

SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

System Lines

TIME TABLE

No. 129

To be used in conjunction with
Current Special Instruction Book

Effective 12:01 A. M. Pacific Time

Sunday, October 4, 1959

For the government of employes
only, who must also, while on
duty, have a copy of the current
SPECIAL INSTRUCTIONS
in their possession.

Think! Is it Safe?

J. L. MONAHAN, Superintendent
N. S. WESTERGARD, General Manager

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. 129						Distance from Vancouver	FIRST CLASS								
		Sidings	Other Tracks		October 4, 1959															
					STATIONS															
AUTOMATIC BLOCK	WTXOP RKZBVY	10		Yard	369.5	DN.....VANCOUVER.....MX	1.4	0.0	5.35AM	5.40AM	6.38AM	11.48AM	4.09PM	8.51PM						
		9			370.9	.....NORTH PORTLAND.....	0.5	1.4				11.52								
		LPV	8		Jct.	371.4	DN..NORTH PORTLAND Jct..KD	1.1	1.9	5.40	5.45	6.41	11.53	4.12	8.55					
		XPV	7	60	283	372.5	.....EAST ST. JOHNS.....	2.7	3.0	5.42	5.47	6.43	11.55	4.14	8.57					
		BIRXJPK	4		Yard	375.2	DN.....WILLBRIDGE.....BR	2.3	5.7	5.46	5.51	6.47	11.59AM	4.18	9.01					
		XV	2		Yard	377.5	.....LAKE YARD.....	2.0	8.0	5.50	5.55	6.50	12.03PM	4.21	9.05					
		PRKXBV				379.5	DN..PORTLAND, Union Sta...VC		10.0	6.00AM	6.05AM	7.00AM	12.10PM	4.30PM	9.15PM					
		TOBP RKXZV	0		Yard	379.5	DN...PORTLAND, Hoyt St....OW		10.0											
										0.25 24.0	0.25 24.0	0.22 27.3	0.22 27.3	0.21 28.6	0.24 25.0					
										Time Over District Average Speed Per Hour										

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. 129						Distance from Portland	FIRST CLASS							
		Sidings	Other Tracks		October 4, 1959														
					STATIONS														
AUTOMATIC BLOCK	BWTYO PRKXZV	10		Yard	369.5	DN.....VANCOUVER.....MX	1.4	10.0	9.21AM	1.49PM	3.19PM	5.49PM	10.04PM	12.06AM					
		9			370.9	.....NORTH PORTLAND.....	0.5	8.6											
		PIJV	8		Jct.	371.4	DN..NORTH PORTLAND Jct..KD	1.1	8.1	9.16	1.46	3.15	5.45	9.59	12.01AM				
		XPV	7	60	283	372.5	.....EAST ST. JOHNS.....	2.7	7.0	9.14	1.44	3.13	5.43	9.57	11.59PM				
		BIPRXJK	4		Yard	375.2	DN.....WILLBRIDGE.....BR	2.3	4.3	9.10	1.40	3.09	5.39	9.53	11.55				
		XV	2		Yard	377.5	.....LAKE YARD.....	2.0	2.0	9.06	1.36	3.05	5.35	9.49	11.51				
		PRKXBV				379.5	DN..PORTLAND, Union Sta...VC		0.0	9.00AM	1.30PM	3.00PM	5.30PM	9.45PM	11.45PM				
		PBTO RKXZV	0		Yard	379.5	DN...PORTLAND, Hoyt St....OW		0.0										
										0.21 28.6	0.19 31.6	0.19 31.6	0.19 31.6	0.19 31.6	0.21 28.6				
										Time Over District Average Speed Per Hour									

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 Portland, between Union Station and 18th Avenue on Eastward Main Track and 15th Avenue on Westward Main Track, Trains and Engines will be governed by Northern Pacific Terminal Company Rules.

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.

4 Westward

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

Eastward

Water, Fuel, Wyes, Turn Tables, Seales, Standard Checks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS			Distance from Spokane	TIME TABLE No. 129		Distance from Portland	FIRST CLASS				
		Sidings	Other Tracks	201		1		3		October 4, 1959			2		4		
				Freight		Passenger		Passenger		STATIONS			Passenger		Passenger		
				Daily		Daily		Daily									
WCYT RVBOK IXZP	231		Yard			L 2.40AM	L 12 55AM	148.9	DN.....PASCO.....RN 1.8 PA	231.3	A 7.05PM	A 2.00AM					

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

JVI					L 9.45AM	L 2.45AM	L 1.00AM	149.8	.....S. P. & S. JCT..... 1.2	229.7	A 7.00PM	A 1.55AM		
P	229	167	1		9.47	2.46	1 01	151.0	DN...KENNEWICK...KN 4.6	228.5	6.59	1.54		
P	224	76	101		9.53	2.51	1.06	155.6	D.....FINLEY.....FN 8.1	223.9	6.54	1.49		
P	216	150	7W		10.03	2 59	1.14	163.7	.....YELLEPIT..... 12.5	215.8	6.46	1.41		
P	203	150	4W		10.18	3.11	1.29	176.3	.....BERRIAN..... 11.3	203.3	6.34	1.29		
P	192	150	35		10.32	3.22	1.44	187.5	DN...PLYMOUTH...MO 13.2	192.0	6.23	1.18		
P	180	147	24		10.47	3.34	1.56	199.7	.....PATERSON..... 9.4	179.8	6.11	1.04		
P	170	147	14		10.59	3.43	2 05	209.1	.....WHITCOMB..... 3.2	170.4	6.02	12.55		
P	162		35					217.3	.....ALDERDALE..... 4.6	162.2				
P	158	150			11.15	3.55	2 17	221.9	.....McCREDIE..... 10.9	157.6	5.50	12.43		
P	147	150	36		11.29	4.06	2 28	232.8	DN...ROOSEVELT...RE 5.9	146.7	5.39	12.32		
P	141		18W					238.7	.....SUNDALE..... 10.0	140.8				
P	131	149	7		11.49	4.21	2 44	248.7	.....GOODNOE..... 5.6	180.8	5.24	12.17		
P	125		30W		11.56AM	4.26	2.50	254.3	.....TOWAL..... 5.5	125.2	5.19	12.12		
P	120	151	58		12.03PM	4.31	2.56	259.8	.....CLIFFS..... 5.7	119.7	5.14	12.07		
P	114	79			12.10	4.36	3 02	265.5	.....MARYHILL..... 7.9	114.0	5.09	12.02AM		
BWOYR JKXZP	106		Yard		A 12.25PM	A 4.45AM	A 3 11AM	273.4	DN.....WISHRAM.....X	106.1	L 5.00PM	L 11.53PM		
											Daily	Daily		
					2.40 47.0	2.05 60.1	2.16 55.2		Time Over District Average Speed Per Hour		2.05 60.1	2.07 59.1		

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, Boats, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Spokane	TIME TABLE No. 129 October 4, 1959		Distance from Portland	FIRST CLASS	
		Sidings	Other Tracks	201	1		3		STATIONS	4		2	
					Freight	Passenger							Passenger
					Daily *	Daily							Daily
BCKO PRTW XZ	381		Yard				3.2	DN.....YARDLEY.....YD	380.7				
BKP RXZ	378		Yard				0.0	DN.SPOKANE (N.P. Depot).SF	377.5				
IJPV WXY							8.7	DN.MARSHALL JCT.(N.P.)MR	368.8				

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

BIKO PRTW XYZ	384		Yard				4.8	DN.....HILLYARD (G.N.) HU	384.3		
BKPR OXZ	380		Yard			L 11.59PM	0.0	DN.SPOKANE (G.N. Depot).PD	379.5	A 6.10AM	A 10.05PM

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

Station	No.	Capacity	Other	201		1		3	Distance from Spokane	STATIONS	Distance from Portland	FIRST CLASS	
				Freight	Daily	Passenger	Passenger					4	2
IJPVXY	377			L 6.01AM		L 12.04AM	L 9.55PM	2.3	DN...FORT WRIGHT..FW	377.2	A 6.01AM	A 9.55PM	
P	371	129		6.09		12.10	10.01	8.4	.....OVERLOOK.....	371.1	5.51	9.48
JP	367	73	55	6.14		12.14	10.05	12.1	DN....SCRIBNER.....SC	367.4	5.45	9.44	
P	361	78	18	6.25		12.20	10.12	18.8	.....SOUTH CHENEY.....	360.7	5.34	9.37
P	355	120		6.33		12.26	10.18	24.9	.....MOCK.....	354.6	5.25	9.31
P	350		18W				10.23	30.0	.....AMBER.....	349.5	5.17	
P	343	130	28	6.47		12.36	10.29	36.2	.....RODNA.....	343.3	5.07	9.20
P	335	EB 139 WB 96	101	6.58		12.43	10.38	44.8	DN.....LAMONT.....A	334.7	4.56	9.12	
P	329		23E				10.43	50.1	.....ROCKWELL.....	329.4	4.46	
P	324	129	16	7.11		12.52	10.48	55.7	.....MACALL.....	323.8	4.40	9.02
P	311	131	31	7.26		1.03	11.01	68.4	.....BENGE.....	311.1	4.25	8.50
P	300	130	13	7.40		1.14	11.12	80.0	.....HOOPER.....	299.5	4.10	8.39
P	291	EB 136 WB 74	40	7.51		1.21	11.22	88.0	DN...WASHTUCNA...WA	290.9	4.00	8.31	
P	285		42E	7.58		1.26	11.28	94.2	.....SPERRY.....	285.3	3.41	8.26
P	278	130	85	8.07		1.32	11.36	101.7	D.....KAHLOTUS...K	277.8	3.34	8.19	
P	269	92	5	8.25		1.43	11.49	110.9	.....FARRINGTON.....	268.6	3.21	8.08
P	263	119		8.37		1.50	11.57PM	116.7	.....BURR.....	262.8	3.13	8.01
JV								122.6	...SNAKE RIVER JCT...	256.9			
P	256	80	63	8.50		1.58	12.06AM	123.3	DN...SNAKE RIVER...SE	256.8	3.04	7.53	
P	254	130		8.54		2.01	12.09	125.5	.....VOTAW.....	254.0	3.00	7.50
P	251		68W	8.59		2.04	12.12	129.0	.....REDD.....	250.5	2.56	7.47
P	245	130	9	9.06		2.09	12.18	134.7	.....LEVEY.....	244.8	2.50	7.41
P	238	69		9.15		2.15	12.25	141.5	.....MARTINDALE.....	238.0	2.44	7.34
IJPV	234			9.21		2.19	12.29	146.0	...AINSWORTH JCT....	233.5	2.40	7.30	
PZXTY WRBOK IV	231		Yard	A 9.30AM		A 2.30AM	A 12.40AM	148.3	DN.....PASCO.....EN PA	231.8	L 2.30AM	L 7.20PM	
											Daily	Daily	
				3.29 41.9		2.31 58.9	2.55 50.8		Time Over District Average Speed Per Hour		3.40 40.4	2.45 53.9	

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

Water, Wyes, Turnouts, Fuel, Sealer, Standard Clothing, Bul. Ede., Register, Yard Limber.	Station Numbers	Car Capacity		SECOND CLASS			TIME TABLE No. 129			SECOND CLASS		
		Sidings	Other Tracks	231		Distance from Portland	October 4, 1959		Distance from Beaufield	230		
				Freight	Daily Ex. Saturday		Freight					
				STATIONS								
JRX1 P	4		Yard	110.00PM	4.3	DN	(... WILLBRIDGE BR	113.7	A	5.15AM		
	A5	80		10.02	5.1	Aug. Bil.	(WILLBRIDGE SIDING ..	112.9		5.13		
XP	A7	72	217	10.08	7.3	D	..... LINNTON IN	110.7		5.07	
PJX	A10			A10.15PM	10.0	N	..... UNITED JCT. UJ	108.0	L	5.00AM	
	A13	29			12.6		..... HOLBROOK	106.4			
	A20	34	33		19.9		..... SCAPPOOSE	98.1			
PX	A28	52	17		27.6	DN	..... ST. HELENS E	90.4			
	A81	48			31.3		..... WATERVIEW	88.7			
P	A89	20	60		39.4		..... GOBLE	78.6			
P	A46				45.8		..... RAINIER	72.3			
	A47	53	21E		46.8		..... AVON	71.3			
P	A56	50	13		55.8		..... MAYGER	63.2			
	A58				58.0		..... LOCODA	60.0			
	A59		15W		59.3		..... QUINCY	58.7			
P	A62	45	73		62.2	D	..... CLATSKANIE GN	55.3			
	A67		23W		66.0		..... MARSHLAND	51.4			
P	A71	29	21		71.2		..... WESTPORT	46.3			
P	A74		55		73.5		..... WAUNA	44.5			
	A77		19		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			
TZF BKXR	A100		Yard		99.7	D	..... ASTORIA RO	18.3			
JY	A106		17		105.6		..... WARRENTON	13.4			
	A108		19E		108.3		..... CAMP CLATOP	9.7			
B KR	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, Scales, Standard Clocks, Bul. Eds., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Warrenton	TIME TABLE No. 129 October 4, 1959		Distance from Point Adams
		Sidings	Other Tracks		STATIONS		
JXYR	A106		17	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, Scales, Standard Clocks, Bul. Eds., Register, Yard Limits	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 129 October 4, 1959		Distance from Vernonia	SECOND CLASS	
		Sidings	Other Tracks	231	Freight		STATIONS			230	Freight
PXJ	A10			11 10.15 PM	10.0	N.....	UNITED JCT.....	UJ	38.5	A	5.00 AM
	U11A		21W	10.19	11.0	.....	BAN SPUR.....		37.5		4.55
P	U12		4	10.22	11.7	.....	BURLINGTON.....		36.8		4.52
P	U15		8W	10.31	14.0	Auto. Blk. (	TUNNEL SPUR.....		33.9		4.42
JXPR	U17		25 5E	11 10.40 PM	17.1	DN.....	BOWERS JCT.....	BJ	31.4	L	4.30 AM
P	U22	47	44		21.0	D.....	NORTH PLAINS.....	NP	26.6		
	U23		24		23.3	.....	VADIS.....		25.2		
	U26		11E		25.5	.....	CHRISTIE.....		23.0		
P	U32	24	7		31.7	.....	MANNING.....		16.8		
P	U39	20	8E		36.8	.....	TOPELL.....		9.7		
P	U43	20			43.1	.....	BEAUN.....		5.4		
BYK XPR	U49		Yard		48.5	D.....	VERNONIA.....	VN	0.0		
				0.25 17.0	Time Over District Average Speed per Hour				0.30 14.2	Daily Ex. Mon.	

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

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

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. 129 October 4, 1959	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	3E	4.5	D.....HILLSBORO.....BO	6.1
	F8		9	7.9	.....CORNELIUS.....	2.7
P	F11		6E	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. 129 October 4, 1959	Distance from Foster
		Sidings	Other Tracks			
KBXP TOR	E97		Yard	0.0	DN.....ALBANY YARD.....YD	31.9
JVX				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

WPJYX	S15		20	14.5	DN.....LEBANON.....BA O. E. Conn.	17.4
X	S15A	10		14.8	.....LEBANON..... (O. E. Siding)	17.1
PX	S16	70	240	15.9	D.....WELDWOOD.....V	16.0
P	S20		2E	20.2	.....WATERLOO.....	11.7
	S23		8E	22.1	.....NYE.....	9.8
PY RBXJ	S29		Yard	28.8	DN.....SWEET HOME.....SW	3.1
X	S32			31.0	.....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 Street Home	TIME TABLE No. 129 October 4, 1959	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
	H10		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—

Where automatic block and interlocking rules and signal indications require movement at restricted speed, such movement must be made prepared to stop short of train, obstruction or switch not properly lined and be on the lookout for broken rail or anything that may require the speed of a train to be reduced but a speed of 15 MPH must not be exceeded.

Reduced speed limits are designated by advance warning signs set in an upward angle of 45 degrees and indicate by numerals the permissible speed. Reduce speed signs, hexagon shaped, are located at the beginning of the restricted territory and also indicate by numerals the permissible speed through the restricted area. Resume speed signs bearing the letters "RS" or colored green without any lettering indicate the end of the restricted territory. On the Terminals, First, Second and Third Subdivisions of the Vancouver Division, advance warning signs are located 4500 feet, on the Oregon Trunk Railway 3000 feet, and on all other Subdivisions, 1500 feet in advance of the reduce speed signs.

Passenger trains with all lightweight roller bearing passenger train equipment may exceed by not more than ten miles per hour the permissible speed indicated on reduce speed signs and by not more than five miles per hour the permissible maximum speed for other passenger trains except as directly affected by prescribed speed restrictions.

When operating against the current of traffic in double track territory or when one of the tracks is being used as single track, in either case if the track being used is not signaled for traffic in the direction of the movement, the maximum permissible speed for passenger trains is 59 MPH and for freight trains 49 MPH.

	M.P.H.
Through crossovers and turnouts	15
Through Nos. 14, 15 and 16 turnouts located at Willbridge, S. P. & S. Jct., Alnsworth 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 and road switcher engines, Classes DE single or multiple units of 1500, 1600 or 1750 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

SPEED RESTRICTIONS

Terminals Subdivision—

	M. P. H.
	Psgr. Frt.
Maximum speed.....	70 50
Over Bridges between Vancouver and Willbridge.....	30 30

Vancouver Division—First Subdivision—

Maximum speed.....	70	50
At Vancouver over 7th, 8th, 9th, 11th, Jefferson and Hill Streets.....	10	10
Within the city limits of Vancouver.....	65	
At Lyle to dispatch U. S. Mail, Train 4.....	30	

Vancouver Division—Second Subdivision—

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

Vancouver Division—Third Subdivision—

Maximum speed.....	70	50
Within the city limits of Pasco.....	25	25
Between Kahlotus and Snake River Jct.....	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—

	Psgr.	Frt. and Mixed
Maximum speed.....	60	50
Between Wishram and MP 87.....	40	35
Between MP 87 and MP 98.....	30	25
Over C Street crossing, Culver.....	35	35
Between North City Limits and A Street, Redmond..	50	
Between A and H Streets, Redmond.....	35	35
Between H Street and South City Limits, Redmond..	50	
Between North City Limits and Revere Street, Bend..	50	
Between Revere Street and end of line, Bend.....	25	25
Over Revere Street when using siding, Bend.....	10	10

Portland Division—First and Second Subdivisions—

	Psgr.	Frt.
Maximum speed.....	50	40
Through Linnton, Scappoose and Rainier.....	20	20
Within City Limits of St. Helens.....	40	
Over Church Street Crossing, St. Helens.....	30	30
Within City Limits of Columbia City and Goble....	40	
U. S. Government Trackage, Locoda.....		10
Between East City Limits and 14th Street, Astoria..	30	30
Between 14th Street and West City Limits, Astoria..	25	25
Between Astoria and Seaside.....	30	20
Over Young's Bay Draw Span, Bridge 102-6.....	12	12
Within City Limits of Warrenton, Gearhart and Seaside.....	20	
Over East and West Legs of Wye, Warrenton.....	10	10
Between Warrenton and Point Adams.....	15	15

SPEED RESTRICTIONS

Portland Division—Third Subdivision—	M.P.H.
Between United Junction and Banks	25
Between Banks and Vernonia	20
Within City Limits of Vernonia	15
Oregon Electric Railway—	
First, Second, Third and Fourth Subdivisions—	M.P.H.
Maximum speed	35
Train Handling Logs	30
Within City Limits of Beaverton	20
Between Beburg and Greton on S. P. tracks	20
Trains Handling Logs under S. P. Co. Bridge at Tualatin	15
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 Cherry Avenue and North 5th Street, Salem	20
Between North 5th Street and West City Limits, Salem	15
Passing Paper Mill, Salem	5
Through Albany, Harrisburg and Junction City	20
Between North City Limits and Garfield Street, Eugene	20
Over Garfield Street and to end of line, Eugene	10
Trains handling logs over Santiam River Bridge 89-0, Calapooya River Bridge 99-9 and Willamette River Bridge 126-1	10
Between Forest Grove Junction and Forest Grove	25
Through Hillsboro and Forest Grove	20
Between Lebanon and Sweet Home	25
Through Sweet Home	20
Over Santiam Highway crossing, Sweet Home	10
Between Sweet Home and Calapooya	25
Between Calapooya and Dollar	12

SPRING SWITCHES WITH FACING POINT LOCK

Vancouver Division—Second Subdivision—	
Wishram	East yard lead switch.
Vancouver Division—Third Subdivision—	
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—	
Dixon	Both switches of siding
South Junction	East Switch of siding
Faxton	East switch of siding

Portland Division—First Subdivision—	
Willbridge Sliding	Both Switches of Siding

SPRING SWITCHES WITHOUT FACING POINT LOCK

Vancouver Division—First Subdivision—	
Vancouver	{ East yard lead switch. End of double track.

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, Interlocked.	

OVERHEAD RAILROAD CROSSINGS

Vancouver Division—Second Subdivision—		Miles from Portland
Union Pacific R. R.		228.4

Vancouver Division—Third Subdivision—		
Union Pacific R. R.		362.5
Northern Pacific Ry.		364.1

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

COMMERCIAL AND STORAGE TRACKS

Vancouver Division—First Subdivision—

	Miles from Portland	Car Capacity	Switch at
Camas-Washougal Port Dock Spur	25.8	16	East end
Hegewald Timber Co. Spurs	52.7	59	West end
Stevenson Plywood Co. Spurs	52.7	76	East end
Underwood Fruit & Whse. Co. Spur	75.0	12	East end
Dallesdam Setout Spur	96.6	28	West end

Vancouver Division—Second Subdivision—

	Miles from Portland	Car Capacity	Switch at
Ballast loading tracks	174.0	45	Both ends
Sampson Grain Co. Spur	182.5	20	West end
North McNary Spur	195.0	14	East end
Kerley Chemical Corporation	220.3	7	West end
Phillips Chemical Co. Spurs Nos. 1 & 2 &			
Gas Ice Corporation Spur	223.9	151	East end
Drill Track	223.9	170	West end
Runaround Track	223.9	15	Both ends
Calif. Chemical Spray Corp.	223.9		
North Spur		38	West end
South Spur		19	West end

Vancouver Division—Third Subdivision—

	Miles from Portland	Car Capacity	Switch at
East Pasco—Standard Oil Spur	234.2	12	West end
—Permante Cement Co. Spur	234.5	17	West end
—Tidewater Shaver, Spur	234.7	19	West end
—Shell Chemical Corp. Spur	234.7	8	West end
—Storage Spur	234.7	20	West end
Ice Harbor Dam Spur Trackage	241.2		West end
Burr Canyon Spur	265.9	5	West end
Harder	280.7	18	East end
Washtuona 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
Crown Zellerbach Corp. Spur	26.1	58	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	56	West end
Bioproducts Spur	108.1	5	West end

Portland Division—Third Subdivision—

	Miles from Portland	Car Capacity	Switch at
Banks—Kelley, Farquahar & Co. Spur	27.5	5	West end
—Hudson House, Inc. Spur	27.5	5	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
Wacanda	61.3	7	East end
Chemawa B. P. A. Spur	65.9	40	West end
Roberts	75.4	23	East end
Linn County Lbr. Prod. Co.	101.7	8	East end
Munson Spur	113.3	1	East end
Miller Seed Co.	118.3	4	West end
Cartney	121.3	5	East end
Junction City Remilling Co.	129.2	6	East end
Valley Plywood Co. Spur	129.5	14	East end
Johnson & Powell Bros.	130.0	3	East end
Team Track Spur	130.0	13	West end

Oregon Electric Railway—Third Subdivision—

	Miles from Albany	Car Capacity	Switch at
Indianola Lbr. Co	17.9	5	East end
Fairview Lumber Co.	20.7	7	East end
Bauman Lumber Co.	20.8	15	East end
B. F. Johnson Lbr. Co.	21.3	9	East end
Gas Heat, Inc.	21.5	2	East end
The Red Knot Lumber Co.	21.9	2	West end
J. F. McGlothorn Spur	23.7	3	East end
Kell Lbr. Co.	23.9	5	East end
Willamette Fibre & Chlp Board Inc.	24.3	6	East end
Benjo Milling Co.	24.5	6	East end
J. H. Baxter Company	24.7	7	East end
Mid Plywood, Inc.	26.0	10	Both ends

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
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 Willbridge—Whistle signal — • — will be sounded for route to First Subdivision of the Portland Division. Upper unit of eastward home interlocking signal governs movements on eastward main track Terminals Subdivision. Lower unit governs movements to First Subdivision of the Portland Division.

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. Oxford 3-7279) 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".

<u>Oregon Trunk Railway—</u>	Miles from Wishram
Columbia River Draw Bridge.....	1.3

The following engine whistle signals will be sounded in calling for route:

Oregon Trunk Railway • • • •
 Union Pacific Railroad Co. — • • —

COMPANY SURGEONS

Dr. Meri L. Margason, Chief Surgeon	} 1216 S. W. Yamhill, Portland, Oregon Telephone CApitol 8-4151.
The Portland Clinic	

LOCAL SURGEONS

DRS. CONE & WALZ, Vancouver, Wash.
 DR. W. S. SHEPHERD, Camas, Wash.
 DR. H. L. ELDRIDGE, Washougal, Wash.
 DR. HARRY S. HOLMES, North Bonneville, Wash.
 DR. WAYNE M. HENKLE, Bingen-White Salmon, Wash.
 DR. H. W. HOLDERBY, Goldendale, Wash.
 DR. DON SCHWISOW, Goldendale, Wash.
 DR. R. L. BECKER, Goldendale, Wash.
 THE DALLES CLINIC, The Dalles, Oregon
 DR. JAMES R. SCHLICHTING, The Dalles, Oregon
 DR. G. J. VOTAVA, Pasco, Wash.
 DR. JOSEPH L. GREENWELL, Pasco, Wash.
 DR. A. M. GREGSON, Pasco, Wash.
 DR. CHARLES G. SMICK, Ritzville, Wash.
 DR. HENRY BOSSHARD, Connell, Wash.
 DR. WILLIAM ORLOB, Cheney, Wash.
 DR. E. B. COULTER, Spokane, Wash.
 BEND MEMORIAL CLINIC, Bend, Oregon
 DR. R. F. JONES, Redmond, Oregon
 DR. T. J. HICKS, Madras, Oregon
 DR. JAMES R. SCHLICHTING, Maupin, Oregon
 DR. O. L. ZESCHIN, St. Helens, Oregon
 DR. M. A. KENNEY, Rainier, Oregon
 DR. J. L. WOODIN, Clatskanie, Oregon
 DR. OTTO GEORGE, Clatskanie, Oregon
 DR. FRANK E. FOWLER, Astoria, Oregon
 DR. R. W. PARCHER, Seaside, Oregon
 DR. ROLAND D. EBY, Vernonia, Oregon
 DR. A. O. PITMAN, Hillsboro, Oregon
 DR. GERALD E. SMITH, Woodburn, Oregon
 DR. R. E. PURVINE, Salem, Oregon
 DR. L. M. BAIN, Albany, Oregon
 DR. ROLAND A. MARTIN, Albany, Oregon
 DR. RALPH E. HERRON, Lebanon, Oregon
 DR. ROBT. LANGMACK, Sweet Home, Oregon
 DR. W. H. CHAPMAN, Eugene, Oregon

STRETCHERS ARE LOCATED AT FOLLOWING POINTS

Portland.....	Steam Derrick Outfit
Vancouver.....	Steam Derrick Outfit
Stevenson.....	Station
Lyle.....	Station
Wishram.....	Station
Wishram.....	Steam Derrick Outfit
Roosevelt.....	Station
Plymouth.....	Station
Pasco.....	Baggage Room
Snake River.....	Station
Washtuena.....	Station
Lamont.....	Station
Maupin.....	Station
Metolius.....	Station
Vernonia.....	Station

F. S. BARLOW, Jr., Asst. Supt.
 W. W. GARRETT, Trainmaster
 G. S. SHOWALTER, Trainmaster
 L. B. LANTRY, Trainmaster
 G. I. SCOTT, Trainmaster

A. R. WINN, Chief Dispatcher
 L. Z. DANIELS, Genl. Mechanical Supt.
 E. L. KENNARD, Supt. Motive Power
 J. J. SHEPHEK, Traveling Engr.
 H. E. CROFFUT, Traveling Engr.
 L. J. FITZGERALD, Traveling Engr.

THE UNIVERSITY OF CHICAGO
DEPARTMENT OF CHEMISTRY
5800 S. UNIVERSITY AVENUE
CHICAGO, ILLINOIS 60637

TO THE HONORABLE CHIEF OF BUREAU OF CHEMISTRY
WASHINGTON, D. C.

Dear Sir:

I have the honor to acknowledge the receipt of your letter of the 10th instant regarding the matter mentioned therein. I am sorry that I cannot give you a more definite answer at this time, but the matter is being handled as rapidly as possible.

I am, Sir, very respectfully,
Yours truly,
[Signature]

STATIONERY AND SUPPLIES
[Faint text and markings]

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