

SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

System Lines

TIME TABLE No. 135

To be used in conjunction with
Current Special Instruction Book

Effective 12:01 A. M. Pacific Time

SUNDAY, APRIL 29, 1962

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, Vice-Pres. & Genl. Mgr.

(1) _____
(2) _____
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—— INCHES ———
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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. 135		Distance from Vancouver	FIRST CLASS												
		Sidings	Other Tracks		April 29, 1962			3	1	701	703	705								
					STATIONS															
WTXOP RKZBVY	10		Yard	399.5	AUTOMATIC BLOCK	DN.....VANCOUVER.....MX	DOUBLE TRACK													
IJPV	8		Jet.	371.4		1.9		DN..NORTH PORTLAND Jct..KD	1.9	5.25	6.41	12.03	3.02	8.55						
XPV	7	60	283	373.5		1.1		.....EAST ST. JOHNS.....	3.0	5.27	6.43	12.05	3.04	8.57					
BIRXJPK	4		Yard	375.2		2.7		DN.....WILLBRIDGE.....BR	5.7	5.31	6.47	12.09	3.08	9.01						
XV	2		Yard	377.5		2.3		.....LAKE YARD.....	8.0	5.35	6.50	12.13	3.11	9.05					
PRKXBV				379.5		2.0		DN..PORTLAND, Union Sta...VC	10.0	A5.45AM	A7.00AM	A12.20PM	A3.20PM	A9.15PM						
TOBP RKXZV	0		Yard	379.5				DN..PORTLAND, Hoyt St....OW	10.0											
Time Over District								0.25	0.22	0.22	0.21	0.24								
Average Speed Per Hour								34.0	27.3	27.3	28.6	25.0								

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. 135		Distance from Portland	FIRST CLASS											
		Sidings	Other Tracks		April 29, 1962			700	702	2	704	4							
					STATIONS														
BWTYO PRKXZV	10		Yard	369.5	AUTOMATIC BLOCK	DN.....VANCOUVER.....MX	DOUBLE TRACK												
PIJV	8		Jet.	371.4		1.9		DN..NORTH PORTLAND Jct..KD	8.1	9.46	1.45	3.15	4.30	9.59					
XPV	7	60	283	373.5		1.1		.....EAST ST. JOHNS.....	7.0	9.44	1.43	3.13	4.28	9.57					
BIPRXJK	4		Yard	375.2		2.7		DN.....WILLBRIDGE.....BR	4.8	9.40	1.39	3.09	4.24	9.53					
XV	2		Yard	377.5		2.3		.....LAKE YARD.....	2.0	9.36	1.35	3.05	4.20	9.49					
PRKXBV				379.5		2.0		DN..PORTLAND, Union Sta...VC	6.0	L9.30AM	L1.30PM	L3.00PM	L4.15PM	L9.45PM					
PBTO RKXZV	0		Yard	379.5				DN..PORTLAND, Hoyt St....OW	6.0										
Time Over District								0.21	0.19	0.19	0.19	0.19							
Average Speed Per Hour								28.6	31.6	31.6	31.6	31.6							

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

Eastward 3

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Spokane	TIME TABLE No. 135		Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	201	251		1		3	April 29, 1962		2	4	
				Freight	Freight		Passenger		Passenger	STATIONS		Passenger	Passenger	
				Daily	Daily		Daily		Daily					
JBWOR YPKXZ	106		Yard	L 1.00PM	L 7.00AM		L 4.48AM	L 3.15AM	273.4	DN.... WISHERAM..... X	106.1	A 4.58PM	A 11.46PM	
P	108	154	176	1.05	7.05		4.52	3.19	276.3	2.9				
P	94	131	6	1.17	7.17		5.02	3.29	286.2	..... AVERY.....	103.2	4.55	11.43
JP	86	80	142	1.27	7.27		5.11	3.37	294.2	9.9				
P	76	181	188	1.39	7.39		5.21	3.46	303.6	..... NORTH DALLES.....	93.3	4.46	11.34
P	78		40						307.0	8.0				
P	71	82	7	1.45	7.45		5.26	3.51	308.6	DN..... LYLE..... YA	85.3	4.38	11.26	
	86		13W					3.56	313.7	0.4				
P	60	130	20W	2.00	8.00		5.38	4.02	320.0	DNBINGEN-WHITE SALMON, WS	75.9	4.29	11.17	
P	54	147	34	2.07	8.07		5.44	4.07	325.2	3.4				
P	49	130	36	2.13	8.13		5.49	4.12	330.2	..... UNDERWOOD.....	72.5		
P	42	128	17	2.22	8.22		5.57	4.19	337.4	1.6				
P	38		10E					4.23	341.7	..... HOOD.....	70.9	4.24	11.12
P	32	131		2.35	8.35		6.08	4.29	347.5	5.1				
P	28	107	24	2.40	8.40		6.12	4.33	351.5	..... COOKS.....	65.8		11.07
PX	24	132	134	2.46	8.46		6.17	4.40	355.7	6.3				
P	20	142	15	2.52	8.52		6.22	4.45	359.7	..... HOME VALLEY.....	59.5	4.13	11.01
P	15	84		2.59	8.59		6.28	4.51	365.0	5.2				
		101	187	3.02	9.02		6.31	4.54	367.4	DN.... STEVENSON.... NS	54.3	4.08	10.56	
PWTY BOKXR VZ	10		Yard	A 3.10PM	A 9.10AM		A 6.35AM	A 5.05AM	369.5	5.0				
				2.10	2.10		1.47	1.50		..... NORTH BONNEVILLE..	49.3	4.03	10.51
				44.4	44.4		53.9	52.4		7.2				
										..... SKAMANIA.....	42.1	3.56	10.44
										4.3				
										..... PRINDLE.....	37.8		10.40
										5.5				
										..... MT. PLEASANT.....	32.0	3.46	10.34
										4.0				
										..... WASHOUGAL.....	28.0	3.42	10.30
										4.2				
										DN..... CAMAS..... MA	23.8	3.38	10.26	
										4.0				
										..... FISHER.....	19.8	3.33	10.21
										5.3				
										..... McLOUGHLIN.....	14.5	3.28	10.16
										2.4				
										..... HAVAN.....	12.1	3.25	10.13
										2.1				
										DN... VANCOUVER... MX	10.0	L 3.22PM	L 10.10PM	
												Daily	Daily	
												1.36	1.36	
												60.1	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. & S. Ry., VANCOUVER DIVISION—Second Sub-Division

Eastward

Water, Fuel, Wires, Turn Tables, Scales, Standard Weights, & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS			Distance from Spokane	TIME TABLE No. 135		Distance from Portland	FIRST CLASS				
		Sidings	Other Tracks	201		1		3		April 29, 1962			2		4		
				Freight		Passenger		Passenger		Passenger			Passenger		Passenger		
				Daily		Daily		Daily		Daily			Daily		Daily		
WYT RVBOK LXZP	231		Yard			L 2.40AM	L 12.55AM	148.2	DN.....PASCO.....BN 1.8 PA	231.8	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										
P	229	167	1		9.47	2.46	1.01	151.0		.....S. P. & S. JCT..... 1.2	229.7	A 7.00PM	A 1.55AM					
P	224	70	193		9.53	2.51	1.06	155.0		DN...KENNEWICK...KN 4.6	228.5	6.59	1.54					
P	216	150	7W		10.03	2.59	1.14	163.7		D.....FINLEY.....FN 3.1	223.0	6.54	1.49					
P	203	150	4W		10.18	3.11	1.29	176.3		.....YELLEPIT..... 12.5	215.8	6.46	1.41					
P	192	150	35		10.32	3.22	1.42	187.6		.....BERRIAN..... 11.3	203.3	6.34	1.29					
P	180	147	24		10.47	3.33	1.53	199.7		DN...PLYMOUTH...MO 12.2	192.0	6.23	1.18					
P	170	147	14		10.59	3.42	2.02	209.1		.....PATERSON..... 9.4	179.8	6.12	1.06					
P	162		35					217.3		.....WHITCOMB..... 8.2	170.4	6.03	12.57					
P	158	150			11.15	3.54	2.14	221.9		.....ALDERDALE..... 4.6	162.2							
P	147	150	36		11.29	4.04	2.24	232.8		.....McCREDIE..... 10.9	157.0	5.51	12.45					
P	141		18W					238.7		DN...ROOSEVELT...RE 5.9	146.7	5.41	12.35					
P	131	149	7		11.49	4.18	2.38	248.7		.....SUNDALE..... 10.0	140.8							
P	125		30W		11.56AM	4.24	2.44	254.3		.....GOODNOE..... 5.6	130.8	5.27	12.20					
P	120	151	50		12.03PM	4.30	2.50	259.8		.....TOWAL..... 5.5	125.2	5.21	12.14					
P	114	157			12.10	4.36	2.56	265.8		.....CLIFFS..... 3.7	119.7	5.15	12.08					
BWOYR JKXZP	108		Yard		A 12.25PM	A 4.45AM	A 3.05AM	273.4		.....MARYHILL..... 7.9	114.0	5.09	12.02AM					
										DN...WISHRAM...X	106.1	L 5.00PM	L 11.53PM					
					2.40 47.0	2.05 60.1	2.10 57.8					Daily	Daily					
										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, Scales, Standard Clocks & Bulletin Boards and Yard Lumber, etc.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Spokane	TIME TABLE No. 135 April 29, 1962		Distance from Portland	FIRST CLASS	
		Sidings	Other Tracks	201		1 3			STATIONS	4 2			
				Freight		Passenger				Passenger Passenger			
				Daily		Daily				Daily			
BKO PRT XYZ	381		Yard					8.2	DN..... YARDLEY..... YD	380.7			
BKP RXZ	378		Yard					0.0	DN SPOKANE (N.P. Depot) SF	377.5			
IJPV XY								8.7	DN MARSHALL JOT.(N.P.) MR	368.8			

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

BKO PRTW XYZ	384		Yard					4.8	DN..... HILLYARD(G.N.) HU	384.3		
BKPR WOX	380		Yard					0.0	DN SPOKANE (G.N. Depot) PD	379.5	A 5 30AM	A 10.00PM

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

IJPVXY	877			L 6.01 AM	L 12.04 AM	L 9.50 PM	8.8	DN... FORT WRIGHT.. FW	377.2	A 5.25 AM	A 9.50 PM	
P	871	120		6.09	12.10	9.56	8.4	..... OVERLOOK.....	371.1	5.18	9.43	
JP	867	78	55	6.14	12.14	10.00	13.1	DN..... SCRIBNER..... SC	367.4	5.14	9.38	
P	861	78	18	6.25	12.21	10.07	18.8	..... SOUTH CHENEY.....	360.7	5.07	9.31	
P	855	120		6.33	12.27	10.13	24.9	..... MOCK.....	354.6	5.01	9.24	
P	850		18W			10.18	30.0	..... AMBER.....	349.5	4.56		
P	843	130	29	6.47	12.37	10.24	36.2	..... BODNA.....	343.8	4.50	9.13	
P	835	EB 189 WB 96	101	6.58	12.44	10.32	44.8	DN..... LAMONT..... A	334.7	4.42	9.06	
P	829		22E			10.37	50.1	..... ROCKWELL.....	329.4	4.37		
P	824	129	10	7.11	12.53	10.42	55.7	..... MACALL.....	323.8	4.32	8.57	
P	811	181	31	7.26	1.04	10.53	68.4	..... HENGE.....	311.1	4.20	8.46	
P	800	130	13	7.40	1.14	11.04	80.0	..... HOOPER.....	299.5	4.09	8.35	
P	291	EB 136 WB 74	40	7.51	1.21	11.14	88.6	DN..... WABTUONA... WA	290.9	4.00	8.28	
P	285		42E	7.58	1.26	11.19	94.3	..... SPERRY.....	285.3	3.41	8.23	
P	278	130	85	8.07	1.33	11.26	101.7	..... KAHLOTUS.....	277.8	3.34	8.17	
P	269	92	5	8.25	1.44	11.39	110.9	..... FARRINGTON.....	268.6	3.21	8.06	
P	263	119		8.37	1.51	11.47	116.7	..... BURE.....	262.8	3.13	7.59	
JV							122.6	..... SNAKE RIVER JOT....	256.9			
P	256	80	63	8.50	1.59	11.56	123.2	DN... SNAKE RIVER... SR	250.3	3.04	7.51	
P	254	180		8.54	2.02	11.59 PM	126.5	..... VOTAW.....	254.0	3.00	7.48	
P	251		68W	8.59	2.05	12.03 AM	130.0	..... REDD.....	250.5	2.56	7.45	
P	245	130	9	9.06	2.10	12.08	134.7	..... LEVEY.....	244.8	2.50	7.40	
P	238	69		9.15	2.16	12.15	141.5	..... MARTINDALE.....	238.0	2.44	7.34	
IJPV	234			9.21	2.20	12.20	146.0	..... AINSWORTH JOT....	233.5	2.40	7.30	
PZXTY WRBOK IV	231		Yard	A 9.30 AM	A 2.30 AM	A 12.30 AM	148.2	DN..... PASCO..... EN FA	231.3	L 2.30 AM	L 7.20 PM	
										Daily	Daily	
				3.29 41.9	2.31 58.9	3.50 52.3		Time Over District Average Speed Per Hour		3.00 49.4	2.40 55.6	

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

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Board and Yard Limits, etc.	Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS	Distance from Bend	TIME TABLE No. 135 April 29, 1962	Distance from Wigham	SECOND CLASS	THIRD CLASS		
		Sidings	Other Tracks	105	103	251	Oregon Trunk Freight				102	Oregon Trunk Mixed		
				Oregon Trunk Mixed	Oregon Trunk Mixed	Oregon Trunk Freight								
BYOVZ PRKX	T-151		Yard	L 7.00PM	L 11.00PM	L 2.15AM	0.0	DN... BEND..... D	151.5	A 7.00AM				
P	T-144	48	20	f 7.11	f 11.15	2.25	7.3	7.3	144.2	f 6.35				
XP	T-135	99	312	s 7.30	s 11.40	2.38	16.9	9.6	134.6	s 6.15				
JPV	T-132	85	45	f 7.35	f 11.46		19.2	DN.. REDMOND..... RD	134.6					
P	T-130	47		f 7.40	f 11.52PM	2.45	22.0	2.3	132.3	f 5.50				
P	T-122	113	24	f 7.52	f 12.09AM	2.55	29.9	2.8	129.5	f 5.45				
P	T-115	46	53	f 8.02	f 12.25	3.04	36.5	7.9	121.6	f 5.31				
PX	T-110	98	237	s 8.12	s 12.35	3.11	41.3	6.6	115.0	f 5.18				
P	T-105	49	182	s 8.25	s 12.55	3.19	46.5	4.5	110.2	s 5.10				
P	T-100	110	4	f 8.35	f 1.10	3.27	51.7	DN... METOLIUS..... MB	110.2	s 5.00				
P	T-94	32	23	s 8.51	s 1.26	3.41	57.5	5.3	105.0	s 5.00				
P	T-86	109	38	f 9.13	f 1.48	102 4.01	65.7	5.8	99.8	f 4.39				
P	T-80	109		f 9.24	f 1.59	4.12	71.4	DN... MADRAS..... MD	99.8	f 4.39				
P	T-71	114	14W	9.43	2.18	4.31	80.4	5.8	94.0	s 4.23				
	T-68		5W	f 9.50	f 2.25		84.0	8.3	85.8	f 251 4.01				
P	T-64	48		f 9.57	f 2.32	4.46	87.7	5.7	80.1	f 3.45				
P	T-56	91	16	10.13	102 2.55	5.03	95.9	9.0	71.1	f 3.26				
P	T-55		28	s 10.20	s 3.01		96.9	8.6	67.5	f 3.19				
P	T-47		38W	f 10.35	f 3.16	5.19	104.2	5.7	63.8	f 3.11				
P	T-40	97	9E	f 10.51	f 3.32	5.34	111.8	8.2	55.0	103 2.55				
P	T-30	48	10E	f 11.10	f 3.51	5.54	121.1	1.0	54.0	s 2.53				
P	T-26	46		f 11.18	f 3.59	6.02	125.1	7.3	47.3	f 2.39				
P	T-18	111	13	f 11.35PM	f 4.16	6.19	133.2	7.6	39.7	f 2.23				
P	T- 6	89	10W	f 12.01AM	f 4.41	6.43	145.0	9.3	30.4	f 2.04				
IVXJP JBOPW RKXZY	T- 2			12.10	4.50	6.52	160.0	4.0	26.4	f 1.55				
	106		Yard	A 12.15AM	A 5.00AM	A 7.00AM	151.5	1.5	18.3	f 1.38				
								1.5	5.9	f 1.13				
								1.5	1.5	1.04				
								1.5	0.0	L 1.00AM				
										Daily Ex. Sunday				
				5.15 28.9	6.00 25.3	4.45 31.9				6.00 25.3				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
 Nos. 102, 103 and 105 will stop on flag at Tuskam, Hardy and Axford to receive or discharge passengers.

8 Westward

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

Eastward

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul. Pds., Register, Yard Limits.	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 135		Distance from Seaside	SECOND CLASS	
		Sidings	Other Tracks				April 29, 1962				
							STATIONS				
							231	230			
				Freight	Daily Ex. Saturday			Freight			
JRX1 P	4		Yard	110.00PM	4.3	DN (	WILLBRIDGE.....BE	113.7	A	5.15AM
	A5	80		10.02	5.1	WILLBRIDGE SIDING..	113.9			5.13	
XP	A7	72	229	10.08	7.3	LINTON.....IN	110.7			5.07	
PJX	A10			A10.15PM	10.0	UNITED JCT.....UJ	108.0	L		5.00AM	
	A13	29			12.0	HOLBROOK.....	105.4				
	A20	84	82		19.9	SCAPPOOSE.....	98.1				
BPX	A28	53	29		27.0	DN.....ST. HELENS.....E	90.4				
PX	A31	43			31.3	WATERVIEW.....	86.7				
P	A39	20	60		39.4	GOBLE.....	78.6				
P	A40				45.8	RAINIER.....	72.2				
	A47	53	21E		46.8	AVON.....	71.2				
P	A56	50	13		55.8	MAYGER.....	63.2				
	A58				58.0	LOCODA.....	60.6				
	A59		15W		59.8	QUINCY.....	58.7				
P	A62	45	73		62.2	DN.....CLATSKANIE.....CN	56.8				
	A67		23W		66.6	MARSHLAND.....	51.4				
P	A71	29	6		71.2	WESTPORT.....	46.8				
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	3W		90.2	SVENSEN.....	27.8				
TZP BXXR	A100		Yard		99.7	DN.....ASTORIA.....RO	18.3				
JY	A106		17		105.6	WARRENTON.....	12.4				
	A108		19E		108.3	CAMP CLATSOP.....	9.7				
B KR	A118		66		118.0	DN.....SEASIDE.....SD	0.0				
					0.15				Daily Ex. Monday	0.15	
					22.8	Time Over District Average Speed per Hour				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, Wye, Turntables, Fuel, Scales, Standard Clocks, Bul.-Bds., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Warrenton	TIME TABLE No. 135 April 29, 1962	Distance from Point Adams
		Sidings	Other Tracks			
JXYR	A106		17	0.0	..... WARRENTON	2.7
	F82		25	1.8	..... FLAVEL	0.9
	F83		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, Wye, Turntables, Fuel, Scales, Standard Clocks, Bul.-Bds., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Portland	TIME TABLE No. 135 April 29, 1962	Distance from Vernonia
		Sidings	Other Tracks			
PXJ	A10			10.15 ^{PM}	N..... UNITED JOY..... UJ	38.5 A 5.00AM
	U11A		81W	10.19	..... DAN SPUR.....	37.5 4.55
P	U12		4	10.22	..... BURLINGTON.....	36.8 4.52
P	U15		8W	10.31	..... TUNNEL SPUR.....	33.9 4.42
JXPR	U17		25 5E	10.40 ^{PM}	DN..... BOWERS JOY..... BJ	31.4 L 4.30AM
P	U22	47	44		D..... NORTH PLAINS... NP	26.6
	U23		24		..... VADIS.....	25.2
	U26		11E		..... CHRISTIE.....	23.0
P	U32	24	9		..... MANNING.....	16.8
P	U39	20	8E		..... TOPHILL.....	9.7
P	U43	29			..... BRAUN.....	5.4
Y XPR	U49		Yard		..... VERNONIA.....	0.0
				0.35 17.0	Time Over District Average Speed per Hour	0.30 14.2

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

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

Westward

Oregon Electric Ry.—SECOND SUB-DIVISION

Eastward 11

Water, Wyes, Turn- tables, Fuel, Seales, Standard Cloaks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Forest Grove Junction	TIME TABLE No. 135 April 29, 1962	Distance from Forest Grove
		Sidings	Other Tracks			
JYPX	E23			0.0	..... FOREST GROVE JCT.....	10.6
X	F1	7E 3E		0.8	0.8	..... ORENCO.....
	F8	7E		2.0	2.1	..... SEWELL.....
P	F5	5	41	4.5	1.6	D..... HILLSBORO..... BO
	F8		12	7.9	3.4	..... CORNELIUS.....
P	F11		65	10.6	2.7	D..... FOREST GROVE.....
					10.6	0.0
					Time Over District Average Speed per Hour	

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

Westward

Oregon Electric Ry.—THIRD SUB-DIVISION

Eastward

Water, Wyes, Turn- tables, Fuel, Seales, Standard Cloaks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Albany Yard	TIME TABLE No. 135 April 29, 1962	Distance from Foster
		Sidings	Other Tracks			
SKBXP TOR	E97		Yard	0.0	DN..... ALBANY YARD..... YD	81.0
JVX				0.0	0.0	..... S. P. CONN. ALBANY.....
					13.0	81.0

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

KPVX	S15		20	14.5	DN..... LEBANON..... BA	17.4
					O. E. Conn.	
X	S15A	10		14.8	0.3	..... LEBANON.....
					(O. E. Siding)	17.1
PX	S16	70	240	15.9	1.1	D..... WELDWOOD..... V
					6.3	16.6
P	S20		2E	20.2	..... WATERLOO.....	11.7
					1.9	
PY RBXJ	S29		Yard	22.1	..... NYE.....	9.8
					0.7	
X	S32			28.8	DN..... SWEET HOME..... SW	8.1
					8.1	
				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, Turn- tables, Fuel, Seales, Standard Cloaks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Sweet Home	TIME TABLE No. 135 April 29, 1962	Distance from Dollar
		Sidings	Other Tracks			
PYRB XJ	S29		Yard	0.0	DN..... SWEET HOME..... SW	15.5
	H6		20W	8.4	8.4	..... MOLLEY.....
	H8		10	8.1	1.7	..... CALAPOOYA.....
	H16		Yard	16.5	7.4	..... DOLLAR.....
					0.0	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—

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, except DE units 151 and 152.	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.	
When picking up train orders (except where hoop stands are located).....	25

SPEED RESTRICTIONS

Terminals Subdivision—

	M. P. H.	
	Psg.	Fr.
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—

	Fr. and	
	Psg.	Mixed
Maximum speed	60	50
Between Wishram and MP 87	40	35
Between MP 87 and MP 98.....	30	25
Over Bechtel Corporation trackage, Madras		10
Over C Street crossing, Culver	50	
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.	Fr.
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

Oregon Electric Railway—

<u>First, Second, Third and Fourth Subdivisions—</u>	M.P.H.
Maximum speed	35
Within City Limits of Beaverton	20
Between Beburg and Greton on S. P. tracks	20
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
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
 Paxton..... East switch of siding

Portland Division—First Subdivision—

Willbridge Siding..... 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
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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
Nu Lam Wood Products Spur	26.0	10	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		37	West end
South Spur		19	West end
Run around track		17	Both ends

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	18	West end
“ —Tidewater Shaver Spur	234.7	17	West end
“ —Shell Chemical Corp. Spur	234.7	8	West end
“ —Storage Spur No. 1	234.7	21	West end
“ —Storage Spur No. 2	234.7	20	West end
Ice Harbor Dam Spur Trackage	241.2	14	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

Oregon Trunk Railway—

	Miles from Wishram	Car Capacity	Switch at
Agency	107.0	7	East end

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	28.1	58	East end
Crown Zellerbach Corp. Spur No. 4	30.1	5	East end
Crown Zellerbach Corp. Spur No. 3	30.5	44	West end
Crown Zellerbach Tracks 1 & 2	30.5	38	Both ends
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
“ —Banks Lumber Co.	27.5	5	East end
“ —V.S.P. & S.S. RR., Inc.	27.5	11	East 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
Chemawa B. P. A. Spur	65.9	40	West end
Roberts	75.4	23	East end
Pirtle	101.7	8	East end
Verdure	106.4	5	West end
Munson Spur	113.3	1	East end
Miller Seed Co.	118.3	4	West end
Cartney	121.3	7	East end
Washington Farmers Spur	129.1	7	West end
Junction City Remilling Co.	129.2	6	East end
Valley Plywood Co. Spur	129.5	14	East end
Johnson Lumber Co. Spur No. 1	130.0	3	East end
“ “ “ Spur No. 2	130.0	5	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
Valley Wood Products Company	24.3	6	East end
Benjo Milling Co.	24.5	6	East end
J. H. Baxter Company	24.7	7	East end
Mid Plywood Propane Spur	25.9	3	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. OX 4-1409) 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. JOSEPH L. GREENWELL, Pasco, Wash.
 DR. A. M. GREGSON, Pasco, Wash.
 DR. CHARLES G. SMICK, Ritzville, Wash.
 DR. ROBT. F. DUNLOP, Connell, Wash.
 DR. JOHN B. MURPHY, Cheney, Wash.
 DR. E. B. COULTER, Spokane, Wash.
 DR. EDWARD E. BIEVER, Spokane, Wash.
 DR. GENE SLICHTER, Spokane, Wash.
 BEND MEMORIAL CLINIC, Bend, Oregon
 DR. SAMUEL TOEVS, Redmond, Oregon
 DR. JOHN F. DORSCH, Redmond, Oregon
 DR. T. J. HICKS, Madras, Oregon
 DR. JAMES R. SCHLICHTING, Maupin, Oregon
 DR. O. L. ZESCHIN, St. Helens, Oregon
 DR. E. R. STARR, Rainier, Oregon
 DR. OTTO GEORGE, Clatskanie, Oregon
 THE FOWLER CLINIC, Astoria, Oregon
 DR. R. W. PARCHER, Seaside, 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
Snake River.....	Station
Waahtuona.....	Station
Lamont.....	Station
Maupin.....	Station
Metolius.....	Station

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

S. G. BUNTIN, 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.

