

SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

System Lines

TIME TABLE

No. 101

To be used in conjunction with
Current Special Instruction Book

Effective 12:01 A. M. Pacific Time

SUNDAY, JANUARY 16, 1949

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 Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 101 JANUARY 16, 1949								Distance from Vancouver	FIRST CLASS							
		Sidings	Other Tracks		STATIONS									701 N. P. 402	3 S. P. & S.	1 S. P. & S.	703 G. N. 460	5 S. P. & S.	705 N. P. 408	707 S. P. & S. 22	709 U. P. 458
					STATIONS																
WTYOP RKXZBJV	10		Yard	369.5	DN.....VANCOUVER.....MX	0.0	L 6.15 AM	L 7.10 AM	L 7.35 AM	L 1.20 PM	L 4.00 PM	L 4.10 PM						L 8.47 PM			
	9			370.9	1.4	1.4				f 1.25	f 4.05										
LJPV	8		Jct.	371.4	DN..NORTH PORTLAND Jct..KD	1.9	6.20	7.15	7.40	1.26	4.06	4.15						A 8.52 PM			
XPV	7	60	186	372.5	1.1	3.0	6.22	7.17	7.42	f 1.29	f 4.08	4.17									
IRXJP	4		Yard	375.2	DN.....WILLBRIDGE.....BR	5.7	6.27	7.21	7.46	1.34	4.12	4.21	L 6.36 PM								
RKXPV	2		Yard	377.5	2.3	8.0	6.33	7.25	7.50	1.39	4.16	4.25	6.40								
PRKXBV				379.5	DN.....LAKE YARD.....C	10.0	A 6.45 AM	A 7.35 AM	A 8.00 AM	A 1.50 PM	A 4.25 PM	A 4.35 PM	A 6.50 PM								
WTBOP JRKXZV	0		Yard	379.5	2.0	10.0	DN..PORTLAND, Union Sta...VC														
					DN...PORTLAND, Hoyt St...OW	10.0															
							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
							0.30	0.25	0.25	0.30	0.25	0.25	0.14				0.05				
							20.0	24.0	24.0	20.0	24.0	24.0	18.4				22.8				

Eastward

TERMINALS SUB-DIVISION—PORTLAND TO VANCOUVER

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 101 JANUARY 16, 1949								Distance from Portland	FIRST CLASS							
		Sidings	Other Tracks		STATIONS									700 S. P. & S. 21	6 S. P. & S.	702 U. P. 457	704 N. P. 407	2 S. P. & S.	706 G. N. 459	4 S. P. & S.	708 N. P. 401
					STATIONS																
BWTYO PRKXZJV	10		Yard	369.5	DN.....VANCOUVER.....MX	10.0	A 9.21 AM	A 9.26 AM	A 12.22 PM	A 3.20 PM	A 4.51 PM	A 9.06 PM	A 11.51 PM								
	9			370.9	1.4	8.0	s 9.17	f 9.22													
PIJV	8		Jct.	371.4	DN..NORTH PORTLAND Jct..KD	8.1	9.16	L 9.21 AM	12.17	3.15	4.46	9.01	11.46								
XPV	7	60	186	372.5	1.1	7.0	f 9.14		12.15	3.13	4.44	8.59	11.44								
IPRXJ	4		Yard	375.2	DN.....WILLBRIDGE.....BR	4.3	A 8.20 AM	9.10	12.11	3.09	4.40	8.55	11.40								
RKXPV	2		Yard	377.5	2.3	2.0	8.16	9.06	12.07	3.05	4.36	8.51	11.36								
PRKXBV				379.5	DN.....LAKE YARD.....C	0.0	L 8.10 AM	L 9.00 AM	L 12.01 PM	L 3.00 PM	L 4.30 PM	L 8.45 PM	L 11.30 PM								
PBWTO RKXZJV	0		Yard	379.5	2.0	0.0															
					DN...PORTLAND, Hoyt St...OW	0.0															
							Daily	Daily	Daily	Daily	Daily	Daily	Daily								
							0.10	0.21	0.05	0.21	0.20	0.21	0.21								
							25.8	28.6	22.8	28.6	30.0	28.6	28.6								

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.

Westward

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

Eastward 3

Water, Fuel, Wires, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 101 JANUARY 16, 1949			Distance from Portland	FIRST CLASS		
		Stings	Other Tracks	5	1	3		STATIONS	6	2		4		
				Passenger	Passenger	Passenger			Passenger	Passenger		Passenger		
				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	70W	f 1.30	5.43	4.45	276.7	. . . . . AVERY 8.8	102.8	f 12.21	5.08	11.42	
P	94	131	8	f 1.41	5.53	4.56	285.5	. . . . . NORTH DALES 8.7	94.0	f 12.08PM	4.58	11.30	
B JWTOP	85	80	142	s 1.52	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 2.07	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 2.12			306.8	. . . . . UNDERWOOD 1.8	72.7	f 11.20			
P	71	82	7	f 2.15	6.19	5.31	308.6	. . . . . HOOD 5.1	70.9	f 11.15	4.32	10.40	
	66		13W	f 2.21		5.38	313.7	. . . . . COOKS 6.5	65.8	f 11.08		10.33	
P	59	130		f 2.29	6.31	5.47	320.2	. . . . . HOME VALLEY 1.6	59.3	f 11.00	4.20	10.25	
W	58		6W	f 2.32		5.49	321.8	. . . . . CARSON 3.9	57.7	f 10.57		10.23	
P	54	79	34	s 2.38	6.37	5.55	326.7	DN STEVENSON NS 5.0	53.8	s 10.51	4.14	10.18		
P	49	130	49	s 2.45	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 2.53	6.50	6.10	336.7	N SKAMANIA SI 5.0	42.8	f 10.30	4.03	10.04		
P	38		10E	f 3.00		6.17	341.7	. . . . . PRINDLE 5.6	37.8	f 10.22		9.57	
P	32	131		f 3.08	7.02	6.25	347.3	. . . . . MT. PLEASANT 4.6	32.2	f 10.13	3.51	9.49	
WP	28	107	14	f 3.15	7.08	6.31	351.9	. . . . . WASHOUGAL 3.2	27.6	f 10.05	3.46	9.43	
P	24	84	75	s 3.23	7.13	6.36	355.1	DN CAMAS MA 5.1	24.4	s 10.00	3.41	9.38		
P	19	142	4	f 3.35	7.19	6.43	360.2	. . . . . FISHER 4.8	19.3	f 9.45	3.35	9.31	
P	15	84		3.42	7.25	6.49	365.0	. . . . . McLOUGHLIN 2.3	14.5	9.39	3.30	9.25	
		101		3.45	7.28	6.52	367.3	. . . . . EAVAN 2.2	12.2	9.35	3.27	9.20	
PWTY BOKXR VZJ	10		Yard	A 3.55PM	A 7.32AM	A 7.00AM	369.5	DN VANCOUVER MX	10.0	L 9.30AM	L 3.23PM	L 9.15PM		
				Daily	Daily	Daily				Daily	Daily	Daily		
				2.30 38.4	1.54 50.6	2.20 41.2		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).

4 Westward

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

Eastward

Water, Fuel, Wires, Turn Tables, Seals, Standard Clothes & Bulletin Boards and Yard Lamps, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 101 JANUARY 16, 1949			Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	5	1	3		STATIONS	4	6		2		
				Passenger	Passenger	Passenger			Passenger	Passenger		Passenger		
				Daily	Daily	Daily			Daily	Daily		Daily		
JWCYT RVBOK XZP	231		Yard	L 10.40AM	L 3.20AM	L 1.50AM	148.2	DN.....PASCO.....PA 1.6	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..... 0.5	229.7	A 2.34AM	A 3.39PM	A 7.24PM
P	229	167	2		s 10.48	3.27	f 1.57	150.3	Auto. Block	D.....KENNEWICK...KN 5.1	229.2	2.33	s 3.38	7.23
P	224	70	20		f 10.55	3.32	2.03	155.4		.....FINLEY..... 4.2	224.1	2.28	f 3.29	7.18
P	220	79	15		f 11.01	3.36	2.08	159.0	.....HOVER..... 6.5	219.9	2.23	f 3.22	7.14	
WP	213	150	38		f 11.10	3.43	⁴ 2.16	166.1	Auto. Block	D.....YELLEPIT...PY 15.2	213.4	³ 2.16	f 3.12	7.07
P	198	151			f 11.27	4.01	2.33	181.3		.....BERRIAN..... 5.3	198.2	1.58	f 2.52	6.50
WP	193	84	14		s 11.33	4.07	f 2.39	186.0	Auto. Block	DN.....PLYMOUTH...MO 4.0	192.9	f 1.52	s 2.44	6.44
P	189	147			f 11.38	4.11	2.44	190.0		.....KING..... 8.4	188.9	1.47	f 2.38	6.40
P	181	147	10		f 11.49AM	4.19	2.54	199.0	.....PATERSON..... 9.8	180.5	1.37	f 2.27	6.32	
WP	171	147	14		f 12.01PM	4.29	3.07	208.8	Auto. Block	D.....WHITCOMB.....W 8.4	170.7	1.25	f 2.13	6.22
P	162		16W		f 12.10			217.2		.....ALDERDALE..... 4.4	162.3		f 2.03	
P	158	150			f 12.15	4.41	3.22	221.6	.....McCREDIE..... 11.2	157.9	1.10	f 1.58	6.09	
WP	147	150	36		s 12.28	4.52	3.36	232.8	Auto. Block	DN.....ROOSEVELT...RE 5.9	146.7	12.57	s 1.45	5.58
P	141		18		f 12.35			238.7		.....SUNDALE..... 10.2	140.8		f 1.35	
P	131	149	7		f 12.47	5.08	3.56	248.9	.....GOODNOE..... 5.0	130.6	12.38	f 1.20	5.42	
P	126		30W		f 12.52	5.13	4.02	253.9	.....TOWAL..... 6.7	125.6	12.32	f 1.10	5.37	
WP	119	151			f ⁶ 1.01	5.20	4.10	260.6	Auto. Block	D.....CLIFFS.....CF 4.6	118.9	12.25	f ⁵ 1.01	5.30
P	114	79	15		s 1.10	5.25	4.15	265.2		.....MARYHILL..... 8.2	114.3	12.19	s 12.51	5.25
BWOYR JKXZP	106		Yard		A 1.20PM	A 5.35AM	A 4.25AM	273.4	DN.....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 & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 101 JANUARY 16, 1949			Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	3	15	1		STATIONS						
				Passenger	N.P. 348 Passenger	Passenger		4	16	2				
				Daily	Daily	Daily		Passenger	N.P. 347 Passenger	Passenger				
				Daily	Daily	Daily		Daily	Daily	Daily				
WCTB JOKXZ	381		Yard				3.2	DN.....YARDLEY.....YD			380.7			
								3.2						
RKXB	378		Yard				0.0	DN.SPOKANE (N.P. Depot).SF			377.5			
								8.7						
JWVI							8.7	DN.MARSHALL JCT.(N.P.)MR			368.8			

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

J RBOKX ZWTCF	384		Yard				4.8	DN.....HILLYARD (G.N.)HU			384.3		
								4.8					
RCWTB JOKXZ	380		Yard		L 9.45PM		0.0	DN.SPOKANE (G.N. Depot).PD			379.5	A 6.50AM	A 10.55PM
								2.3					

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

J RBOKX ZWTCF	Station Numbers	Car Capacity	Other Tracks	FIRST CLASS			Distance from Spokane	TIME TABLE No. 101 JANUARY 16, 1949			Distance from Portland	FIRST CLASS		
				3	15	1		STATIONS						
JIV	377				L 9.50PM		L 12.11AM	2.3	DN...FORT WRIGHT..FW		377.2	A 6.45AM	A 10.50PM	
P	371	129			9.59		12.18	8.2	.....OVERLOOK.....		371.3	6.36	10.41
JP	368	73			10.05		12.22	11.7	DN....SCRIBNER.....SC		367.8	6.30	10.36	
WP	360	78	13		10.27		12.30	19.2	.....SOUTH CHENEY.....		360.8	6.18	10.27
P	355	126			10.33		12.36	24.7	.....MOCK.....		354.8	6.10	10.20
P	350		13 W		10.39		12.36	29.8	.....AMBER.....		349.7	6.02	
P	344	78	23		10.47		12.48	35.6	.....RODNA.....		343.9	5.54	10.06
CWOP	335	EB 139 WB 96	120		10.59		12.58	44.1	DN....LAMONT.....A		335.4	5.44	9.57	
P	329		37E		11.06			50.1	.....ROCKWELL.....		329.4	5.32	
P	323	129	16		11.14		1.11	56.1	.....MACALL.....		323.4	5.25	9.45
WP	311	131	31		11.29		1.24	68.3	D.....BENGE.....BN		311.2	5.11	9.33	
P	300	130	13		11.44		1.37	79.7	.....HOOPER.....		299.8	4.55	9.19
CWP	291	EB 136 WB 74	80		11.53PM		1.47	88.1	DN...WASHTUCNA...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.....KAHLOTUS.....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	.....BURR.....		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...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	79	20		1.01		2.39	128.5	.....REDD.....		251.0	3.44	8.12
P	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....		233.5	3.22	A 5.17AM	
PZXTCY WRBOK JV	231		Yard		A 1.35AM	A 9.55PM	A 3.10AM	148.2	DN.....PASCO.....PA		231.3	L 3.10AM	L 5.10AM	
					Daily	Daily	Daily					Daily	Daily	
					3.50	0.15	3.04		Time Over District			3.40	0.07	
					38.7	11.2	48.3		Average Speed Per Hour			40.4	24.0	
												3.15	45.6	

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

6 Westward

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

Eastward

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits etc.	Station Numbers	Car Capacity		SECOND CLASS		Distance from Goldendale	TIME TABLE No. 101 JANUARY 16, 1949		Distance from Lyle	SECOND CLASS		
		Sidings	Other Tracks	121			STATIONS	120				
				Mixed	Daily Ex. Sat.			Mixed		Daily Ex. Sat.		
BWYR P	G42		72	L	6.15PM	0.0	D.....	GOLDENDALE.....	GD	41.6	A	2.25AM
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	.....	WAHKIAKUS.....		16.9	f	12.45
PW (1/2 Mi. E.) X	G14	27		s	7.43	28.2	D.....	KLIKITAT.....	KI	13.4	s	12.30
	G10		8	f	7.53	31.3	.....	FITT.....		10.3	f	12.20
P	G 6			f	8.05	35.2	.....	WRIGHTS.....		6.4	f	12.05AM
BRWTO PJX	85	80	142	A	8.25PM	41.6	DN.....	LYLE.....	YA	0.0	L	1.40PM
					Daily Ex. Sat.							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

Conditional Stops to Dispatch U. S. Mail; to Discharge Revenue Passengers upon Application to Conductor or to Pick Up Revenue Passengers upon Advance Arrangements through Agents

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
3	Any Station	East of Spokane	
3	Any Station West of Pasco	Spokane	
3	Any Station East of Pasco		Vancouver and Portland
3	Hooper	Spokane	
3	Redd to Dispatch U. S. Mail		
3	Maryhill		Bingen-White Salmon, Vancouver and Portland
3	Stevenson		Vancouver and Portland
3	Camas	Pasco or Beyond	
4	Any Station		East of Spokane
4	Any Station West of Pasco		Spokane
4	Any Station East of Pasco	Portland and Vancouver	
4	Camas		Pasco or Beyond
4	Stevenson	Portland and Vancouver	
4	Maryhill	Portland, Vancouver and Bingen-White Salmon	
4	Hooper Daily Except Sunday	Any Station	Any Station where Scheduled to Stop

Conditional Stops to Discharge or Pick Up Passengers

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
5	Moonax M. P. 152.6 on Flag	Any Station	Any Station
6	Moonax M. P. 152.6 on Flag	Any Station	Any Station
120-121	Klickitat Springs M. P. 15.8 on Flag	Any Station	Any Station

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.

When No. 1 will reach Portland prior to departure time of No. 6, U. S. Mail pouch from Williston and Seattle M. D. Train 1 should be handled through to Portland.

Water, Fuel, Wyes, Turn Tables, Scales, Standard Cloths & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS		Distance from Bend	TIME TABLE No. 101			Distance from Wishram	SECOND CLASS		THIRD CLASS				
		Sidings	Other Tracks				313	103		JANUARY 16, 1949				102	314					
							U. P. Mixed	Oregon Trunk Mixed		STATIONS				Oregon Trunk Mixed	U. P. Mixed					
	JBYOVZ PWRKX	T-151		Yard	L	5.00AM	L	8.00PM	0.0	DN.....	BEND.....	D	151.5	A	6.30AM	A	2.30PM			
	P	T-144	50	20		5.18	f	8.18	7.3	.....	DESCRUTES.....		144.2	f	6.05		2.08			
	WXP	T-135	101	223		¹⁰² 5.45	s	8.50	16.5	DN.....	REDMOND.....	RD	135.0	s	³¹³ 5.45		1.40			
	JPV	T-132	87	45		6.15	f	8.58	19.2	D....	PRINEVILLE JCT.....	XN	132.3	f	5.20		1.31			
	P	T-129	49			6.24	f	9.05	22.0	.....	TERREBONNE.....		129.5	f	5.15		1.22			
	P	T-122	115	24		6.46	f	9.25	29.5	.....	OPAL CITY.....		123.0	f	5.01		12.58			
	P	T-115	52	41		7.07	s	9.43	36.6	.....	CULVER.....		114.9	s	4.48		12.36			
	OTWXP	T-110	100	179		7.22	s	9.55	41.3	DN.....	METOLIUS.....	MS	110.2	s	4.40		12.22			
		T-108		4					43.9	.....	AGENCY.....		107.6							
	WP	T-105	51	39		7.37	s	10.10	46.3	D.....	MADRAS.....	MD	105.2	s	4.30		12.05PM			
	P	T-100	114	4		7.54	f	10.26	52.0	.....	PAXTON.....		99.5	f	4.04		11.48AM			
	P	T-94	34	23		8.10	s	10.41	57.5	D.....	GATEWAY.....	GW	94.0	s	3.48		11.30			
	PW 1/2 MI. W	T-86	22	20		8.30	f	11.03	65.7	N.....	SOUTH JCT.....	SJ	85.8	f	3.26		11.08			
	YP	T-84				8.34		11.07	67.5	.....	JERSEY WYE.....		84.0		3.22		11.03			
	P	T-80	123			8.43	f	11.18	71.2	.....	KASKELA.....		80.3	f	3.15		10.53			
	P	T-75				8.56	f	11.31	76.1	D.....	DAVIDSON.....	UN	75.4	f	3.05		10.40			
	P	T-74		25E		9.01	f	11.36	77.9	.....	DANT.....		73.6	f	3.01		10.35			
		T-68		20		9.15	f	11.51PM	84.0	.....	FRIEDA.....		67.5	f	2.49		10.18			
	WP	T-64	50			9.25	f	12.01AM	87.7	.....	NENA.....		63.8	f	2.41		10.08			
	P	T-55 A	93			³¹⁴ 9.45		12.25	96.1	.....	CAMBRAL.....		55.4		2.25		³¹³ 9.45			
	P	T-55		28		9.47	s	12.27	98.8	DN.....	MAUPIN.....	AU	54.7	s	2.23		9.43			
	WP	T-51		24		9.57	f	12.36	100.7	.....	TUSKAN.....		50.8	f	2.15		9.34			
	P	T-48		50W		10.05	f	12.44	103.8	.....	SHERAR.....		47.7	f	2.09		9.26			
	P	T-40	99			10.25	f	1.10	111.6	.....	OAKBROOK.....		39.9	f	1.53		9.07			
	P	T-31	50			10.48	f	¹⁰² 1.34	120.9	.....	SINAMOX.....		30.6	f	¹⁰³ 1.34		8.44			
	WP	T-26	48			10.59	f	1.50	125.2	DN.....	DIKE.....	DI	26.3	f	1.25		8.34			
	P	T-18	113			11.20	f	2.09	133.5	.....	LOCKIT.....		18.0	f	1.08		8.13			
	P	T-12		27E		11.37	f	2.25	139.9	.....	KLOAN.....		11.6	f	12.55		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	.....	CELILO.....		2.3	f	12.36					
	VXJP	T- 2				A 12.01 PM		2.48	150.0	N.....	O. T. JCT.....	VO	1.5		12.34	L	7.30AM			
	JBWOP RKXZY	106		Yard				3.00AM	151.5	DN.....	WISHRAM.....	X	0.0		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				6.00 25.3		7.00 21.6			

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

8 Westward

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

Water, Wyes, Turntables, Fuel, Seales, Standard Clocks, Bul. Bds., Register, Yard Limits.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS	Distance from Portland	TIME TABLE No. 101		Distance from Seaside	FIRST CLASS	SECOND CLASS	
		Slidings	Other Tracks			231		21	JANUARY 16, 1949		22	230	
						Freight		Passenger	STATIONS		Passenger	Freight	
						Daily Ex. Saturday		Daily			Daily	Daily Ex. Monday	
JRXP	4		Yard	L 7.30PM	L 8.20AM	4.3	DN..... WILLBRIDGE..... BR	113.7	A 6.36PM	A 2.45AM			
XP	A7	28	273	7.38	f 8.26	7.3	D..... LINNONTON..... IN	110.7	f 6.30	2.37			
JPX	A10			A 7.45PM	8.31	10.0	..... UNITED JCT.....	108.0	6.24	L 2.30AM		
PX	A11				8.33	10.5	DN..... RIVER JCT..... RJ	107.5	6.23				
	A13	29			8.36	12.6	..... HOLBROOK.....	105.4	6.19			
	A20	34	33		s 8.49	19.9	D..... SCAPPOOSE..... SQ	98.1	s 6.08				
	A24		19W		f 8.56	24.3	..... WARREN.....	93.7	f 6.00			
W	A28	52	17		s 9.04	27.6	DN..... ST. HELENS..... H	90.4	s 5.54				
	A30				f 9.09	30.0	..... COLUMBIA CITY.....	88.0	f 5.46			
	A31	43			9.11	31.3	..... WATERVIEW.....	86.7	5.44			
	A33		11W		f 9.14	33.2	..... DEER ISLAND.....	84.8	f 5.41			
XP	A39	20	60		f 9.25	39.4	..... GOBLE.....	78.6	f 5.31			
W 1/2 Ml. West	A42				f 9.30	41.9	..... PRESCOTT.....	76.1	f 5.26			
XP	A46		8		s 9.40	45.8	D..... RAINIER..... RA	72.2	s 5.20				
X	A47	53	13W		9.42	46.8	..... AVON.....	71.2	5.16			
P	A56	50	13		s 10.02	55.8	..... MAYGER.....	62.2	f 4.59			
	A58				f 10.06	58.0	..... LOCODA.....	60.0	f 4.55			
	A59		15W		s 10.09	59.3	..... QUINCY.....	58.7	f 4.53			
P	A62	45	70		s 10.18	62.2	DN..... CLATSKANIE..... CN	55.8	s 4.47				
	A67		10W 23W		f 10.28	66.6	..... MARSHLAND.....	51.4	f 4.37			
WP	A71	29	41		s 10.39	71.2	..... WESTPORT.....	46.8	s 4.29			
P	A74		50		s 10.44	73.5	..... WAUNA.....	44.5	s 4.24			
P	A77		14		f 10.51	76.8	..... BRADWOOD.....	41.2	f 4.18			
P	A78	43			f 10.56	78.4	..... CLIFTON.....	39.6	f 4.14			
	A83		2E		f 11.05	83.3	..... BROWNSMEAD.....	34.7	f 4.05			
	A85				f 11.10	84.9	..... BLIND SLOUGH.....	33.1	f 4.01			
P	A87	20	5W		f 11.14	86.5	..... KNAPPA.....	31.5	f 3.58			
	A90	15	2W		f 11.22	90.2	..... SVENSEN.....	27.8	f 3.50			
WTOZP BKXR	A100		Yard		s 11.55AM	99.7	D..... ASTORIA..... RO	18.3	s 3.30				
JYX	A106		22		s 12.14PM	105.6	..... WARENTON.....	12.4	s 3.00			
	A108		31		f 12.21	108.3	..... CAMP CLATSOP.....	9.7	f 2.51			
	A116				f 12.37	115.7	..... GEARHART.....	2.3	f 2.35			
BWY KXR	A118		73		A 12.45PM	118.0	D..... SEASIDE..... SD	0.0	L 2.30PM				
					Daily Ex. Saturday	Daily			Daily	Daily Ex. Monday			
					0.15 22.8	4.25 25.7			4.06 27.7	0.15 22.8			
							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, Carnahan, 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. 101 JANUARY 16, 1949		Distance from Fort Stevens
		Sidings	Other Tracks		STATIONS		
	A106		22	0.0	.....	WARRENTON	3.8
	FS2		25	1.8	1.3	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 9

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul. Bds., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Wilkesboro	TIME TABLE No. 101 JANUARY 16, 1949		Distance from Glenwood
		Sidings	Other Tracks		STATIONS		
	U26		12	0.0	.....	WILKESBORO	12.9
X	R1		24E	1.2	1.2	PENGBRA	11.7
WP	R9			8.9	7.7	WASHBURN	4.0
XP	R13		Yard	12.9	4.0	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, Scales, Standard Clocks, Bul. Bds., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Portland	SECOND CLASS		Distance from Keasey	SECOND CLASS	
		Sidings	Other Tracks		231	Freight		230	Freight
	A10					Daily Ex. Saturday			
XPJ	A10					L 7.45PM	47.0	A	2.30AM
OWXP	NB10		Yard				47.0		
JPX	U10					7.47	46.5		2.27
	U10A		31W			7.49	46.0		2.25
P	U12	4	11W			7.52	45.3		2.22
P	U14		6E			8.01	43.1		2.15
JXPR	U17		5E			A 8.15PM	39.9	L	2.00AM
PWX 2750' E.	U22	47	17E				21.9		
	U23		18				23.3		
	U25		11E				25.5		
JXPR	U26		12				26.4		
XP	U28	32	22				27.5		
WP	U32	30	7				31.7		
P	U39	20					38.8		
WP	U43	29					43.1		
BYK XPR	U49		Yard				48.5		
VWX	U57		52				57.0		
						Daily Ex. Saturday			Daily Ex. Mon.
						0.30 14.2	Time Over District Average Speed per Hour		0.30 14.2

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.

10 Westward

Oregon Electric Ry.—FIRST SUB-DIVISION

Eastward

Water, Wyes, Turn- tables, Fuel, Scales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		SECOND CLASS			Distance from Portland	TIME TABLE No. 101 JANUARY 16, 1949		Distance from Eugene	SECOND CLASS			
		Sidings	Other Tracks	231	Freight	Daily Ex. Saturday		STATIONS	230		Freight	Daily Ex. Sunday		
JRXP	U17		5E				8.15PM	17.1	DN..... BOWERS JCT.....BJ	125.7	A	2.00AM		
	E21	46					8.23	20.9	..... MERLE.....	121.9		1.48		
YPXJ	E22						8.25	21.5	..... FOREST GROVE JCT.....	121.3		1.46		
X		77					8.36	26.7	..... BEAVERTON SIDING.....	116.1		1.30		
XWP	E28		33				8.38	27.6	..... BEAVERTON.....	115.2		1.27		
JVP	E28A						8.40PM	28.1	..... BEBURG.....	114.7		1.25AM		

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

JVP	E31						8.58PM	31.2	..... GRETON.....	111.6		1.05AM		
PX	E32	77	17				9.01	32.1	DN..... TIGARD.....ED	110.7		1.02		
P	E36		10				9.09	36.1	..... TUALATIN.....	106.7		12.54		
P	E39	19					9.15	39.0	..... TONQUIN.....	103.8		12.48		
P	E43	21	7				9.23	43.0	..... WILSONVILLE.....	99.8		12.40		
P	E45	76					9.29	45.4	..... CURTIS.....	97.4		12.34		
P	E49		20				9.37	49.1	..... DONALD.....	93.7		12.26		
WP	E55	75	8E				9.48	54.5	..... WEST WOODBURN.....	88.3		12.15		
	E57		9E				9.54	57.4	..... ST. LOUIS.....	85.4		12.09AM		
	E63	9	6W				10.06	63.1	..... HOPMERE.....	79.7		11.57PM		
P	E64		8				10.08	64.1	..... QUINABY.....	78.7		11.55		
PX	E69	80	58				10.20	68.6	..... BUSH.....	74.2		11.45		
WVBPXK	E71		310				10.30	71.2	DN..... SALEM.....SA	71.6		11.35		
PX	E73	52					10.35	72.8	..... MINTO.....	70.0		11.30		
P	E80		11E 5W				10.50	79.9	..... ORVILLE.....	62.9		11.15		
P	E85	74					11.05 ²³⁰	84.8	..... SIDNEY.....	58.0		11.05 ²³¹		
	E88		17				11.14	87.9	..... TALBOT.....	54.9		10.56		
	E91		15W				11.23PM	90.8	..... DEVER.....	52.0		10.48		
ZXBRP TKWOJ	E97		Yard				12.01AM	96.5	DN..... ALBANY YARD.....YD.	46.3		10.30		
VXP	E98		Yard				12.15	97.8	..... ALBANY.....	45.0		9.55		
P	E111		14E				12.45	111.1	..... FAYETTEVILLE.....	31.7		9.25		
	E114		5E				12.51	113.8	..... POTTER.....	29.0		9.19		
	E116	6					12.56	116.1	..... TULSA.....	26.7		9.14		
P	E124		12 24E				1.13	124.2	..... HARRISBURG.....	18.6		8.57		
P	E129		65				1.23	128.7	D..... JUNCTION CITY.....JC	14.1		8.47		
	E133		6E				1.33	133.4	..... MEADOW VIEW.....	9.4		8.37		
	E135		9				1.37	135.0	..... AWBREY.....	7.8		8.33		
	E136		16E				1.40	136.1	..... ENID.....	6.7		8.30		
BKXR YPV	E143		Yard				A 2.00AM	142.8	D..... EUGENE.....G	0.0		L 8.00PM		
							Daily Ex. Saturday					Daily Ex. Sunday		
							5.45 21.9		Time Over District Average Speed per Hour			6.00 21.0		

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, Turntables, Fuel, Seales, Standard Clocks, Bulletin Boards, Register and Yard Limits	Station Numbers		Car Capacity		Distance from Forest Grove Junction	TIME TABLE No. 101 JANUARY 16, 1949		Distance from Forest Grove
	Sidings	Other Tracks				STATIONS		
JYPX	E22				0.0	..... FOREST GROVE JCT.....	10.6	
X	F1	11	3E		0.8	..... ORENCO.....	9.8	
	F3		7E		2.9	..... SEWELL.....	7.7	
P	F5	5	30		4.5	D..... HILLSBORO..... BO	6.1	
	F8		6E		7.9	..... CORNELIUS.....	2.7	
	F11		51		10.6	D..... 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. 101 JANUARY 16, 1949		Distance from Foster
	Sidings	Other Tracks				STATIONS		
ZKBP TWOR	E97		Yard		0.0	DN..... ALBANY YARD..... YD	31.9	
JV					0.9	..... S. P. CONN. ALBANY.....	31.0	

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	
	S15	10				O. E. Conn.		
					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			1.9		
	S24		11E		22.1	..... NYE.....	9.8	
						2.2		
PWYO RBJX	S29		Yard		24.3	..... NARROWS.....	7.6	
						4.5		
	S32				28.8	DN..... SWEET HOME..... SW	3.1	
						3.1		
					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, Turntables, Fuel, Seales, Standard Clocks, Bulletin Boards, Register and Yard Limits	Station Numbers		Car Capacity		Distance from Sweet Home	TIME TABLE No. 101 JANUARY 16, 1949		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	
						3.7		
	H12		9E		11.8	..... MITCHELL.....	3.7	
						2.1		
	H14		49		13.9	..... WOODRAFFE SIDING.....	1.6	
						1.6		
W 0.9 M.I.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 cabooses 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. Jet., Ainsworth Jet., 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	30
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 orders (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.

Dead engines with all rods up or in place and piston rod not disconnected from the crosshead may be moved in trains at a speed not to exceed 12 M.P.H.

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	
At Washougal to dispatch U. S. Mail, Train 3		20	
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
At Maryhill to dispatch U. S. Mail, Train 3		20	
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—

Maximum Speed			25
On curves 5 degrees and over			15

Oregon Trunk Railway—

	Frt. and	
	Psgr.	Mixed
Between Wishram and MP 87	40	35
Between MP 87 and MP 98	30	25
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 (Steam Power)	45	35
Maximum speed (Diesel-electric Power)	50	40
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 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

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>		
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.....		30
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.
Overlook.....	East 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 BRIDGESTerminals Subdivision—

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.

Portland 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.
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 time a vessel will pass through 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 flagmen have been placed and vessel is ready to pass through, will remove angle bars which will allow draw span to be opened. After vessel has passed through draw and 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>	
Union Pacific R. R.....	362.5
Northern Pacific Ry.....	364.1
<u>Portland Division—First Subdivision—</u>	
Rafton trackage.....	10.5
<u>Oregon Electric Railway—First Subdivision—</u>	
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>	
Southern Pacific Co.....	26.3

COMMERCIAL AND STORAGE TRACKS

Vancouver Division—First Subdivision—

	Miles from Portland	Car Capacity	Switch at
Stevenson Plywood Co. Spurs.....	52.7	55	East end
Hegewald Spur.....	52.8	10	West End
Weber Lumber Co. Spur.....	74.4	5	East end

Vancouver Division—Second Subdivision—

	Miles from Portland	Car Capacity	Switch at
Ballast loading tracks.....	174.0	45	Both ends
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
Washtucna Industry.....	292.4	156	East end
Ankeny.....	305.9	14	West 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	23	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
Mill Creek Naval Spur.....	96.2	21	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
Linn County Lbr. Prod. Co.....	101.7	8	East end
Miller Seed Co.....	118.3	4	West end
Timber, Inc., Spur.....	122.1	4	East end
J & W Lumber.....	129.2	6	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
Crowfoot 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
Douglas Fir Products.....	20.8	15	East end
B. F. Johnson Lbr. Co.....	21.3	3	East end
W. O. W. Lbr. Co.....	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	6	East end
Puget Timber Company.....	24.7	7	East end
Daugherty Piling Co.....	26.0	10	Both ends

Oregon Electric Railway—Fourth Subdivision—

	Miles from Sweet Home	Car Capacity	Switch at
Ingraham Spur.....	9.7	4	East end

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds	Hour	Minutes	Seconds	Hour
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

<u>Terminals Subdivision—</u>	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.—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 5458) 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.

<u>Vancouver Division—Third Subdivision—</u>	Miles from Portland
Marshall Junction, N. P. Ry.	368.8
Fort Wright, G. N. Ry.	377.2

Telephone located at Signal 375.6 to enable crews to contact operator at Ft. Wright when signal indicates "APPROACH" or "STOP".

COMPANY SURGEONS

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Dr. Merl L. Margason, Chief Surgeon	}	1216 S. W. Yamhill, Portland. Telephone ATwater 4152.
The Portland Clinic		1216 S. W. Yamhill, Portland. Telephone ATwater 4152.

LOCAL SURGEONS

DRS. CONE & WALZ, Vancouver
 DR. W. S. SHEPHERD, 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. WAYNE M. HENKLE, Bingen-White Salmon.
 DR. D. G. MOODY, Bingen-White Salmon
 DR. J. N. REID, Goldendale.
 DR. G. E. RICHARDSON, Goldendale
 THE DALLES CLINIC, The Dalles, Oregon
 DR. G. J. VOTAVA, Pasco.
 DR. JOSEPH L. GREENWELL, Pasco.
 DR. A. L. VICTOR, Washtucna.
 DR. E. R. NORTROP, Spokane.
 THE ROBERT HEMINGWAY
 MEMORIAL CLINIC, 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. 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. 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

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

