

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

**System Lines**

# **TIME TABLE No. 139**

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

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

## **SUNDAY, OCTOBER 27, 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.**

2 Westward

## TERMINAL SUB-DIVISION—VANCOUVER TO PORTLAND

Westward

Water, Fuel, Wyes, Turn Tables, Scales, Standard Closets & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 139 October 27, 1963	Distance from Vancouver	FIRST CLASS							
		Siding	Other Tracks				3	1	701	703	705			
							S. P. & S.	S. P. & S.	G. N. 460	N. P. 408	U. P. 458			
					<b>STATIONS</b>									
					<b>AUTOMATIC BLOCK</b>									
					<b>DOUBLE TRACK</b>									
					DN.....VANCOUVER.....MX 1.9	6.0	5.20AM	6.38AM	11.58AM	3.53PM	8.51PM			
					DN..NORTH PORTLAND Jct..KD 1.1	1.9	5.25	6.41	12.03PM	3.56	8.55			
					.....EAST ST. JOHNS..... 2.7	8.0	5.27	6.43	12.05	3.58	8.57			
					DN.....WILLBRIDGE.....BR 2.3	8.7	5.31	6.47	12.09	4.02	9.01			
					.....LAKE YARD..... 2.0	8.0	5.35	6.50	12.13	4.06	9.05			
					DN..PORTLAND, Union Sta...VO	10.0	5.45AM	7.00AM	12.20PM	4.15PM	9.15PM			
					DN...PORTLAND, Hoyt St....OW	10.0								
					Time Over District Average Speed Per Hour		0.25 34.0	0.23 27.3	0.22 27.8	0.22 27.3	0.24 25.0			

Eastward

## TERMINAL SUB-DIVISION—PORTLAND TO VANCOUVER

Eastward

Water, Fuel, Wyes, Turn Tables, Scales, Standard Closets & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 139 October 27, 1963	Distance from Portland	FIRST CLASS							
		Siding	Other Tracks				700	702	2	704	4			
							U. P. 457	G. N. 459	S. P. & S.	N. P. 407	S. P. & S.			
					<b>STATIONS</b>									
					<b>AUTOMATIC BLOCK</b>									
					<b>DOUBLE TRACK</b>									
					DN.....VANCOUVER.....MX 1.9	10.0	9.51AM	1.49PM	3.19PM	5.34PM	10.04PM			
					DN..NORTH PORTLAND Jct..KD 1.1	8.1	9.46	1.45	3.15	5.30	9.59			
					.....EAST ST. JOHNS..... 2.7	7.8	9.44	1.43	3.13	5.28	9.57			
					DN.....WILLBRIDGE.....BR 2.3	4.3	9.40	1.39	3.09	5.24	9.53			
					.....LAKE YARD..... 2.0	8.0	9.36	1.35	3.05	5.20	9.49			
					DN..PORTLAND, Union Sta...VO	8.0	9.30AM	1.30PM	3.00PM	5.15PM	9.45PM			
					DN...PORTLAND, Hoyt St....OW	8.0								
					Time Over District Average Speed Per Hour		0.21 28.6	0.19 31.6	0.19 31.6	0.19 31.6	0.19 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.

Westward

FIRST SUB-DIVISION

Eastward 3

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Lamps, etc.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Spokane	TIME TABLE No. 139		Distance from Portland	FIRST CLASS	
		Sidings	Other Tracks	201	251				October 27, 1963			2	4
				Freight	Freight	1	3		STATIONS			Passenger	Passenger
				Daily	Daily	Passenger	Passenger						
JBWR YFKXE	104		Yard	L 11.45AM	L 7.00AM	L 4.48AM	L 3.15AM	273.4	DN..... WISHRAM..... X	106.1	A 4.58PM	A 11.46PM	
P	108	146	166	11.49	7.05	4.52	3.19	276.3	..... AVERY.....	103.3	4.55	11.43	
P	84	126	8	11.59AM	7.15	5.02	3.29	286.2	..... NORTH DALLES.....	93.3	4.46	11.34	
JP	88	76	139	12.07PM	7.23	5.11	3.37	294.2	DN..... LYLE..... YA	88.3	4.38	11.26	
P	78	128	136	12.17	7.33	5.21	3.46	303.6	DNBINGEN-WHITESALMON.WS	75.9	4.29	11.17	
P	73		40					307.0	..... UNDERWOOD.....	72.5			
P	71	85	7	12.22	7.38	5.26	3.51	308.6	..... HOOD.....	70.9	4.24	11.12	
	66		12W				3.56	313.7	..... COOKS.....	65.8		11.07	
P	60	130	20W 30E	12.34	7.50	5.38	4.02	320.0	..... HOME VALLEY.....	59.5	4.13	11.01	
P	54	144	33	12.40	7.56	5.44	4.07	325.2	DN..... STEVENSON..... NS	54.3	4.08	10.56	
P	48	126	33	12.45	8.01	5.49	4.12	330.2	..... NORTH BONNEVILLE..	49.3	4.03	10.51	
P	42	125	17	12.53	8.09	5.57	4.19	337.4	..... SKAMANIA.....	42.1	3.56	10.44	
P	38		10E				4.23	341.7	..... PRINDLE.....	37.8		10.40	
P	32	126		1.04	8.20	6.08	4.29	347.5	..... MT. PLEASANT.....	32.0	3.46	10.34	
P	28	104	23	1.08	8.24	6.12	4.33	351.5	..... WASHOUGAL.....	28.0	3.42	10.30	
PX	24	128	127	1.14	8.30	6.17	4.40	355.7	DN..... CAMAS..... MA	23.8	3.38	10.26	
P	20	137	14	1.20	8.36	6.22	4.45	359.7	..... FISHER.....	19.8	3.33	10.21	
P	18	82		1.26	8.42	6.28	4.51	365.9	..... McLOUGHLIN.....	14.5	3.28	10.16	
		98	177	1.29	8.45	6.31	4.54	367.4	..... HAVAN.....	12.1	3.25	10.13	
PWTY BOKXR VZ	10		Yard	A 1.35PM	A 8.50AM	A 6.35AM	A 5.05AM	369.5	DN... VANCOUVER... MX	10.0	L 3.22PM	L 10.10PM	
											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).

4 Westward

SECOND SUB-DIVISION

Eastward

Water, Fuel, Wagon, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS			Distance from Spokane	TIME TABLE No. 139		Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	201		1	3			October 27, 1963			2	4	
				Freight		Passenger		Passenger		Passenger	Passenger				
				Daily		Daily		Daily							
WYT RVBOK IXZP	231		Yard			L 2.40AM	L 12.55AM	148.2	DN.....PASCO.....RN 1.8 PA	231.3	A 7.05PM	A 2.00AM			

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

JVI				L 9.15AM	L 2.45AM	L 1 00AM	149.8	Automatic Block	.....S. P. & S. JCT..... 1.3	229.7	A 7.00PM	A 1.55AM		
P	229	161	1	9.17	2.46	1.01	151.0		DN...KENNEWICK...KN 4.6	228.8	6.59	1.54		
P	224	71	183	9.22	2.51	1.06	155.6		D.....FINLEY.....FN 8.1	223.9	6.54	1.49		
P	216	144	7W	9.31	2.59	1.14	163.7		.....YELLEPIT..... 12.5	218.8	6.46	1.41		
P	208	144	4W	9.44	3.11	1.29	170.8		.....BERRIAN..... 11.3	208.3	6.34	1.29		
P	192	145	33	9.56	3.22	1.42	187.8		DN...PLYMOUTH...MO 12.2	192.0	6.23	1.18		
P	180	142	22	10.09	3.33	1.53	199.7		.....PATERSON..... 9.4	179.8	6.12	1.06		
P	170	142	14	10.19	3.42	2.02	209.1		.....WHITCOMB..... 8.2	170.4	6.03	12.57		
P	162		36				217.2		.....ALDERDALE..... 4.6	162.2				
P	158	144		10.32	3.54	2.14	221.9		.....McCREDIE..... 10.9	157.6	5.51	12.45		
P	147	145	36	10.43	4.04	2.24	232.8		DN...ROOSEVELT...RE 5.9	146.7	5.41	12.35		
P	141		19W				238.7		.....SUNDALE..... 10.0	140.8				
P	131	144	6	10.59	4.18	2.38	248.7		.....GOODNOE..... 5.6	130.8	5.27	12 20		
P	125		28W	11.05	4.24	2.44	254.8		.....TOWAL..... 5.5	128.2	5.21	12.14		
P	120	145	47	11.11	4.30	2.50	259.8		.....CLIFFS..... 5.4	119.7	5.15	12.08		
P	114	158		11.17	4.36	2.56	265.2		.....MARYHILL..... 8.2	114.3	5.09	12.02AM		
BWOYR JKXZP	106		Yard	A 11.30AM	A 4.45AM	A 3.05AM	273.4		DN...WISHRAM...X	106.1	L 5.00PM	L 11.53PM		
											Daily	Daily		
				2.15 54.9	2.05 60.1	2.10 57.8			Time Over District Average Speed Per Hour		2.06 60.1	2.07 59.1		

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



Westward

## THIRD SUB-DIVISION

Eastward 5

Water, Fuel, Wyes, Turn Tables, Boilers, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Spokane	TIME TABLE No. 139 October 27, 1963	Distance from Portland	FIRST CLASS	
		Sidings	Other Tracks	201	1 3		4				2	
				Freight	Passenger	Passenger	Passenger				Passenger	
				Daily	Daily	Daily						
BKO PRT XYZ	381		Yard					3.2	DN..... YARDLEY..... YD	380.7		
BKP RXZ	378		Yard					0.0	DN. SPOKANE (N.P. Depot). SP	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

BKO PRTW XYZ	384		Yard					4.8	DN..... HILLYARD (G.N.) HU	384.3		
BKPR WOX	380		Yard			L 11.50 PM	L 9.40 PM	0.0	DN. SPOKANE (G.N. Depot). PD	379.5	A 5.45 AM	A 10.00 PM

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

LJPVXY	Station	Capacity	Other	L			Distance from Spokane	A	A	Distance from Portland	A	A
				6.01 AM	11.55 PM	9.50 PM						
P	377			6.08	12.01 AM	9.56	2.3			377.2		
JP	367	72	52	6.12	12.05	10.00	12.1			371.1	5.27	9.43
P	361	80	13	6.19	12.12	10.07	18.8			367.4	5.22	9.38
P	355	116		6.26	12.18	10.13	24.9			360.7	5.14	9.31
P	350		17W			10.18	30.0			354.6	5.06	9.24
P	343	126	23	6.38	12.28	10.24	36.2			349.5	5.01	
P	335	EB 134 WB 97	94	6.47	12.35	10.32	44.8			343.8	4.55	9.13
P	329		21E			10.37	50.1			334.7	4.46	9.06
P	324	125	16	6.58	12.44	10.42	56.7			329.4	4.41	
P	311	127	29	7.11	12.55	10.53	68.4			323.8	4.35	8.57
P	300	125	12	7.24	1.05	11.04	80.0			311.1	4.22	8.46
P	291	EB 130 WB 72	38	7.33	1.12	11.14	88.6			309.5	4.10	8.35
P	283		42E	7.39	1.17	11.19	94.2			299.9	4.00	8.28
P	278	125	80	7.47	1.24	11.26	101.7			295.3	3.41	8.23
P	269	90	5	8.05	1.37	11.39	110.9			287.8	3.34	8.17
P	263	112		8.17	1.45	11.47	116.7			288.6	3.21	8.06
JV							122.6			269.8	3.13	7.59
P	256	76	61	8.30	1.54	11.56	122.2			256.9		
P	254	126		8.33	1.57	11.59 PM	125.5			260.8	3.04	7.51
P	251		65W	8.37	2.01	12.03 AM	129.0			254.0	3.00	7.48
P	245	125	9	8.43	2.07	12.08	134.7			260.5	2.56	7.45
P	238	69		8.50	2.14	12.15	141.5			244.8	2.50	7.40
IJPV	234			8.55	2.19	12.20	146.0			238.0	2.44	7.34
PXXTY WRBOX IV	231		Yard	A 9.00 AM	A 2.30 AM	A 12.30 AM	148.2			233.5	2.40	7.30
				2.59 49.0	2.40 55.0	2.50 52.3				231.3	2.30 AM	7.20 PM
											Daily	Daily
											3.15 45.0	2.40 55.0

AUTOMATIC BLOCK

Time Over District  
Average Speed Per Hour

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

6 Westward

## FOURTH SUB-DIVISION

Eastward

Water, Fuel, Wires, Turn Tables, Scales, Standard Checks & Bulletin Boards and Yard Limits etc.	Station Numbers	Car Capacity		Distance from Goldendale	TIME TABLE No. 139 October 27, 1963	Distance from Lyle
		Sidings	Other Tracks			
BYR PX	G42		68	0.0	D..... GOLDENDALE..... GD 6.3	41.6
P	G85		19	9.3	..... CENTERVILLE..... 5.1	35.3
P	G80		17	11.4	..... WARWICK..... 7.2	30.2
	G23		7E	18.6	..... SWALE..... 6.1	23.0
	G17		14	24.7	..... WAHIAKUS..... 3.5	18.9
P	G13	25		28.2	D..... KLIKITAT..... KI 3.1	15.4
	G10		7	31.3	..... PITT..... 10.3	10.3
R PXX	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

Westward

## FIFTH SUB-DIVISION

Eastward 7

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Board and Yard Lumber, etc.	Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS	Distance from Bend	TIME TABLE No. 139		Distance from Wishram	SECOND CLASS	THIRD CLASS		
		Sidings	Other Tracks	105	103	251		October 27, 1963			102	Oregon Trunk Mixed		
				Oregon Trunk Mixed	Oregon Trunk Mixed	Oregon Trunk Freight		STATIONS						
BYOVZ PREX	T-151		Yard	L 7.00PM	L 11.00PM	L 2.15AM	0.0	DN... BEND..... D	151.5	A 7.00AM				
P	T-144	45	19	f 7.11	f 11.15	2.25	7.3	7.3	144.2	f 6.35				
XP	T-135	92	304	* 7.30	* 11.40	2.38	16.9	9.5	144.2	f 6.35				
JPV	T-132	80	42	f 7.35	f 11.46		19.2	DN.. REDMOND..... RD	134.6	* 6.15				
P	T-130	44		f 7.40	f 11.52PM	2.45	22.0	2.3	134.6	f 6.15				
P	T-122	107	22	f 7.52	f 12.09AM	2.55	29.9	D.. PRINEVILLE JCT... KN	132.3	f 5.50				
P	T-115	43	50	f 8.02	f 12.25	3.04	36.5	2.3	132.3	f 5.50				
PX	T-110	93	225	* 8.12	* 12.35	3.11	41.3	7.9	132.3	f 5.45				
P	T-105	46	172	* 8.25	* 12.55	3.19	46.5	.... TERREBONNE.....	129.5	f 5.45				
P	T-100	104	3	f 8.35	f 1.10	3.27	51.7	.... OPAL CITY.....	121.6	f 5.31				
P	T-94	30	21	* 8.51	* 1.26	3.41	57.5	.... CULVER.....	115.0	f 5.18				
P	T-86	103	36	f 9.13	f 1.48	4.01	65.7	4.8	115.0	f 5.18				
P	T-80	103		f 9.24	f 1.59	4.12	71.4	D... METOLIUS..... MS	110.2	* 5.10				
P	T-71	108	13W	9.43	2.18	4.31	80.4	2.3	110.2	* 5.10				
	T-68		4W	f 9.50	f 2.25		84.0	DN.. MADRAS..... MD	105.0	* 5.00				
P	T-64	45		f 9.57	f 2.32	4.46	87.7	.... FAXTON.....	99.8	f 4.39				
P	T-56	86	13	10.13	102 2.55	5.03	95.9	.... GATEWAY.....	94.0	* 4.23				
P	T-55		26	* 10.20	* 3.01		96.9	2.3	94.0	* 4.23				
P	T-47		36W	f 10.35	f 3.16	5.19	104.2	DN SOUTH JCT..... SJ	85.8	f 4.01				
P	T-40	92	8E	f 10.51	f 3.32	5.34	111.8	.... KASKELA.....	80.1	f 3.45				
P	T-30	45	9E	f 11.10	f 3.51	5.54	121.1	9.0	80.1	f 3.45				
P	T-26	43		f 11.18	f 3.59	6.02	126.1	.... DIXON.....	71.1	3.26				
P	T-18	105	12	f 11.35PM	f 4.16	6.19	133.3	2.6	71.1	3.26				
P	T- 6	83	9W	f 12.01AM	f 4.41	6.43	145.6	.... DANT.....	67.5	f 3.19				
IVXJP JBOPW RKXZY	T- 2			12.10	4.50	6.52	150.0	.... NENA.....	63.8	f 3.11				
	106		Yard	A 12.15AM	A 5.00AM	A 7.00AM	151.5	2.3	63.8	f 3.11				
								DN.. WISHRAM..... X	0.0	L 1.00AM				
										Daily Ex. Sunday				
				5.15 25.9	6.00 25.3	4.45 31.9				6.00 25.3				
								Time Over District Average Speed Per Hour						

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

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

8 Westward

## SIXTH SUB-DIVISION

Eastward

Water, Wres, Turnouts, Fuel, Seales, Standard Clocks, Bull. Board, Registers, Yard Limits.	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 139		Distance from Seaside	SECOND CLASS	
		Sidings	Other Tracks	231			October 27, 1963			230	
				Freight			STATIONS			Freight	
				Daily Ex. Saturday							
JRXI P	4		Yard	10.00PM	4.3	DN (	....WILLBRIDGE.....BR	113.7	A	5.15AM	
X	A5	80		10.02	5.1	Alms. Bk.	0.5 ....WILLBRIDGE SIDING..	112.9		5.13	
XP	A7	72	217	10.08	7.3	D	.....LINNTON.....IN	110.7		5.07	
PJX	A10			10.15PM	10.0	H	.....UNITED JCT.....UJ	108.0	L	5.00AM	
	A13	30			12.0		.....HOLBROOK.....	105.4			
	A20	34	79		19.9		7.3 .....SCAPOOSE.....	98.1			
BPX	A28	51	78		27.6	DN	.....ST. HELENS.....H	90.4			
PX	A31	43			31.3		2.7 .....WATERVIEW.....	86.7			
P	A39	30	58		39.4		8.1 .....GOBLE.....	78.6			
P	A46				45.8		6.4 .....RAINIER.....	72.2			
	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		59.3		1.3 .....QUINCY.....	58.7			
P	A63	43	68		62.2	D	.....CLATSKANIE.....CN	55.8			
	A67		21W		66.6		4.4 .....MARSHLAND.....	51.4			
P	A71	20	6		71.2		4.6 .....WESTPORT.....	46.8			
P	A74		54		72.2		2.2 .....WAUNA.....	44.5			
	A77		14		76.8		2.2 .....BRADWOOD.....	41.2			
P	A78	43			78.4		1.6 .....CLIFTON.....	39.6			
	A83		2E		82.2		4.2 .....BROWNSMEAD.....	34.7			
P	A87	20	5W		86.8		2.2 .....KNAPPA.....	31.5			
	A90	15	2W		90.2		2.7 .....SVENSEN.....	27.8			
TEP BKXR	A100		Yard		99.7	D	.....ASTORIA.....RO	18.3			
JY	A106		17		105.6		5.2 .....WARRENTON.....	12.4			
	A108		19E		108.2		2.7 .....CAMP CLATSOP.....	9.7			
B KR	A118		66		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 WESTWARD TRAINS OF THE SAME CLASS.



Westward

## SEVENTH SUB-DIVISION

Eastward 9

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bulb-Registers, Yard Limits	Station Numbers	Car Capacity		Distances from Warrenton	TIME TABLE No. 139 October 27, 1963	Distances from Point Adams			
		Sidings	Other Tracks						
	JXYR A106		17	0.0	..... WARRENTON .....	2.7			
	F82		23	1.8	1.8	..... FLAVEL .....	0.0		
	F83		8E	2.7	0.9	..... 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, Bulb-Registers, Yard Limits	Station Numbers	Car Capacity		SECOND CLASS	Distances from Portland	TIME TABLE No. 139 October 27, 1963	Distances from Vernonia	SECOND CLASS			
		Sidings	Other Tracks								
	PXJ A10			Daily Ex. Saturday	10.15 <sup>PM</sup>	N..... UNITED JOY..... UJ	38.5	A 5.00 <sup>AM</sup>			
	U11A		81W		10.19	..... BAN SPUR .....	37.5	4.55			
	P U12		4		10.22	..... BURLINGTON .....	36.8	4.52			
	P U18		8W		10.31	..... TUNNEL SPUR .....	33.9	4.42			
	JXP U17		25 6E		A10.40 <sup>PM</sup>	..... BOWERS JCT.....	31.4	4.30 <sup>AM</sup>			
	P U22	47	41		11.9	D..... NORTH PLAINS..... NP	26.6				
	U23		24		23.8	..... VADIS .....	25.2				
	U26		11E		25.8	..... CHRISTIE .....	23.0				
	P U29	34	9		31.7	..... MANNING .....	16.8				
	P U30	20	8E		38.8	..... TOPHILL .....	9.7				
	P U43	20			48.1	..... BRAUN .....	5.4				
	Y XPR U49		Yard		48.8	..... VERNONIA .....	0.0				
					0.25 17.0	Time Over District Average Speed per Hour		0.30 14.3			

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

10 Westward

## NINTH SUB-DIVISION

Eastward

Water, Wyes, Turn- tables, Fuel, Scales, Standard Clocks, Bul- letin Boards, Registers and Yard Limits	Station Numbers	Car Capacity		SECOND CLASS			Distance from Portland	TIME TABLE No. 139		Distance from Eugene	SECOND CLASS	
		Sidings	Other Trains	231		October 27, 1963		230				
				Freight		STATIONS		Freight				
				Daily Ex. Saturday								
JXP	U17		5E	110.40PM	17.1	..... BOWERS JCT .....	128.7	A 4.30AM				
	E21	43	31	10.52	20.9	..... MERLE .....	121.9	4.18				
YPXJ	E22			10.54	21.8	..... FOREST GROVE JCT.....	121.3	4.16				
X		75	23	11.10	26.7	..... BEAVERTON SIDING.....	116.1	4.00				
XP	E28		25	11.13	27.4	..... BEAVERTON.....	116.2	3.57				
JVP	E38A			11.15PM	28.1	..... BEBURG.....	114.7	3.55AM				

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

JVP	E31			11.35PM	31.2	..... GRETON.....	111.6	3.35AM
PX	E32	74	15	11.38	33.1	..... TIGARD.....	110.7	3.32
P	E36		9	11.50PM	36.1	..... TUALATIN.....	106.7	3.20
P	E39	18		12.01AM	39.0	..... TONQUIN.....	103.8	3.10
P	E42	19	7	12.12	43.0	..... WILSONVILLE.....	99.8	2.58
P	E45	74		12.21	45.4	..... CURTIS.....	97.4	2.49
P	E49		22	12.33	49.1	..... DONALD.....	98.7	2.37
P	E55	72	8E	12.50	54.8	..... WEST WOODBURN.....	88.8	2.20
	E57		9E	12.59	57.4	..... ST. LOUIS.....	85.4	2.11
	E63		13	1.17	63.1	..... HOPMERE.....	79.7	1.53
P	E64		8	1.20	64.1	..... QUINABY.....	78.7	1.50
PX	E69	77	44	1.35 <sup>230</sup>	68.4	..... BUSH.....	74.2	1.35 <sup>231</sup>
VBPXK	E71		Yard	1.50	71.2	DN..... SALEM..... SA	71.6	1.20
PX	E78	113		1.55	72.8	..... MINTO.....	70.0	1.15
P	E80		10E 12W	2.17	79.9	..... ORVILLE.....	62.9	12.53
P	E85	72		2.32	84.8	..... SIDNEY.....	58.0	12.38
	E88		16	2.42	87.9	..... TALBOT.....	54.9	12.28
	E91		15W	2.51	90.8	..... DEVER.....	52.0	12.19
EXBRP TKOJ	E97		Yard	3.30	96.5	DN..... ALBANY YARD..... YD.	46.3	12.01AM
VXP	E98		Yard	3.35	97.8	..... ALBANY.....	46.0	11.15PM
P	E111		13E	4.10	111.1	..... FAYETTEVILLE.....	81.7	10.35
	E114		4E	4.18	113.8	..... POTTER.....	29.0	10.28
	E116	6		4.25	116.1	..... TULSA.....	26.7	10.20
P	E124		19 24E	4.50	124.2	..... HARRISBURG.....	18.8	9.55
P	E129		118	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
	E139		13W 21E	5.27	136.1	..... KNID.....	6.7	9.15
BKXR PVY	E143		Yard	A 6.15AM	142.8	D..... EUGENE..... G	0.0	L 8.30PM
				7.35 16.8		Time Over District Average Speed per Hour		8.00 16.7

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

Westward

## TENTH SUB-DIVISION

Eastward 11

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bulletin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Forest Grove Junction	TIME TABLE No. 139 October 27, 1963	Distance from Forest Grove
		Sidings	Other Tracks			
JYPX	E22			0.0	..... FOREST GROVE JCT.....	10.6
X	F1		10E 3E	0.8	..... ORENCO.....	9.8
	F3		7E	2.0	..... SEWELL.....	7.7
P	F5	4	38	4.5	D..... HILLSBORO..... BO	6.1
	F8		12	7.0	..... CORNELIUS.....	3.7
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, Turntables, Fuel, Scales, Standard Clocks, Bulletin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Albany Yard	TIME TABLE No. 139 October 27, 1963	Distance from Foster
		Sidings	Other Tracks			
WKBXP TOR	E97		Yard	0.0	DN..... ALBANY YARD..... YD	31.9
JVX				0.9	..... S. P. CONN. ALBANY.....	31.0
					Time Over District Average Speed per Hour	

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

KPVX	B16		19	14.5	DN..... LEBANON..... BA	17.4
X	B18A	9		14.8	..... LEBANON.....	17.1
PX	B16	69	228	15.9	D..... WELDWOOD..... V	16.0
P	B20		4E	20.3	..... WATERLOO.....	11.7
	B22		8E	22.1	..... NYE.....	9.8
PY RBXJ	B29		Yard	25.8	DN..... SWEET HOME..... SW	3.1
X	B32			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, Turntables, Fuel, Scales, Standard Clocks, Bulletin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Sweet Home	TIME TABLE No. 139 October 27, 1963	Distance from Dollar
		Sidings	Other Tracks			
PYRB XJ	B29		Yard	0.0	DN..... SWEET HOME..... SW	15.5
	H6		19W	0.4	..... HOLLEY.....	8.1
	H8		10	0.1	..... CALAPOOYA.....	7.4
	H10		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

<u>Terminal Subdivision—</u>	M. P. H.	
	Psgr.	Frt.
Maximum speed.....	70	50
Over Bridges between Vancouver and Willbridge.....	30	30
 <u>First Subdivision—</u>		
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	
 <u>Second Subdivision—</u>		
Maximum speed.....	79	60
Within the city limits of Kennnewick.....	35	35
Within the city limits of Pasco.....	25	25
 <u>Third Subdivision—</u>		
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	
 <u>Fourth Subdivision—</u>		
Maximum speed.....		30
On curves 5 degrees and over.....		15
 <u>Fifth Subdivision—</u>		
	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
 <u>Sixth and Seventh Subdivisions—</u>		
	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**

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

<u>Ninth Subdivision—</u>	
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. ....	97.8
Southern Pacific Co. ....	97.9
Southern Pacific Co. ....	140.7

<u>Tenth Subdivision—</u>	
Southern Pacific Co. ....	26.8

## COMMERCIAL AND STORAGE TRACKS

<u>First Subdivision—</u>	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

<u>Second Subdivision—</u>	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

<u>Third Subdivision—</u>	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

<u>Fourth Subdivision—</u>	Miles from Lyle	Car Capacity	Switch at
Doubling Spur.....	1.6	7	East end
Klickitat Springs.....	15.8	6	Both ends

<u>Fifth Subdivision</u>	Miles from Wishram	Car Capacity	Switch at
Agency.....	107.5	7	East end

<u>Sixth Subdivision—</u>	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

<u>Seventh Subdivision—</u>	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
Haydte.....	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		Miles Per Hour	Time Per Mile		Miles Per Hour
	Minutes	Seconds		Minutes	Seconds	
0	45		80	1	12	60
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>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 Jet.—**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.     — • —

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, Riverview, 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.....	Station
Roosevelt.....	Steam Derrick Outfit
Plymouth.....	Station
Snake River.....	Station
Washtuona.....	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. SHEPHEK, Traveling Engr.**  
**H. E. CROFFUT, Traveling Engr.**  
**L. J. FITZGERALD, Traveling Engr.**

Dear Sir,

I have the honor to acknowledge the receipt of your letter of the 10th inst. in relation to the matter mentioned therein.

I am sorry to hear that you have had some trouble with the machine. I will try to get you a new one as soon as possible.

I am sure you will be satisfied with the result.

I am, Sir, very respectfully,  
Your obedient servant,  
[Signature]

I have the honor to acknowledge the receipt of your letter of the 10th inst. in relation to the matter mentioned therein.

I am sorry to hear that you have had some trouble with the machine. I will try to get you a new one as soon as possible.

I am sure you will be satisfied with the result.

I am, Sir, very respectfully,  
Your obedient servant,  
[Signature]