

**SPOKANE, PORTLAND & SEATTLE R'Y CO.**

**PORTLAND DIVISION**

**TIME TABLE No. 118**

**TO TAKE EFFECT AT TWELVE-ONE (12:01) O'CLOCK A. M.  
PACIFIC TIME**

**SUNDAY, NOVEMBER 20, 1932**

**SUPERSEDING TIME TABLE NO.117 AND ALL SUPPLEMENTS THERETO  
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY**

G. E. VOTAW, Superintendent

B. L. SPERRY, Supt. Car Service

A. J. DAVIDSON, General Manager

J. S. Asav

Ferguson 9/15/84

FOURTH CLASS				3rd CLASS	SECOND CLASS			FIRST CLASS		Car Capacity	Distance from Portland	TIME TABLE No. 118 NOVEMBER 20, 1932			Distance from Seaside	Water, Wyes, Turn Tables, Fuel and Scales.	FIRST CLASS		SECOND CLASS			3rd CLASS	FOURTH CLASS		
		293	61				23	21	Sidings			Other Tracks	STATIONS					22	24			62	294		
		Local Freight	Mixed				Passenger	Passenger						Passenger	Passenger			Mixed	Local Freight						
		Leave Tues. Thu. & Sun.	Leave Mon. Wed. & Fri.				Leave Daily	Leave Daily						Arrive Daily	Arrive Daily			Arr. Mon. Wed. & Fri.	Arrive Tues. Thur & Sat.						
		8.30PM	7.25AM				6.30PM	8.00AM	Yard		0.0	DN..... PORTLAND..... DI OW	118.0	WT CO	11.30AM	7.20PM	805				2.40PM	2.10AM			

BETWEEN PORTLAND AND WILLBRIDGE TRAINS WILL BE COVERED BY TERMINALS DIVISION TIME TABLE AND RULES

		8.50	7.45				6.50	8.14	Yard		4.5	DN..... WILLBRIDGE..... BA	113.5		11.16	7.06	751				2.20	1.50	
		9.05	7.55				<sup>24</sup> 6.59	8.20	32	120	7.3	D..... LINNTON..... IN	110.7		11.10	<sup>23</sup> 6.59	744				2.10	1.40	
		9.15	8.05AM				7.05	8.25			10.0	..... UNITED JUNCTION.....	108.0		11.05	6.53	738				2.00PM	1.32	
		9.25					f 7.10	f 8.30	30	7	12.6	..... HOLBROOK.....	105.4	W 3 MI. W.	f 11.01	f 6.48	733					1.25	
		9.50					f 7.23	s 8.43	36	24	19.9	D..... SCAPPOOSE..... SQ	98.1		s 10.48	f 6.36	721					1.05	
		10.07					f 7.30	f 8.50	29	5	24.3	..... WARREN.....	93.7		f 10.41	f 6.29	714					12.50	
		10.18					7.35	8.55	53		27.1	..... CORMICK.....	90.9		10.37	6.25	710					12.40	
		10.20					s 7.37	s 8.57		12	27.6	D..... ST. HELENS..... H	90.4	W	s 10.36	s 6.24	709					12.35	
		10.35					7.45	9.05	48	5	31.3	..... WATERVIEW.....	86.7		10.29	6.17	702					12.20	
		10.45					f 7.49	f 9.09		10	33.2	..... DEER ISLAND.....	84.8		f 10.26	f 6.14	659					12.15	
		11.03					f 7.56	f 9.16	25		37.2	..... CHARLTON.....	80.8		f 10.19	f 6.07	652					12.02AM	
		11.15					f 8.00	s 9.20	25	79	39.4	..... GOBLE.....	78.6		s 10.15	f 6.03	648					11.55	
		11.43							15		45.3	..... REEDS.....	72.7	W 1.9 MI. E.								11.35	
		11.45					s 8.14	s 9.34		10	45.8	D..... RAINIER..... RA	72.2		s 10.04	s 5.52	637					11.30	
		11.50					8.16	9.36	55		46.8	..... AVON.....	71.2		10.02	5.50	635					11.25	
		12.23AM					8.30	<sup>22</sup> 9.50	16		53.5	..... PYRAMID.....	64.5		<sup>21</sup> 9.50	5.38	623					11.05	
		12.35					f 8.35	s 9.55	55	14	55.8	..... MAYGER.....	62.2		s 9.45	f 5.34	619					10.55	
		12.54					f 8.44	s 10.04	31	12	59.3	..... QUINCY.....	58.7	W	s 9.38	f 5.28	613					10.45	
		1.10					s 8.50	s 10.10	49	75	62.2	D..... CLATSKANIE..... CN	55.8		s 9.32	s 5.22	607					10.35	
		1.30					f 8.59	f 10.19	55	10	66.6	..... MARSHLAND.....	51.4		f 9.23	f 5.13	558					10.15	
		1.48					f 9.05	s 10.25	20		69.8	..... KERRY.....	48.2		f 9.17	f 5.07	552					10.05	
		1.55					f 9.09	s 10.29	30	50	71.2	..... WESTPORT.....	46.8		s 9.13	f 5.03	548					9.55	
		2.08					s 9.14	s 10.34		54	73.5	..... WAUNA.....	44.5		s 9.08	s 4.58	543					9.45	
		2.33					f <sup>294</sup> 9.25	f 10.45	45		78.4	..... CLIFTON.....	39.6	W	f 8.58	f 4.48	533					<sup>23</sup> 9.25	
		3.15					f 9.44	s 11.04	24	5	86.5	..... KNAPPA.....	31.5		s 8.40	f 4.30	515					8.50	
		3.35					f 9.52	s 11.12	42	3	90.2	..... SVENSEN.....	27.8		s 8.32	f 4.22	507					8.35	
		4.00					f 10.03	f 11.23	35		95.4	..... JOHN DAY.....	22.6		f 8.22	f 4.12	457					8.10	
		4.25					s 10.15 10.20	s 11.35 11.40	Yard		99.7	D..... ASTORIA..... FD	18.3	W TO C	s 8.10 8.05	s 4.00 3.55	445 436						7.45
		4.50					f 10.40	s 11.59		41	105.6	D..... WARRENTON..... WA	12.4	Y	s 7.45	s 3.35	415					7.10 6.40	
		4.59					f 10.46	f 12.06PM	35	33	108.3	..... CAMP CLATSOP.....	9.7		f 7.38	f 3.28	408					6.30	
		5.11					f 10.54	f 12.14	21		112.0	..... WEST.....	6.0		f 7.29	f 3.19	359					6.18	
		5.16					10.58	12.18	14		113.7	..... McGUIRE.....	4.3		7.25	3.14	354					6.13	
		5.23					f 11.02	f 12.22	13		115.7	D..... GEARHART..... GR	2.3		f 7.21	f 3.11	351					6.08	
		5.30AM					s 11.10PM	s 12.30PM	19	64	118.0	D..... SEASIDE..... SD	0.0	WY	7.15AM	3.05PM	345						6.00PM
		Arr. Wed. Fri. & Mon.	Arr. Mon. Wed. & Fri.				Arrive Daily	Arrive Daily							Leave Daily	Leave Daily					Leave Mon. Wed. & Fri.	Leave Mon. Wed. & Fri.	
		9.00 13.1	0.40 15.0				4.40 25.3	4.30 26.2							4.15 27.8	4.15 27.8					0.40 15.0	7.40 15.4	

SPECIAL RULES—EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF SAME CLASS  
No. 23 will operate as a mixed train daily except Saturdays

SECOND CLASS			FIRST CLASS			Capacity of Tracks	Distances from Warrenton	TIME TABLE No. 118 NOVEMBER 20, 1932	Distances from Fort Stevens	Water, Wyes, Turn Tables and Scales	FIRST CLASS			SECOND CLASS			
						STATIONS											
						41	0.0	D.....WARRENTON.....WA	3.8	Y							
								1.8									
						26	1.8	.....FLAVEL.....	2.0								
								1.1									
							2.9	.....HAMMOND.....	0.9								
								0.9									
						Yard	3.8	D.....FORT STEVENS.....FS	0.0	Y							
						Time Over District											
						Average Speed Per Hour											

SPECIAL RULES—Eastward Trains are superior to Westward Trains of the same class.

**SPECIAL RULES**

- No. 1. Special Rules supersede rules and regulations of Transportation Department.
- No. 2. **REGISTERING STATIONS.**  
Portland, Astoria, Seaside.  
United Junction for United Ry.'s trains only.  
Warrenton for all except First Class trains. Westward Second Sub-division trains, during open telegraph office hours, will register by ticket form 1060 as per Rule 83-B and operator will deliver to train, check of register and clearance card form 1210.  
Trains taking down signals at Willbridge be governed by Rule 96.
- No. 3. **STANDARD CLOCKS AND BULLETIN BOARDS.**  
Portland, Portland Roundhouse—(General Foreman's Office), Astoria and Seaside.
- No. 4. **SPEED RESTRICTIONS.**  
Maximum speed for passenger trains at any point must not exceed 35 miles per hour, and freight trains must not exceed 30 miles per hour.  
Through Town of Linnton, 20 miles per hour.  
Through City of Goble, 10 miles per hour.  
Through City of Rainier, 8 miles per hour.  
Between Tongue Point and west end of Young's Bay, 22 miles per hour.  
On Pacific Ave., Hammond, 8 miles per hour.  
Trains must not exceed time table schedule between Warrenton and Astoria.  
Over bridge 110-7 first curve west of Carnahan, 15 miles per hour.  
Locomotives backing up will not exceed twenty (20) miles per hour.  
Passing telegraph offices where orders are to be received, fifteen (15) miles per hour.
- No. 5. **GENERAL.**  
When an order is put out to a train at a station, directing it to meet an opposing train at that station and the order contains the clause ".....gets this order at meeting point" the train receiving the order at the meeting point will hold the main track and the other train must take the siding.
- No. 6. When passenger trains meet at stations where view is not clear and track straight for at least one-half mile ahead, train holding the main track will stand one thousand (1000) feet from the switch to be used by opposing train until such train has arrived.
- No. 7. Rule 83-a will not apply at initial stations which are not telegraph stations, nor at telegraph stations except during office hours, or when an operator is on duty after office hours.
- No. 8. No train will leave Astoria during open telegraph office hours, without clearance card.
- No. 9. All trainmen and others interested are hereby warned that the majority of cattle guards on Portland Division are closer to tracks than required standard of the Public Service Commission of Oregon.
- No. 10. Sign reading "Impaired Clearance" placed upon switch stand at entrance of spur or siding indicates there are platforms or structures located alongside same which do not provide minimum horizontal clearance prescribed by Public Service Commission of Oregon. Employes will use care and avoid risk of injury while working on spurs or sidings protected with "Impaired Clearance" signs.
- No. 11. Derail Switches are located on all Passing Tracks and Spurs where there is danger of cars running out. Derails must be left at derail at all times, except when in use.
- No. 12. Normal position of switch, United Junction, will be for S. P. & S. main track.

- No. 13. Draw Bridges are located: Clatskanie River, 0.5 miles West of Clatskanie; Blind Slough; John Day River, 0.6 miles east of John Day; Young's Bay, 2.8 miles west of Astoria; Skipanon Creek, 0.1 miles East of Warrenton.

- No. 14. No. 21 and No. 24 will stop on signal Saturdays only at bridge tender's house at John Day draw bridge.

No. 15. **CLEARANCE TABLE.**

	Height above Top of Rail.											
	1' Wide	2' Wide	3' Wide	4' Wide	5' Wide	6' Wide	7' Wide	8' Wide	9' Wide	10' Wide	10'6" Wide	11' Wide
Portland Division.	18'6"	18'0"	17'6"	17'0"	17'0"	16'6"	16'6"	16'0"	15'6"	15'0"	14'6"	14'0"

Conductors must be absolutely positive that loads do not exceed these dimensions and must not move cars of greater dimensions without instructions from Superintendent.

- No. 16. Telephones are located: Mayger, Clatskanie (call—four short rings), Westport, Clifton, Knappa, John Day, Astoria (call—one short ring), and Fort Stevens (call—three short rings).

**GRADE CROSSINGS**

NAME	Miles from Portland
P. & S. W. Ry. (Interlocking Plant).....	20.3
Benson Timber Co. (Interlocking Plant).....	62.4

**OVERHEAD CROSSINGS**

NAME	Miles from Portland
Brix Logging Co.....	13.3
K-P Timber R. R.....	69.7
Bradley Woodard Lbr. Co.....	76.8
Big Creek Logging Co.....	87.0

**JUNCTIONS**

NAME	Miles from Portland	Switch at
Vancouver Division.....	4.5	
United Railways Co.....	10.0	
Brix Logging Co.....	13.4	West end
Portland & Southwestern Ry.....	20.1	East end
St. Helens Dock and Terminal Co.....	27.0	West end
Benson Timber Co.....	62.3	East end
K-P Timber R. R.....	69.8	West end
Bradley Woodard Lbr. Co.....	76.9	West end
Big Creek Logging Co.....	86.8	West end

**LOCATION AND LENGTH OF TUNNELS**

No.	LOCATION	Length
3	1.2 miles east of Mayger.....	188 feet

**YARDS**

Linnton yard limits extend from yard sign six hundred feet west of West Oregon Lumber Co. switch to yard sign one mile east of Linnton Depot.

United Junction yard limits extend from yard sign 2000 feet east of junction switch to yard sign 2000 feet west of junction switch.

Rainier yard limits extend from yard sign five hundred feet east of east switch Reeds to yard sign five hundred feet west of west passing track switch Avon.

Oasis yard limits extend from yard sign 2500 feet east of water tank to yard sign 500 feet west of water tank.

Clifton yard limits extend from yard sign 2500 feet east of east switch to yard sign 500 feet west of west switch.

Astoria yard limits extend from yard sign at Tongue Point to yard sign on S. P. & S. main track 500 feet west of Astoria Belt Line switch.

Warrenton yard limits extend from yard sign 2500 feet east of east wye switch to yard sign 2600 feet west of west wye switch on First Sub-Division and to yard sign 2500 feet west of west wye switch on Second Sub-Division.

Ft. Stevens yard limits extend from yard sign 500 feet east of entrance to Government Reservation to end of tracks.

Seaside yard limits extend from yard sign 500 feet east of East switch at Seaside to yard sign 900 feet west of wye switch Holladay.

**L. H. JAMES, Dispatcher**  
**F. S. BARLOW, Dispatcher**  
**L. S. NELSON, Dispatcher**

**E. B. ARTHUR, Asst. Chief Disp.**  
**E. M. HERRING, Asst. Chief Disp.**  
**R. C. SCOFFERN, Chief Disp.**  
**E. B. HEATH, Trainmaster**

**COMPANY SURGEONS**

**DR. CHAS. C. NEWCASTLE, Chief Surgeon,** } 318 Mayer Bldg., Portland  
 Telephone Beacon 5070; if no }  
**DR. WILMOT C. FOSTER, Asst. Surgeon,** } answer call Beacon 3181.  
**DRS. DICKSON, DAVIS, BROWNING & BEATTIE, Oculists,** Mayer Bldg., Port.  
**DR. HARRY S. IRVINE, Local Surgeon,** 915 Weatherly Bldg., Portland.  
**DR. C. E. BROUS, Local Surgeon,** Linnton, Oregon.  
**DR. C. E. WADE, Local Surgeon,** St. Helens, Ore.  
**DR. W. W. BALL, Local Surgeon,** Clatskanie, Ore.  
**DR. J. L. WOODEN, Local Surgeon,** Clatskanie, Oregon  
**DR. V. S. GEARY, Local Surgeon,** Westport.  
**DR. J. A. FULTON, Local Surgeon,** Astoria.  
**DR. O. C. HAGMEIER, Assistant Local Surgeon,** Astoria.  
**DR. ARTHUR VAN DUSEN, Assistant Local Surgeon,** Astoria.  
**DR. O. C. HAGMEIER, Local Surgeon,** Seaside.  
**DR. J. E. VINSON, Local Surgeon,** Seaside

Surgeons will attend when called upon officially, to all cases of accident occurring to employees or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Hospital Fund will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Hospital Fund after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished only at hospitals with which the Company has made arrangements. We are not responsible for bills incurred elsewhere, unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

**STRETCHERS**

are located at the following points:

Portland..... Baggage Room  
 Rainier..... Station  
 Astoria..... Astoria

**WATCH INSPECTORS**

**A. L. HAMAN, Chief Time Inspector,** St. Paul, Minn.  
**W. H. SAXTON, 245 Washington Street**..... PORTLAND  
**DILLEN ROGERS, Killingsworth and Albina Ave.**..... PORTLAND  
**E. M. YOUNG**..... RAINIER  
**SHANER & COMPANY**..... ASTORIA

**CAPACITY OF ENGINES IN ADDITION TO WEIGHT OF ENGINES, TENDERS AND CABOOSES**

DISTRICT	Ruling Grade	Class of Engine						
		D-2	D-3	D-4	D-5	D-6	D-7	N-3
		150-151	152-153	154-155	156	159	161-162	N-1 370 350 352
Portland to Goble.....	.56	1325	1423	1364	836	1480	1580	2000
Goble to Portland.....	.52	1400	1507	1444	900	1564	1650	2000
Goble to Astoria.....	.31	1525	1650	1590	1143	1690	1780	2100
Astoria to Goble.....	.38	1500	1590	1525	1100	1620	1720	2050
Astoria to Flavel.....	.33	1525	1650	1590	1143	1690	1780	2100
Flavel to Astoria.....	.44	1480	1575	1512	1084	1600	1625	2050
Warrenton to Holladay..	1.22	742	800	766	470	831	935	994
Holladay to Warrenton..	.70	880	950	909	557	985	1100	1180

**BUSINESS TRACKS AND PASSENGER FLAG STOPS NOT SHOWN AS STATIONS ON TIME TABLE**

**First Sub-Division**

NAME	Miles from Portland	Car Capacity	Switch at	Flag Stops for Trains
Portland, G & C Spur...	5.6	33	West end	Not Passenger Stop.
Jacobson Const'n Co....	5.8	8	East end	Not Passenger Stop.
Sunset Pac. Oil Co. Spurs	6.6	19	East end	
General Petroleum Spurs	6.7	32	East end	Not Passenger Stop.
Richfield Oil Co.....	6.8	10	East end	Not Passenger Stop.
Gunderson Spur.....	6.9	7	West end	Not Passenger Stop.
Geo. H. Gage, Inc. Spur	7.0	5	West end	Not Passenger Stop.
West Oregon L. Co.....	8.3	15	West end	Not Passenger Stop.
Harbor Track.....	9.8	61	East end	Not Passenger Stop.
Rafton.....	10.7			21-22.
Brix.....	13.4	4	West end	Not Passenger Stop.
Union Oil Co. Spur....	28.4	7	West end	Not Passenger Stop.
Standard Oil Co. Spur...	28.4	8	West end	Not Passenger Stop.
Texas Oil Co. Spur....	28.5	5	West end	Not Passenger Stop.
Assembly.....	29.4	31	West end	21-22-23-24.
Columbia City.....	30.0			21-22-23-24.
Murphy.....	32.6	4	East end	Not Passenger Stop.
Tide Creek.....	35.8			Not Passenger Stop.
Nehalem Junction.....	38.0	4	West end	Not Passenger Stop.
Shell Oil Co.....	38.9	2	East end	Not Passenger Stop.
Trojan.....	40.7	27	East end	Not Passenger Stop.
Prescott.....	42.2	17	East end	21-22-23-24.
Jacobson Reid Lumber Co.	44.8	10	East end	Not Passenger Stop.
Dubois & Kittering Spur	47.0	7	West end	Not Passenger Stop.
West Rainier.....	47.2			21-22-23-24.
Hickox Spur.....	47.3	14	East end	Not Passenger Stop.
Fluhrer's Spur.....	55.4	4	East end	Not Passenger Stop.
Lacoda.....	58.0			21-22-23-24.
Palm.....	63.6	6	East end	Not Passenger Stop.
Woodson.....	68.5			21-24.
Bradwood.....	76.8	15	Both ends	21-22-23-24.
Aldrich Point.....	81.7			21-24.
Brownsmead.....	83.3	2	East end	21-22-23-24.
Blind Slough.....	84.9			21-22-24.
Ivy.....	88.5			21-22-24.
Fernhill.....	94.0			21-22-23-24.
Tongue Point.....	96.9			21-22-23-24.
11th St., Astoria.....	100.3			21-22-23-24.
Sunnymead.....	104.0			21
Meriwether.....	104.2			21-22.
Skipanon.....	107.0			21-22-23-24.
Huston.....	109.7			21-22-24.
Carnahan.....	110.3	2	West end	21-22-23-24.
Allendale.....	111.4	3	West end	21-22-23-24.
Dellmoor.....	113.1	4	West end	21-22-23-24.
Neawanna.....	116.7	6	East end	21-22-23-24.
Surf.....	117.4			21-22-23-24.

**Second Sub-Division**

NAME	Miles from Portland	Car Capacity	Switch at
Warrenton Clay Spur...	106.3	60	West end
Point Adams Spur.....	108.3	6	East end