

SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

System Lines

TIME TABLE

No. 140

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

Effective 12:01 A. M. Pacific Time

SUNDAY, APRIL 26, 1964

**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.**

Water, Fuel, Water, 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. 140 April 26, 1964		Distance from Portland	FIRST CLASS			
		Sidings	Other Tracks	201	251	1	3		STATIONS	2		4			
				Freight	Freight	Passenger	Passenger			Passenger		Passenger			
				Daily	Daily	Daily	Daily								
JBWOR YPKXZ	108		Yard	L 11.45AM	L 7.00AM	L 4.48AM	L 2.30AM	273.4	DN.... WISHAM..... X 2.9	100.1	A 4.58PM	A 10.54PM			
P	103	140	160	11.49	7.05	4.52	2.34	270.3	..... AVERY..... 9.9	103.2	4.55	10 50		
P	94	120	8	11.59AM	7.15	5.02	2.44	286.2	..... NORTH DALLE..... 0.0	98.3	4.46	10 40		
JP	85	70	130	12.07PM	7.23	5.11	2.52	394.2	DN..... LYLE..... YA 9.4	85.3	4.38	10 32			
P	76	120	138	12.17	7.33	5.21	3.02	303.6	DNBINGEN-WHITESALMON.WS 3.4	75.9	4.29	10 23			
P	73		40					307.0	..... UNDERWOOD..... 1.6					
P	71	85	7	12.22	7.38	5.26	3.07	308.0	..... HOOD..... 5.1	70.9	4.24	10 18		
	96		12W					313.7	..... COOKS..... 6.3	65.8		10 13		
P	60	130	20W 32E	12.34	7.50	5.38	3.18	320.0	..... HOME VALLEY..... 5.2	59.5	4.13	10 07		
P	54	122	33	12.40	7.56	5.44	3.23	325.2	DN.... STEVENSON.... NS 5.0	54.3	4.08	10 02			
P	48	126	33	12.45	8.01	5.49	3.28	330.2	..... NORTH BONNEVILLE.. 7.2	49.8	4.03	9 57		
P	42	125	17	12.53	8.09	5.57	3.35	337.4	..... SKAMANIA..... 4.3	42.1	3.56	9 50		
P	38		10E					341.7	..... PRINDLE..... 5.8	37.8		9 46		
P	32	126		1.04	8.20	6.08	3.46	347.5	..... MT. PLEASANT..... 4.0	32.0	3.46	9 40		
P	28	104	23	1.08	8.24	6.12	3.50	351.5	..... WASHOUGAL..... 4.2	28.0	3.42	9 35		
FK	24	128	127	1.14	8.30	6.17	4.00	355.7	DN..... CAMAS..... MA 4.0	23.8	3.38	9 31			
P	20	137	14	1.20	8.36	6.22	4.05	359.7	..... FISHER..... 5.3	19.8	3.33	9 26		
P	15	82		1.26	8.42	6.28	4.11	365.0	..... McLOUGHLIN..... 3.4	14.5	3.28	9 21		
			98	1.29	8.45	6.31	4.14	367.4	..... HAVAN..... 3.1	12.1	3.25	9 18		
PWTY BOKXR VZ	10		Yard	A 1.35PM	A 8.50AM	A 6.35AM	A 4.25AM	369.5	DN... VANCOUVER... MX	10.0	L 3.22PM	L 9.15PM			
				1.50 52.4	1.50 52.4	1.47 53.9	1.55 50.1		Time Over District Average Speed Per Hour		Daily 1.36 60.1	Daily 1.39 58.2			

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).

4 Westward

SECOND SUB-DIVISION

Eastward

Water, Fuel, Wyes, Turn Tables, Scales, Standard Glebes & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Spokane	TIME TABLE No. 140		Distance from Portland	FIRST CLASS			
		Sidings	Other Tracks	201		1			April 26, 1964			2		4	
				Freight		Passenger			STATIONS			Passenger		Passenger	
				Daily		Daily									
WYT RVBOK LXZP	281		Yard			L 2.40AM	L12.05AM	148.2	DN..... PASCO..... EN 1.6 PA	281.8	A 7.05PM	A 1.10AM			

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	L12.10AM	149.8	..... S. P. & S. JCT..... 1.1	229.7	A 7.00PM	A 1.05AM		
P	229	161	1	9.17	2.46	12.11	151.0	DN.....KENNEWICK.....KN 4.6	228.5	6.59	1.04		
P	224	71	183	9.22	2.51	12.16	156.6	D.....FINLEY.....FN 8.1	228.9	6.54	12.59		
P	216	144	7W	9.31	2.59	12.24	163.7	.....YELLEPIT..... 12.8	215.8	6.46	12.51		
P	203	144	4W	9.44	3.11	12.39	176.3	.....BERRIAN..... 11.3	208.8	6.34	12.39		
P	192	145	33	9.56	3.22	12.52	187.8	DN.....PLYMOUTH.....MO 12.2	192.0	6.23	12.28		
P	180	142	22	10.09	3.33	1.04	199.7	.....PATERSON..... 9.4	179.8	6.12	12.16		
P	170	142	14	10.19	3.42	1.13	209.1	.....WHITCOMB..... 8.2	170.4	6.03	12.06AM		
P	162		36				217.3	.....ALDERDALE..... 4.6	162.2				
P	158	144		10.32	3.54	1.26	221.9	.....McCREDIE..... 10.9	167.6	5.51	11.54PM		
P	147	145	36	10.43	4.04	1.37	232.8	DN.....ROOSEVELT.....RE 5.9	146.7	5.41	11.43		
P	141		19W				238.7	.....SUNDALE..... 10.0	140.8				
P	131	144	6	10.59	4.18	1.53	248.7	.....GOODNOE..... 5.8	130.8	5.27	11.27		
P	125		28W	11.05	4.24	1.59	254.8	.....TOWAL..... 5.5	126.2	5.21	11.21		
P	120	145	47	11.11	4.30	2.05	259.8	.....OLIFFS..... 5.4	119.7	5.15	11.15		
P	114	158		11.17	4.36	2.11	265.2	.....MARYHILL..... 8.2	114.3	5.09	11.09		
BWOYR JEXZP	108		Yard	A11.30AM	A 4.45AM	A 2.20AM	273.4	DN.....WISHRAM.....X	106.1	L 5.00PM	L11.00PM		
				2.15 54.9	2.05 60.1	2.15 55.6		Time Over District Average Speed Per Hour		2.05 60.1	2.10 57.8		

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

Wagon, Box, Wye, Turn Tables, Scales, Standard Chop & Bulletin Boards and Yard Lumber, etc.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Spokane	TIME TABLE No. 140		Distance from Portland	FIRST CLASS	
		Sidings	Other Tracks	201		1 3			April 26, 1964			4 2	
				Freight		Passenger	Passenger		STATIONS			Passenger	Passenger
				Daily		Daily	Daily						
BKO PRT YXZ	381		Yard					3.2	DN..... YARDLEY..... YD	380.7			
BKP RXZ	378		Yard					0.0	DN.SPOKANE (N.F. Depot).SF	377.5			
IJPV XY								8.7	DN.MARSHALL JCT.(N.F.)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			L 11.50PM	L 8.25PM	0.0	DN.SPOKANE (G.N. Depot).PD	379.5	A 5.00AM	A 10.00PM

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

LJPVXY	Station	Capacity	Other Tracks	L 6.01AM		L 11.55PM		Distance from Spokane	STATIONS	Distance from Portland	A 4.50AM		A 9.50PM	
				Passenger	Passenger	Passenger	Passenger				Passenger	Passenger		
P	371	125		6.08	12.01AM	8.38	8.4	DN... FORT WRIGHT..FW	377.3	A 4.50AM	A 9.50PM			
JP	367	72	52	6.12	12.05	8.42	12.1	..... OVERLOOK.....	371.1	4.42	9.43		
P	361	80	13	6.19	12.12	8.49	18.8	DN..... SCRIBNER.....SC	367.4	4.37	9.38			
P	355	116		6.26	12.18	8.56	24.9	..... SOUTH CHENEY.....	360.7	4.29	9.31		
P	350		17W			9.02	30.0	..... MOOK.....	354.6	4.21	9.24		
P	343	126	23	6.38	12.28	9.13	36.2	..... AMBER.....	349.5	4.16			
P	335	EB 134 WB 97	94	6.47	12.35	9.23	44.8	..... RODNA.....	343.3	4.10	9.13		
P	329		21E			9.28	50.1	DN..... LAMONT.....A	334.7	4.02	9.06			
P	324	125	16	6.58	12.44	9.33	55.7	..... ROCKWELL.....	329.4	3.57			
P	311	127	29	7.11	12.55	9.46	68.4	..... MACALL.....	323.8	3.52	8.57		
P	300	125	12	7.24	1.05	9.57	80.6	..... BERGE.....	311.1	3.40	8.46		
P	291	EB 130 WB 72	38	7.33	1.12	10.08	88.6	..... HOOPER.....	299.5	3.29	8.35		
P	288		42E	7.39	1.17	10.14	94.2	DN... WASHUCNA...WA	290.9	3.20	8.28			
P	278	125	80	7.47	1.24	10.21	101.7	..... SPERRY.....	285.3	2.58	8.23		
P	269	90	5	8.05	1.37	10.34	110.9	..... KAHLOTUS.....	277.8	2.51	8.17		
P	262	112		8.17	1.45	10.42	116.7	..... FARRINGTON.....	268.6	2.38	8.06		
JV							123.6	..... BURR.....	262.8	2.30	7.59		
P	256	76	61	8.30	1.54	10.51	123.2	..... SNAKE RIVER JCT....	256.9				
P	254	126		8.33	1.57	10.54	125.5	DN... SNAKE RIVER...SR	256.3	2.21	7.51			
P	251		65W	8.37	2.01	10.58	130.0	..... VOTAW.....	254.0	2.17	7.48		
P	245	125	9	8.43	2.07	11.04	134.7	..... REDD.....	250.5	2.13	7.45		
P	238	60		8.50	2.14	11.11	141.5	..... LEVEY.....	244.8	2.07	7.40		
IJPV	234			8.55	2.19	11.16	146.0	..... MARTINDALE.....	238.0	1.58	7.34		
PZXTY WRBOX IV	231		Yard	A 9.00AM	A 2.30AM	A 11.25PM	148.2	..... AINSWORTH JCT....	233.5	1.52	7.30		
								DN..... PASCO.....EN 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			

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

6 Westward

FOURTH SUB-DIVISION

Eastward

Water, Fuel, Wires, Turn Tables, Scales, Standard Chairs & Bulletin Boards and Yard Limits etc.	Station Numbers	Car Capacity		Distance from Goldendale	TIME TABLE No. 140 April 26, 1964	Distance from Lyle
		Sidings	Other Tracks			
BYR PX	G43		68	0.0	D.....GOLDENDALE.....GD	41.6
P	G55		19	6.5	.....CENTERVILLE.....	55.3
P	G80		17	11.4	.....WARWICK.....	30.3
	G23		7E	18.6	.....SWALE.....	23.0
	G17		14	24.7	.....WAEKIAKUS.....	16.3
P	G15	25		28.2	D.....KLECKITAT.....KI	13.4
	G10		7	31.8	.....PITT.....	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, Seales, Standard Clogging & Bulletin Board and Yard Limits, etc.	Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS	Distance from Bend	TIME TABLE No. 140		Distance from Wishram	SECOND CLASS	THIRD CLASS			
		Sidings	Other Tracks	105		103	251		April 26, 1964			Oregon Trunk Mixed	Oregon Trunk Mixed			
				Oregon Trunk Mixed	Oregon Trunk Mixed	Oregon Trunk Freight	STATIONS									
				Saturday Only	Daily Ex. Sat. & Sun.	Daily	DN ... BEND ... D		A 7.00AM							
BYOVZ PREX	T-151		Yard	L 7.00PM	11.00PM	L 2.15AM	0.0	DN ... BEND ... D	151.5	A 7.00AM						
P	T-144	45	19	f 7.11	f 11.15	2.25	7.3	... DEBOHUTES ...	144.2	f 6.35						
XP	T-135	92	304	s 7.30	s 11.40	2.38	16.9	DN ... REDMOND ... ED	134.6	s 6.15						
JPV	T-132	80	42	f 7.35	f 11.46		19.2	D.PRINEVILLE JOT ... XN	132.2	f 5.50						
P	T-130	44		f 7.40	f 11.52PM	2.45	23.0	... TERREBONNE ...	129.5	f 5.45						
P	T-122	107	22	f 7.52	f 12.09AM	2.55	29.9	... OPAL CITY ...	121.6	f 5.31						
P	T-115	43	50	f 8.02	f 12.25	3.04	36.5	... OULVER ...	115.0	f 5.18						
PX	T-110	93	219	s 8.12	s 12.35	3.11	41.3	D ... METOLIUS ... MS	110.2	s 5.10						
P	T-105	46	172	s 8.25	s 12.55	3.19	46.5	DN ... MADRAS ... MD	105.0	s 5.00						
P	T-100	104	3	f 8.35	f 1.10	3.27	51.7	... PAXTON ...	99.8	f 4.39						
P	T-94	30	21	s 8.51	s 1.26	3.41	57.5	... GATEWAY ...	94.0	s 4.23						
P	T-86	103	36	f 9.13	f 1.48	4.01	65.7	DN SOUTH JOT ... SJ	85.8	f 4.01						
P	T-80	103		f 9.24	f 1.59	4.12	71.4	... KASKELA ...	80.1	f 3.45						
P	T-71	108	13W	9.43	2.18	4.31	80.4	... DIXON ...	71.1	3.26						
	T-65		4W	f 9.50	f 2.25		84.0	... DANT ...	67.5	f 3.19						
P	T-64	45		f 9.57	f 2.32	4.46	87.7	... NENA ...	63.8	f 3.11						
P	T-56	86	13	10.13	2.55	5.03	95.9	... CAMBRAI ...	55.6	2.55						
P	T-55		26	s 10.20	s 3.01		96.9	DN ... MAUPIN ... AU	54.6	s 2.53						
P	T-47		36W	f 10.35	f 3.16	5.19	104.2	... SHELAR ...	47.3	f 2.39						
P	T-40	92	8E	f 10.51	f 3.32	5.34	111.8	... OAKBROOK ...	39.7	f 2.23						
P	T-30	45	9E	f 11.10	f 3.51	5.54	121.1	... SINAMOX ...	30.4	f 2.04						
P	T-26	43		f 11.18	f 3.59	6.02	125.1	N ... DIKE ... DI	26.4	f 1.55						
P	T-18	105	12	f 11.35PM	f 4.16	6.19	133.2	... LOOKIT ...	18.2	f 1.38						
P	T-6	83	9W	f 12.01AM	f 4.41	6.43	145.6	... MOODY ...	5.9	f 1.13						
IVXJP	T-2			12.10	4.50	6.52	150.0	... O. T. JOT ...	1.5	1.04						
JBOPW REXZY	106		Yard	A 12.15AM	A 5.00AM	A 7.00AM	151.5	DN ... WISHRAM ... X	0.0	L 1.00AM						
				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, Seales, Standard Clocks, Bul. Bids., Register, Yard Limits.	Station Numbers	Car Capacity		SECOND CLASS			Distance from Portland	TIME TABLE No. 140 April 26, 1964			Distance from Seaside	SECOND CLASS		
		Sidings	Other Tracks	231				A.M. P.M.	STATIONS	230				
				Freight						Freight				
				Daily Ex. Saturday										
JR XI P	4		Yard	10.00 PM	4.3	DN	(... WILLBRIDGE ... BR	113.7	A	5.15 AM				
X	A5	80		10.02	5.1	DN	0.8 WILLBRIDGE SIDING ...	113.9		5.13				
XP	A7	72	217	10.08	7.3	DN	2.2 LINNTON ... IN	110.7		5.07				
PJX	A10			A 10.15 PM	10.0	N	2.7 UNITED JCT. ... UJ	108.0	L	5.00 AM				
	A13	29			12.6		2.6 HOLBROOK ...	105.4						
	A20	84	79		19.9		7.3 SCAPPOOSE ...	98.1						
BPX	A28	51	78		27.6	DN	7.7 ST. HELENS ... H	90.4						
PX	A31	48			31.3		8.7 WATERVIEW ...	86.7						
P	A39	20	58		39.4		8.1 GOBLE ...	78.6						
P	A46				45.8		6.4 RAINIER ...	73.2						
	A47	52	20E		46.8		1.0 AVON ...	71.2						
P	A56	50	13		55.8		9.0 MAYGER ...	62.2						
	A58				58.0		2.2 LOCODA ...	60.0						
	A59		14W		59.8		1.3 QUINCY ...	58.7						
P	A63	43	68		62.2	DN	2.9 CLATSKANIE ... CN	56.8						
	A67		21W		66.6		4.4 MARSHLAND ...	51.4						
P	A71	29	6		71.2		4.6 WESTPORT ...	46.8						
P	A74		54		73.5		2.3 WAUNA ...	44.5						
	A77		14		76.8		3.3 BEADWOOD ...	41.2						
P	A78	43			78.4		1.6 OLIFTON ...	39.6						
	A83		2E		83.3		4.9 BROWNSMEAD ...	34.7						
P	A87	20	5W		86.5		3.2 KNAPPA ...	31.5						
	A90	15	2W		90.2		3.7 SVENSEN ...	27.8						
T2P BKXR	A100		Yard		99.7	DN	9.5 ASTORIA ... RO	18.3						
JY	A106		17		105.6		5.9 WARRENTON ...	12.4						
	A108		19E		108.8		2.7 CAMP CLATSOP ...	9.7						
B KR	A113		66		118.0	DN	9.7 SEASIDE ... SD	0.0						
					0.15 22.8					Daily Ex. Monday				
							Time Over District Average Speed per Hour			0.15 22.8				

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

Westward

SEVENTH SUB-DIVISION

Eastward 9

Water, Wyes, Turntables, Fuel, Seales, Standard Clocks, Bul.-Bul., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Warrenton	TIME TABLE No. 140 April 26, 1964		Distance from Point Adams
		Sidings	Other Tracks		STATIONS		
JXYR	A100		17	0.0	.....	WARRENTON.....	2.7
	FS2		23	1.8	.....	FLAVEL.....	0.9
	FS3		5E	2.7	.....	POINT ADAMS.....	0.0
				Time Over District Average Speed per Hour			

Eastward trains are superior to Westward trains of the same class

Westward

EIGHTH SUB-DIVISION

Eastward

Water, Wyes, Turntables, Fuel, Seales, Standard Clocks, Bul.-Bul., Register, Yard Limits	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 140 April 26, 1964		Distance from Vernonia	SECOND CLASS	
		Sidings	Other Tracks	231	Freight		STATIONS			230	Freight
PXJ	A10			10.15PM		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	.....	BURLINGTON.....		36.8	4.52
P	U15		8W	10.31		14.0	Auto. Bil. (-	TUNNEL SPUR.....		33.9	4.42
JXP	U17		25 5E	A10.40PM		17.1	.....	BOWERS JCT.....		31.4	L 4.30AM
P	U22	47	41			31.0	D.....	NORTH PLAINS.....	NP	26.6	
	U23		24			23.3	.....	VADIS.....		25.2	
	U26		11E			25.5	.....	CHRISTIE.....		23.0	
P	U32	24	9			31.7	.....	MANNING.....		16.8	
P	U39	20	8E			38.8	.....	TOPHILL.....		9.7	
P	U43	20				43.1	.....	BRAUN.....		5.4	
Y XPR	U49		Yard			49.5	.....	VERNONIA.....		0.0	
				0.25 17.0	Time Over District Average Speed per Hour				0.80 14.2	Daily Ex. Mon.	

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

Westward

TENTH SUB-DIVISION

Eastward 11

Water, Wyes, Turn- tables, Fuel, Scales, Standard Clocks, Bul- letin Boards, Registers and Yard Limits	Station Numbers	Car Capacity		Distance from Forest Grove Junction	TIME TABLE No. 140 April 26, 1964	Distance from Forest Grove
		Sidings	Other Tracks			
JYPX	E22			0.0	.....FOREST GROVE JCT.....	10.6
X	F1	10E 3E		0.5	.....ORENCO.....	9.8
	F6	7E		2.9	.....SEWELL.....	7.7
P	F6	4	38	4.5	D.....HILLSBORO.....BO	8.1
	F6		12	7.9	.....CORNELIUS.....	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.

Westward

ELEVENTH SUB-DIVISION

Eastward

Water, Wyes, Turn- tables, Fuel, Scales, Standard Clocks, Bul- letin Boards, Registers and Yard Limits	Station Numbers	Car Capacity		Distance from Albany Yard	TIME TABLE No. 140 April 26, 1964	Distance from Foster
		Sidings	Other Tracks			
KBYE TOR	E97		Yard	0.0	DN.....ALBANY YARD.....YD	81.9
JVX				8.9	.....S. P. CONN. ALBANY.....	81.0
				Time Over District Average Speed per Hour		

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

KPVX	S15		19	14.5	DN.....LEBANON.....EA	17.4
					O. E. Conn.	
X	S15A	9		14.8	.....LEBANON.....	17.1
					(O. E. Siding)	
PX	S16	69	228	15.9	D.....WELWOOD.....V	16.0
P	S20		4E	20.2	.....WATERLOO.....	11.7
	S29		8E	22.1	.....NYE.....	9.8
PY RBXJ	S29		Yard	26.3	DN.....SWEET HOME.....SW	8.1
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.

Westward

TWELFTH SUB-DIVISION

Eastward

Water, Wyes, Turn- tables, Fuel, Scales, Standard Clocks, Bul- letin Boards, Registers and Yard Limits	Station Numbers	Car Capacity		Distance from Sweet Home	TIME TABLE No. 140 April 26, 1964	Distance from Dollar
		Sidings	Other Tracks			
PYRB XJ	S29		Yard	0.0	DN.....SWEET HOME.....SW	15.5
	H6		19W	4.4	.....MOLLEY.....	8.1
	H8		19	8.1	.....CALAPOOYA.....	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.

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 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

SPEED RESTRICTIONS

Terminal Subdivision—

	M. P. H.	
	Psg. 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 Kennnewick.....	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—

	Frt. and	
	Psg.	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—

	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>Eighth Subdivision—</u>	M.P.H.
Between United Junction and Banks	25
Between Banks and Vernonia	20
Within City Limits of Vernonia	15

<u>Ninth, Tenth, Eleventh and Twelfth 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

<u>Second Subdivision—</u>	
Wishram	East yard lead switch.

<u>Third Subdivision—</u>	
Paseo	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.

<u>Fifth Subdivision—</u>	
Dixon	Both switches of siding
South Junction	East Switch of siding
Paxton	East switch of siding

<u>Sixth Subdivision—</u>	
Willbridge Siding	Both Switches of Siding

SPRING SWITCHES WITHOUT FACING POINT LOCK

<u>First Subdivision—</u>	
Vancouver	{ East yard lead switch. End of double track.

<u>Sixth and Eighth Subdivisions—</u>	
United Junction	Junction of Sixth and Eighth Subdivisions.
Bowers Junction	Junction of Eighth and Ninth Subdivisions.

DRAW BRIDGES

<u>Terminal Subdivision—</u>
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.

<u>Fifth Subdivision—</u>
Columbia River, MP T-1.3 center of draw, Interlocked.

<u>Sixth Subdivision—</u>
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

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

<u>Third Subdivision—</u>	Miles from Portland
Union Pacific R. R.	362.5
Northern Pacific Ry.	364.1

<u>Ninth Subdivision—</u>	Miles from Portland
Southern Pacific Co.	35.8
Southern Pacific Co.	97.6

RAILROAD CROSSINGS

<u>Ninth Subdivision—</u>	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.	97.9
Southern Pacific Co.	140.7

<u>Tenth Subdivision—</u>	Miles from Portland
Southern Pacific Co.	26.3

COMMERCIAL AND STORAGE TRACKS

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
Kerley Chemical Lead Track	223.1	8	East 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	1.8	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, Farquhar & 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
Loganville	53.6	4	West 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

Minutes	Time Per Mile		Miles Per Hour	Minutes	Time Per Mile		Miles Per Hour
	Seconds	Seconds			Seconds	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	4	..		12
1	8		52.9	6	..		10
1	9		52.1	7	30		8
1	10		51.4	10	..		6

INTERLOCKINGS

<u>Terminal 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 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.

<u>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>Fifth Subdivision</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

15

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 Derriek Outfit
Vancouver.....	Steam Derriek Outfit
Stevenson.....	Station
Lyle.....	Station
Wishram.....	Station
Wishram.....	Steam Derriek 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
J. G. MELONAS, Trainmaster
G. I. SCOTT, Trainmaster

S. G. BUNTIN, Chief Dispatcher
L. Z. DANIELS, Genl. Mechanical Supt.
E. L. KENNARD, Supt. Motive Power
J. J. SHEPHEK, Traveling Engr.
H. E. CROFFUT, Traveling Engr.
L. J. FITZGERALD, Traveling Engr.

