SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

System Lines

TIME TABLE

No. 120

To be used in conjunction with Current Special Instruction Book

Effective 12:01 A. M. Pacific Time

Sunday, May 1, 1955

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

TERMINALS SUB-DIVISION—VANCOUVER TO PORTLAND

TIME TABLE No. 120
May 1, 1955

FIRST CLASS

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 Spokane	STATIONS	Distance from Vancouver	701 G. N. 402 Passenger Daily	3 S. P. & S. Passenger Daily	1 S. P. & S. Passenger Daily	703 G. N. 460 Passenger Daily	5 S. P. & S. Passenger Daily	705 N. P. 408 Passenger Daily	707 U. P. 458 Passenger Daily
WTXOP RKXZBV	10		Yard	369.5	DN.....VANCOUVER.....MX (AUTOMATIC BLOCK, DOUBLE TRACK)	0.0	L5.20AM	L5.35AM	L7.08AM	L11.59AM	L4.00PM	L4.09PM	L8.51PM
					1.4								
	9			370.9	.....NORTH PORTLAND.....	1.4				f12.03PM	f4.05		
					0.5								
IJPV	8		Jct.	371.4	DN..NORTH PORTLAND Jct..KD	1.9	5.25	5.40	7.11	12.04	4.06	4.12	A8.55PM
					1.1								
XPV	7	60	203	372.5	.....EAST ST. JOHNS.....	3.0	5.27	5.42	7.13	12.06	f4.08	4.14	
					2.7								
BIRXJPK	4		Yard	375.2	DN.....WILLBRIDGE.....BR	5.7	5.31	5.46	7.17	12.10	4.12	4.18	
					2.3								
RKXPV	2		Yard	377.5	DN.....LAKE YARD.....C	8.0	5.35	5.50	7.20	12.14	4.16	4.21	
					2.0								
PRKXBV				379.5	DN..PORTLAND, Union Sta...VC	10.0	A5.45AM	A6.00AM	A7.30AM	A12.20PM	A4.25PM	A4.30PM	
WTOBP RKXZV	0		Yard	379.5	DN...PORTLAND, Hoyt St....OW	10.0							
					Time Over District		0.25	0.25	0.22	0.21	0.25	0.21	0.04
					Average Speed Per Hour		24.0	24.0	27.3	28.6	24.0	28.6	28.5

TERMINALS SUB-DIVISION—PORTLAND TO VANCOUVER

TIME TABLE No. 120
May 1, 1955

FIRST CLASS

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 Spokane	STATIONS	Distance from Portland	700 U. P. 457 Passenger	6 S. P. & S. Passenger	702 N. P. 407 Passenger	2 S. P. & S. Passenger	704 G. N. 459 Passenger	4 S. P. & S. Passenger	706 G. N. 401 Passenger
BWTYO PRKXZV	10		Yard	369.5	DN.....VANCOUVER.....MX (AUTOMATIC BLOCK, DOUBLE TRACK)	10.0	A8.21AM	A 9.51AM	A 9.59AM	A3.20PM	A5.21PM	A10.20PM	A12.04AM
					1.4								
	9			370.9	.....NORTH PORTLAND.....	8.6		s 9.47					
					0.5								
PIJV	8		Jct.	371.4	DN..NORTH PORTLAND Jct..KD	8.1	L8.16AM	9.46	9.55	3.15	5.16	10.15	11.59PM
					1.1								
XPV	7	60	203	372.5	.....EAST ST. JOHNS.....	7.0		f 9.44	9.53	3.13	5.14	10.13	11.57
					2.7								
BIPRXJK	4		Yard	375.2	DN.....WILLBRIDGE.....BR	4.3		9.40	9.49	3.09	5.10	10.09	11.53
					2.3								
RKXPV	2		Yard	377.5	DN.....LAKE YARD.....C	2.0		9.36	9.45	3.05	5.06	10.05	11.49
					2.0								
PRKXBV				379.5	DN..PORTLAND, Union Sta...VC	0.0		L 9.30AM	L 9.40AM	L3.00PM	L5.00PM	L10.00PM	L11.45PM
PBWTO RKXZV	0		Yard	379.5	DN...PORTLAND, Hoyt St....OW	0.0							
							Daily	Daily	Daily	Daily	Daily	Daily	Daily
					Time Over District		0.05	0.21	0.19	0.20	0.21	0.20	0.19
					Average Speed Per Hour		22.8	28.6	31.6	30.0	28.6	30.0	31.6

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)
At Willbridge, all trains from the Portland Division, will require a check of register in train order form.
At North Portland Jct., trains will not be required to comply with Rule D-83.
At Vancouver and Willbridge, trains will register by ticket per Rule 83(A).
At Vancouver, all westward trains, except first class on Terminals Sub-Division, will require a check of register in train order form.

TIME TABLE No. 120
May 1, 1955

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 1.25PM	L 5.18AM	L 3.30AM	273.4	AUTOMATIC BLOCK	DN.....WISHRAM.....X	106.1	A12.25PM	A 5.03PM	A12 10AM
									2.8				
P	103	146		f 1.29	5.22	3.35	276.2		.....AVERY.....	103.3	f12.20	4.59	12.05AM
									9.8				
P	94	131	8	f 1.41	5.32	3.46	286.0		.....NORTH DALLES.....	93.5	f12.08PM	4.49	11.54PM
									8.2				
JWTP	85	80	142	s 1.52	5.41	3.55	294.2		DN.....LYLE.....YA	85.3	s11.57AM	4.41	11.45
									9.4				
P	76	131	138	s 2.07	5.51	4.06	303.6		DNBINGEN-WHITE SALMON.WS	75.9	s11.42	4.32	11.35
									3.4				
P	73		40	f 2.12			307.0		.....UNDERWOOD.....	72.5	f11.33		
									1.6				
P	71	82	7	f 2.14	5.56	4.12	308.6		.....HOOD.....	70.9	f11.29	4.27	11.29
									5.1				
	66		13W	f 2.21		4.18	313.7		.....COOKS.....	65.8	f11.22		11.24
									6.3				
P	60	130		f 2.29	6.08	4.25	320.0		.....HOME VALLEY.....	59.5	f11.14	4.16	11.18
									1.8				
	58			s 2.33			321.8		.....CARSON.....	57.7	s11.11		
									3.4				
P	54	124	34	s 2.39	6.14	4.31	325.2		DN....STEVENSON.....NS	54.3	s11.05	4.11	11.13
									5.0				
P	49	130	35	s 2.46	6.19	4.37	330.2		..NORTH BONNEVILLE..	49 3	s10.55	4.06	11.08
									7.2				
WP	42	128	17	f 2.55	6.27	4.45	337.4		N.....SKAMANIA.....SI	42.1	f10.45	3.59	11.01
									4.3				
P	38		10E	f 3.01		4.50	341.7		.....PRINDLE.....	37.8	f10.39		10.57
									5.8				
P	32	131		f 3.08	6.38	4.57	347.5		.....MT. PLEASANT.....	32.0	f10.31	3.49	10.51
									4.0				
P	28	107	14	f 3.15	6.42	5.02	351.5		.....WASHOUGAL.....	28.0	f10.26	3.45	10.47
									4.2				
PX	24	132	134	s 3.23	6.47	5.08	355.7		DN.....CAMAS.....MA	23.8	s10.19	3.40	10.42
									4.0				
P	20	142	4	f 3.35 (2)	6.52	5.14	359.7		.....FISHER.....	19.8	f10.09	3.35 (5)	10.37
									5.3				
P	15	84		3.44	6.58	5.20	365.0		.....McLOUGHLIN.....	14.5	10.03	3.29	10.31
									2.4				
		101	187	3.48	7.01	5.23	367.4		.....EAVAN.....	12.1	9.59	3.26	10.28
									2.1				
PWTY BOKXR VZ	10		Yard	A 3.55PM	A 7.05AM	A 5.30AM	369.5		DN....VANCOUVER...MX	10.0	L 9.55AM	L 3.23PM	L10.25PM
											Daily	Daily	Daily
				2.30 38.4	1.47 53.9	2.00 48.1			Time Over District Average Speed Per Hour		2.30 38.4	1.40 57.7	1.45 54.9

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).

At Wishram Trains 6 and 5 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. 120 May 1, 1955 STATIONS	Distance from Portland	FIRST CLASS 4 Passenger	FIRST CLASS 6 Passenger	FIRST CLASS 2 Passenger		
WCYT RVBOK XZP	231		Yard			L10.40AM	L 3.10AM	L 1.00AM	148.2	DN.....PASCO.....PA 1.6	231.3	A 2.30AM	A 3.20PM	A 7.10PM		
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 3.15AM	L 1.06AM	149.8	.....S. P. & S. JCT..... 1.2	229.7	A 2.23AM	A 3.13PM	A 7.05PM		
P	229	167	2			s10.47	3.16	f 1.07	151.0	D.....KENNEWICK....KN 4.6	228.5	2.22	s 3.11	7.04		
P	224	70	43			f10.53	3.21	1.12	155.6	.....FINLEY..... 8.1	223.9	2.17	f 3.05	6.59		
WP	216	150	7W			f11.03	3.29	1.20	163.7	D.....YELLEPIT.....PY 12.5	215.8	2.09	f 2.55	6.51		
P	203	150	4W			f11.18	3.41	1.32	176.2	.....BERRIAN..... 11.3	203.3	1.57	f 2.40	6.39		
WP	192	150	35			s11.31	3.52	f 4 1.46	187.5	DN.....PLYMOUTH....MO 12.2	192.0	f 3 1.46	s 2.27	6.28		
P	180	147	24			f11.46	4.04	2.01	199.7	.....PATERSON..... 9.4	179.8	1.34	f 2.12	6.16		
WP	170	147	14			f11.58AM	4.13	2.11	209.1	D....WHITCOMB.....W 8.2	170.4	1.25	f 2.00	6.07		
P	162		32W			f12.07PM			217.3	.....ALDERDALE..... 4.6	162.2		f 1.50			
P	158	150				f12.12	4.25	2.25	221.9	.....McCREDIE..... 10.9	157.6	1.13	f 1.45	5.55		
WP	147	150	36			s12.25	4.36	2.36	232.8	DN....ROOSEVELT....RE 5.9	146.7	1.02	s 1.32	5.44		
P	141		18W			f12.32			238.7	.....SUNDALE..... 10.0	140.8		f 1.24			
P	131	149	7			s12.44	4.51	2.52	248.7	.....GOODNOE..... 5.6	130.8	12.47	f 1.12	5.29		
P	125		30W			f12.51	4.56	2.58	254.3	.....TOWAL..... 5.5	125.2	12.41	f 1.05	5.24		
P	120	151				f 6 12.58	5.01	3.04	259.8	.....CLIFFS..... 5.7	119.7	12.35	f 5 12.58	5.19		
P	114	79				s 1.05	5.06	3.10	265.5	.....MARYHILL..... 7.9	114.0	12.29	s12.47	5.14		
BWOYR JKXZP	106		Yard			A 1.15PM	A 5.15AM	A 3.20AM	273.4	DN.....WISHRAM.....X	106.1	L12.20AM	L12.35PM	L 5.05PM		
												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	2.45 45.5	2.05 60.1		

Automatic Block

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

At Wishram Trains 6 and 5 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 3 Passenger Daily	FIRST CLASS 15 N.P. 348 Passenger Daily	FIRST CLASS 1 Passenger Daily	Distance from Spokane	TIME TABLE No. 120 May 1, 1955 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 9.15PM	0.0	DN.SPOKANE (G.N. Depot).FD (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												
IJPVXY	377					L 9.21PM	2.3	DN...FORT WRIGHT..FW (6.1)	377.2	A 6.28AM		A10.28PM
P	371	129				9.30	8.4	.....OVERLOOK..... (3.7)	371.1	6.20		10.19
JP	367	73	55			9.35	12.1	DN.....SCRIBNER.....SC (6.7)	367.4	6.15		10.14
WP	361	78	13			9.44	18.8	.....SOUTH CHENEY..... (6.1)	360.7	6.05		10.04
P	355	126				2 9.55	24.9	.....MOCK..... (5.1)	354.6	5.56		3 9.55
P	350		18W			s10.02	30.0	.....AMBER..... (6.2)	349.5	s 5.49		
P	343	130	23			10.08	36.2	.....RODNA..... (8.6)	343.3	5.40		9.43
WOP	335	EB 139 WB 96	120			s10.18	44.8	DN.....LAMONT.....A (5.3)	334.7	s 5.30		9.34
P	329		22E			10.24	50.1	.....ROCKWELL..... (5.6)	329.4	5.18		
P	324	129	16			10.30	55.7	.....MACALL..... (12.7)	323.8	5.11		9.17
WP	311	131	31			s10.44	68.4	D.....BENGE.....BN (11.6)	311.1	s 4.57		9.04
P	300	130	13			10.56	80.0	.....HOOPER..... (8.6)	299.5	4.42		8.52
WP	291	EB 136 WB 74	40			s11.10	88.6	DN....WASHTUCNA...WA (5.6)	290.9	s 4.32		8.43
P	285		42E			11.17	94.2	.....SPERRY..... (7.5)	285.3	4.18		8.36
P	278	130	85			s11.26	101.7	D.....KAHLOTUS.....K (9.2)	277.8	s 4.10		8.28
WP	269	87	5			11.39	110.9	.....FARRINGTON..... (5.8)	268.6	3.56		8.17
P	263	119				11.48	116.7	.....BURR..... (5.9)	262.8	3.47		8.10
JV							122.6	...SNAKE RIVER JCT.... (0.6)	256.9			
P	256	80	60			s11.58PM	123.2	DN...SNAKE RIVER...SR (2.3)	256.3	s 3.39		8.02
P	254	130				12.02AM	125.5	.....VOTAW..... (3.5)	254.0	3.35		7.59
P	251		68W			12.07	129.0	.....REDD..... (5.7)	250.5	s 3.31		7.56
P	245	130	9			12.14	134.7	.....LEVEY..... (6.8)	244.8	3.24		7.49
P	238	69				12.22	141.5	.....MARTINDALE..... (4.5)	238.0	3.17		7.42
JPV	234					12.28	146.0	....AINSWORTH JCT..... (2.2)	233.5	3.12	A 5.17AM	7.37
PZXTCY WRBOK V	231		Yard			A12.40AM	148.2	DN.....PASCO.....PA	231.3	L 1 3.00AM	L 5.10AM	L 7.25PM
										Daily	Daily	Daily
						3.25 43.4		Time Over District Average Speed Per Hour		3.35 41.4	0.07 18.9	3.10 46.8

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. 120 May 1, 1955 — 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
					7.2	
	G23		8E	18.6	.....SWALE.....	23.0
					6.1	
	G17		15	24.7	.....WAHKIAKUS.....	16.9
					3.5	
P	G13	27		28.2	D.....KLICKITAT.....KI	13.4
					3.1	
	G10		8	31.3	.....PITT.....	10.3
					10.3	
RWT PJ	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 Exchange U. S. Mail; to Discharge Revenue Passengers upon Application to Conductor or to Pick Up Revenue Passengers upon Advance Arrangements through Agents or on Flag.

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
1	B.-White Salmon & Stevenson	East of Spokane	
2	Stevenson & B.-White Salmon		East of Spokane
3	Any Station	East of Spokane	
3	Any Station West of Pasco	Spokane	
3	Any Station East of Pasco		Vancouver and Portland
3	Hooper	Spokane	
3	Maryhill on Flag		Vancouver and Portland
3	Lyle, B.-White Salmon & Stevenson on Flag		Vancouver and Portland
3	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 & Bingen-White Salmon		Pasco or Beyond
4	Stevenson-Bingen-White Salmon & Maryhill	Portland and Vancouver	
4	Bingen-White Salmon daily except Sundays and Holidays to exchange U.S. Mail.		
4	Hooper	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

OREGON TRUNK RAILWAY

TIME TABLE No. 120

May 1, 1955

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boar and Yard Limits, etc.	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 105 Oregon Trunk Mixed Saturday Only	SECOND CLASS 103 Oregon Trunk Mixed Daily Ex. Sat. & Sun.	Distance from Bend		STATIONS	Distance from Wishram	SECOND CLASS 102 Oregon Trunk Mixed Daily Ex. Sunday
BYOVZ PRKX	T-151		Yard	L 7.00PM	L 11.00PM	0.0	Auto. Block	DN....BEND.....D	151.5	A 7.00AM
								7.3		
P	T-144	48	20	f 7.11	f 11.15	7.3		....DESCHUTES.....	144.2	f 6.35
								9.6		
XP	T-135	99	312	s 7.30	s 11.40	16.9		DN..REDMOND.....RD	134.6	s 6.15
								2.3		
JPV	T-132	85	45	f 7.35	f 11.46	19.2		D.PRINEVILLE JCT...XN	132.3	f 5.50
								2.8		
P	T-130	47		f 7.40	f 11.52PM	22.0		...TERREBONNE.....	129.5	f 5.45
								7.9		
P	T-122	113	24	f 7.52	f 12.09AM	29.9		.... OPAL CITY.....	121.6	f 5.31
								6.6		
P	T-115	46	53	f 8.02	f 12.25	36.5		.....CULVER.....	115.0	f 5.18
								4.8		
PX	T-110	98	233	s 8.12	s 12.35	41.3		DN. METOLIUS.....MS	110.2	s 5.10
								5.2		
P	T-105	49	130	s 8.25	s 12.55	46.5		D.....MADRAS.....MD	105.0	s 5.00
								5.2		
P	T-100	110	4	f 8.35	f 1.10	51.7		.....PAXTON.....	99.8	f 4.34
								5.8		
P	T-94	32	23	s 8.51	s 1.26	57.5		....GATEWAY.....	94.0	s 4.18
								8.2		
P	T-86	109	38	f 9.13	f 1.48	65.7		DN SOUTH JCT.....SJ	85.8	f 3.56
								5.7		
P	T-80	109		f 9.24	f 1.59	71.4		.....KASKELA.....	80.1	f 3.45
								9.0		
P	T-71	114	14W	9.43	2.18	80.4		.....DIXON.....	71.1	3.26
								3.6		
	T-68		20	f 9.50	f 2.25	84.0		.....DANT.....	67.5	s 3.19
								3.7		
P	T-64	48		f 9.57	f 2.32	87.7		.....NENA.....	63.8	f 3.11
								8.2		
P	T-56	91	16	10.13	102 2.55	95.9		.....CAMBRAI.....	55.6	103 2.55
								1.0		
P	T-55		28	s 10.20	s 3.01	96.9		DN....MAUPIN.....AU	54.6	s 2.53
								3.8		
P	T-51			f 10.28	f 3.09	100.7		.....TUSKAN.....	50.8	f 2.45
								3.5		
P	T-47		38W	f 10.35	f 3.16	104.2		.....SHERAR.....	47.3	f 2.39
								7.6		
P	T-40	97	9E	f 10.51	f 3.32	111.8		.....OAKBROOK.....	39.7	f 2.23
								9.3		
P	T-30	48	10E	f 11.10	f 3.51	121.1		.....SINAMOX.....	30.4	f 2.04
								4.0		
P	T-26	46		f 11.18	f 3.59	125.1		N.....DIKE.....DI	26.4	f 1.55
								8.1		
P	T-18	111	13	f 11.35PM	f 4.16	133.2		.....LOCKIT.....	18.3	f 1.38
								12.4		
P	T- 6	89	10W	f 12.01AM	f 4.41	145.6		.....MOODY.....	5.9	f 1.13
								3.6		
	T-2A			12.08	4.48	149.2		....CELILO.....	2.3	f 1.06
								0.8		
VXJP	T- 2			12.10	4.50	150.0		D...O. T. JCT.....VO	1.5	1.04
								1.5		
JBWOP RKXZY	106		Yard	A 12.15AM	A 5.00AM	151.5		DN..WISHRAM.....X	0.0	L 1.00AM
								Time Over District		6.00
				5.15	6.00			Average Speed Per Hour		25.3
				28.9	25.3					

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

Nos. 102, 103 and 105 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. 120 May 1, 1955 STATIONS	Distance from Seaside	SECOND CLASS 230 Freight
JRXI P	4		Yard	L 10.00PM	4.3	DN Auto. Blk. ....WILLBRIDGE.....BR	113.7	A 5.15AM
						0.8		
	A5	80		10.02	5.1	.WILLBRIDGE SIDING..	112.9	5.13
						2.2		
XP	A7	47	216	10.08	7.3	D.....LINNTON.....IN	110.7	5.07
						2.7		
JX	A10			A 10.15PM	10.0	.....UNITED JCT.....	108.0	L 5.00AM
						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	19		27.6	DN.....ST. HELENS.....H	90.4	
						3.7		
	A31	43			31.3	.....WATERVIEW.....	86.7	
						8,1		
P	A39	20	60		39.4	.....GOBLE.....	78.6	
						6.4		
P	A46				45.8	.....RAINIER.....	72.2	
						1.0		
	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	68		62.2	D..... 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		42		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		
JY	A106		17		105.6	.....WARRENTON.....	12.4	
						2.7		
	A108		19E		108.3	.....CAMP CLATSOP.....	9.7	
						9.7		
B KR	A118		67		118.0	D.....SEASIDE.....SD	0.0	
								Daily Ex. Monday
				0.15 22.8		Time Over District Average Speed per Hour		0.15 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. 120 May 1, 1955 — STATIONS	Distance from Fort Stevens
JXYR	A106		17	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. 120 May 1, 1955 — STATIONS	Distance from Keasey	SECOND CLASS 230 Freight
XJ	A10			L 10.15PM	10.0	.....UNITED JCT.....	47.0	A 5.00AM
						0.5		
XP	NB10		Yard		10.0	.....RAFTON.....	47.0	
						0.5		
JPX	U11			10.17	10.5	DN.....RIVER JCT.....RJ	46.5	4.57
						0.5		
	U11A		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	Auto. Blk. .....TUNNEL SPUR.....	42.4	4.42
						2.5		
JXPR	U17		5E	A 10.40PM	17.1	DN.....BOWERS JCT.....BJ	39.9	L 4.30AM
						4.8		
P	U22	47	17E		21.9	D.....NORTH PLAINS....NP	35.1	
						1.4		
	U23		18		23.3	.....VADIS.....	33.7	
						2.2		
	U26		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	.....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		33		57.0	.....KEASEY.....	0.0	
								Daily Ex. Mon.
				0.25 17.0		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. 120 May 1, 1955 STATIONS	Distance from Eugene	SECOND CLASS 230 Freight
JRXP	U17		5E	L 10.40PM	17.1	DN.....BOWERS JCT.....BJ	125.7	A 4.30AM
						3.8		
	E21	46		10.52	20.9	.....MERLE.....	121.9	4.18
						0.6		
YPXJ	E22			10.54	21.5	.....FOREST GROVE JCT.....	121.3	4.16
						5.2		
X		77		11.10	26.7	.....BEAVERTON SIDING.....	116.1	4.00
						0.9		
XP	E28		30	11.13	27.6	.....BEAVERTON.....	115.2	3.57
						0.5		
JVP	E28A			11.15PM	28.1	.....BEBURG.....	114.7	3.55AM
						3.1		
BETWEEN BEBURG AND GRETON TRAINS WILL BE GOVERNED BY SOUTHERN PACIFIC CO. TIME TABLE AND RULES								
JVP	E31			11.35PM	31.2	.....GRETON.....	111.6	3.35AM
						0.9		
PX	E32	77	17	11.38	32.1	.....TIGARD.....	110.7	3.32
						4.0		
P	E36		10E	11.50PM	36.1	.....TUALATIN.....	106.7	3.20
						2.9		
P	E39	19		12.01AM	39.0	.....TONQUIN.....	103.8	3.10
						4.0		
P	E43	21	7	12.12	43.0	.....WILSONVILLE.....	99.8	2.58
						2.4		
P	E45	76		12.21	45.4	.....CURTIS.....	97.4	2.49
						3.7		
P	E49		22	12.33	49.1	.....DONALD.....	93.7	2.37
						5.4		
P	E55	75	8E	12.50	54.5	..... WEST WOODBURN.....	88.3	2.20
						2.9		
	E57		9E	12.59	57.4	.....ST. LOUIS.....	85.4	2.11
						5.7		
	E63		12	1.17	63.1	.....HOPMERE.....	79.7	1.53
						1.0		
P	E64		8	1.20	64.1	.....QUINABY.....	78.7	1.50
						4.5		
PX	E69	80	64	230 1.35	68.6	.....BUSH.....	74.2	231 1.35
						2.6		
VBPXK	E71		274	1.50	71.2	DN.....SALEM.....SA	71.6	1.20
						1.6		
PX	E73	52		1.55	72.8	.....MINTO.....	70.0	1.15
						7.1		
P	E80		11E 13W	2.17	79.9	.....ORVILLE.....	62.9	12.53
						4.9		
P	E85	74		2.32	84.8	.....SIDNEY.....	58.0	12.38
						3.1		
	E88		17	2.42	87.9	.....TALBOT.....	54.9	12.28
						2.9		
	E91		15W	2.51	90.8	.....DEVER.....	52.0	12.19
						5.7		
ZXBRP TKOJ	E97		Yard	3.30	96.5	DN....ALBANY YARD.....YD.	46.3	12.01AM
						1.8		
VXP	E98		Yard	3.35	97.8	..... ALBANY	45.0	11.15PM
						13.3		
P	E111		14E	4.10	111.1	.....FAYETTEVILLE.....	31.7	10.35
						2.7		
	E114		5E	4.18	113.8	.....POTTER.....	29.0	10.28
						3.3		
	E116	6		4.25	116.1	.....TULSA.....	26.7	10.20
						8.1		
P	E124		12 24E	4.50	124.2	.....HARRISBURG.....	18.6	9.55
						4.5		
P	E129		89	5.05	128.7	D.....JUNCTION CITY....JC	14.1	9.39
						4.7		
	E133		6E	5.20	133.4	.....MEADOW VIEW.....	9.4	9.23
						1.6		
	E135		9	5.24	135.0	.....AWBREY.....	7.8	9.18
						1.1		
	E136		8W 23E	5.27	136.1	.....ENID.....	6.7	9.15
						6.7		
BKXR PV	E143		Yard	A 6.15AM	142.8	D.....EUGENE.....G	0.0	L 8.30PM
								Daily Ex. Sunday
				7.35 16.6		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

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. 120 May 1, 1955 — 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. 120 May 1, 1955 — STATIONS	Distance from Foster
ZKBXP TOR	E97		Yard	0.0	DN.....ALBANY YARD.....YD	31.9
					0.9	
JVX				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

WPJVX	S15		20	14.5	DN.....LEBANON.....BA O. E. Conn.	17.4
					0.3	
X	S15A	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	
X	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, Turn tables, 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. 120 May 1, 1955 — 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.

SPEED RESTRICTIONS

All Subdivisions—

Where automatic block and interlocking rules and signal indications require movement at restricted speed, such movement must be made prepared to stop short of train, obstruction or switch not properly lined and be on the lookout for broken rail or anything that may require the speed of a train to be reduced but a speed of 15 MPH must not be exceeded.

Reduced speed limits are designated by advance warning signs set in an upward angle of 45 degrees and indicate by numerals the permissible speed. Reduce speed signs, hexagon shaped, are located at the beginning of the restricted territory and also indicate by numerals the permissible speed through the restricted area. Resume speed signs bearing the letters "RS" or colored green without any lettering indicate the end of the restricted territory. On the Terminals, First, Second and Third Subdivisions of the Vancouver Division, advance warning signs are located 4500 feet, on the Oregon Trunk Railway 3000 feet, and on all other Subdivisions, 1500 feet in advance of the reduce speed signs.

Passenger trains with diesel-electric locomotive and all lightweight roller bearing passenger train equipment may exceed by not more than ten miles per hour the permissible speed indicated on reduce speed signs and by not more than five miles per hour the permissible maximum speed for other passenger trains except as directly affected by prescribed speed restrictions.

When operating against the current of traffic in double track territory, trains must not exceed the permissible maximum speed prescribed with the current of traffic.

	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. Psgr.	Frt.
Maximum speed	70	50
Between 17th Avenue and end of double track	10	10
Between end of double track and Union Station	6	6
Through Interlocking and on all depot tracks, Union Station	6	6
Over Bridges between Vancouver and Willbridge	30	30

Vancouver Division—First Subdivision—

Maximum speed	70	50
Within the city limits of Vancouver	65	
At Home Valley to dispatch U. S. Mail, Train 5	10	
At Bingen-White Salmon to exchange U.S. Mail, Train 4	30	
At Lyle to dispatch U. S. Mail, Train 4	20	

Vancouver Division—Second Subdivision—

Maximum speed	70	50
Within the city limits of Kennewick	35	35
Within the city limits of Pasco	25	25

Vancouver Division—Third Subdivision—

Maximum speed	70	50
Within the city limits of Pasco	25	25
Between Kahlotus and Snake River Jct.	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—

	Psgr.	Frt. and 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

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, 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, 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—

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

Portland Division—First Subdivision—

Willbridge Siding ..... Both Switches of Siding

SPRING SWITCHES WITHOUT FACING POINT LOCK

Vancouver Division—First Subdivision—

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

Portland Division—First and Third Subdivisions—

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

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
Camas-Washougal Port Dock Spur	25.8	10	East end
Hegewald and Stevenson Plywood Co. Spurs	52.7	76	East end
U. S. Govt. Storage Spur	97.0	46	East end
Dallesdam Spur—No. 1	97.1	21	East end
Dallesdam Spur—No. 2	97.1	7	West end
Spearfish	98.2	41	Both ends

Vancouver Division—Second Subdivision—

	Miles from Portland	Car Capacity	Switch at
Ballast loading tracks	174.0	45	Both ends
Sampson Grain Co. Spur	182.5	22	West end
North McNary Spur	195.0	14	East end

Vancouver Division—Third Subdivision—

	Miles from Portland	Car Capacity	Switch at
East Pasco—Standard Oil Spur	234.2	12	West end
" —Permante Cement Co. Spur	234.5	11	West end
" —Tidewater Shaver Spur	234.7	19	West end
" —Shell Chemical Corp. Spur	234.7	8	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
Waconda	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	5	East end
Clear Lbr. Sales Co.—Clear Lbr. Co.	20.7	7	East end
Timber Tech Corpn.	20.8	15	East end
B. F. Johnson Lbr. Co.	21.3	9	East end
Gas Heat, Inc.	21.5	2	East end
The Red Knot Lumber Co.	21.9	2	West end
J. F. McGlothern Spur	23.7	3	East end
Kell Lbr. Co.	23.9	5	East end
Willamette Fibre & Chip Board Inc.	24.3	7	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 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

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. WASSENAR, Trainmaster
W. W. GARRETT, Trainmaster
A. R. WINN, Chief Dispatcher

C. E. BARNES, Gen. Supt. Motive Power.
D. J. RITCHIE, Supt. Motive Power
L. Z. DANIELS, Master Mechanic
L. J. FITZGERALD, Traveling Engr.
A. C. ANDERSON, Traveling Engr.
H. E. CROFFUT, Traveling Engr.