

COMPANY SURGEONS

Dr. Chas. C. Newcastle, Chief Surgeon } 318 Mayer Bldg., Portland.
Telephone BEacon 5070;
if no answer call ATwater 4175.

Dr. P. L. Heitmeyer, Asst. Surgeon } 318 Mayer Bldg., Portland.
Telephone BEacon 5070.

LOCAL SURGEONS

DR. R. D. WISWALL, Vancouver.
DR. W. B. McMAKIN, Camas.
DR. H. L. ELDRIDGE, Washougal.
DR. J. E. STRAIN, North Bonneville.
DR. J. R. REHAL, Stevenson.
DR. T. G. LATHROP, Bingen-White Salmon.
DR. J. N. REID, Goldendale.
DR. G. E. RICHARDSON, Goldendale.
DR. W. F. SHORTS, Wishram.
DR. G. J. VOTAVA, Pasco.
DR. JOSEPH L. GREENWELL, Pasco.
DR. E. H. HOPKINS, Washtuena.
DR. E. R. NORTHRUP, Spokane.
DR. R. W. HENDERSHOTT, Bend.
DR. R. F. JONES, Redmond.
DR. JOHN BARTON, St. Helens.
DR. M. A. KENNEY, Rainier.
DR. PAUL H. STARR, Clatskanie.
DR. J. L. WOODIN, Clatskanie.
DR. FRANK E. FOWLER, Astoria.
DR. R. W. PARCHER, Seaside.
DR. ROLAND D. EBY, Vernonia.
DR. A. O. PITMAN, Hillsboro.
DR. GERALD B. SMITH, Woodburn.
DR. R. E. PURVINE, Salem.
DR. L. M. BAIN, Albany.
DR. JOEL C. BOOTH, Lebanon.
DR. ROBT. LANGMACK, Sweet Home.
DR. D. G. CLARK, Harrisburg.
DR. W. H. CHAPMAN, Eugene.

STRETCHERS ARE LOCATED AT FOLLOWING POINTS

Portland.....	Baggage Room
Portland.....	Steam Derrick Outfit
Vancouver.....	Baggage Room
Vancouver.....	Steam Derrick Outfit
Stevenson.....	Station
Lyle.....	Station
Wishram.....	Station
Wishram.....	Steam Derrick Outfit
Pasco.....	Baggage Room
Snake River.....	Station
Washtuena.....	Station
Lamont.....	Station
Maupin.....	Station
Metolius.....	Station
Bend.....	Station
Astoria.....	Station
Vernonia.....	Station
Salem.....	Station
Albany.....	Station

R. C. SCOFFERN, Asst. Supt.
J. L. MONAHAN, Trainmaster
C. F. CROFFUT, Trainmaster
R. G. HASKELL, Trainmaster
H. M. BATES, Trainmaster
R. P. JEFFREY, Trainmaster

M. L. BUNTIN, Chief Dispatcher
F. C. WAGER, Mechanical Supt.
C. E. BARNES, Master Mechanic
W. C. ABBOTT, Traveling Engr.
J. M. WASSENAR, Traveling Engr.
J. T. CRAINE, Traveling Engr.

SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

Vancouver and Portland Divisions

OREGON TRUNK RAILWAY OREGON ELECTRIC RAILWAY COMPANY

TIME TABLE No. 98

To be used in conjunction with
Current Special Instruction Book

To Take Effect at 12:01 A. M.
Pacific Time

SUNDAY, MARCH 23, 1947

Superseding Time Table No. 97

For the government of employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Instructions and always carry a copy for reference and a copy of OPERATING RULES.

E. H. SHOWALTER, Superintendent
T. F. DIXON, Vice-Pres. & Genl. Mgr.
E. B. STANTON, Asst. Genl. Mgr.

2 Westward

S. P. & S. Ry., VANCOUVER DIVISION—First Sub-Division

Eastward

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks and Yard Limits, etc.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS			Distance from Spokane	TIME TABLE No. 98		Distance from Portland	FIRST CLASS			SECOND CLASS	
		Sidings	Other Tracks	275	273	5	1	3		MARCH 23, 1947			6	2	4	274	276
				Time Freight	Time Freight	Passenger	Passenger	Passenger		STATIONS			Passenger	Passenger	Passenger	Time Freight	Time Freight
				Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily
JBWOR YPKXZ	106		Yard	L 11.00AM	L 9.30AM	L 1.25PM	L 5.30AM	L 4.40AM	273.4	DN	..... WISHERAM X 3.3	106.1	A 12.28PM	A 5.21PM	A 11.50PM	A 10.00PM	A 3.30AM
P	108	146	36	11.10	9.40	f 1.30	5.35	4.45	276.7	...	..... AVERY 8.8	102.8	f 12.21	5.15	11.42	9.52	3.20
P	94	181	18	11.26	10.05	f 1.43	5.46	4.56	285.5	...	..... NORTHALES 8.7	94.0	f 12.08PM	5.05	11.30	9.30	2.55
JWTOP	85	80	142	⁶ 11.55AM	10.30	s 1.57	5.57	s 5.10	294.2	DN	..... LYLE YA 9.7	85.3	s ²⁷⁵ 11.55AM	4.55	s 11.18	9.08	2.30
P	76	181	132	12.15PM	10.58	s 2.15	6.08	f 5.24	303.9	DN	..... BINGEN-WHITE SALMON.WS 2.9	76.6	s 11.35	4.44	s 10.53	8.45	2.03
P	73		40	12.22	11.06	f 2.20			306.8	...	..... UNDERWOOD 1.8	72.7	f 11.22			8.38	1.55
P	71	82	7	12.26	⁶ 11.18	f 2.23	6.14	5.31	308.6	...	..... HOOD 5.1	70.9	f ²⁷³ 11.18	4.38	10.40	8.33	1.50
	66		13W	12.39	11.32	f 2.29		5.38	313.7	...	..... COOKS 6.5	65.8	f 11.12		10.33	8.21	1.35
P	59	130		12.55	11.50	2.37	6.29	5.47	320.2	...	..... HOME VALLEY 1.6	59.3	11.04	4.24	10.25	8.07	1.17
W	58		6W	12.59	11.54AM	f 2.39		5.49	321.8	...	..... CARSON 3.9	57.7	f 11.02		10.23	8.02	1.13
P	54	79	47	1.08	12.04PM	s 2.45	6.36	5.55	325.7	DN	..... STEVENSON NS 5.0	53.8	s 10.56	4.17	10.18	7.52	1.01
P	49	130	49	1.21	12.16	s 2.53	6.42	6.02	330.7	DN	..... NORTH BONNEVILLE N 6.0	48.8	s 10.46	4.11	10.11	7.40	12.47
WP	43	84	17	1.35	12.33	f 3.02	6.49	6.10	336.7	N	..... SKAMANIA SI 5.0	42.8	f 10.35	4.04	10.04	7.26	12.31
P	38		10E	1.48	12.45	f 3.10		6.17	341.7	...	..... PRINDLE 2.2	37.8	f 10.27		9.57	7.13	12.16
P	36					f 3.14			343.9	...	..... CAPE HORN 3.4	35.6	f 10.23				
P	32	131		2.01	1.00	f 3.19	7.03	6.25	347.3	...	..... MT. PLEASANT 4.6	32.2	f 10.18	3.52	9.49	6.59	12.01AM
WP	28	107	14	2.12	1.13	f 3.26	7.09	6.31	351.9	...	..... WASHOUGAL 3.2	27.6	f 10.10	3.46	9.43	6.48	11.51PM
P	24	84	114	2.20	1.21	s ² 3.42	7.13	6.38	355.1	DN	..... CAMAS MA 5.1	24.4	s 10.05	⁵ 3.42	9.38	6.40	11.42
P	19	142	4	2.33	1.35	f 3.52	7.19	6.45	360.2	...	..... FISHER 4.8	19.3	f 9.50	3.36	9.31	6.27	11.29
P	15	84		2.45	1.45	3.59	7.25	6.52	365.0	...	..... McLOUGHLIN 2.3	14.5	9.44	3.30	9.25	6.15	11.15
			100	2.50	1.50	4.03	7.28	6.56	367.3	...	..... EAVAN 2.2	12.2	9.40	3.27	9.20	6.08	11.10
PWTY BOKXR VZJ	10		Yard	A 3.00PM	A 2.00PM	A 4.10PM	A 7.32AM	A 7.05AM	369.5	DN	..... VANCOUVER MX	10.0	L 9.35AM	L 3.23PM	L 9.15PM	L 6.00PM	L 11.00PM
				Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily
				4.00 24.0	4.30 21.4	2.45 34.9	2.02 47.2	2.25 39.8			Time Over District Average Speed Per Hour		2.53 33.3	1.58 48.9	2.35 37.2	4.00 24.0	4.30 21.4

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

Except No. 2 is Superior to All Trains and No. 1 is Superior to All Trains Except No. 2.

At Vancouver all westward trains to and eastward trains from Terminals Subdivision will register by ticket per Rule 83(A).

Westward

S. P. & S. Ry., VANCOUVER DIVISION—Second Sub-Division

Eastward 3

Water, Fuel, Wyes, Turns, Tapes, Scales, Standard Clocks and Yard Limits, etc.	Station Numbers	Car Capacity		THIRD CLASS	SECOND CLASS	FIRST CLASS			Distance from Spokane	TIME TABLE No. 98				Distance from Portland	FIRST CLASS			SECOND CLASS	THIRD CLASS
		Sidings	Other Tracks	275	5	1	3	MARCH 23, 1947				4	6		2	276			
				Time Freight	Passenger	Passenger	Passenger	STATIONS				Passenger	Passenger		Passenger	Time Freight			
				Daily	Daily	Daily	Daily	Passenger		Passenger	Passenger	Daily	Daily		Daily	Daily			
JWCYT RVBOK XZP	231		Yard	³ L 2.00AM	²⁷⁶ L 10.40AM	L 3.10AM	²⁷⁵ L 1.50AM	148.2	DN.....PASCO.....PA 1.6	231.3	A 2.40AM	A 3.45PM	A 7.45PM	A 10.30AM					

BETWEEN S. P. & S. JCT. AND PASCO TRAINS WILL BE GOVERNED BY N. P. RY., IDAHO DIV. TIME TABLE AND RULES

					L 2.10AM	L 10.46AM	L 3.14AM	L 1.56AM	149.8	...	Automatic Block	S. P. & S. JCT.	229.7	A 2.35AM	A 3.40PM	A 7.40PM	A 10.20AM
P	229	167	2		2.12	s 10.48	3.15	f 1.57	150.3	D	0.5	.....	229.2	2.34	s 3.38	7.39	10.18
P	224	70	20		⁴ 2.28	f 10.55	3.20	2.03	155.4	...	5.1	KENNEWICK.....KN	224.1	²⁷⁵ 2.28	f 3.29	7.33	10.08
P	220	79	15		2.38	f 11.01	3.24	2.08	159.6	...	4.2	...FINLEY.....	219.9	2.23	f 3.22	7.28	10.00
WP	213	150	38		2.52	f 11.10	3.30	⁴ 2.16	166.1	D	6.5	...HOVER.....	213.4	³ 2.16	f 3.12	7.20	9.48
P	198	151			3.22	f 11.27	3.47	2.33	181.3	...	15.2	...YELLEPIT.....PY	198.2	1.58	f 2.52	7.03	9.19
WP	193	84	14		3.33	s 11.33	3.53	2.39	186.6	DN	5.3	...BERRIAN.....	192.9	1.52	s 2.44	6.57	9.09
P	189	147			¹ 3.57	f 11.38	²⁷⁵ 3.57	2.44	190.6	...	4.0	...PLYMOUTH.....MO	188.9	1.47	f 2.38	6.53	9.01
P	181	147	10		4.25	f 11.49AM	4.06	2.54	199.0	...	8.4	...KING.....	180.5	1.37	f 2.27	6.44	8.47
WP	171	147	14		4.50	f 12.01PM	4.16	3.07	208.8	D	9.8	...PATERSON.....	170.7	1.25	f 2.13	6.34	8.28
P	162		16			f 12.10			217.2	...	8.4	...WHITCOMB.....W	162.3		f 2.03		
P	158	150			5.19	f 12.15	4.29	3.22	221.6	...	4.4	...ALDERDALE.....	157.9	1.10	f 1.58	6.21	8.03
WP	147	150	36		5.55	s 12.28	4.41	3.36	232.8	DN	11.3	...McCREDIE.....	146.7	12.57	s 1.45	6.09	7.42
P	141		18		6.14	f 12.35			238.7	...	5.9	...ROOSEVELT.....RE	140.8		f 1.35		7.30
P	131	149			6.43	f 12.47	4.58	3.56	248.9	...	10.2	...SUNDALE.....	130.6	12.38	f 1.20	5.52	7.12
P	126	80			²⁷⁶ 7.01	f 12.52	5.03	4.02	253.9	...	5.0	...GOODNOE.....	125.6	12.32	f 1.10	5.47	²⁷⁵ 7.01
WP	119	151			7.22	f ⁶ 1.01	5.10	4.10	260.6	DN	6.7	...TOWAL.....	118.9	12.25	f ⁵ 1.01	5.40	6.37
P	114	79	15		7.35	s 1.10	5.15	4.15	265.2	...	4.6	...CLIFFS.....CF	114.3	12.19	s 12.51	5.35	6.25
BWOYR JKXZP	106		Yard		A 8.00AM	A 1.20PM	A 5.25AM	A 4.25AM	273.4	DN	8.2	...MARYHILL.....	106.1	L 12.05AM	L 12.37PM	L 5.24PM	L 6.00AM
					Daily	Daily	Daily	Daily				...WISHRAM.....X		Daily	Daily	Daily	Daily
					6.00 20.9	2.40 46.9	2.15 55.6	2.35 48.5				Time Over District Average Speed Per Hour		2.35 48.5	3.08 40.0	2.21 53.3	4.30 27.9

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

Except No. 2 is Superior to All Trains and No. 1 is Superior to All Trains Except No. 2

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
Except No. 2 is Superior to All Trains and No. 1 is Superior to All Trains Except No. 2

4 Westward

S. P. & S. Ry., VANCOUVER DIVISION—Third Sub-Division

Eastward

Water, Fuel, Turn, Tables, Scales, Standard Clocks and Yard Limits, etc.	Station Numbers	Car Capacity		THIRD CLASS	SECOND CLASS	FIRST CLASS				Distance from Spokane	TIME TABLE No. 98 MARCH 23, 1947				Distance from Portland	FIRST CLASS			SECOND CLASS	THIRD CLASS	
		Sidings	Other Tracks			275	3	15	1		STATIONS					4	16	2			276
						Time Freight	Passenger	N.P. 348 Passenger	Passenger		Passenger	N.P. 347 Passenger	Passenger	Time Freight							
						Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily							
WCTB JOKXZ	381		Yard						3.2	DN.....YARDLEY.....YD 3.2	380.7										
RKXB	378		Yard						0.0	DN.SPOKANE (N.P. Depot).SF 8.7	377.5										
JWVI									8.7	DN.MARSHALL JCT.(N.P.)MR	369.8										

ON N. P. RY. BETWEEN MARSHALL JUNCTION AND YARDLEY, TRAINS WILL BE GOVERNED BY N. P. RY., IDAHO DIV. TIME TABLE AND RULES

J RBOGX ZWTCP	384		Yard		L 5.00PM				4.8	DN.....HILLYARD (G.N.) HU 4.8	384.3							A10.00PM
RCWTB JOKXZ	380		Yard		5.45	L 9.45PM		L12.06AM	0.0	DN.SPOKANE (G.N. Depot).PD 2.3	379.5	A 6.50AM			A10.55PM			9.00

ON G. N. RY. BETWEEN FT. WRIGHT AND HILLYARD, TRAINS WILL BE GOVERNED BY G. N. RY. SPOKANE DIVISION TIME TABLE AND RULES

JIV	377				L 6.00PM	L 9.50PM		L12.11AM	2.3	DN...FORT WRIGHT...FW 5.9	377.2	A 6.45AM		A10.50PM	A 8.45PM
P	371	129			6.15	9.57		12.18	8.2	...OVERLOOK..... 3.5	371.3	6.36		10.43	8.30
JP	368	73			6.25	10.01		12.22	11.7	DN...SCRIBNER.....SC 7.5	367.8	6.30		10.39	8.22
WP	360	78	13		6.43	10.09		12.30	19.2	...SOUTH CHENEY..... 5.5	360.3	6.18		10.31	8.03
P	355	120			6.56	10.25		12.36	24.7	.....MOCK..... 5.1	354.8	6.10		10.25	7.50
P	350		13W		7.08	10.34			29.8	.....AMBER..... 5.8	349.7	s 6.02			7.37
P	344	78	23		7.22	10.42		12.48	35.6	.....BODNA..... 8.5	348.9	5.54		10.11	7.22
CWOP	335	EB 139 WB 96	120		7.39	10.54		12.57	44.1	DN.....LAMONT.....A 6.0	335.4	s 5.44		10.01	6.55
P	329		36E		7.50	11.02			50.1	.....ROCKWELL..... 6.0	329.4	5.32			6.19
P	323	129	16		8.02	11.10		1.09	56.1	.....MACALL..... 6.0	323.4	5.25		9.49	5.59
P	317		51E		8.13	11.18		1.15	62.1	.....LANTZ..... 6.2	317.4	5.18		9.43	5.38
WP	311	131	31		8.25	11.27		1.21	68.3	D.....BENGE.....BN 11.4	311.2	s 5.11		9.37	5.17
P	300	130	13		8.47	11.42		1.33	79.7	.....HOOPER..... 8.4	299.8	4.53		9.25	4.38
CWP	291	EB 136 WB 74	80		9.16	11.54PM		1.42	88.1	DN.....WASHTUCNA....WA 6.3	291.4	s 4.40		9.16	4.10
P	285	80	19		9.32	12.02AM		1.48	94.4	.....SPERY..... 7.6	285.1	4.29		9.08	3.46
P	278	130	85		9.52	12.13		1.56	102.0	D...KAHLOTUS.....K 8.4	277.5	s 4.20		9.00	3.22
WP	269	87	5		10.14	12.28		2.08	110.4	.....FARRINGTON..... 6.5	269.1	4.06		8.48	2.54
P	263	64			10.31	12.40		2.17	116.9	.....BURR..... 5.7	262.6	3.55		8.39	2.28
JV					10.50	12.50			122.6	.....SNAKE RIVER JCT.... 0.2	256.9				2.06
P	257	80	60		10.51	12.51		2.25	122.8	DN...SNAKE RIVER....SR 2.7	256.7	s 3.45		8.31	2.05
P	254	130			10.57	12.56		2.28	125.5	.....VOTAW..... 3.0	254.0	3.40		8.27	1.55
P	251	79	20		11.04	1.01		2.31	128.5	.....REDD..... 6.4	251.0	s 3.35		8.24	1.45
WP	245	130	9		11.20	1.10		2.37	134.9	.....LEVY..... 6.5	244.6	3.26		8.18	1.24
P	238	69			11.34	1.18		2.43	141.4	.....MARTINDALE..... 4.6	238.1	3.18		8.12	1.01
JP	234				11.45PM	1.23	L 9.40PM	2.48	146.0	.....AINSWORTH JCT... 2.8	233.5	3.12	A 4.25AM	8.07	12.45
PZXTCY WRBOK JV	231		Yard		A12.01AM	A 1.35AM	A 9.55PM	A 3.00AM	148.2	DN...PASCO.....PA	231.3	L 3.00AM	L 4.15AM	L 7.55PM	L12.30PM
					Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily
					7.01 21.8	3.50 38.7	0.15 11.2	2.54 51.1		Time Over District Average Speed Per Hour		3.50 38.7	0.10 16.8	3.00 49.4	9.30 16.0

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

Except No. 2 is Superior to All Trains and No. 1 is Superior to All Trains Except No. 2.

Westward

S. P. & S. Ry., VANCOUVER DIVISION—Fourth Sub-Division

Eastward 5

Water, Fuel, Turn Tables, Scales, Standard Clocks and Yard Limits, etc.	Station Numbers	Car Capacity		SECOND CLASS			Distance from Goldendale	TIME TABLE No. 98 MARCH 23, 1947		Distance from Lyle	SECOND CLASS	
		Siding	Other Tracks	121		STATIONS		120				
				Mixed	Daily Ex. Sat.			Mixed	Daily Ex. Sat.			
BWYR P	G42		72	l	6.15 PM	0.0	D.....	GOLDENDALE.....	GD	41.6	A	2.25 AM
P	G35		21	s	6.35	6.3	.....	CENTERVILLE.....		35.3	s	2.00
P	G30		18	f	6.51	11.4	.....	WARWICK.....		30.2	f	1.40
	G23		8W	f	7.14	18.9	.....	SWALE.....		22.7	f	1.10
	G17		15	f	7.32	24.7	.....	WAHIAKUS.....		16.9	f	12.45
PW (1/2 M.L.E.) X	G14	27		s	7.43	28.2	D.....	KLICKITAT.....	KI	13.4	s	12.30
	G10		8	f	7.53	31.3	.....	PITT.....		10.3	f	12.20
P	G 6			f	8.05	35.2	.....	WRIGHTS.....		6.4	f	12.05 AM
BRWTO PJX	85	80	137	A	8.25 PM	41.6	DN.....	LYLE.....	YA	0.0	L	1.40 PM
					Daily Ex. Sat.							Daily Ex. Sat.
					2.10							2.45
					19.2							15.1
								Time Over District				
								Average Speed Per Hour				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

Except No. 121 is Superior to No. 120, Goldendale to Lyle

VANCOUVER DIVISION Special Stops

No. 3 will stop at any station to discharge revenue passengers from Spokane or east of Spokane; will stop at any station between Spokane and Pasco to pick up revenue passengers for Vancouver and Portland when advance arrangements are made for it with Agents.

No. 3 will stop at Hooper to discharge revenue passengers and will exchange passengers locally between stations Spokane and Pasco where scheduled to stop. Will stop at Maryhill for revenue passengers for Bingen-White Salmon, Vancouver and Portland, and will stop at Stevenson for revenue passengers for Vancouver and Portland.

No. 3 will stop at Camas to discharge revenue passengers from Pasco or east thereof, when advance arrangements are made with Agents or Conductors.

No. 4 will stop at any station to pick up revenue passengers for Spokane or east of Spokane, and at Camas to pick up passengers for Pasco and East when advance arrangements are made for it with Agents; will stop at Stevenson to discharge revenue passengers from Portland and Vancouver; will stop at Maryhill to discharge revenue passengers from Portland, Vancouver and Bingen-White Salmon; will stop at any station between Pasco and Spokane to discharge revenue passengers from Portland and Vancouver; will stop at Hooper daily except Sunday, and will exchange passengers locally between stations Pasco and Spokane where scheduled to stop.

Nos. 5 and 6 will stop on flag at Moonax, M. P. 152.6, to pick up or discharge passengers.

No. 3 will stop at Redd to dispatch U. S. Mail.

When No. 3 will not reach Vancouver by 8:45 A. M., back haul U. S. Mail for No. 6 will be dispatched at Stevenson.

When No. 3 reaches Vancouver later than 8:40 A. M., U. S. Mail for transfer to U. P. No. 457 should be handled through to Portland.

Nos. 120 and 121 will stop on flag at Klickitat Springs, M. P. 15.8.

6 Westward

S. P. & S. Ry., PORTLAND DIVISION—First Sub-Division

TIME TABLE No. 98
MARCH 23, 1947

Station Numbers	Car Capacity		THIRD CLASS				SECOND CLASS		FIRST CLASS	Distance from Portland	STATIONS
	Sidings	Other Tracks	327	361	325	395	293	231	21		
			Local Freight	Local Freight	Freight	Local Freight	Freight	Freight	Passenger		
			Daily Ex. Saturday	Mon., Wed., Friday	Daily	Daily Ex. Saturday	Daily Ex. Saturday	Daily Ex. Saturday	Daily		
4		Yard	L 8.30PM	L10.50AM	L 7.25AM	L 5.20AM	L11.50PM	L 7.00PM	L 8.20AM	4.3	DN.... WILLBRIDGE..... BR
A7	28	273	8.40	11.00	7.33	5.30	11.58PM	7.10	f 8.26	7.3	D..... LINNTON..... IN
A10			A 8.50PM	A11.10AM	A 7.40AM	5.40	²³⁰ 12.06AM	²⁹⁴ A 7.20PM	8.31	10.0	..... UNITED JCT.....
A11						5.42	12.08		8.33	10.5	DN..... RIVER JCT..... RJ
A13	29					5.47	12.13		8.37	12.6	..... HOLBROOK.....
A20	34	33				6.15	12.30		s 8.50	19.9	D..... SCAPPOOSE..... SQ
A24		19W				6.26	12.42		f 8.58	24.3	..... WARREN.....
A28	52	20				6.40	12.50		s 9.06	27.6	DN..... ST. HELENS..... H
A30									f 9.11	30.0	..... COLUMBIA CITY.....
A31	43					6.50	1.01		9.14	31.3	..... WATERVIEW.....
A33		11W				6.55			f 9.18	33.2	..... DEER ISLAND.....
A39	20	60				7.18	1.22		f 9.31	39.4	..... GOBLE.....
A42		16E				7.26	1.30		f 9.37	42.2	..... PRESCOTT.....
A46		8				7.38	1.39		s 9.47	45.8	D..... RAINIER..... RA
A47	53					7.50	1.41		³⁹⁶ 9.49	46.8	..... AVON.....
A56	50	13				8.10	2.05		s10.12	55.8	..... MAYGER.....
A58									f10.16	58.0	..... LOCODA.....
A59		15W				8.25	2.14		s10.20	59.3	..... QUINCY.....
A62	45	70				³⁹⁶ 8.45	2.22		s10.28	62.2	DN.... CLATSKANIE..... CN
A67	54	10W				8.57	2.33		f10.38	66.6	..... MARSHLAND.....
A71	29	41				9.12	2.45		s10.49	71.2	..... WESTPORT.....
A74		50				9.30	2.52		s10.55	73.5	..... WAUNA.....
A77		14				9.45	2.59		f11.02	76.8	..... BRADWOOD.....
A78	43					9.53	3.04		f11.07	78.4	..... CLIFTON.....
A83		2E				10.08	3.16		f11.18	83.3	..... BROWNSMEAD.....
A85									f11.24	84.9	..... BLIND SLOUGH.....
A87	20	4W				10.22	3.26		f11.28	86.5	..... KNAPPA.....
A90	41	2W				10.38	3.35		f11.37	90.2	..... SVENSEN.....
A95	34					11.00	3.48		f11.50AM	95.4	..... VAN DUSEN.....
A100		Yard				A11.20AM	A 4.00AM		s12.10PM	99.7	D..... ASTORIA..... RO
A106		22							s12.29	105.6	..... WARRENTON.....
A108		31							f12.36	108.3	..... CAMP CLATSOP.....
A116									f12.52	115.7	..... GEARHART.....
A118		73							A 1.00PM	118.0	D..... SEASIDE..... SD
			Daily Ex. Saturday	Mon., Wed., Friday	Daily	Daily Ex. Sat.	Daily Ex. Sat.	Daily Ex. Saturday	Daily		
			0.20	0.20	0.15	6.00	4.10	0.20	4.40		
			17.1	17.1	22.8	15.9	22.9	17.1	24.4		

Time Over District
Average Speed per Hour

Eastward trains are superior to trains of the same class in the opposite direction Except No. 21 is superior to No. 22 Willbridge to Seaside.

Nos. 21 and 22 will stop on flag to receive or discharge passengers at Ivy, Woodson and West.

S. P. & S. Ry., PORTLAND DIVISION—First Sub-Division

Eastward 7

TIME TABLE No. 98 MARCH 23, 1947		Distance from Seaside	FIRST CLASS		SECOND CLASS		THIRD CLASS				Water, Wyes, Turn- tables, Fuel, Scales, Standard Clocks, Bul- letin Boards, Register and Yard Limits					
STATIONS			22		294	230	328	396	362	326						
			Passenger		Freight	Freight	Local Freight	Local Freight	Local Freight	Freight						
			Daily		Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Monday	Daily Ex. Sunday	Tue., Thu., Saturday	Daily						
DN.....	WILLBRIDGE.....BR	113.7	A	6.31 PM		A	7.55 PM	A	12.55 AM	A	12.01 PM	A	11.20 AM	A	1.20 PM	JRXI P
	3.0															
D.....	LINNTON.....IN	110.7	f	6.24			7.43		12.45		11.50 AM		11.10		1.10	XP
	2.7															
	UNITED JCT.....	108.0		6.18			²³¹ 7.34		²⁰³ L 12.35 AM		11.40		L 11.00 AM		L 1.00 PM	JPX
	0.5															
DN.....	RIVER JCT.....RJ	107.5		6.16			7.32				11.38					PX
	2.1															
	HOLBROOK.....	105.4		6.12			7.25				11.30					
	7.3															
D.....	SCAPPOOSE.....SQ	98.1	s	5.55			7.07				11.12					
	4.4															
	WARREN.....	93.7	f	5.45			6.57				11.00					
	3.3															
DN.....	ST. HELENS.....H	90.4	s	5.38			6.47				10.50					W
	2.4															
	COLUMBIA CITY.....	88.0	f	5.31												
	1.3															
	WATERVIEW.....	86.7		5.29			6.39				10.35					
	1.9															
	DEER ISLAND.....	84.8	f	5.25			6.35				10.30					
	6.2															
	GOBLE.....	78.6	f	5.11			6.22				10.15					XP
	2.8															
	PRESCOTT.....	75.8	f	5.05			6.15				10.08					W
	3.6															1.2 MI. West
D.....	RAINIER.....RA	72.2	s	4.57			6.07				10.00					XP
	1.0															
	AVON.....	71.2		4.53			6.04				²¹ 9.49					X
	9.0															
	MAYGER.....	62.2	f	4.34			5.42				9.10					P
	2.2															
	LOCODA.....	60.0	f	4.30												
	1.3															
	QUINCY.....	58.7	f	4.27			5.35				9.00					
	2.9															
DN.....	CLATSKANIE.....CN	55.8	s	4.21			5.29				³⁹⁵ 8.45					P
	4.4															
	MARSHLAND.....	51.4	f	4.11			5.18				8.20					
	4.6															
	WESTPORT.....	46.8	s	4.01			5.08				8.05					WP
	2.3															
	WAUNA.....	44.5	s	3.55			5.03				7.30					
	3.3															
	BRADWOOD.....	41.2	f	3.49			4.56				7.05					P
	1.6															
	CLIFTON.....	39.6	f	3.45			4.52				6.45					P
	4.9															
	BROWNSMEAD.....	34.7	f	3.36			4.42				6.35					
	1.6															
	BLIND SLOUGH.....	33.1	f	3.32												
	1.6															
	KNAPPA.....	31.5	f	3.28			4.33				6.29					P
	3.7															
	SVENSEN.....	27.8	f	3.20			4.25				6.23					
	5.2															
	VAN DUSEN.....	22.6	f	3.10			4.12				6.12					
	4.3															
D.....	ASTORIA.....RO	18.3	s	3.00			L 4.00 PM				L 6.00 AM					WTOZP BKXR
	5.9															
	WARRENTON.....	12.4	s	2.30												JYX
	2.7															
	CAMP CLATSOP.....	9.7	f	2.23												
	7.4															
	GEARHART.....	2.3	f	2.05												
	2.3															
D.....	SEASIDE.....SD.	0.0	L	2.00 PM												BWY KXR
	Daily			4.31			Daily Ex. Sunday	3.55			Daily Ex. Monday	0.15				
	Time Over District			25.1			Daily Ex. Sunday	24.3			Daily Ex. Monday	22.8				
	Average Speed per Hour						Daily Ex. Sunday	17.1			Daily Ex. Monday	15.9				
							Daily Ex. Sunday	17.1			Tue., Thu., Saturday	17.1				
							Daily	17.1			Daily	17.1				

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S. P. & S. Ry., PORTLAND DIVISION
Westward Second Sub-Division Eastward

Water, Wyes, Turntables, Fuel, Seales, Standard Clocks, Bul.-Bds., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Warrenton	TIME TABLE No. 98 MARCH 23, 1947		Distance from Fort Stevens
		Sidings	Other Tracks		STATIONS		
	A106		22	0.0	..... WARRENTON	3.8	
	FS2		25	1.8	1.8 FLAVEL	2.0	
X	FS4			3.8	2.0 FORT STEVENS	0.0	
Time Over District Average Speed per Hour							

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

S. P. & S. Ry., PORTLAND DIVISION
Westward Third Sub-Division Eastward

Water, Wyes, Turntables, Fuel, Seales, Standard Clocks, Bul.-Bds., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Wilkesboro	TIME TABLE No. 98 MARCH 23, 1947		Distance from Glenwood
		Sidings	Other Tracks		STATIONS		
	XPRJ	U26	22	0.0	..... WILKESBORO	12.9	
	X	R1	24E	1.2	1.2 PENGRA	11.7	
	WP	R9		8.9	7.7 WASHBURN	4.0	
		R12	12E	11.7	2.8 GRAY'S SPUR	1.2	
	XP	R13	Yard	12.9	1.2 GLENWOOD	0.0	
Time Over District Average Speed per Hour							

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

Westward S. P. & S. Ry., PORTLAND DIVISION—Fourth Sub-Division Eastward

Water, Wyes, Turntables, Fuel, Seales, Standard Clocks, Bul.-Bds., Register, Yard Limits	Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS		Distance from Portland	TIME TABLE No. 98 MARCH 23, 1947		SECOND CLASS		THIRD CLASS		
		Sidings	Other Tracks	327			231			Distance from Keasey	230		362			
				Local Freight	Local Freight	Freight	Freight	Freight			Local Freight	Freight	Local Freight			
				Daily Ex. Saturday	Mon., Wed., Friday	Daily	Daily Ex. Saturday	Daily Ex. Sun.			Tue., Thu., Saturday	Daily	Daily Ex. Sunday			
XPJ	A10			L 8.50PM	L 11.10AM	L 7.40AM	L 7.20PM	10.0	..... UNITED JCT.....	47.0	A 12.10AM	A 11.00AM	A 1 00PM	A 12.35AM	
OWXP	NB10		Yard					10.0	0.5 RAFTON	47.0						
JPX	U10			8.53	11.13	7.45	7.23	10.5	DN..... RIVER JCT..... RJ	46.5	12.04	10.56	12.54	12.29		
	U10A		31W	8.56	11.16	7.50	7.26	11.0	0.5 BAN SPUR	46.0	12.01AM	10.53	12.51	12.26		
P	U12	4	11W	9.00	11.20	7.55	7.30	11.7	0.7 BURLINGTON	45.3	11.58PM	10.50	12.48	12.23		
	U13		2W	9.08	11.28	8.01	7.38	13.4	1.7 FALKENBURG	43.6	11.48	10.45	12.38	12.13		
P	U14		6E	9.10	11.30	8.05	7.41	13.9	0.5 TUNNEL SPUR	43.1	11.43	10.39	12.33	12.08AM		
P	U15		5W	9.20	11.40	8.15	7.51	15.5	1.6 ROCKTON	41.5	11.33	10.29	12.23	11.58PM		
	U16		9W	9.22	11.42	8.19	7.53	15.9	0.4 CULLITON	41.1	11.30	10.26	12.20	11.55		
JXPR	U17		5E	A 9.30PM	11.50AM	A 8.30AM	A 8.00PM	17.1	1.2 DN..... BOWERS JCT..... BJ	39.9	L 11.20PM	10.20	L 12.10PM	L 11.45PM		
PW 2750' E.	U22	47	17E		12.20PM			21.9	4.8 D..... NORTH PLAINS... NP	35.1		9.40				
	U23		26		12.25			23.3	1.4 VADIS	33.7		9.20				
	U25		11E		12.35			25.5	2.2 CHRISTIE	31.5		9.10				
JXPR	U26		12		12.40			26.4	0.9 WILKESBORO	30.6		9.05				
XP	U28	33	22		12.45			27.5	1.1 BANKS	29.5		8.55				
WP	U32	30	7		1.05			31.7	4.2 MANNING	25.3		8.35				
P	U39	31			1.40			38.8	7.1 TOPHILL	18.2		8.10				
WP	U43	29			2.01			43.1	4.3 BRAUN	13.9		7.50				
BYK XPR	U49		Yard		A 2.30PM			48.5	5.4 D..... VERNONIA..... VN	8.5		L 7.30AM				
WX	U57		52					57.0	8.5 KEASEY	0.0						
(County Line End of Track)																
Time Over District Average Speed per Hour											Daily Ex. Sun.	Tue., Thu., Saturday	Daily	Daily Ex. Sunday		
0.40 10.6											0.50 8.5	3.30 11.0	0.50 8.5	0.50 8.5		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

At Bowers Junction all westward trains to and eastward trains from O.E. Ry. First Sub-division will register by Ticket per Rule 83(A).
Eastward trains from Fourth Sub-division will not register.

Westward

Oregon Electric Ry.—FIRST SUB-DIVISION

Eastward 9

Water, Wyes, Turn- tables, Fuel, Scales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS		Distance from Portland	TIME TABLE No. 98 MARCH 23, 1947		Distance from Eugene	SECOND CLASS		THIRD CLASS	
		Sidings	Other Tracks	237	325	231	STATIONS		230	326		328			
				Local Freight	Freight	Freight			Freight	Local Freight					
				Daily Ex. Saturday	Daily	Daily Ex. Saturday			Daily Ex. Sunday	Daily		Daily Ex. Sunday			
JRXP	U17		5E	L 9.30PM	L 8.30AM	L 8.00PM	17.1	DN..... BOWERS JCT.....BJ	125.7	A11.20PM	A12.10PM	A11.45PM			
	E21	46		9.38	8.45	8.08	20.9	.....MERLE.....	121.9	11.05	11.50AM	11.30		
								.....0.6						
	YPXJ	E22		9.40	8.48	8.10	21.5	.....FOREST GROVE JCT.....	121.3	³²⁸ 11.02	11.45	²³⁰ 11.25		
	X		77	³²⁸ 9.56	9.06	8.26	26.7	.....BEAVERTON SIDING.....	116.1	10.46	11.29	³²⁷ 9.56		
	XWP	E28	33	10.00	9.10	8.30	27.6	.....BEAVERTON.....	115.2	10.42	11.25	9.50		
	JVP	E28A		10.03PM	9.12AM	8.32PM	28.1	.....BEBURG.....	114.7	10.40PM	11.15AM	9.45PM		

BETWEEN BEBURG AND GRETON TRAINS WILL BE GOVERNED BY SOUTHERN PACIFIC CO. TIME TABLE AND RULES

JVP	E31			10.18PM	9.28AM	8.48PM	31.2	.....GRETON.....	111.6	10.22PM	10.55AM	9.30PM
PX	E32	77	9	²³⁰ 10.20	9.30	8.50	32.1	DN.....TIGARD.....RD	110.7	³²⁷ 10.20	10.53	9.27
P	E36		10	10.30	9.40	9.00	36.1	.....TUALATIN.....	106.7	9.57	10.41	9.15
P	E39	19		10.40	9.47	³²⁸ 9.07	39.0	.....TONQUIN.....	103.8	9.48	10.32	²³¹ 9.07
P	E43	21	7	10.55	9.57	9.17	43.0	.....WILSONVILLE.....	99.8	9.33	10.20	8.53
P	E45	76		11.05	³²⁸ 10.05	²³⁰ 9.25	45.4	.....CURTIS.....	97.4	²³¹ 9.25	³²⁵ 10.05	8.45
P	E49	17	17	11.17	10.15	9.35	49.1	.....DONALD.....	93.7	9.10	9.47	8.35
WP	E55	75	6E	11.35	10.35	9.50	54.5	N....WEST WOODBURN...RN	88.3	8.54	9.30	8.20
	E57		9E	11.45PM	10.45	9.57	57.4	.....ST. LOUIS.....	85.4	8.47	9.15	8.04
	E63	9	6W	12.05AM	11.05	10.15	63.1	.....HOPMERE.....	79.7	8.34	8.55	7.49
P	E64		8	12.08	11.07	10.18	64.1	.....QUINABY.....	78.7	8.32	8.52	7.46
PX	E69	80	4	12.28	11.17	10.33	68.6	.....BUSH.....	74.2	8.20	8.40	7.31
WVBPXK	E71		227	12.43	11.25	10.45	71.2	DN.....SALEM.....SA	71.6	8.10	8.30	7.15
PX	E73	52		1.01	11.35	10.50	72.8	.....MINTO.....	70.0	8.05	8.25	7.05
P	E80		11E 5W	1.26	11.55AM	11.13	79.9	.....ORVILLE.....	62.9	7.45	7.52	6.44
P	E85	74	7E	1.46	12.05PM	11.28	84.8	.....SIDNEY.....	58.0	7.35	7.37	6.32
	E88		17W	1.56	12.15	11.36	87.9	.....TALBOT.....	54.9	7.28	7.27	6.24
	E91		15W	2.06	12.25	11.44PM	90.8	.....DEVER.....	52.0	7.22	7.18	6.17
XBRP TKWOJ	E97		Yard	A 2.30AM	A12.45PM	12.01AM	96.5	DN....ALBANY YARD....YD.	46.3	7.10	L 7.00AM	L 6.00PM
VXP	E98		Yard			12.15	97.8	.....ALBANY.....	45.0	6.50		
P	E111		14E			12.47	111.1	.....FAYETTEVILLE.....	31.7	6.23		
	E114		5E			12.52	113.8	.....POTTER.....	29.0	6.18		
	E116	6				12.56	116.1	.....TULSA.....	26.7	6.14		
P	E124		28E			1.10	124.2	.....HARRISBURG.....	18.6	6.00		
P	E129		58			1.20	128.7	D....JUNCTION CITY....JC	14.1	5.50		
	E133		6E			1.28	133.4	.....MEADOW VIEW.....	9.4	5.42		
	E135		9			1.31	135.0	.....AWBREY.....	7.8	5.39		
	E136		11E 13E			1.33	136.1	.....ENID.....	6.7	5.37		
BKXR YPV	E143		Yard			A 2.00AM	142.8	D.....EUGENE.....G	0.0	L 5.00PM		
				Daily Ex. Saturday	Daily	Daily Ex. Saturday		Time Over District Average Speed per Hour		Daily Ex. Sunday	Daily	Daily Ex. Sunday
				5.00 15.9	4.15 18.7	6.00 20.9				6.20 19.8	5.10 15.4	5.45 17.0

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

10 Westward

Oregon Electric Ry.—SECOND SUB-DIVISION

Eastward

Water, Wyes, Turntables, Fuel, Seales, Standard Clocks, Bulletin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Forest Grove Junction	TIME TABLE No. 98 MARCH 23, 1947	Distance from Forest Grove								
		Sidings	Other Tracks				STATIONS							
JYPX	E22			0.0	.....FOREST GROVE JCT.....	10.6								
X	F1	11		0.8	.....ORENCO.....	9.8								
	F3		7E	2.9	.....SEWELL.....	7.7								
P	F5	5	37	4.5	D.....HILLSBORO.....BO	6.1								
	F8		6E	7.9	.....CORNELIUS.....	2.7								
	F11		48	10.6	.....FOREST GROVE.....	0.0								
					Time Over District Average Speed per Hour									

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

Westward

Oregon Electric Ry.—THIRD SUB-DIVISION

Eastward

Water, Wyes, Turntables, Fuel, Seales, Standard Clocks, Bulletin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Albany Yard	TIME TABLE No. 98 MARCH 23, 1947	Distance from Foster								
		Sidings	Other Tracks				STATIONS							
KBXP WOR	E97		Yard	0.0	DN.....ALBANY YARD.....YD	31.2								
JV				0.9	.....S. P. CONN. ALBANY.....	30.3								
					Time Over District Average Speed per Hour									

Between S. P. Conn. Albany and Lebanon Conn. with O. E. Third Sub-Division Trains Will Be Governed By S. P. Co. Portland Division Time Tables and Rules

WPJV	S14		20	14.5	DN.....LEBANON.....BA	16.7								
	S15	10		14.8	.....LEBANON.....	16.4								
					(O. E. Siding)									
PX	S16	70	154	15.9	D.....WELDWOOD.....V	15.3								
P	S20		2E	20.2	.....WATERLOO.....	11.0								
	S22		8E	22.1	.....NYE.....	9.1								
	S24		11E	24.3	.....NARROWS.....	6.9								
PWYO RBXJ	S29		Yard	28.8	DN.....SWEET HOME.....SW	2.4								
	S31		222	31.2	.....FOSTER.....	0.0								
					Time Over District Average Speed per Hour									

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

Westward

Oregon Electric Ry.—FOURTH SUB-DIVISION

Eastward

Water, Wyes, Turntables, Fuel, Seales, Standard Clocks, Bulletin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Sweet Home	TIME TABLE No. 98 MARCH 23, 1947	Distance from Dollar								
		Sidings	Other Tracks				STATIONS							
PWYRB XOJ	S29		Yard	0.0	DN.....SWEET HOME.....SW	15.5								
	H6		20W	6.4	.....HOLLEY.....	9.1								
	H8		10	8.1	.....CALAPOOYA.....	7.4								
	H10		30	10.5	.....RYAN.....	5.0								
	H12		9E	11.8	.....MITCHELL.....	3.7								
	H14		49	13.9	.....WOODRAFFE SIDING.....	1.6								
W 0.9 MI. E	H16		Yard	15.5	.....DOLLAR.....	0.0								
					Time Over District Average Speed per Hour									

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

Westward

OREGON TRUNK RAILWAY

Eastward 11

Water, Fuel, Wyes, Turn, Tables, Scales, Standard Clocks and Yard Limits, etc.	Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS	Distance from Bend	TIME TABLE No. 98		Distance from Wishram	SECOND CLASS	THIRD CLASS		
		Sidings	Other Tracks	315	311	313	103		MARCH 23, 1947			102	314	310	
				U. P. Mixed	Oregon Trunk Freight	U. P. Mixed	Oregon Trunk Mixed		STATIONS			Oregon Trunk Mixed	U. P. Mixed	Oregon Trunk Freight	
				Sat. Only	Daily	Daily Ex. Sat. & Mon.	Daily		DN.....	RD.....		Daily	Daily Ex. Sun.	Daily	
JBYOVZ PWRKX	T-151		Yard	L 12.30 PM	L 2.00 AM	L 12.01 AM	L 8.00 PM	0.0	DN.....	BEND.....	D	151.5	A 7.00 AM	A 7.35 AM	A 7.25 AM
P	T-144	50	12	12.50	2.17	12.30	f 8.15	7.3	.....	DESCHUTES.....		144.2	f 6.40	7.18	7.00
WXP	T-135	101	135	1.15	2.36	1.10	s 8.50	16.5	DN.....	REDMOND.....	RD	135.0	s 6.15	6.57	6.28
JP	T-132	67		1.23	2.42	1.17	s 8.58	19.2	D.....	PRINEVILLE JCT.....	XN	132.3	s 5.51	6.42	6.19
P	T-129	49		1.32	2.47	1.24	s 9.05	22.0	.....	TERREBONNE.....		129.5	f 5.44	6.36	6.10
P	T-122	115	24	1.55	3.05	1.45	f 9.25	29.5	.....	OPAL CITY.....		122.0	f 5.26	6.20	5.44
P	T-115	49	41	2.15	3.20	2.05	s 9.43	36.6	.....	CULVER.....		114.9	s 5.09	6.02	5.21
OTWPX	T-110	100	159	2.28	3.30	2.30	s 9.55	41.3	DN.....	METOLIUS.....	MS	110.2	³¹⁰ 4.58	5.50	¹⁰² 4.58
	T-108		4					43.9	.....	AGENCY.....		107.6			
WP	T-105	51	39	2.42	3.43	2.50	s 10.10	46.3	D.....	MADRAS.....	MD	105.2	s 4.46	5.30	4.25
P	T-100	114	4	3.01	³¹⁰⁻¹⁰² 4.05 4.28	3.15	f 10.26	52.0	.....	PAXTON.....		99.5	f ³¹¹ 4.28	5.10	³¹¹ 4.05
P	T-94	34	23	3.25	³¹⁴ 4.49	³¹⁰⁻¹⁰² 3.42 4.05	s 10.41	57.5	D.....	GATEWAY.....	GW	94.0	s ³¹³ 4.05	³¹¹ 4.49	³¹³ 3.42
PW 1/4 ML W	T-86	22	20	3.50	5.09	³¹⁴ 4.25	s 11.03	65.7	N.....	SOUTH JCT.....	SJ	85.8	f 3.41	³¹³ 4.25	3.18
YP	T-84			3.54	5.13	4.28	11.07	67.5	.....	JERSEY WYE.....		84.0	3.37	4.16	3.14
	T-83							68.6	.....	AXFORD.....		82.9			
P	T-80	123		4.05	5.21	4.38	f 11.18	71.2	.....	KASKELA.....		80.3	f 3.29	4.07	3.04
P	T-75			4.17	5.32	4.52	f 11.31	76.1	D.....	DAVIDSON.....	UN	75.4	f 3.16	3.54	2.51
P	T-74		25E	4.22	5.36	4.57	f 11.36	77.9	.....	DANT.....		73.6	f 3.12	3.49	2.46
	T-68		8E	4.37	5.50	5.13	f 11.51 PM	83.9	.....	FRIEDA.....		67.6	f 2.57	3.35	2.29
WP	T-64	50		4.48	5.59	5.23	f 12.01 AM	87.7	.....	NENA.....		63.8	f 2.48	3.25	2.19
P	T-55 A	93		5.10	6.17	5.45	12.25	96.1	.....	CAMBRAL.....		55.4	2.28	3.02	1.57
P	T-55		28	5.12	6.19	5.47	s 12.27	96.8	DN.....	MAUPIN.....	AU	54.7	s 2.26	3.00	1.55
WP	T-51		24	5.22	6.28	5.57	f 12.38	100.7	.....	TUSKAN.....		50.8	f 2.18	2.50	1.43
P	T-48		31W	5.30	6.35	6.05	f 12.48	103.8	.....	SHERAR.....		47.7	f 2.11	2.41	1.36
P	T-40	99		5.50	6.53	6.26	f ³¹⁰ 1.15	111.6	.....	OAKBROOK.....		39.9	f 1.55	2.20	¹⁰³ 1.15
P	T-31	50		6.15	7.14	6.52	f ¹⁰² 1.36	120.9	.....	SINAMOX.....		30.6	f ¹⁰³ 1.36	2.00	12.52
WP	T-26	48		6.26	7.24	7.03	f ³¹⁴ 1.50	125.2	DN.....	DIKE.....	DI	28.3	f 1.27	¹⁰³ 1.50	12.42
P	T-18	113		6.47	7.43	7.26	f 2.09	133.5	.....	LOCKIT.....		18.0	f 1.10	1.20	12.21
P	T-12		27E	7.04	7.57	7.43	f 2.25	139.9	.....	KLOAN.....		11.6	f 12.56	1.06	12.05 AM
P	T-6	90		7.19	8.10	7.59	f 2.40	145.8	.....	MOODY.....		5.7	f 12.43	12.54	11.52 PM
	T-2A						2.46	149.2	.....	CELLO.....		2.3	f 12.36		
VXJP	T-2			A 7.30 PM	8.20	A 8.10 AM	2.48	150.0	N.....	O. T. JCT.....	VO	1.5	12.34	L 12.44 AM	11.40
JBWOP RKXZY	106		Yard		A 8.30 AM		A 3.00 AM	151.5	DN.....	WISHRAM.....	X	0.0	L 12.30 AM		L 11.30 PM
				Sat. Only	Daily	Daily Ex. Sat. & Mon.	Daily						Daily	Daily Ex. Sun.	Daily
				7.00 21.2	6.30 24.8	8.09 19.7	7.00 21.6			Time Over District Average Speed Per Hour			6.30 25.6	6.51 21.9	7.55 19.0

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

**12 CLEARING TIME EXCEPTIONS—Rules 86, S-87, S-89, and 93
Vancouver Division—First, Second and Third Sub-divisions**

The time of No. 2 must be cleared by eastward first class trains not less than five minutes, and by other eastward trains not less than ten minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than ten minutes, and by other westward trains not less than fifteen minutes at all stations.

The time of No. 1 must be cleared by westward first class trains not less than five minutes, and by other westward trains not less than ten minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than ten minutes, and by other eastward trains not less than fifteen minutes at all stations.

Within yard limits, second and inferior class, extra trains and engines must clear the main track not less than ten minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

SPEED RESTRICTIONS

All Subdivisions—

Designation **"Str."**—Train with diesel-electric locomotive and all light-weight roller bearing passenger train equipment.

Designation **"Psgr."**—Train with diesel-electric or steam locomotive and all passenger train equipment, any car of which is not light-weight roller bearing.

Designation **"Frt."**—Train with freight cars; train with caboose only; locomotive without cars.

Maximum speed of Streamliner trains must not exceed by more than ten miles per hour the permissible passenger train speed indicated on slow boards.

When Streamliner train is operated against the current of traffic in double track territory the Streamliner train must not exceed the maximum speed for other passenger trains.

	M.P.H.
Through crossovers, gantlets and turnouts.....	15
Through No. 15 and No. 16 turnouts located at Willbridge, S.P. & S. Jct., Panama Jct., Ainsworth Jct., Scribner and Ft. Wright..	25
Over spring switches not equipped with facing point lock, when moving in facing point direction and not using turnouts.....	30
Over spring switches when moving in trailing point direction actuating switch points and not using turnouts.....	30
Over spring switches when using turnouts.....	15
Freight engines used in passenger service must not exceed authorized speed for freight trains in the territory where operated.	25
Handling steam wrecking cranes, pile drivers or locomotive cranes	25
Handling scale test car.....	30
When freight cars, except those equipped with passenger trucks and steel wheels, are handled in passenger trains, the train will not exceed authorized speed for freight trains in the territory where operated.	
Over switches in paved streets.....	10
When picking up train order hoops (except where hoop stands are located).....	25
To avoid damage to rail and bridges by moving locomotives having main or side rods down, over the road at too high a speed, the following speeds will be maximum permitted:	
With main and side rods removed:	
All classes.....	20
With main rods removed and side rods in place:	
All classes.....	25
Over bridges.....	20

Engines with either or both main and side rods removed shall not be moved over any bridge at a speed in excess of 20 MPH, and the speed shall be further reduced over bridges which carry speed restrictions against the class of power being so moved. In the latter case, the speed of an engine with rods removed shall be reduced over the bridge to one-half the restricted speed for that engine in working order, as shown under "Bridge and Engine restrictions."

Dead engines with all rods up or in place, the piston rod being parted from the crosshead and removed and the valve motion disconnected and blocked, may be moved in trains at not to exceed the permissible speed of freight trains operating in the territory over which such engines are moved.

Bridge or other restrictions applicable to these engines when in operating condition to be observed.

For engines coming from the shop, to prevent running hot authorized maximum speed is.....25 M.P.H.

SPEED RESTRICTIONS

Vancouver Division—First Subdivision—

	M. P. H.		
	Str.	Psgr.	Frt.
Maximum Speed.....	75	65	45
At Camas to exchange U.S. Mail, Trains 3 and 4.....			20
Between first crossing east of depot and overhead bridge west of depot, Washougal, (City Ordinance).....	30	30	25
Engines G.N. Class R-1.....			35

Vancouver Division—Second Subdivision—

Maximum Speed.....	75	65	45
Engines G. N. Class R-1.....			35

Vancouver Division—Third Subdivision—

Maximum Speed.....	75	65	45
Between Kahlotus and Snake River Jct.....	50	40	25
Engines G.N. Class R-1.....			35

Vancouver Division—Fourth Subdivision—

Between Goldendale and Klickitat.....	20
Between Klickitat and Lyle.....	25
On curves 5 degrees and over.....	15

Oregon Trunk Railway—

	Frt. and	
	Psgr.	Mixed
Between Wishram and MP 87.....	35	30
Between MP 87 and MP 98.....	25	20
Between MP 98 and Metolius.....	40	35
Between Metolius and Bend.....	25	25

Portland Division—First and Second Subdivisions—

	Psgr. Frt.	
Maximum speed.....	40	30
Through Linnton.....	20	20
Hageman Moorage crossing, located 462 feet west of Bridge A-9.3.....	15	15
Through Scappoose.....	20	20
Through Rainier (City Ordinance).....	8	8
Between Locoda and U. S. Government Yard.....		10
Between Curve 163 and Warrenton.....	25	25
Over Youngs Bay draw span, bridge 102.6, west of Astoria .	12	12
On Pacific Avenue, Hammond.....	8	8
Between Warrenton and Seaside.....	30	20
Between Warrenton and Fort Stevens.....	15	15

SPEED RESTRICTIONS

<u>Portland Division—Third and Fourth Subdivisions—</u>		M.P.H.
Over bridge B-07 between River Junction and Rafton.....		12
Between United Junction and Wilkesboro.....		25
Between Wilkesboro and Keasey.....		20
Between Wilkesboro and Glenwood.....		15
Eastward trains will use not less than 25 minutes between Top Hill and Manning.		
Trains handling logs, disconnected trucks.....		15
Trains handling empty disconnected trucks.....		25
<u>Oregon Electric Railway—</u>		M.P.H.
<u>First, Second, Third and Fourth Subdivisions—</u>		
Under S. P. Co. bridge at Tualatin.....		15
Over bridge 43.4, Wilsonville, 20 MPH, except over steel span, 10 MPH. Brakes must be released before moving on any portion of the structure and the application of brakes while moving on the bridge must be avoided as much as possible.		
Between Forest Grove Junction and Forest Grove.....		25
Through Hillsboro.....		10
Through Forest Grove.....		15
Between Bowers Junction and Beburg.....		35
Between Beburg and Greton on S. P. tracks.....		20
Between Greton and Eugene.....		35
Through Salem.....		10
Passing paper mill, Salem.....		5
Through Albany.....		12
Between second crossing east of depot at Harrisburg and county road crossing, 1800 feet west.....		8
Through Junction City.....		20
Between Lebanon and Sweet Home.....		25
Between Sweet Home and Calapooya.....		25
Between Calapooya and Dollar.....		12
Trains handling logs.....		25
Trains handling logs over Willamette River Bridge 126-1, Calapooya River Bridge 99-9 and Santiam River Bridge 89-0....		10

SPRING SWITCHES WITH FACING POINT LOCK

<u>Vancouver Division—Second Subdivision—</u>	
Wishram.....	East yard lead switch.

<u>Vancouver Division—Third Subdivision—</u>	
Pasco.....	East switch of siding.
Votaw.....	East switch of siding.
Hooper.....	East switch of siding.
Benge.....	East switch of siding.
Mock.....	West switch of siding.

SPRING SWITCHES WITHOUT FACING POINT LOCK

<u>Vancouver Division—First Subdivision—</u>	
Vancouver.....	{ East yard lead switch. End of double track.

<u>Portland—First and Fourth Subdivisions—</u>	
United Junction.....	Junction of First and Fourth Subdivision.
River Junction.....	Junction of Fourth Subdivision and route to Rafton.
Bowers Junction.....	Junction of Fourth Subdivision and O. E. Ry.

<u>Oregon Trunk Railway—</u>	
Oregon Trunk Junction.....	Junction of O. T. Ry. and U. P. R. R. Co.

DRAW BRIDGESPortland Division—First Subdivision—

Clatskanie River, MP 62.7 center of draw.
Blind Slough, MP 84.8 center of draw.
John Day River MP 94.8 center of draw.

Portland Division—Second Subdivision—

Youngs Bay, MP 102.6 center of draw.
Skipanon Creek, MP 105.5 center of draw.

Oregon Trunk Railway—

Columbia River, MP T-1.3 center of draw.
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Celilo Draw Bridge is closed as a draw span except when actually in use to permit passage of navigation. Advance notice covering the time a vessel will pass through the draw will be given to the Chief Dispatcher. He will then instruct section foreman at Wishram to be on hand at Celilo draw at proper time, and after the flagmen have been placed and vessel is ready to pass through, will remove the angle bars which will allow the draw span to be opened. After vessel has passed through draw and the angle bars have been replaced, flagmen will be recalled and section foreman and flagmen released.

INTERLOCKINGSVancouver Division—Third Subdivision—

	Miles from Portland
Marshall Junction, N. P. Ry.....	368.8
Fort Wright, G. N. Ry.....	377.2

At Fort Wright—Junction switch is governed by interlocking signals and rules.

Eastward automatic block signal 375.6 located just west of Tunnel 19, is a three-position signal and connected with Home Signal at Fort Wright interlocker. This signal will indicate "Approach" when home signal indicates "Stop" and will indicate "Proceed" when home signal indicates "Proceed" and route is lined for Eastward S. P. & S. trains.

Telephone located at Signal 375.6.

OVERHEAD RAILROAD CROSSINGSVancouver Division—Second Subdivision—

	Miles from Portland
Union Pacific R. R.....	228.4

Vancouver Division—Third Subdivision—

Union Pacific R. R.....	362.5
Northern Pacific Ry.....	364.1

Portland Division—First Subdivision—

Rafton trackage.....	10.5
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Oregon Electric Railway—First Subdivision—

Southern Pacific Co.....	35.8
Southern Pacific Co.....	97.6

RAILROAD CROSSINGS

Oregon Electric Railway—First Subdivision—

	Miles from Portland
Southern Pacific Co.....	70.9
Southern Pacific Co.....	71.0
Southern Pacific Co.....	71.2
Southern Pacific Co.....	71.5
Southern Pacific Co.....	97.7
Southern Pacific Co.....	97.8
Southern Pacific Co.....	97.9
Southern Pacific Co.....	140.7

Oregon Electric Railway—Second Subdivision—

Southern Pacific Co.....	26.3
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COMMERCIAL AND STORAGE TRACKS

Vancouver Division—First Subdivision—

	Miles from Portland	Car Capacity	Switch at
Heggenwald Spur.....	52.8	10	West end

Vancouver Division—Third Subdivision—

	Miles from Portland	Car Capacity	Switch at
Burr Canyon Spur.....	265.9	5	West end
Harder, Stockyard Siding.....	280.7	18	Both ends
Washtuena Industry.....	292.4	156	East end
Ankeny.....	305.9	31	Both ends
Nemour's Powder Spur.....	368.6	48	West end
Brick Yard Spur.....	374.6	9	East end

Vancouver Division—Fourth Subdivision—

	Miles from Lyle	Car Capacity	Switch at
Doubling Spur.....	1.6	8	East end
Klickitat Springs.....	15.8	10	East end

Portland Division—First Subdivision—

	Miles from Portland	Car Capacity	Switch at
Gasco.....	5.6	28	West end
Gasco.....	5.6	25	East end
Harbor Track.....	9.8	57	East end
Trojan.....	40.7	12	East end
Reeds.....	45.2	5	East end
Van Vleet Spur.....	47.0	13	West end
Hickox Spur.....	47.3	12	East end
Pyramid.....	53.5	7	West end
Tongue Point.....	96.8	19	East end

Portland Division—Second Subdivision—

	Miles from Portland	Car Capacity	Switch at
Warrenton Clay Spur.....	106.3	54	West end
Bioproducts Spur.....	108.1	5	West end
Point Adams Spur.....	108.3	5	East end

Portland Division—Third Subdivision—

	Miles from Wilkesboro	Car Capacity	Switch at
Atlas Logging Co. tracks.....	12.1	72	Both ends

COMMERCIAL AND STORAGE TRACKS

Portland Division—Fourth Subdivision—

	Miles from Portland	Car Capacity	Switch at
Outfit Spur 39.3.....	39.3	8	West end

Oregon Electric Railway—First Subdivision—

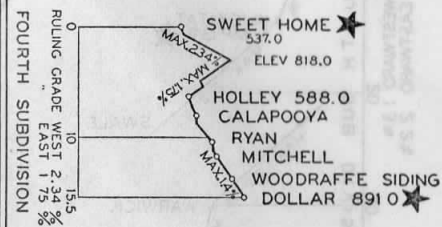
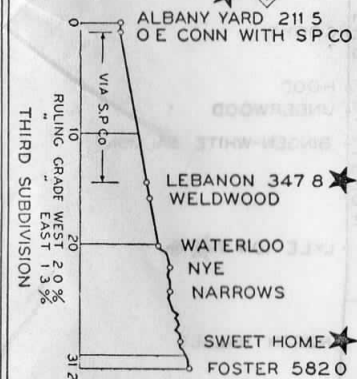
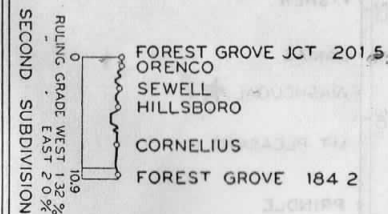
	Miles from Portland	Car Capacity	Switch at
Bendemeer.....	18.9	2	East end
Durham.....	34.4	6	East end
Mulloy.....	40.2	7	East end
Waconda.....	61.3	8	East end
Roberts.....	75.4	23	East end
Conser.....	93.5	8	East end
Albany Lbr. & Supply.....	100.4	4	East end
Pirtle.....	101.7	11	East end
Miller Seed Co.....	118.3	4	West end
Cartney.....	121.3	2	East end
Timber, Inc., Spur.....	122.1	2	East end
Crown-Zellerbach.....	129.9	25	Both ends
Johnson & Powell Bros.....	130.0	10	East end

Oregon Electric Railway—Third Subdivision—

	Miles from Albany	Car Capacity	Switch at
Kelley Timber Products.....	18.3	3	East end
C. & M. Lbr.—Brady Bros.....	20.7	7	East end
Pallet Mfg. Co.....	20.8	15	East end
B. F. Johnson Lbr. Co.....	21.3	3	East end
N. B. Duncan Spur.....	21.9	2	West end
McGlothern Spur.....	23.7	3	East end
In-Kell Lbr. Co.....	23.9	5	East end
Benjo Milling Co.....	24.5	3	East end
Puget Timber Company.....	24.7	7	East end
Daugherty Piling Co.....	26.0	10	Both ends

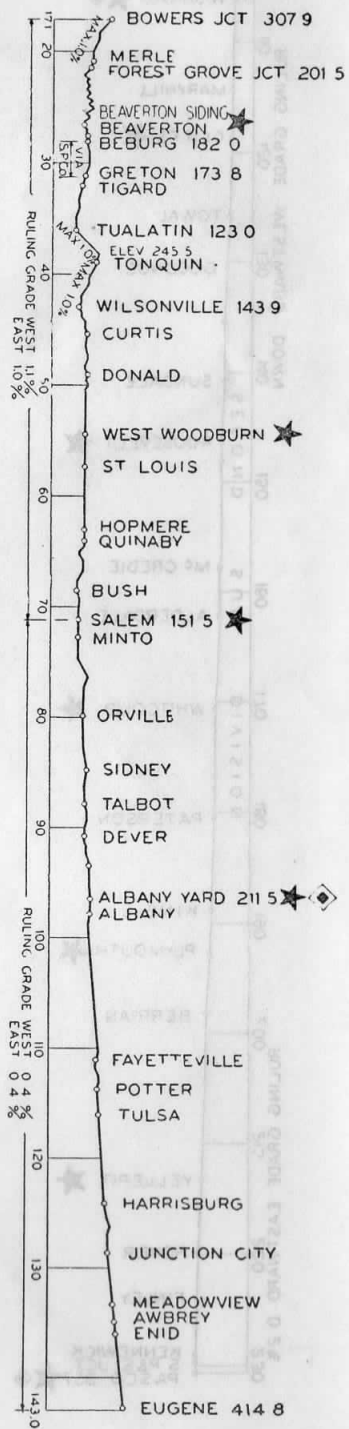
SPEED TABLE

Time Per Mile			Miles Per Hour	Time Per Mile			Miles Per Hour
Minutes	Seconds			Minutes	Seconds		
0	45		80	1	12		50
0	46		78.3	1	15		48
0	47		76.6	1	20		45
0	48		75	1	25		42.3
0	49		73.5	1	30		40
0	50		72	1	40		36
0	51		70.6	1	45		34.3
0	52		69.2	1	50		32.7
0	53		67.9	2	..		30
0	54		66.6	2	10		27.6
0	55		65.4	2	15		26.6
0	56		64.2	2	20		25.7
0	57		63.1	2	30		24
0	58		62.0	2	40		22.5
0	59		61.0	2	45		21.8
1	..		60	2	50		21.2
1	1		59	3	..		20
1	2		58	3	9		19
1	3		57.1	3	20		18
1	4		56.2	3	31		17
1	5		55.3	3	45		16
1	6		54.5	4	..		15
1	7		53.7	5	..		12
1	8		52.9	6	..		10
1	9		52.1	7	30		8
1	10		51.4	10	..		6

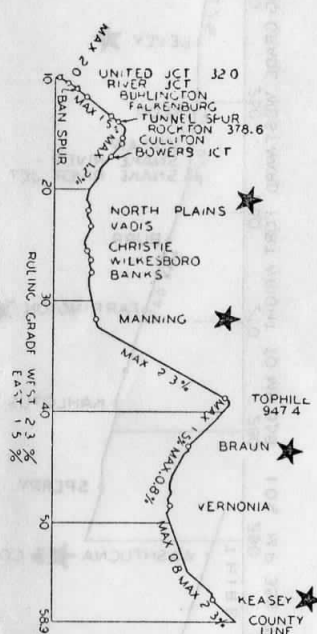


OREGON ELECTRIC RAILWAY CO

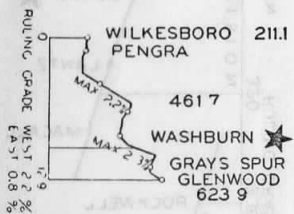
FIRST SUBDIVISION



FOURTH SUBDIVISION



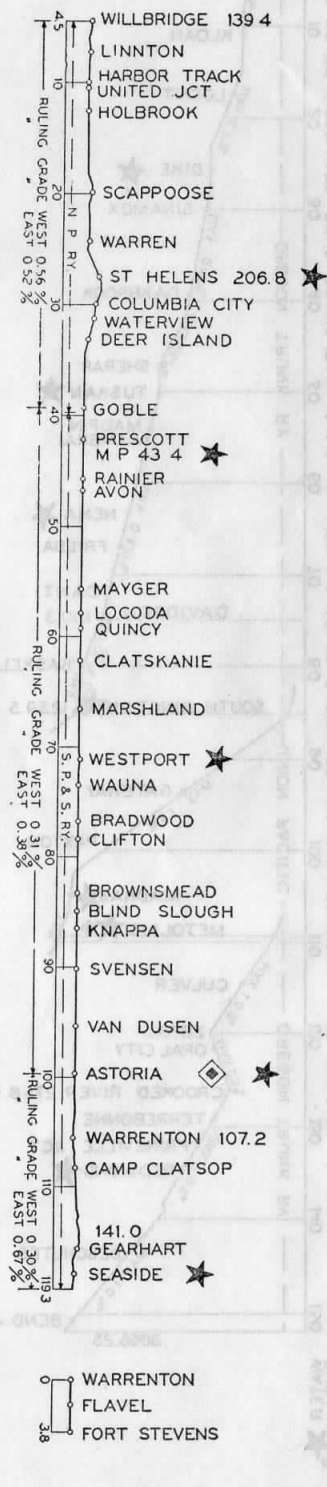
THIRD SUBDIVISION



WATER
FUEL
ELEVATION 123.4

S P & S RY - PORTLAND DIVISION

FIRST SUBDIVISION



2ND SUBDIVISION

