SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

System Lines

TIME TABLE

No. 138

To be used in conjunction with Current Special Instruction Book

Effective 12:01 A. M. Pacific Time

Sunday, September 29, 1963

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.

TERMINAL SUB-DIVISION—VANCOUVER TO PORTLAND

TIME TABLE No. 138
September 29, 1963

FIRST CLASS

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Spokane	STATIONS	Distance from Vancouver	3	1	701	703	705
							S. P. & S.	S. P. & S.	G. N. 460	N. P. 408	U. P. 458
							Passenger	Passenger	Passenger	Passenger	Passenger
							Daily	Daily	Daily	Daily	Daily
WTXOP RKZBVY	10		Yard	869.5	DN.....VANCOUVER.....MX (AUTOMATIC BLOCK; DOUBLE TRACK)	0.0	L4 50AM	L6.38AM	L11.58AM	L2.53PM	L8.51PM
					1.9						
IJPV	8		Jct.	871.4	DN..NORTH PORTLAND Jct..KD	1.9	4 55	6.41	12.03	2 56	8.55
					1.1						
XPV	7	60	263	872.5	.....EAST ST. JOHNS.....	3.0	4.57	6.43	12.05	2 58	8.57
					2.7						
BIRXJPK	4		Yard	875.2	DN.....WILLBRIDGE.....BR	5.7	5.01	6.47	12.09	3 02	9.01
					2.3						
XV	2		Yard	877.5	.....LAKE YARD.....	8.0	5.05	6.50	12.13	3 06	9.05
					2.0						
PRKXBV				879.5	DN..PORTLAND, Union Sta...VC	10.0	A5.15AM	A7.00AM	A12.20PM	A3.15PM	A9.15PM
TOBP RKXZV	0		Yard	879.5	DN...PORTLAND, Hoyt St....OW	10.0					
					Time Over District		0.25	0.22	0.22	0.22	0.24
					Average Speed Per Hour		24.0	27.3	27.3	27.3	25.0

Eastward

TERMINAL SUB-DIVISION—PORTLAND TO VANCOUVER

TIME TABLE No. 138
September 29, 1963

FIRST CLASS

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Spokane	STATIONS	Distance from Portland	700	702	2	704	4
							U. P. 457	G. N. 459	S. P. & S.	N. P. 407	S. P. & S.
							Passenger	Passenger	Passenger	Passenger	Passenger
BWTYO PRKXZV	10		Yard	869.5	DN.....VANCOUVER.....MX (AUTOMATIC BLOCK; DOUBLE TRACK)	10.0	A9.51AM	A 1.49PM	A3.19PM	A 4.34PM	A 9.04PM
					1.9						
PIJV	8		Jct.	871.4	DN..NORTH PORTLAND Jct..KD	8.1	9.46	1.45	3.15	4.30	8.59
					1.1						
XPV	7	60	263	872.5	.....EAST ST. JOHNS.....	7.0	9.44	1.43	3.13	4 28	8.57
					2.7						
BIPRXJK	4		Yard	875.2	DN.....WILLBRIDGE.....BR	4.3	9.40	1 39	3.09	4 24	8.53
					2.3						
XV	2		Yard	877.5	.....LAKE YARD.....	2.0	9.36	1.35	3.05	4 20	8.49
					2.0						
PRKXBV				879.5	DN..PORTLAND, Union Sta...VC	0.0	L9.30AM	L 1.30PM	L3.00PM	L 4 15PM	L 8.45PM
PBTO RKXZV	0		Yard	879.5	DN...PORTLAND, Hoyt St....OW	0.0					
							Daily	Daily	Daily	Daily	Daily
					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 Westward trains of the same class.

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 Sixth Subdivision, 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 Terminal Sub-Division, will require a check of register in train order form.

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 201 Freight Daily	SECOND CLASS 251 Freight Daily	FIRST CLASS	FIRST CLASS 1 Passenger Daily	FIRST CLASS 3 Passenger Daily	Distance from Spokane		TIME TABLE No. 138 September 29, 1963 STATIONS	Distance from Portland	FIRST CLASS 2 Passenger	FIRST CLASS 4 Passenger			
JBWOR YPKXZ	108		Yard	L 11.45AM	L 7.00AM		L 4.48AM	L 2.40AM	273.4	AUTOMATIC BLOCK	DN.....WISHRAM.....X	106.1	A 4.58PM	A10 46PM			
											2.9						
P	103	146	166	11.49	7.05		4.52	2.44	276.3		.....AVERY.....	103.2	4.55	10.43			
											9.9						
P	94	126	8	11.59AM	7.15		5.02	2.54	286.2		.....NORTH DALLES.....	93.3	4.46	10.34			
											8.0						
JP	85	76	139	12.07PM	7.23		5.11	3.02	294.2		DN.....LYLE.....YA	85.3	4.38	10.26			
											9.4						
P	76	126	136	12.17	7.33		5.21	3.12	303.6		DNBINGEN-WHITESALMON.WS	75.9	4.29	10.17			
											3.4						
P	73		40						307.0		.....UNDERWOOD.....	72.5					
											1.6						
P	71	85	7	12.22	7.38		5.26	3.17	308.6		.....HOOD.....	70.9	4.24	10.12			
											5.1						
	66		12W					3.22	313.7		.....COOKS.....	65.8		10.07			
											6.5						
P	60	130	20W 30E	12.34	7.50		5.38	3.28	320.0		.....HOME VALLEY.....	59.5	4.13	10.01			
											5.2						
P	54	144	33	12.40	7.56		5.44	3.33	325.2		DN....STEVENSON.....NS	54.3	4.08	9.56			
											5.0						
P	49	126	33	12.45	8.01		5.49	3.38	330.2		..NORTH BONNEVILLE..	49 3	4.03	9.51			
											7.2						
P	42	125	17	12.53	8.09		5.57	3.45	337.4		.....SKAMANIA.....	42.1	3.56	9.44			
											4.3						
P	38		10E					3.49	341.7		.....PRINDLE.....	37.8		9.40			
											5.5						
P	32	126		1.04	8.20		6.08	3.55	347.5		.....MT. PLEASANT.....	32.0	3.46	9.34			
											4.0						
P	28	104	23	1.08	8.24		6.12	3.59	351.5		.....WASHOUGAL.....	28.0	3.42	9.30			
											4.2						
PX	24	128	127	1.14	8.30		6.17	4.06	355.7		DN.....CAMAS.....MA	23.8	3.38	9.26			
											4.0						
P	20	137	14	1.20	8.36		6.22	4.11	359.7		.....FISHER.....	19.8	3.33	9.21			
											5.3						
P	15	82		1.26	8.42		6.28	4.17	365.0		.....McLOUGHLIN.....	14.5	3.28	9.16			
											2.4						
		98	177	1.29	8.45		6.31	4.20	367.4		.....EAVAN.....	12.1	3.25	9.13			
											2.1						
PWTY BOKXR VZ	10		Yard	A 1.35PM	A 8.50AM		A 6.35AM	A 4.30AM	369.5		DN....VANCOUVER...MX	10.0	L 3.22PM	L 9.10PM			
													Daily	Daily			
				1.50 52.4	1.50 52.4		1.47 53.9	1.50 52.4			Time Over District Average Speed Per Hour		1.36 60.1	1.36 60.1			

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

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

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS	FIRST CLASS	FIRST CLASS		Distance from Spokane	TIME TABLE No. 138 September 29, 1963 — STATIONS	Distance from Portland	FIRST CLASS	FIRST CLASS			
					201	1	3				2	4			
					Freight	Passenger	Passenger				Passenger	Passenger			
					Daily	Daily	Daily								
WYT RVBOK IXZP	231		Yard			L 2.40AM	L12.15AM	148.2	DN.....PASCO..... RN 1.6 PA	231.3	A 7.05PM	A 1.00AM			

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

JVI					L 9.15AM		L 2.45AM	L12.20AM	149.8	.....S. P. & S. JCT..... 1.2	229.7	A 7.00PM	A12.55AM			
P	229	161	1		9.17		2.46	12.22	151.0	DN....KENNEWICK....KN 4.6	228.5	6.59	12.54			
P	224	71	183		9.22		2.51	12.28	155.6	D.....FINLEY.....FN 8.1	223.9	6.54	12.49			
P	216	144	7W		9.31		2 59	4 12.41	163.7	.....YELLEPIT..... 12.5	215.8	6.46	3 12.41			
P	203	144	4W		9.44		3.11	12.53	176.2	.....BERRIAN..... 11.3	203.3	6.34	12.29			
P	192	145	33		9.56		3.22	1.04	187.5	DN.....PLYMOUTH....MO 12.2	192.0	6.23	12.18			
P	180	142	22		10.09		3.33	1.15	199.7	.....PATERSON..... 9.4	179.8	6.12	12.06AM			
P	170	142	14		10.19		3.42	1.26	209.1	.....WHITCOMB..... 8.2	170.4	6.03	11.57PM			
P	162		36						217.3	.....ALDERDALE..... 4.6	162.2					
P	158	144			10.32		3.54	1.38	221.9	.....McCREDIE..... 10.9	157.6	5.51	11.45			
P	147	145	36		10.43		4.04	1.48	232.8	DN....ROOSEVELT....RE 5.9	146.7	5.41	11.35			
P	141		19W						238.7	.....SUNDALE..... 10.0	140.8					
P	131	144	6		10.59		4.18	2.02	248.7	.....GOODNOE..... 5.6	130.8	5.27	11.20			
P	125		28W		11.05		4.24	2.08	254.3	.....TOWAL..... 5.5	125.2	5.21	11.14			
P	120	145	47		11.11		4.30	2.14	259.8	.....CLIFFS..... 5.4	119.7	5.15	11.08			
P	114	158			11.17		4.36	2.20	265.2	.....MARYHILL..... 8.2	114.3	5.09	11.02			
BWOYR JKXZP	106		Yard		A11.30AM		A 4.45AM	A 2.30AM	273.4	DN.....WISHRAM.....X	106.1	L 5.00PM	L10.53PM			
												Daily	Daily			
					2.15 54.9		2.05 60.1	2.15 55.6		Time Over District Average Speed Per Hour		2.05 60.1	2.07 59.1			

Automatic Block

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS	FIRST CLASS			Distance from Spokane	TIME TABLE No. 138 September 29, 1963 STATIONS	Distance from Portland	FIRST CLASS				
				201		1	3				4	2			
				Freight		Passenger	Passenger				Passenger	Passenger			
				Daily		Daily	Daily								
BKO PRT YXZ	381		Yard					3.2	DN.....YARDLEY.....YD 3.2	380.7					
BKP RXZ	378		Yard					0.0	DN.SPOKANE (N.P. Depot).SF 5.7	377.5					
IJPV XY								8.7	DN.MARSHALL JCT.(N.P.) MR	368.8					
BETWEEN MARSHALL JUNCTION AND YARDLEY, TRAINS WILL BE GOVERNED BY N. P. RY., IDAHO DIV. TIME TABLE AND RULES															
BIKO PRTW XYZ	384		Yard					4.8	DN.....HILLYARD (G.N.) HU 4.8	384.3					
BKPR WOX	380		Yard			L11.50PM	L 8.45PM	0.0	DN.SPOKANE (G.N. Depot).PD 2.3	379.5	A 5.00AM	A10.00PM			
BETWEEN FT. WRIGHT AND HILLYARD, TRAINS WILL BE GOVERNED BY G. N. RY. KALISPELL DIVISION TIME TABLE AND RULES															
IJPVXY	377				L 6.01AM	L11.55PM	L 8.51PM	2.3	DN...FORT WRIGHT..FW 6.1	377.2	A 4.50AM	A 9.50PM			
P	371	125			6.08	12.01AM	8.59	8.4	.....OVERLOOK..... 3.7	371.1	4.42	9.43			
JP	367	72	52		6.12	12.05	9.04	12.1	DN.....SCRIBNER.....SC 6.7	367.4	4.37	9.38			
P	361	80	13		6.19	12.12	9.12	18.8	.....SOUTH CHENEY..... 6.1	360.7	4.29	9.31			
P	355	116			6.26	12.18	2 9.24	24.9	.....MOCK..... 5.1	354.6	4.21	3 9.24			
P	350		17W				9.29	30.0	.....AMBER..... 6.2	349.5	4.16				
P	343	126	23		6.38	12.28	9.35	36.2	.....RODNA..... 8.6	343.3	4.10	9.13			
P	335	EB 134 WB 97	94		6.47	12.35	9.43	44.8	DN.....LAMONT.....A 5.3	334.7	4.02	9.06			
P	329		21E				9.48	50.1	.....ROCKWELL..... 5.6	329.4	3.57				
P	324	125	16		6.58	12.44	9.53	55.7	.....MACALL..... 12.7	323.8	3.52	8.57			
P	311	127	29		7.11	12.55	10.06	68.4	.....BENGE..... 11.6	311.1	3.40	8.46			
P	300	125	12		7.24	1.05	10.17	80.0	.....HOOPER..... 8.6	299.5	3.29	8.35			
P	291	EB 130 WB 72	38		7.33	1.12	s10.28	88.6	DN....WASHTUCNA...WA 5.6	290.9	s 3.20	8.28			
P	285		42E		7.39	1.17	10.34	94.2	.....SPERRY..... 7.5	285.3	2.58	8.23			
P	278	125	80		7.47	1.24	10.41	101.7	.....KAHLOTUS..... 9.2	277.8	2.51	8.17			
P	269	90	5		8.05	1.37	10.54	110.9	.....FARRINGTON..... 5.8	268.6	2.38	8.06			
P	263	112			8.17	1.45	11.02	116.7	.....BURR..... 5.9	262.8	2.30	7.59			
JV								122.6	...SNAKE RIVER JCT.... 0.6	256.9					
P	256	76	61		8.30	1.54	11.11	123.2	DN...SNAKE RIVER...SR 2.3	256.3	s 2.21	7.51			
P	254	126			8.33	1.57	11.14	125.5	.....VOTAW..... 5.5	254.0	2.17	7.48			
P	251		65W		8.37	2.01	11.18	129.0	.....REDD..... 5.7	250.5	2.13	7.45			
P	245	125	9		8.43	4 2.07	11.24	134.7	.....LEVEY..... 6.5	244.8	1 2.07	7.40			
P	238	69			8.50	2.14	11.31	141.5	.....MARTINDALE..... 4.5	238.0	1.58	7.34			
IJPV	234				8.55	2.19	11.36	146.0	....AINSWORTH JCT..... 2.2	233.5	1.52	7.30			
PZXTY WRBOK IV	231		Yard		A 9.00AM	A 2.30AM	A11.45PM	148.2	DN.....PASCO.....RN PA	231.3	L 1.40AM	L 7.20PM			
											Daily	Daily			
					2.59 49.6	2.40 55.6	3.00 49.4		Time Over District Average Speed Per Hour		3.20 44.5	2.40 55.6			

AUTOMATIC BLOCK

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits etc.	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Goldendale	TIME TABLE No. 138 September 29, 1963 — STATIONS	Distance from Lyle
BYR PX	G42		68	0.0	D.....GOLDENDALE.....GD	41.6
					6.3	
P	G35		19	6.3	.....CENTERVILLE.....	35.3
					5.1	
P	G30		17	11.4	.....WARWICK.....	30.2
					7.2	
	G23		7E	18.6	.....SWALE.....	23.0
					6.1	
	G17		14	24.7	.....WAHKIAKUS.....	16.9
					3.5	
P	G13	25		28.2	D.....KLICKITAT.....KI	13.4
					3.1	
	G10		7	31.3	.....PITT.....	10.3
					10.3	
R PJX	85	76	139	41.6	DN.....LYLE.....YA	0.0
					Time Over District Average Speed Per Hour	

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

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, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boar and Yard Limits, etc.	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 105 Oregon Trunk Mixed Saturday Only	THIRD CLASS 103 Oregon Trunk Mixed Daily Ex. Sat. & Sun.	SECOND CLASS 251 Oregon Trunk Freight Daily	Distance from Bend		TIME TABLE No. 138 September 29, 1963 STATIONS	Distance from Wishram	SECOND CLASS	THIRD CLASS 102 Oregon Trunk Mixed
BYOVZ PRKX	T-151		Yard	L 7.00PM	L 11.00PM	L 2.15AM	0.0	Auto. Block	DN....BEND.....D	151.5		A 7.00AM
									7.3			
P	T-144	45	19	f 7.11	f 11.15	2.25	7.3		....DESCHUTES.....	144.2		f 6.35
									9.6			
XP	T-135	92	304	s 7.30	s 11.40	2.38	16.9		DN..REDMOND.....RD	134.6		s 6.15
									2.3			
JPV	T-132	80	42	f 7.35	f 11.46		19.2		D.PRINEVILLE JCT...XN	132.3		f 5.50
									2.8			
P	T-130	44		f 7.40	f 11.52PM	2.45	22.0		...TERREBONNE.....	129.5		f 5.45
									7.9			
P	T-122	107	22	f 7.52	f 12.09AM	2.55	29.9		....OPAL CITY.....	121.6		f 5.31
									6.6			
P	T-115	43	50	f 8.02	f 12.25	3.04	36.5		.....CULVER.....	115.0		f 5.18
									4.8			
PX	T-110	93	225	s 8.12	s 12.35	3.11	41.3		D....METOLIUS.....MS	110.2		s 5.10
									5.2			
P	T-105	46	172	s 8.25	s 12.55	3.19	46.5		DN...MADRAS.....MD	105.0		s 5.00
									5.2			
P	T-100	104	3	f 8.35	f 1.10	3.27	51.7		.....PAXTON.....	99.8		f 4.39
									5.8			
P	T-94	30	21	s 8.51	s 1.26	3.41	57.5		....GATEWAY.....	94.0		s 4.23
									5.2			
P	T-86	103	36	f 9.13	f 1.48	102 4.01	65.7		DN SOUTH JCT.....SJ	85.8		251 f 4.01
									5.7			
P	T-80	103		f 9.24	f 1.59	4.12	71.4		.....KASKELA.....	80.1		f 3.45
									9.0			
P	T-71	108	13W	9.43	2.18	4.31	80.4		.....DIXON.....	71.1		3.26
									3.6			
	T-68		4W	f 9.50	f 2.25		84.0		.....DANT.....	67.5		f 3.19
									3.7			
P	T-64	45		f 9.57	f 2.32	4.46	87.7		.....NENA.....	63.8		f 3.11
									8.2			
P	T-56	86	13	10.13	102 2.55	5.03	95.9		.....CAMBRAI.....	55.6		103 2.55
									1.0			
P	T-55		26	s 10.20	s 3.01		96.9		DN....MAUPIN.....AU	54.6		s 2.53
									7.3			
P	T-47		36W	f 10.35	f 3.16	5.19	104.2		.....SHERAR.....	47.3		f 2.39
									7.6			
P	T-40	92	8E	f 10.51	f 3.32	5.34	111.8		.....OAKBROOK.....	39.7		f 2.23
									9.3			
P	T-30	45	9E	f 11.10	f 3.51	5.54	121.1		.....SINAMOX.....	30.4		f 2.04
									4.0			
P	T-26	43		f 11.18	f 3.59	6.02	125.1		N.....DIKE.....DI	26.4		f 1.55
									8.1			
P	T-18	105	12	f 11.35PM	f 4.16	6.19	133.2		.....LOCKIT.....	18.3		f 1.38
									12.4			
P	T- 6	83	9W	f 12.01AM	f 4.41	6.43	145.6		.....MOODY.....	5.9		f 1.13
									4.4			
IVXJP	T- 2			12.10	4.50	6.52	150.0		....O. T. JCT.....	1.5		1.04
									1.5			
JBOPW RKXZY	106		Yard	A 12.15AM	A 5.00AM	A 7.00AM	151.5		DN..WISHRAM.....X	0.0		L 1.00AM
												Daily Ex. Sunday
				5.15 28.9	6.00 25.3	4.45 31.9			Time Over District Average Speed Per Hour			6.00 25.3

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

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

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul. Bds., Register, Yard Limits.	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 231 Freight Daily Ex. Saturday	Distance from Portland		STATIONS		Distance from Seaside	SECOND CLASS 230 Freight Daily Ex. Monday
JRXI P	4		Yard	L 10.00PM	4.3	DN	....WILLBRIDGE.....BR		113.7	A 5.15AM
							0.8			
X	A5	80		10.02	5.1		WILLBRIDGE SIDING..		112.9	5.13
							2.2			
XP	A7	72	217	10.08	7.3	D	.....LINNTON.....IN		110.7	5.07
							2.7			
PJX	A10			A 10.15PM	10.0	N	.....UNITED JCT.....UJ		108.0	L 5.00AM
							2.6			
	A13	29			12.6		.....HOLBROOK.....		105.4	
							7.3			
	A20	34	79		19.9		.....SCAPPOOSE.....		98.1	
							7.7			
BPX	A28	51	78		27.6	DN	.....ST. HELENS.....H		90.4	
							3.7			
PX	A31	43			31.3		.....WATERVIEW.....		86.7	
							8.1			
P	A39	20	58		39.4		.....GOBLE.....		78.6	
							6.4			
P	A46				45.8		.....RAINIER.....		72.2	
							1.0			
	A47	52	20E		46.8		.....AVON.....		71.2	
							9.0			
P	A56	50	13		55.8		.....MAYGER.....		62.2	
							2.2			
	A58				58.0		.....LOCODA.....		60.0	
							1.3			
	A59		14W		59.3		.....QUINCY.....		58.7	
							2.9			
P	A62	43	68		62.2	D	..... CLATSKANIE.....CN		55.8	
							4.4			
	A67		21W		66.6		.....MARSHLAND.....		51.4	
							4.6			
P	A71	29	6		71.2		.....WESTPORT.....		46.8	
							2.3			
P	A74		54		73.5		.....WAUNA.....		44.5	
							3.3			
	A77		14		76.8		..... BRADWOOD		41.2	
							1.6			
P	A78	43			78.4		..... CLIFTON		39.6	
							4.9			
	A83		2E		83.3		.....BROWNSMEAD.....		34.7	
							3.2			
P	A87	20	5W		86.5		.....KNAPPA.....		31.5	
							3.7			
	A90	15	2W		90.2		..... SVENSEN		27.8	
							9.5			
TZP BKXR	A100		Yard		99.7	D	.....ASTORIA.....RO		18.3	
							5.9			
JY	A106		17		105.6		.....WARRENTON.....		12.4	
							2.7			
	A108		19E		108.3		.....CAMP CLATSOP.....		9.7	
							9.7			
B KR	A118		66		118.0	D	.....SEASIDE.....SD		0.0	
				0.15 22.8			Time Over District Average Speed per Hour			0 15 22 8

TIME TABLE No. 138
September 29, 1963

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul.-Bds., Register, Yard Limits	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Warrenton	TIME TABLE No. 138 September 29, 1963 — STATIONS	Distance from Point Adams
JXYR	A106		17	0.0	WARRENTON	2.7
					1.8	
	FS2		23	1.8	FLAVEL	0.9
					0.9	
	FS3		5E	2.7	POINT ADAMS	0.0
					Time Over District Average Speed per Hour	

Eastward trains are superior to Westward trains of the same class

Westward EIGHTH SUB-DIVISION Eastward

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul.-Bds., Register, Yard Limits	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 231 Freight Daily Ex. Saturday	Distance from Portland	TIME TABLE No. 138 September 29, 1963 — STATIONS	Distance from Vernonia	SECOND CLASS 230 Freight
PXJ	A10			L10.15PM	10.9	N UNITED JCT. UJ	38.5	A 5.00AM
						1.0		
	U11A		81W	10.19	11.0	BAN SPUR	37.5	4.55
						0.7		
P	U12		4	10.22	11.7	BURLINGTON	36.8	4.52
						2.9		
P	U15		8W	10.31	14.6	Auto. Blk. TUNNEL SPUR	33.9	4.42
						2.5		
JXP	U17		25 5E	A10.40PM	17.1	BOWERS JCT.	31.4	L 4.30AM
						4.8		
P	U22	47	41		21.9	D NORTH PLAINS NP	26.6	
						1.4		
	U23		24		23.3	VADIS	25.2	
						2.2		
	U26		11E		25.5	CHRISTIE	23.0	
						6.2		
P	U32	24	9		31.7	MANNING	16.8	
						7.1		
P	U39	20	8E		38.8	TOPHILL	9.7	
						4.3		
P	U43	29			43.1	BRAUN	5.4	
						5.4		
Y XPR	U49		Yard		48.5	VERNONIA	0.0	
								Daily Ex. Mon.
				0.26 17.0		Time Over District Average Speed per Hour		0.30 14.2

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bulletin Boards, Register and Yard Limits	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 231 Freight Daily Ex. Saturday	Distance from Portland	TIME TABLE No. 138 September 29, 1963 STATIONS	Distance from Eugene	SECOND CLASS 230 Freight
JXP	U17		5E	L 10.40PM	17.1	.....BOWERS JCT.....	125.7	A 4.30AM
						3.8		
	E21	43	31	10.52	20.9	.....MERLE.....	121.9	4.18
						0.6		
YPXJ	E22			10.54	21.5	.....FOREST GROVE JCT.....	121.3	4.16
						5.2		
X		75	23	11.10	26.7	.....BEAVERTON SIDING.....	116.1	4.00
						0.9		
XP	E28		25	11.13	27.6	.....BEAVERTON.....	115.2	3.57
						0.5		
JVP	E28A			11.15PM	28.1	.....BEBURG.....	114.7	3.55AM
						3.1		
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
						0.9		
PX	E32	74	15	11.38	32.1	.....TIGARD.....	110.7	3.32
						4.0		
P	E36		9	11.50PM	36.1	.....TUALATIN.....	106.7	3.20
						2.9		
P	E39	18		12.01AM	39.0	.....TONQUIN.....	103.8	3.10
						4.0		
P	E43	19	7	12.12	43.0	.....WILSONVILLE.....	99.8	2.58
						2.4		
P	E45	74		12.21	45.4	.....CURTIS.....	97.4	2.49
						3.7		
P	E49		22	12.33	49.1	.....DONALD.....	93.7	2.37
						5.4		
P	E55	72	8E	12.50	54.5	..... WEST WOODBURN.....	88.3	2.20
						2.9		
	E57		9E	12.59	57.4	.....ST. LOUIS.....	85.4	2.11
						5.7		
	E63		12	1.17	63.1	.....HOPMERE.....	79.7	1.53
						1.0		
P	E64		8	1.20	64.1	.....QUINABY.....	78.7	1.50
						4.5		
PX	E69	77	44	230 1.35	68.6	.....BUSH.....	74.2	231 1.35
						2.6		
VBPXK	E71		Yard	1.50	71.2	DN.....SALEM.....SA	71.6	1.20
						1.6		
PX	E73	113		1.55	72.8	.....MINTO.....	70.0	1.15
						7.1		
P	E80		10E 12W	2.17	79.9	.....ORVILLE.....	62.9	12.53
						4.9		
P	E85	72		2.32	84.8	.....SIDNEY.....	58.0	12.38
						3.1		
	E88		16	2.42	87.9	.....TALBOT.....	54.9	12.28
						2.9		
	E91		15W	2.51	90.8	.....DEVER.....	52.0	12.19
						5.7		
BXBRP TKOJ	E97		Yard	3.30	96.5	DN....ALBANY YARD.....YD.	46.3	12.01AM
						1.3		
VXP	E98		Yard	3.35	97.8	..... ALBANY	45.0	11.15PM
						13.3		
P	E111		13E	4.10	111.1	.....FAYETTEVILLE.....	31.7	10.35
						2.7		
	E114		4E	4.18	113.8	.....POTTER.....	29.0	10.28
						2.3		
	E116	6		4.25	116.1	.....TULSA.....	26.7	10.20
						8.1		
P	E124		19 24E	4.50	124.2	.....HARRISBURG.....	18.6	9.55
						4.5		
P	E129		11S	5.05	128.7	D.....JUNCTION CITY....JC	14.1	9.39
						4.7		
	E133		6E	5.20	133.4	.....MEADOW VIEW.....	9.4	9.23
						1.6		
	E135		9	5.24	135.0	.....AWBREY.....	7.8	9.18
						1.1		
	E136		13W 21E	5.27	136.1	.....ENID.....	6.7	9.15
						6.7		
BKXR PVY	E143		Yard	A 6.15AM	142.8	D.....EUGENE.....G	0.0	L 8.30PM
								Daily Ex. Sunday
				7.35 16.6		Time Over District Average Speed per Hour		8.00 15.7

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

TENTH SUB-DIVISION

Westward | **Eastward**

TIME TABLE No. 138
September 29, 1963

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bulletin Boards, Register and Yard Limits	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Forest Grove Junction	STATIONS	Distance from Forest Grove
JYPX	E22			0.0	.....FOREST GROVE JCT.....	10.6
					0.8	
X	F1		10E 3E	0.8	.....ORENCO.....	9.8
					2.1	
	F3		7E	2.9	.....SEWELL.....	7.7
					1.6	
P	F5	4	38	4.5	D.....HILLSBORO.....BO	6.1
					3.4	
	F8		12	7.9	.....CORNELIUS.....	2.7
					2.7	
P	F11		61	10.6	D.....FOREST GROVE....FO	0.0
					Time Over District Average Speed per Hour	

Eastward trains are superior to Westward trains of the same class.

ELEVENTH SUB-DIVISION

Westward | **Eastward**

TIME TABLE No. 138
September 29, 1963

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bulletin Boards, Register and Yard Limits	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Albany Yard	STATIONS	Distance from Foster
⊠KBXP TOR	E97		Yard	0.0	DN.....ALBANY YARD.....YD	31.9
					0.9	
JVX				0.9	.....S. P. CONN. ALBANY.....	31.0
					13.6	
Between S. P. Conn. Albany and Lebanon Conn. with Eleventh Sub-Division Trains Will Be Governed By S. P. Co. Portland Division Time Tables and Rules						
KPJVX	S15		19	14.5	DN.....LEBANON.....BA O. E. Conn.	17.4
					0.3	
X	S15A	9		14.8	.....LEBANON..... (O. E. Siding)	17.1
					1.1	
PX	S16	69	228	15.9	D..... WELDWOOD.....V	16.0
					6.3	
P	S20		4E	20.2	.....WATERLOO.....	11.7
					1.9	
	S22		8E	22.1	.....NYE.....	9.8
					6.7	
PY RBXJ	S29		Yard	28.8	DN.....SWEET HOME.....SW	3.1
					3.1	
X	S32			31.9	.....FOSTER.....	0.0
					Time Over District Average Speed per Hour	

Eastward trains are superior to Westward trains of the same class.

TWELFTH SUB-DIVISION

Westward | **Eastward**

TIME TABLE No. 138
September 29, 1963

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bulletin Boards, Register and Yard Limits	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Sweet Home	STATIONS	Distance from Dollar
PYRB XJ	S29		Yard	0.0	DN.....SWEET HOME.....SW	15.5
					6.4	
	H6		19W	6.4	.....HOLLEY.....	9.1
					1.7	
	H8		10	8.1	.....CALAPOOYA.....	7.4
					7.4	
	H16		Yard	15.5	.....DOLLAR.....	0.0
					Time Over District Average Speed per Hour	

Eastward trains are superior to Westward trains of the same class.

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 Terminal, First, Second and Third Subdivisions, advance warning signs are located 4500 feet, on the Fifth Subdivision 3000 feet, and on all other Subdivisions, 1500 feet in advance of the reduce speed signs.

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

Terminal Subdivision—

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

First Subdivision—

Maximum speed	79	60
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	

Second Subdivision—

Maximum speed	79	60
Within the city limits of Kennewick	35	35
Within the city limits of Pasco	25	25

Third Subdivision—

Maximum speed	79	60
Within the city limits of Pasco	25	25
Between Kahlotus and Snake River Jct.	50	35
Within the city limits of Lamont	70	

Fourth Subdivision—

Maximum speed	30
On curves 5 degrees and over	15

Fifth Subdivision—

	Psgr.	Frt. and Mixed
Maximum speed	60	60
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	50
Between North City Limits and A Street, Redmond	50	50
Between A and H Streets, Redmond	35	35
Between H Street and South City Limits, Redmond	50	50
Between North City Limits and Revere Street, Bend	50	50
Between Revere Street and end of line, Bend	25	25
Over Revere Street when using siding, Bend	10	10

Sixth and Seventh 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

Eighth Subdivision—

	M.P.H.
Between United Junction and Banks	25
Between Banks and Vernonia	20
Within City Limits of Vernonia	15

Ninth, Tenth, Eleventh and Twelfth Subdivisions—

	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

Second Subdivision—

Wishram	East yard lead switch.

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.

Fifth Subdivision—

Dixon	Both switches of siding
South Junction	East Switch of siding
Paxton	East switch of siding

Sixth Subdivision—

Willbridge Siding	Both Switches of Siding

SPRING SWITCHES WITHOUT FACING POINT LOCK

First Subdivision—

Vancouver	East yard lead switch. End of double track.

Sixth and Eighth Subdivisions—

United Junction	Junction of Sixth and Eighth Subdivisions.
Bowers Junction	Junction of Eighth and Ninth Subdivisions.

DRAW BRIDGES

Terminal 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.

Fifth Subdivision—

Columbia River, MP T-1.3 center of draw, Interlocked

Sixth 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.

OVERHEAD RAILROAD CROSSINGS

Second Subdivision—

	Miles from Portland
Union Pacific R. R.	228.4

Third Subdivision—

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

Ninth Subdivision—

Southern Pacific Co.	35.8
Southern Pacific Co.	97.6

RAILROAD CROSSINGS

Ninth 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

Tenth Subdivision—

Southern Pacific Co.	26.3

First Subdivision—

	Miles from Portland	Car Capacity	Switch at
Camas-Washougal Port Dock Spur	25.8	9	East end
Nu Lam Wood Products Spur	26.0	10	East end
Hegewald Timber Co. Spurs	52.7	56	West end
Stevenson Plywood Co. Spurs	52.7	72	East end
Underwood Fruit & Whse. Co. Spur	75.0	12	East end
Dallesdam Setout Spur	96.6	28	West end

Second Subdivision—

	Miles from Portland	Car Capacity	Switch at
Ballast loading tracks	174.0	43	Both ends
Sampson Grain Co. Spur	182.5	20	West end
North McNary Spur	195.0	13	East end
Kerley Chemical Corporation	220.3	6	West end
Phillips Chemical Co. Spurs Nos. 1 & 2 & Gas Ice Corporation Spur	223.9	143	East end
Drill Track	223.9	161	West end
Runaround Track	223.9	14	Both ends
Calif. Chemical Spray Corp.	223.9		
North Spur		35	West end
South Spur		18	West end
Run around track		16	Both ends

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	16	West end
" —Shell Chemical Corp. Spur	234.7	7	West end
" —Storage Spur No. 1	234.7	19	West end
" —Storage Spur No. 2	234.7	19	West end
Ice Harbor Dam Spur Trackage	241.2	13	West end
Burr Canyon Spur	265.9	5	West end
Harder	280.7	18	East end
Washtucna Industry	292.4	148	East end
Ankeny	305.8	14	West end
Nemour's Powder Spur	368.6	45	West end
Brick Yard Spur	374.6	8	East end

Fourth Subdivision—

	Miles from Lyle	Car Capacity	Switch at
Doubling Spur	1.6	7	East end
Klickitat Springs	15.8	6	Both ends

Fifth Subdivision

	Miles from Wishram	Car Capacity	Switch at
Agency	107.5	7	East end

Sixth Subdivision—

	Miles from Portland	Car Capacity	Switch at
Gasco	5.6	27	West end
Gasco	5.6	24	West end
Gasco	5.6	16	East end
Portland Tug and Barge Spur	5.8	14	East end
Harbor Track	9.8	16	East end
Crown Zellerbach Corp. Spur	26.1	55	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	11	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	20	East end
Tongue Point	96.8	19	East end

Seventh Subdivision—

	Miles from Portland	Car Capacity	Switch at
Warrenton Clay Spur	106.3	56	West end
Bioproducts Spur	108.1	5	West end

Eighth 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	7	East end
" —V.S.P. & S.S. RR., Inc.	27.5	11	East end
Haydite	40.3	11	Both ends

Ninth Subdivision—

	Miles from Portland	Car Capacity	Switch at
Bendemeer	18.9	2	East end
Portland General Electric Co.	25.0	9	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	38	West end
Roberts	75.4	22	East end
Pirtle	101.7	7	East end
Verdure	106.4	5	West end
Munson Spur	113.3	1	East end
Miller Seed Co.	118.3	3	West end
Cartney	121.3	7	East end
Western Farmers Spur	129.1	7	West end
Junction City Remilling Co.	129.2	6	East end
Valley Plywood Co. Spur	129.5	13	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

Eleventh Subdivision—

	Miles from Albany	Car Capacity	Switch at
Lebanon Lbr. Co.	17.9	5	East end
Pacific Northwest Moulding Co	18.2	2	East end
Fairview Lumber Co.	20.7	7	East end
Bauman Lumber Co.	20.8	14	East end
B. F. Johnson Lbr. Co.	21.3	8	East end
The Red Knot Lumber Co.	21.9	2	West end
Timber Owners Inc.	23.7	3	East end
Kell Lbr. Co.	23.9	4	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	6	East end
Mid Plywood Propane Spur	25.9	3	East end
Mid Plywood, Inc.	26.0	9	Both ends

SPEED TABLE

Time Per Mile Minutes	Seconds	Miles Per Hour	Time Per Mile Minutes	Seconds	Miles Per Hour
0	45	80	1	12	50
0	46	78.3	1	15	48
0	47	76.6	1	20	45
0	48	75	1	25	42.3
0	49	73.5	1	30	40
0	50	72	1	40	36
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	..	30
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	..	60	2	50	21.2
1	1	59	3	..	20
1	2	58	3	9	19
1	3	57.1	3	20	18
1	4	56.2	3	31	17
1	5	55.3	3	45	16
1	6	54.5	4	..	15
1	7	53.7	5	..	12
1	8	52.9	6		10
1	9	52.1	7	30	8
1	10	51.4	10	..	6

INTERLOCKINGS

Terminal Subdivision—

	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 Sixth Subdivision. Upper unit of eastward home interlocking signal governs movements on eastward main track Terminal Subdivision. Lower unit governs movements to Sixth Subdivision.

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—Drawbridge operator subject to call to operate draw for river traffic and can be reached through the Willamette River Bridge (Tel. CA 8-9111, Extension 584) or Columbia River Bridge (Tel. OX 3-5873). 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 Terminal Subdivision to N. P. Ry. The lower unit governs movements to S. P. & S. Ry.

Third Subdivision—

	Miles from Portland
Marshall Junction, N. P. Ry.	368.8
Fort Wright, G. N. Ry.	377.2

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

Fifth Subdivision

	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, Medical Director — 1216 S. W. Yamhill, Portland, Oregon; Telephone CApitol 8-4151.

The Portland Clinic — 1216 S. W. Yamhill, Portland, Oregon; Telephone CApitol 8-4151.

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. ELSIE TUPPER, Goldendale, Wash.
THE DALLES CLINIC, The Dalles, Oregon
DR. JAMES R. SCHLICHTING, The Dalles, Oregon
DR. R. F. DUNLOP, Kennewick, Wash.
DR. JOSEPH L. GREENWELL, Pasco, Wash.
DR. A. M. GREGSON, Pasco, Wash.
DR. CHARLES G. SMICK, Ritzville, 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. HAROLD B. DOWLING, Sweet Home, Oregon
DR. W. H. CHAPMAN, Eugene, Oregon
DR. LOUIS P. DeFRANK, Eugene, Oregon

OCULISTS

THE PORTLAND CLINIC, Portland, Oregon
DR. M. HARVEY JOHNSON, Portland, Oregon
DR. C. W. BROWNING, Astoria, Oregon
BEND MEMORIAL CLINIC, Bend, Oregon
DR. O. W. PATCHETT, Pasco, Washington
DR. ROBT. L. POHL, Spokane, Washington
DR. F. L. DUNNAVAN, Vancouver, Washington
DR. E. A. UNDERWOOD, Vancouver, Washington
DR. ROBT. H. BEDROSSIAN, Vancouver, Wash.
DR. ARTHUR A. BOBB, JR., Vancouver, Washington

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
Washtucna	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.