

SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

System Lines

TIME TABLE No. 99

To be used in conjunction with
Current Special Instruction Book

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

THURSDAY, JANUARY 1, 1948

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
E. B. STANTON, Vice-Pres. & Genl. Mgr.

2 Westward

TERMINALS SUB-DIVISION—VANCOUVER TO PORTLAND

Water, Fuel, Wyes, Turn Tables, Scales, Standard Closets & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 99 JANUARY 1, 1948	Distance from Vancouver	FIRST CLASS								
		Sidings	Other Tracks				701	3	1	703	705	5	707	709	
							G. N. 402	S. P. & S.	S. P. & S.	G. N. 460	N. P. 408	S. P. & S.	S. P. & S. 22	U. P. 458	
					STATIONS		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
WTYOP RKXZBV	10		Yard	369.5	AUTOMATIC BLOCK DN.....VANCOUVER.....MX 1.4 .....NORTH PORTLAND..... 0.5 DN..NORTH PORTLAND Jct..KD 1.1 .....EAST ST. JOHNS..... 2.7 DN.....WILLBRIDGE.....BR 2.3 DN.....LAKE YARD.....C 2.0 DN..PORTLAND, Union Station..VC DN.....PORTLAND, Hoyt Street....OW	0.0	L 6.15AM	L 7.10AM	L 7.35AM	L 1.50PM	L 4.06PM	L 4.15PM		L 8.22PM	
	9			370.9		1.4				f 1.55		f 4.20			
LJVV	8		Jet.	371.4		1.9		6.20	7.15	7.40	1.56	4.12	4.21		A 8.27PM
XPV	7	60	186	372.5		3.0		6.22	7.17	7.42	f 1.59	4.14	f 4.23		
IRXJP	4		Yard	375.2		5.7		6.27	7.21	7.46	2.04	4.19	4.27	L 6.31PM	
RKXPV	2		Yard	377.5		8.0		6.33	7.25	7.50	2.09	4.24	4.31	6.35	
PRKXBV				379.5		10.0	A	6.45AM	A 7.35AM	A 8.00AM	A 2.20PM	A 4.35PM	A 4.40PM	A 6.45PM	
WTOBP JRKXZV	0		Yard	379.5		10.0									
								Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
								0.30 20.0	0.25 24.0	0.25 24.0	0.30 20.0	0.29 20.7	0.25 24.0	0.14 18.4	0.05 22.8

Eastward

TERMINALS SUB-DIVISION—PORTLAND TO VANCOUVER

Water, Fuel, Wyes, Turn Tables, Scales, Standard Closets & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 99 JANUARY 1, 1948	Distance from Portland	FIRST CLASS							
		Sidings	Other Tracks				700	702	6	704	2	706	4	708
							S. P. & S. 21	U. P. 457	S. P. & S.	N. P. 407	S. P. & S.	G. N. 459	S. P. & S.	G. N. 401
					STATIONS		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
BWTYO PRKXZJV	10		Yard	369.5	AUTOMATIC BLOCK DN.....VANCOUVER.....MX 1.4 .....NORTH PORTLAND..... 0.5 DN..NORTH PORTLAND Jct..KD 1.1 .....EAST ST. JOHNS..... 2.7 DN.....WILLBRIDGE.....BR 2.3 DN.....LAKE YARD.....C 2.0 DN..PORTLAND, Union Station..VC DN.....PORTLAND, Hoyt Street....OW	10.0	A 8.58AM	A 9.21AM	A 12.22PM	A 3.20PM	A 4.21PM	A 9.06PM	A 11.59PM	
	9			370.9		8.6		f 8.54	# 9.17					
PLJV	8		Jet.	371.4		8.1		L 8.53AM	9.16	12.17	3.15	4.16	9.01	11.53
XPV	7	60	186	372.5		7.0			f 9.14	12.15	3.13	4.14	8.59	11.50
IPRXJ	4		Yard	375.2		4.3	A	8.20AM	9.10	12.11	3.09	4.10	8.55	11.46
RKXPV	2		Yard	377.5		2.0		8.16	9.06	12.07	3.05	4.06	8.51	11.40
PRKXBV				379.5		0.0	L	8.10AM	L 9.00AM	L 12.01PM	L 3.00PM	L 4.00PM	L 8.45PM	L 11.30PM
PBWTO RKXZJV	0		Yard	379.5		0.0								
								Daily	Daily	Daily	Daily	Daily	Daily	Daily
								0.10 25.8	0.05 22.8	0.21 28.6	0.21 28.6	0.20 30.0	0.21 28.6	0.21 28.6	0.29 20.6

When Single Track is used, Eastward Trains are Superior to trains of the same class in the opposite direction.

Rule (D97) is in effect on this Sub-Division.

At Lake Yard all first class trains will register by ticket per Rule 83(A), other trains will not be required to register.

At Willbridge, all westward trains, except first class, on Terminals Sub-Division, and all except first class trains from the Portland Division, will require a check of register in train order form.

At North Portland Jct., trains will not be required to comply with Rule D-83.

At Vancouver and Willbridge, trains will register by ticket per Rule 83(A).

At Vancouver, all westward trains, except first class on Terminals Sub-Division, will require a check of register in train order form.

Water, Fuel, Turn Tables, Scales, Standard Clocks and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 99 JANUARY 1, 1948			Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	5	1	3		STATIONS				6	2	4
				Passenger	Passenger	Passenger		Passenger	Passenger	Passenger		Passenger		
				Daily	Daily	Daily		Daily	Daily	Daily		Daily		
JBWOR YPKXZ	106		Yard	L 1.25PM	L 5.38AM	L 4.40AM	273.4	DN	..... WISHRAM X 3.3	106.1	A 12.28PM	A 5.13PM	A 11.50PM
P	103	146	36	f 1.30	5.43	4.45	276.7	...	..... AVERY 8.8	102.8	f 12.21	5.08	11.42
P	94	131	13	f 1.43	5.53	4.56	285.5	...	..... NORTHDALLES 8.7	94.0	f 12.08PM	4.58	11.30
JWTOP	85	80	142	s 1.57	6.03	s 5.10	294.2	DN	..... LYLE YA 9.7	85.3	s 11.55AM	4.48	s 11.18
P	76	131	132	s 2.15	6.14	f 5.24	303.9	DN	BINGEN-WHITE SALMON.WS 2.9	75.6	s 11.35	4.37	s 10.53	
P	73		40	f 2.20			306.8	...	..... UNDERWOOD 1.8	72.7	f 11.20		
P	71	82	7	f 2.23	6.19	5.31	308.6	...	..... HOOD 5.1	70.9	f 11.15	4.32	10.40
	66		13W	f 2.30		5.38	313.7	...	..... COOKS 6.5	65.8	f 11.08		10.33
P	59	130		f 2.39	6.31	5.47	320.2	...	..... HOME VALLEY 1.6	59.3	f 11.00	4.20	10.25
W	58		6W	f 2.42		5.49	321.8	...	..... CARSON 3.9	57.7	f 10.57		10.23
P	54	79	47	s 2.50	6.37	5.55	325.7	DN	..... STEVENSON NS 5.0	53.8	s 10.51	4.14	10.18
P	49	130	49	s 2.58	6.43	6.02	330.7	D	NORTH BONNEVILLE.N 6.0	48.8	s 10.41	4.09	10.11	
WP	43	84	17	f 3.07	6.50	6.10	336.7	N	..... SKAMANIA SI 5.0	42.8	f 10.30	4.03	10.04
P	38		10E	f 3.15		6.17	341.7	...	..... PRINDLE 2.2	37.8	f 10.22		9.57
P	36			f 3.19			343.9	...	..... CAPE HORN 3.4	35.6	f 10.18		
P	32	131		f 3.24	7.02	6.25	347.3	...	..... MT. PLEASANT 4.6	32.2	f 10.13	3.51	9.49
WP	28	107	14	f 3.31	7.08	6.31	351.9	...	..... WASHOUGAL 3.2	27.6	f 10.05	3.46	9.43
P	24	84	114	s 3.41	7.13	6.38	355.1	DN	..... CAMAS MA 5.1	24.4	s 10.00	3.41	9.38
P	19	142	4	f 3.52	7.19	6.45	360.2	...	..... FISHER 4.8	19.3	f 9.45	3.35	9.31
P	15	84			3.59	7.25	365.0	...	..... McLOUGHLIN 2.3	14.5	9.39	3.30	9.25
		101			4.03	7.28	367.3	...	..... EAVAN 2.2	12.2	9.35	3.27	9.20
PWTY BOKXR VZJ	10		Yard	A 4.10PM	A 7.32AM	A 7.05AM	369.5	DN	..... VANCOUVER MX	10.0	L 9.30AM	L 3.23PM	L 9.15PM
				Daily	Daily	Daily					Daily	Daily	Daily	
				2.45 34.9	1.54 50.6	2.25 39.8			Time Over District Average Speed Per Hour		2.58 32.4	1.50 52.4	2.35 37.2	

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

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

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

4 Westward

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

Eastward

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 99			Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	5	1	3		JANUARY 1, 1948				4	6	2
				Passenger	Passenger	Passenger		STATIONS				Passenger	Passenger	Passenger
				Daily	Daily	Daily		Daily	Daily	Daily				
JWCYT RVBOY XZP	231		Yard	L 10.40AM	L 3.20AM	L 1.50AM	148.2	DN.....PASCO.....PA	231.3	A 2.40AM	A 3.45PM	A 7.30PM		

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

JV																				
				L 10.46AM	L 3.26AM	L 1.56AM	149.8	...		S. P. & S. JCT.....	229.7	A 2.34AM	A 3.39PM	A 7.24PM						
P	229	167	2	f 10.48	3.27	f 1.57	150.3	D	Automatic Block	0.5	KNENWICK.....KN	229.2	2.33	s 3.38	7.23					
P	224	70	20	f 10.55	3.32	2.03	155.4	...		5.1	FINLEY.....	224.1	2.28	f 3.29	7.18					
P	220	79	15	f 11.01	3.36	2.08	159.6	...		4.2	HOVER.....	219.9	2.23	f 3.22	7.14					
WP	213	150	38	f 11.10	3.43	2.16	166.1	D		6.5	YELLEPIT.....PY	213.4	2.16	f 3.12	7.07					
P	198	151		f 11.27	4.01	2.33	181.3	...		15.2	BEERRAN.....	198.2	1.58	f 2.52	6.50					
WP	193	84	14	s 11.33	4.07	2.39	186.6	DN	Automatic Block	5.3	PLYMOUTH.....MO	192.0	1.52	s 2.44	6.44					
P	189	147		f 11.38	4.11	2.44	190.6	...		4.0	KING.....	188.9	1.47	f 2.38	6.40					
P	181	147	10	f 11.49AM	4.19	2.54	199.0	...		8.4	PATERSON.....	180.5	1.37	f 2.27	6.32					
WP	171	147	14	f 12.01PM	4.29	3.07	208.8	D		9.8	WHITCOMB.....W	170.7	1.25	f 2.13	6.22					
P	162		16	f 12.10			217.2	...		8.4	ALDERDALE.....	162.3		f 2.03						
P	158	150		f 12.15	4.41	3.22	221.6	...		4.4	McCREDIE.....	157.9	1.10	f 1.58	6.09					
WP	147	150	36	s 12.28	4.52	3.36	232.8	DN		11.2	ROOSEVELT.....RE	146.7	12.57	s 1.45	5.58					
P	141		18	f 12.35			238.7	...		5.9	SUNDALE.....	140.8		f 1.35						
P	131	149		f 12.47	5.08	3.56	248.9	...		10.2	GOODNOE.....	130.6	12.38	f 1.20	5.42					
P	126	80		f 12.52	5.13	4.02	253.9	...		5.0	TOWAL.....	125.6	12.32	f 1.10	5.37					
WP	119	151		f 1.01	5.20	4.10	260.6	DN		6.7	CLIFFS.....CF	118.9	12.25	f 1.01	5.30					
P	114	79	15	s 1.10	5.25	4.15	265.2	...		4.6	MARYHILL.....	114.3	12.19	s 12.51	5.25					
BWOYR JXZP	106		Yard	A 1.20PM	A 5.35AM	A 4.25AM	273.4	DN	Automatic Block	8.2	WISHRAM.....X	106.1	L 12.05AM	L 12.37PM	L 5.15PM					
				Daily	Daily	Daily						Daily	Daily	Daily						
				2.40 47.0	2.15 55.6	2.35 48.5				Time Over District Average Speed Per Hour		2.35 48.5	3.08 40.0	2.15 55.6						

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

Westward

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

Eastward 5

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 99 JANUARY 1, 1948			Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	3	15	1		STATIONS				4	16	2
				Passenger	N.P. 348 Passenger	Passenger		Passenger	N.P. 347 Passenger	Passenger				
				Daily	Daily	Daily		Daily	Daily	Daily				
WCTB	381		Yard				3.2	DN..... YARDLEY..... YD	390.7					
RKXB	378		Yard				0.0	DN SPOKANE (N.P. Depot) SF	377.5					
JWVI							8.7	DN MARSHALL JCT.(N.P.) MR	368.8					

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

JRBOKX	384		Yard				4.8	DN..... HILLYARD (G.N.) HU	384.3			
ZWTC							4.8					
RCWTB	380		Yard			L 9.45PM	0.0	DN SPOKANE (G.N. Depot) PD	379.5	A 6.50AM		A 10.55PM
JOXKZ						L 12.06AM	2.3					

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 9.50PM		L 12.11AM	2.3	DN... FORT WRIGHT... FW	377.2	A 6.45AM		A 10.50PM
P	871	129			9.59		12.18	8.2	... OVERLOOK.....	371.3	6.36		10.41
JP	868	73			10.05		12.22	11.7	DN Automatic Block SCRIBNER..... SC	367.8	6.30		10.36
WP	860	78	13		² 10.27		12.30	19.2	... SOUTH CHENEY.....	360.3	6.18		³ 10.27
P	855	120			10.33		12.36	24.7	... MOCK.....	354.8	6.10		10.20
P	850		13W		10.39			29.8	... AMBER.....	349.7	6.02		
P	844	78	23		10.47		12.48	35.6	... RODNA.....	343.9	5.54		10.06
CWOP	835	EB 130 WB 96	120		10.59		12.58	44.1	DN..... LAMONT..... A	335.4	5.44		9.57
P	829		36E		11.06			50.1	... ROCKWELL.....	329.4	5.32		
P	823	120	16		11.14		1.11	56.1	... MACALL.....	323.4	5.25		9.45
P	817							62.1	... LANTZ.....	317.4			
WP	811	181	31		11.29		1.24	68.3	D..... BERGE..... BN	311.2	5.11		9.33
P	800	130	13		11.44		1.37	79.7	... HOOPER.....	299.8	4.55		9.19
CWP	291	EB 136 WB 74	30		11.53PM		1.47	88.1	DN..... WASHUCNA..... WA	291.4	4.44		9.09
P	285	80	19		12.03AM		1.53	94.4	... SPERRY.....	285.1	4.34		9.02
P	278	130	85		12.13		2.01	102.0	D..... KALLOTUS..... K	277.5	4.25		8.54
WP	269	87	5		12.28		2.14	110.4	... FARRINGTON.....	269.1	4.11		8.40
P	263	64			12.40		2.23	116.9	... BURE.....	262.6	4.01		8.30
JV								122.6	... SNAKE RIVER JCT... SR	256.9			
P	257	80	60		12.51		2.32	122.8	DN Automatic Block SNAKE RIVER..... SR	256.7	3.52		8.21
P	254	130			12.56		2.36	125.5	... VOTAW.....	254.0	3.48		8.16
P	251	70	20		1.01		2.39	128.5	... REDD.....	251.0	3.44		8.12
WP	245	130	9		1.10		2.46	134.9	... LEVEY.....	244.6	3.35		8.05
P	238	69			1.18		2.53	141.4	... MARTINDALE.....	238.1	3.27		7.58
JPV	234				1.23	L 9.40PM	2.58	146.0	... AINSWORTH JCT... PA	233.5	3.22	A 5.17AM	7.52
PZXTCY									... PASCO..... PA	231.3	L 3.10AM	L 5.10AM	L 7.40PM
WRBOK			Yard		A 1.35AM	A 9.55PM	A 3.10AM	148.2	DN Automatic Block		Daily	Daily	Daily
JV	231												
									Time Over District		3.40	0.07	3.15
									Average Speed Per Hour		40.4	24.0	45.6

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

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks and Yard Limits, etc.	Station Numbers	Car Capacity		SECOND CLASS		Distance from Goldendale	TIME TABLE No. 99		Distance from Lyle	SECOND CLASS	
		Sidings	Other Tracks	121			JANUARY 1, 1948			120	
				Mixed	Daily Ex. Sat.		STATIONS			Mixed	Daily Ex. Sat.
BWYR P	G42		72	l	6.15 PM	0.0	D.....	GOLDDALE.....	GD	41.6	A 2.25 AM
								6.3			
P	G35		21	s	6.35	6.3	.....	CENTERVILLE.....		35.3	a 2.00
								5.1			
P	G30		18	f	6.51	11.4	.....	WARWICK.....		30.2	f 1.40
								7.5			
	G23		8W	f	7.14	18.9	.....	SWALE.....		22.7	f 1.10
								5.8			
	G17		15	f	7.32	24.7	.....	WAHIAKUS.....		16.9	f 12.45
								3.5			
PW (1/2 MI. E) X	G14	27		s	7.43	28.2	D.....	KLICKITAT.....	KI	13.4	s 12.30
								3.1			
	G10		8	f	7.53	31.3	.....	PITT.....		10.2	f 12.20
								3.9			
P	G 6			f	8.05	35.2	.....	WRIGHTS.....		6.4	f 12.05 AM
								6.4			
BRWTO PJX	85	80	142	A	8.25 PM	41.6	DN.....	LYLE.....	YA	0.0	L 11.40 PM
					Daily Ex. Sat.						
					2.10	19.2		Time Over District			
								Average Speed Per Hour			
										2.45	15.1

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.

When No. 1 will reach Portland later than 8:15 A. M., U. S. mail pouches for transfer to U. P. No. 457 will be dispatched at Vancouver.

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

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

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. 99		Distance from Wishram	SECOND CLASS		THIRD CLASS		
		Sidings	Other Tracks				313	103		JANUARY 1, 1948			102	314			
							U. P. Mixed	Oregon Trunk Mixed		STATIONS			Oregon Trunk Mixed	U. P. Mixed			
							Daily Ex. Mon.	Daily					Daily	Daily Ex. Sun.			
JBYOVZ PWRKX	T-151		Yard	L	5.00AM	L	8.00PM	0.0	DN.....BEND.....D	151.5	A	7.00AM	A	2.30PM			
P	T-144	50	12		5.20	f	8.18	7.3	.....DESCHUTES.....	144.2	f	6.35		2.08			
WXP	T-135	101	135		¹⁰² 6.10	s	8.50	16.5	DN.....REDMOND.....RD	135.0	s	³¹³ 6.10		1.40			
JPV	T-132	67			6.25	s	8.58	19.2	D.....PRINEVILLE JCT.....XN	132.3	s	5.40		1.31			
P	T-129	49			6.34	s	9.05	22.0	.....TERREBONNE.....	129.5	f	5.22		1.22			
P	T-122	115	24		6.56	f	9.25	29.5	.....OPAL CITY.....	122.0	f	5.07		12.58			
P	T-115	49	41		7.17	s	9.43	36.6	.....CULVER.....	114.9	s	4.53		12.36			
OTWPX	T-110	100	159		7.30	s	9.55	41.3	DN.....METOLIUS.....MS	110.2	s	4.45		12.22			
	T-108		4					43.9	.....AGENCY.....	107.6							
WP	T-105	51	39		7.42	s	10.10	46.3	D.....MADRAS.....MD	105.2	s	4.30		12.05PM			
P	T-100	114	4		7.57	f	10.26	52.0	.....FAXTON.....	99.5	f	4.08		11.48AM			
P	T-94	34	23		8.10	s	10.41	57.5	D.....GATEWAY.....GW	94.0	s	3.52		11.30			
PW ½ MI. W	T-86	22	20		8.30	s	11.03	65.7	N.....SOUTH JCT.....SJ	85.8	f	3.30		11.08			
YP	T-84				8.34		11.07	67.5	.....JERSEY WYE.....	84.0		3.23		11.03			
	T-83							68.6	.....AXFORD.....	82.9							
P	T-80	123			8.43	f	11.18	71.2	.....KASKELA.....	80.3	f	3.17		10.53			
P	T-75				8.56	f	11.31	76.1	D.....DAVIDSON.....UN	75.4	f	3.07		10.40			
P	T-74		25E		9.01	f	11.36	77.9	.....DANT.....	73.6	f	3.04		10.35			
	T-68		8E		9.15	f	11.51PM	83.9	.....FRIEDA.....	67.6	f	2.52		10.18			
WP	T-64	50			9.25	f	12.01AM	87.7	.....NENA.....	63.8	f	2.44		10.08			
P	T-55 A	93			³¹⁴ 9.45		12.25	96.1	.....CAMBRAI.....	55.4		2.28		³¹³ 9.45			
P	T-55		28		9.47	s	12.27	96.8	DN.....MAUPIN.....AU	54.7	s	2.26		9.43			
WP	T-51		24		9.57	f	12.38	100.7	.....TUSKAN.....	50.8	f	2.18		9.34			
P	T-48		38W		10.05	f	12.48	103.8	.....SHEAR.....	47.7	f	2.11		9.26			
P	T-40	99			10.25	f	1.15	111.6	.....OAKBROOK.....	39.9	f	1.55		9.07			
P	T-31	50			10.48	f	¹⁰² 1.36	120.9	.....SINAMOX.....	30.6	f	¹⁰³ 1.36		8.44			
WP	T-26	48			10.59	f	1.50	125.2	DN.....DIKE.....DI	26.3	f	1.27		8.34			
P	T-18	113			11.20	f	2.09	133.5	.....LOCKIT.....	18.0	f	1.10		8.13			
P	T-12		27E		11.37	f	2.25	139.9	.....KLOAN.....	11.6	f	12.56		7.57			
P	T-6	90			11.52AM	f	2.40	145.8	.....MOODY.....	5.7	f	12.43		7.40			
	T-2A						2.46	149.2	.....CELLO.....	2.3	f	12.36					
VXJP	T-2				A	12.01PM	2.48	150.0	N.....O. T. JCT.....VO	1.5		12.34	L	7.30AM			
JBWOP RKXZY	106		Yard					151.5	DN.....WISHRAM.....X	0.0	L	12.30AM					
					Daily Ex. Mon.		Daily				Daily		Daily Ex. Sun.				
					7.01 21.6		7.00 21.6		Time Over District Average Speed Per Hour			6.30 23.3		7.00 21.6			

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

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul. Bldg., Register, Yard Lamps	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS	Distance from Portland	TIME TABLE No. 99 JANUARY 1, 1948		Distance from Seaside	FIRST CLASS	SECOND CLASS	
		Sidings	Other Tracks	293	231	21		STATIONS	22		230	294	
				Freight	Freight	Passenger			Passenger		Freight	Freight	
				Daily Ex. Saturday	Daily Ex. Saturday	Daily			Daily		Daily Ex. Monday	Daily Ex. Sunday	
JRXP	4		Yard	L 11.50PM	L 7.00PM	L 8.20AM	4.3	DN..... WILLBRIDGE..... BR 3.0	113.7	A 6.31PM	A 12.25AM	A 7.55PM	
XP	A7	28	273	11.58PM	7.10	f 8.26	7.3	D..... LINNTON..... IN 2.7	110.7	f 6.24	12.17	7.43	
JPX	A10			²³⁰ 12.06AM	²⁹⁴ A 7.20PM	8.31	10.0	..... UNITED JCT..... 0.5	108.0	6.18	L 12.10AM	7.34
PX	A11			12.08		8.33	10.5	DN..... RIVER JCT..... EJ 2.1	107.5	6.16		7.32	
	A13	29		12.13		8.37	12.6	..... HOLBROOK..... 7.3	105.4	6.12		7.25
	A20	34	33	12.30		s 8.50	19.9	D..... SCAPOOSE..... SQ 4.4	98.1	s 5.55		7.07	
	A24		19W	12.42		f 8.58	24.3	..... WARREN..... 3.3	93.7	f 5.45		6.57
W	A28	52	17	12.50		s 9.06	27.6	DN..... ST. HELENS..... H 2.4	90.4	s 5.38		6.47	
	A30					f 9.11	30.0	..... COLUMBIA CITY..... 1.3	88.0	f 5.31		
	A31	43		1.01		9.14	31.3	..... WATERVIEW..... 1.9	86.7	5.29		6.39
	A33		11W			f 9.18	33.2	..... DEER ISLAND..... 6.2	84.8	f 5.25		6.35
XP	A39	20	60	1.22		f 9.31	39.4	..... GOBLE..... 2.8	78.6	f 5.11		6.22
W 1/4 Mi. West	A42					f 9.37	42.2	..... PRESCOTT..... 3.6	75.8	f 5.05		
XP	A46		8	1.39		s 9.47	45.8	D..... RAINIER..... RA 1.0	72.2	s 4.57		6.07	
X	A47	53	13W	1.41		9.49	46.8	..... AVON..... 9.0	71.2	4.53		6.04
P	A56	50	13	2.05		s 10.12	55.8	..... MAYGER..... 2.2	62.2	f 4.34		5.42
	A58					f 10.16	58.0	..... LOCODA..... 1.3	60.0	f 4.30		
	A59		15W	2.14		s 10.20	59.3	..... QUINCY..... 2.9	58.7	f 4.27		5.35
P	A62	45	70	2.22		s 10.28	62.2	DN..... CLATSKANIE..... CN 4.4	55.8	s 4.21		5.29	
	A67		10W 23W	2.33		f 10.38	66.6	..... MARSHLAND..... 4.6	51.4	f 4.11		5.18
WP	A71	29	41	2.45		s 10.49	71.2	..... WESTPORT..... 2.3	46.8	s 4.01		5.08
P	A74		50	2.52		s 10.55	73.5	..... WAUNA..... 3.3	44.5	s 3.55		5.03
P	A77		14	2.59		f 11.02	76.8	..... BRADWOOD..... 1.6	41.2	f 3.49		4.56
P	A78	43		3.04		f 11.07	78.4	..... CLIFTON..... 4.9	39.6	f 3.45		4.52
	A83		2E	3.16		f 11.18	83.3	..... BROWNSMEAD..... 1.6	34.7	f 3.36		4.42
	A85					f 11.24	84.9	..... BLIND SLOUGH..... 1.6	33.1	f 3.32		
P	A87	20	4W	3.26		f 11.28	86.5	..... KNAPPA..... 3.7	31.5	f 3.28		4.33
	A90	41	2W	3.35		f 11.37AM	90.2	..... SVENSEN..... 9.5	27.8	f 3.20		4.25
WTOZP BKXR	A100		Yard	A 4.00AM		s 12.10PM	99.7	D..... ASTORIA..... RO 5.9	18.3	s 3.00	L 4.00PM		
JYX	A106		22			s 12.29	105.6	..... WARRENTON..... 2.7	12.4	s 2.30		
	A108		31			f 12.36	108.3	..... CAMP CLATSOP..... 7.4	9.7	f 2.23		
	A116					f 12.52	115.7	..... GEARHART..... 2.3	2.3	f 2.05		
BWY KXR	A118		73			A 1.00PM	118.0	D..... SEASIDE..... SD	0.0	L 2.00PM			
				Daily Ex. Sat.	Daily Ex. Saturday	Daily		Time Over District Average Speed per Hour		Daily	Daily Ex. Monday	Daily Ex. Sunday	
				4.10 22.9	0.20 17.1	4.40 24.4				4.31 25.2	0.15 22.8	3.55 24.4	

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
Westward Second Sub-Division Eastward

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul.-Bds., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Warrenton	TIME TABLE No. 99 JANUARY 1, 1948		Distance from Fort Stevens
		Sidings	Other Tracks		STATIONS		
	A106		22	0.0	..... WARRENTON	3.8	
	FS2		25	1.8	1.8 FLAVEL	2.0	
	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 9

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul.-Bds., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Wilkesboro	TIME TABLE No. 99 JANUARY 1, 1948		Distance from Glenwood
		Sidings	Other Tracks		STATIONS		
	XPRJ	U26	12	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	3E	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.

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

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul.-Bds., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Portland	SECOND CLASS		TIME TABLE No. 99 JANUARY 1, 1948	Distance from Keasey	SECOND CLASS	
		Sidings	Other Tracks		231				230	
					Freight	Daily Ex. Saturday			Freight	Daily Ex. Sun.
	XPJ	A10			L 7.20PM	10.0	..... UNITED JCT.	47.0	A 12.10AM	
	OWXP	NB10	Yard			10.0	0.5 RAFTON	47.0		
	JPX	U10			7.23	10.5	0.5 DN..... RIVER JCT..... RJ	46.5	12.04	
		U10A	31W		7.26	11.0	0.5 BAN SPUR	46.0	12.01AM	
	P	U12	4 11W		7.30	11.7	0.7 BURLINGTON	45.3	11.58PM	
		U13	2W		7.38	13.4	1.7 FALKENBURG	43.6	11.48	
	P	U14	6E		7.41	13.9	0.5 Auto. Bk. { TUNNEL SPUR	43.1	11.43	
	P	U15	10E 5W		7.51	15.5	1.6 ROCKTON	41.5	11.33	
		U16	5W		7.53	15.9	0.4 CULLITON	41.1	11.30	
	JXPR	U17	5E		A 8.00PM	17.1	1.2 DN..... BOWERS JCT..... BJ	39.9	L 11.20PM	
	PWX 2750' E.	U22	47 17E			21.9	4.8 D..... NORTH PLAINS ... NP	35.1		
		U23	26			23.3	1.4 VADIS	33.7		
		U25	11E			25.5	2.2 CHRISTIE	31.5		
	JXPR	U26	12			26.4	0.9 WILKESBORO	30.6		
	XP	U28	32 22			27.5	1.1 BANKS	29.5		
	WP	U32	30 7			31.7	4.2 MANNING	25.3		
	P	U39	20			38.8	7.1 TOPHILL	18.2		
	WP	U43	29			43.1	4.3 BRAUN	13.9		
	BYK XPR	U49	Yard			48.5	5.4 D..... VERNONIA..... VN	8.5		
	VWX	U57	52			57.0	8.5 KEASEY	0.0		
Time Over District Average Speed per Hour										
								Daily Ex. Sun.	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.

Water, Wyes, Turn- tables, Fuel, Seales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 99 JANUARY 1, 1948		Distance from Eugene	SECOND CLASS		
		Sidings	Other Tracks	231	Freight		STATIONS	230		Freight		
											Daily Ex. Saturday	Daily Ex. Sunday
JRXP	U17		5E	L 8.00PM	17.1	DN..... BOWERS JCT..... BJ	125.7	A1 1.20PM				
	E21	46		8.08	20.9	..... MERLE.....	121.9	11.05			
YPXJ	E22			8.10	21.5	..... FOREST GROVE JCT.....	121.3	11.02			
X		77		8.26	26.7	..... BEAVERTON SIDING.....	116.1	10.46			
XWP	E28		33	8.30	27.6	..... BEAVERTON.....	115.2	10.42			
JVP	E28A			8.32PM	28.1	..... BEBURG.....	114.7	10.40PM			

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

JVP	E31			8.48PM	31.2	..... GRETON.....	111.6	10.22PM
PX	E32	77	9	8.50	32.1	DN..... TIGARD..... RD	110.7	10.20
P	E36		10	9.00	36.1	..... TUALATIN.....	106.7	9.57
P	E39	19		9.07	39.0	..... TONQUIN.....	103.8	9.48
P	E43	21	7	9.17	43.0	..... WILSONVILLE.....	99.8	9.33
P	E45	76		²³⁰ 9.25	45.4	..... CURTIS.....	97.4	²³¹ 9.25
P	E49		20	9.35	49.1	..... DONALD.....	93.7	9.10
WP	E55	75	8E	9.50	54.5	N..... WEST WOODBURN... RN	88.3	8.54
	E57		9E	9.57	57.4	..... ST. LOUIS.....	85.4	8.47
	E63	9	6W	10.15	63.1	..... HOPMERE.....	79.7	8.34
P	E64		8	10.18	64.1	..... QUINABY.....	78.7	8.32
PX	E69	80	55	10.33	68.6	..... BUSH.....	74.2	8.20
WVBPXK	E71		274	10.45	71.2	DN..... SALEM..... SA	71.6	8.10
PX	E73	52		10.50	73.8	..... MINTO.....	70.0	8.05
P	E80		11E 5W	11.13	79.9	..... ORVILLE.....	62.9	7.45
P	E85	74	7E	11.28	84.8	..... SIDNEY.....	58.0	7.35
	E88		17W	11.36	87.9	..... TALBOT.....	54.9	7.28
	E91		15W	11.44PM	90.8	..... DEVER.....	52.0	7.22
XBRP TKWOJ	E97		Yard	12.01AM	96.5	DN..... ALBANY YARD..... YD.	46.3	7.10
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		16E	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 Ex. Sunday
				6.00 21.0		Time Over District Average Speed per Hour		6.20 19.9

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

Westward

Oregon Electric Ry.—SECOND SUB-DIVISION

Eastward 11

Water, Wyes, Turn- tables, Fuel, Seales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Forest Grove Junction	TIME TABLE No. 99 JANUARY 1, 1948	Distance from Forest Grove	—Subdivision				
		Sidings	Other Tracks								
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	32	4.5	D..... HILLSBORO..... BO	6.1					
	F8		6E	7.9	..... CORNELIUS.....	2.7					
	F11		46	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, Turn- tables, Fuel, Seales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Albany Yard	TIME TABLE No. 99 JANUARY 1, 1948	Distance from Foster	—Subdivision				
		Sidings	Other Tracks								
KBXP WOR	E97		Yard	0.0	DN..... ALBANY YARD..... YD	31.9					
JV				0.9	..... S. P. CONN. ALBANY.....	31.0					
					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	17.4					
					O. E. Conn.						
	S15	10		14.8	..... LEBANON.....	17.1					
					(O. E. Siding)						
PX	S16	70	154	15.9	D..... WELDWOOD..... V	16.0					
P	S20		2E	20.2	..... WATERLOO.....	11.7					
	S22		8E	22.1	..... NYE.....	9.8					
	S24		11E	24.3	..... NARROWS.....	7.6					
PWYO RBXJ	S29		Yard	28.8	DN..... SWEET HOME..... SW	3.1					
	S32		222	31.9	..... 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, Turn- tables, Fuel, Seales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Sweet Home	TIME TABLE No. 99 JANUARY 1, 1948	Distance from Dollar	—Subdivision				
		Sidings	Other Tracks								
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.

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.	
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

Terminals Subdivision—

	M. P. H.		
	Str.	Psgr.	Frt.
Maximum Speed.....	75	70	45
Between 17th Avenue and end of double track.....	10	10	10
Between end of double track and Union Station.....	6	6	6
Through In terlocking and on all depot tracks, Union Station	6	6	6
Over Bridges between Vancouver and Willbridge.....	30	30	30

Vancouver Division—First Subdivision—

Maximum Speed.....	75	70	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
At Bingen-White Salmon to exchange U. S. Mail, Train 3		20	
Engines G.N. Class R-1.....			35

Vancouver Division—Second Subdivision—

Maximum Speed.....	75	70	45
Engines G. N. Class R-1.....			35

Vancouver Division—Third Subdivision—

Maximum Speed.....	75	70	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 MP 130.....	45	45
Between MP 130 and Bend.....	25	25
Engines G. N. Class R-1.....		35

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 Astoria and Seaside.....	30	20
Over Youngs Bay draw span, bridge 102.6, west of Astoria .	12	12
On Pacific Avenue, Hammond.....	8	8
Between Warrenton and Fort Stevens.....	15	15

COMMERCIAL TRACKS
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>		M.P.H.
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
<u>Trains handling logs.....</u>		<u>25</u>
Trains handling logs over Willamette River Bridge 126-1, Calapooya River Bridge 99-9 and Santiam River Bridge 89-0....		10
Trains handling logs under S. P. Co. bridge at Tualatin.....		15

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.

COMMERCIAL TRACKS
DRAW BRIDGES

<u>Terminals Subdivision—</u>	
Willamette River, MP 5.3 center of draw, Interlocked.	
Oregon Slough, MP 8.7 center of draw, Interlocked.	
Columbia River, MP 9.8 center of draw, Interlocked.	
<u>Portland Division—First Subdivision—</u>	
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.	
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.

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.

OVERHEAD RAILROAD CROSSINGS

<u>Vancouver Division—Second Subdivision—</u>		Miles from Portland
Union Pacific R. R.....		228.4
<u>Vancouver Division—Third Subdivision—</u>		Miles from Portland
Union Pacific R. R.....		362.5
Northern Pacific Ry.....		364.1
<u>Portland Division—First Subdivision—</u>		Miles from Portland
Rafton trackage.....		10.5
<u>Oregon Electric Railway—First Subdivision—</u>		Miles from Portland
Southern Pacific Co.....		35.8
Southern Pacific Co.....		97.6

RAILROAD CROSSINGS

<u>Oregon Electric Railway—First Subdivision—</u>		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
<u>Oregon Electric Railway—Second Subdivision—</u>		Miles from Portland
Southern Pacific Co.....		26.3

COMMERCIAL AND STORAGE TRACKS

Vancouver Division—First Subdivision—

	Miles from Portland	Car Capacity	Switch at
Hegewald Spur.....	52.8	10	West End

Vancouver Division—Second Subdivision—

	Miles from Portland	Car Capacity	Switch at
North McNary.....	195.3	27	Both ends

Vancouver Division—Third Subdivision—

	Miles from Portland	Car Capacity	Switch at
Burr Canyon Spur.....	265.9	5	West end
Harder.....	280.7	18	East end
Washtuena Industry.....	292.4	156	East end
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	24	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
Hickox Spur.....	47.3	12	East 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

Portland Division—Fourth Subdivision—

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

COMMERCIAL AND STORAGE TRACKS

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
Pirtle.....	101.7	8	East end
Miller Seed Co.....	118.3	4	West end
Cartney.....	121.3	2	East end
Timber, Inc., Spur.....	122.1	3	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
Crawfoot Lbr. Co.....	17.9	4	East end
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

INTERLOCKINGS

Terminals Subdivision—

	Miles from Portland
Portland (Union Station) south end.....	0.0
Willbridge.....	4.3
Willamette River Draw Bridge.....	5.3
North Portland Junction.....	8.1
Oregon Slough Draw Bridge.....	8.7
Columbia River Draw Bridge.....	9.8

At Portland—Interlocking at south end of freight and passenger yards governs movement of all trains and engines entering or leaving N.P.T. Co. Yards.

When the Home Signal is at "Stop" the following signals will be used to call for desired route:

For Albina	— •
For Troutdale	— —
For S.P. Main Track	• —
For S.P. Yard	• — •
For E. 2nd St.	• • —
For S.P.S. to E. Side	• • —

When the Home Signal is at "Proceed" the whistle must not be sounded. When conditions are favorable use hand or lantern signals for route desired, omitting whistle signals.

At Willbridge—Whistle signal (— • —) will be sounded for route to Astoria. Upper unit of eastward home interlocking signal governs movements on eastward main track. Lower unit governs movements to Astoria Line.

At North Portland Jct.—In calling for diverging route through interlocking, the following whistle signals will be sounded:

From and to U. P. R. R.	• —
Stock Yards: From S.P. & S. Ry.	• — •
From U. P. R. R.	• • • •

At Oregon Slough Bridge—Assigned hours of draw bridge tender are 8 A. M. to 4 P. M., but is subject to call (Tel. UNiversity 2982) while off duty to operate draw for river traffic. Should it become necessary to flag through this interlocking plant, it must be ascertained if the draw tender is not on duty, and then flagmen must precede train and be sure that derails and rail locks are in proper position.

At Columbia River Bridge—The following engine whistle signals will be sounded in calling for route:

Eastward: For N.P. Ry.	—
For S.P. & S. Ry.	• • —
Westward: From S.P. & S. Ry.	• — •
From N.P. Ry.	• • • •

Upper units of eastward home interlocking signal governs movement from Terminals Subdivision to N. P. Ry. The lower unit governs movements to S. P. & S. Ry.

Vancouver 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.

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	

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. G. J. VOTAVA, Pasco.
DR. JOSEPH L. GREENWELL, Pasco.
DR. A. L. VICTOR, Washtucna.
DR. E. R. NORTROP, Spokane.
DR. R. W. HENDERSHOTT, Bend.
DR. R. F. JONES, Redmond.
DR. JOHN BARTON, St. Helens.
DR. O. L. ZESCHIN, St Helens.
DR. M. A. KENNEY, Rainier.
DR. PAUL H. STARR, Clatskanie.
DR. J. L. WOODIN, Clatskanie.
DR. G. W. SMILEY, Westport.
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
Washtucna.....	Station
Lamont.....	Station
Maupin.....	Station
Metolius.....	Station
Bend.....	Station
Astoria.....	Station
Vernonia.....	Station
Salem.....	Station
Albany.....	Station

R. C. SCOFFERN, Asst. Supt.	M. L. BUNTIN, Chief Dispatcher
J. L. MONAHAN, Trainmaster	F. C. WAGER, Mechanical Supt.
C. F. CROFFUT, Trainmaster	C. E. BARNES, Master Mechanic
R. G. HASKELL, Trainmaster	W. C. ABBOTT, Traveling Engr.
H. M. BATES, Trainmaster	J. M. WASSENAR, Traveling Engr.
A. E. JOHNSON, Trainmaster	J. T. CRAINE, Traveling Engr.

Dr. Ossa C. Newcomb, Chief Surgeon, 318 Mayor Bldg., Portland, Telephone BR 3000. Dr. F. J. Hartman, Asst. Surgeon, 318 Mayor Bldg., Portland, Telephone BR 3000.

LOCAL SURGEONS

Dr. R. D. KIRWAN, Asst. Surgeon, 318 Mayor Bldg., Portland, Telephone BR 3000. Dr. W. E. McMAHON, Asst. Surgeon, 318 Mayor Bldg., Portland, Telephone BR 3000. Dr. E. J. KENNEDY, Asst. Surgeon, 318 Mayor Bldg., Portland, Telephone BR 3000.

STATIONERS ARE LOCATED AT FOLLOWING POINTS

Portland, Oregon, 1st St. Station, 2nd St. Station, 3rd St. Station, 4th St. Station, 5th St. Station, 6th St. Station, 7th St. Station, 8th St. Station, 9th St. Station, 10th St. Station, 11th St. Station, 12th St. Station, 13th St. Station, 14th St. Station, 15th St. Station, 16th St. Station, 17th St. Station, 18th St. Station, 19th St. Station, 20th St. Station, 21st St. Station, 22nd St. Station, 23rd St. Station, 24th St. Station, 25th St. Station, 26th St. Station, 27th St. Station, 28th St. Station, 29th St. Station, 30th St. Station, 31st St. Station, 32nd St. Station, 33rd St. Station, 34th St. Station, 35th St. Station, 36th St. Station, 37th St. Station, 38th St. Station, 39th St. Station, 40th St. Station, 41st St. Station, 42nd St. Station, 43rd St. Station, 44th St. Station, 45th St. Station, 46th St. Station, 47th St. Station, 48th St. Station, 49th St. Station, 50th St. Station, 51st St. Station, 52nd St. Station, 53rd St. Station, 54th St. Station, 55th St. Station, 56th St. Station, 57th St. Station, 58th St. Station, 59th St. Station, 60th St. Station, 61st St. Station, 62nd St. Station, 63rd St. Station, 64th St. Station, 65th St. Station, 66th St. Station, 67th St. Station, 68th St. Station, 69th St. Station, 70th St. Station, 71st St. Station, 72nd St. Station, 73rd St. Station, 74th St. Station, 75th St. Station, 76th St. Station, 77th St. Station, 78th St. Station, 79th St. Station, 80th St. Station, 81st St. Station, 82nd St. Station, 83rd St. Station, 84th St. Station, 85th St. Station, 86th St. Station, 87th St. Station, 88th St. Station, 89th St. Station, 90th St. Station, 91st St. Station, 92nd St. Station, 93rd St. Station, 94th St. Station, 95th St. Station, 96th St. Station, 97th St. Station, 98th St. Station, 99th St. Station, 100th St. Station.

Portland (Union Station) south end 0.0, 0.1, 0.2, 0.3, 0.4, 0.5, 0.6, 0.7, 0.8. Columbia River Draw Bridge, Oregon Street Draw Bridge, North Portland Junction, Williams River Draw Bridge, Willamette River Draw Bridge, Portland (Union Station) north end.

As Portland—Interlocking at south end of freight and passenger yards. Government of all tracks and engines entering or leaving M.P.M. Co. Lumber. When the Home Signal is at "Stop" the following signals will be used to call for desired route: For Astoria, For S. P. & N. Ry., For S. P. & N. Ry. Main Track, For S. P. & N. Ry. Yard, For S. P. & N. Ry. 2nd St., For S. P. & N. Ry. 3rd St.

When the Home Signal is at "Proceed" the whistle must be sounded. When conditions are favorable and hand or lantern signals for route are used, whistle signals must be sounded. At Whittier—Whistle signal (—) will be sounded for route to Astoria. Upper half of eastward home interlocking signal governs movements on eastward main track. Lower half governs movements to Astoria.

At North Portland etc.—In calling for diverging route through interlocking the following whistle signals will be sounded: From and to U. P. R. R., From S. P. & N. Ry. to U. P. R. R., From U. P. R. R. to S. P. & N. Ry.

At Oregon Street Bridge—Assigned hours of draw bridge tender are 6:00 A.M. to 7:00 P.M. but is subject to call (Tel. University 222) outside of duty to operate draw for river traffic. Should it become necessary to the draw tender this interlocking plant is not to be operated in the draw tender is not on duty and door is kept most precise train and be sure that details and tail locks are in proper position.

At Columbia River Bridge—The following engine whistle signals will be sounded in calling for route: Eastward: For S. P. & N. Ry., For S. P. & N. Ry. Westward: From S. P. & N. Ry. to S. P. & N. Ry., From N. P. Ry. to S. P. & N. Ry.

Upper half of eastward home interlocking signal governs movement from Terminal Subdivision to N. P. Ry. The lower half governs movements to S. P. & N. Ry.

Yamouzer Division—Third Subdivision. Miles from Portland: Marshall Junction, N. P. Ry. 32.8, Fort Wright, N. P. Ry. 37.2.

At Fort Wright—Junction where is governed by interlocking signals and rules. Eastward automatic block signal 37.5 located just west of Tunnel is in three-position signal and connected with Home Signal at Fort Wright interlocking. This signal will indicate "Approach" when home signal indicates "Stop" and will indicate "Proceed" when home signal indicates "Proceed" and route is clear for eastward S. P. & N. Ry. Signal. Telephone located at Signal 37.5.