

SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

System Lines

TIME TABLE

No. 113

**To be used in conjunction with
Current Special Instruction Book**

Effective 12:01 A. M. Pacific Time

SUNDAY, NOVEMBER 16, 1952

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.

Think! Is it Safe?

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 Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 113 November 16, 1952		Distance from Vancouver	FIRST CLASS									
		Sidings	Other Tracks		STATIONS												
					701	3		1	703	705	5	707					
								G. N. 402	S. P. & S.	S. P. & S.	G. N. 460	N. P. 408	S. P. & S.	U. P. 458			
								Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
								Daily	Daily	Daily	Daily	Daily	Daily	Daily			
WTXOP RKXZBV	10		Yard	369.5	AUTOMATIC BLOCK	DN.....VANCOUVER.....MX	0.0	L6.20AM	L6.30AM	L7.08AM	L11.59AM	L4.09PM	L4.14PM	L8.51PM			
	9			370.9		.....NORTH PORTLAND.....	1.4				f12.03PM		f4.18			
IJPV	8		Jct.	371.4		DN..NORTH PORTLAND Jct..KD	1.9	6.25	6.35	7.13	12.04	4.14	4.19	A8.55PM			
XPV	7	60	186	372.5		.....EAST ST. JOHNS.....	3.0	6.27	6.38	7.15	12.06	4.16	f4.21			
IRXJP	4		Yard	375.2		DN.....WILLBRIDGE.....BR	5.7	6.31	6.43	7.19	12.10	4.20	4.25				
RKXPV	2		Yard	377.5		DN.....LAKE YARD.....C	8.0	6.35	6.48	7.22	12.14	4.24	4.28				
PRKXBV				379.5		DN..PORTLAND, Union Sta...VC	10.0	A6.45AM	A7.00AM	A7.30AM	A12.20PM	A4.30PM	A4.35PM				
WTOBP RKXZV	0		Yard	379.5		DN...PORTLAND, Hoyt St...OW	10.0										
									0.25 24.0	0.30 20.0	0.22 27.3	0.21 28.6	0.21 28.6	0.21 28.6	0.04 28.5		

Eastward

TERMINALS SUB-DIVISION—PORTLAND TO VANCOUVER

Eastward

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 113 November 16, 1952		Distance from Portland	FIRST CLASS									
		Sidings	Other Tracks		STATIONS												
					700	6		702	2	704	4	706					
								U. P. 457	S. P. & S.	N. P. 407	S. P. & S.	G. N. 459	S. P. & S.	G. N. 401			
								Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
								Daily	Daily	Daily	Daily	Daily	Daily	Daily			
BW1YO PRKXZV	10		Yard	369.5	AUTOMATIC BLOCK	DN.....VANCOUVER.....MX	10.0	A8.21AM	A9.21AM	A10.21AM	A3.20PM	A5.21PM	A9.51PM	A12.06AM			
	9			370.9		.....NORTH PORTLAND.....	8.6		s9.17							
PIJV	8		Jct.	371.4		DN..NORTH PORTLAND Jct..KD	8.1	L8.16AM	9.16	10.16	3.15	5.16	9.46	12.01AM			
XPV	7	60	186	372.5		.....EAST ST. JOHNS.....	7.0		f9.14	10.14	3.13	5.14	9.44	11.59PM		
IPRXJ	4		Yard	375.2		DN.....WILLBRIDGE.....BR	4.8		9.10	10.10	3.09	5.10	9.40	11.55			
RKXPV	2		Yard	377.5		DN.....LAKE YARD.....C	2.0		9.06	10.06	3.05	5.06	9.36	11.51			
PRKXBV				379.5		DN..PORTLAND, Union Sta...VC	0.0		L9.00AM	L10.00AM	L3.00PM	L5.00PM	L9.30PM	L11.45PM			
PBWTO RKXZV	0		Yard	379.5		DN...PORTLAND, Hoyt St...OW	0.0										
									0.05 22.8	0.21 28.6	0.21 28.6	0.20 30.0	0.21 28.6	0.21 28.6	0.21 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 trains from the Portland Division, will require a check of register in train order form.

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

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

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

Westward

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

Eastward 3

Water, Fuel Wagon, Turn Tables, Scales, Standard Closets & Bulletin Boards and Yard Lumber, etc.	Station Numbers		Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 113			Distance from Portland	FIRST CLASS		
	Station Numbers	Siding	Other Tracks	FIRST CLASS			November 16, 1952			FIRST CLASS					
				5	1	3	STATIONS			6	2		4		
				Passenger	Passenger	Passenger	Passenger		Passenger	Passenger					
				Daily	Daily	Daily									
JBWOR YPKXZ	106		Yard	L 1.40PM	L 5.18AM	L 4.20AM	273.4	DN.... WISHRAM..... X 2.8	106.1	A12.07PM	A 5.13PM	A12.05AM			
P	108	146		f 1.44	5.22	4.25	276.2	..... AVERY..... 9.8	108.3	f12.01PM	5.07	11.58PM		
P	94	131	8	f 1.56	5.32	4.37	286.0	.... NORTH DALLES.... 8.2	93.5	f11.45AM	4.57	11.46		
B JWTP	85	80	142	s 2.07	5.41	4.48	294.2	DN..... LYLE..... YA 9.4	85.3	s11.31	4.48	11.36			
P	76	131	134	s 2.22	5.51	5.00	303.6	DNBINGEN-WHITE SALMON.WS 3.4	75.9	s11.15	4.38	s11.25			
P	78		40	f 2.27			307.0	..... UNDERWOOD..... 1.6	72.5	f11.05				
P	71	82	7	f 2.30	5.56	5.06	308.6	..... HOOD..... 6.1	70.9	f11.00	4.33	11.13		
	66		13W	f 2.36		5.11	313.7	..... COOKS..... 6.3	65.8	f10.53		11.07		
P	59	130		f 2.43	6.08	5.17	320.0	..... HOME VALLEY..... 1.8	59.5	f10.45	4.20	11.00		
W	58		6W	s 2.47			321.8	..... CARSON..... 3.4	57.7	s10.42				
P	54	124	34	s 2.53	6.14	5.23	325.2	DN... STEVENSON.... NS 5.0	54.3	s10.36	4.15	10.54			
P	49	130	35	s 3.00	6.19	5.28	330.2	.. NORTH BONNEVILLE.. 7.2	49.3	s10.26	4.10	10.48			
WP	48	128	17	f 3.09	6.27	5.37	337.4	D..... SKAMANIA..... SI 4.3	42.1	f10.16	4.02	10.40			
P	38		10E	f 3.15		5.43	341.7	..... PRINDLE..... 5.8	37.8	f10.10		10.35		
P	32	131		f 3.23	6.38	5.51	347.5	..... MT. PLEASANT..... 4.0	32.0	f10.02	3.50	10.28		
WP	28	107	41	f 3.29	6.42	5.56	351.5	..... WASHOUGAL..... 4.0	28.0	f 9.57	3.46	10.23		
PX	24	132	134	s 3.41	6.47	6.02	355.5	DN..... CAMAS..... MA 4.2	24.0	s 9.50	3.41	10.18			
P	19	142	4	f 3.49	6.52	6.08	359.7	..... FISHER..... 5.3	19.8	f 9.40	3.36	10.13		
P	15	84		3.57	6.58	6.15	365.0	..... McLOUGHLIN..... 2.4	14.5	9.34	3.30	10.07		
		101		4.01	7.01	6.19	367.4	..... EAVAN..... 2.1	12.1	9.30	3.27	10.04		
PWTY BOKXR VZ	10		Yard	A 4.05PM	A 7.05AM	A 6.25AM	369.5	DN... VANCOUVER... MX	10.0	L 9.26AM	L 3.23PM	L10.00PM			
										Daily	Daily	Daily			
				2.25 39.8	1.47 53.9	2.05 46.1		Time Over District Average Speed Per Hour		2.41 35.8	1.50 52.4	2.05 46.1			

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. 113 November 16, 1952	Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	5	1	3				4	6	2
				Passenger	Passenger	Passenger				Passenger	Passenger	Passenger
				Daily	Daily	Daily						
WGYT RVBOK XZP	231		Yard	L 10.40AM	L 3.10AM	L 1.35AM	148.2	DN.....PASCO.....PA 1.8	231.3	A 2.35AM	A 3.45PM	A 7.20PM

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 3.15AM	L 1.41AM	149.8	Automatic BlockS. P. & S. JCT.....	229.7	A 2.29AM	A 3.36PM	A 7.15PM
P	220	167	2		a 10.48	3.16	f 1.43	151.0		D.....KENNEWICK.....KN	228.5	2.27	s 3.35	7.14
P	224	70	43		f 10.55	3.21	1.50	155.6	.....FINLEY.....	223.9	2.21	f 3.25	7.09
WP	216	150	7W		f 11.05	3.29	⁴ 2.10	163.7	D.....YELLEPIT.....PY	215.8	³ 2.10	f 3.12	7.01	
P	203	150	4W		f 11.21	3.41	2.23	176.2	.....BERRIAN.....	203.3	1.57	f 2.52	6.49
WP	192	150	35		s 11.35	3.52	f 2.35	187.5	DN.....PLYMOUTH.....MO	192.0	f 1.46	s 2.34	6.38	
P	180	147	24		f 11.51AM	4.04	2.48	199.7	.....PATERSON.....	179.8	1.33	f 2.14	6.26
WP	171	147	14		f 12.03PM	4.13	2.58	209.1	D.....WHITCOMB.....W	170.4	1.23	f 2.00	6.17	
P	162		33W		f 12.13			217.3	.....ALDERDALE.....	162.2		f 1.47	
P	158	150			f 12.18	4.25	3.12	221.9	.....McCREIDIE.....	157.6	1.10	f 1.41	6.05
WP	147	150	86		s 12.33	4.36	3.24	232.8	DN.....ROOSEVELT.....RE	146.7	12.59	s 1.24	5.54	
P	141		18W		f 12.41			238.7	.....SUNDALE.....	140.8		f 1.14	
P	131	149	7		f ⁶ 12.58	4.51	3.41	248.7	.....GOODNOE.....	130.8	12.43	f ⁵ 12.58	5.39
P	126		30W		f 1.05	4.56	3.47	254.3	.....TOWAL.....	125.2	12.37	f 12.49	5.34
WP	119	151			f 1.12	5.01	3.53	259.8	.....CLIFFS.....	119.7	12.31	f 12.40	5.29
P	114	79			s 1.19	5.06	3.59	265.5	.....MARYHILL.....	114.0	12.25	s 12.31	5.24
BWOYR JKXZP	106		Yard		A 1.30PM	A 5.15AM	A 4.10AM	273.4	DN.....WISHRAM.....X	106.1	L 12.15AM	L 12.17PM	L 5.15PM	
					2.50	2.05	2.35		Time Over District		2.20	3.28	2.05	
					44.2	60.1	48.1		Average Speed Per Hour		53.7	36.1	60.1	

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

Westward

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

Eastward 5

Water, Fuel, Wyes, Turn Tables, Scales, Standard Cloaks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 113 November 16, 1952			Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	3	15	1		STATIONS				4	16	2
				Passenger	N.P. 348 Passenger	Passenger		Passenger	N.P. 347 Passenger	Passenger				
BCKO PRTW XYZ	381		Yard	Daily	Daily	Daily	3.2	DN.....YARDLEY.....YD	380.7					
BKP RXZ	378		Yard				0.0	DN.SPOKANE (N.P. Depot).SF	377.5					
LJPV 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	384.3			
BKPR WXZ	380		Yard	L 9.45PM		L12.06AM	0.0	DN.SPOKANE (G.N. Depot).PD	379.5	A 6.35AM		A10.35PM

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

IJ VXY	Station	Capacity	Other	WESTWARD			Distance	STATIONS	Distance	EASTWARD		
				L		A				A	L	L
				L 9.51PM		L12.11AM	2.3	DN...FORT WRIGHT..FW	377.2	A 6.28AM		A10.28PM
P	371	129		10.00		12.18	8.4	.....OVERLOOK.....	371.1	6.20		10.20
JP	368	78		² 10.16		12.22	12.1	DN.....SCRIBNER.....SC	367.4	6.15		³ 10.16
WP	360	78	13	10.24		12.29	18.8	.....SOUTH CHENEY.....	360.7	6.05		10.09
P	355	120		10.31		12.35	24.0	.....MOCK.....	354.6	5.56		10.02
P	350		18W	10.38			30.0	.....AMBER.....	349.5	5.49		
P	344	130	28	10.45		12.46	36.2	.....RODNA.....	343.3	5.40		9.50
CWOP	335	EB 139 WB 96	120	10.55		12.55	44.8	DN.....LAMONT.....A	334.7	5.30		9.41
P	329		22E	11.01			50.1	.....ROCKWELL.....	329.4	5.18		
P	323	129	16	11.07		1.06	55.7	.....MACALL.....	323.8	5.11		9.25
WP	311	131	31	11.22		1.19	68.4	D.....BENGE.....BN	311.1	4.57		9.12
P	300	130	13	11.36		1.31	80.0	.....HOOPER.....	299.5	4.42		9.00
CWP	291	EB 136 WB 74	80	11.47		1.40	88.6	DN...WASHTUCNA..WA	290.9	4.32		8.51
P	285		43E	11.54PM		1.46	94.5	.....SPERRY.....	285.0	4.22		8.45
P	278	130	85	12.03AM		1.54	101.7	D.....KAHLOTUS.....K	277.8	4.13		8.37
WP	269	87	5	12.17		2.07	110.9	.....FARRINGTON.....	268.6	3.59		8.26
P	263	115		12.26		2.15	116.7	.....BURR.....	262.8	3.50		8.19
JV							122.6	...SNAKE RIVER JCT....	256.9			
P	257	80	60	12.36		2.24	123.2	DN...SNAKE RIVER..SR	256.3	3.41		8.11
P	254	130		12.41		2.27	125.5	.....VOTAW.....	254.0	3.37		8.08
P	251		68W	12.46		2.30	128.5	.....REDD.....	251.0	3.33		8.05
P	245	130	9	12.54		2.36	134.7	.....LEVEY.....	244.8	3.25		7.59
P	238	69		1.02		2.43	141.5	.....MARTINDALE.....	238.0	3.17		7.52
JPV	234			1.08	L11.05PM	2.48	146.0	...AINSWORTH JCT....	233.5	3.12	A 5.17AM	7.47
PZXTCY WRBOK V	231		Yard	A 1.20AM	A11.20PM	A 3.00AM	148.2	DN.....PASCO.....PA	231.3	L 3.00AM	L 5.10AM	L 7.35PM
								Daily		Daily		Daily
				3.35 41.4	0.15 8.8	1.54 51.1		Time Over District Average Speed Per Hour		3.35 41.4	0.07 18.9	3.00 49.4

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

6 Westward

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

Eastward

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits etc.	Station Numbers	Car Capacity		Distance from Goldendale	TIME TABLE No. 113 November 16, 1952		Distance from Lyle			
		Sidings	Other Tracks		STATIONS					
BYR PX	G42		72	0.0	D.....	GOLDENDALE.....	GD	41.6		
						6.3				
P	G35		21	6.3		CENTERVILLE.....		35.3		
						5.1				
P	G80		18	11.4		WARWICK.....		30.2		
						7.5				
	G23		8E	18.9		SWALE.....		22.7		
						5.8				
	G17		15	24.7		WAHIAKUS.....		16.9		
						3.5				
PX	G14	27		28.2	D.....	KLICKITAT.....	KI	13.4		
						3.1				
	G10		8	31.3		PITT.....		10.3		
						10.3				
BRWT PJX	85	80	142	41.6	DN.....	LYLE.....	YA	0.0		

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

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 or on Flag.

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
1	B.-White Salmon & Stevenson	East of Spokane	
2	Stevenson & B.-White Salmon		East of Spokane
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 on Flag		Vancouver and Portland
3	Lyle, B.-White Salmon & Stevenson on Flag		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 and Vancouver	
4	Hooper Daily Except Sunday	Any Station	Any Station where Scheduled to Stop
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 9:00 A. M., back haul U. S. Mail for No. 6 will be dispatched at Stevenson.

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Board and Yard Limits, etc.	Station Numbers	Car Capacity		THIRD CLASS				SECOND CLASS		Distance from Bend	TIME TABLE No. 113		Distance from Wishram	SECOND CLASS		THIRD CLASS			
		Sidings	Other Tracks					103	Oregon Trunk Mixed		November 16, 1952			102	Oregon Trunk Mixed				
							Daily Ex. Sunday				STATIONS								
BYOVZ PWRKX	T-151		Yard				L 7.00PM	0.0			DN... BEND..... D 7.3	151.5	A 6.45AM						
P	T-144	50	20				f 7.15	7.3			.... DESCHUTES..... 9.6	144.2	f 6.20					
WXP	T-135	101	303				s 7.40	16.9			DN.. REDMOND..... RD 2.3	134.6	s 6.00						
JPV	T-132		132				f 7.46	19.2			D.PRINEVILLE JCT... XN 2.8	132.3	f 5.35						
P	T-129		40				f 7.52	22.0			... TERREBONNE..... 7.9	129.5	f 5.30						
P	T-122	115	24				f 8.09	29.9			.... OPAL CITY..... 6.6	121.6	f 5.16					
P	T-115	52	59				f 8.25	36.5			.... CULVER..... 4.8	115.0	f 5.03					
OTWPX	T-110	100	179				s 8.35	41.3			DN. METOLIUS..... MS 5.2	110.2	s 4.55						
WP	T-105	51	130				s 8.55	46.5			D..... MADRAS..... MD 5.3	105.0	s 4.45						
P	T-100	112	4				f 9.10	51.7			.... FAXTON..... 5.8	99.8	f 4.19					
P	T-94	34	23				s 9.26	57.5			.... GATEWAY..... 8.2	94.0	s 4.03					
PW	T-86	111	38				f 9.48	65.7			DN SOUTH JCT..... SJ 5.7	85.8	f 3.41						
P	T-80	111					f 10.00	71.4			.... KASKELA..... 9.0	80.1	f 3.30					
P	T-71	116	14W				10.20	80.4			.... DIXON..... 3.6	71.1	3.11					
	T-68		20				s 10.28	84.0			.... DANT..... 3.7	67.5	s 3.04					
WP	T-64	50					f 10.36	87.7			.... NENA..... 8.2	63.8	f 2.56					
P	T-55 A	93	15				10.53	95.9			.... CAMBRAI..... 1.0	55.6	2.40					
P	T-55		28				s 10.58	96.9			DN... MAUPIN..... AU 3.8	54.6	s 2.38						
WP	T-51						f 11.06	100.7			.... TUSKAN..... 3.5	50.8	f 2.30					
P	T-43		2E 33W				f 11.13	104.2			.... SHERAR..... 7.6	47.3	f 2.24					
P	T-40	99	9E				f 11.30	111.8			.... OAKBROOK..... 9.3	39.7	f 2.08					
P	T-31	50	10E				f 11.54PM	121.1			.... SINAMOX..... 4.0	30.4	f 1.49					
WP	T-26	48					f 12.04AM	125.1			N..... DIKE..... DI 8.1	26.4	f 1.40						
P	T-18	113	12				f 12.24	133.2			.... LOCKIT..... 12.4	18.3	f 1.23					
P	T- 6	90	10W				f 12.58	145.6			.... MOODY..... 3.6	5.9	f 12.58					
	T-2A						1.07	149.2			.... CELLO..... 0.3	2.3	f 12.51					
VXJP	T- 2						1.09	150.0			D... O. T. JCT..... VO 1.5	1.5	12.49						
JBWOP RKXZY	106		Yard				A 1.15AM	151.5			DN.. WISHRAM..... X	0.0	L 12.45AM						
													Daily Ex. Sunday						
														6.00 25.3					
							6.15 24.2				Time Over District Average Speed Per Hour								

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

Nos. 102 and 103 will stop on flag at Axford and Davidson to receive or discharge passengers.

8 Westward

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

Eastward

Water, Wyes, Turns, Dies, Fuel, Scales, Standard Clocks, Bul. Bds., Register, Yard Limits.	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 113		Distance from Seaside	SECOND CLASS		
		Sidings	Other Tracks	231			November 16, 1952			230		
				Freight	Daily Ex. Saturday		STATIONS			Freight		
							L	A			DN	A
JRXI P	4		Yard			4.3	DN	WILLBRIDGE	BR	113.7	A	4.45 AM
	A5	84				5.1		WILLBRIDGE SIDING		112.9		4.43
XP	A7	28	241			7.3	D	LINNTON	IN	110.7		4.37
JX	A10					10.0	A	UNITED JCT.		108.0	L	4.30 AM
PX	A11					10.5	DN	RIVER JCT.	EJ	107.5		
	A13	29				12.0		HOLBROOK		105.4		
	A20	34	33			19.9		SCAPPOOSE		98.1		
	A28	52	21			27.0	DN	ST. HELENS	B	90.4		
	A31	43				31.3		WATERVIEW		86.7		
XP	A39	20	60			39.4		GOBLE		78.6		
XP	A46		8			45.8		RAINIER		72.2		
X	A47	53	13W			46.8		AVON		71.2		
P	A56	50	13			55.8		MAYGER		62.2		
	A58					58.0		LOCODA		60.0		
	A59		15W			59.3		QUINCY		58.7		
P	A62	45	70			62.2	DN	CLATSKANIE	CN	55.8		
	A67		23W			66.6		MARSHLAND		51.4		
P	A71	29	41			71.2		WESTPORT		46.8		
P	A74		50			73.5		WAUNA		44.5		
P	A77		14			76.8		BRADWOOD		41.2		
P	A78	43				78.4		CLIFTON		39.6		
	A83		2E			83.3		BROWNSMEAD		34.7		
P	A87	20	5W			86.5		KNAPPA		31.5		
	A90	15	2W			90.2		SVENSEN		27.8		
TZP BKXR	A100		Yard			99.7	D	ASTORIA	RO	18.3		
JYX	A106		22			105.6		WARRENTON		12.4		
	A108		31			108.3		CAMP CLATSOP		9.7		
BY KXR	A118		67			118.0	D	SEASIDE	SD	0.0		
						0.15 22.8		Time Over District Average Speed per Hour				Daily Ex. Monday 0.15 22.8

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

Westward

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

Eastward 9

Water, Wyes, Turntables, Fuel, Seales, Standard Clocks, Bul.-Rds., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Warrenton	TIME TABLE No. 113 November 16, 1952		Distance from Fort Stevens
		Sidings	Other Tracks		STATIONS		
JXYR	A106		22	0.0	.....	WARRENTON.....	2.7
	FS2		25	1.8	.....	FLAVEL.....	0.9
	FS3		5E	2.7	.....	POINT ADAMS.....	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—Third Sub-Division

Eastward

Water, Wyes, Turntables, Fuel, Seales, Standard Clocks, Bul.-Rds., Register, Yard Limits	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 113 November 16, 1952		Distance from Keasby	SECOND CLASS	
		Sidings	Other Tracks	231	Freight		STATIONS			230	Freight
XJ	A10			L 7.45 PM		10.0	.....	UNITED JCT.....	47.0	A	4.30 AM
XP	NB10		Yard			10.0	.....	RAFTON.....	47.0		
JPX	U10			7.47		10.5	DN.....	RIVER JCT..... RJ	46.5		4.27
	U10A		81W	7.49		11.0	.....	BAN SPUR.....	46.0		4.25
P	U12	4	11W	7.52		11.7	.....	BURLINGTON.....	45.3		4.22
P	U15		8W	8.02		14.6	Auto. Blk. (	TUNNEL SPUR.....	42.4		4.12
JXPR	U17		5E	A 8.15 PM		17.1	DN.....	BOWERS JCT..... BJ	39.9	L	4.00 AM
PX	U22	47	17E			21.9	D.....	NORTH PLAINS... NP	35.1		
	U23		18			23.3	.....	VADIS.....	33.7		
	U25		11E			25.5	.....	CHRISTIE.....	31.5		
P	U28	32	22			27.5	.....	BANKS.....	29.5		
P	U32	30	7			31.7	.....	MANNING.....	25.3		
P	U39	20	8E			36.8	.....	TOPHILL.....	18.2		
P	U43	29				43.1	.....	BRAUN.....	13.9		
BYK XPR	U49		Yard			48.5	D.....	VERNONIA..... VN	8.5		
VX	U67		33			57.0	.....	KEASEY.....	0.0		
				0.30 14.3		Time Over District Average Speed per Hour		Daily Ex. Mon. 0.30 14.2			

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

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

10 Westward

Oregon Electric Ry.—FIRST SUB-DIVISION

Eastward

Water, Wyes, Turn- tables, Fuel, Scales, Standard Clocks, Bul- bush Proceas, Register and Yard Limits	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 113 November 16, 1952		Distance from Eugene	SECOND CLASS	
		Sidings	Other Tracks	231			STATIONS	230			
				Freight	Daily Ex. Saturday			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		
XP	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..... ED	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		
P	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	64	11:10	68.6	..... BUSH.....	74.2	1:05		
VBPKK	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 13W	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 TKOJ	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.....	18.0	9:25		
P	E129		89	2:50	128.7	D..... JUNCTION CITY..... JC	14.1	9:09		
	E133		0E	3:05	133.4	..... MEADOW VIEW.....	9.4	8:53		
	E135		9	3:10	135.0	..... AWBREY.....	7.8	8:48		
	E136		8W 23E	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, Turn- tables, Fuel, Seales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Forest Grove Junction	TIME TABLE No. 113 November 16, 1952	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		9	7.9	.....CORNELIUS.....	2.7							
P	F11		65	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, Seales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Albany Yard	TIME TABLE No. 113 November 16, 1952	Distance from Foster							
		Sidings	Other Tracks										
ZKBYF TOR	E97		Yard	0.0	DN.....ALBANY YARD.....YD	31.9							
JV				0.9	.....S. P. CONN. ALBANY.....	31.0							
					Time Over District Average Speed per Hour								

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

WPJV	S14		20	14.5	DN.....LEBANON.....BA	17.4							
	S15	10			O. E. Conn.								
				14.8	.....LEBANON.....	17.1							
					(O. E. Siding)								
PX	S16	70	237	15.9	D.....WELDWOOD.....V	16.0							
												
P	S20		2E	20.2	.....WATERLOO.....	11.7							
	S22		8E	22.1	.....NYE.....	9.8							
PY RBXJ	S29		Yard	28.8	DN.....SWEET HOME.....SW	3.1							
	S32			31.9	.....FOSTER.....	0.0							
					Time Over District Average Speed per Hour								

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

Westward

Oregon Electric Ry.—FOURTH SUB-DIVISION

Eastward

Water, Wyes, Turn- tables, Fuel, Seales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Sweet Home	TIME TABLE No. 113 November 16, 1952	Distance from Dollar							
		Sidings	Other Tracks										
PYRB XJ	S29		Yard	0.0	DN.....SWEET HOME.....SW	15.5							
	H6		20W	6.4	.....HOLLEY.....	9.1							
	H8		10	8.1	.....CALAPOOYA.....	7.4							
	H14		49	13.9	.....WOODRAFFE SIDING.....	1.6							
	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 and turnouts	15
Through Nos. 14, 15 and 16 turnouts located at Willbridge, S. P. & S. Jct., Ainsworth Jct., Scribner, east end Overlook Siding, Ft. Wright, east end South Jct. Siding, United Jct., Bowers Jct. and Forest Grove Jct.....	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, except Classes Z-6, Z-8 and DE single or multiple units of 1500 or 1600 HP used in passenger service must not exceed authorized speed for freight trains in the territory where operated.	60
Engines, Classes Z-6 and Z-8 used in passenger service	60
Freight and road switcher engines, Classes DE single or multiple units of 1500 or 1600 HP used in passenger service.	65
Handling steam wrecking cranes, pile drivers or locomotive cranes	30
Handling open cars of lumber.....	35
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 Interlocking 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
Within the city limits of Vancouver.....	65	65	
At Camas to exchange U.S. Mail, Trains 3 and 4.....	20		
At Washougal to dispatch U. S. Mail, Train 3.....	20		
At Home Valley to dispatch U. S. Mail, Train 5.....	10		
At Lyle to dispatch U. S. Mail, Train 3 and 4.....	15		

Vancouver Division—Second Subdivision—

Maximum speed.....	75	70	45
Within the city limits of Kennewick.....	35	35	35
Within the city limits of Pasco.....	25	25	25

Vancouver Division—Third Subdivision—

Maximum speed.....	75	70	45
Within the city limits of Pasco.....	25	25	25
Between Kahlotus and Snake River Jct.....	50	40	25
Within the city limits of Lamont.....	70		

Vancouver Division—Fourth Subdivision—

Maximum speed.....	30
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 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
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
Between Warrenton and Point Adams.....	15	15
U. S. Government trackage, Locoda.....	15	10

SPEED RESTRICTIONS

<u>Portland Division—Third Subdivision—</u>	M.P.H.
Over Bridge B-07 between River Junction and Rafton.....	12
Between United Junction and Banks.....	25
Between Banks and Keasey.....	20

<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, Calapooya River Bridge 99-9 and Santiam River Bridge 89-0....	10
Trains handling logs under S. P. Co. bridge at Tualatin.....	15

SPRING SWITCHES WITH FACING POINT LOCK

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

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

<u>Oregon Trunk Railway—</u>	
Dixon.....	Both switches of siding
South Junction.....	East Switch of siding
Paxton.....	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 Third Subdivisions—</u>	
United Junction.....	Junction of First and Third Subdivisions.
Bowers Junction.....	Junction of Third 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

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

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

<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
Guy F. Atkinson Spur.....	96.1	9	West end

Vancouver Division—Second Subdivision—

	Miles from Portland	Car Capacity	Switch at
Ballast loading tracks.....	174.0	45	Both ends
North McNary Spur.....	195.0	14	East end

Vancouver Division—Third Subdivision—

	Miles from Portland	Car Capacity	Switch at
East Pasco.....	234.2	12	West end
Burr Canyon Spur.....	265.9	5	West end
Harder.....	280.7	18	East end
Washtucna Industry.....	292.4	156	East end
Ankeny.....	305.8	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	6	Both ends

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
Portland Tug and Barge Spur.....	5.8	16	East end
Harbor Track.....	9.8	17	East end
Trojan.....	40.7	12	East end
Prescott.....	41.9	2	East end
Reeds.....	45.2	5	East end
Goodat Crushed Rock Spur.....	47.3	10	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

Portland Division—Third Subdivision—

	Miles from Portland	Car Capacity	Switch at
Buxton.....	34.8	13	West end
Chiltern Spur.....	36.3	13	West end
Haydite.....	40.3	12	Both ends

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	8	East end
Wacanda.....	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
Junction City Remilling Co.....	129.2	6	East end
Valley Plywood Co. Spur.....	129.5	12	East end
Crown-Zellerbach.....	129.9	25	Both ends
Johnson & Powell Bros.....	130.0	5	East end

Oregon Electric Railway—Third Subdivision—

	Miles from Albany	Car Capacity	Switch at
Indianola Lbr. Co.....	17.9	4	East end
Kelley Timber Products.....	18.3	3	East end
Clear Lbr. Sales—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
Gas Heat, Inc.....	21.5	2	East end
W. O. W. Lbr. Co.....	21.9	2	West end
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		Minutes	Seconds	
0	45	80	1	12	50
0	46	78.3	1	15	48
0	47	76.6	1	20	45
0	48	75	1	25	42.3
0	49	73.5	1	30	40
0	50	72	1	40	36
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	..	30
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	..	60	2	50	21.2
1	1	59	3	..	20
1	2	58	3	9	19
1	3	57.1	3	20	18
1	4	56.2	3	31	17
1	5	55.3	3	45	16
1	6	54.5	4	..	15
1	7	53.7	5	..	12
1	8	52.9	6	..	10
1	9	52.1	7	30	8
1	10	51.4	10	..	6

INTERLOCKINGS

<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

Dr. Merl L. Margason, Chief Surgeon	} 1216 S. W. Yamhill, Portland. Telephone ATwater 4151.
The Portland Clinic	

LOCAL SURGEONS

DRS. CONE & WALZ, Vancouver.
 DR. W. S. SHEPHERD, Camas.
 DR. H. L. ELDRIDGE, Washougal.
 DR. J. E. STRAIN, North Bonneville.
 DR. J. R. REHAL, Stevenson.
 DR. WAYNE M. HENKLE, Bingen-White Salmon.
 DR. W. H. WOLFF, Bingen-White Salmon.
 DR. H. W. HOLDERBY, Goldendale.
 DR. C. M. LEARY, Goldendale.
 THE DALLES CLINIC, The Dalles, Oregon.
 DR. G. J. VOTAVA, Pasco.
 DR. JOSEPH L. GREENWELL, Pasco.
 DR. CHARLES G. SMICK, Ritzville, Wash.
 DR. F. C. KLOPFENSTEIN, Pasco.
 DR. E. B. COULTER, Spokane.
 THE ROBERT HEMINGWAY
 MEMORIAL CLINIC, Bend.
 DR. R. F. JONES, Redmond.
 DR. O. L. ZESCHIN, St Helens.
 DR. M. A. KENNEY, Rainier.
 DR. PAUL H. STARR, Clatskanie.
 DR. J. L. WOODIN, Clatskanie.
 DR. LEO LEUBAUER, Westport.
 DR. FRANK E. FOWLER, Astoria.
 DR. R. W. PARCHER, Seaside.
 DR. ROLAND D. EBY, Vernonia.
 DR. A. O. PITMAN, Hillsboro.
 DR. GERALD B. SMITH, Woodburn.
 DR. R. E. PURVINE, Salem.
 DR. L. M. BAIN, Albany.
 DR. JOEL C. BOOTH, Lebanon.
 DR. ROBT. LANGMACK, Sweet Home.
 DR. 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
Roosevelt.....	Station
Plymouth.....	Station
Pasco.....	Baggage Room
Snake River.....	Station
Washtucna.....	Station
Lamont.....	Station
Maupin.....	Station
Metolius.....	Station
Redmond.....	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
 H. J. WASENAR, Trainmaster

A. R. WINN, Chief Dispatcher
 J. A. CANNON, Gen. Supt. Motive Power.
 C. E. BARNES, Master Mechanic
 L. J. FITZFERALD, Traveling Engr.
 A. C. ANDERSON, Traveling Engr.
 L. Z. DANIELS, Traveling Engr.

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DEPARTMENT OF CHEMISTRY

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