

# SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

## System Lines

# TIME TABLE No. 105

To be used in conjunction with  
Current Special Instruction Book

Effective 12:01 A. M. Pacific Time

## SUNDAY, JANUARY 22, 1950

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

Westward

Water, Fuel, Wyes, Turn Tables, Scales, Standard Cloaks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 105 JANUARY 22, 1950		Distance from Vancouver	FIRST CLASS								
		Sidings	Other Tracks		STATIONS											
					701	3		1	703	5	705	707	709			
WTYOP RKXZBV	10		Yard	369.5	AUTOMATIC BLOCK DN.....VANCOUVER.....MX 1.4 .....NORTH PORTLAND..... 0.5 DN..NORTH PORTLAND Jct..KD 1.1 .....EAST ST. JOHNS..... 2.7 DN.....WILLBRIDGE.....BR 2.3 DN.....LAKE YARD.....C 2.0 DN..PORTLAND, Union Sta...VC DN...PORTLAND, Hoyt St....OW	DOUBLE TRACK	0.0	L 6 15 AM	L 6.20 AM	L 7.08 AM	L 1.20 PM	L 4.00 PM	L 4.10 PM		L 8.47 PM	
	9			370.9			1.4				f 1 25	f 4.05				
IJPV	8		Jct.	371.4			1.9		6.20	6.25	7.13	1.26	4.06	4.15		A 8.52 PM
XPV	7	60	186	372.5			3.0		6.22	6.28	7.15	f 1.29	f 4.08	4.17		
IRXJP	4		Yard	375.2			5.7		6.27	6.33	7.19	1.34	4.12	4.21	L 6.36 PM	
RKXPV	2		Yard	377.5			8.0		6.33	6.38	7.22	1.39	4.16	4.25	6.40	
PRKXBV				379.5			10.0		A 6.45 AM	A 6.50 AM	A 7.30 AM	A 1.50 PM	A 4.25 PM	A 4.35 PM	A 6.50 PM	
WTBOP RKXZV	0		Yard	379.5			10.0									
Time Over District Average Speed Per Hour							0.30 20.0	0.30 20.0	0.22 27.3	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

Eastward

Water, Fuel, Wyes, Turn Tables, Scales, Standard Cloaks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 105 JANUARY 22, 1950		Distance from Portland	FIRST CLASS								
		Sidings	Other Tracks		STATIONS											
					700	6		702	704	2	706	4	708			
BWTO PRKXZV	10		Yard	369.5	AUTOMATIC BLOCK DN.....VANCOUVER.....MX 1.4 .....NORTH PORTLAND..... 0.5 DN..NORTH PORTLAND Jct..KD 1.1 .....EAST ST. JOHNS..... 2.7 DN.....WILLBRIDGE.....BR 2.3 DN.....LAKE YARD.....C 2.0 DN..PORTLAND, Union Sta...VC DN...PORTLAND, Hoyt St....OW	DOUBLE TRACK	10.0		A 9.21 AM	A 9.26 AM	A 12.22 PM	A 3.20 PM	A 4.51 PM	A 9.21 PM	A 11.51 PM	
	9			370.9			8.6			9.17	f 9.22					
PIJV	8		Jct.	371.4			8.1			9.16	L 9.21 AM	12.17	3.15	4.46	9.16	11.46
XPV	7	60	186	372.5			7.0			f 9.14		12.15	3.13	4.44	9.14	11.44
IPRXJ	4		Yard	375.2			4.3		A 8.20 AM	9.10		12.11	3.09	4.40	9.10	11.40
RKXPV	2		Yard	377.5			2.0		8.16	9.06		12.07	3.05	4.36	9.06	11.36
PRKXBV				379.5			0.0		L 8.10 AM	L 9.00 AM		L 12.01 PM	L 3.00 PM	L 4.30 PM	L 9.00 PM	L 11.30 PM
PBWTO RKXZV	0		Yard	379.5			0.0									
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	0.21 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. &amp; S. Ry., VANCOUVER DIVISION—First Sub-Division

Eastward 3

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. 105 JANUARY 22, 1950	Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	5	1	3				6	2	4
				Passenger	Passenger	Passenger				Passenger	Passenger	Passenger
				Daily	Daily	Daily						
JBWOR YPKXZ	106		Yard	L 1.25PM	L 5.23AM	L 4.05AM	273.4	DN.... WISHRAM..... X 3.3	106.1	A 12.23PM	A 5.13PM	A 12.05AM
P	108	146		f 1.30	5.27	4.10	276.7	..... AVERY..... 8.8	102.8	f 12.16	5.08	11.57PM
P	94	131	8	f 1.41	5.36	4.20	285.5	..... NORTH DALLES..... 8.7	94.0	f 12.03PM	4.58	11.45
B JWTOP	85	80	142	s 1.52	5.45	f 4.33	294.2	DN..... LYLE..... YA 9.7	85.3	s 11.50AM	4.48	s 11.33
P	76	131	132	s 2.07	5.55	f 4.47	303.9	DNBINGEN-WHITESALMON.WS 2.9	75.0	s 11.35	4.37	s 11.08
P	73		40	f 2.12			306.8	..... UNDERWOOD..... 1.8	72.7	f 11.20		
P	71	82	7	f 2.15	6.00	4.53	308.6	..... HOOD..... 5.1	70.9	f 11.15	4.32	10.55
	66		13W	f 2.21		4.59	313.7	..... COOKS..... 6.5	65.8	f 11.08		10.48
P	59	130		f 2.29	6.12	5.08	320.2	..... HOME VALLEY..... 1.6	59.3	f 11.00	4.20	10.40
W	58		6W	f 2.32		5.10	321.8	..... CARSON..... 3.9	57.7	f 10.57		10.38
P	54	79	34	s 2.38	6.18	5.15	325.7	DN.... STEVENSON.... NS 5.0	53.8	s 10.51	4.14	10.33
P	49	130	49	s 2.45	6.23	5.21	330.7	.. NORTH BONNEVILLE.. 6.0	48.8	s 10.40	4.09	10.26
WP	43	84	17	f 2.53	6.29	5.28	336.7	N..... SKAMANIA..... SI 5.0	42.8	f 10.28	4.03	10.19
P	38		10E	f 3.00		5.34	341.7	..... PRINDLE..... 5.6	37.8	f 10.20		10.12
P	32	131		f 3.08	6.40	5.42	347.3	..... MT. PLEASANT..... 4.6	32.2	f 10.11	3.51	10.04
WP	28	107	14	f 3.15	6.45	5.48	351.9	..... WASHOUGAL..... 3.2	27.6	f 10.03	3.46	9.58
P	24	84	75	s 3.23	6.49	5.53	355.1	DN..... CAMAS..... MA 5.1	24.4	s 9.55	3.41	9.53
P	19	142	4	f <sup>2</sup> 3.35	6.54	6.00	360.2	..... FISHER..... 4.8	19.3	f 9.45	<sup>5</sup> 3.35	9.46
P	15	84		3.42	6.59	6.06	365.0	..... McLOUGHLIN..... 2.3	14.5	9.39	3.30	9.40
		101		3.45	7.02	6.10	367.3	..... EAVAN..... 2.2	12.2	9.35	3.27	9.35
PWTY BOKXR VZ	10		Yard	A 3.55PM	A 7.05AM	A 6.15AM	369.5	DN.... VANCOUVER... MX	10.0	L 9.30AM	L 3.23PM	L 9.30PM
										Daily	Daily	Daily
				2.30 38.4	1.42 56.5	2.10 44.4		Time Over District Average Speed Per Hour		2.53 33.3	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, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 105 JANUARY 22, 1950	Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	5	1	3				4	6	2
				Passenger	Passenger	Passenger				Passenger	Passenger	Passenger
				Daily	Daily	Daily						
WCYT RVBOK XZP	231	Yard	L 10.40AM	L 3.05AM <sup>4</sup>	L 1.15AM	148.2	DN.....PASCO.....PA 1.6	231.3	A 2.55AM <sup>1</sup>	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 3.11AM	L 1.21AM	149.8	.....S. P. & S. JCT..... 0.5	229.7	A 2.49AM	A 3.39PM	A 7.24PM
P	229	167	2		s 10.48	3.12	f 1.22	150.3	D.....KENNEWICK....KN 5.1	229.2	2.48	s 3.38	7.23
P	224	70	20		f 10.55	3.17	1.28	155.4	.....FINLEY..... 4.2	224.1	2.42	f 3.29	7.18
P	220	79	15		f 11.01	3.21	1.33	159.6	.....HOVER..... 6.5	219.9	2.37	f 3.22	7.14
WP	213	150	5		f 11.10	3.28	1.40	166.1	D.....YELLEPIT.....PY 15.2	213.4	2.30	f 3.12	7.07
P	198	151			f 11.27	3.45	1.57	181.8	.....BERRIAN..... 5.3	198.2	2.13	f 2.52	6.50
WP	193	84	14		s 11.33	3.51	f 2.07 <sup>4</sup>	186.6	DN.....PLYMOUTH....MO 4.0	192.9	f 2.07 <sup>3</sup>	s 2.44	6.44
P	189	147			f 11.38	3.55	2.12	190.6	.....KING..... 8.4	188.9	2.02	f 2.38	6.40
P	181	147	22		f 11.49AM	4.03	2.22	199.0	.....PATERSON..... 9.8	180.5	1.52	f 2.27	6.32
WP	171	147	14		f 12.01PM	4.13	2.33	208.8	D....WHITCOMB.....W 8.4	170.7	1.40	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	4.26	2.47	221.6	.....MCCREDIE..... 11.2	157.9	1.25	f 1.58	6.09
WP	147	150	36		s 12.28	4.37	2.59	232.8	DN...ROOSEVELT...RE 5.9	146.7	1.12	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	4.53	3.17	248.9	.....GOODNOE..... 5.0	130.6	12.53	f 1.20	5.42
P	126		30W		f 12.52	4.58	3.23	253.9	.....TOWAL..... 6.7	125.6	12.47	f 1.10	5.37
WP	119	151			f 1.01 <sup>6</sup>	5.05	3.31	260.6	D.....CLIFFS.....CF 4.6	118.9	12.40	f 1.01 <sup>5</sup>	5.30
P	114	79	15		s 1.10	5.10	3.37	265.2	.....MARYHILL..... 8.2	114.3	12.34	s 12.47	5.25
BWOYR JKXZP	106		Yard		A 1.20PM	A 5.20AM	A 3.50AM	273.4	DN.....WISHRAM.....X	106.1	L 12.20AM	L 12.32PM	L 5.15PM
											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	3.13 38.9	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, Wires, Turn Tables, Scales, Standard Cloves & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 105 JANUARY 22, 1950	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
BCKO PRTW XYZ	381		Yard	Daily	Daily	Daily	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

BIKO PRTW XYZ	384		Yard				4.8	DN.....HILLYARD (G.N.) HU 4.8	384.3			
BKPR WXZ	380		Yard	L 9.30PM		L12.06AM	0.0	DN.SPOKANE (G.N. Depot). PD 2.3	379.5	A 6.50AM		A10.55PM

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

LJPVXY	377				L 9.35PM		L12.11AM	2.3	DN...FORT WRIGHT..FW 5.9	377.2	A 6.43AM		A10.48PM
P	371	129			9.44		12.17	8.2	.....OVERLOOK..... 3.5	371.3	6.35		10.40
JP	368	73			9.50		12.21	11.7	DN....SCRIBNER.....SC 7.5	367.8	6.30		10.36
WP	360	78	13		10.02		12.29	19.2	....SOUTH CHENEY..... 5.5	360.3	6.18		10.27
P	355	120			<sup>2</sup> 10.20		12.35	24.7	.....MOCK..... 5.1	354.8	6.10		<sup>3</sup> 10.20
P	350		13W		<sup>s</sup> 10.26			29.8	.....AMBER..... 5.8	349.7	<sup>s</sup> 6.02		
P	344	78	23		10.33		12.46	35.6	.....RODNA..... 8.5	343.9	5.54		10.06
CWOP	335	EB 139 WB 98	120		<sup>s</sup> 10.43		12.55	44.1	DN.....LAMONT.....A 6.0	335.4	<sup>s</sup> 5.44		9.57
P	329		37E		10.50			50.1	.....ROCKWELL..... 6.0	329.4	5.32		
P	323	129	16		10.57		1.07	56.1	.....MACALL..... 12.2	323.4	5.25		9.45
WP	311	131	31		<sup>s</sup> 11.11		1.19	68.3	D.....BENGE.....BN 11.4	311.2	<sup>s</sup> 5.12		9.33
P	300	130	13		11.24		1.31	79.7	.....HOOPER..... 8.4	299.8	4.58		9.19
CWP	291	EB 136 WB 74	30		<sup>s</sup> 11.34		1.39	88.1	DN...WASHTUCNA..WA 6.3	291.4	<sup>s</sup> 4.48		9.09
P	285	80	19		11.41		1.45	94.4	.....SPERRY..... 7.6	285.1	4.38		9.02
P	278	130	85		<sup>s</sup> 11.50PM		1.53	102.0	D.....KAHLOTUS.....K 8.4	277.5	<sup>s</sup> 4.29		8.54
WP	269	87	5		12.03AM		2.06	110.4	.....FARRINGTON..... 6.5	269.1	4.15		8.40
P	263	64			12.12		2.15	116.9	.....BURR..... 5.7	262.6	4.06		8.30
JV								122.6	...SNAKE RIVER JCT... 0.2	256.9			
P	257	80	60		<sup>s</sup> 12.21		2.24	122.8	DN...SNAKE RIVER...SR 2.7	256.7	<sup>s</sup> 3.57		8.21
P	254	130			12.25		2.27	125.5	.....VOTAW..... 3.0	254.0	3.53		8.16
P	251	79	20		12.29		2.30	128.5	.....REDD..... 6.4	251.0	<sup>s</sup> 3.49		8.12
P	245	130	9		12.36		2.36	134.9	.....LEVEY..... 6.5	244.6	3.40		8.05
P	238	69			12.43		2.43	141.4	.....MARTINDALE..... 4.6	238.1	3.32		7.58
JPV	234				12.48	L11.20PM	2.48	146.0	...AINSWORTH JCT.... 2.2	233.5	3.27	A 5.37AM	7.52
PZXTCY WRBOK V	231		Yard		A 1.00AM	A11.35PM	A <sup>4</sup> 3.00AM	148.2	DN.....PASCO.....PA	231.3	L <sup>1</sup> 3.15AM	L 5.30AM	L 7.40PM
											Daily	Daily	Daily
					3.30 42.3	0.15 8.8	2.54 51.1		Time Over District Average Speed Per Hour		3.35 41.4	0.07 18.9	3.15 45.6

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

6 Westward

S. P. &amp; 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. 105 JANUARY 22, 1950		Distance from Lyle	SECOND CLASS	
		Siding	Other Tracks	121		STATIONS		120				
				Mixed	Daily Ex. Sat.			Mixed				
BWYR P	G42		72	L 6.30PM	0.0	D.....GOLDDALE.....GD	41.6	A 2.40AM				
P	G35		21	s 6.50	6.3	.....CENTERVILLE.....	35.3	s 2 15				
P	G30		18	f 7.06	11.4	.....WARWICK.....	30.2	f 1.55				
	G23		8W	7.29	18.9	.....SWALE.....	22.7	1 25				
	G17		15	f 7.47	24.7	.....WAHIAKUS.....	16.9	f 1.00				
PW (1/2 M. E) X	G14	27		s 7.58	28.2	D.....KLIKITAT.....KI	13.4	s 12 45				
	G10		8	f 8.08	31.3	.....PITT.....	10.3	f 12 35				
P	G 0			f 8.20	35.2	.....WRIGHTS.....	6.4	f 12.20AM				
BRWTO PJX	85	80	142	A 8.40PM	41.6	DN.....LYLE.....YA	0.0	L 11.55PM				
				2.10 19.2				Daily Ex. Sat. 2.45 15.1				
								Time Over District Average Speed Per Hour				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION  
Except No. 121 is Superior to No. 120, Goldendale to Lyle

## VANCOUVER DIVISION

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 & Spearfish on Flag	Any Station	Any Station
6	Moonax M. P. 152.6 on Flag	Any Station	Any Station
6	Spearfish & North McNary 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 will reach Portland later than 8:30 A. M., U. S. Mail for transfer to U. P. No. 457 will be dispatched at Vancouver, but when No. 3 arrives Vancouver after departure No. 457, this mail will 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 Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS		Distance from Bend	TIME TABLE No. 105 JANUARY 22, 1950		Distance from Wishram	SECOND CLASS		THIRD CLASS	
		Sidings	Other Tracks	313	103	102	314		102	314					
				U. P. Mixed	Oregon Trunk Mixed	Oregon Trunk Mixed	Daily		S STATIONS		Oregon Trunk Mixed	U. P. Mixed			
				Daily Ex. Mon.	Daily										
BYOVZ PWRKX	T-151		Yard	L 5.00AM	L 8.00PM	0.0		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		7.3	..... DESCHUTES.....	144.2	f 6.05	2.08			
WXP	T-135	101	227	<sup>102</sup> 5.45	s 8.50	16.5		16.5	..... DN. REDMOND..... RD	135.0	s 313 5.45	1.40			
JPV	T-132		132	6.15	f 8.58	19.2		19.2	..... D. PRINEVILLE JCT... KN	132.8	f 5.20	1.31			
P	T-129		49	6.24	f 9.05	22.0		22.0	..... TERREBONNE.....	129.5	f 5.15	1.22			
P	T-122	115	24	6.46	f 9.25	29.5		29.5	..... OPAL CITY.....	122.0	f 5.01	12.58			
P	T-115	52	47	7.07	s 9.43	36.6		36.6	..... CULVER.....	114.9	s 4.48	12.36			
OTWPK	T-110	100	179	7.22	s 9.55	41.8		41.8	..... DN. METOLIUS..... MS	110.2	s 4.40	12.22			
	T-108		4			43.9		43.9	..... AGENCY.....	107.6					
WP	T-105	51	127	7.37	s 10.10	46.3		46.3	..... D... MADRAS..... MD	105.2	s 4.30	12.05PM			
P	T-100	114	4	7.54	f 10.26	52.0		52.0	..... FAXTON.....	99.5	f 4.04	11.48AM			
P	T-94	34	23	8.10	s 10.41	57.5		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		65.7	..... N... SOUTH JCT..... SJ	85.8	f 3.26	11.08			
YP	T-84			8.34	11.07	67.5		67.5	..... JERSEY WYE.....	84.0	3.22	11.03			
P	T-80	123		8.43	f 11.18	71.2		71.2	..... KASKELA.....	80.3	f 3.15	10.53			
P	T-75			8.56	f 11.31	76.1		76.1	..... D... DAVIDSON..... UN	75.4	f 3.05	10.40			
P	T-74		25E	9.01	f 11.36	77.9		77.9	..... DANT.....	73.6	f 3.01	10.35			
	T-68		20	9.15	f 11.51PM	84.0		84.0	..... FRIEDA.....	67.5	f 2.49	10.18			
WP	T-64	50		9.25	f 12.01AM	87.7		87.7	..... NENA.....	63.8	f 2.41	10.08			
P	T-55 A	93		<sup>314</sup> 9.45	12.25	96.1		96.1	..... CAMBRAI.....	55.4	2.25	<sup>313</sup> 9.45			
P	T-55		28	9.47	s 12.27	96.8		96.8	..... DN... MAUPIN..... AU	54.7	s 2.23	9.43			
WP	T-51		24	9.57	f 12.36	100.7		100.7	..... TUSKAN.....	50.8	f 2.15	9.34			
P	T-48		50W	10.05	f 12.44	103.8		103.8	..... SHERAR.....	47.7	f 2.09	9.26			
P	T-40	99		10.25	f 1.10	111.6		111.6	..... OAKBROOK.....	39.9	f 1.53	9.07			
P	T-31	50		10.48	f <sup>102</sup> 1.34	120.9		120.9	..... SINAMOX.....	30.6	f <sup>103</sup> 1.34	8.44			
WP	T-26	48		10.59	f 1.50	125.2		125.2	..... N... DIKE..... DI	26.3	f 1.25	8.34			
P	T-18	113		11.20	f 2.09	133.5		133.5	..... LOCKIT.....	18.0	f 1.08	8.13			
P	T-12		27E	11.37	f 2.25	139.9		139.9	..... KLOAN.....	11.6	f 12.55	7.57			
P	T- 6	90		11.52AM	f 2.40	145.8		145.8	..... MOODY.....	5.7	f 12.43	7.40			
	T-2A				2.46	149.2		149.2	..... CELILO.....	2.3	f 12.36				
VXJP	T- 2			A 12.01PM	2.48	150.0		150.0	..... N... O. T. JCT..... VO	1.5	12.34	L 7.30AM			
JBWOP RKKZY	106		Yard		A 3.00AM	151.5		151.5	..... DN.. WISHRAM..... X	0.0	L 12.30AM				
				7.01 21.6	7.00 21.6				Time Over District Average Speed Per Hour		Daily 6.00 25.3	Daily Ex. Sun. 7.00 21.6			

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

8 Westward

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

Eastward

Water, Wires, Turntables, Fuel, Seals, Standard Clothing, Bull. Bus., Regener, Yard Limite.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS	Distance from Portland	TIME TABLE No. 105		Distance from Seaside	FIRST CLASS	SECOND CLASS		
		Sidings	Other Tracks			231		21	JANUARY 22, 1950		22	230		
						Freight		Passenger	STATIONS		Passenger	Freight		
						Daily Ex. Saturday		Daily						
JRXI P	4		Yard			L 7.30PM	L 8.20AM	4.3	DN.... WILLBRIDGE.....BE 3.0	113.7	A 6.36PM	A 4.45AM		
XP	A7	28	273			7.38	f 8.26	7.3	D..... LINNTON.....IN 2.7	110.7	f 6.30	4.37		
JX	A10					A 7.45PM	8.31	10.0	..... UNITED JCT..... 0.5	108.0	6.24	L 4.30AM		
PX	A11						8.33	10.5	DN..... RIVER JCT.....EJ 2.1	107.5	6.23			
	A13	29					8.36	12.6	..... HOLBROOK..... 7.3	105.4	6.19			
	A20	34	33				s 8.49	19.9	D..... SCAPPOOSE.....SQ 4.4	98.1	s 6.08			
	A24		19W				f 8.56	24.3	..... WARREN..... 3.3	93.7	f 6.00			
W	A28	52	17				s 9.04	27.6	DN..... ST. HELENS.....H 2.4	90.4	s 5.54			
	A30						f 9.09	30.0	..... COLUMBIA CITY..... 1.3	88.0	f 5.46			
	A31	43					9.11	31.3	..... WATERVIEW..... 1.9	86.7	5.44			
	A33		11W				f 9.14	33.2	..... DEER ISLAND..... 6.2	84.8	f 5.41			
XP	A39	20	60				f 9.25	39.4	..... GOBLE..... 2.5	78.6	f 5.31			
W1½ Mi. West	A42						f 9.30	41.9	..... PRESCOTT..... 3.0	76.1	f 5.26			
XP	A46		8				s 9.40	45.8	..... RAINIER..... 1.0	72.2	s 5.20			
X	A47	53	13W				9.42	46.8	..... AVON..... 9.0	71.2	5.16			
P	A56	50	13				s 10.02	55.8	..... MAYGER..... 2.2	62.2	f 4.59			
	A58						f 10.06	58.0	..... LOGODA..... 1.3	60.0	f 4.55			
	A59		15W				s 10.09	59.3	..... QUINCY..... 2.9	58.7	f 4.53			
P	A62	45	70				s 10.18	62.2	DN.... CLATSKANIE.....CN 4.4	55.8	s 4.47			
	A67		10W 23W				f 10.28	66.6	..... MARSHLAND..... 4.6	51.4	f 4.37			
WP	A71	29	41				s 10.39	71.2	..... WESTPORT..... 2.3	46.8	s 4.29			
P	A74		50				s 10.44	73.5	..... WAUNA..... 3.3	44.5	s 4.24			
P	A77		14				f 10.51	76.8	..... BRADWOOD..... 1.6	41.2	f 4.18			
P	A78	43					f 10.56	78.4	..... CLIFTON..... 4.9	39.6	f 4.14			
	A83		2E				f 11.05	83.3	..... BROWNSMEAD..... 1.6	34.7	f 4.05			
	A85						f 11.10	84.9	..... BLIND SLOUGH..... 1.6	33.1	f 4.01			
P	A87	20	5W				f 11.14	86.5	..... KNAPPA..... 3.7	31.5	f 3.58			
	A90	15	2W				f 11.22	90.2	..... SVENSEN..... 9.5	27.8	f 3.50			
WTOZP BKXR	A100		Yard				s 11.55AM	99.7	D..... ASTORIA.....BO 5.9	18.8	s 3.30			
JYX	A106		22				s 12.14PM	105.6	..... WARRENTON..... 2.7	12.4	s 3.00			
	A108		31				f 12.21	108.3	..... CAMP CLATSOP..... 7.4	9.7	f 2.51			
	A116						f 12.37	115.7	..... GEARHART..... 2.3	2.3	f 2.35			
BWY KXR	A118		73				A 12.45PM	118.0	D..... SEASIDE.....SD	0.0	L 2.30PM			
							0.15 22.8	4.25 25.7	Time Over District Average Speed per Hour		Daily 4.06 27.7	Daily Ex. Monday 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.  
No. 22 will stop at Warren on Mondays and Thursdays to dispatch U. S. Mail.

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

Water, Wees, Turntables, Fuel, Scales, Standard Clocks, Bul.-Bds., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Warrenton	TIME TABLE No. 105 JANUARY 22, 1950		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, Wees, Turntables, Fuel, Scales, Standard Clocks, Bul.-Bds., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Wilkesboro	TIME TABLE No. 105 JANUARY 22, 1950		Distance from Glenwood
		Sidings	Other Tracks		STATIONS		
	XPRJ U26		12	0.0	..... WILKESBORO .....	12.9	
					1.2		
	X R1		24E	1.2	..... PENGRA .....	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.

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

Water, Wees, Turntables, Fuel, Scales, Standard Clocks, Bul.-Bds., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Portland	SECOND CLASS		Distance from Keasay	SECOND CLASS	
		Sidings	Other Tracks		231	Freight		230	Freight
	XJ A10				Freight				
					Daily Ex. Saturday				
	OWXP NB10		Yard	10.0	L 7.45 PM	10.0		A 4.30 AM	
	JPX U10			10.5	7.47	10.5	DN..... RIVER JCT..... RJ	46.5	4.27
							0.5		
	U10A		31W	11.0	7.49	11.0	..... BAN SPUR .....	46.0	4.25
							0.7		
	P U12	4	11W	11.7	7.52	11.7	..... BURLINGTON .....	45.3	4.22
							2.2		
	P U14		6E	13.9	8.01	13.9	Auto. Bik. (..... TUNNEL SPUR .....	43.1	4.15
							3.2		
	JXPR U17		5E	17.1	A 8.15 PM	17.1	DN..... BOWERS JCT..... BJ	39.9	L 4.00 AM
							4.8		
	PWX 2750' E. U22	47	17E	21.9		21.9	D..... NORTH PLAINS... NP	35.1	
							1.4		
	U23		18	23.3		23.3	..... VADIS .....	33.7	
							2.2		
	U25		11E	25.5		25.5	..... CHRISTIE .....	31.5	
							0.9		
	JXPR U26		12	26.4		26.4	..... WILKESBORO .....	30.6	
							1.1		
	XP U28	32	22	27.5		27.5	..... BANKS .....	29.5	
							4.2		
	WP U32	30	7	31.7		31.7	..... MANNING .....	25.3	
							7.1		
	P U39	20		38.8		38.8	..... TOPHILL .....	18.2	
							4.3		
	WP U43	29		43.1		43.1	..... BRAUN .....	13.9	
							5.4		
	BYK XPR U49		Yard	48.5		48.5	D..... VERNONIA..... VN	8.5	
							8.5		
	VWX U57		52	57.0		57.0	..... KEASEY .....	0.0	
					0.30 14.2		Time Over District Average Speed per Hour		0.30 14.2
								Daily Ex. Mon.	

**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. 105 JANUARY 22, 1950		Distance from Eugene	SECOND CLASS	
		Slings	Other Tracks	231		STATIONS		230				
				Daily Ex. Saturday	Freight			Freight				
JRXP	U17		5E	8:15 PM		17.1	DN..... BOWERS JCT..... BJ	125.7	A 4:00 AM			
	E21	46		8:27		20.9	..... MERLE.....	121.9	3:48			
YPXJ	E22			8:29		21.5	..... FOREST GROVE JCT.....	121.3	3:46			
X		77		8:45		26.7	..... BEAVERTON SIDING.....	116.1	3:30			
XWP	E28		33	8:48		27.6	..... BEAVERTON.....	115.2	3:27			
JVP	E28A			8:50 PM		28.1	..... BEBURG.....	114.7	3:25 AM			

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

JVP	E31			9:10 PM		31.2	..... GRETON.....	111.6	3:05 AM		
PX	E32	77	17	9:13		32.1	N..... TIGARD..... RD	110.7	3:02		
P	E36		10	9:25		36.1	..... TUALATIN.....	106.7	2:50		
P	E39	19		9:35		39.0	..... TONQUIN.....	103.8	2:40		
P	E43	21	7	9:47		43.0	..... WILSONVILLE.....	99.8	2:28		
P	E45	76		9:56		45.4	..... CURTIS.....	97.4	2:19		
P	E49		20	10:08		49.1	..... DONALD.....	93.7	2:07		
WP	E55	75	8E	10:25		54.5	..... WEST WOODBURN.....	88.3	1:50		
	E57		9E	10:34		57.4	..... ST. LOUIS.....	85.4	1:41		
	E63	9	6W	10:52		63.1	..... HOPMERE.....	79.7	1:23		
P	E64		8	10:55		64.1	..... QUINABY.....	78.7	1:20		
PX	E69	80	55	11:10		68.0	..... BUSH.....	74.2	1:05		
WVBPXK	E71		303	11:25		71.2	DN..... SALEM..... SA	71.6	12:50		
PX	E73	52		11:30		72.8	..... MINTO.....	70.0	12:44		
P	E80		11E 5W	11:52 PM		79.9	..... ORVILLE.....	62.9	12:22		
P	E85	74		12:07 AM		84.8	..... SIDNEY.....	58.0	12:07 AM		
	E88		17	12:17		87.9	..... TALBOT.....	54.9	11:57 PM		
	E91		15W	12:26		90.8	..... DEVER.....	52.0	11:48		
ZXBRP TKWOJ	E97		Yard	1:01		96.5	DN... ALBANY YARD... YD.	46.3	11:30		
VXP	E98		Yard	1:15		97.8	..... ALBANY.....	45.0	10:45		
P	E111		14E	1:55		111.1	..... FAYETTEVILLE.....	31.7	10:05		
	E114		5E	2:03		113.8	..... POTTER.....	29.0	9:58		
	E116	6		2:10		116.1	..... TULSA.....	26.7	9:50		
P	E124		12 24E	2:35		124.2	..... HARRISBURG.....	18.6	9:25		
P	E129		65	2:50		128.7	D..... JUNCTION CITY... JC	14.1	9:09		
	E133		6E	3:05		133.4	..... MEADOW VIEW.....	9.4	8:53		
	E135		9	3:10		135.0	..... AWBREY.....	7.8	8:48		
	E136		8W 16E	3:13		136.1	..... ENID.....	6.7	8:45		
BKXR YPV	E143		Yard	A 4:00 AM		142.8	D..... EUGENE..... G	0.0	L 8:00 PM		
				7:45 16.2			Time Over District Average Speed per Hour		8.00 15.7		

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. 105 JANUARY 22, 1950	Distance from Forest Grove
		Sidings	Other Tracks			
JYPX	E22			0.0	..... FOREST GROVE JCT.....	10.6
X	F1	11	3E	0.8	0.8	
	F3		7E	2.9	..... ORENCO.....	9.8
P	F5	5	32	4.5	..... SEWELL.....	7.7
	F8		6E	7.9	1.6	
P	F11		51	10.6	D..... HILLSBORO..... BO	6.1
					3.4	
					..... CORNELIUS.....	2.7
					2.7	
					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. 105 JANUARY 22, 1950	Distance from Foster
		Sidings	Other Tracks			
ZKBXP TWOR	E97		Yard	0.0	DN..... ALBANY YARD..... YD	31.9
JV				0.9	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			O. E. Conn.	
					0.3	
				14.8	..... LEBANON.....	17.1
					(O. E. Siding)	
					1.1	
PX	S16	70	154	15.9	D..... WELDWOOD..... V	16.0
P	S20		2E		4.3	
	S22		8E	20.2	..... WATERLOO.....	11.7
	S24		11E	22.1	..... NYE.....	9.8
					2.2	
PWYO RBXJ	S29		Yard	24.3	..... NARROWS.....	7.6
	S32				4.5	
				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. 105 JANUARY 22, 1950	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	
	H12		9E	8.1	..... CALAPOOYA.....	7.4
					3.7	
	H14		49	11.8	..... MITCHELL.....	3.7
					2.1	
				13.9	..... WOODRAFFE SIDING.....	1.6
					1.6	
W 0.9 M1.E	H16		Yard	15.5	..... DOLLAR.....	0.0
					Time Over District Average Speed per Hour	

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

## SPEED RESTRICTIONS

## All Subdivisions—

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

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

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

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

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

M.P.H.

Through crossovers, gantlets and turnouts . . . . . 15

Through No. 15 and No. 16 turnouts located at Willbridge, S.P.&S. 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		
At Lyle to dispatch 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 Bend . . . . .	45	45

## 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 Tophill and Manning.	
Trains handling logs, disconnected trucks.....	15
Trains handling empty disconnected trucks.....	25
 <u>Oregon Electric Railway—</u>	
<u>First, Second, Third and Fourth Subdivisions—</u>	M.P.H.
Over Bridge 43.4, Wilsonville, 20 MPH, except over steel span, 10 MPH. Brakes must be released before moving on any portion of the structure and the application of brakes while moving on the bridge must be avoided as much as possible.	
Between Forest Grove Junction and Forest Grove.....	25
Through Hillsboro.....	10
Through Forest Grove.....	15
Between Bowers Junction and Beburg.....	35
Between Beburg and Greton on S. P. tracks.....	20
Between Greton and Eugene.....	35
Through Salem.....	10
Passing paper mill, Salem.....	5
Through Albany.....	12
Between second crossing east of depot at Harrisburg and county road crossing, 1800 feet west.....	8
Through Junction City.....	20
Between Lebanon and Sweet Home.....	25
Between Sweet Home and Calapooya.....	25
Between Calapooya and Dollar.....	12
Trains handling logs.....	30
Trains handling logs over Willamette River Bridge 126-1, Cal- lapooya 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 Subdivisions.
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 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.

**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
Hegewald and Stevenson Plywood Co. Spurs.....	52.7	76	East 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
Morrison-Knudsen Co. Spur.....	208.6	10	East end

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	16	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
North End Lumber Co. Spur.....	136.6	2	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
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

Terminals Subdivision—

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

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

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

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

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

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

**At North Portland Jct.**—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.

Vancouver Division—Third Subdivision—

	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

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.
DR. H. W. HOLDERBY, 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.  
C. F. CROFFUT, Trainmaster  
R. G. HASKELL, Trainmaster  
F. S. BARLOW, Jr., Trainmaster  
H. J. TIERNEY, Trainmaster  
A. BERGH, Trainmaster  
A. W. GEORGE, Trainmaster  
H. J. WASSENAR, Trainmaster

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

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