

(1) \_\_\_\_\_  
(2) \_\_\_\_\_  
(3) \_\_\_\_\_  
(4) \_\_\_\_\_  
(5) \_\_\_\_\_  
(6) \_\_\_\_\_  
(7) \_\_\_\_\_  
(8) \_\_\_\_\_  
(9) \_\_\_\_\_

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

**System Lines**

**TIME TABLE  
No. 130**

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

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

**Sunday, October 25, 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. 130					FIRST CLASS									
		Sidings	Other Tracks		October 25, 1959														
					STATIONS														
WTXOP RKZBVY	10		Yard	369.5	AUTOMATIC BLOCK	DN.....VANCOUVER.....MX	DOUBLE TRACK	0.0	L5 35 AM	L6 38 AM	L11 58 AM	L4 09 PM	L8 51 PM						
	9			370.9		.....NORTH PORTLAND.....		1.4			L12 02 PM								
LJPV	8		Jct.	371.4		DN..NORTH PORTLAND Jct..KD		1.9	5 40	6 41	12 03	4 12	8 55						
XPV	7	60	283	372.5		.....EAST ST. JOHNS.....		3.0	5 42	6 43	12 05	4 14	8 57						
BIRXJPK	4		Yard	375.2		DN.....WILLBRIDGE.....BR		5.7	5 46	6 47	12 09	4 18	9 01						
XV	3		Yard	377.5		.....LAKE YARD.....		8.0	5 50	6 50	12 13	4 21	9 05						
PRKXBV				379.5		DN..PORTLAND, Union Sta..VC		10.0	A6 00 AM	A7 00 AM	A12 20 PM	A4 30 PM	A9 15 PM						
TOBP RKXZV	0		Yard	379.5		DN...PORTLAND, Hoyt St...OW		10.0											
										0 25	0 22	0 22	0 21	0 24					
										24.0	27.3	27.3	28.6	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. 130					FIRST CLASS									
		Sidings	Other Tracks		October 25, 1959														
					STATIONS														
BWTYO PRKXZV	10		Yard	369.5	AUTOMATIC BLOCK	DN.....VANCOUVER.....MX	DOUBLE TRACK	10.0	A9 21 AM	A3 19 PM	A 5 49 PM	A10 04 PM	A12 06 AM						
	9			370.9		.....NORTH PORTLAND.....		8.6											
PLJV	8		Jct.	371.4		DN..NORTH PORTLAND Jct..KD		9.1	9 16	3 15	5 45	9 59	12 01 AM						
XPV	7	60	283	372.5		.....EAST ST. JOHNS.....		7.0	9 14	3 13	5 43	9 57	11 59 PM						
BIPRXJK	4		Yard	375.2		DN.....WILLBRIDGE.....BR		4.3	9 10	3 09	5 39	9 53	11 55						
XV	3		Yard	377.5		.....LAKE YARD.....		2.0	9 06	3 05	5 35	9 49	11 51						
PRKXBV				379.5		DN..PORTLAND, Union Sta..VC		0.0	L9 00 AM	L3 00 PM	L 5 30 PM	L 9 45 PM	L11 45 PM						
PBTO RKXZV	0		Yard	379.5		DN...PORTLAND, Hoyt St...OW		0.0											
										0 21	0 19	0 19	0 19	0 21					
										28.6	31.6	31.6	31.6	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.

Westward

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

Eastward 3

Water, Fuel, Wagon, Turn Tables, Spikes, Standard Clothes & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Spokane	TIME TABLE No. 130		Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	201	251		1		3	October 25, 1959		2	4	
				Freight	Freight		Passenger		Passenger	STATIONS		Passenger	Passenger	
				Daily	Daily		Daily		Daily					
JBWOR YPKXZ	108		Yard	L 1.00PM	L 7.50AM		L 4.48AM	L 3.20AM	273.4	DN.... WISHRAM..... X 2.9	106.1	A 4.58PM	A 11.46PM	
P	109	154	170	1.05	7.55		4.52	3.24	270.3	..... AVERY..... 9.9	103.2	4.55	11.43	
P	94	131	6	1.17	8.07		5.02	3.34	286.2	..... NORTH DALLES..... 8.0	93.3	4.46	11.34	
JTP	85	80	142	1.27	8.17		5.11	3.43	294.2	DN..... LYLE..... YA 9.4	85.3	4.38	11.26	
P	76	131	188	1.39	8.29		5.21	3.53	308.6	DNBINGEN-WHITESALMON.WS 5.4	75.9	4.29	11.17	
P	73		40						307.0	..... UNDERWOOD..... 1.6	72.5			
P	71	82	7	1.45	8.35		5.26	3.59	308.6	..... HOOD..... 5.1	70.9	4.24	11.12	
	66		13W					4.05	313.7	..... COOKS..... 6.3	65.8		11.07	
P	60	130		2.00	8.50		5.38	4.12	320.0	..... HOME VALLEY..... 1.8	59.5	4.13	11.01	
	59								321.8	..... CARSON..... 8.4	57.7			
P	54	124	84	2.07	8.57		5.44	4.18	325.2	DN.... STEVENSON..... NS 5.0	54.3	4.08	10.56	
P	49	130	35	2.13	9.03		5.49	4.24	330.2	.. NORTH BONNEVILLE.. 7.2	49.3	4.03	10.51	
P	42	128	17	2.22	9.12		5.57	4.32	337.4	..... SKAMANIA..... 4.3	42.1	3.56	10.44	
P	38		10E					4.37	341.7	..... PRINDLE..... 5.3	37.8		10.40	
P	32	131		2.35	9.25		6.08	4.44	347.5	..... MT. PLEASANT..... 4.0	32.0	3.46	10.34	
P	28	107	14	2.40	9.30		6.12	4.49	351.5	..... WASHOUGAL..... 4.2	28.0	3.42	10.30	
PX	24	132	134	2.46	9.36		6.17	4.55	355.7	DN..... GAMES..... MA 4.0	23.8	3.38	10.26	
P	20	142	15	2.52	9.42		6.22	5.01	359.7	..... FISHER..... 5.3	19.8	3.33	10.21	
P	15	84		2.59	9.49		6.28	5.07	365.0	..... McLOUGHLIN..... 2.4	14.5	3.28	10.16	
		101	137	3.02	9.52		6.31	5.10	367.4	..... EAVAN..... 2.1	12.1	3.25	10.13	
PWTY BOKXR VZ	10		Yard	A 3.10PM	A 10.00AM		A 6.35AM	A 5.20AM	369.5	DN.... VANCOUVER... MX	10.0	L 3.22PM	L 10.10PM	
				2.10 44.4	2.10 44.4		1.47 53.9	2.00 48.1		Time Over District Average Speed Per Hour		Daily 1.36 60.1	Daily 1.36 60.1	

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

At Vancouver all westward trains to and eastward trains from Terminals Subdivision will register by ticket per Rule 83(A).

4 Westward

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

Eastward

Water, Fuel, W. Pass, Turn Tables, Scales, Standard Checks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Spokane	TIME TABLE No. 130		Distance from Portland	FIRST CLASS	
		Sidings	Other Tracks	201		1	3		October 25, 1959			2	4
				Freight		Passenger	Passenger		STATIONS			Passenger	Passenger
				Daily		Daily	Daily						
WCYT RVBOK IXZP	231		Yard			L 2.40AM	L 12.55AM	148.2	DN.....PASCO.....RN 1.6 PA	231.3	A 7.05PM	A 2.00AM	

BETWEEN S. P. &amp; 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	79	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	176.2	.....BERRIAN..... 11.3	203.3	6.34	1.29		
P	192	150	35	10.32	3.22	1.44	187.5	DN.....PLYMOUTH.....MO 12.2	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..... 8.2	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	221.0	.....McCREDIE..... 10.9	157.6	5.50	12.43		
P	147	150	38	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	130.8	5.24	12.17		
P	125		80W	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	157		12.10	4.36	3.02	265.5	.....MARYHILL..... 7.9	114.0	5.09	12.02AM		
BWOYR JKXZP	108		Yard	A 12.25PM	A 4.45AM	A 3.11AM	273.4	DN.....WISHRAM.....X	106.1	L 5.00PM	L 11.53PM		
				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, Wreck, Turn Tables, Scales, Standard Closets & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Spokane	TIME TABLE No. 130 October 25, 1959		Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	201		1 3			STATIONS	4		2		
				Freight		Passenger	Passenger						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					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

IJPVXY	377	120	55	18	18W	28	101	32E	16	31	18	40	42E	85	5	119	80	63	130	68W	9	99	234	Yard	231	4		Time Over District Average Speed Per Hour	1							
																										L 6.01AM	L 12.04AM		L 9.55PM	L 2.30AM	A 12.40AM	L 2.30AM	L 7.20PM			
P	371																																			
JP	367	73																																		
P	361	78																																		
P	355	120																																		
P	350																																			
P	343	130																																		
P	335	EB 139 WB 96																																		
P	329																																			
P	324	129																																		
P	311	131																																		
P	300	130																																		
P	291	EB 136 WB 74																																		
P	285																																			
P	278	130																																		
P	269	92																																		
P	263	119																																		
JV																																				
P	256	80																																		
P	254	130																																		
P	251																																			
P	245	130																																		
P	238	99																																		
IJPV	234																																			
PZXTCY WRBOX IV	231																																			

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		Distance from Goldendale	TIME TABLE No. 130 October 25, 1959	Distance from Lyle
		Sidings	Other Tracks			
					<b>STATIONS</b>	
BYR PX	G42		72	0.0	D.....GOLDDALE.....GD	41.6
					6.2	
P	G85		31	6.8	.....CENTERVILLE.....	35.3
					5.1	
P	G80		18	11.4	.....WARWICK.....	30.2
					7.2	
	G23		8E	18.6	.....SWALE.....	23.0
					6.1	
	G17		15	24.7	.....WAHIAKUS.....	16.9
					2.5	
P	G13	27		28.2	D.....KLICKITAT.....KI	13.4
					3.1	
	G10		8	31.8	.....PITT.....	10.8
					10.3	
RT PJX	85	80	143	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 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	Maryhill on Flag		Vancouver and Portland
3	Lyle, B.-White Salmon & Stevenson on Flag		Vancouver and Portland
3	Bingen-White Salmon & Camas	Pasco or Beyond	
3	Camas daily except Sunday to exchange U. S. Mail		
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	Hooper	Any Station	Any Station where Scheduled to Stop

Water, Fuel, Wrecks, Turn Tables, Scales, Standard Cocks & Bulletin Board and Yard Limits, etc.	Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS	Distance from Bend	TIME TABLE No. 130		Distance from Wishram	SECOND CLASS	THIRD CLASS		
		Siding	Other Tracks	105	103	251	October 25, 1959		102	Oregon Trunk Mixed					
				Oregon Trunk Mixed	Oregon Trunk Mixed	Oregon Trunk Freight	STATIONS								
	T-151		Yard	L 7.00PM	L 11.00PM	L 2.50AM	0.0	DN... BEND..... D	151.5	A 7.00AM					
	P T-144	48	20	f 7.11	f 11.15	3.01	7.3	7.3	144.2	f 6.35					
	XP T-135	99	312	s 7.30	s 11.40	3.14	16.9	9.6	134.6	s 6.15					
	JPV T-132	85	45	f 7.35	f 11.46		19.2	2.3	132.3	f 5.50					
	P T-130	47		f 7.40	f 11.52PM	3.21	22.0	2.8	129.5	f 5.45					
	P T-123	113	24	f 7.52	f 12.09AM	3.32	29.9	7.9	121.6	f 5.31					
	P T-115	46	53	f 8.02	f 12.25	3.41	36.5	6.6	115.0	f 5.18					
	PX T-110	98	233	s 8.12	s 12.35	3.48	41.3	4.8	110.2	s 5.10					
	P T-105	49	177	s 8.25	s 12.55	3.56	46.5	5.2	105.0	s 5.00					
	P T-100	110	4	f 8.35	f 1.10	4.05	51.7	5.3	99.3	f 4.39					
	P T-94	82	23	s 8.51	s 1.26	4.23	57.5	5.8	94.0	s 4.23					
	P T-86	109	38	f 9.13	f 1.48	4.47	65.7	8.3	85.8	f 3.56					
	P T-80	109		f 9.24	f 1.59	4.58	71.4	5.7	80.1	f 3.45					
	P T-71	114	14W	9.43	2.18	5.17	80.4	9.0	71.1	3.26					
	T-68		5W	f 9.50	f 2.25		84.0	3.6	67.5	f 3.19					
	P T-64	48		f 9.57	f 2.32	5.32	87.7	3.7	63.8	f 3.11					
	P T-56	91	18	10.13	102 2.55	5.49	95.9	8.2	55.6	103 2.55					
	P T-55		38	s 10.20	s 3.01		96.9	1.0	54.0	s 2.53					
	P T-47		88W	f 10.35	f 3.16	6.05	104.2	7.3	47.3	f 2.39					
	P T-40	97	9E	f 10.51	f 3.32	6.20	111.8	7.6	39.7	f 2.23					
	P T-30	48	10E	f 11.10	f 3.51	6.40	121.1	9.3	30.4	f 2.04					
	P T-26	46		f 11.18	f 3.59	6.48	125.1	4.0	26.4	f 1.55					
	P T-18	111	13	f 11.35PM	f 4.16	7.05	133.2	8.1	18.3	f 1.38					
	P T-6	89	10W	f 12.01AM	f 4.41	7.29	145.6	15.4	5.9	f 1.13					
	IVXJP T-2			12.10	4.50	7.38	150.0	4.4	1.5	1.04					
	JBOPW REXZY 106		Yard	A 12.15AM	A 5.00AM	A 7.45AM	151.5	1.5	0.0	L 1.00AM					
				5.15 25.9	6.00 25.3	4.55 30.8					Daily Ex. Sunday 6.00 25.3				

Time Over District  
Average Speed Per Hour

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

Nos. 102, 103 and 105 will stop on flag at Tuskan, Hardy and Axford to receive or discharge passengers.

8 Westward

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

Eastward

Water, Wyes, Turns, Bridges, Fuel, Scales, Standard Clocks, Bul. Eds., Register, Yard Limits.

Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 130		Distance from Seaside	SECOND CLASS	
	Sidings	Other Tracks	231	230		October 25, 1959				
						Freight	Freight		STATIONS	
				Daily Ex. Saturday						
JRXP	4		Yard		10.00PM	4.3	DN	( ... WILLBRIDGE ... BR	113.7	A 5.15AM
	A5	80			10.02	5.1	Aug. Bk. ... WILLBRIDGE SIDING ...	112.9	5.13	
	A7	72	217		10.08	7.8	D ... LINNTON ... IN	110.7	5.07	
	A10				10.15PM	10.0	N ... UNITED JCT. ... UJ	108.0	L 5.00AM	
	A18	20				12.6	... HOLBROOK ...	106.4		
	A20	34	33			10.9	... SCAPOOSE ...	98.1		
	A28	52	17			27.6	DN ... ST. HELENS ... H	90.4		
	A31	48				31.3	... WATERVIEW ...	86.7		
	A39	20	60			39.4	... GOBLE ...	78.6		
	A46					45.8	... RAINIE ...	72.2		
	A47	53	21E			46.8	... AVON ...	71.2		
	A56	50	13			55.8	... MAYGER ...	62.2		
	A58					58.0	... LOCODA ...	60.0		
	A59		15W			59.3	... QUINCY ...	58.7		
	A62	45	72			62.2	D ... CLATSKANIE ... CN	55.8		
	A67		23W			66.6	... MARSHLAND ...	51.4		
	A71	29	21			71.2	... WESTPORT ...	46.8		
	A74		55			73.5	... WAUNA ...	44.5		
	A77		19			76.8	... BRADWOOD ...	41.2		
	A78	43				78.4	... CLIFTON ...	39.6		
	A83		2E			83.3	... BROWNSMEAD ...	34.7		
	A87	20	5W			86.6	... KNAPPA ...	31.5		
	A90	15	2W			90.2	... SVENSEN ...	27.8		
	A100		Yard			99.7	D ... ASTORIA ... RO	18.3		
	A106		17			105.6	... WARRENTON ...	12.4		
	A108		19E			108.3	... CAMP CLATSOP ...	9.7		
	A118		67			118.0	D ... SEASIDE ... SD	0.0		
					6.15 23.3				Daily Ex. Monday 6.15 23.8	
						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—Second Sub-Division

Eastward 9

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bulb-Registers, Yard Limits	Station Numbers	Car Capacity		Distance from Warrenton	TIME TABLE No. 130 October 25, 1959		Distance from Point Adams
		Sidings	Other Tracks		STATIONS		
	A106		17	0.0	.....	WARRENTON.....	2.7
	F82		25	1.8	1.8	..... FLAVEL.....	0.9
	F83		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.

Westward

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

Eastward

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bulb-Registers, Yard Limits	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 130 October 25, 1959		Distance from Vernonia	SECOND CLASS	
		Sidings	Other Tracks	231	Freight		STATIONS			230	Freight
	PXJ A10			110.15PM	10.0	N.....	UNITED JCT.....	UJ	38.5	A	5 00AM
	U11A		81W	10.19	11.0	.....	BAN SPUR.....		37.5		4 55
	P U12		4	10.22	11.7	.....	BUELLINGTON.....		36.8		4 52
	P U15		8W	10.31	14.6	Int. Bl. (.....)	TUNNEL SPUR.....		33.9		4 42
	JXPR U17		25 5E	A10.40PM	17.1	DN.....	BOWERS JCT.....	BJ	31.4	L	4 30AM
	P U22	47	44		21.9	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		38.8	.....	TOPHILL.....		9.7		
	P U43	29			43.1	.....	BRAUN.....		5.4		
	BYK XPR U49		Yard		48.5	D.....	VERNONIA.....	VN	0.0		
				0.25 17.9	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.

10 Westward

Oregon Electric Ry.—FIRST SUB-DIVISION

Eastward

Water, Ways, Turn-tables, Fuel, Scales, Standard Closets, Bulletin Boards, Registers and Yard Lamps	Station Numbers	Car Capacity		SECOND CLASS			Distance from Portland	TIME TABLE No. 130 October 25, 1959		Distance from Eugene	SECOND CLASS		
		Sidings	Other Tracks	231				STATIONS	230				
				Freight					Freight				
				Daily Ex. Saturday									
JRXP	U17		5E	11.40PM	17.1	DN..... BOWERS JCT..... BJ	126.7	A 4.30AM					
	E21	40	33	10.52	20.9	..... MEBLE.....	121.9	4.18					
YPXJ	E22			10.54	21.5	..... FOREST GROVE JCT.....	121.3	4.16					
X		77	8W	11.10	26.7	..... BEAVERTON SIDING.....	116.1	4.00					
XP	E28		30	11.13	27.6	..... BEAVERTON.....	115.3	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	..... TIGARD.....	110.7	3.32			
P	E36		10E	11.50PM	35.1	..... TUALATIN.....	106.7	3.20			
P	E39	19		12.01AM	39.0	..... TONQUIN.....	103.3	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		24	12.33	49.1	..... DONALD.....	95.7	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	51	1.35	68.6	..... BUSH.....	74.3	1.35			
VBPXK	E71		Yard	1.50	71.3	DN..... SALEM..... SA	71.6	1.20			
PX	E73	53		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			
EXBRP TKOJ	E97		Yard	3.30	96.5	DN..... ALBANY YARD..... YD.	45.3	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	113.5	..... POTTER.....	29.0	10.28			
	E116	6		4.25	116.1	..... TULSA.....	26.7	10.20			
P	E124		12 24E	4.50	124.3	..... HARRISBURG.....	18.6	9.55			
P	E129		107	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 PVY	E143		Yard	A 6.15AM	142.8	D..... EUGENE..... G	0.0	8.30PM			
				7.35 16.6		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. 130 October 25, 1959		Distance from Forest Grove	
		Sidings	Other Tracks		STATIONS			
JYPX	E22			0.0	..... FOREST GROVE JCT.....	10.6		
				0.6	..... ORENCO.....	9.8		
X	F1	11	3E	2.0	..... SEWELL.....	7.7		
	F3		7E	4.5	D..... HILLSBORO..... BO	6.1		
P	F5	5	36	7.0	..... CORNELIUS.....	2.7		
	F8		9	10.6	D..... FOREST GROVE.....	0.0		
P	F11		65					
					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. 130 October 25, 1959		Distance from Foster	
		Sidings	Other Tracks		STATIONS			
BBXP 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

WPJ VX	S15		30	14.5	DN..... LEBANON..... BA O. E. Conn.	17.4				
				14.8	..... LEBANON (O. E. Siding)	17.1				
X	S15A	10		15.9	D..... WELDWOOD..... V	16.0				
PX	S16	70	240	20.3	..... WATERLOO.....	11.7				
P	S20		2E	22.1	..... NYE.....	9.8				
	S22		8E	28.8	DN..... SWEET HOME..... SW	3.1				
PY RBXJ	S20		Yard	31.9	..... FOSTER.....	0.0				
X	S22									
					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. 130 October 25, 1959		Distance from Dollar	
		Sidings	Other Tracks		STATIONS			
PYRB XJ	S29		Yard	0.0	DN..... SWEET HOME..... SW	15.5		
	H6		30W	0.4	..... HOLLEY.....	9.1		
	H8		10	8.1	..... CALAPOOYA.....	7.4		
	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—

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., 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 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.	
	Psg.	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 Jet.....	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	
	Psg.	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—

	Psg.	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

<u>Portland Division—Third Subdivision—</u>	M.P.H.
Between United Junction and Banks .....	25
Between Banks and Vernonia .....	20
Within City Limits of Vernonia .....	15
<u>Oregon Electric Railway—</u>	
<u>First, Second, Third and Fourth Subdivisions—</u>	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.  
 Bengo..... 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  
 Paxton..... East switch of siding

Portland Division—First Subdivision—

Willbridge Sliding..... Both Switches of Sliding

## 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
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
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
Tongus 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
Bendmeier . . . . .	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. Merl 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 B. 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. SHEFCHEK, Traveling Engr.  
 H. E. CROFFUT, Traveling Engr.  
 L. J. FITZGERALD, Traveling Engr.

MEMORANDUM FOR THE RECORD

DATE: 10/15/54  
TO: SAC, NEW YORK  
FROM: SA [Name], NEW YORK  
SUBJECT: [Subject]

RE: [Subject]

[Faded typed text, likely the main body of the memorandum, containing details of the investigation or report.]

ADMINISTRATIVE INFORMATION

[Faded text at the bottom of the left page, possibly containing administrative notes or a signature block.]

25

MEMORANDUM FOR THE RECORD

DATE: 10/15/54  
TO: SAC, NEW YORK  
FROM: SA [Name], NEW YORK  
SUBJECT: [Subject]

[Faded typed text, likely the main body of the memorandum on the right page.]

ADMINISTRATIVE INFORMATION

[Faded text at the bottom of the right page, possibly containing administrative notes or a signature block.]