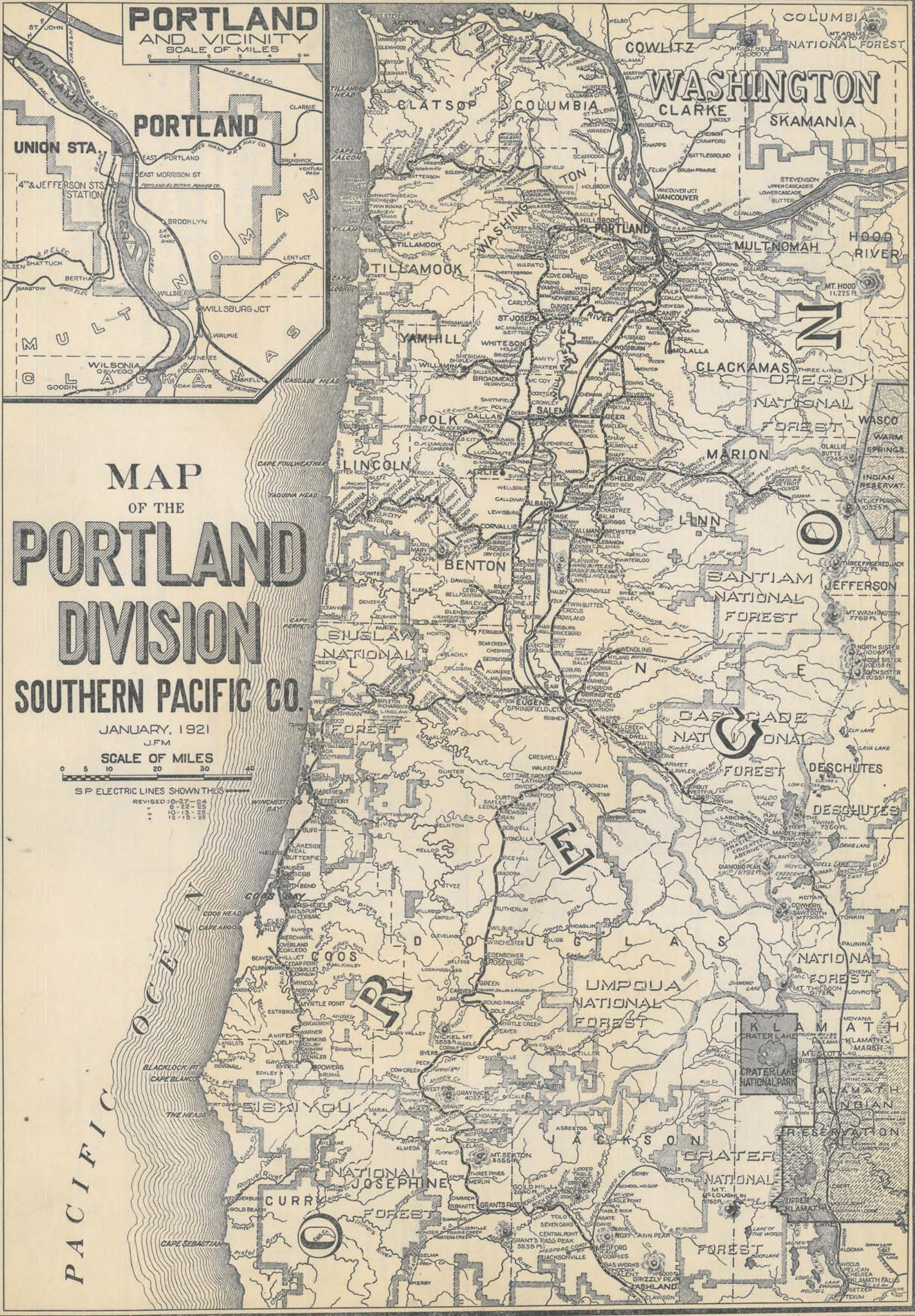
J.F.M.

SCALE OF MILES



S.P. ELECTRIC LINES SHOWN THUS

REVISED 10-27-24
6-22-25
10-13-25
12-15-25



SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)



Supplement No. 1 to
TIME TABLE No. 109

FOR THE

PORTLAND DIVISION

Superseding Schedules Page 7 Springfield Junction and Railhead

To Take Effect Sunday, September 19, 1926, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

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

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
First Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation.

T. AHERN,
Assistant General Manager.

E. L. KING,
Superintendent.

PORTLAND SUBDIVISION

EASTWARD

WESTWARD

Supplement No. 1
To
Time Table No. 109
Superseding Schedules Page 7 Springfield Jct. and Railroad,
September 19, 1926

Capacity of Sidings in Car Lengths	SECOND CLASS			FIRST CLASS			Distance from San Francisco via Marysville and Klamath Falls.	STATIONS	Distance from Eugene	FIRST CLASS			SECOND CLASS								
	245			224						92			247			245			223		
	Mixed	Manifest Freight	Local Freight	Manifest Freight	Local Freight	Local Freight				Manifest Freight	Mixed	Manifest Freight	Local Freight	Mixed	Manifest Freight	Local Freight	Mixed	Manifest Freight	Local Freight		
Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily						
Yard BKWFP		5.00AM				11.00AM	528.4	TO-R CRESCENT LAKE	95.2	s 11.30AM						9.00PM					
103 P		5.15				f 11.13	532.1	ODELL LAKE	91.5	f 11.13						8.45					
158 WYP		5.45				s 11.27	536.7	TO-R CASCADE SUMMIT	86.9	s 10.55						8.30					
77 P		6.00				f 11.37	540.8	ABERNETHY	82.8	f 10.36						7.30					
108 WP		6.30				f 11.50AM	546.0	TO CRUZATTE	77.6	f 10.33						7.00					
77 P		6.55				f 12.03PM	551.3	FRAZIER	72.3	f 10.19						6.20					
108 P		7.20				f 12.12	554.8	FIELDS	68.8	f 10.10						6.00					
82 WP		7.40				f 12.26	560.4	TO WICOPEE	63.2	f 9.56						5.30					
108 P		7.55				f 12.36	564.2	HEATHER	59.4	f 9.46						5.08					
109 WP		8.15				s 12.50	569.3	TO McCREDIE SPRINGS	54.3	s 9.35						4.40					
74 P		8.35				f 1.02	575.3	PRYOR	48.3	f 9.21						4.00					
Yard BKWFP		9.10	7.40AM			s 1.20	580.5	TO-R OAKRIDGE	43.1	s 9.10		2.30PM				3.30					
6 P		9.45	8.40			s 1.26	582.7	WESTFIR	40.9	s 9.00		2.15				2.35					
68		9.50	8.55			1.28	583.5	HEMLOCK	40.1	8.55		1.28				2.00					
63 P		10.00	9.15			f 1.32	585.6	LOOKOUT	38.0	s 8.51		12.30				1.55					
81 P		10.15	9.35			f 1.40	590.9	TO LAWLER	32.7	f 8.43		12.05PM				1.40					
14 P						s 1.42	592.1	ARMET	31.5	s 8.41		11.55AM									
64		10.30	9.45			f 1.48	595.9	RESERVE	27.7	f 8.35		11.45				1.20					
9						f 1.52	598.2	SIGNAL (No Sdg.)	25.4	f 8.31											
3		10.40	9.55			f	598.9	LANDAX Spur	24.7	f 8.29		11.30				1.10					
75 WP		10.45	10.10			f 1.57	600.8	CARTER	22.8	f 8.26		11.20				1.05					
32 P		11.00	11.00			s 2.04	603.3	TO LOWELL	20.3	s 8.21		11.00				12.55					
78 P		11.05	11.20			f 2.08	605.4	PENGR	18.2	f 8.15		10.30				12.45					
7		11.15	11.35			s 2.13	608.4	FALL CREEK (Spur)	15.2	s 8.10		10.10				12.36					
64 P		11.20	11.45			f 2.16	610.1	HILLS	13.5	f 8.07		10.00				12.31					
34 P		11.25	11.55AM			f 2.19	611.9	JASPER	11.7	f 8.04		9.50				12.26					
82 P		11.35	12.20PM			f 2.23	614.1	NATRON	9.5	f 8.00		9.35				12.20					
3 P							615.4	BOTSFORD (Spur)	8.2	7.57						12.12					
P		1.45PM	11.45	12.40		2.30	618.0	MOHAWK JCT.	5.6	7.53		9.05	9.20AM			12.05					
Yard WYP		2.00	11.50AM	12.45		s 2.45	619.4	TO-R SPRINGFIELD	4.2	s 7.50		9.00	9.15			12.01PM					
23 YP		2.04PM	12.49PM	2.59PM		2.49PM	620.6	R SPRINGFIELD JCT. (92.2)	3.0	7.41AM		7.11AM	8.56AM			11.11AM					
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday		Arrive Daily				Leave Daily		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Leave Daily						

(0.19) (7.49) (7.19) (3.49) Time Over District (3.49) (7.19) (0.24) (9.49)
 8.21 11.80 5.43 24.16 Average speed per hour 24.16 5.48 6.50 9.39

Westward trains are superior to trains of the same class in the opposite direction.
 Second Class and Extra Trains may run ahead of First Class trains between Mohawk Junction and Springfield without an order to do so.

All Eastward trains stop at Cascade Summit, make rear end air test as per Rule 17 of Rules and Regulations governing operation of air brakes and turn up retainers.
 Use of Retainers.—Eastward trains between Cascade Summit and Oakridge.
 Passenger trains all retainers.
 Freight trains consisting of all loads all retainers.
 Freight trains consisting of loads and empties turn up retainers on all loads and every second empty.
 Freight trains consisting entirely of empties every second or third retainer in train.
 Eastward freight trains will stop at Cruzatte and at Fields 10 minutes for inspection and cooling of wheels.
 Trains must run with caution descending grades approaching bluffs and other points where slides or washouts are liable to occur.
RULE 93. Yards are established at the following stations: Crescent Lake, Cascade Summit.

SPEED RESTRICTIONS			
Between	Passenger	Freight	Engines Running Backward
Crescent Lake—Cascade Summit	40	30	20
Cascade Summit—Heather	25	20	15
Heather—Oakridge	30	25	15
Oakridge—Springfield Junction	40	30	20

Rating of Locomotives, In Ms. of 1000 Lbs. Behind Tender			
Engine Numbers	Eugene to Oakridge	Oakridge to Crescent Lake	Crescent Lake to Eugene
2513 to 2599, 2752 to 2857	2950	1640	6100
3600 to 3652	4350	2400	8950
3668 to 3768	4950	2750	10000
4000 to 4048	5650	3170	10000