SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

System Lines

TIME TABLE

No. 126

To be used in conjunction with Current Special Instruction Book

Effective 12:01 A. M. Pacific Time

Sunday, April 21, 1957

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. 126
April 21, 1957

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	FIRST CLASS 3 S. P. & S. Passenger Daily	701 N. P. 402 Passenger Daily	1 S. P. & S. Passenger Daily	703 G. N. 460 Passenger Daily	705 N. P. 408 Passenger Daily	5 S. P. & S. Passenger Daily	707 U. P. 458 Passenger Daily		
WTXOP RKZBVY	10		Yard	369.5	DN.....VANCOUVER.....MX	0.0	L5.35AM	L6.20AM	L6.53AM	L11.59AM	L4.09PM	L7.55PM	L8.51PM		
					1.4										
	9			370.9	.....NORTH PORTLAND.....	1.4				f12.03PM		f8.00			
					0.5										
IJPV	8		Jct.	371.4	DN..NORTH PORTLAND Jct..KD	1.9	5.40	6.25	6.56	12.04	4.12	8.01	A8.55PM		
					1.1										
XPV	7	60	283	372.5	.....EAST ST. JOHNS.....	3.0	5.42	6.27	6.58	12.06	4.14	f8.03			
					2.7										
BIRXJPK	4		Yard	375.2	DN.....WILLBRIDGE.....BR	5.7	5.46	6.31	7.02	12.10	4.18	8.07			
					2.3										
RKXPV	2		Yard	377.5	DN.....LAKE YARD.....C	8.0	5.50	6.35	7.05	12.14	4.21	8.11			
					2.0										
PRKXBV				379.5	DN..PORTLAND, Union Sta...VC	10.0	A6.00AM	A6.45AM	A7.15AM	A12.20PM	A4.30PM	A8.20PM			
TOBP RKXZV	0		Yard	379.5	DN...PORTLAND, Hoyt St....OW	10.0									
					Time Over District		0.25	0.25	0.22	0.21	0.21	0.25	0.04		
					Average Speed Per Hour		24.0	24.0	27.3	28.6	28.6	24.0	28.5		

AUTOMATIC BLOCK — DOUBLE TRACK

TERMINALS SUB-DIVISION—PORTLAND TO VANCOUVER

TIME TABLE No. 126
April 21, 1957

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	FIRST CLASS 6 S. P. & S. Passenger Daily	700 U. P. 457 Passenger Daily	702 G. N. 459 Passenger Daily	2 S. P. & S. Passenger Daily	704 N. P. 407 Passenger Daily	4 S. P. & S. Passenger Daily	706 N. P. 401 Passenger Daily		
BWTYO PRKXZV	10		Yard	369.5	DN.....VANCOUVER.....MX	10.0	A 8.51AM	A9.21AM	A1.49PM	A3.20PM	A 5.49PM	A10.04PM	A12.06AM		
					1.4										
	9			370.9	.....NORTH PORTLAND.....	8.6	a 8.47								
					0.5										
PIJV	8		Jct.	371.4	DN..NORTH PORTLAND Jct..KD	8.1	8.46	L9.16AM	1.46	3.15	5.45	9.59	12.01AM		
					1.1										
XPV	7	60	203	372.5	.....EAST ST. JOHNS.....	7.0	f 8.44		1.44	3.13	5.43	9.57	11.59PM		
					2.7										
BIPRXJK	4		Yard	375.2	DN.....WILLBRIDGE.....BR	4.3	8.40		1.40	3.09	5.39	9.53	11.55		
					2.3										
RKXPV	2		Yard	377.5	DN.....LAKE YARD.....C	2.0	8.36		1.36	3.05	5.35	9.49	11.51		
					2.0										
PRKXBV				379.5	DN..PORTLAND, Union Sta...VC	0.0	L 8.30AM		L1.30PM	L3.00PM	L 5.30PM	L 9.45PM	L11.45PM		
PBTO RKXZV	0		Yard	379.5	DN...PORTLAND, Hoyt St....OW	0.0									
							Daily	Daily	Daily	Daily	Daily	Daily	Daily		
					Time Over District		0.21	0.05	0.19	0.20	0.19	0.19	0.21		
					Average Speed Per Hour		28.6	22.8	31.6	30.0	31.6	31.6	28.6		

AUTOMATIC BLOCK — DOUBLE TRACK

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 Portland, between Union Station and 18th Avenue on Eastward Main Track and 15th Avenue on Westward Main Track, Trains and Engines will be governed by Northern Pacific Terminal Company Rules.

At 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.

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. 126 April 21, 1957 STATIONS	Distance from Portland	FIRST CLASS 6 Passenger Daily	FIRST CLASS 2 Passenger Daily	FIRST CLASS 4 Passenger Daily
JBWOR YPKXZ	106		Yard	L 5.35PM	L 5.03AM	L 3.30AM	273.4	DN.....WISHRAM.....X	106.1	A11.15AM	A 5.03PM	A11 57PM
								2.9				
P	103	148	55	f 5.39	5.07	3.35	276.3	.....AVERY.....	103.2	f11.08	4.59	11.50
								9.9				
P	94	129	6	f 5.51	5.17	3.46	286.2	.....NORTH DALLES.....	93.3	f10.56	4.49	11.39
								8.0				
JTP	85	80	142	s 6.02	5.26	3.55	294.2	DN.....LYLE.....YA	85.3	s10.46	4.41	11.30
								9.4				
P	76	131	138	s 6.17	5.36	4.06	303.6	DNBINGEN-WHITESALMON.WS	75.9	s10.32	4.32	11.20
								3.4				
P	73		40	f 6.22			307.0	.....UNDERWOOD.....	72.5	f10.23		
								1.6				
P	71	82	7	f 6.24	5.41	4.12	308.6	.....HOOD.....	70.9	f10.20	4.27	11.14
								5.1				
	66		13W	f 6.31		4.18	313.7	.....COOKS.....	65.8	f10.14		11.09
								6.3				
P	60	130		f 6.39	5.53	4.25	320.0	.....HOME VALLEY.....	59.5	f10.06	4.16	11.03
								1.8				
	58			f 6.42			321.8	.....CARSON.....	57.7	f10.04		
								3.4				
P	54	124	34	s 6.48	5.59	4.31	325.2	DN....STEVENSON.....NS	54.3	s 9.59	4.11	10.58
								5.0				
P	49	130	35	s 6.55	6.04	4.37	330.2	..NORTH BONNEVILLE..	49.3	s 9.50	4.06	10.53
								7.2				
P	42	128	17	f 7.04	6.12	4.45	337.4	N.....SKAMANIA.....SI	42.1	f 9.40	3.59	10.46
								4.3				
P	38		10E	f 7.09		4.50	341.7	.....PRINDLE.....	37.8	f 9.34		10.42
								5.8				
P	32	131		f 7.16	6.23	4.57	347.5	.....MT. PLEASANT.....	32.0	f 9.27	3.49	10.36
								4.0				
P	28	107	14	f 7.22	6.27	5.02	351.5	.....WASHOUGAL.....	28.0	f 9.22	3.45	10.32
								4.2				
PX	24	132	134	s 7.30	6.32	5.08	355.7	DN.....CAMAS.....MA	23.8	s 9.16	3.40	10.27
								4.0				
P	20	142	15	f 7.35	6.37	5.14	359.7	.....FISHER.....	19.8	f 9.07	3.35	10.22
								5.3				
P	15	84		7.41	6.43	5.20	365.0	.....McLOUGHLIN.....	14.5	9.01	3.29	10.16
								2.4				
		101	187	7.44	6.46	5.23	367.4	.....EAVAN.....	12.1	8.58	3.26	10.13
								2.1				
PWTY BOKXR VZ	10		Yard	A 7.50PM	A 6.50AM	A 5.30AM	369.5	DN....VANCOUVER...MX	10.0	L 8.55AM	L 3.23PM	L10.10PM
										Daily	Daily	Daily
				2.15 42.7	1.47 53.9	2.00 48.1		Time Over District Average Speed Per Hour		2.20 41.2	1.40 57.7	1.47 53.9

AUTOMATIC BLOCK

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. 126 April 21, 1957 STATIONS	Distance from Portland	FIRST CLASS 4 Passenger	FIRST CLASS 6 Passenger	FIRST CLASS 2 Passenger		
WCYT RVBOK IXZP	231		Yard			L 2.50PM	L 2.55AM	L 1.05AM	148.2	DN.....PASCO.....RN 1.6 PA	231.3	A 2.15AM	A 2.00PM	A 7.10PM		

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

JVI						L 2.56PM	L 3.00AM	L 1.11AM	149.8	.....S. P. & S. JCT..... 1.2	229.7	A 2.09AM	A 1.52PM	A 7.05PM		
P	229	167	1			f 2.58	3.01	1.12	151.0	DN....KENNEWICK....KN 4.6	228.5	2.08	f 1.50	7.04		
P	224	70	43			f 3.03	3.06	1.17	155.6	.....FINLEY..... 8.1	223.9	2.03	f 1.43	6.59		
P	216	150	7W			f 3.12	3.14	1.25	163.7	.....YELLEPIT..... 12.5	215.8	1.55	f 1.34	6.51		
P	203	150	4W			f 3.25	3.26	4 1.43	176.2	.....BERRIAN..... 11.3	203.3	3 1.43	f 1.20	6.39		
P	192	150	35			s 3.38	3.37	1.55	187.5	DN.....PLYMOUTH....MO 12.2	192.0	1.32	s 1.07	6.28		
P	180	147	24			f 3.52	3.49	2.07	199.7	.....PATERSON..... 9.4	179.8	1.20	f12.52	6.16		
P	170	147	14			f 4.02	3.58	2.17	209.1	D....WHITCOMB.....W 8.2	170.4	1.11	f12.41	6.07		
P	162		35W			f 4.12			217.3	.....ALDERDALE..... 4.6	162.2		f12.32			
P	158	150				f 4.17	4.10	2.30	221.9	.....McCREDIE..... 10.9	157.6	12.59	f12.27	5.55		
P	147	150	36			s 4.30	4.21	2.41	232.8	DN....ROOSEVELT....RE 5.9	146.7	12.48	s12.15	5.44		
P	141		18W			f 4.37			238.7	.....SUNDALE..... 10.0	140.8		f12.06PM			
P	131	149	7			f 4.49	4.36	2.57	248.7	.....GOODNOE..... 5.6	130.8	12.32	f11.54AM	5.29		
P	125		30W			f 4.56	4.41	3.03	254.3	.....TOWAL..... 5.5	125.2	12.26	f11.48	5.24		
P	120	151				f 5.02	4.46	3.09	259.8	.....CLIFFS..... 5.7	119.7	12.20	f11.42	5.19		
P	114	79				s 2 5.14	4.51	3.15	265.5	.....MARYHILL..... 7.9	114.0	12.14	s11.35	5 5.14		
BWOYR JKXZP	106		Yard			A 5.25PM	A 5.00AM	A 3.25AM	273.4	DN.....WISHRAM.....X	106.1	L12.05AM	L11.25AM	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	2.35 48.5	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 1 Passenger Daily	FIRST CLASS 3 Passenger Daily	Distance from Spokane	TIME TABLE No. 126 April 21, 1957 STATIONS	Distance from Portland	FIRST CLASS 4 Passenger	FIRST CLASS 2 Passenger
BCKO PRTW XZ	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 OXZ	380		Yard	L11.59PM	L 9.45PM	0.0	DN.SPOKANE (G.N. Depot).PD (2.3)	379.5	A 6.10AM	A10.25PM
BETWEEN FT. WRIGHT AND HILLYARD, TRAINS WILL BE GOVERNED BY G. N. RY. KALISPELL DIVISION TIME TABLE AND RULES										
IJPVXY	377			L12.04AM	L 9.51PM	2.3	DN...FORT WRIGHT..FW (6.1)	377.2	A 6.01AM	A10.18PM
P	371	129		12.10	9.57	8.4	.....OVERLOOK..... (3.7)	371.1	5.51	10.09
JP	367	73	55	12.14	2 10.04	12.1	DN.....SCRIBNER.....SC (6.7)	367.4	5.46	3 10.04
P	361	78	13	12.21	10.11	18.8	.....SOUTH CHENEY..... (6.1)	360.7	5.36	9.55
P	355	126		12.27	10.17	24.9	.....MOCK..... (5.1)	354.6	5.27	9.47
P	350		18W		s10.24	30.0	.....AMBER..... (6.2)	349.5	s 5.20	
P	343	130	23	12.38	10.30	36.2	.....RODNA..... (8.6)	343.3	5.11	9.35
P	335	EB 139 WB 96	101	12 46	s10.40	44.8	DN.....LAMONT.....A (5.3)	334.7	s 5.00	9.26
P	329		22E		10.45	50.1	.....ROCKWELL..... (5.6)	329.4	4.53	
P	324	129	16	12.57	10.50	55.7	.....MACALL..... (12.7)	323.8	4.48	9.15
P	311	131	31	1 09	s11.04	68.4	D.....BENGE.....BN (11.6)	311.1	s 4.35	9.02
P	300	130	13	1 21	11.15	80.0	.....HOOPER..... (8.6)	299.5	4.22	8.50
P	291	EB 136 WB 74	40	1.30	s11.27	88.6	DN....WASHTUCNA...WA (5.6)	290.9	s 4.13	8.41
P	285		42E	1.36	11.33	94.2	.....SPERRY..... (7.5)	285.3	4.00	8.35
P	278	130	85	1.44	s11.42	101.7	D.....KAHLOTUS. ....K (9.2)	277.8	s 3.53	8.27
P	269	92	5	1.55	11.55PM	110.9	.....FARRINGTON..... (5.8)	268.6	3 40	8.16
P	263	119		2.02	12.03AM	116.7	.....BURR..... (5.9)	262.8	3.32	8.09
JV						122.6	...SNAKE RIVER JCT.... (0.6)	256.9		
P	256	80	63	2.10	s12.12	123.2	DN...SNAKE RIVER...SR (2.3)	256.3	s 3.23	8.01
P	254	130		2.13	12.15	125.5	.....VOTAW..... (3.5)	254.0	3.19	7.58
P	251		68W	2.16	12.19	129.0	.....REDD..... (5.7)	250.5	s 3.15	7.55
P	245	130	9	2.22	12.25	134.7	.....LEVEY..... (6.8)	244.8	3.09	7.49
P	238	69		2.29	12.32	141.5	.....MARTINDALE..... (4.5)	238.0	3.02	7.42
IJPV	234			2.33	12.38	146.0	....AINSWORTH JCT..... (2.2)	233.5	2.57	7.37
PZXTCY WRBOK IV	231		Yard	4 A 2.45AM	A12.50AM	148.2	DN.....PASCO.....RN PA	231.3	1 L 2.45AM	L 7.25PM
									Daily	Daily
				2.46 53.6	3.05 48.0		Time Over District Average Speed Per Hour		3.25 43.4	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. 126 April 21, 1957 — 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	
RT 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	Bingen-White Salmon & 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 Saturday, to unload 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. 126

April 21, 1957

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	L11.00PM	0.0	DN....BEND.....D	151.5	A 7.00AM
							7.3		
P	T-144	48	20	f 7.11	f11.15	7.3	....DESCHUTES.....	144.2	f 6.35
							9.6		
XP	T-135	99	312	s 7.30	s11.40	16.9	DN..REDMOND.....RD	134.6	s 6.15
							2.3		
JPV	T-132	85	45	f 7.35	f11.46	19.2	D.PRINEVILLE JCT...XN	132.3	f 5.50
							2.8		
P	T-130	47		f 7.40	f11.52PM	22.0	...TERREBONNE.....	129.5	f 5.45
							7.9		
P	T-122	113	24	f 7.52	f12.09AM	29.9	.... OPAL CITY.....	121.6	f 5.31
							6.6		
P	T-115	46	53	f 8.02	f12.25	36.5	.....CULVER.....	115.0	f 5.18
							4.8		
PX	T-110	98	233	s 8.12	s12.35	41.3	DN. METOLIUS.....MS	110.2	s 5.10
							5.2		
P	T-105	49	177	s 8.25	s12.55	46.5	D.....MADRAS.....MD	105.0	s 5.00
							5.3		
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	f 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	s10.20	s 3.01	96.9	DN....MAUPIN.....AU	54.6	s 2.53
							7.3		
P	T-47		38W	f10.35	f 3.16	104.2	.....SHERAR.....	47.3	f 2.39
							7.6		
P	T-40	97	9E	f10.51	f 3.32	111.8	.....OAKBROOK.....	39.7	f 2.23
							9.3		
P	T-30	48	10E	f11.10	f 3.51	121.1	.....SINAMOX.....	30.4	f 2.04
							4.0		
P	T-26	46		f11.18	f 3.59	125.1	N.....DIKE.....DI	26.4	f 1.55
							8.1		
P	T-18	111	13	f11.35PM	f 4.16	133.2	.....LOCKIT.....	18.3	f 1.38
							12.4		
P	T- 6	89	10W	f12.01AM	f 4.41	145.6	.....MOODY.....	5.9	f 1.13
							4.4		
VXJP	T- 2			12.10	4.50	150.0	....O. T. JCT.....	1.5	1.04
							1.5		
JBOPW RKXZY	106		Yard	A12.15AM	A 5.00AM	151.5	DN..WISHRAM.....X	0.0	1.00AM
				5.15 28.9	6.00 25.3		Time Over District Average Speed Per Hour		6.00 25.3

Auto. Block

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

Nos. 102, 103 and 105 will stop on flag at Tuskan, Hardy and Axford 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. 126 April 21, 1957 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	220	10.08	7.3	D.....LINNTON.....IN	110.7	5.07
						2.7		
PJX	A10			A 10.15PM	10.0	DN.....UNITED JCT.....UJ	108.0	L 5.00AM
						2.6		
	A13	29			12.6	.....HOLBROOK.....	105.4	
						7.3		
	A20	34	33		19.9	.....SCAPPOOSE.....	98.1	
						7.7		
X	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	7E 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	72		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		65		73.5	.....WAUNA.....	44.5	
						3.3		
P	A77		19		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

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. 126 April 21, 1957 — STATIONS	Distance from Point Adams
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. 126 April 21, 1957 — STATIONS	Distance from Keasey	SECOND CLASS 230 Freight
PXJ	A10			L10.15PM	10.0	DN .... UNITED JCT..... UJ	47.0	A 5.00AM
						1.0		
	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	A10.40PM	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		58		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. 126 April 21, 1957 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	33	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	51	230 1.35	68.6	.....BUSH.....	74.2	231 1.35
						2.6		
VBPXK	E71		Yard	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
						1.3		
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
						2.3		
	E116	6		4.25	116.1	.....TULSA.....	26.7	10.20
						3.1		
P	E124		12 24E	4.50	124.2	.....HARRISBURG.....	18.6	9.55
						4.5		
P	E129		91	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		3W 23E	5.27	136.1	.....ENID.....	6.7	9.15
						6.7		
BKXR PVY	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. 126 April 21, 1957 — STATIONS	Distance from Forest Grove
JYPX	E22			0.0	.....FOREST GROVE JCT.....	10.6
					0.8	
X	F1	11	8E	0.8	.....ORENCO.....	9.8
					2.1	
	F3		7E	2.9	.....BEWELL.....	7.7
					1.6	
P	F5	5	36	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. 126 April 21, 1957 — STATIONS	Distance from Foster
SKBXP 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, 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. 126 April 21, 1957 — 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	.....WOODROFFE 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 or when one of the tracks is being used as single track, in either case if the track being used is not signaled for traffic in the direction of the movement, the maximum permissible speed for passenger trains is 59 MPH and for freight trains 49 MPH.

	M.P.H.
Through crossovers and turnouts	15
Through Nos. 14, 15 and 16 turnouts located at Willbridge, S. P. & S. Jct., Ainsworth Jct., Scribner, east end Overlook Siding, Ft. Wright, east end South Jct. Siding, United Jct., Bowers Jct. and Forest Grove Jct.	25
Over spring switches not equipped with facing point lock, when moving in facing point direction and not using turnouts	30
Over spring switches when moving in trailing point direction actuating switch points and not using turnouts	30
Over spring switches when using turnouts	15
Freight and road switcher engines, Classes DE single or multiple units of 1500, 1600 or 1750 HP used in passenger service.	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

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.

SPEED RESTRICTIONS

Terminals Subdivision—

	M. P. H. Psgr.	Frt.
Maximum speed	70	50
Over Bridges between Vancouver and Willbridge	30	30

Vancouver Division—First Subdivision—

Maximum speed	70	50
At Vancouver over 7th, 8th, 9th, 11th, Jefferson and Hill Streets	10	10
Within the city limits of Vancouver	65	
At Washougal to dispatch U. S. Mail, Train 1	50	
At Lyle to dispatch U. S. Mail, Train 4	30	

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
Maximum speed	60	50
Between Wishram and MP 87	40	35
Between MP 87 and MP 98	30	25
Over C Street crossing, Culver	35	35
Between North City Limits and A Street, Redmond	50	
Between A and H Streets, Redmond	35	35
Between H Street and South City Limits, Redmond	50	
Between North City Limits and Revere Street, Bend	50	
Between Revere Street and end of line, Bend	25	25
Over Revere Street when using siding, Bend	10	10

Portland Division—First and Second Subdivisions—

	Psgr.	Frt.
Maximum speed	50	40
Through Linnton, Scappoose and Rainier	20	20
Within City Limits of St. Helens	40	
Over Church Street Crossing, St. Helens	30	30
Within City Limits of Columbia City and Goble	40	
U. S. Government Trackage, Locoda		10
Between East City Limits and 14th Street, Astoria	30	30
Between 14th Street and West City Limits, Astoria	25	25
Between Astoria and Seaside	30	20
Over Young's Bay Draw Span, Bridge 102-6	12	12
Within City Limits of Warrenton, Gearhart and Seaside	20	
Over East and West Legs of Wye, Warrenton	10	10
Between Warrenton and Point Adams	15	15

SPEED RESTRICTIONS

Portland Division—Third Subdivision—

	M.P.H.
Between United Junction and Banks	25
Between Banks and Keasey	20
Within City Limits of Vernonia	15

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

	M.P.H.
Maximum speed	35
Train Handling Logs	30
Within City Limits of Beaverton	20
Between Beburg and Greton on S. P. tracks	20
Trains Handling Logs under S. P. Co. Bridge at Tualatin	15
Over Bridge 43-4, Wilsonville, brakes must be released before moving on any portion of structure and the application of brakes while moving on bridge must be avoided as much as possible.	
Between Cherry Avenue and North 5th Street, Salem	20
Between North 5th Street and West City Limits, Salem	15
Passing Paper Mill, Salem	5
Through Albany, Harrisburg, Junction City and Eugene	20
Trains handling logs over Santiam River Bridge 89-0, Calapooya River Bridge 99-9 and Willamette River Bridge 126-1	10
Between Forest Grove Junction and Forest Grove	25
Through Hillsboro and Forest Grove	20
Between Lebanon and Sweet Home	25
Through Sweet Home	20
Over Santiam Highway crossing, Sweet Home	10
Between Sweet Home and Calapooya	25
Between Calapooya and Dollar	12

SPRING SWITCHES WITH FACING POINT LOCK

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

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

Vancouver Division—First Subdivision—

	Miles from Portland	Car Capacity	Switch at
Camas-Washougal Port Dock Spur	25.8	16	East end
Hegewald Timber Co. Spurs	52.7	71	West end
Stevenson Plywood Co. Spurs	52.7	76	East end
Underwood Fruit & Whse. Co. Spur	75.0	12	East end
Dallesdam Setout Spur	96.6	25	West end
Dallesdam Spur Trackage	96.6		West end

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	20	West end
North McNary Spur	195.0	14	East end
Phillips Chemical Co. Spurs Nos. 1 & 2	223.9	149	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	17	West end
" —Tidewater Shaver Spur	234.7	19	West end
" —Shell Chemical Corp. Spur	234.7	8	West end
" —Storage Spur	234.7	20	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

Oregon Trunk Railway—

	Miles from Wishram	Car Capacity	Switch at
Kansas City Bridge Co. Spur	1.6	4	West end

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
Crown Zellerbach Corp. Spur	26.1	58	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	56	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

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
Chemawa B. P. A. Spur	65.9	40	West end
Roberts	75.4	23	East end
Linn County Lbr. Prod. Co.	101.7	8	East end
Munson Spur	113.3	1	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	14	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
Bauman Lumber Co.	20.8	15	East end
B. F. Johnson Lbr. Co.	21.3	3	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	6	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
Willbridge	4.3
Willamette River Draw Bridge	5.3
North Portland Junction	8.1
Oregon Slough Draw Bridge	8.7
Columbia River Draw Bridge	9.8

At Willbridge—Whistle signal — • — will be sounded for route to First Subdivision of the Portland Division. Upper unit of eastward home interlocking signal governs movements on eastward main track Terminals Subdivision. Lower unit governs movements to First Subdivision of the Portland Division.

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. AVenue 6-1314) 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, Oregon; Telephone CApitol 8-4151.

The Portland Clinic — 1216 S. W. Yamhill, Portland, Oregon; Telephone CApitol 8-4151.

LOCAL SURGEONS

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

STRETCHERS ARE LOCATED AT FOLLOWING POINTS

Portland	Steam Derrick Outfit
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
Vernonia	Station

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

A. R. WINN, Chief Dispatcher
D. J. RITCHIE, Gen. Supt. Motive Power
L. Z. DANIELS, Master Mechanic
J. J. SHEFCHEK, Traveling Engr.
H. E. CROFFUT, Traveling Engr.
L. J. FITZGERALD, Traveling Engr.