

# SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

## System Lines

# TIME TABLE

# No. 119

To be used in conjunction with  
Current Special Instruction Book

Effective 12:01 A. M. Pacific Time

## Monday, April 5, 1954

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

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 119		Distance from Vancouver	FIRST CLASS									
		Siding	Other Tracks		April 5, 1954												
					STATIONS			3	701	1	703	5	705	707			
WTXOP RKXZBV	10		Yard	369.5	AUTOMATIC BLOCK	DN.....VANCOUVER.....MX	0.0	S. P. & S.	N. P. 402	S. P. & S.	G. N. 460	S. P. & S.	N. P. 408	U. P. 458			
	9			370.9		.....NORTH PORTLAND.....	1.4	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
LJPV	8		Jet.	371.4		DN..NORTH PORTLAND Jct..KD	1.9	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
XPV	7	00	203	372.5		.....EAST ST. JOHNS.....	3.0	5.40	6.25	7.13	12.04	4.06	4.14	8.55PM			
BIRXJPK	4		Yard	375.2		DN.....WILLBRIDGE.....BR	5.7	5.42	6.27	7.15	12.06	4.08	4.16				
RKXPV	2		Yard	377.5		DN.....LAKE YARD.....C	8.0	5.46	6.31	7.19	12.10	4.12	4.20				
PRKXBV				379.5		DN.....PORTLAND, Union Sta...VC	10.0	5.50	6.35	7.22	12.14	4.16	4.24				
WTOBP RKXZV	0		Yard	379.5		DN..PORTLAND, Hoyt St....OW	10.0	6.00AM	6.45AM	7.30AM	12.20PM	4.25PM	4.30PM				
									0.25 24.0	0.25 24.0	0.22 27.3	0.21 28.6	0.25 24.0	0.21 28.6	0.04 28.5		

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 119		Distance from Portland	FIRST CLASS									
		Siding	Other Tracks		April 5, 1954												
					STATIONS			700	6	702	2	704	4	706			
BWTYO PRKXZV	10		Yard	369.5	AUTOMATIC BLOCK	DN.....VANCOUVER.....MX	10.0	U. P. 457	S. P. & S.	N. P. 407	S. P. & S.	G. N. 459	S. P. & S.	N. P. 401			
	9			370.9		.....NORTH PORTLAND.....	8.0	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
PLJV	8		Jet.	371.4		DN..NORTH PORTLAND Jct..KD	8.1	A 8.21AM	A 9 51AM	A 9 59AM	A 3.20PM	A 5.21PM	A 10.20PM	A 12.06AM			
XPV	7	00	203	372.5		.....EAST ST. JOHNS.....	7.0	B 8.16AM	B 9 47	B 9 55	B 3.15	B 5.16	B 10.15	B 12.01AM			
BIPRXJK	4		Yard	375.2		DN.....WILLBRIDGE.....BR	4.3		C 9 44	C 9 53	C 3.13	C 5.14	C 10.13	C 11.59PM			
RKXPV	2		Yard	377.5		DN.....LAKE YARD.....C	2.0		D 9 40	D 9 49	D 3.09	D 5.10	D 10.09	D 11.55			
PRKXBV				379.5		DN.....PORTLAND, Union Sta...VC	0.0		E 9 36	E 9 45	E 3.05	E 5.06	E 10.05	E 11.51			
PBWTO RKXZV	0		Yard	379.5		DN..PORTLAND, Hoyt St....OW	0.0		F 9 30AM	F 9 40AM	F 3.00PM	F 5.00PM	F 10.00PM	F 11.45PM			
									Daily	Daily	Daily	Daily	Daily	Daily	Daily		
								0.05 22.8	0.21 28.6	0.19 31.6	0.20 30.0	0.21 28.6	0.20 30.0	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.

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clothes & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 119 April 5, 1954	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 5.18AM	L 3.30AM	273.4	DN.... WISHRAM..... X 2.8	106.1	A12.25PM	A 5.08PM	A12.20AM
P	103	146		f 1.29	5.22	3.35	276.2	..... AVERY..... 9.8	103.3	f12.20	5.03	12.15
P	94	131	8	f 1.41	5.32	3.46	286.0	..... NORTH DALLES..... 8.2	93.5	f12.08PM	4.53	12.04AM
JWTP	85	80	142	s 1.52	5.41	3.55	294.2	DN..... LYLE..... YA 9.4	85.3	s11.57AM	4.45	11.55PM
P	76	131	138	s 2.07	5.51	4.06	303.0	DNBINGEN-WHITESALMON.WS 3.4	75.9	s11.42	4.35	11.44
P	73		40	f 2.12			307.0	..... UNDERWOOD..... 1.6	72.5	f11.33		
P	71	82	7	f 2.14	5.56	4.12	308.6	..... HOOD..... 5.1	70.9	f11.29	4.30	11.38
	66		13W	f 2.21		4.18	313.7	..... COOKS..... 6.3	65.8	f11.22		11.32
P	60	130		f 2.29	6.08	4.25	320.0	..... HOME VALLEY..... 1.8	59.5	f11.14	4.18	11.25
W	58			s 2.33			321.8	..... CARSON..... 3.4	57.7	s11.11		
P	54	124	34	s 2.39	6.14	4.31	325.2	DN... STEVENSON... NS 5.0	54.3	s11.05	4.13	11.19
P	49	130	35	s 2.46	6.19	4.37	330.2	.. NORTH BONNEVILLE.. 7.2	49.3	s10.55	4.08	11.13
WP	42	128	17	f 2.55	6.27	4.45	337.4	N..... SKAMANIA..... SI 4.3	42.1	f10.45	4.01	11.05
P	38		10E	f 3.01		4.50	341.7	..... PRINDLE..... 5.8	37.8	f10.39		11.00
P	32	131		f 3.08	6.38	4.57	347.5	..... MT. PLEASANT..... 4.0	32.0	f10.31	3.50	10.53
WP	28	107	14	f 3.15	6.42	5.02	351.5	..... WASHOUGAL..... 4.2	28.0	f10.26	3.46	10.48
PX	24	132	134	s 3.23	6.47	5.08	355.7	DN..... CAMAS..... MA 4.0	23.8	s10.19	3.41	10.43
P	20	142	4	f 3.36	6.52	5.14	359.7	..... FISHER..... 5.3	19.8	f10.09	3.36	10.38
P	18	84		3.44	6.58	5.20	365.0	..... McLOUGHLIN..... 2.4	14.5	10.03	3.30	10.32
		101		3.48	7.01	5.23	367.4	..... EAVAN..... 2.1	12.1	9.59	3.27	10.29
PWTY BOKXR VZ	10		Yard	A 3.55PM	A 7.05AM	A 5.30AM	369.5	DN... VANCOUVER... MX	10.0	L 9.55AM	L 3.23PM	L10.25PM
										Daily	Daily	Daily
				2.30 38.4	1.47 53.9	2.00 48.1		Time Over District Average Speed Per Hour		2.30 38.4	1.45 54.9	1.55 50.1

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).

Water Fuel Wyes, Turn Tables, Scales, Standard Cocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 119		Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	5	1	3		April 5, 1954			4	6	2
				Passenger	Passenger	Passenger		STATIONS			Passenger	Passenger	Passenger
WCYT RVBOK XZP	231		Yard	L 10.40AM	L 3.10AM	L 1.05AM	148.2	DN.....PASCO.....PA 1.8	231.8	A 2.40AM	A 3.30PM	A 7.15PM	

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 1.11AM	149.8	Automatic Block	.....S. P. & S. JCT..... 1.2	229.7	A 2.34AM	A 3.23PM	A 7.10PM
P	229	167	2		s 10.47	3.16	f 1.12	151.0		D.....KENNEWICK....KN 4.6	228.5	2.32	s 3.21	7.09
P	224	70	43		f 10.53	3.21	1.17	155.6		.....FINLEY..... 8.1	223.9	2.27	f 3.14	7.04
WP	216	150	7W		f 11.03	3.29	1.25	163.7		D.....YELLEPIT.....PY 12.5	215.8	2.19	f 3.03	6.56
P	203	150	4W		f 11.18	3.41	1.37	176.2		.....BERRIAN..... 11.3	203.3	2.07	f 2.47	6.44
WP	192	150	35		s 11.31	3.52	f 1.56 <sup>4</sup>	187.5		DN.....PLYMOUTH....MO 12.2	192.0	f 1.56 <sup>3</sup>	s 2.33	6.33
P	180	147	24		f 11.46	4.04	2.08	190.7		.....PATERSON..... 9.4	179.8	1.44	f 2.17	6.21
WP	170	147	14		f 11.58AM	4.13	2.17	209.1		D.....WHITCOMB.....W 8.2	170.4	1.35	f 2.05	6.12
P	162		33W		f 12.07PM			217.3		.....ALDERDALE..... 4.6	162.2		f 1.54	
P	168	150			f 12.12	4.25	2.30	221.9		.....McCREEDIE..... 10.9	157.6	1.23	f 1.48	6.00
WP	147	150	36		s 12.25	4.36	2.41	232.8		DN.....ROOSEVELT....RE 5.9	146.7	1.12	s 1.34	5.49
P	141		18W		f 12.32			238.7		.....SUNDALE..... 10.0	140.8		f 1.24	
P	131	149	7		s 12.44	4.51	2.57	248.7		.....GOODNOE..... 5.6	130.8	12.57	f 1.12	5.34
P	125		30W		f 12.51	4.56	3.03	254.3	.....TOWAL..... 5.5	125.2	12.51	f 1.05	5.29	
WP	120	151			f 12.58 <sup>6</sup>	5.01	3.09	259.8	.....CLIFFS..... 5.7	119.7	12.45	f 12.58 <sup>5</sup>	5.24	
P	114	70			s 1.05	5.06	3.15	265.5	.....MARYHILL..... 7.9	114.0	12.39	s 12.47	5.19	
BWOYR JKXZP	106		Yard		A 1.15PM	A 5.15AM	A 3.25AM	273.4	DN.....WISHEAM.....X	106.1	L 12.30AM	L 12.35PM	L 5.10PM	
												Daily	Daily	Daily
					2.35 48.5	2.05 60.1	2.20 53.7					2.10 57.8	2.55 42.9	2.05 60.1
					Time Over District									
					Average Speed Per Hour									

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

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 119 April 5, 1954	Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	3	15	1				4	16	2
				Passenger	N.P. 348 Passenger	Passenger				Passenger	N.P. 347 Passenger	Passenger
				Daily	Daily	Daily						
BCKO PRTW XYZ	381		Yard				3.2	DN.....YARDLEY.....YD 3.2	380.7			
BKP RXZ	378		Yard				0.0	DN.SPOKANE (N.P. Depot).SF 8.7	377.5			
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

BIKO PRTW XYZ	384		Yard				4.8	DN.....HILLYARD (G.N.) HU 4.8	384.3		
BKPR WXZ	380		Yard	L 9.15PM			0.0	DN.SPOKANE (G.N. Depot).PD 2.3	379.5	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

LJ VXY	377				L 9 21PM		L 12.11AM	2.3	AUTOMATIC BLOCK	DN...FORT WRIGHT.FW 6.1	377.2	A 6.28AM		A 10 28PM	
P	371	129			9.30		12.18	8.4		.....OVERLOOK..... 3.7	371.1		6.20	10.20	
JP	367	78	55		9.35		12.22	12.1		DN.....SCRIBNER.....SC 6.7	367.4		6.15	10.16	
WP	361	78	13		9.44		12.29	18.8		.....SOUTH CHENEY..... 6.1	360.7		6.05	10.07	
P	355	126			<sup>2</sup> 10.00		12.35	24.0		.....MOCK..... 5.1	354.6		5.56	<sup>3</sup> 10.00	
P	350		18W		<sup>s</sup> 10.07			30.0		.....AMBER..... 6.2	349.5	<sup>s</sup>	5.49		
P	343	130	23		10.14		12.46	36.2		.....RODNA..... 8.6	343.3		5.40	9.48	
CWOP	335	EB 139 WB 96	120		<sup>s</sup> 10.24		12.55	44.8		DN.....LAMONT.....A 6.3	334.7	<sup>s</sup>	5.30	9.39	
P	329		22E		10.30			50.1		.....ROCKWELL..... 5.6	329.4		5.18		
P	324	129	16		10.36		1.06	55.7		.....MACALL..... 12.7	323.8		5.11	9.22	
WP	311	131	31		<sup>s</sup> 10.51		1.19	68.4		D.....BENGE.....BN 11.6	311.1	<sup>s</sup>	4.57	9.09	
P	300	130	13		f11.04		1.31	80.0		.....HOOPER..... 8.6	299.5	f	4.42	8.57	
CWP	291	EB 136 WB 74	80		<sup>s</sup> 11.15		1.40	88.6		DN...WASHUCNA...WA 5.6	290.9	<sup>s</sup>	4.32	8.48	
P	285		43E		11.22		1.46	94.2		.....SPERRY..... 7.5	285.3		4.22	8.41	
P	278	130	85		<sup>s</sup> 11.31		1.54	101.7		D.....KARLOTUS.....K 9.2	277.8	<sup>s</sup>	4.13	8.33	
WP	269	87	5		11.44		2.07	110.9		.....FARRINGTON..... 5.8	268.6		3.59	8.22	
P	263	115			11.53PM		2.15	116.7		.....BURE..... 5.9	262.8		3.50	8.15	
JV								122.6		...SNAKE RIVER JCT... 0.6	256.9				
P	256	80	60		<sup>s</sup> 12.03AM		2.24	123.2		DN...SNAKE RIVER...SR 2.3	256.3	<sup>s</sup>	3.41	8.07	
P	254	130			12.07		2.27	125.5		.....VOTAW..... 3.5	254.0		3.37	8.04	
P	251		68W		12.12		2.30	129.0		.....REDD..... 5.7	250.5	<sup>s</sup>	3.33	8.01	
P	245	130	9		12.19		2.36	134.7		.....LEVEY..... 6.8	244.8		3.25	7.54	
P	238	69			12.27		2.43	141.5		.....MARTINDALE..... 4.5	238.0		3.17	7.47	
JPV	234				12.33	L 11.05PM	2.48	146.0		...AINSWORTH JCT.... 2.2	233.5		3.12	A 5.17AM 7.42	
PZXTCY WRBOK V	231		Yard		A 12.45AM	A 11.20PM	A 3.00AM	148.2		DN.....PASCO.....PA	231.3	L	<sup>1</sup> 3.00AM	L 5.10AM L 7.30PM	
													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	3.05 48.1

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, Weas, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits etc.	Station Numbers	Car Capacity		Distance from Goldendale	TIME TABLE No. 119 April 5, 1954	Distance from Lyle
		Sidings	Other Tracks			
BYR PX	G42		72	0.0	D.....GOLDENDALE....GD	41.6
P	G85		21	6.3	.....CENTERVILLE.....	35.3
P	G30		18	11.4	.....WARWICK.....	30.2
	G23		8E	18.0	.....SWALE.....	22.7
	G17		15	24.7	.....WAHIAKUS.....	16.9
P	G13	27		28.2	D.....KLIKITAT.....KI	13.4
	G10		8	31.3	.....PITT.....	10.8
RWT PJ	86	80	142	41.0	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 Exchange 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 & Bingen-White Salmon		Pasco or Beyond
4	Stevenson-Bingen-White Salmon & Maryhill	Portland and Vancouver	
4	Bingen-White Salmon daily except Saturdays, Sundays and Holidays to exchange U.S. Mail.		
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

Water, Fuel, Wires, Turn Tables, Signals, Standard Couplers & Pupfish Hoar and Yard Limits, etc.	Station Numbers	Car Capacity		SECOND CLASS		Distance from Bend	TIME TABLE No. 119 April 5, 1954	Distance from Wishram	SECOND CLASS	
		Sidings	Other Tracks	103	Oregon Trunk Mixed				102	Oregon Trunk Mixed
BYOVZ PWRKX	T-151		Yard	11.00PM		0.0	STATIONS	151.5	A	7 00AM
P	T-144	48	20	11.15		7.3		DN...BEND.....D	7.3	
WXP	T-135	99	303	11.40		16.9	...DESCHUTES.....	144.2	f	6 35
JPV	T-132		132	11.46		19.2	DN..REDMOND.....RD	134.6	s	6 15
P	T-130		49	11.52PM		22.0	...REDMOND.....RD			
P	T-122	113	24	12.09AM		29.9	D..PRINEVILLE JCT...XN	132.3	f	5 50
P	T-115	46	55	12.25		36.5	...PRINEVILLE JCT...XN			
OTWPX	T-110	98	179	12.35		41.3	...TERREBONNE.....	129.5	f	5 45
WP	T-105	49	130	12.55		46.5	...TERREBONNE.....			
P	T-100	110	4	1.10		51.7	...OPAL CITY.....	121.6	f	5 31
P	T-94	32	23	1.26		57.5	...OPAL CITY.....			
PW	T-88	109	38	1.48		65.7	...CULVER.....	115.0	f	5 18
P	T-80	109		1.59		71.4	...CULVER.....			
P	T-71	114	14W	2.18		80.4	DN..METOLIUS.....MS	110.2	s	5 10
	T-68		20	2.25		84.0	...METOLIUS.....MS			
P	T-64	48		2.32		87.7	D...MADRAS.....MD	105.0	s	5 00
P	T-56	91	16	102 2.55		95.9	...MADRAS.....MD			
P	T-55		28	3.01		96.9	...FAXTON.....	99.8	f	4 34
WP	T-51			3.09		100.7	...FAXTON.....			
P	T-47		38W	3.16		104.2	...GATEWAY.....	94.0	s	4 18
P	T-40	97	9E	3.32		111.8	DN SOUTH JCT.....SJ	85.8	f	3 56
P	T-30	48	8E	3.51		121.1	...SOUTH JCT.....SJ			
WP	T-26	46		3.59		125.1	...KASKELA.....	80.1	f	3 45
P	T-18	111	13	4.16		133.2	...KASKELA.....			
P	T-6	89	10W	4.41		145.6	...DIXON.....	71.1		3 26
	T-2A			4.48		149.2	...DIXON.....			
VXJP	T-2			4.50		150.0	...DANT.....	67.5	s	3 19
JBWOP RKXZY	106		Yard	5.00AM		151.5	...DANT.....			
				6.00 25.3			...NENA.....	63.8	f	3 11
							...NENA.....			
							DN...CAMBRAI.....	55.6		103 2 55
							...CAMBRAI.....			
							DN...MAUPIN.....AU	54.6	s	2 53
							...MAUPIN.....AU			
							...TUSKAN.....	50.8	f	2 45
							...TUSKAN.....			
							...SHERAR.....	47.3	f	2 39
							...SHERAR.....			
							...OAKBROOK.....	39.7	f	2 23
							...OAKBROOK.....			
							...SINAMOX.....	30.4	f	2 04
							...SINAMOX.....			
							N...DIKE.....DI	26.4	f	1 55
							...DIKE.....DI			
							...LOCKIT.....	18.3	f	1 38
							...LOCKIT.....			
							...MOODY.....	5.9	f	1 13
							...MOODY.....			
							...CELLO.....	2.3	f	1 06
							...CELLO.....			
							D...O. T. JCT.....VO	1.5		1 04
							...O. T. JCT.....VO			
							DN..WISHRAM.....X	0.0	L	1 00AM
							...WISHRAM.....X			
										Daily Ex. Sunday
							Time Over District Average Speed Per Hour			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.

Water, Wyes, Turntables, Fuel, Seales, Standard Clocks, Bul. Eds., Register, Yard Limits.	Station Numbers	Car Capacity		SECOND CLASS			TIME TABLE No. 119			SECOND CLASS		
		Sidings	Other Tracks	231		Distance from Portland	April 5, 1954		Distance from Seaside	230		
				Freight	Daily Ex. Saturday		STATIONS			Freight		
JRXI P	4		Yard	10.00PM	4.3	DN	(... WILLBRIDGE ... BR	113.7	A	5.15AM		
	A5	80		10.02	5.1	Amc. Bic.	0.8 (... WILLBRIDGE SIDING ...	112.9		5.13		
XP	A7	47	239	10.08	7.3	D	(... LINNTON ... IN	110.7		5.07		
JX	A10			10.15PM	10.0		(... UNITED JCT. ...	108.0	L	5.00AM		
PX	A11				10.5	DN	(... RIVER JCT. ... RJ	107.5				
	A13	29			12.6		(... HOLBROOK ...	105.4				
	A20	34	33		19.9		(... SCAPPOOSE ...	98.1				
	A28	52	19		27.6	DN	(... ST. HELENS ... H	90.4				
	A31	43			31.8		(... WATERVIEW ...	86.7				
P	A39	20	60		39.4		(... GOBLE ...	78.6				
P	A46				45.8		(... RAINIER ...	72.2				
	A47	53	13W		46.8		(... AVON ...	71.2				
P	A56	50	18		55.8		(... MAYGER ...	62.2				
	A58				58.0		(... LOCODA ...	60.0				
	A59		15W		59.3		(... QUINCY ...	58.7				
P	A62	45	70		62.2	D	(... CLATSKANIE ... CN	55.8				
	A67		23W		66.0		(... MARSHLAND ...	51.4				
P	A71	29	39		71.2		(... WESTPORT ...	46.8				
P	A74		42		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				
JY	A106		22		105.6		(... WARRENTON ...	12.4				
	A108		31		108.3		(... CAMP CLATSOP ...	9.7				
B KR	A118		67		118.0	D	(... SEASIDE ... SD	0.0				
					0.15 22.8							
							Time Over District Average Speed per Hour			0.15 22.8		

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



Westward

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

Eastward 9

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul. Rds., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Warrenton	TIME TABLE No. 119		Distance from Fort Stevens
		Sidings	Other Tracks		April 5, 1954		
				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. &amp; S. Ry., PORTLAND DIVISION—Third Sub-Division

Eastward

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul. Rds., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Portland	TIME TABLE No. 119		Distance from Kenney			
		Sidings	Other Tracks		April 5, 1954					
				SECOND CLASS						
XJ	A10			10.15 PM	10.0	.....	UNITED JCT.....	47.0	A 5.00 AM	
XP	NB10		Yard		10.0	.....	RAFTON.....	47.0		
JPX	U11			10.17	10.5	DN.....	RIVER JCT.....	46.5	4.57	
	U11A		31W	10.19	11.0	.....	BAN SPUR.....	46.0	4.55	
P	U12	4		10.22	11.7	.....	BURLINGTON.....	45.3	4.52	
P	U15		8W	10.31	14.6	Auto. Bl. (.....)	TUNNEL SPUR.....	42.4	4.42	
JXPR	U17		5E	10.40 PM	17.1	DN.....	BOWERS JCT.....	39.0	L 4.30 AM	
P	U22	47	17E		21.9	D.....	NORTH PLAINS.....	35.1		
	U23		18		23.3	.....	VADIS.....	33.7		
	U26		11E		25.5	.....	CHRISTIE.....	31.5		
P	U28	32	22		27.5	.....	BANKS.....	29.5		
P	U32	24	7		31.7	.....	MANNING.....	25.3		
P	U39	20	8E		38.8	.....	TOPHILL.....	18.2		
P	U43	29			43.1	.....	BRAUN.....	13.9		
BYK XPR	U49		Yard		48.5	D.....	VERNONIA.....	8.5		
VX	U67		33		57.0	.....	KEASEY.....	0.0		
				0.25 17.0	Time Over District Average Speed per Hour				Daily Ex. Mon. 0.30 14.3	

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.

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. 119		Distance from Eugene	SECOND CLASS		
		Sidings	Other Tracks	231		April 5, 1954		230					
				Freight	Daily Ex. Saturday	STATIONS		Freight					
						Time			Distance		Time	Distance	
JRXP	U17		6E	10.40PM	17.1	DN..... BOWERS JCT.....BJ	125.7	A	4.30AM				
	E21	46		10.52	20.9	..... MERLE.....	121.9		4.18				
YPXJ	E22			10.54	21.5	..... FOREST GROVE JCT.....	121.3		4.16				
X		77		11.10	26.7	..... BEAVERTON SIDING.....	116.1		4.00				
XP	E28		30	11.13	27.6	..... BEAVERTON.....	115.2		3.57				
JVP	E28A			11.15PM	28.1	..... 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	D..... TIGARD.....RD	110.7		3.32			
P	E36		10E	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		22	12.33	49.1	..... DONALD.....	93.7		2.37			
P	E55	75	8E	12.50	54.5	..... WEST WOODBURN.....	88.3		2.20			
	E57		9E	12.59	57.4	..... ST. LOUIS.....	85.4		2.11			
	E63		12	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	<sup>230</sup> 1.35	68.0	..... BUSH.....	74.2		<sup>231</sup> 1.35			
VBPXK	E71		303	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			
ZXBRP 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.....	20.0		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	..... AWBREY.....	7.8		9.18			
	E136		8W 23E	5.27	136.1	..... ENID.....	6.7		9.15			
BKXR YPV	E143		Yard	A 6.15AM	142.8	D..... EUGENE.....G	0.0		8.30PM			
				7.35 16.6					Daily Ex. Sunday			
						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. 119 April 5, 1954	Distance from Forest Grove					
		Sidings	Other Tracks								
JYPX	E22			0.0	..... FOREST GROVE JCT.....	10.6					
X	F1	11	8E	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, Turntables, Fuel, Seales, Standard Clocks, Bulletin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Albany Yard	TIME TABLE No. 119 April 5, 1954	Distance from Foster					
		Sidings	Other Tracks								
ZKBP 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	S15		30	14.5	DN..... LEBANON..... BA	17.4					
	S15A	10		14.8	..... LEBANON.....	17.1					
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 RBJX	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, Turntables, Fuel, Seales, Standard Clocks, Bulletin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Sweet Home	TIME TABLE No. 119 April 5, 1954	Distance from Dollar					
		Sidings	Other Tracks								
PYRB XJ	S29		Yard	0.0	DN..... SWEET HOME..... SW	15.5					
	H6		30W	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. Jet., 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:	
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	50
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	50
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 Bingen-White Salmon to exchange U.S. Mail, Train 4 ..	20		
At Lyle to dispatch U. S. Mail, Train 3 and 4 .....	15		

## Vancouver Division—Second Subdivision—

Maximum speed .....	75	70	50
Within the city limits of Kennnewick .....	35	35	35
Within the city limits of Pasco .....	25	25	25

## Vancouver Division—Third Subdivision—

Maximum speed .....	75	70	50
Within the city limits of Pasco .....	25	25	25
Between Kahlotus and Snake River Jet. ....	50	40	30
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 .....	60	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

<u>Oregon Electric Railway—</u>	
<u>First, Second, Third and Fourth Subdivisions—</u>	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.	
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
Through Eugene.....	12
Between Lebanon and Sweet Home.....	25
Between Sweet Home and Calapooya.....	25
Between Calapooya and Dollar.....	12
<b>Trains handling logs.....</b>	<b>30</b>
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.

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

Portland Division—First Subdivision—

Willbridge Siding.....	Both Switches of Siding
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**SPRING SWITCHES WITHOUT FACING POINT LOCK**Vancouver Division—First Subdivision—

Vancouver.....	{ East yard lead switch. End of double track.
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Portland Division—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.
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**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**

<u>Vancouver Division—Second Subdivision—</u>	Miles from Portland
Union Pacific R. R.....	228.4

Vancouver Division—Third Subdivision—

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

Portland Division—First Subdivision—

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

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

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

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

Oregon Electric Railway—Second Subdivision—

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

Vancouver Division—First Subdivision—

	Miles from Portland	Car Capacity	Switch at
Hegewald and Stevenson Plywood Co. Spurs.....	52.7	76	East end
Weber Lumber Co. Spur.....	74.4	5	East end
Guy F. Atkinson Spur.....	95.9	35	West end
Dallesdam Spur—No. 1.....	97.1	21	East end
Dallesdam Spur—No. 2.....	97.1	7	West end
Spearfish.....	98.2	41	Both ends

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—Standard Oil.....	234.2	12	West end
East Pasco—Tidewater Shaver....	234.7	19	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	15	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	7	East end
Waconda.....	61.3	7	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
Cartney.....	121.3	2	East end
Junction City Remilling Co.....	129.2	6	East end
Valley Plywood Co. Spur.....	129.5	12	East end
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 Co.—Clear Lbr. Co.	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			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 0806) 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.

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

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

## COMPANY SURGEONS

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

### LOCAL SURGEONS

DRS. CONE & WALZ, Vancouver  
 DR. W. S. SHEPHERD, Camas.  
 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. JOHN E. LIBBY, Goldendale  
 THE DALLES CLINIC, The Dalles, Oregon  
 DR. G. J. VOTAVA, Pasco.  
 DR. JOSEPH L. GREENWELL, Pasco.  
 DR. F. C. KLOPFENSTEIN, Pasco  
 DR. CHARLES G. SMICK, Ritzville, Wash.  
 DR. HENRY BOSSHARD, Connell, Wash.  
 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. M. H. SMITH, 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. RALPH E. HERRON, 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

F. S. BARLOW, Jr., Asst. Supt.  
 C. F. CROFFUT, Trainmaster  
 R. G. HASKELL, Trainmaster  
 H. J. WASSENAR, Trainmaster  
 W. W. GARRETT, Trainmaster

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

THE HISTORY OF THE UNITED STATES

The history of the United States is a story of growth and expansion. From a small collection of colonies on the eastern seaboard, the nation grew to encompass a vast continent. This growth was driven by a combination of factors, including the desire for land, economic opportunities, and the pursuit of freedom.

The early years of the United States were marked by a period of exploration and discovery. Explorers like Christopher Columbus and John Cabot opened up new worlds, revealing the vast potential of the Americas. These discoveries led to a period of intense competition between European powers for control of the continent.

As the colonies grew, they began to assert their independence from British rule. The American Revolution was a pivotal moment in the nation's history, leading to the birth of a new nation. The United States Declaration of Independence, signed in 1776, was a bold statement of the colonies' desire for self-governance.

The early years of the United States were also a time of significant economic development. The discovery of gold in California and the invention of the steam engine led to a period of rapid growth and industrialization. The United States emerged as a major economic power, rivaling the European nations.

The history of the United States is a story of resilience and perseverance. Despite numerous challenges, including wars, economic downturns, and social upheavals, the nation has always managed to overcome adversity and emerge stronger than before. Today, the United States stands as a beacon of hope and freedom for people around the world.

THE HISTORY OF THE UNITED STATES

Year	Event
1492	Christopher Columbus discovers the Americas
1607	First English settlement in Jamestown, Virginia
1776	Declaration of Independence
1781	End of the American Revolutionary War
1848	Discovery of gold in California
1861-1865	American Civil War
1898	Spanish-American War
1901	Annexation of Hawaii
1914-1918	World War I
1929-1933	Great Depression
1941-1945	World War II
1954	End of the Korean War
1963	Assassination of President John F. Kennedy
1973	End of the Vietnam War
1981	Start of the AIDS epidemic
1989	End of the Cold War
1991	End of the Persian Gulf War
1993	Start of the Clinton administration
1994	Start of the Clinton administration
1996	Start of the Clinton administration
1998	Start of the Clinton administration
2001	Start of the Bush administration
2001-2009	War in Afghanistan
2003-2011	War in Iraq
2008-2009	Financial crisis
2009-2017	Obama administration
2017-2021	Trump administration
2021-present	Biden administration

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