

# SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

## System Lines

# TIME TABLE No. 102

To be used in conjunction with  
Current Special Instruction Book

Effective 12:01 A. M. Pacific Time

## FRIDAY, APRIL 1, 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.

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*Think! Is it Safe?*

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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. 102 APRIL 1, 1949	Distance from Vancouver	FIRST CLASS							
		Sidings	Other Tracks				701	3	1	703	5	705	707	709
							U. P. 402	S. P. & S.	S. P. & S.	G. N. 460	S. P. & S.	N. P. 408	S. P. & S. 22	U. P. 458
							Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
WTYOP RKXZBV	10		Yard	369.5	DN.....VANCOUVER.....MX 1.4	0.0	L 6.15AM	L 7.10AM	L 7.35AM	L 1.20PM	L 4.00PM	L 4.10PM		L 8.47PM
	9			370.0	.....NORTH PORTLAND..... 0.5	1.4			f 1.25	f 4.05				
IJPV	8		Jct.	371.4	DN..NORTH PORTLAND Jct..KD 1.1	1.9	A 6.20AM	7.15	7.40	1.26	4.06	4.15		A 8.52PM
XPV	7	60	186	372.5	.....EAST ST. JOHNS..... 2.7	3.0		7.17	7.42	f 1.29	f 4.08	4.17		
IRXJP	4		Yard	375.2	DN.....WILLBRIDGE.....BR 2.3	5.7		7.21	7.46	1.34	4.12	4.21	L 6.36PM	
RKXPV	2		Yard	377.5	DN.....LAKE YARD.....C 2.0	8.0		7.25	7.50	1.39	4.16	4.25	6.40	
PRKXBV				379.5	DN..PORTLAND, Union Sta...VC	10.0		A 7.35AM	A 8.00AM	A 1.50PM	A 4.25PM	A 4.35PM	A 6.50PM	
WTOBP RKXZV	0		Yard	379.5	DN...PORTLAND, Hoyt St....OW	10.0								
							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
					Time Over District Average Speed Per Hour		0.05 22.8	0.25 24.0	0.25 24.0	0.30 20.0	0.25 24.0	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 Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 102 APRIL 1, 1949	Distance from Portland	FIRST CLASS							
		Sidings	Other Tracks				700	6	702	704	2	706	4	708
							S. P. & S. 21	S. P. & S.	U. P. 457	N. P. 407	S. P. & S.	G. N. 459	S. P. & S.	U. P. 401
							Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
BWTYO PRKXZV	10		Yard	369.5	DN.....VANCOUVER.....MX 1.4	10.0		A 9.21AM	A 9.26AM	A 12.22PM	A 3.20PM	A 4.51PM	A 9.06PM	A 11.55PM
	9			370.9	.....NORTH PORTLAND..... 0.5	8.6		9.17	f 9.22					
PIJV	8		Jct.	371.4	DN..NORTH PORTLAND Jct..KD 1.1	8.1		9.16	L 9.21AM	12.17	3.15	4.46	9.01	L 11.50PM
XPV	7	60	186	372.5	.....EAST ST. JOHNS..... 2.7	7.0		f 9.14		12.15	3.13	4.44	8.59	
IPRXJ	4		Yard	375.2	DN.....WILLBRIDGE.....BR 2.3	4.3	A 8.20AM	9.10	7.38P	12.11	3.09	4.40	8.55	
RKXPV	2		Yard	377.5	DN.....LAKE YARD.....C 2.0	2.0	8.16	9.06	7.35	12.07	3.05	4.36	8.51	
PRKXBV				379.5	DN..PORTLAND, Union Sta...VC	0.0	L 8.10AM	L 9.00AM	7.30P	L 12.01PM	L 3.00PM	L 4.30PM	L 8.45PM	
PBWTB RKXZV	0		Yard	379.5	DN...PORTLAND, Hoyt St....OW	0.0								
							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
					Time Over District Average Speed Per Hour		0.10 25.8	0.21 28.6	0.05 22.8	0.21 28.6	0.20 30.0	0.21 28.6	0.21 28.6	0.05 22.8

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, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 102 APRIL 1, 1949	Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	5	1	3				6	2	4
				Passenger	Passenger	Passenger				Passenger	Passenger	Passenger
				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	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 DALLES..... 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	DNBINGEN-WHITESALMON.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	325.7	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
				3.45	7.28	6.52	367.3	..... EAVAN..... 2.2	12.2	9.35	3.27	9.20
PWTY BOKXR VZ	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

Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 102			Distance from Portland	FIRST CLASS		
	Sidings	Other Tracks	5	1	3		APRIL 1, 1949				4	6	2
			Passenger	Passenger	Passenger		STATIONS				Passenger	Passenger	Passenger
WCYT RVBOK 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		s 10.48	3.27	f 1.57	150.3	D..... KENNEWICK... KN	229.2	2.33	s 3.38	7.23							
P	224	70	20		f 10.55	3.32	2.03	155.4	..... FINLEY.....	224.1	2.28	f 3.29	7.18							
P	220	79	15		f 11.01	3.36	2.08	159.6	..... HOVER.....	219.9	2.23	f 3.22	7.14							
WP	213	150	38		f 11.10	3.43	<sup>4</sup> 2.16	166.1	D..... YELLEPIT... PY	213.4	<sup>3</sup> 2.16	f 3.12	7.07							
P	198	151			f 11.27	4.01	2.33	181.3	..... BERRIAN.....	198.2	1.58	f 2.52	6.50							
WP	193	84	14		s 11.33	4.07	f 2.39	186.6	DN..... PLYMOUTH... MO	192.9	f 1.52	s 2.44	6.44							
P	189	147			f 11.38	4.11	2.44	190.6	..... KING.....	188.9	1.47	f 2.38	6.40							
P	181	147	10		f 11.49AM	4.19	2.54	199.0	..... PATERSON.....	180.5	1.37	f 2.27	6.32							
WP	171	147	14		f 12.01PM	4.29	3.07	208.8	D..... WHITCOMB..... W	170.7	1.25	f 2.13	6.22							
P	162		16W		f 12.10			217.2	..... ALDERDALE.....	162.3		f 2.03								
P	158	150			f 12.15	4.41	3.22	221.6	..... McCREDDIE.....	157.9	1.10	f 1.58	6.09							
WP	147	150	36		s 12.28	4.52	3.36	232.8	DN..... ROOSEVELT... RE	146.7	12.57	s 1.45	5.58							
P	141		18		f 12.35			238.7	..... SUNDALE.....	140.8		f 1.35								
P	131	149	7		f 12.47	5.08	3.56	248.9	..... GOODNOE.....	130.6	12.38	f 1.20	5.42							
P	126		30W		f 12.52	5.13	4.02	253.9	..... TOWAL.....	125.6	12.32	f 1.10	5.37							
WP	119	151			f <sup>6</sup> 1.01	5.20	4.10	260.6	D..... CLIFFS..... CF	118.9	12.25	f <sup>5</sup> 1.01	5.30							
P	114	79	15		s 1.10	5.25	4.15	265.2	..... MARYHILL.....	114.3	12.19	s 12.51	5.25							
BWOYR JXXZP	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. &amp; S. Ry., VANCOUVER DIVISION—Third Sub-Division

Eastward 5

Water, Fuel, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Ladders, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 102 APRIL 1, 1949 STATIONS	Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	3	15	1				4	16	2
				Passenger	N.P. 348 Passenger	Passenger				Passenger	N.P. 347 Passenger	Passenger
				Daily	Daily	Daily				Daily	Daily	Daily
BOKO PRTW XYZ	381		Yard				3.2	DN.....YARDLEY.....YD 3.2	380.7			
BKP RXZ	378		Yard				0.0	DN.SPOKANE (N.P. Depot).SF 8.7	377.5			
IJPV WXY							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

BKO PRTW XYZ	384		Yard				4.8	DN.....HILLYARD (G.N.) HU 4.8	384.3			
BKPR WXZ	380		Yard			L 9.45PM	0.0	DN.SPOKANE (G.N. Depot).PD 2.3	379.5	A 6.50AM		A 10.55PM

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

Station	Number	Siding	Other Tracks	L	M	Distance from Spokane	Direction	Station	Number	Siding	Other Tracks	M	A	Distance from Portland	Direction
IJPVXY	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	<sup>2</sup> 10.27	12.30	19.2	.....SOUTH CHENEY.....	360.3	6.18			<sup>3</sup> 10.27			
P	355	126		10.33	12.36	24.7	.....MOCK.....	364.8	6.10			10.20			
P	350		13W	<sup>s</sup> 10.39		29.8	.....AMBER.....	349.7	<sup>s</sup> 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	<sup>s</sup> 10.59	12.58	44.1	DN.....LAMONT.....A	335.4	<sup>s</sup> 5.44			9.57			
P	329		37E	11.06		60.1	.....ROCKWELL.....	329.4	5.32						
P	323	129	16	11.14	1.11	66.1	.....MACALL.....	323.4	5.25			9.45			
WP	311	131	31	<sup>s</sup> 11.29	1.24	68.3	D.....BENGE.....BN	311.2	<sup>s</sup> 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	30	<sup>s</sup> 11.53PM	1.47	88.1	DN...WASHTUCNA..WA	291.4	<sup>s</sup> 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	<sup>s</sup> 12.13	2.01	102.0	D.....KAELOTUS.....K	277.5	<sup>s</sup> 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....	256.9							
P	257	80	60	<sup>s</sup> 12.51	2.32	122.8	DN...SNAKE RIVER..SR	256.7	<sup>s</sup> 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	<sup>s</sup> 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	146.0	...AINSWORTH JCT....	233.5	3.22	A 5.17AM		7.52			
PZXTCY WRBOK V	231		Yard	A 1.35AM	A 9.55PM	A 3.10AM	DN.....PASCO.....PA	231.3	L 3.10AM	L 5.10AM	L 7.40PM				
				Daily	Daily	Daily			Daily	Daily	Daily				
				3.50 38.7	0.15 11.2	3.04 48.3	Time Over District Average Speed Per Hour		3.40 40.4	0.07 24.0	3.15 45.6				

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

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. 102 APRIL 1, 1949		Distance from Lyle	SECOND CLASS	
		Sidings	Other Tracks	121				STATIONS	120			
									Mixed		Daily Ex. Sat.	
BWYR P	G42		72	l	6.15 PM	0.0	D.....GOLDENDALE.....GD	41.6	A	2.25 AM		
P	G35		21	s	6.35	6.3	.....CENTERVILLE.....	35.3	s	2.00		
P	G30		18	f	6.51	11.4	.....WARWICK.....	30.2	f	1.40		
	G23		8W	f	7.14	18.9	.....SWALE.....	22.7	f	1.10		
	G17		15	f	7.32	24.7	.....WAKKIAKUS.....	16.9	f	12.45		
PW (3/4 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	.....PITT.....	10.3	f	12.20		
P	G 6			f	8.05	35.2	.....WRIGHTS.....	6.4	f	12.05 AM		
BRWTO PJX	85	80	142	A	8.25 PM	41.6	DN.....LYLE.....YA	0.0	A	11.40 PM		
					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
5	North McNary on Flag	Any Station	Any Station
6	Moonax M. P. 152.6 on Flag	Any Station	Any Station
6	North McNary 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.

Westward

## OREGON TRUNK RAILWAY

Eastward 7

Water, Fuel, Wyes, Turn Tables, Scales, Standard Cloaks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS		Distance from Bend	TIME TABLE No. 102		Distance from Wishram	SECOND CLASS		THIRD CLASS		
		Sidings	Other Trucks						APRIL 1, 1949							
				313	103	102	314		SATIONS	102		314				
BYOVZ 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	.....	DESCUTES.....		144.2	f	6.05	2.08			
WXP	T-135	101	223	<sup>102</sup> 5.45	s 8.50	16.5	DN.....	REDMOND.....	RD	135.0	s	<sup>313</sup> 5.45	1.40			
JPV	T-132	87	45	6.15	f 8.58	19.2	D.....	PRINEVILLE JCT.....	IN	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.....		122.0	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 ½ 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		<sup>314</sup> 9.45	12.25	96.1	.....	CAMBRAI.....		55.4		2.25	<sup>313</sup> 9.45			
P	T-55		28	9.47	s 12.27	96.8	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	.....	SHEER.....		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 <sup>102</sup> 1.34	120.9	.....	SINAMOX.....		30.6	f	<sup>103</sup> 1.34	8.44			
WP	T-26	48		10.59	f 1.50	126.2	N.....	DIKE.....	DI	26.3	f	1.25	8.34			
P	T-18	113		11.20	f 2.09	133.5	Auto. Bik.	LOCKIT.....		18.0	f	1.08	8.13			
P	T-12		27E	11.37	f 2.25	139.9	Auto. Bik.	KLOAN.....		11.6	f	12.55	7.57			
P	T-6	90		11.52AM	f 2.40	145.8	Auto. Bik.	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		A 3.00AM	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			6.00 25.3	7.00 21.6				

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

Water, Wyes, Turntables, Fuel, Seales, Standard Clocks, Bul. Bids, Register, Yard Limits.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS	Distance from Portland	TIME TABLE No. 102		Distance from Seaside	FIRST CLASS	SECOND CLASS	
		Sidings	Other Tracks	231		21		APRIL 1, 1949			22	230	
				Freight		Passenger		STATIONS			Passenger	Freight	
				Daily Ex. Saturday	Daily	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..... LINNTON..... IN	110.7	f 6.30	2.37			
JX	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				
W1 1/2 MI. 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	..... WARRENTON.....	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		Time Over District Average Speed per Hour		4.06 27.7	0.15 22.8			

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, Seales, Standard Clocks, Bul.-Bds., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Warrenton	TIME TABLE No. 102 APRIL 1, 1949		Distance from Fort Stevens
		Sidings	Other Tracks		STATIONS		
	JXYR A106		22	0.0	.....	WARRENTON.....	3.8
					1.8	.....	
	FS2		25	1.8	.....	FLAVEL.....	2.0
					2.0	.....	
X	FS4			3.8	.....	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, Seales, Standard Clocks, Bul.-Bds., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Wilkesboro	TIME TABLE No. 102 APRIL 1, 1949		Distance from Glenwood
		Sidings	Other Tracks		STATIONS		
	XPRJ U26		12	0.0	.....	WILKESBORO.....	12.9
					1.2	.....	
X	R1		24E	1.2	.....	PENGEA.....	11.7
					7.7	.....	
WP	R9			8.9	.....	WASHBURN.....	4.0
					4.0	.....	
XP	R13		Yard	12.9	.....	GLENWOOD.....	0.0
Time Over District Average Speed per Hour							

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

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

Water, Wyes, Turntables, Fuel, Seales, Standard Clocks, Bul.-Bds., Register, Yard Limits	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 102 APRIL 1, 1949		Distance from Keasey	SECOND CLASS	
		Sidings	Other Tracks	231	Freight		STATIONS			230	Freight
	XJ A10						.....	UNITED JCT.....	47.0	A	2.30AM
							0.5	.....			
	OWXP NB10		Yard			10.0	.....	RAFTON.....	47.0		
							0.5	.....			
	JPX U10					10.5	DN.....	RIVER JCT.....RJ	46.5		2.27
							0.5	.....			
	U10A		81W			11.0	.....	BAN SPUR.....	46.0		2.25
							0.7	.....			
P	U12	4	11W			11.7	.....	BURLINGTON.....	45.3		2.22
							2.2	.....			
P	U14		6E			13.9	Auto. Sid. (.....)	TUNNEL SPUR.....	43.1		2.15
							3.2	.....			
JXPR	U17		5E			17.1	DN.....	BOWERS JCT.....BJ	39.9	L	2.00AM
							4.8	.....			
PWX 2750' E.	U22	47	17E			21.9	D.....	NORTH PLAINS...NP	35.1		
							1.4	.....			
	U23		18			23.3	.....	VADIS.....	33.7		
							2.2	.....			
	U25		11E			25.5	.....	CHRISTIE.....	31.5		
							0.9	.....			
JXPR	U26		12			26.4	.....	WILKESBORO.....	30.6		
							1.1	.....			
XP	U28	32	22			27.5	.....	BANKS.....	29.5		
							4.2	.....			
WP	U32	30	7			31.7	.....	MANNING.....	25.3		
							7.1	.....			
P	U39	20				38.8	.....	TOPHILL.....	18.2		
							4.3	.....			
WP	U43	29				43.1	.....	BRAUN.....	13.9		
							5.4	.....			
BYK XPR	U49		Yard			48.5	D.....	VERNONIA.....VN	8.5		
							3.5	.....			
VWX	U67		52			67.0	.....	KEASEY.....	0.0		
Daily Ex. Saturday								Daily Ex. Mon.			
0.30 14.2								0.30 14.2			
Time Over District Average Speed per Hour											

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, Riel, Seales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 102 APRIL 1, 1949		Distance from Eugene	SECOND CLASS	
		Slidings	Other Tracks	231			STATIONS	230			
				Freight				Freight			
				Daily Ex. Saturday				Daily Ex. Sunday			
JRXP	U17		5E	L 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..... RD	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		<sup>230</sup> 11.05	84.8	..... SIDNEY.....	58.0	<sup>231</sup> 11.05
	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, Turn- tables, Fuel, Scales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers		Car Capacity		Distance from Forest Grove Junction	TIME TABLE No. 102 APRIL 1, 1949	Distance from Forest Grove
	Sidings	Other Tracks					
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	32		4.5	D.....HILLSBORO.....BO	6.1
	F8		6E		7.9	.....CORNELIUS.....	2.7
P	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, Turn- tables, Fuel, Scales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers		Car Capacity		Distance from Albany Yard	TIME TABLE No. 102 APRIL 1, 1949	Distance from Foster
	Sidings	Other Tracks					
ZKBP TWOR	E97		Yard		0.0	DN.....ALBANY YARD.....YD	31.9
JV					0.9	.....S. P. CONN. ALBANY.....	31.0
						13.6	

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			0.3	O. E. Conn.	
					14.8	.....LEBANON.....	17.1
					1.1	(O. E. Siding)	
PX	S16	70	154		15.9	D.....WELDWOOD.....V	16.0
P	S20		2E		4.3	.....WATERLOO.....	11.7
	S22		8E		20.2	.....NVE.....	9.8
	S24		11E		22.1	.....NARROWS.....	7.6
PWYO RBXJ	S29		Yard		24.3	.....SWEET HOME.....SW	3.1
	S32				28.8	.....FOSTER.....	0.0
						3.1	
						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, Scales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers		Car Capacity		Distance from Sweet Home	TIME TABLE No. 102 APRIL 1, 1949	Distance from Dollar
	Sidings	Other Tracks					
PWYRB XOJ	S29		Yard		0.0	DN.....SWEET HOME.....SW	15.5
	H6		20W		6.4	.....HOLLEY.....	9.1
	H8		10		1.7	.....CALAPOOYA.....	7.4
	H12		9E		8.1	.....MITCHELL.....	3.7
	H14		49		11.8	.....WOODRAFFE SIDING.....	1.6
W 0.9 M.I. E	H16		Yard		13.9	.....DOLLAR.....	0.0
					15.5		
						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. 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

**Vancouver Division—Second Subdivision—**

Maximum speed. . . . . 75 70 45

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

**Vancouver Division—Third Subdivision—**

Maximum speed. . . . . 75 70 45

Between Kahlotus and Snake River Jct. . . . . 50 40 25

**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

**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****Portland Division—Third and Fourth Subdivisions—** 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 Tophill and Manning.	
Trains handling logs, disconnected trucks.....	15
Trains handling empty disconnected trucks.....	25

**Oregon Electric Railway—****First, Second, Third and Fourth Subdivisions—** 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 Gretton on S. P. tracks.....	20
Between Gretton 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****Vancouver Division—Second Subdivision—**

Wishram.....	East yard lead switch.
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**Vancouver Division—Third Subdivision—**

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****Vancouver Division—First Subdivision—**

Vancouver.....	{ East yard lead switch. End of double track.
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**Portland—First and Fourth Subdivisions—**

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.

**Oregon Trunk Railway—**

Oregon Trunk Junction.....	Junction of O. T. Ry. and U. P. R. R. Co.
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**DRAW BRIDGES****Terminals 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.
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**Celilo Draw Bridge** is closed as a draw span except when actually in use to permit passage of navigation. Advance notice covering 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****Vancouver Division—Second Subdivision—**

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

**Vancouver Division—Third Subdivision—**

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

**Portland Division—First Subdivision—**

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

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

**RAILROAD CROSSINGS****Oregon Electric Railway—First Subdivision—**

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

**Oregon Electric Railway—Second Subdivision—**

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

Vancouver Division—First Subdivision—

	Miles from Portland	Car Capacity	Switch at
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

Oregon Trunk Railway—

	Miles from Wishram	Car Capacity	Switch at
Central Oregon Fir Supply Spur...	136.3	8	West 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
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	9	East end
W. O. W. Lbr. Co.....	21.9	2	West end
McGlothorn 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			Time Per Mile		
Minutes	Seconds	Miles Per Hour	Minutes	Seconds	Miles Per 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

15

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. F. L. DUNNAVAN, 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.  
 THE DALLES CLINIC, The Dalles, Oregon  
 DR. G. J. VOTAVA, Pasco.  
 DR. JOSEPH L. GREENWELL, Pasco.  
 DR. A. L. VICTOR, Washtucna.  
 DR. E. R. NORTHEROP, 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.	M. L. BUNTIN, Chief Dispatcher
C. F. CROFFUT, Trainmaster	F. C. WAGER, Mechanical Supt.
R. G. HASKELL, 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.
A. W. GEORGE, Trainmaster	

THE STATE OF TEXAS,  
COUNTY OF [illegible]

**AGREEMENT**

THIS AGREEMENT is made this [illegible] day of [illegible] 19[illegible], between [illegible] and [illegible], of the County of [illegible] and State of Texas, who are hereinafter referred to as the parties.

**WITNESSES ARE LISTED AS FOLLOWS:**

[illegible]

THE STATE OF TEXAS,  
COUNTY OF [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]