

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

**System Lines**

**TIME TABLE**

**No. 116**

To be used in conjunction with  
Current Special Instruction Book

Effective 12:01 A. M. Pacific Time

**Sunday, September 6, 1953**

For the government of employees only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Instructions and always carry a copy for reference and a copy of OPERATING RULES.

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***Think! Is it Safe?***

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J. L. MONAHAN, Superintendent  
E. H. SHOWALTER, General Manager

2 Westward

## TERMINALS SUB-DIVISION—VANCOUVER TO PORTLAND

Westward

Water, Fuel, Wyes, Turn Tables, Scales, Standard Cloaks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 116 September 6, 1953		Distance from Vancouver	FIRST CLASS								
		Sidings	Other Tracks		STATIONS											
					3	701		1	703	5	705	707				
								S. P. & S.	U. P. 402	S. P. & S.	G. N. 460	S. P. & S.	N. P. 408	U. P. 458		
								Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		
								Daily	Daily	Daily	Daily	Daily	Daily	Daily		
WTXOP RKXZBV	10		Yard	369.5	DN.....VANCOUVER.....MX 1.4		0.0	L6 05AM	L6 20AM	L7 08AM	L11 59AM	L4 00PM	L4 09PM	L8 51PM		
	9			370.9	.....NORTH PORTLAND..... 0.5		1.4				f12.03PM	f4 05				
IJPV	8		Jet.	371.4	DN..NORTH PORTLAND Jct..KD 1.1		1.9	6 10	A6 25AM	7 13	12 04	4 06	4 14	A8 55PM		
XPV	7	60	186	372.5	.....EAST ST. JOHNS..... 2.7		3.0	6 12		7 15	12 06	f4 08	4 16			
BIRXJPK	4		Yard	375.2	DN.....WILLBRIDGE.....BR 2.3		5.7	6 16		7 19	12 10	4 12	4 20			
RKXPV	2		Yard	377.5	DN.....LAKE YARD.....C 2.0		8.0	6 20		7 22	12 14	4 16	4 24			
PRKXBV				379.5	DN..PORTLAND, Union Sta...VC		10.0	A6 30AM		A7 30AM	A12 20PM	A4 25PM	A4 30PM			
WTOBP RKXZV	0		Yard	379.5	DN...PORTLAND, Hoyt St....OW		10.0									
								0 25 24.0	0 05 22.8	0 22 27.3	0 21 28.6	0 25 24.0	0 21 28.6	0 04 28.5		
								Time Over District Average Speed Per Hour								

Eastward

## TERMINALS SUB-DIVISION—PORTLAND TO VANCOUVER

Eastward

Water, Fuel, Wyes, Turn Tables, Scales, Standard Cloaks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 116 September 6, 1953		Distance from Portland	FIRST CLASS								
		Sidings	Other Tracks		STATIONS											
					700	702		6	704	2	706	4				
								U. P. 401	U. P. 457	S. P. & S.	N. P. 407	S. P. & S.	G. N. 459	S. P. & S.		
								Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		
BWTYO PRKXZV	10		Yard	369.5	DN.....VANCOUVER.....MX 1.4		10.0	A12 06AM	A8 21AM	A10 06AM	A10 21AM	A3 20PM	A5 21PM	A10 20PM		
	9			370.9	.....NORTH PORTLAND..... 0.5		8.6			s10 02						
PIJV	8		Jet.	371.4	DN..NORTH PORTLAND Jct..KD 1.1		8.1	L12 01AM	L8 16AM	10 01	10 16	3 15	5 16	10 15		
XPV	7	60	186	372.5	.....EAST ST. JOHNS..... 2.7		7.0			f 9 59	10 14	3 13	5 14	10 13		
BIPRXJK	4		Yard	375.2	DN.....WILLBRIDGE.....BR 2.3		4.3			9 55	10 10	3 09	5 10	10 09		
RKXPV	2		Yard	377.5	DN.....LAKE YARD.....C 2.0		2.0			9 51	10 06	3 05	5 06	10 05		
PRKXBV				379.5	DN..PORTLAND, Union Sta...VC		0.0			l 9 45AM	L10 00AM	L3 00PM	L5 00PM	L10 00PM		
PBWTO RKXZV	0		Yard	379.5	DN...PORTLAND, Hoyt St....OW		0.0									
								Daily	Daily	Daily	Daily	Daily	Daily	Daily		
								0 05 22.8	0 05 22.8	0 21 28.6	0 21 28.6	0 20 30.0	0 21 28.6	0 20 30.0		
								Time Over District Average Speed Per Hour								

When Single Track is used, Eastward Trains are Superior to trains of the same class in the opposite direction.

Rule (D97) is in effect on this Sub-Division.

At Lake Yard all first class trains will register by ticket per Rule 83(A)

At Willbridge, all trains from the Portland Division, will require a check of register in train order form.

At North Portland Jct., trains will not be required to comply with Rule D-83.

At Vancouver and Willbridge, trains will register by ticket per Rule 83(A).

At Vancouver, all westward trains, except first class on Terminals Sub-Division, will require a check of register in train order form.

Westward

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

Eastward 3

Water, Fuel, Wyes, Turn Tables, Seals, Standard Cloaks & Bullets Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 116			Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks					September 6, 1953						
								STATIONS						
				5	1	3		6	2	4				
				Passenger	Passenger	Passenger		Passenger	Passenger	Passenger				
				Daily	Daily	Daily								
JBWOR YPKXZ	106		Yard	L 1.30PM	L 5.18AM	L 4.00AM	273.4	DN.... WISRAM.....X 2.3	106.1	A12.45PM	A 5.08PM	A12.20AM		
P	108	146		f 1.35	5.22	4.05	276.2	.....AVERY..... 9.8	103.3	f12.39	5.03	12.15		
P	94	131	8	f 1.46	5.32	4.16	280.0	.....NORTH DALLES..... 8.2	93.5	f12.26	4.53	12.04AM		
B JWTP	85	80	142	s 1.57	5.41	4.25	294.2	DN..... LYLE.....YA 9.4	85.3	s12.15PM	4.45	11.55PM		
P	76	131	137	s 2.12	5.51	4.36	303.6	DNBINGEN-WHITESALMON.WS 3.4	75.9	s11.59AM	4.35	11.44		
P	78		40	f 2.17			307.0	.....UNDERWOOD..... 1.6	72.5	f11.49				
P	71	82	7	f 2.19	5.56	4.42	308.6	.....HOOD..... 5.1	70.9	f11.44	4.30	11.38		
	66		18W	f 2.25		4.48	313.7	.....COOKS..... 6.3	65.8	f11.37		11.32		
P	59	130		f 2.32	6.08	4.55	320.0	.....HOME VALLEY..... 1.8	59.5	f11.29	4.18	11.25		
W	58			s 2.35			321.8	.....CARSON..... 3.4	57.7	s11.26				
P	54	124	34	s 2.41	6.14	5.01	325.2	DN... STEVENSON.....NS 5.0	54.3	s11.20	4.13	11.19		
P	49	130	35	s 2.48	6.19	5.07	330.2	..NORTH BONNEVILLE.. 7.3	49.3	s11.10	4.08	11.13		
WP	43	128	17	f 2.57	6.27	5.15	337.4	D.....SKAMANIA.....SI 4.3	42.1	f11.00	4.01	11.05		
P	38		10E	f 3.02		5.20	341.7	.....PRINDLE..... 5.8	37.8	f10.54		11.00		
P	32	131		f 3.08	6.38	5.27	347.5	.....MT. PLEASANT..... 4.0	32.0	f10.46	3.50	10.53		
WP	28	107	14	f 3.15	6.42	5.32	351.5	.....WASHOUGAL..... 4.2	28.0	f10.41	3.46	10.48		
PX	24	132	134	s 3.23	6.47	5.38	355.7	DN.....CAMAS.....MA 4.0	23.8	s10.34	3.41	10.43		
P	19	142	4	f 3.36	6.52	5.44	359.7	.....FISHER..... 3.3	19.8	f10.24	3.36	10.38		
P	15	84		3.44	6.58	5.50	365.0	.....McLOUGHLIN..... 1.4	14.5	10.18	3.30	10.32		
		101		3.48	7.01	5.53	367.4	.....EAVAN..... 2.1	12.1	10.14	3.27	10.29		
PWTFY BOKXR VZ	10		Yard	A 3.55PM	A 7.05AM	A 6.00AM	369.5	DN...VANCOUVER...MX	10.0	L10.10AM	L 3.23PM	L10.25PM		
										Daily	Daily	Daily		
				2.25 39.8	1.47 53.9	2.00 48.1		Time Over District Average Speed Per Hour		2.35 37.2	1.45 54.9	1.55 50.1		

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, Wyes, Turn Tables, Scales, Standard Cocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 116 September 6, 1953	Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	5	1	3				4	6	2
				Passenger	Passenger	Passenger				Passenger	Passenger	Passenger
				Daily	Daily	Daily						
WCYT RVBOK XZP	231		Yard	L 10.40AM	L 3.10AM	L 1.30AM	148.2	DN.....PASCO.....PA 1.6	231.8	A 2.40AM	A 4.15PM	A 7.15PM

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

JV													
				L 10.46AM	L 3.15AM	L 1.36AM	149.8	.....S. P. & S. JCT..... 1.2	229.7	A 2.35AM	A 4.06PM	A 7.10PM	
P	229	167	2	10.48	3.16	1.37	151.0	D.....KENNEWICK....KN 4.6	228.5	2.34	4.04	7.09	
P	224	70	43	10.55	3.21	1.42	155.6	.....FINLEY..... 8.1	223.9	2.29	3.56	7.04	
WP	210	150	7W	11.05	3.29	1.50	163.7	D.....YELLEPIT.....PY 12.5	215.8	2.21	3.45	6.56	
P	203	150	4W	11.21	3.41	2.09	176.2	.....BERRIAN..... 11.3	203.3	2.09	3.26	6.44	
WP	192	150	35	11.34	3.52	2.21	187.5	DN.....PLYMOUTH....MO 12.2	192.0	1.58	3.09	6.33	
P	180	147	24	11.49AM	4.04	2.33	199.7	.....PATERSON..... 9.4	179.8	1.46	2.50	6.21	
WP	171	147	14	12.01PM	4.13	2.42	209.1	D....WHITCOMB.....W 8.2	170.4	1.37	2.36	6.12	
P	162		33W	12.10			217.3	.....ALDERDALE..... 4.6	162.2		2.24		
P	158	150		12.15	4.25	2.55	221.9	.....McCREDIE..... 10.9	157.6	1.24	2.17	6.00	
WP	147	150	86	12.28	4.36	3.06	232.6	DN...ROOSEVELT...RE 5.9	146.7	1.13	2.01	5.49	
P	141		18W	12.35			238.7	.....SUNDALE..... 10.0	140.8		1.51		
P	131	149	7	12.47	4.51	3.22	248.7	.....GOODNOE..... 5.6	130.8	12.57	1.35	5.34	
P	126		30W	12.54	4.56	3.28	254.3	.....TOWAL..... 5.5	125.2	12.51	1.27	5.29	
WP	119	151		1.01	5.01	3.34	259.8	.....CLIFFS..... 5.7	119.7	12.45	1.19	5.24	
P	114	79		1.10	5.06	3.40	265.5	.....MARYHILL..... 7.9	114.0	12.39	1.10	5.19	
BWOYR JKXZP	106		Yard	A 1.20PM	A 5.15AM	A 3.50AM	273.4	DN.....WISHRAM.....X	106.1	L 12.30AM	L 12.55PM	L 5.10PM	
										Daily	Daily	Daily	
				2.40 47.0	2.05 60.1	2.20 53.7		Time Over District Average Speed Per Hour		2.10 57.8	3.20 37.6	2.05 60.1	

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

Westward

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

Eastward 5

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 116 September 6, 1953	Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	3	15	1				4	16	2
				Passenger	N.P. 348 Passenger	Passenger				Passenger	N.P. 347 Passenger	Passenger
				Daily	Daily	Daily						
BCKO PRTW XYZ	381		Yard				3.3	DN.....YARDLEY.....YD 3.3	380.7			
BKP RXZ	378		Yard				0.0	DN.SPOKANE (N.P. Depot).SF 8.7	377.5			
IJPV WXY							8.7	DN.MARSHALL JCT.(N.P.)MR	368.8			

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

BKO PRTW XYZ	384		Yard				4.8	DN.....HILLYARD (G.N.) HU 4.8	384.3			
BKPR WXZ	380		Yard				0.0	DN.SPOKANE (G.N. Depot).PD 9.45PM 12.06AM 3.3	379.5	A 6.35AM		A10.35PM

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

IJ VXY	377					L 9.51PM	L12.11AM	2.3	DN...FORT WRIGHT..FW 5.1	377.2	A 6.28AM		A10.28PM
P	371	129				10.00	12.18	8.4	.....OVERLOOK..... 2.7	371.1	6.20		10.20
JP	368	78	55			<sup>2</sup> 10.16	12.22	12.1	DN...SCRIBNER.....SC 5.7	367.4	6.15		<sup>3</sup> 10.16
WP	360	78	13			10.24	12.29	18.8	.....SOUTH CHENEY..... 5.1	360.7	6.05		10.07
P	355	120				10.31	12.35	24.9	.....MOCK..... 5.1	354.6	5.56		10.00
P	350		18W			*10.38		30.0	.....AMBER..... 5.2	349.5	5.49		
P	344	130	23			10.45	12.46	35.2	.....RODNA..... 5.5	343.3	5.40		9.48
CWOP	335	EB 139 WB 96	120			*10.55	12.55	44.8	DN...LAMONT.....A 5.3	334.7	5.30		9.39
P	329		22E			11.01		50.1	.....ROCKWELL..... 5.5	329.4	5.18		
P	323	129	16			11.07	1.06	55.7	.....MACALL..... 12.7	323.8	5.11		9.22
WP	311	121	31			*11.22	1.19	68.4	D.....BENGE.....BN 11.6	311.1	4.57		9.09
P	300	130	13			11.35	1.31	80.0	.....HOOPER..... 5.5	299.5	4.42		8.57
CWP	291	EB 136 WB 74	30			*11.46	1.40	88.0	DN...WASHTUCNA...WA 5.5	290.9	4.32		8.48
P	285		43E			11.53PM	1.46	94.2	.....SPERRY..... 7.5	285.3	4.22		8.41
P	278	130	85			*12.02AM	1.54	101.7	D.....KAHLOTUS.....K 9.2	277.8	4.13		8.33
WP	269	87	5			12.15	2.07	110.9	.....FARRINGTON..... 5.8	268.6	3.59		8.22
P	263	115				12.24	2.15	116.7	.....BURN..... 5.9	262.8	3.50		8.15
JV								122.6	...SNAKE RIVER JCT.... 0.5	259.9			
P	257	80	60			*12.33	2.24	123.2	DN...SNAKE RIVER...SR 2.5	256.3	3.41		8.07
P	254	130				12.37	2.27	125.5	.....VOTAW..... 2.5	254.0	3.37		8.04
P	251		68W			12.42	2.30	129.0	.....REDD..... 5.7	250.5	3.33		8.01
P	245	130	9			12.49	2.36	134.7	.....LEVEY..... 6.3	244.8	3.25		7.54
P	238	69				12.57	2.43	141.5	.....MARTINDALE..... 4.5	238.0	3.17		7.47
JPV	234					1.03	L11.05PM	2.48	...AINSWORTH JCT.... 2.2	233.5	3.12	A 5.17AM	7.42
PZTCTY WRBOK V	231		Yard			A 1.15AM	A11.20PM	A 3.00AM	DN.....PASCO.....PA	231.3	L 3.00AM	L 5.10AM	L 7.30PM
											Daily	Daily	Daily
						3.30 42.3	0.15 8.8	1.54 51.1	Time Over District Average Speed Per Hour		3.35 41.4	0.07 18.9	3.05 48.1

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





8 Westward

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

Eastward

Water, Wye, Turntables, Fuel, Siding, Standard, Clocks, Bulb, Rds., Register, Yard Limits.	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 116		Distance from Seaside	SECOND CLASS	
		Sidings	Other Tracks	231			September 6, 1953			230	
				Freight	Daily Ex. Saturday		STATIONS			Freight	
JRXI P	4		Yard	10.00PM	4.8	DN....WILLBRIDGE....BR	113.7	A 5.15AM			
	A5	84		10.02	5.1	.....WILLBRIDGE SIDING	112.9	5.13			
XP	A7	28	241	10.08	7.8	D.....LINNTON.....IN	110.7	5.07			
JX	A10			A10.15PM	10.0	.....UNITED JCT.....	108.0	L 5.00AM			
PX	A11				10.5	DN.....RIVER JCT.....RJ	107.5				
	A13	29			12.6	.....HOLBROOK.....	105.4				
	A20	34	33		19.9	.....SCAPPOOSE.....	98.1				
	A28	52	21		27.6	DN.....ST. HELENS.....E	90.4				
	A31	43			31.8	.....WATERVIEW.....	86.7				
P	A39	20	60		39.4	.....GOBLE.....	78.6				
P	A46		4		45.8	.....RAINIER.....	72.2				
	A47	53	13W		46.8	.....AVON.....	71.2				
P	A56	50	13		55.8	.....MAYGER.....	63.2				
	A58				58.0	.....LOCODA.....	60.0				
	A59		15W		59.3	.....QUINCY.....	58.7				
P	A62	45	70		62.2	DN....CLATSKANIE.....CN	55.8				
	A67		23W		66.6	.....MARSHLAND.....	51.4				
P	A71	29	41		71.2	.....WESTPORT.....	46.8				
P	A74		50		73.5	.....WAUNA.....	44.5				
P	A77		14		76.8	.....BRADWOOD.....	41.2				
P	A78	43			78.4	.....CLIFTON.....	39.6				
	A83		2E		83.3	.....BROWNSMEAD.....	34.7				
P	A87	20	5W		86.5	.....KNAPPA.....	31.5				
	A90	15	2W		90.2	.....SVENSEN.....	27.8				
TZP BKXR	A100		Yard		99.7	D.....ASTORIA.....RO	18.3				
JY	A106		23		105.6	.....WARRENTON.....	12.4				
	A108		31		108.3	.....CAMP CLATSOP.....	9.7				
B KR	A118		67		118.0	D.....SEASIDE.....SD	0.0				
				0.15 22.8		Time Over District Average Speed per Hour		Daily Ex. Monday 0.15 22.8			

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

Westward

S. P. &amp; S. Ry., PORTLAND DIVISION—Second 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. 116 September 6, 1953	Distance from Fort Stevens
		Sidings	Other Trucks			
	A106		22	0.0	..... WARRENTON .....	2.7
	FS2		25	1.8	1.8 ..... FLAVEL .....	0.9
	FS3		5E	2.7	0.9 ..... POINT ADAMS .....	0.0
				Time Over District Average Speed per Hour		

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

Westward

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

Eastward

Water, Wyes, Turntables, Fuel, Seales, Standard Clocks, Bul. Bul. Register, Yard Limits	Station Numbers	Car Capacity		SECOND CLASS	Distance from Portland	TIME TABLE No. 116 September 6, 1953	Distance from Kenney	SECOND CLASS
		Sidings	Other Trucks					
	XJ	A10		Freight	10.0	..... UNITED JCT. ....	47.0	A 5.00AM
	XP	NB10	Yard	Daily Ex. Saturday	10.0	0.8 ..... RAFTON .....	47.0	
	JPX	U10			10.8	0.8 DN..... RIVER JCT..... EJ	46.5	4.57
		U10A	31W		11.0	0.8 ..... BAN SPUR .....	46.0	4.55
	P	U12	4		11.7	0.7 ..... BURLINGTON .....	45.3	4.52
	P	U15	8W		14.6	2.9 M.T. (..... TUNNEL SPUR .....	42.4	4.42
	JXPR	U17	5E		17.1	2.5 DN..... BOWERS JCT..... BJ	39.9	L 4.30AM
	P	U22	47		21.9	4.8 D..... NORTH PLAINS.... NP	35.1	
		U23	18		22.3	1.4 ..... VADIS .....	33.7	
		U25	11E		25.5	2.2 ..... CHRISTIE .....	31.5	
	P	U28	32		27.5	2.0 ..... BANKS .....	29.5	
	P	U32	24		31.7	4.2 ..... MANNING .....	25.3	
	P	U39	20		33.8	7.1 ..... TOPHILL .....	18.2	
	P	U43	29		43.1	4.3 ..... BRAUN .....	13.9	
	BYK XPR	U49	Yard		48.5	5.4 D..... VERNONIA..... VN	8.5	
	VX	U57	33		57.0	8.8 ..... KEASEY .....	0.0	
				0.25 17.0	Time Over District Average Speed per Hour		Daily Ex. Mon. 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 Third Sub-division will not register.

10 Westward

Oregon Electric Ry.—FIRST SUB-DIVISION

Eastward

Water, Wye, Turn-tables, Fuel, Scales, Standard Checks, Bulbets, Boards, Register and Yard Limits	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 116 September 6, 1953		Distance from Eugene	SECOND CLASS	
		Sidings	Other Trains	231	Freight		STATIONS	230		Freight	
JRXP	U17		5E	11:04 PM		17.1	DN..... BOWERS JCT..... BJ	125.7	A	4:30 AM	
	E21	46		10:52		20.9	..... MERLE.....	121.9		4:18	
YPXJ	E22			10:54		21.5	..... FOREST GROVE JCT.....	121.3		4:16	
X		77		11:10		26.7	..... BEAVERTON SIDING.....	116.1		4:00	
XP	E28		30	11:13		27.6	..... BEAVERTON.....	115.2		3:57	
JVP	E28A			11:15 PM		28.1	..... BEBURG.....	114.7		3:55 AM	

BETWEEN BEBURG AND GRETON TRAINS WILL BE GOVERNED BY SOUTHERN PACIFIC CO. TIME TABLE AND RULES

JVP	E31			11:35 PM		31.2	..... GRETON.....	111.6		3:35 AM	
PX	E32	77	17	11:38		32.1	N..... TIGARD..... ED	110.7		3:32	
P	E36		10	11:50 PM		36.1	..... TUALATIN.....	106.7		3:20	
P	E39	19		12:01 AM		39.0	..... TONQUIN.....	103.8		3:10	
P	E43	21	7	12:12		43.0	..... WILSONVILLE.....	99.8		2:58	
P	E45	76		12:21		46.4	..... CURTIS.....	97.4		2:49	
P	E49		30	12:33		49.1	..... DONALD.....	93.7		2:37	
P	E55	75	8E	12:50		54.5	..... WEST WOODBURN.....	85.3		2:20	
	E57		9E	12:59		57.4	..... ST. LOUIS.....	85.4		2:11	
	E63	9	6W	1:17		63.1	..... HOPMERE.....	79.7		1:53	
P	E64		8	1:20		64.1	..... QUINABY.....	78.7		1:50	
PX	E69	80	6A	1:35		68.6	..... BUSH.....	74.2		1:35	
VBPXK	E71		808	1:50		71.2	DN..... SALEM..... SA	71.6		1:20	
PX	E73	53		1:55		72.8	..... MINTO.....	70.0		1:15	
P	E80		11E 13W	2:17		79.9	..... ORVILLE.....	62.9		12:53	
P	E85	74		2:32		84.8	..... SIDNEY.....	58.0		12:38	
	E88		17	2:42		87.9	..... TALBOT.....	54.9		12:28	
	E91		15W	2:51		90.8	..... DEVER.....	52.0		12:19	
ZXBRP TEOJ	E97		Yard	3:30		96.5	DN... ALBANY YARD... YD.	46.3		12:01 AM	
VXP	E98		Yard	3:35		97.8	..... ALBANY.....	45.0		11:15 PM	
P	E111		14E	4:10		111.1	..... FAYETTEVILLE.....	81.7		10:35	
	E114		5E	4:18		113.8	..... POTTER.....	29.0		10:28	
	E116	6		4:25		116.1	..... TULSA.....	26.7		10:20	
P	E124		12 24E	4:50		124.2	..... HARRISBURG.....	18.6		9:55	
P	E129		89	5:05		128.7	D..... JUNCTION CITY... JC	14.1		9:39	
	E133		6E	5:20		133.4	..... MEADOW VIEW.....	9.4		9:23	
	E135		9	5:24		135.0	..... AWBREY.....	7.8		9:18	
	E136		8W 23E	5:27		136.1	..... ENID.....	6.7		9:15	
BKXR YPV	E143		Yard	A 6:15 AM		142.8	D..... EUGENE..... G	0.0		8:30 PM	
				7:35 10:6			Time Over District Average Speed per Hour			8:00 15:7	

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

Westward

## Oregon Electric Ry.—SECOND SUB-DIVISION

Eastward 11

Water, Wyes, Turn- tables, Fuel, Seales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Forest Grove Junction	TIME TABLE No. 116 September 6, 1953	Distance from Forest Grove							
		Sidings	Other Tracks										
JYPX	E22			0.0	.....FOREST GROVE JCT.....	10.6							
X	F1	11	3E	0.8	.....ORENCO.....	9.8							
		F3	7E	2.9	.....SEWELL.....	7.7							
P	F5	5	32	4.5	D.....HILLSBORO.....BO	6.1							
		F8	9	7.9	.....CORNELIUS.....	2.7							
P	F11		65	10.6	D.....FOREST GROVE.....	0.0							
					Time Over District Average Speed per Hour								

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

Westward

## Oregon Electric Ry.—THIRD SUB-DIVISION

Eastward

Water, Wyes, Turn- tables, Fuel, Seales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Albany Yard	TIME TABLE No. 116 September 6, 1953	Distance from Foster							
		Sidings	Other Tracks										
WKBXP TOR	E97		Yard	0.0	DN.....ALBANY YARD.....YD	31.9							
JV				0.9	.....S. P. CONN. ALBANY.....	31.0							
					13.6								
					Time Over District Average Speed per Hour								

Between S. P. Conn. Albany and Lebanon Conn. with O. E. Third Sub-Division Trains Will Be Governed By S. P. Co. Portland Division Time Tables and Rules

WPJV	S14		20	14.5	DN.....LEBANON.....BA	17.4							
	S15	10		14.8	O. E. Conn. .....LEBANON.....	17.1							
					(O. E. Siding) .....								
PX	S16	70	237	15.9	D.....WELLDWOOD.....V	16.0							
P	S20		2E	20.2	.....WATERLOO.....	11.7							
		S22	8E	22.1	.....NYE.....	9.8							
PY RBXJ	S29		Yard	28.8	DN.....SWEET HOME.....SW	8.1							
	S32			31.9	.....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 Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Sweet Home	TIME TABLE No. 116 September 6, 1953	Distance from Dollar							
		Sidings	Other Tracks										
PYRB XJ	S29		Yard	0.0	DN.....SWEET HOME.....SW	15.5							
	H6		20W	6.4	.....HOLLEY.....	9.1							
	H8		10	8.1	.....CALAPOOYA.....	7.4							
	H14		49	13.9	.....WOODRAFFE SIDING.....	1.6							
	H16		Yard	15.5	.....DOLLAR.....	0.0							
					Time Over District Average Speed per Hour								

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

## SPEED RESTRICTIONS

## All Subdivisions—

Designation "Str." —Train with diesel-electric locomotive and all light-weight roller bearing passenger train equipment.

Designation "Psgr." —Train with diesel-electric or steam locomotive and all passenger train equipment, any car of which is not light-weight roller bearing.

Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.

Maximum speed of Streamliner trains must not exceed by more than ten miles per hour the permissible passenger train speed indicated on slow boards.

When Streamliner train is operated against the current of traffic in double track territory the Streamliner train must not exceed the maximum speed for other passenger trains.

M.P.H.

Through crossovers and turnouts.....	15
Through Nos. 14, 15 and 16 turnouts located at Willbridge, S. P. & S. Jet., Ainsworth Jet., Scribner, east end Overlook Siding, Ft. Wright, east end South Jet. Siding, United Jet., Bowers Jet. and Forest Grove Jet.....	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 engines, except Classes Z-6, Z-8 and DE single or multiple units of 1500 or 1600 HP used in passenger service must not exceed authorized speed for freight trains in the territory where operated.	
Engines, Classes Z-6 and Z-8 used in passenger service.....	60
Freight and road switcher engines, Classes DE single or multiple units of 1500 or 1600 HP used in passenger service.	65
Handling steam wrecking cranes, pile drivers or locomotive cranes	30
Handling scale test car.....	30
When freight cars, except those equipped with passenger trucks and steel wheels, are handled in passenger trains, the train will not exceed authorized speed for freight trains in the territory where operated.	
Over switches in paved streets.....	10
When picking up train orders (except where hoop stands are located).....	25
To avoid damage to rail and bridges by moving locomotives having main or side rods down, over the road at too high a speed, the following speeds will be maximum permitted:	
With main and side rods removed:	
All classes.....	20
With main rods removed and side rods in place:	
All classes.....	25
Over bridges.....	20
Engines with either or both main and side rods removed shall not be moved over any bridge at a speed in excess of 20 MPH, and the speed shall be further reduced over bridges which carry speed restrictions against the class of power being so moved. In the latter case, the speed of an engine with rods removed shall be reduced over the bridge to one-half the restricted speed for that engine in working order, as shown under "Bridge and Engine restrictions."	
Dead engines with all rods up or in place, the piston rod being parted from the crosshead and removed and the valve motion disconnected and blocked, may be moved in trains at not to exceed the permissible speed of freight trains operating in the territory over which such engines are moved.	
Dead engines with all rods up or in place and piston rod not disconnected from the crosshead may be moved in trains at a speed not to exceed 12 M. P. H.	
Bridge or other restrictions applicable to these engines when in operating condition to be observed.	
For engines coming from the shop, to prevent running hot authorized maximum speed is.....	25 M.P.H.

## SPEED RESTRICTIONS

## Terminals Subdivision—

M. P. H.  
Str. Psgr. Frt.

Maximum speed.....	75	70	45
Between 17th Avenue and end of double track.....	10	10	10
Between end of double track and Union Station.....	6	6	6
Through Interlocking and on all depot tracks, Union Station	6	6	6
Over Bridges between Vancouver and Willbridge.....	30	30	30

## Vancouver Division—First Subdivision—

Maximum speed.....	75	70	45
Within the city limits of Vancouver.....	65	65	
At Camas to exchange U.S. Mail, Trains 3 and 4.....		20	
At Washougal to dispatch U. S. Mail, Train 3.....		20	
At Home Valley to dispatch U. S. Mail, Train 5.....		10	
At Bingen-White Salmon to exchange U.S. Mail, Train 4..		20	
At Lyle to dispatch U. S. Mail, Train 3 and 4.....		15	

## Vancouver Division—Second Subdivision—

Maximum speed.....	75	70	45
Within the city limits of Kennewick.....	35	35	35
Within the city limits of Pasco.....	25	25	25

## Vancouver Division—Third Subdivision—

Maximum speed.....	75	70	45
Within the city limits of Pasco.....	25	25	25
Between Kahlotus and Snake River Jet.....	50	40	25
Within the city limits of Lamont.....		70	

## Vancouver Division—Fourth Subdivision—

Maximum speed.....			30
On curves 5 degrees and over.....			15

## Oregon Trunk Railway—

Frt. and  
Psgr. Mixed

Between Wishram and MP 87.....	40	35
Between MP 87 and MP 98.....	30	25
Between MP 98 and Bend.....	60	45

## Portland Division—First and Second Subdivisions—

Psgr. Frt.

Maximum speed.....	50	40
Through Linnton.....	20	20
Through Scappoose.....	20	20
Through Rainier (City Ordinance).....	8	8
Between Astoria and Seaside.....	30	20
Over Youngs Bay draw span, Bridge 102.6, west of Astoria.	12	12
Between Warrenton and Point Adams.....	15	15
U. S. Government trackage, Locoda.....		10

**SPEED RESTRICTIONS**

<u>Portland Division—Third Subdivision—</u>	M.P.H.
Over Bridge B-07 between River Junction and Rafton.....	12
Between United Junction and Banks.....	25
Between Banks and Keasey.....	20

<u>Oregon Electric Railway—</u> <u>First, Second, Third and Fourth Subdivisions—</u>	M.P.H.
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 Forest Grove Junction and Forest Grove.....	25
Through Hillsboro.....	10
Through Forest Grove.....	15
Between Bowers Junction and Beburg.....	35
Between Beburg and Greton on S. P. tracks.....	20
Between Greton and Eugene.....	35
Through Salem.....	10
Passing paper mill, Salem.....	5
Through Albany.....	12
Between second crossing east of depot at Harrisburg and county road crossing, 1800 feet west.....	8
Through Junction City.....	20
Between Lebanon and Sweet Home.....	25
Between Sweet Home and Calapooya.....	25
Between Calapooya and Dollar.....	12
Trains handling logs.....	30
Trains handling logs over Willamette River Bridge 126-1, Calapooya River Bridge 99-9 and Santiam River Bridge 89-0....	10
Trains handling logs under S. P. Co. bridge at Tualatin.....	15

**SPRING SWITCHES WITH FACING POINT LOCK**

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

<u>Oregon Trunk Railway—</u>	
Oregon Trunk Junction.....	Junction of O. T. Ry. and U. P. R. R. Co.
Dixon.....	Both switches of siding
South Junction.....	East Switch of siding
Paxton.....	East switch of siding

**SPRING SWITCHES WITHOUT FACING POINT LOCK**

<u>Vancouver Division—First Subdivision—</u>	
Vancouver.....	{ East yard lead switch. End of double track.
<u>Portland—First and Third Subdivisions—</u>	
Willbridge Siding.....	Both Switches of Siding
United Junction.....	Junction of First and Third Subdivisions.
Bowers Junction.....	Junction of Third Subdivision and O. E. Ry.

**DRAW BRIDGES**

<u>Terminals 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>Portland Division—First 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.

<u>Oregon Trunk Railway—</u>
Columbia River, MP T-1.3 center of draw.

Celilo Draw Bridge is closed as a draw span except when actually in use to permit passage of navigation. Advance notice covering time a vessel will pass through draw will be given to the Chief Dispatcher. He will then instruct section foreman at Wishram to be on hand at Celilo draw at proper time, and after flagmen have been placed and vessel is ready to pass through, will remove angle bars which will allow draw span to be opened. After vessel has passed through draw and angle bars have been replaced, flagmen will be recalled and section foreman and flagmen released.

**OVERHEAD RAILROAD CROSSINGS**

<u>Vancouver Division—Second Subdivision—</u>	Miles from Portland
Union Pacific R. R.....	228.4
<u>Vancouver Division—Third Subdivision—</u>	
Union Pacific R. R.....	362.5
Northern Pacific Ry.....	364.1
<u>Portland Division—First Subdivision—</u>	
Rafton trackage.....	10.5
<u>Oregon Electric Railway—First Subdivision—</u>	
Southern Pacific Co.....	35.8
Southern Pacific Co.....	97.6

**RAILROAD CROSSINGS**

<u>Oregon Electric Railway—First 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.....	97.8
Southern Pacific Co.....	97.9
Southern Pacific Co.....	140.7

<u>Oregon Electric Railway—Second Subdivision—</u>	Miles from Portland
Southern Pacific Co.....	26.3

## COMMERCIAL AND STORAGE TRACKS

Vancouver Division—First Subdivision—

	Miles from Portland	Car Capacity	Switch at
Hegewald and Stevenson Plywood Co. Spurs.....	52.7	76	East end
Weber Lumber Co. Spur.....	74.4	5	East end
Guy F. Atkinson Spur.....	96.1	9	West end

Vancouver Division—Second Subdivision—

	Miles from Portland	Car Capacity	Switch at
Ballast loading tracks.....	174.0	45	Both ends
North McNary Spur.....	195.0	14	East end

Vancouver Division—Third Subdivision—

	Miles from Portland	Car Capacity	Switch at
East Pasco.....	234.2	12	West end
Burr Canyon Spur.....	265.9	5	West end
Harder.....	280.7	18	East end
Washtuena Industry.....	292.4	156	East end
Ankeny.....	305.8	14	West end
Nemour's Powder Spur.....	368.6	48	West end
Brick Yard Spur.....	374.6	9	East end

Vancouver Division—Fourth Subdivision—

	Miles from Lyle	Car Capacity	Switch at
Doubling Spur.....	1.6	8	East end
Klickitat Springs.....	15.8	6	Both ends

Portland Division—First Subdivision—

	Miles from Portland	Car Capacity	Switch at
Gasco.....	5.6	28	West end
Gasco.....	5.6	24	West end
Gasco.....	5.6	16	East end
Portland Tug and Barge Spur.....	5.8	16	East end
Harbor Track.....	9.8	17	East end
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	54	West end
Bioproducts Spur.....	108.1	5	West end

Portland Division—Third Subdivision—

	Miles from Portland	Car Capacity	Switch at
Chiltern Spur.....	36.3	13	West end
Haydite.....	40.3	12	Both ends

## COMMERCIAL AND STORAGE TRACKS

Oregon Electric Railway—First Subdivision—

	Miles from Portland	Car Capacity	Switch at
Bendemeer.....	18.9	2	East end
Durham.....	34.4	6	East end
Mulloy.....	40.2	8	East end
Wacanda.....	61.3	8	East end
Roberts.....	75.4	23	East end
Linn County Lbr. Prod. Co.....	101.7	8	East end
Miller Seed Co.....	118.3	4	West end
Junction City Remilling Co.....	129.2	6	East end
Valley Plywood Co. Spur.....	129.5	12	East end
Crown-Zellerbach.....	129.9	25	Both ends
Johnson & Powell Bros.....	130.0	5	East end

Oregon Electric Railway—Third Subdivision—

	Miles from Albany	Car Capacity	Switch at
Indianola Lbr. Co.....	17.9	4	East end
Kelley Timber Products.....	18.3	3	East end
Clear Lbr. Sales—Brady Bros.....	20.7	7	East end
Douglas Fir Products.....	20.8	15	East end
B. F. Johnson Lbr. Co.....	21.3	9	East end
Gas Heat, Inc.....	21.5	2	East end
Ford Lumber Co.....	21.9	2	West end
Kell Lbr. Co.....	23.9	5	East end
Benjo Milling Co.....	24.5	6	East end
Puget Timber Company.....	24.7	7	East end
Daugherty Piling Co.....	26.0	10	Both ends

Oregon Electric Railway—Fourth Subdivision—

	Miles from Sweet Home	Car Capacity	Switch at
Ingraham Spur.....	9.7	4	East end

## SPEED TABLE

Time Per Mile			Time Per Mile		
Minutes	Seconds	Miles Per Hour	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

<u>Terminals Subdivision—</u>	Miles from Portland
Portland (Union Station) south end.....	0.0
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 Portland**—Interlocking at south end of freight and passenger yards governs movement of all trains and engines entering or leaving N.P.T. Co. Yards.

When the Home Signal is at "Stop" the following signals will be used to call for desired route:

For Albina	— .
For Troutdale	— —
For S.P. Main Track	. —
For S.P. Yard	. — .
For E. 2nd St.	. . —
For S.P.S. to E. Side	. . —

When the Home Signal is at "Proceed" the whistle must not be sounded. When conditions are favorable use hand or lantern signals for route desired, omitting whistle signals.

**At Willbridge**—Whistle signal — . — will be sounded for route to Astoria. Upper unit of eastward home interlocking signal governs movements on eastward main track. Lower unit governs movements to Astoria Line.

**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. UNiversity 0806) 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".

## COMPANY SURGEONS

15

Dr. Merl L. Margason, Chief Surgeon	} 1216 S. W. Yamhill, Portland. Telephone ATwater 4151.
The Portland Clinic	} 1216 S. W. Yamhill, Portland. Telephone ATwater 4151.

### LOCAL SURGEONS

DRS. CONE & WALZ, Vancouver.  
 DR. W. S. SHEPHERD, Camas.  
 DR. H. L. ELDRIDGE, Washougal.  
 DR. HARRY S. HOLMES, North Bonneville.  
 DR. WAYNE M. HENKLE, Bingen-White Salmon.  
 DR. W. H. WOLFF, Bingen-White Salmon.  
 DR. H. W. HOLDERBY, Goldendale.  
 DR. JOHN E. LIBBY, Goldendale.  
 THE DALLES CLINIC, The Dalles, Oregon.  
 DR. G. J. VOTAVA, Pasco.  
 DR. JOSEPH L. GREENWELL, Pasco.  
 DR. F. C. KLOPFENSTEIN, Pasco.  
 DR. CHARLES G. SMICK, Ritzville, Wash.  
 DR. HENRY BOSSHARD, Connell, Wash.  
 DR. E. B. COULTER, Spokane.  
 THE ROBERT HEMINGWAY  
 MEMORIAL CLINIC, Bend.  
 DR. R. F. JONES, Redmond.  
 DR. O. L. ZESCHIN, St Helens.  
 DR. M. A. KENNEY, Rainier.  
 DR. PAUL H. STARR, Clatskanie.  
 DR. J. L. WOODIN, Clatskanie.  
 DR. LEO LEUBAUER, Westport.  
 DR. M. H. SMITH, Westport.  
 DR. FRANK E. FOWLER, Astoria.  
 DR. R. W. PARCHER, Seaside.  
 DR. ROLAND D. EBY, Vernonia.  
 DR. A. O. PITMAN, Hillsboro.  
 DR. GERALD B. SMITH, Woodburn.  
 DR. R. E. PURVINE, Salem.  
 DR. L. M. BAIN, Albany.  
 DR. RALPH E. HERRON, Lebanon.  
 DR. ROBT. LANGMACK, Sweet Home.  
 DR. W. H. CHAPMAN, Eugene.

### STRETCHERS ARE LOCATED AT FOLLOWING POINTS

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

F. S. BARLOW, Jr., Asst. Supt.  
 C. F. CROFFUT, Trainmaster  
 R. G. HASKELL, Trainmaster  
 H. J. TIERNEY, Trainmaster  
 H. J. WASSENAR, Trainmaster

A. R. WINN, Chief Dispatcher  
 J. A. CANNON, Gen. Supt. Motive Power.  
 C. E. BARNES, Master Mechanic  
 L. Z. DANIELS, Asst. Master Mechanic  
 L. J. FITZGERALD, Traveling Engr.  
 A. C. ANDERSON, Traveling Engr.

THE HISTORY OF THE UNITED STATES

The history of the United States is a story of growth and expansion. From a small collection of colonies on the eastern coast, it grew into a vast nation spanning two continents. The early years were marked by struggle and the search for a common identity. The American Revolution was a pivotal moment, establishing the principles of self-governance and individual rights. The subsequent decades saw westward expansion, the growth of industry, and the challenges of slavery and sectionalism. The Civil War was a defining conflict that preserved the Union and ended slavery. The Reconstruction era followed, a period of rebuilding and the struggle for equality. The late 19th and early 20th centuries were characterized by rapid industrialization, urbanization, and the rise of new political movements. The United States emerged as a global power, playing a significant role in world events. The 20th century brought the challenges of the Great Depression, World War II, and the Cold War. Today, the United States continues to evolve, facing new challenges and opportunities in a globalized world.

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