

# **SPOKANE, PORTLAND & SEATTLE RAILWAY CO.**

## **System Lines**

# **TIME TABLE No. 115**

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

**Effective 12:01 A. M. Pacific Time**

## **SUNDAY, APRIL 5, 1953**

**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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**J. L. MONAHAN, Superintendent  
E. H. SHOWALTER, General Manager**

## 2 Westward

## TERMINALS SUB-DIVISION—VANCOUVER TO PORTLAND

## Westward

Station Numbers Tables, Scales, Standard Clothes & Bulletin Boards and Yard Limits, etc.	Car Capacity Other Tracks Siding	Distance from Spokane	FIRST CLASS						
			701	3	1	703	5	705	707
TIME TABLE No. 115 April 5, 1953			U. P. 402	S. P. & S.	S. P. & S.	G. N. 460	S. P. & S.	N. P. 408	U. P. 458
STATIONS		Distance from Vancouver	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
DN.....VANCOUVER.....MX 1.4	Yard	0.0	Daily	Daily	Daily	Daily	Daily	Daily	Daily
.....NORTH PORTLAND..... 0.5		1.4							
DN..NORTH PORTLAND Jct..KD 1.1	Jet.	1.9	6.35	7.13	12.04	12.03PM	4.05	4.06	4.14
.....EAST ST. JOHNS..... 2.7	60	3.0	6.38	7.15	12.06	12.06	4.08	4.16	4.16
DN.....WILLBRIDGE.....BR 2.3	Yard	5.7	6.43	7.19	12.10	12.10	4.12	4.20	4.20
DN.....LAKE YARD.....C 2.0	Yard	8.0	6.48	7.22	12.14	12.14	4.16	4.24	4.24
DN..PORTLAND, Union Sta...VC		10.0	7.00AM	7.30AM	12.20PM	12.20PM	4.25PM	4.30PM	
DN...PORTLAND, Hoyt St....OW	Yard	10.0							
Time Over District Average Speed Per Hour			0.05 22.8	0.30 20.0	0.22 27.3	0.21 28.6	0.25 24.0	0.21 28.6	0.04 28.5

## Eastward

## TERMINALS SUB-DIVISION—PORTLAND TO VANCOUVER

## Eastward

Station Numbers Tables, Scales, Standard Clothes & Bulletin Boards and Yard Limits, etc.	Car Capacity Other Tracks Siding	Distance from Spokane	FIRST CLASS						
			700	702	6	704	2	706	4
TIME TABLE No. 115 April 5, 1953		Distance from Portland	U. P. 401	U. P. 457	S. P. & S.	N. P. 407	S. P. & S.	G. N. 459	S. P. & S.
STATIONS		Distance from Vancouver	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
DN.....VANCOUVER.....MX 1.4	Yard	10.0	12.06AM	8.21AM	10.06AM	10.21AM	10.21AM	10.21AM	10.21AM
.....NORTH PORTLAND..... 0.5		8.6		10.02	10.01	10.16	10.16	10.16	10.16
DN..NORTH PORTLAND Jct..KD 1.1	Jet.	8.1	12.01AM	8.16AM	10.01	10.14	10.14	10.14	10.14
.....EAST ST. JOHNS..... 2.7	60	7.0			9.55	10.10	10.10	10.10	10.10
DN.....WILLBRIDGE.....BR 2.3	Yard	4.3			9.51	10.06	10.06	10.06	10.06
DN.....LAKE YARD.....C 2.0	Yard	2.0			9.45AM	11.00AM	11.00AM	11.00AM	11.00AM
DN..PORTLAND, Union Sta...VC		0.0							
DN...PORTLAND, Hoyt St....OW	Yard	0.0							
Time Over District Average Speed Per Hour			Daily 0.05 22.8	Daily 0.05 22.8	Daily 0.21 28.6	Daily 0.21 28.6	Daily 0.21 28.6	Daily 0.20 30.0	Daily 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)

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.

Station Numbers Water, Fuel, Wyes, Turn Tables, Gates, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Car Capacity		Station Numbers	FIRST CLASS			Distance from Spokane	TIME TABLE No. 115 April 5, 1953 STATIONS	Distance from Portland	FIRST CLASS		
	Sidings	Other Tracks		5	1	3				6	2	4
JBWOR YPKXZ		Yard	106	L 1.30PM	L 5.18AM	L 4.20AM	273.4	DN..... WISHRAM..... X 9.8	106.1	A 2.45PM	A 5.08PM	A 12.05AM
P	146		108	f 1.35	5.22	4.25	276.2	.....AVERY..... 9.8	103.3	f 12.39	5.03	11.58PM
P	131	8	94	f 1.46	5.32	4.37	280.0	.....NORTH DALLES..... 8.2	93.5	f 12.26	4.53	11.46
B JWTP	80	142	85	s 1.57	5.41	4.48	294.2	DN..... LYLE..... YA 9.4	85.3	s 12.15PM	4.45	11.36
P	131	137	76	s 2.12	5.51	5.00	303.6	DNBINGEN-WHITESALMON.WS 3.4	75.9	s 11.59AM	4.35	s 11.25
P		40	73	f 2.17			307.0	.....UNDERWOOD..... 1.6	72.5	f 11.49		
P	82	7	71	f 2.19	5.56	5.06	308.6	.....HOOD..... 6.1	70.9	f 11.44	4.30	11.13
		13W	66	f 2.25		5.11	313.7	.....COOKS..... 6.3	65.8	f 11.37		11.07
P	130		59	f 2.32	6.08	5.17	320.0	.....HOME VALLEY..... 1.8	59.5	f 11.29	4.18	11.00
W			58	s 2.35			321.8	.....CARSON..... 3.4	57.7	s 11.26		
P	124	84	54	s 2.41	6.14	5.23	325.2	DN..... STEVENSON..... NS 5.0	54.3	s 11.20	4.13	10.54
P	130	35	49	s 2.48	6.19	5.28	330.2	.....NORTH BONNEVILLE..... 7.2	49.3	s 11.10	4.08	10.48
WP	128	17	43	f 2.57	6.27	5.37	337.4	D..... SKAMANIA..... SI 4.3	42.1	f 11.00	4.01	10.40
P		10E	38	f 3.02		5.43	341.7	.....PRINDLE..... 5.8	37.8	f 10.54		10.35
P	131		32	f 3.08	6.38	5.51	347.5	.....MT. PLEASANT..... 4.0	32.0	f 10.46	3.50	10.28
WP	107	14	29	f 3.15	6.42	5.56	351.5	.....WASHOUGAL..... 4.3	28.0	f 10.41	3.46	10.23
PX	132	134	24	s 3.23	6.47	6.02	355.7	DN..... CAMAS..... MA 4.0	23.8	s 10.34	3.41	10.18
P	142	4	19	f 3.36	6.52	6.08	359.7	.....FISHER..... 5.3	19.8	f 10.24	3.36	10.13
P	84		15	3.44	6.58	6.15	365.0	.....McLOUGHLIN..... 3.4	14.5	10.18	3.30	10.07
	101			3.48	7.01	6.19	367.4	.....KAVAN..... 2.1	12.1	10.14	3.27	10.04
PWTY BOKXR VZ		Yard	10	A 3.55PM	A 7.05AM	A 6.25AM	369.5	DN..... VANCOUVER... MX	10.0	L 10.10AM	L 3.23PM	L 10.00PM
				2.25 39.8	1.47 53.9	2.05 46.1		Time Over District Average Speed Per Hour		Daily 2.35 37.2	Daily 1.45 54.9	Daily 2.05 46.1

AUTOMATIG BLOCK

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).

Station Numbers	Car Capacity		FIRST CLASS			TIME TABLE No. 115			FIRST CLASS			
	Sidings	Other Tracks	5	1	3	April 5, 1953			4	6	2	
Water, Fuel, Wyes, Ties Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits etc.			Passenger	Passenger	Passenger	STATIONS			Passenger	Passenger	Passenger	
WCYT RVBOK JKXP	231	Yard	L10.40AM L	3.10AM L	1.35AM	148.2 DN.....PASCO.....PA			231.8 A	2.35AM A	4.15PM A	7.15PM
			Daily	Daily	Daily	Distance from Spokane			Distance from Portland			

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

Station Numbers	Car Capacity	Siding	FIRST CLASS			Distance from Spokane	Time Over District Average Speed Per Hour	Distance from Portland	FIRST CLASS		
			5	1	3				4	6	2
JV			L10.46AM L	3.15AM L	1.41AM	149.8		229.7 A	2.29AM A	4.06PM A	7.10PM
P	167	2	s10.48	3.16	f 1.43	151.0		228.5	2.27	s 4.04	7.09
P	70	43	f10.55	3.21	1.50	155.6		223.9	2.21	f 3.56	7.04
WP	150	7W	f11.05	3.29	2.10	163.7		215.8	2.10	f 3.45	6.56
P	150	4W	f11.21	3.41	2.23	176.2		203.3	1.57	f 3.26	6.44
WP	150	35	s11.34	3.52	f 2.35	187.5		192.0	f 1.46	s 3.09	6.33
P	180	24	f11.49AM	4.04	2.48	199.7		179.8	1.33	f 2.50	6.21
WP	147	14	f12.01PM	4.13	2.58	209.1		170.4	1.23	f 2.36	6.12
P	162	33W	f12.10			217.3	Automatic Block	162.2		f 2.24	
P	150		f12.15	4.25	3.12	221.9		157.6	1.10	f 2.17	6.00
WP	150	36	s12.28	4.36	3.24	232.8		146.7	12.59	s 2.01	5.49
P	141	18W	f12.35			238.7		140.8		f 1.51	
P	131	149	s12.47	4.51	3.41	248.7		130.8	12.43	f 1.35	5.34
P	126	80W	f12.54	4.56	3.47	254.3		125.2	12.37	f 1.27	5.29
WP	119	161	f 1.01	5.01	3.53	259.8		119.7	12.31	f 1.19	5.24
P	114	79	s 1.10	5.06	3.59	265.5		114.0	12.25	s 1.10	5.19
BWOYR JKXP	100	Yard	A 1.20PM A	5.15AM A	4.10AM	273.4		108.1	L12.15AM L	L12.55PM L	5.10PM
			2.40	2.05	2.35				Daily	Daily	Daily
			47.0	60.1	48.1				2.20	3.20	2.05
									53.7	37.6	60.1

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

Station Numbers and Yard Limits, etc. Tables, Fuel, Wyes, Turn Clothes & Bulletin Boards	Car Capacity		FIRST CLASS		TIME TABLE No. 115 April 5, 1953 STATIONS	FIRST CLASS	
	Sidings	Other Tracks	3	15		1	4
381		Yard	Passenger	N.P. 348 Passenger	Passenger	N.P. 347 Passenger	Passenger
BCKO PRTW XYZ		Yard	Daily	Daily	380.7		
BKP RXZ		Yard			377.5		
LJPV WXY					386.8		

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

BKPO PRTW XYZ	384	Yard			4.8	DN.....HILLYARD (G.N.) HU	384.3		
BKPR WXX	380	Yard			0.0	DN.....SPOKANE (G.N. Depot). FD	376.5	A 6.35AM	A 10.35PM

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

IJ VXY	377	L 9.51PM	L 12.11AM	2.3	DISTANCE FROM SPOKANE		TIME TABLE NO. 115	DISTANCE FROM PORTLAND	FIRST CLASS	
					3	15			1	4
P	371	10.00	12.18	8.4			DN...FORT WRIGHT...FW	377.2	A 6.28AM	A 10.28PM
JP	368	10.16	12.22	12.1			.....OVERLOOK.....	371.1	6.20	10.20
WP	366	10.24	12.29	18.8			DN.....SRIENER.....SC	367.4	6.15	10.16
P	365	10.31	12.35	24.9			.....SOUTH CHENEY.....	360.7	6.05	10.07
P	360	10.38		30.0			.....MOCK.....	354.5	5.56	10.00
P	344	10.45	12.46	38.2			.....AMBER.....	349.5	5.49	
CWOP	335	10.55	12.55	44.8			.....RODNA.....	343.3	5.40	9.48
P	329	11.01		50.1			DN.....LAMONT.....A	334.7	5.30	9.39
P	323	11.07	1.06	55.7			.....ROCKWELL.....	329.4	5.18	
WP	311	11.22	1.19	68.4			.....MACALL.....	323.8	5.11	9.22
P	300	11.36	1.31	80.0			D.....BENGE.....BN	311.1	4.57	9.09
CWP	291	11.47	1.40	88.6			.....HOOPER.....	299.5	4.42	8.57
P	285	11.54PM	1.46	94.2			DN...WASHTUCNA...WA	290.9	4.32	8.48
P	278	12.03AM	1.54	101.7			.....SPERRY.....	285.3	4.22	8.41
WP	269	12.17	2.07	110.9			D.....KAHLIOTUS...K	277.8	4.13	8.33
P	263	12.26	2.15	116.7			.....FARRINGTON.....	268.6	3.59	8.22
JV				122.6			.....BURR.....	262.8	3.50	8.15
P	267	12.36	2.24	123.2			...SNAKE RIVER JCT...SR	256.9		
P	254	12.41	2.27	125.5			DN...SNAKE RIVER...SR	256.3	3.41	8.07
P	251	12.46	2.30	129.0			.....VOTAW.....	254.0	3.37	8.04
P	245	12.54	2.36	134.7			.....REDD.....	250.5	3.33	8.01
P	238	1.02	2.43	141.5			.....LEVY.....	244.8	3.25	7.54
JPV	234	1.08	2.48	146.0			.....MARTINDALE.....	238.0	3.17	7.47
PZAKTNY WBKX V	231	A 1.20AM	A 3.00AM	148.2			.....AINSWORTH JCT.....	233.5	3.12	A 5.17AM
							DN.....PASCO.....PA	231.3	L 3.00AM	L 5.10AM
								Daily	Daily	Daily
								3.35 41.4	0.07 18.9	8.05 48.1
								Time Over District Average Speed Per Hour		

## 6 Westward

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

## Eastward

Water, Fuel, Way, Turn Tables, Scales, Standard Gauges & Bulletin Boards and Yard Limits etc.	Station Numbers	Car Capacity			Distance from Goldendale	TIME TABLE No. 115 April 5, 1953	Distance from Lyle	
		Sidings	Other Trucks					
BVR PX	G42		72		0.0	D.....GOLDENDALE....GD	41.6	
P	G85		21		0.3	.....6.3 .....5.1 .....CENTERVILLE.....	35.3	
P	G80		18		11.4	.....WARWICK.....	30.2	
	G23		85		18.9	.....7.6 .....SWALE.....	22.7	
	G17		15		24.7	.....5.8 .....WAKIAKUS.....	16.9	
P	G14	27			28.2	D.....KLCRITAT.....KI	13.4	
	G10		8		31.3	.....3.1 .....PITT.....	10.3	
BRWT PJ	85 142		80 142		41.6	DN.....LYLE.....YA	0.0	
						Time Over District Average Speed Per Hour		

## 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	East of Spokane
2	Stevenson & B.-White Salmon	East of Spokane	Vancouver and Portland
3	Any Station	Spokane	Vancouver and Portland
3	Any Station West of Pasco	Spokane	Vancouver and Portland
3	Any Station East of Pasco	Spokane	Vancouver and Portland
3	Hooper		
3	Redd to Dispatch U. S. Mail		
3	Maryhill on Flag		
3	Lyle, B.-White Salmon & Stevenson on Flag		
3	Camas	Pasco or Beyond	
4	Any Station		
4	Any Station West of Pasco		
4	Any Station East of Pasco	Portland and Vancouver	
4	Camas	Portland and Vancouver	
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 9:45 A. M., back haul U. S. Mail for No. 6 will be dispatched at Stevenson.

Westward

## OREGON TRUNK RAILWAY

Eastward 7

Water, Fuel, Wyes, Turn Tables, Seals, Standard Clocks & Bulletin Board BYOVZ PWRKX	Station Numbers	Car Capacity		THIRD CLASS	SECOND CLASS	Distance from Bend	TIME TABLE No. 115 April 5, 1953	Distance from Wahram	SECOND CLASS	THIRD CLASS
		Sidings	Other Tracks							
	T-151		Yard		103	0.0	DN... BEND..... D	151.5	A 6 4.5 <sup>AM</sup>	
P	T-144	50	20		103	7.3	... DESCHUTES.....	144.2	f 6 20	
WXP	T-135	101	303		103	16.9	DN.. REDMOND..... RD	134.6	s 6 00	
JPV	T-132		132		103	19.2	D.. PRINEVILLE JCT... XN	132.3	f 5 35	
P	T-129		49		103	22.0	... TERREBONNE.....	129.5	f 5 30	
P	T-122	115	24		103	29.9	... OPAL CITY.....	121.6	f 5 16	
P	T-115	52	59		103	36.5	... CULVER.....	115.0	f 5 03	
OTWPX	T-110	100	179		103	41.3	DN.. METOLIUS..... MS	110.2	s 4 55	
WP	T-105	51	130		103	46.5	D..... MADRAS..... MD	105.0	s 4 45	
P	T-100	112	4		103	51.7	... FAXTON.....	99.8	f 4 19	
P	T-94	34	23		103	57.5	... GATEWAY.....	94.0	s 4 03	
PW	T-86	111	38		103	65.7	DN SOUTH JCT..... SJ	85.8	f 3 41	
P	T-80	111			103	71.4	... KASKELA.....	80.1	f 3 30	
P	T-71	116	14W		103	80.4	... DIXON.....	71.1	3 11	
	T-68		20		103	84.0	... DANT.....	67.5	s 3 04	
WP	T-64	50			103	87.7	... NENA.....	63.8	f 2 56	
P	T-55A	93	16		103	95.9	... CAMBRAI.....	55.6	10 <sup>3</sup> 2 40	
P	T-55		28		103	99.9	DN.. MAUPIN..... AU	54.6	s 2 38	
WP	T-51				103	100.7	... TUSKAN.....	50.8	f 2 30	
P	T-48		88W		103	104.2	... SHERAR.....	47.3	f 2 24	
P	T-40	99	9E		103	111.8	... OAKBROOK.....	39.7	f 2 08	
P	T-31	50	10E		103	121.1	... SINAMOX.....	30.4	f 1 49	
WP	T-26	48			103	125.1	N..... DIKE..... DI	26.4	f 1 40	
P	T-18	113	13		103	133.2	... LOCKIT.....	18.3	f 1 23	
P	T-6	90	10W		103	145.6	... MOODY.....	5.9	f 12 58	
	T-2A				103	149.2	... CELILO.....	2.3	f 12 51	
VXJP	T-2				103	150.0	D... O. T. JCT..... VO	1.5	12 49	
JBWOP RKKZY	106		Yard		103	151.5	DN.. WISHEAM..... X	0.0	L 12 45 <sup>AM</sup>	
					103		Time Over District Average Speed Per Hour		Daily Ex. Sunday 6 00 25.3	

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

## Eastward

Water, Wyes, Turns, Fuel, Cloaks, Bull. Pds., Register, Yard Limits	Station Numbers	Car Capacity		SECONDS CLASS	Distance from Portland	TIME TABLE No. 115 April 5, 1953	Distance from Seaside	SECONDS CLASS	
		Slidings	Other Tracks					231	230
JRXI P	4			11.0.00PM Freight	4.3	DN.....WILLBRIDGE.....BR 0.8	113.7	A 5.15AM	
	A5	84		10.02 Daily Ex. Saturday	5.1	WILLBRIDGE SIDING	112.9	5.13	
XP	A7	28	241	10.08	7.8	D.....LINTON.....IN 2.7	110.7	5.07	
JX	A10			A10.15PM	10.0	.....UNITED JCT..... 0.5	108.0	L 5.00AM	
FX	A11				10.5	DN.....RIVER JCT.....RJ 2.1	107.5		
	A13	29			12.6	.....HOLBROOK..... 7.3	105.4		
	A20	34	33		19.9	.....SCAPPOOSE..... 7.7	98.1		
	A28	52	21		27.6	DN.....ST. HELENS.....H 3.7	90.4		
P	A31	43			31.8	.....WATERVIEW..... 8.1	86.7		
P	A39	20	60		39.4	.....GOBLE..... 6.4	78.0		
P	A46	4	4		45.8	.....RAINIER..... 1.0	72.2		
	A47	53	13W		46.8	.....AVON..... 9.0	71.2		
P	A56	50	13		55.8	.....MAYGER..... 2.2	62.2		
	A58				68.0	.....LOCODA..... 1.3	60.0		
	A59		15W		69.3	.....QUINCY..... 2.9	58.7		
P	A62	45	70		62.2	DN.....CLATSKANIE.....CN 4.4	55.8		
	A67		23W		66.6	.....MARSELAND..... 4.6	51.4		
P	A71	29	41		71.2	.....WESTPORT..... 2.3	46.8		
P	A74	50	50		73.5	.....WAUNA..... 3.3	44.5		
P	A77	14	14		76.8	.....BRADWOOD..... 1.6	41.2		
P	A78	43			78.4	.....CLIFTON..... 4.0	39.6		
	A83		2E		83.3	.....BROWNSMEAD..... 3.2	34.7		
P	A87	20	5W		86.5	.....KWAPPA..... 2.7	31.5		
	A90	15	2W		90.2	.....SVENSEN..... 9.5	27.8		
TZP BKXR	A100		Yard		99.7	D.....ASTORIA.....EO 5.9	18.3		
JY	A106		22		105.6	.....WARRENTON..... 2.7	12.4		
	A108		31		108.3	.....CAMP CLATSOP..... 9.7	9.7		
B KR	A118		67		118.0	D.....SEASIDE.....SD	0.0		Daily Ex. Monday 0.15 22.8
						Time Over District Average Speed per Hour			

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



Water, Wye, Turns, Registers, Yard Limits	Station Numbers	Car Capacity		Distance from Warrenton	TIME TABLE No. 115 April 5, 1953	Distance from Fort Stevens
		Sidings	Other Tracks			
JXYR	A108	22		0.0	WARRENTON.....	2.7
	FS2	25		1.8	1.8 FLAVEL.....	0.9
	FS3	5E		2.7	0.9 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.

Water, Wye, Turns, Registers, Yard Limits	Station Numbers	Car Capacity		Distance from Portland	TIME TABLE No. 115 April 5, 1953	Distance from Keasey
		Sidings	Other Tracks			
XJ	A10			10.0	UNITED JCT.....	47.0
XP	NB10	Yard		10.0	0.5 RAFTON.....	47.0
JPX	U10			10.5	0.5 DN..... RIVER JCT.....	46.5
	U10A	31W		11.0	0.5 BAN SPUR.....	46.0
P	U12	4 11W		11.7	0.7 BURLINGTON.....	46.8
P	U15	8W		14.0	2.9 TUNNEL SPUR.....	42.4
JXPR	U17	5E		17.1	2.5 DN..... BOWERS JCT.....	39.0
P	U22	47 17E		21.9	4.8 DN..... NORTH PLAINS.....	35.1
U28	U28	18		23.3	1.4 VADIS.....	33.7
U25	U25	11E		25.5	3.3 CHRISTIE.....	31.5
P	U28	32 22		27.5	2.0 BANKS.....	29.5
P	U32	30 7		31.7	4.2 MANNING.....	25.8
P	U39	20 8E		38.8	7.1 TOPHILL.....	18.2
P	U43	20		43.1	4.3 BRAUN.....	13.9
BYK XPR	U49	Yard		46.5	5.4 VERNONIA.....	8.5
VX	U57	33		57.0	5.5 KEASEY.....	0.0
					Time Over District Average Speed per Hour	
					0.25 17.0	
					Daily Ex. Saturday	
					110-15PM	
					Freight	
					231	
					SECOND CLASS	
					230	
					Freight	
					SECOND CLASS	

**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, Wye, Turn Tables, Fuel, Roadster, Standard Clocks, Registers, Boarding	Station Numbers	Car Capacity		SECOND CLASS		TIME TABLE No. 115 April 5, 1953		SECOND CLASS	
		Slidings	Other Tracks	Freight	Daily Ex. Saturday	Distance From Portland	STATIONS	Distance From Eugene	230 Freight
JRXP	U17	5E		11.0-4.0PM		17.1	DN.....BOWERS JCT.....BJ	126.7	4 4.30AM
	E21	4E		10.52		20.9	.....MERLE.....	121.0	4.18
YPXJ	E22			10.54		21.5	.....FOREST GROVE JCT.....	121.8	4.16
X		77		11.10		36.7	.....BEAVERTON SIDING.....	116.1	4.00
XP	E28	30		11.13		37.6	.....BEAVERTON.....	115.2	3.57
JVP	E28A			11.15PM		38.1	.....BEBURG.....	114.7	3.55AM

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

JVP	E31			11.35PM		31.2	.....GRETON.....	111.6	3.35AM
PX	E32	77	17	11.38		32.1	N.....TIGARD.....RD	110.7	3.32
P	E30		10	11.50PM		36.1	.....TUALATIN.....	106.7	3.20
P	E39	19		12.01AM		39.0	.....TONQUIN.....	103.8	3.10
P	E43	21	7	12.12		43.0	.....WILSONVILLE.....	99.8	2.58
P	E45	76		12.21		45.4	.....CURTIS.....	97.4	2.49
P	E49		20	12.33		49.1	.....DONALD.....	93.7	2.37
P	E55	75	8E	12.50		54.5	.....WEST WOODBURN.....	88.3	2.20
	E37		9E	12.59		57.4	.....ST. LOUIS.....	85.4	2.11
	E33	9	6W	1.17		63.1	.....HOPMERE.....	79.7	1.53
P	E64		8	1.20		64.1	.....QUINABY.....	78.7	1.50
PX	E69	80	64	1.35		68.5	.....BUSH.....	74.2	1.35
VBPXK	E71		803	1.50		71.2	DN.....SALEM.....SA	71.6	1.20
PX	E73	52		1.55		72.8	.....MINTO.....	70.0	1.15
P	E80		11E 13W	2.17		79.9	.....ORVILLE.....	62.9	12.53
P	E85	74		2.32		84.8	.....SIDNEY.....	58.0	12.38
	E88		17	2.42		87.9	.....TALBOT.....	54.9	12.28
	E91		15W	2.51		90.8	.....DEVER.....	52.0	12.19
ZYBRP TKOJ	E97		Yard	3.30		96.5	DN.....ALBANY YARD.....YD.	46.3	12.01AM
VXP	E98		Yard	3.35		97.8	.....ALBANY.....	45.0	11.15PM
P	E111		14E	4.10		111.1	.....FAYETTEVILLE.....	31.7	10.35
	E114		5E	4.18		113.8	.....POTTER.....	29.0	10.28
	E116	6		4.25		116.1	.....TULSA.....	26.7	10.20
P	E124		12 24E	4.50		124.2	.....HARRISBURG.....	18.6	9.55
P	E129		89	5.05		128.7	D.....JUNCTION CITY.....JC	14.1	9.39
	E133		6E	5.20		133.4	.....MEADOW VIEW.....	9.4	9.23
	E135		9	5.24		135.0	.....AWBEEY.....	7.8	9.18
	E136		8W 25E	5.27		136.1	.....ENID.....	6.7	9.15
BKXR YPV	E143		Yard	A 6.15AM		142.8	D.....EUGENE.....G	0.0	1 8.30PM
				7.35 10.6			Time Over District Average Speed per Hour		Daily Ex. Sunday 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

Station Numbers and Yard Limits Tables, Fuel, Boilers, Water, Wye, Turn P	Station Numbers E22 F1 F3 F5 F8 F11	Car Capacity		Distance from Forest Grove Junction	TIME TABLE No. 115 April 5, 1953	Distance from Forest Grove
		Sidings	Other Tracks			
JYX	E22			0.0		
X	F1	11	3E	0.8	FOREST GROVE JCT....	10.6
P	F3	7E		0.8	ORENCO.....	9.8
	F5	5	32	2.9	SEWELL.....	7.7
	F8	9		4.5	HILLSBORO.....BO	0.1
P	F11	65		7.9	CORNELIUS.....	2.7
				10.6	FOREST GROVE.....	0.0
					Time Over District Average Speed per Hour	

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

## Westward

## Oregon Electric Ry.—THIRD SUB-DIVISION

Eastward

Station Numbers and Yard Limits Tables, Fuel, Boilers, Water, Wye, Turn ZKXP TOR JV	Station Numbers E97	Car Capacity		Distance from Albany Yard	TIME TABLE No. 115 April 5, 1953	Distance from Foster
		Sidings	Other Tracks			
WRJV	S14		20	14.5	DN.....ALBANY YARD....YD	31.9
	S15	10		14.8	S. P. CONN. ALBANY.....	31.0
PX	S16	70	237	15.9		
P	S20		3E	20.2		
	S22	8E		22.1		
PY	S29	Yard		28.8		
RBXJ	S32			31.9		
					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

WRJV	S14		20	14.5	DN.....LEBANON.....BA	17.4
	S15	10		14.8	O. E. Conn.	
PX	S16	70	237	15.9	LEBANON.....	17.1
P	S20		3E	20.2	(O. E. Siding)	
	S22	8E		22.1	WELWOOD.....V	10.0
PY	S29	Yard		28.8	WATERLOO.....	11.7
RBXJ	S32			31.9	NYE.....	9.8
					SWEET HOME.....SW	8.1
					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

Station Numbers and Yard Limits Tables, Fuel, Boilers, Water, Wye, Turn PYRB XJ	Station Numbers S29 H6 H8 H14 H16	Car Capacity		Distance from Sweet Home	TIME TABLE No. 115 April 5, 1953	Distance from Delmar
		Sidings	Other Tracks			
	S29			0.0	DN.....SWEET HOME.....SW	15.5
	H6	Yard		6.4	HOLLEY.....	9.1
	H8	30W		8.1	CALAPOOYA.....	7.4
	H14	10		13.9	WOODRAFFE SIDING.....	1.6
	H16	49		15.5	DOLLAR.....	0.0
		Yard			Time Over District Average Speed per Hour	

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

## SPEED RESTRICTIONS

## 12 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. F. & 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.

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 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: . . . . . 20

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 Jet . . . . . 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 . . . . .	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 . . . . .	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

Oregon Electric Railway—First, Second, Third and Fourth Subdivisions—

M.P.H.

Over Bridge 43.4, Wilsonville, brakes must be released before moving on any portion of structure and the application of brakes while moving on bridge must be avoided as much as possible.	25
Between Forest Grove Junction and Forest Grove.....	10
Through Hillsboro.....	15
Between Forest Grove.....	35
Between Bowers Junction and Beburg.....	20
Between Beburg and Gretton on S. P. tracks.....	35
Between Gretton and Eugene.....	10
Through Salem.....	5
Passing paper mill, Salem.....	12
Through Albany.....	8
Between second crossing east of depot at Harrisburg and county road crossing, 1800 feet west.....	20
Through Junction City.....	25
Between Lebanon and Sweet Home.....	25
Between Sweet Home and Calapooya.....	25
Between Calapooya and Dollar.....	12
<b>Trains handling logs</b> .....	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.
<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.

Oregon Trunk Railway—

Oregon Trunk Junction.....	Junction of O. T. Ry. and U. P. R. R. Co.
Dixon.....	Both switches of siding
South Junction.....	East Switch of siding
Paxton.....	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 Third Subdivisions—

United Junction.....	Junction of First and Third Subdivisions.
Bowers Junction.....	Junction of Third Subdivision and O. E. Ry.

**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.

**Cello 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 Cello 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—

Union Pacific R. R.....	Miles from Portland..... 228.4
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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
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
Washuena 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
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
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
Ford Lumber 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			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	4	..	12
1	8	52.9	5	..	10
1	9	52.1	6	..	8
1	10	51.4	7	..	6
			10	..	

## 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 derrails 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 4151.
The Portland Clinic	
	{ 1216 S. W. Yamhill, Portland. Telephone ATwater 4151.

## LOCAL SURGEONS

DRS. CONE & WALZ, Vancouver.
DR. W. S. SHEPHERD, Cunas.
DR. H. L. ELDRIDGE, Washougal.
DR. HARRY S. HOLMES, North Bonneville.
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
Washouga.....	Station
Lamont.....	Station
Maupin.....	Station
Metolius.....	Station
Redmond.....	Station
Bend.....	Station
Astoria.....	Station
Vernonia.....	Station
Salem.....	Station
Albany.....	Station

F. S. BARLOW, Jr., Asst. Supt.  
C. F. CHOFFUT, Trainmaster  
R. G. HASKELL, Trainmaster  
H. J. TIERNEY, Trainmaster  
H. J. WASSENAR, Trainmaster

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

THE UNIVERSITY OF CHICAGO

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