SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

System Lines

TIME TABLE

No. 112

To be used in conjunction with Current Special Instruction Book

Effective 12:01 A. M. Pacific Time

TUESDAY, FEBRUARY 26, 1952

For the government of employes 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.

Think! Is it Safe?

E. H. SHOWALTER, Superintendent
E. B. STANTON, Vice-Pres. & Genl. Mgr.

TERMINALS SUB-DIVISION—VANCOUVER TO PORTLAND

TIME TABLE No. 112
February 26, 1952

FIRST CLASS

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Spokane	STATIONS	Distance from Vancouver	701 N. P. 406 Passenger Daily	703 N. P. 402 Passenger Daily	3 S. P. & S. Passenger Daily	1 S. P. & S. Passenger Daily	705 G. N. 460 Passenger Daily	707 U. P. 404 Passenger Daily	709 N. P. 408 Passenger Daily	5 S. P. & S. Passenger Daily	711 U. P. 458 Passenger Daily
10		Yard	369.5	DN.....VANCOUVER.....MX (AUTOMATIC BLOCK; DOUBLE TRACK)	0.0	L5.50AM	L6.20AM	L6.30AM	L7.08AM	L11.59AM	L1.20PM	L4.09PM	L4.14PM	L8.51PM
				1.4										
9			370.9	.....NORTH PORTLAND.....	1.4					f12.03PM	s1.24		f4.18	
				0.5										
8		Jct.	371.4	DN..NORTH PORTLAND Jct..KD	1.9	5.55	6.25	6.35	7.13	12.04	A1.25PM	4.14	4.19	A8.55PM
				1.1										
7	60	186	372.5	.....EAST ST. JOHNS.....	3.0	5.57	6.27	6.38	7.15	12.06		4.16	f4.21	
				2.7										
4		Yard	375.2	DN.....WILLBRIDGE.....BR	5.7	6.01	6.31	6.43	7.19	12.10		4.20	4.25	
				2.3										
2		Yard	377.5	DN.....LAKE YARD.....C	8.0	6.05	6.35	6.48	7.22	12.14		4.24	4.28	
				2.0										
			379.5	DN..PORTLAND, Union Sta...VC	10.0	A6.15AM	A6.45AM	A7.00AM	A7.30AM	A12.20PM		A4.30PM	A4.35PM	
0		Yard	379.5	DN...PORTLAND, Hoyt St....OW	10.0									
				Time Over District		0.25	0.25	0.30	0.22	0.21	0.05	0.21	0.21	0.04
				Average Speed Per Hour		24.0	24.0	20.0	27.3	28.6	22.8	28.6	28.6	28.5

Eastward

TERMINALS SUB-DIVISION—PORTLAND TO VANCOUVER

TIME TABLE No. 112
February 26, 1952

FIRST CLASS

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Spokane	STATIONS	Distance from Portland	700 U. P. 457 Passenger	702 U. P. 403 Passenger	6 S. P. & S. Passenger	704 N. P. 407 Passenger	2 S. P. & S. Passenger	706 G. N. 459 Passenger	4 S. P. & S. Passenger	708 N. P. 405 Passenger	710 N. P. 401 Passenger
10		Yard	369.5	DN.....VANCOUVER.....MX (AUTOMATIC BLOCK; DOUBLE TRACK)	10.0	A8.21AM	A8.51AM	A9.21AM	A10.21AM	A3.20PM	A5.21PM	A9.36PM	A11.21PM	A12.06AM
				1.4										
9			370.9	.....NORTH PORTLAND.....	8.6			s9.17						
				0.5										
8		Jct.	371.4	DN..NORTH PORTLAND Jct..KD	8.1	L8.16AM	L8.46AM	9.16	10.16	3.15	5.16	9.31	11.16	12.01AM
				1.1										
7	60	186	372.5	.....EAST ST. JOHNS.....	7.0			f9.14	10.14	3.13	5.14	9.29	11.14	11.59PM
				2.7										
4		Yard	375.2	DN.....WILLBRIDGE.....BR	4.3			9.10	10.10	3.09	5.10	9.25	11.10	11.55
				2.3										
2		Yard	377.5	DN.....LAKE YARD.....C	2.0			9.06	10.06	3.05	5.06	9.21	11.06	11.51
				2.0										
			379.5	DN..PORTLAND, Union Sta...VC	0.0			L9.00AM	L10.00AM	L3.00PM	L5.00PM	L9.15PM	L11.00PM	L11.45PM
0		Yard	379.5	DN...PORTLAND, Hoyt St....OW	0.0									
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
				Time Over District		0.05	0.05	0.21	0.21	0.20	0.21	0.21	0.21	0.21
				Average Speed Per Hour		22.8	22.8	28.6	28.6	30.0	28.6	28.6	28.6	28.6

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), other trains will not be required to register.
At Willbridge, all westward trains, except first class, on Terminals Sub-Division, and 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.
Portland-register station for all trains.

TIME TABLE No. 112
February 26, 1952

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	FIRST CLASS 5 Passenger Daily	FIRST CLASS 1 Passenger Daily	FIRST CLASS 3 Passenger Daily	Distance from Spokane		STATIONS	Distance from Portland	FIRST CLASS 6 Passenger Daily	FIRST CLASS 2 Passenger Daily	FIRST CLASS 4 Passenger Daily
JBWOR YPKXZ	106		Yard	L 1.40PM	L 5.18AM	L 4.20AM	273.4	AUTOMATIC BLOCK	DN.....WISHRAM.....X	106.1	A12.07PM	A 5.13PM	A11.50PM
									2.8				
P	103	146		f 1.44	5.22	4.25	276.2		.....AVERY.....	103.3	f12.01PM	5.07	11.43
									9.8				
P	94	131	8	f 1.56	5.32	4.37	286.0		.....NORTH DALLES.....	93.5	f11.45AM	4.57	11.31
									8.2				
B JWTOP	85	80	142	s 2.07	5.41	4.48	294.2		DN.....LYLE.....YA	85.3	s11.31	4.48	11.21
									9.4				
P	76	131	134	s 2.22	5.51	5.00	303.6		DNBINGEN-WHITESALMON.WS	75.9	s11.15	4.38	s11.10
									3.4				
P	73		40	f 2.27			307.0		.....UNDERWOOD.....	72.5	f11.05		
									1.6				
P	71	82	7	f 2.30	5.56	5.06	308.6		.....HOOD.....	70.9	f11.00	4.33	10.58
									5.1				
	66		13W	f 2.36		5.11	313.7		.....COOKS.....	65.8	f10.53		10.52
									6.3				
P	59	130		f 2.43	6.08	5.17	320.0		.....HOME VALLEY.....	59.5	f10.45	4.20	10.45
									1.8				
W	58		6W	f 2.47			321.8		.....CARSON.....	57.7	f10.42		
									3.4				
P	54	124	34	s 2.53	6.14	5.23	325.2		DN....STEVENSON.....NS	54.3	s10.36	4.15	10.39
									5.0				
P	49	130	35	s 3.00	6.19	5.28	330.2		..NORTH BONNEVILLE..	49.3	s10.26	4.10	10.33
									7.2				
WP	43	128	17	f 3.09	6.27	5.37	337.4		D.....SKAMANIA.....SI	42.1	f10.16	4.02	10.25
									4.3				
P	38		10E	f 3.15		5.43	341.7		.....PRINDLE.....	37.8	f10.10		10.20
									5.8				
P	32	131		f 3.23	6.38	5.51	347.5		.....MT. PLEASANT.....	32.0	f10.02	3.50	10.13
									4.0				
WP	28	107	41	f 3.29	6.42	5.56	351.5		.....WASHOUGAL.....	28.0	f 9.57	3.46	10.08
									4.0				
PX	24	132	134	s 2 3.41	6.47	6.02	355.5		DN.....CAMAS.....MA	24.0	s 9.50	5 3.41	10.03
									4.2				
P	19	142	4	f 3.49	6.52	6.08	359.7		.....FISHER.....	19.8	f 9.40	3.36	9.58
									5.3				
P	15	84		3.57	6.58	6.15	365.0		.....McLOUGHLIN.....	14.5	9.34	3.30	9.52
									2.4				
		101		4.01	7.01	6.19	367.4		.....EAVAN.....	12.1	9.30	3.27	9.49
									2.1				
PWTY BOKXR VZ	10		Yard	A 4.05PM	A 7.05AM	A 6.25AM	369.5		DN....VANCOUVER...MX	10.0	L 9.26AM	L 3.23PM	L 9.45PM
											Daily	Daily	Daily
				2.25 39.8	1.47 53.9	2.05 46.1			Time Over District Average Speed Per Hour		2.41 35.8	1.50 52.4	2.05 46.1

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).

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks			FIRST CLASS 5 Passenger Daily	FIRST CLASS 1 Passenger Daily	FIRST CLASS 3 Passenger Daily	Distance from Spokane	TIME TABLE No. 112 February 26, 1952 STATIONS		Distance from Portland	FIRST CLASS 4 Passenger Daily	FIRST CLASS 6 Passenger Daily	FIRST CLASS 2 Passenger Daily		
WCYT RVBOK XZP	231		Yard			L10.40AM	L 3.05AM	L 1.35AM	148.2	DN.....PASCO.....PA	1.6	231.3	A 2.30AM	A 3.45PM	A 7.25PM		
BETWEEN S. P. & S. JCT. AND PASCO TRAINS WILL BE GOVERNED BY N. P. RY., IDAHO DIV. TIME TABLE AND RULES																	
JV						L10.46AM	L 3.11AM	L 1.41AM	149.8	.....S. P. & S. JCT.....	1.2	229.7	A 2.24AM	A 3.36PM	A 7.19PM		
P	229	167	2			s10.48	3.12	f 1.43	151.0	D.....KENNEWICK....KN	4.6	228.5	2.22	s 3.35	7.18		
P	224	70	43			f10.55	3.17	1.48	155.6	.....FINLEY.....	8.1	223.9	2.16	f 3.25	7.13		
WP	216	150	7W			f11.05	3.25	4 2.05	163.7	D.....YELLEPIT.....PY	12.5	215.8	3 2.05	f 3.12	7.05		
P	203	150	4W			f11.21	3.37	2.18	176.2	.....BERRIAN.....	11.3	203.3	1.50	f 2.52	6.53		
WP	192	150	35			s11.35	3.48	f 2.30	187.5	DN.....PLYMOUTH....MO	12.2	192.0	f 1.38	s 2.34	6.42		
P	180	147	24			f11.51AM	4.00	2.43	199.7	.....PATERSON.....	9.4	179.8	1.25	f 2.14	6.30		
WP	171	147	14			f12.03PM	4.09	2.53	209.1	D....WHITCOMB.....W	8.2	170.4	1.15	f 2.00	6.21		
P	162		16W			f12.13			217.3	.....ALDERDALE.....	4.6	162.2		f 1.47			
P	158	150				f12.18	4.22	3.07	221.9	.....McCREDIE.....	10.9	157.6	1.02	f 1.41	6.08		
WP	147	150	36			s12.33	4.33	3.19	232.8	DN....ROOSEVELT....RE	5.9	146.7	12.51	s 1.24	5.57		
P	141		18W			f12.41			238.7	.....SUNDALE.....	10.0	140.8		f 1.14			
P	131	149	7			f 6 12.58	4.49	3.36	248.7	.....GOODNOE.....	5.6	130.8	12.35	f 5 12.58	5.41		
P	126		30W			f 1.05	4.54	3.42	254.3	.....TOWAL.....	5.5	125.2	12.29	f12.49	5.36		
WP	119	151				f 1.12	4.59	3.48	259.8	.....CLIFFS.....	5.7	119.7	12.23	f12.40	5.31		
P	114	79				s 1.19	5.05	3.54	265.5	.....MARYHILL.....	7.9	114.0	12.17	s12.31	5.25		
BWOYR JKXZP	106		Yard			A 1.30PM	A 5.15AM	A 4.05AM	273.4	DN.....WISHRAM.....X		106.1	L12.05AM	L12.17PM	L 5.15PM		
													Daily	Daily	Daily		
						2.50 44.2	2.10 57.7	2.30 50.1		Time Over District Average Speed Per Hour			2.25 51.7	3.28 36.1	2.10 57.7		

Automatic Block

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

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	FIRST CLASS 3 Passenger Daily	FIRST CLASS 15 N.P. 348 Passenger Daily	FIRST CLASS 1 Passenger Daily	Distance from Spokane	TIME TABLE No. 112 February 26, 1952 STATIONS	Distance from Portland	FIRST CLASS 4 Passenger	FIRST CLASS 16 N.P. 347 Passenger	FIRST CLASS 2 Passenger
BCKO PRTW XYZ	381		Yard				3.2	DN.....YARDLEY.....YD (3.2)	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												
BIKO PRTW XYZ	384		Yard				4.8	DN.....HILLYARD (G.N.) HU (4.8)	384.3			
BKPR WXZ	380		Yard			L 9.45PM	0.0	DN.SPOKANE (G.N. Depot).PD (2.3)	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 (6.1)	377.2	A 6.28AM		A10.28PM
P	371	129		10.00		12.18	8.4	.....OVERLOOK..... (3.7)	371.1	6.20		10.20
JP	368	73		2 10.16		12.22	12.1	DN.....SCRIBNER.....SC (6.7)	367.4	6.15		3 10.16
WP	360	78	13	10.24		12.29	18.8	.....SOUTH CHENEY..... (6.1)	360.7	6.05		10.09
P	355	129		10.31		12.35	24.9	.....MOCK..... (5.1)	354.6	5.56		10.02
P	350		13W	s10.38			30.0	.....AMBER..... (6.2)	349.5	s 5.49		
P	344	130	23	10.45		12.46	36.2	.....RODNA..... (8.6)	343.3	5.40		9.50
CWOP	335	EB 139 WB 96	120	s10.55		12.55	44.8	DN.....LAMONT.....A (5.3)	334.7	s 5.30		9.41
P	329		7E	11.01			50.1	.....ROCKWELL..... (5.6)	329.4	5.18		
P	323	129	16	11.07		1.06	55.7	.....MACALL..... (12.7)	323.8	5.11		9.25
WP	311	131	31	s11.22		1.19	68.4	D.....BENGE.....BN (11.6)	311.1	s 4.57		9.12
P	300	130	13	f11.36		1.31	80.0	.....HOOPER..... (8.6)	299.5	f 4.42		9.00
CWP	291	EB 136 WB 74	30	s11.47		1.40	88.6	DN....WASHTUCNA...WA (5.9)	290.9	s 4.32		8.51
P	285		43E	11.54PM		1.46	94.5	.....SPERRY..... (7.2)	285.0	4.22		8.45
P	278	130	85	s12.03AM		1.54	101.7	D.....KAHLOTUS.....K (9.2)	277.8	s 4.13		8.37
WP	269	87	5	12.17		2.07	110.9	.....FARRINGTON..... (5.8)	268.6	3.59		8.26
P	263	115		12.26		2.15	116.7	.....BURR..... (5.9)	262.8	3.50		8.19
JV							122.6	...SNAKE RIVER JCT.... (0.6)	256.9			
P	257	80	60	s12.36		2.24	123.2	DN...SNAKE RIVER...SR (2.3)	256.3	s 3.41		8.11
P	254	130		12.41		2.27	125.5	.....VOTAW..... (3.0)	254.0	3.37		8.08
P	251		68W	12.46		2.30	128.5	.....REDD..... (6.2)	251.0	s 3.33		8.05
P	245	130	9	12.54		2.36	134.7	.....LEVEY..... (6.8)	244.8	3.25		7.59
P	238	69		1.02		2.43	141.5	.....MARTINDALE..... (4.6)	238.0	3.17		7.52
JPV	234			1.08	L11.20PM	2.48	146.0	....AINSWORTH JCT..... (2.2)	233.5	3.12	A 5.37AM	7.47
PZXTCY WRBOK V	231		Yard	A 1.20AM	A11.35PM	4 A 3.00AM	148.2	DN.....PASCO.....PA	231.3	1 L 3.00AM	L 5.30AM	L 7.35PM
										Daily	Daily	Daily
				3.35 41.4	0.15 8.8	2.54 51.1		Time Over District Average Speed Per Hour		3.35 41.4	0.07 18.9	3.00 49.4

AUTOMATIC BLOCK

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

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits etc.	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Goldendale	TIME TABLE No. 112 February 26, 1952 — STATIONS	Distance from Lyle
BYR PX	G42		72	0.0	D.....GOLDENDALE.....GD	41.6
					6.3	
P	G35		21	6.3	.....CENTERVILLE.....	35.3
					5.1	
P	G30		18	11.4	.....WARWICK.....	30.2
					7.5	
	G23		8E	18.9	.....SWALE.....	22.7
					5.8	
	G17		15	24.7	.....WAHKIAKUS.....	16.9
					3.5	
PX	G14	27		28.2	D.....KLICKITAT.....KI	13.4
					3.1	
	G10		8	31.3	.....PITT.....	10.3
					10.3	
BRWTO PJX	85	80	142	41.6	DN.....LYLE.....YA	0.0
					Time Over District Average Speed Per Hour	

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

VANCOUVER DIVISION

Conditional Stops to Dispatch 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	Redd to Dispatch U. S. Mail		
3	Maryhill on Flag		Bingen-White Salmon, Vancouver and Portland
3	Lyle, B.-White Salmon & Stevenson on Flag		Vancouver and Portland
3	Camas	Pasco or Beyond	
4	Any Station		East of Spokane
4	Any Station West of Pasco		Spokane
4	Any Station East of Pasco	Portland and Vancouver	
4	Camas		Pasco or Beyond
4	Stevenson	Portland and Vancouver	
4	Maryhill	Portland, Vancouver and Bingen-White Salmon	
4	Hooper Daily Except Sunday	Any Station	Any Station where Scheduled to Stop
5	Moonax M. P. 152.6 on Flag	Any Station	Any Station
5	North McNary & Spearfish on Flag	Any Station	Any Station
6	Moonax M. P. 152.6 on Flag	Any Station	Any Station
6	Spearfish & North McNary on Flag	Any Station	Any Station

When No. 3 will not reach Vancouver by 9:00 A. M., back haul U. S. Mail for No. 6 will be dispatched at Stevenson.

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boar and Yard Limits, etc.	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS				SECOND CLASS 103 Oregon Trunk Mixed Daily	Distance from Bend		TIME TABLE No. 112 February 26, 1952 STATIONS	Distance from Wishram	SECOND CLASS 102 Oregon Trunk Mixed Daily	THIRD CLASS			
BYOVZ PWRKX	T-151		Yard					L 6.30PM	0.0	Auto. Block	DN....BEND.....D	151.5	A 6.15AM				
											7.3						
P	T-144	50	20					f 6.45	7.3		....DESCHUTES.....	144.2	f 5.50				
											9.6						
WXP	T-135	101	303					s 7.10	16.9		DN..REDMOND.....RD	134.6	s 5.30				
											2.3						
JPV	T-132		132					f 7.16	19.2		D.PRINEVILLE JCT...XN	132.3	f 5.05				
											2.8						
P	T-129		49					f 7.22	22.0		...TERREBONNE.....	129.5	f 5.00				
											7.9						
P	T-122	115	24					f 7.39	29.9		.... OPAL CITY.....	121.6	f 4.46				
											6.6						
P	T-115	52	59					s 7.55	36.5		.....CULVER.....	115.0	s 4.33				
											4.8						
OTWPX	T-110	100	179					s 8.05	41.3		DN..METOLIUS.....MS	110.2	s 4.25				
											5.2						
WP	T-105	51	130					s 8.25	46.5		D.....MADRAS.....MD	105.0	s 4.15				
											5.2						
P	T-100	112	4					f 8.40	51.7		.....PAXTON.....	99.8	f 3.49				
											5.8						
P	T-94	34	23					s 8.56	57.5		....GATEWAY.....	94.0	s 3.33				
											6.2						
PW	T-86	111	38					f 9.18	65.7		DN SOUTH JCT.....SJ	85.8	f 3.11				
											5.7						
P	T-80	111						f 9.30	71.4		.....KASKELA.....	80.1	f 3.00				
											9.0						
P	T-71	116	14W					9.50	80.4		.....DIXON.....	71.1	2.41				
											3.6						
	T-68		20					f 9.58	84.0		.....DANT.....	67.5	f 2.34				
											3.7						
WP	T-64	50						f10.06	87.7		.....NENA.....	63.8	f 2 26				
											8.2						
P	T-55 A	93	15					10.23	95.9		.....CAMBRAI.....	55.6	2.10				
											1.0						
P	T-55		28					s10.28	96.9		DN....MAUPIN.....AU	54.6	s 2.08				
											3.8						
WP	T-51		24					f10.36	100.7		.....TUSKAN.....	50.8	f 2.00				
											3.5						
P	T-48		2E 38W					f10.43	104.2		.....SHERAR.....	47.3	f 1.54				
											7.6						
P	T-40	99	9E					f11.00	111.8		.....OAKBROOK.....	39.7	f 1.38				
											9.3						
P	T-31	50	10E					f11.24	121.1		.....SINAMOX.....	30.4	f 1.19				
											4.0						
WP	T-26	48						f11.34	125.1		N.....DIKE.....DI	26.4	f 1.10				
											8.1						
P	T-18	113	12					f11.54PM	133.2		.....LOCKIT.....	18.3	f12.53				
											12.4						
P	T- 6	90	10W					102 f12.28AM	145.6		.....MOODY.....	5.9	103 f12.28				
											3.6						
	T-2A							12.37	149.2		....CELILO.....	2.3	f12.21				
											0.8						
VXJP	T- 2							12.39	150.0		D...O. T. JCT.....VO	1.5	12.19				
											1.5						
JBWOP RKXZY	106		Yard					A12.45AM	151.5		DN..WISHRAM.....X	0.0	L12.15AM				
											Time Over District						
								6.15			Average Speed Per Hour		6.00				
								24.2					25.3				

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

Nos. 102 and 103 will stop on flag at Axford and Davidson to receive or discharge passengers.

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul. Bds., Register, Yard Limits.	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 231 Freight Daily Ex. Saturday	Distance from Portland	TIME TABLE No. 112 February 26, 1952 STATIONS	Distance from Seaside	SECOND CLASS 230 Freight Daily Ex. Monday
JRXI P	4		Yard	L 7.30PM	4.3	DN.....WILLBRIDGE.....BR	113.7	A 4.45AM
						3.0		
XP	A7	28	241	7.38	7.3	D.....LINNTON.....IN	110.7	4.37
						2.7		
JX	A10			A 7.45PM	10.0	.....UNITED JCT.....	108.0	L 4.30AM
						0.5		
PX	A11				10.5	DN.....RIVER JCT.....RJ	107.5	
						2.1		
	A13	29			12.6	.....HOLBROOK.....	105.4	
						7.3		
	A20	34	33		19.9	.....SCAPPOOSE.....	98.1	
						7.7		
	A28	52	21		27.6	DN.....ST. HELENS.....H	90.4	
						3.7		
	A31	43			31.3	.....WATERVIEW.....	86.7	
						8.1		
XP	A39	20	60		39.4	.....GOBLE.....	78.6	
						6.4		
XP	A46		8		45.8	.....RAINIER.....	72.2	
						1.0		
X	A47	53	13W		46.8	.....AVON.....	71.2	
						9.0		
P	A56	50	13		55.8	.....MAYGER.....	62.2	
						2.2		
	A58				58.0	.....LOCODA.....	60.0	
						1.3		
	A59		15W		59.3	.....QUINCY.....	58.7	
						2.9		
P	A62	45	70		62.2	DN.....CLATSKANIE.....CN	55.8	
						4.4		
	A67		23W		66.6	.....MARSHLAND.....	51.4	
						4.6		
P	A71	29	41		71.2	.....WESTPORT.....	46.8	
						2.3		
P	A74		50		73.5	.....WAUNA.....	44.5	
						3.3		
P	A77		14		76.8	.....BRADWOOD.....	41.2	
						1.6		
P	A78	43			78.4	.....CLIFTON.....	39.6	
						4.9		
	A83		2E		83.3	.....BROWNSMEAD.....	34.7	
						3.2		
P	A87	20	5W		86.5	.....KNAPPA.....	31.5	
						3.7		
	A90	15	2W		90.2	.....SVENSEN.....	27.8	
						9.5		
TZP BKXR	A100		Yard		99.7	D.....ASTORIA.....RO	18.3	
						5.9		
JYX	A106		22		105.6	.....WARRENTON.....	12.4	
						2.7		
	A108		31		108.3	.....CAMP CLATSOP.....	9.7	
						9.7		
BY KXR	A118		67		118.0	D.....SEASIDE.....SD	0.0	
				0.15		Time Over District		0.15
				22.8		Average Speed per Hour		22.8

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

Westward — S. P. & S. Ry., PORTLAND DIVISION—Second Sub-Division — Eastward

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul.-Bds., Register, Yard Limits	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Warrenton	TIME TABLE No. 112 February 26, 1952 — STATIONS	Distance from Fort Stevens
JXYR	A106		22	0.0	.....WARRENTON.....	2.7
					1.8	
	FS2		25	1.8	.....FLAVEL.....	0.9
					0.9	
	FS3		5E	2.7	.....POINT ADAMS.....	0.0
					Time Over District Average Speed per Hour	

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

Westward — S. P. & S. Ry., PORTLAND DIVISION—Third Sub-Division — Eastward

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul.-Bds., Register, Yard Limits	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 231 Freight Daily Ex. Saturday	Distance from Portland	TIME TABLE No. 112 February 26, 1952 — STATIONS	Distance from Keasey	SECOND CLASS 230 Freight
XJ	A10			L 7.45PM	10.0	.....UNITED JCT.....	47.0	A 4.30AM
						0.5		
XP	NB10		Yard		10.0	.....RAFTON.....	47.0	
						0.5		
JPX	U10			7.47	10.5	DN.....RIVER JCT.....RJ	46.5	4.27
						0.5		
	U10A		31W	7.49	11.0	.....BAN SPUR.....	46.0	4.25
						0.7		
P	U12	4	11W	7.52	11.7	.....BURLINGTON.....	45.3	4.22
						2.2		
P	U14		6E	8.01	13.9	Auto. Blk. .....TUNNEL SPUR.....	43.1	4.15
						3.2		
JXPR	U17		5E	A 8.15PM	17.1	DN.....BOWERS JCT.....BJ	39.9	L 4.00AM
						4.8		
PX	U22	47	17E		21.9	D.....NORTH PLAINS....NP	35.1	
						1.4		
	U23		18		23.3	.....VADIS.....	33.7	
						2.2		
	U25		11E		25.5	.....CHRISTIE.....	31.5	
						2.0		
P	U28	32	22		27.5	.....BANKS.....	29.5	
						4.2		
P	U32	30	7		31.7	.....MANNING.....	25.3	
						7.1		
P	U39	20			38.8	.....TOPHILL.....	18.2	
						4.3		
P	U43	29			43.1	.....BRAUN.....	13.9	
						5.4		
BYK XPR	U49		Yard		48.5	D.....VERNONIA.....VN	8.5	
						8.5		
VX	U57		40		57.0	.....KEASEY.....	0.0	
								Daily Ex. Mon.
				0.30 14.2		Time Over District Average Speed per Hour		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.

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bulletin Boards, Register and Yard Limits	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 231 Freight Daily Ex. Saturday	Distance from Portland	TIME TABLE No. 112 February 26, 1952 STATIONS	Distance from Eugene	SECOND CLASS 230 Freight
JRXP	U17		5E	L 8.15PM	17.1	DN.....BOWERS JCT.....BJ (3.8)	125.7	A 4.00AM
	E21	46		8.27	20.9	.....MERLE..... (0.6)	121.9	3.48
YPXJ	E22			8.29	21.5	.....FOREST GROVE JCT..... (5.2)	121.3	3.46
X		77		8.45	26.7	.....BEAVERTON SIDING..... (0.9)	116.1	3.30
XP	E28		33	8.48	27.6	.....BEAVERTON..... (0.5)	115.2	3.27
JVP	E28A			8.50PM	28.1	.....BEBURG..... (3.1)	114.7	3.25AM
BETWEEN BEBURG AND GRETON TRAINS WILL BE GOVERNED BY SOUTHERN PACIFIC CO. TIME TABLE AND RULES								
JVP	E31			9.10PM	31.2	.....GRETON..... (0.9)	111.6	3.05AM
PX	E32	77	17	9.13	32.1	N.....TIGARD.....RD (4.0)	110.7	3.02
P	E36		10	9.25	36.1	.....TUALATIN..... (2.9)	106.7	2.50
P	E39	19		9.35	39.0	.....TONQUIN..... (4.0)	103.8	2.40
P	E43	21	7	9.47	43.0	.....WILSONVILLE..... (2.4)	99.8	2.28
P	E45	76		9.56	45.4	.....CURTIS..... (3.7)	97.4	2.19
P	E49		20	10.08	49.1	.....DONALD..... (5.4)	93.7	2.07
P	E55	75	8E	10.25	54.5	..... WEST WOODBURN..... (2.9)	88.3	1.50
	E57		9E	10.34	57.4	.....ST. LOUIS..... (5.7)	85.4	1.41
	E63	9	6W	10.52	63.1	.....HOPMERE..... (1.0)	79.7	1.23
P	E64		8	10.55	64.1	.....QUINABY..... (4.5)	78.7	1.20
PX	E69	80	55	11.10	68.6	.....BUSH..... (2.6)	74.2	1.05
VBPXK	E71		303	11.25	71.2	DN.....SALEM.....SA (1.6)	71.6	12.50
PX	E73	52		11.30	72.8	.....MINTO..... (7.1)	70.0	12.44
P	E80		11E 5W	11.52PM	79.9	.....ORVILLE..... (4.9)	62.9	12.22
P	E85	74		230 12 07AM	84.8	.....SIDNEY..... (3.1)	58.0	231 12.07AM
	E88		17	12.17	87.9	.....TALBOT..... (2.9)	54.9	11.57PM
	E91		15W	12.26	90.8	.....DEVER..... (5.7)	52.0	11.48
ZXBRP TKOJ	E97		Yard	1.01	96.5	DN....ALBANY YARD.....YD. (1.3)	46.3	11.30
VXP	E98		Yard	1.15	97.8	..... ALBANY ..... (13.3)	45.0	10.45
P	E111		14E	1.55	111.1	.....FAYETTEVILLE..... (2.7)	31.7	10.05
	E114		5E	2.03	113.8	.....POTTER..... (3.3)	29.0	9.58
	E116	6		2.10	116.1	.....TULSA..... (3.1)	26.7	9.50
P	E124		12 24E	2.35	124.2	.....HARRISBURG..... (4.5)	18.6	9.25
P	E129		89	2.50	128.7	D.....JUNCTION CITY....JC (4.7)	14.1	9.09
	E133		6E	3.05	133.4	.....MEADOW VIEW..... (1.6)	9.4	8.53
	E135		9	3.10	135.0	.....AWBREY..... (1.1)	7.8	8.48
	E136		8W 23E	3.13	136.1	.....ENID..... (6.7)	6.7	8.45
BKXR YPV	E143		Yard	A 4.00AM	142.8	D.....EUGENE.....G	0.0	L 8.00PM
								Daily Ex. Sunday
				7.45 16.2		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

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bulletin Boards, Register and Yard Limits	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Forest Grove Junction	TIME TABLE No. 112 February 26, 1952 — STATIONS	Distance from Forest Grove
JYPX	E22			0.0	.....FOREST GROVE JCT.....	10.6
					0.8	
X	F1	11	3E	0.8	.....ORENCO.....	9.8
					2.1	
	F3		7E	2.9	.....SEWELL.....	7.7
					1.6	
P	F5	5	32	4.5	D.....HILLSBORO.....BO	6.1
					3.4	
	F8		9	7.9	.....CORNELIUS.....	2.7
					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.

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bulletin Boards, Register and Yard Limits	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Albany Yard	TIME TABLE No. 112 February 26, 1952 — STATIONS	Distance from Foster
ZKBXP TOR	E97		Yard	0.0	DN.....ALBANY YARD.....YD	31.9
					0.9	
JV				0.9	.....S. P. CONN. ALBANY.....	31.0
					13.6	
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 O. E. Conn.	17.4
					0.3	
	S15	10		14.8	.....LEBANON..... (O. E. Siding)	17.1
					1.1	
PX	S16	70	237	15.9	D.....WELDWOOD.....V	16.0
					4.3	
P	S20		2E	20.2	.....WATERLOO.....	11.7
					1.9	
	S22		8E	22.1	.....NYE.....	9.8
					6.7	
PY RBXJ	S29		Yard	28.8	DN.....SWEET HOME.....SW	3.1
					3.1	
	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.

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bulletin Boards, Register and Yard Limits	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	Distance from Sweet Home	TIME TABLE No. 112 February 26, 1952 — STATIONS	Distance from Dollar
PYRB XJ	S29		Yard	0.0	DN.....SWEET HOME.....SW	15.5
					6.4	
	H6		20W	6.4	.....HOLLEY.....	9.1
					1.7	
	H8		10	8.1	.....CALAPOOYA.....	7.4
					5.8	
	H14		49	13.9	.....WOODRAFFE SIDING.....	1.6
					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.

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. 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 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 open cars of lumber	35
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.

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
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 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

Vancouver Division—Third Subdivision—

Maximum speed	75	70	45
Between Kahlotus and Snake River Jct.	50	40	25

Vancouver Division—Fourth Subdivision—

Maximum speed	30
On curves 5 degrees and over	15

Oregon Trunk Railway—

	Psgr.	Frt. and Mixed
Between Wishram and MP 87	40	35
Between MP 87 and MP 98	30	25
Between MP 98 and Bend	45	45

Portland Division—First and Second Subdivisions—

	Psgr.	Frt.
Maximum speed (Steam Power)	45	35
Maximum speed (Diesel-electric Power)	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

Portland Division—Third Subdivision—

	M.P.H.
Over Bridge B-07 between River Junction and Rafton	12
Between United Junction and Banks	25
Between Banks and Keasey	20

Oregon Electric Railway—
First, Second, Third and Fourth Subdivisions—

	M.P.H.
Over Bridge 43.4, Wilsonville, 20 MPH, except over steel span, 10 MPH. Brakes must be released before moving on any portion of the structure and the application of brakes while moving on the 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, Callapooya 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

Vancouver Division—Second Subdivision—

Wishram.....East yard lead switch.

Vancouver Division—Third Subdivision—

Pasco.....East switch of siding.
Votaw.....East switch of siding.
Burr.....East switch of siding.
Hooper.....East switch of siding.
Benge.....East switch of siding.
Mock.....West switch of siding.
Overlook.....East switch of siding.

Oregon Trunk Railway—

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

SPRING SWITCHES WITHOUT FACING POINT LOCK

Vancouver Division—First Subdivision—

Vancouver.....East yard lead switch. End of double track.

Portland—First and Third Subdivisions—

United Junction.....Junction of First and Third Subdivisions.
Bowers Junction.....Junction of Third Subdivision and O. E. Ry.

Oregon Trunk Railway—

Oregon Trunk Junction....Junction of O. T. Ry. and U. P. R. R. Co.

DRAW BRIDGES

Terminals Subdivision—

Willamette River, MP 5.3 center of draw, Interlocked.
Oregon Slough, MP 8.7 center of draw, Interlocked.
Columbia River, MP 9.8 center of draw, Interlocked.

Portland Division—First Subdivision—

Clatskanie River, MP 62.7 center of draw.
Blind Slough, MP 84.8 center of draw.
John Day River MP 94.8 center of draw.
Youngs Bay, MP 102.6 center of draw.
Skipanon Creek, MP 105.5 center of draw.

Oregon Trunk Railway—

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

Vancouver Division—Second Subdivision—

	Miles from Portland
Union Pacific R. R.	228.4

Vancouver Division—Third Subdivision—

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

Portland Division—First Subdivision—

Rafton trackage	10.5

Oregon Electric Railway—First Subdivision—

Southern Pacific Co.	35.8
Southern Pacific Co.	97.6

RAILROAD CROSSINGS

Oregon Electric Railway—First Subdivision—

	Miles from Portland
Southern Pacific Co.	70.9
Southern Pacific Co.	71.0
Southern Pacific Co.	71.2
Southern Pacific Co.	71.5
Southern Pacific Co.	97.7
Southern Pacific Co.	97.8
Southern Pacific Co.	97.9
Southern Pacific Co.	140.7

Oregon Electric Railway—Second Subdivision—

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

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
Washtucna 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
Harbor Track	9.8	17	East end
Trojan	40.7	12	East end
Reeds	45.2	5	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
Buxton	34.8	13	West end
Chiltern Spur	36.3	13	West end
Haydite	40.3	8	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
Waconda	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
Timber, Inc., Spur	122.1	4	East 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	10	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
C. & M. Lbr.—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
W. O. W. Lbr. 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 Minutes	Seconds	Miles Per Hour	Time Per Mile Minutes	Seconds	Miles Per Hour
0	45	80	1	12	50
0	46	78.3	1	15	48
0	47	76.6	1	20	45
0	48	75	1	25	42.3
0	49	73.5	1	30	40
0	50	72	1	40	36
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	..	30
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	..	60	2	50	21.2
1	1	59	3	..	20
1	2	58	3	9	19
1	3	57.1	3	20	18
1	4	56.2	3	31	17
1	5	55.3	3	45	16
1	6	54.5	4	..	15
1	7	53.7	5	..	12
1	8	52.9	6	..	10
1	9	52.1	7	30	8
1	10	51.4	10	..	6

INTERLOCKINGS

Terminals Subdivision—

	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 5458) 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.

Vancouver Division—Third Subdivision—

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

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

COMPANY SURGEONS

Dr. Merl L. Margason, Chief Surgeon — 1216 S. W. Yamhill, Portland. Telephone ATwater 4152.

The Portland Clinic — 1216 S. W. Yamhill, Portland. Telephone ATwater 4152.

LOCAL SURGEONS

DRS. CONE & WALZ, Vancouver.
DR. W. S. SHEPHERD, Camas.
DR. H. L. ELDRIDGE, Washougal.
DR. J. E. STRAIN, North Bonneville.
DR. J. R. REHAL, Stevenson
DR. WAYNE M. HENKLE, Bingen-White Salmon.
DR. W. H. WOLFF, Bingen-White Salmon
DR. H. W. HOLDERBY, Goldendale.
DR. C. M. LEARY, Goldendale
THE DALLES CLINIC, The Dalles, Oregon
DR. G. J. VOTAVA, Pasco.
DR. JOSEPH L. GREENWELL, Pasco.
DR. CHARLES G. SMICK, Ritzville, Wash.
DR. F. C. KLOPFENSTEIN, Pasco
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. 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. JOEL C. BOOTH, 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
Washtucna	Station
Lamont	Station
Maupin	Station
Metolius	Station
Redmond	Station
Bend	Station
Astoria	Station
Vernonia	Station
Salem	Station
Albany	Station

J. L. MONAHAN, Asst. Supt.
C. F. CROFFUT, Trainmaster
R. G. HASKELL, Trainmaster
F. S. BARLOW, Jr., Trainmaster
H. J. TIERNEY, Trainmaster
A. BERGH, Trainmaster
H. J. WASSENAR, Trainmaster
W. F. LANGE, Trainmaster
J. F. WILSON, Trainmaster

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