

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

System Lines

TIME TABLE

No. 117

To be used in conjunction with
Current Special Instruction Book

Effective 12:01 A. M. Pacific Time

Sunday, October 4, 1953

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?

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

Westward

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

Eastward 3

Water, Fuel, Wires, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 117			Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	5	1	3		October 4, 1953				6	2	4
				Passenger	Passenger	Passenger		STATIONS				Passenger	Passenger	Passenger
				Daily	Daily	Daily								
JBWOR YPKXZ	106		Yard	L 1.25PM	L 5.18AM	L 4.00AM	273.4	DN.... WISHRAM..... X	106.1	A12.25PM	A 5.08PM	A12.20AM		
P	103	146		f 1.29	5.22	4.05	276.2	..... AVERY.....	103.3	f12.20	5.03	12.15	
P	94	131	8	f 1.41	5.32	4.16	286.0	..... NORTH DALLE.....	93.5	f12.08PM	4.53	12.04AM	
B JWTP	85	80	142	s 1.52	5.41	4.25	294.2	DN..... LYLE..... YA	85.3	s11.57AM	4.45	11.55PM		
P	76	131	137	s 2.07	5.51	4.36	303.6	DNBINGEN-WHITESALMON.WS	75.9	s11.42	4.35	11.44		
P	73		40	f 2.12			307.0	..... UNDERWOOD.....	72.5	f11.33			
P	71	82	7	f 2.14	5.56	4.42	308.6	..... HOOD.....	70.9	f11.29	4.30	11.38	
	66		13W	f 2.21		4.48	313.7	..... COOKS.....	65.8	f11.22		11.32	
P	59	130		f 2.29	6.08	4.55	320.0	..... HOME VALLEY.....	59.5	f11.14	4.18	11.25	
W	58			s 2.33			321.8	..... CARSON.....	57.7	s11.11			
P	54	124	34	s 2.39	6.14	5.01	325.2	DN.... STEVENSON..... NS	54.3	s11.05	4.13	11.19		
P	49	130	35	s 2.46	6.19	5.07	330.2	.. NORTH BONNEVILLE..	49.3	s10.55	4.08	11.13		
WP	43	128	17	f 2.55	6.27	5.15	337.4	D..... SKAMANIA..... SI	42.1	f10.45	4.01	11.05		
P	38		10E	f 3.01		5.20	341.7	..... PRINDLE.....	37.8	f10.39		11.00	
P	32	131		f 3.08	6.38	5.27	347.5	..... MT. PLEASANT.....	32.0	f10.31	3.50	10.53	
WP	28	107	14	f 3.15	6.42	5.32	351.5	..... WASHOUGAL.....	28.0	f10.26	3.46	10.48	
PX	24	132	134	s 3.23	6.47	5.38	355.7	DN..... CAMAS..... MA	23.8	s10.19	3.41	10.43		
P	19	142	4	f 3.36	6.52	5.44	359.7	..... FISHER.....	19.8	f10.09	3.36	10.38	
P	15	84		3.44	6.58	5.50	365.0	..... McLOUGHLIN.....	14.5	10.03	3.30	10.32	
		101		3.48	7.01	5.53	367.4	..... EAVAN.....	12.1	9.59	3.27	10.29	
PWTY BOKXR VZ	10		Yard	A 3.55PM	A 7.05AM	A 6.00AM	369.5	DN.... VANCOUVER... MX	10.0	L 9.55AM	L 3.23PM	L10.25PM		
				2.30 38.4	1.47 53.9	2.00 48.1		Time Over District Average Speed Per Hour		2.30 38.4	1.45 54.9	1.55 50.1		

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

At Vancouver all westward trains to and eastward trains from Terminals Subdivision will register by ticket per Rule 83(A).

4 Westward

S. P. & S. Ry., VANCOUVER DIVISION—Second Sub-Division

Eastward

Water, Fuel, Wares, Turn Tables, Seats, Standard Coaches & Pullman Boxcars and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 117 October 4, 1953	Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	5	1	3				4	6	2
				Passenger	Passenger	Passenger				Passenger	Passenger	Passenger
				Daily	Daily	Daily						
WCYT RVBOK XZP	231		Yard	L 10.40AM	L 3.10AM	L 1.30AM	148.2	DN.....PASCO.....PA 1.6	231.3	A 2.40AM	A 3.30PM	A 7.15PM

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

JV					L 10.46AM	L 3.15AM	L 1.36AM	149.8	Automatic BlockS. P. & S. JCT..... 1.2	229.7	A 2.35AM	A 3.23PM	A 7.10PM
P	220	167	2		s 10.47	3.16	f 1.37	151.0		D.....KENNEWICK....KN 4.6	228.5	2.34	s 3.21	7.09
P	224	70	43		f 10.53	3.21	1.42	155.6	.....FINLEY..... 8.1	223.9	2.29	f 3.14	7.04
WP	216	150	7W		f 11.03	3.29	1.50	163.7	D.....YELLEPIT.....PY 12.5	215.8	2.21	f 3.03	6.56	
P	203	150	4W		f 11.18	3.41	⁴ 2.09	176.2	.....BERRIAN..... 11.3	203.3	³ 2.09	f 2.47	6.44
WP	192	150	35		s 11.31	3.52	f 2.21	187.5	DN.....PLYMOUTH....MO 12.2	192.0	f 1.58	s 2.33	6.33	
P	180	147	24		f 11.46	4.04	2.33	199.7	.....PATERSON..... 9.4	179.8	1.46	f 2.17	6.21
WP	171	147	14		f 11.58AM	4.13	2.42	209.1	D.....WHITCOMB.....W 8.2	170.4	1.37	f 2.05	6.12	
P	162		33W		f 12.07PM			217.3	.....ALDERDALE..... 4.6	162.2		f 1.54	
P	158	150			f 12.12	4.25	2.55	221.9	.....McCREDIE..... 10.9	157.6	1.24	f 1.48	6.00
WP	147	150	86		s 12.25	4.36	3.06	232.8	DN.....ROOSEVELT....RE 5.9	146.7	1.13	s 1.34	5.49	
P	141		18W		f 12.32			238.7	.....SUNDALE..... 10.0	140.8		f 1.24	
P	131	140	7		s 12.44	4.51	3.22	248.7	.....GOODNOE..... 5.6	130.8	12.57	f 1.12	5.34
P	126		80W		f 12.51	4.56	3.28	254.3	.....TOWAL..... 5.5	125.2	12.51	f 1.05	5.29
WP	119	151			f ⁶ 12.58	5.01	3.34	259.8	.....CLIFFS..... 5.7	119.7	12.45	f ⁵ 12.58	5.24
P	114	79			s 1.05	5.06	3.40	265.5	.....MARYHILL..... 7.9	114.0	12.39	s 12.47	5.19
BWOYR JKXZP	106		Yard		A 1.15PM	A 5.15AM	A 3.50AM	273.4	DN.....WISHRAM.....X	106.1	L 12.30AM	L 12.35PM	L 5.10PM	
											Daily	Daily	Daily	
					2.35 48.5	2.05 60.1	2.20 53.7		Time Over District Average Speed Per Hour		2.10 57.8	2.55 42.9	2.05 60.1	

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

Water, Fuel, Wyes, Turn Tables, Scales, Standard Cocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 117 October 4, 1953			Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	3	15	1		STATIONS	4	16		2		
				Passenger	N.P. 348 Passenger	Passenger			Passenger	N.P. 347 Passenger		Passenger		
BCKO PRTW XYZ	381		Yard	Daily	Daily	Daily	3.2	DN.....YARDLEY.....YD	380.7					
BKP RXZ	378		Yard				0.0	DN.SPOKANE (N.P. Depot).SF	377.5					
LJPV 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	384.3			
BKPR WXZ	380		Yard	L 9.45PM		L12.06AM	0.0	DN.SPOKANE (G.N. Depot).FD	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	Station Numbers	Car Capacity	Other Tracks	FIRST CLASS			Distance from Spokane	STATIONS	Distance from Portland	FIRST CLASS		
				3	15	1				4	16	2
				L 9.51PM		L12.11AM	2.3	DN...FORT WRIGHT..FW	377.2	A 6.28AM		A10.28PM
P	371	129		10.00		12.18	8.4	.....OVERLOOK.....	371.1	6.20		10.20
JP	368	78	55	² 10.16		12.22	12.1	DN.....SCRIBNER.....SC	367.4	6.15		³ 10.16
WP	360	78	18	10.24		12.29	18.8	.....SOUTH CHENEY.....	360.7	6.05		10.07
P	355	129		10.31		12.35	24.9	.....MOCK.....	354.6	5.56		10.00
P	350		18W	^s 10.38			30.0	.....AMBER.....	349.5	^s 5.49		
P	344	130	28	10.45		12.46	36.2	.....RODNA.....	343.3	5.40		9.48
CWOP	335	EB 139 WB 98	120	^s 10.55		12.55	44.8	DN.....LAMONT.....A	334.7	^s 5.30		9.39
P	329		22E	11.01			50.1	.....ROCKWELL.....	329.4	5.18		
P	323	129	16	11.07		1.06	55.7	.....MACALL.....	323.8	5.11		9.22
WP	311	131	31	^s 11.22		1.19	68.4	D.....BENGE.....BN	311.1	^s 4.57		9.09
P	300	130	18	^f 11.35		1.31	80.0	.....HOOPER.....	299.5	^f 4.42		8.57
CWP	291	EB 136 WB 74	30	^s 11.46		1.40	88.6	DN...WASHUCNA...WA	290.9	^s 4.32		8.48
P	285		43E	11.53PM		1.46	94.2	.....SPERRY.....	285.3	4.22		8.41
P	278	130	85	^s 12.02AM		1.54	101.7	D.....KABLOTUS.....K	277.8	^s 4.13		8.33
WP	269	87	5	12.15		2.07	110.9	.....FARRINGTON.....	268.6	3.59		8.22
P	263	115		12.24		2.15	116.7	.....BURR.....	262.8	3.50		8.15
JV							122.6	...SNAKE RIVER JCT....	256.9			
P	257	80	60	^s 12.33		2.24	123.2	DN...SNAKE RIVER...SR	256.3	^s 3.41		8.07
P	254	130		12.37		2.27	125.5	.....VOTAW.....	254.0	3.37		8.04
P	251		68W	12.42		2.30	129.0	.....REDD.....	250.5	^s 3.33		8.01
P	245	130	9	12.49		2.36	134.7	.....LEVEY.....	244.8	3.25		7.54
P	238	69		12.57		2.43	141.5	.....MARTINDALE.....	238.0	3.17		7.47
JPV	234			1.03	L11.05PM	2.48	146.0	...AINSWORTH JCT....	233.5	3.12	A 5.17AM	7.42
PZXTCY WRBOK V	231		Yard	A 1.15AM	A11.20PM	⁴ 3.00AM	148.2	DN.....PASCO.....PA	231.3	^L 3.00AM	^L 5.10AM	^L 7.30PM
										Daily	Daily	Daily
				3.30 42.3	0.15 8.8	2.54 51.1		Time Over District Average Speed Per Hour		3.35 41.4	0.07 18.9	3.05 48.1

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

Water, Fuel, Wyes, Turn Tables, Scales, Standard Cloves & Bulletin Board and Yard Limits, etc.	Station Numbers	Car Capacity		SECOND CLASS		Distance from Bend	TIME TABLE No. 117		Distance from Wishram	SECOND CLASS	
		Sidings	Other Tracks	103			October 4, 1953			102	
				Oregon Trunk Mixed	Daily Ex. Sunday		STATIONS			Oregon Trunk Mixed	Daily Ex. Sunday
BYOVZ PWRKX	T-151		Yard	111.00PM	0.0	DN... BEND..... D	151.5	A 7 00AM			
P	T-144	50	20	f 11.15	7.3	7.3 ... DESCHUTES.....	144.2	f 6.35			
WXP	T-185	101	303	s 11.40	16.9	9.6 DN.. REDMOND..... RD	134.6	s 6.15			
JPV	T-132		132	f 11.46	19.2	2.3 D.. PRINEVILLE JCT... XN	132.3	f 5.50			
P	T-129		49	f 11.52PM	22.0	2.8 ... TERREBONNE.....	129.5	f 5.45			
P	T-122	115	24	f 12.09AM	29.9	7.9 ... OPAL CITY.....	121.6	f 5.31			
P	T-115	48	55	f 12.25	36.5	6.6 ... CULVER.....	115.0	f 5.18			
OTWPIX	T-110	100	179	s 12.35	41.3	4.8 DN.. METOLIUS..... MS	110.2	s 5.10			
WP	T-105	51	130	s 12.55	46.5	5.2 D.... MADRAS..... MD	105.0	s 5.00			
P	T-100	112	4	f 1.10	51.7	5.2 ... PAXTON.....	99.8	f 4.34			
P	T-94	84	23	s 1.26	57.5	5.8 ... GATEWAY.....	94.0	s 4.18			
PW	T-86	111	38	f 1.48	65.7	8.2 DN SOUTH JCT..... SJ	85.8	f 3.56			
P	T-80	111		f 1.59	71.4	5.7 ... KASKELA.....	80.1	f 3.45			
P	T-71	116	14W	2.18	80.4	9.0 ... DIXON.....	71.1	3.26			
	T-68		20	s 2.25	84.0	3.6 ... DANT.....	67.5	s 3.19			
P	T-64	50		f 2.32	87.7	3.7 ... NENA.....	63.8	f 3.11			
P	T-55 A	93	16	103 2.55	95.9	8.2 ... CAMBRAI.....	55.6	103 2.55			
P	T-55		28	s 3.01	96.9	1.0 DN... MAUPIN..... AU	54.6	s 2.53			
WP	T-51			f 3.09	100.7	3.8 ... TUSKAN.....	50.8	f 2.45			
P	T-48		38W	f 3.16	104.2	3.5 ... SHERAR.....	47.3	f 2.39			
P	T-40	99	9E	f 3.32	111.8	7.6 ... OAKBROOK.....	39.7	f 2.23			
P	T-31	50	8E	f 3.51	121.1	9.3 ... SINAMOX.....	30.4	f 2.04			
WP	T-26	48		f 3.59	125.1	4.0 N.... DIKE..... DI	26.4	f 1.55			
P	T-18	113	13	f 4.16	133.2	8.1 ... LOCKIT.....	18.3	f 1.38			
P	T- 6	90	10W	f 4.41	145.6	12.4 ... MOODY.....	5.9	f 1.13			
	T-2A			4.48	149.2	3.6 ... CELILO.....	2.3	f 1.06			
VXJP	T- 2			4.50	150.0	0.8 D... O. T. JCT..... VO	1.5	1.04			
JBWOP RKXZY	106		Yard	A 5.00AM	151.5	1.5 DN.. WISHRAM..... X	0.0	L 1.00AM			
				6.00 25.3				Daily Ex. Sunday			
						Time Over District Average Speed Per Hour		6.00 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.

Westward

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

Eastward 9

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul. Bds., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Warrenton	TIME TABLE No. 117 October 4, 1953		Distance from Fort Stevens
		Sidings	Other Tracks		STATIONS		
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		SECOND CLASS		Distance from Portland	TIME TABLE No. 117 October 4, 1953		Distance from Keasey	SECOND CLASS	
		Sidings	Other Tracks	231	Freight		STATIONS			230	Freight
XJ	A10					11.0	.....	UNITED JCT.....	47.0	A	5.00AM
								0.5			
XP	NB10		Yard			10.0	.....	RAFTON.....	47.0		
								0.5			
JPX	U10			10.17		10.5	DN.....	RIVER JCT..... RJ	40.5		4.57
								0.5			
	U10A		31W	10.19		11.0	.....	BAN SPUR.....	46.0		4.55
								0.7			
P	U12	4		10.22		11.7	.....	BURLINGTON.....	45.3		4.52
								2.9			
P	U15		8W	10.31		14.6	.....	TUNNEL SPUR.....	42.4		4.42
								2.5			
JXPR	U17		5E	A10.40PM		17.1	DN.....	BOWERS JCT..... BJ	39.9	L	4.30AM
								4.5			
P	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	24	7			31.7	.....	MANNING.....	25.3		
								7.1			
P	U39	20	8E			38.8	.....	TOPELL.....	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		33			57.0	.....	KEASEY.....	0.0		
						0.25 17.0		Time Over District Average Speed per Hour			Daily Ex. Mon. 0.30 14.2

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

At Bowers Junction all westward trains to and eastward trains from O.E. Ry. First Sub-division will register by Ticket per Rule 83(A). Eastward trains from Third Sub-division will not register.

10 Westward

Oregon Electric Ry.—FIRST SUB-DIVISION

Eastward

Water, Wyes, Turn-Tables, Fuel, Seales, Standard Cloaks, Bulletin Boards, Register and Yard Limits	Station Numbers	Car Capacity		SECOND CLASS			TIME TABLE No. 117 October 4, 1953			SECOND CLASS		
		Stings	Other Tracks	231		Distance from Portland	STATIONS			Distance from Eugene	230	
				Freight							Freight	
				Daily Ex. Saturday								
JRXP	U17		5E	11:40 PM	17.1	DN..... BOWERS JCT..... BJ	125.7	A 4:30 AM				
	E21	40		10:52	20.9	..... MERLE.....	121.9	4:18			
YPXJ	E22			10:54	21.5	..... FOREST GROVE JCT.....	121.8	4:16			
X		77		11:10	26.7	..... BEAVERTON SIDING.....	116.1	4:00			
XP	E28		30	11:13	27.0	..... BEAVERTON.....	115.2	3:57			
JVP	E28A			11:15 PM	28.1	..... BEBURG.....	114.7	3:55 AM			

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

JVP	E31					11:35 PM	31.2	..... GRETON.....	111.6	3:35 AM			
PX	E32	77	17			11:38	32.1	N..... TIGARD..... BD	110.7	3:32			
P	E36		10E			11:50 PM	36.1	..... TUALATIN.....	106.7	3:20			
P	E39	19				12:01 AM	39.0	..... TONQUIN.....	103.8	3:10			
P	E43	21	7			12:12	43.0	..... WILSONVILLE.....	99.8	2:58			
P	E45	76				12:21	45.4	..... CURTIS.....	97.4	2:49			
P	E49		20			12:33	49.1	..... DONALD.....	93.7	2:37			
P	E55	75	8E			12:50	54.5	..... WEST WOODBURN.....	88.3	2:20			
	E57		9E			12:59	57.4	..... ST. LOUIS.....	85.4	2:11			
	E63	9	6W			1:17	63.1	..... HOPMERE.....	79.7	1:53			
P	E64		8			1:20	64.1	..... QUINABY.....	78.7	1:50			
PX	E69	80	64			230 1:35	68.6	..... BUSH.....	74.3	1:35			
VBPKK	E71		303			1:50	71.2	DN..... SALEM..... SA	71.6	1:20			
PX	E73	52				1:55	72.8	..... MINTO.....	70.0	1:15			
P	E80		11E 13W			2:17	79.9	..... ORVILLE.....	62.9	12:53			
P	E85	74				2:32	84.8	..... SIDNEY.....	58.0	12:38			
	E88		17			2:42	87.9	..... TALBOT.....	54.9	12:28			
	E91		15W			2:51	90.8	..... DEVER.....	52.0	12:19			
ZXBRP TKOJ	E97		Yard			3:30	96.5	DN... ALBANY YARD... YD.	46.3	12:01 AM			
VXP	E98		Yard			3:35	97.8	..... ALBANY.....	45.0	11:15 PM			
P	E111		14E			4:10	111.1	..... FAYETTEVILLE.....	31.7	10:35			
	E114		5E			4:18	113.8	..... POTTER.....	29.0	10:28			
	E116	6				4:25	116.1	..... TULSA.....	26.7	10:20			
P	E124		12 24E			4:50	124.2	..... HARRISBURG.....	18.6	9:55			
P	E129		89			5:05	128.7	D..... JUNCTION CITY... JC	14.1	9:39			
	E133		6E			5:20	133.4	..... MEADOW VIEW.....	9.4	9:23			
	E135		9			5:24	135.0	..... AWBREY.....	7.8	9:18			
	E136		8W 23E			5:27	136.1	..... ENID.....	6.7	9:15			
BKXR YPV	E143		Yard			A 6:15 AM	142.8	D..... EUGENE..... G	0.0	L 8:30 PM			
						7:35 10:6		Time Over District Average Speed per Hour		8.00 15.7			

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

Westward

Oregon Electric Ry.—SECOND SUB-DIVISION

Eastward 11

Water, Wyes, Turntables, Fuel, Seales, Standard Clocks, Bulletin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Forest Grove Junction	TIME TABLE No. 117 October 4, 1953	Distance from Forest Grove					
		Sidings	Other Tracks								
JYPX	E22			0.0	.....FOREST GROVE JCT.....	10.6					
X	F1	11	3E	0.8	.....ORENCO.....	9.8					
	F3		7E	2.9	.....SEWELL.....	7.7					
P	F5	5	32	4.5	D.....HILLSBORO.....BO	6.1					
	F8		9	7.9	.....CORNELIUS.....	2.7					
P	F11		65	10.6	D.....FOREST GROVE.....	0.0					
					Time Over District Average Speed per Hour						

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

Westward

Oregon Electric Ry.—THIRD SUB-DIVISION

Eastward

Water, Wyes, Turntables, Fuel, Seales, Standard Clocks, Bulletin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Albany Yard	TIME TABLE No. 117 October 4, 1953	Distance from Foster					
		Sidings	Other Tracks								
SKBXP TOR	E97		Yard	0.0	DN.....ALBANY YARD.....YD	31.9					
JV				0.9	.....S. P. CONN. ALBANY.....	31.0					
					Time Over District Average Speed per Hour						

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

WPJV	S14		20	14.5	DN.....LEBANON.....BA	17.4					
	S15	10		14.8	.....LEBANON.....	17.1					
					(O. E. Siding)						
PX	S16	70	237	15.9	D.....WELDWOOD.....V	16.0					
P	S20		2E	20.2	.....WATERLOO.....	11.7					
	S22		8E	22.1	.....NYE.....	9.8					
PY RBXX	S20		Yard	28.8	DN.....SWEET HOME.....SW	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.

Westward

Oregon Electric Ry.—FOURTH SUB-DIVISION

Eastward

Water, Wyes, Turntables, Fuel, Seales, Standard Clocks, Bulletin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Sweet Home	TIME TABLE No. 117 October 4, 1953	Distance from Dollar					
		Sidings	Other Tracks								
PYRB XJ	S29		Yard	0.0	DN.....SWEET HOME.....SW	15.5					
	H6		20W	6.4	.....HOLLEY.....	9.1					
	H8		10	8.1	.....CALAPOOYA.....	7.4					
	H14		49	13.9	.....WOODRAFFE SIDING.....	1.6					
	H16		Yard	15.5	.....DOLLAR.....	0.0					
					Time Over District Average Speed per Hour						

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

SPEED RESTRICTIONS

All Subdivisions—

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

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

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

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

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

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

SPEED RESTRICTIONS

Terminals Subdivision—

	M. P. H.		
	Str.	Psgr.	Frt.
Maximum speed.	75	70	50
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	50
Within the city limits of Vancouver.	65	65	
At Camas to exchange U.S. Mail, Trains 3 and 4.	20		
At Washougal to dispatch U. S. Mail, Train 3.	20		
At Home Valley to dispatch U. S. Mail, Train 5.	10		
At Bingen-White Salmon to exchange U. S. Mail, Train 4. .	20		
At Lyle to dispatch U. S. Mail, Train 3 and 4.	15		

Vancouver Division—Second Subdivision—

Maximum speed.	75	70	50
Within the city limits of Kennnewick.	35	35	35
Within the city limits of Pasco.	25	25	25

Vancouver Division—Third Subdivision—

Maximum speed.	75	70	50
Within the city limits of Pasco.	25	25	25
Between Kahlotus and Snake River Jct.	50	40	30
Within the city limits of Lamont.	70		

Vancouver Division—Fourth Subdivision—

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

Oregon Trunk Railway—

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

Portland Division—First and Second Subdivisions—

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

SPEED RESTRICTIONS

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

<u>Oregon Electric Railway—</u>	
<u>First, Second, Third and Fourth Subdivisions—</u>	M.P.H.

Over Bridge 43.4, Wilsonville, brakes must be released before moving on any portion of structure and the application of brakes while moving on bridge must be avoided as much as possible.	
Between Forest Grove Junction and Forest Grove.....	25
Through Hillsboro.....	10
Through Forest Grove.....	15
Between Bowers Junction and Beburg.....	35
Between Beburg and Greton on S. P. tracks.....	20
Between Greton and Eugene.....	35
Through Salem.....	10
Passing paper mill, Salem.....	5
Through Albany.....	12
Between second crossing east of depot at Harrisburg and county road crossing, 1800 feet west.....	8
Through Junction City.....	20
Through Eugene.....	12
Between Lebanon and Sweet Home.....	25
Between Sweet Home and Calapooya.....	25
Between Calapooya and Dollar.....	12
Trains handling logs.....	30
Trains handling logs over Willamette River Bridge 126-1, Calapooya River Bridge 99-9 and Santiam River Bridge 89-0....	10
Trains handling logs under S. P. Co. bridge at Tualatin.....	15

SPRING SWITCHES WITH FACING POINT LOCK

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

<u>Vancouver Division—Third Subdivision—</u>	
Pasco.....	East switch of siding.
Votaw.....	East switch of siding.
Burr.....	East switch of siding.
Hooper.....	East switch of siding.
Benge.....	East switch of siding.
Mock.....	West switch of siding.
Overlook.....	East switch of siding.

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

SPRING SWITCHES WITHOUT FACING POINT LOCK

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

<u>Portland—First and Third Subdivisions—</u>	
Willbridge Siding.....	Both Switches of Siding
United Junction.....	Junction of First and Third Subdivisions.
Bowers Junction.....	Junction of Third Subdivision and O. E. Ry.

DRAW BRIDGESTerminals 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

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

<u>Vancouver Division—Third Subdivision—</u>	
Union Pacific R. R.....	362.5
Northern Pacific Ry.....	364.1

<u>Portland Division—First Subdivision—</u>	
Rafton trackage.....	10.5

<u>Oregon Electric Railway—First Subdivision—</u>	
Southern Pacific Co.....	35.8
Southern Pacific Co.....	97.6

RAILROAD CROSSINGS

<u>Oregon Electric Railway—First Subdivision—</u>	Miles from Portland
Southern Pacific Co.....	70.9
Southern Pacific Co.....	71.0
Southern Pacific Co.....	71.2
Southern Pacific Co.....	71.5
Southern Pacific Co.....	97.7
Southern Pacific Co.....	97.8
Southern Pacific Co.....	97.9
Southern Pacific Co.....	140.7

<u>Oregon Electric Railway—Second Subdivision—</u>	
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
Dallesdam Spur.....	97.1	38	East end
Spearfish.....	98.2	37	Both ends

Vancouver Division—Second Subdivision—

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

Vancouver Division—Third Subdivision—

	Miles from Portland	Car Capacity	Switch at
East Pasco.....	234.2	12	West end
Burr Canyon Spur.....	265.9	5	West end
Harder.....	280.7	18	East end
Washtucna Industry.....	292.4	156	East end
Ankeny.....	305.8	15	West end
Nemour's Powder Spur.....	368.6	48	West end
Brick Yard Spur.....	374.6	9	East end

Vancouver Division—Fourth Subdivision—

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

Portland Division—First Subdivision—

	Miles from Portland	Car Capacity	Switch at
Gasco.....	5.6	28	West end
Gasco.....	5.6	24	West end
Gasco.....	5.6	16	East end
Portland Tug and Barge Spur.....	5.8	16	East end
Harbor Track.....	9.8	17	East end
Trojan.....	40.7	12	East end
Prescott.....	41.9	2	East end
Reeds.....	45.2	5	East end
Goodat Crushed Rock Spur.....	47.3	10	East end
Mill Creek Naval Spur.....	96.2	21	East end
Tongue Point.....	96.8	19	East end

Portland Division—Second Subdivision—

	Miles from Portland	Car Capacity	Switch at
Warrenton Clay Spur.....	106.3	54	West end
Bioproducts Spur.....	108.1	5	West end

Portland Division—Third Subdivision—

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

COMMERCIAL AND STORAGE TRACKS

Oregon Electric Railway—First Subdivision—

	Miles from Portland	Car Capacity	Switch at
Bendemeer.....	18.9	2	East end
Durham.....	34.4	6	East end
Mulloy.....	40.2	7	East end
Wacanda.....	61.3	7	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
Cartney.....	121.3	2	East end
Junction City Remilling Co.....	129.2	6	East end
Valley Plywood Co. Spur.....	129.5	12	East end
Johnson & Powell Bros.....	130.0	5	East end

Oregon Electric Railway—Third Subdivision—

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

Oregon Electric Railway—Fourth Subdivision—

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

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds	Hour	Minutes	Seconds	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 0806) while off duty to operate draw for river traffic. Should it become necessary to flag through this interlocking plant, it must be ascertained if the draw tender is not on duty, and then flagmen must precede train and be sure that derails and rail locks are in proper position.

At Columbia River Bridge—The following engine whistle signals will be sounded in calling for route:

Eastward: For N.P. Ry.	—
For S.P. & S. Ry.	. . —
Westward: From S.P. & S. Ry.	. — .
From N.P. Ry.	. . . .

Upper units of eastward home interlocking signal governs movement from Terminals Subdivision to N. P. Ry. The lower unit governs movements to S. P. & S. Ry.

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

15

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

The Portland Clinic } 1216 S. W. Yamhill, Portland.
Telephone ATwater 4151.

LOCAL SURGEONS

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

STRETCHERS ARE LOCATED AT FOLLOWING POINTS

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

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

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

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