SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

System Lines

TIME TABLE

No. 131

To be used in conjunction with Current Special Instruction Book

Effective 12:01 A. M. Pacific Time

Sunday, September 25, 1960

For the government of employes only, who must also, while on duty, have a copy of the current SPECIAL INSTRUCTIONS in their possession.

Think! Is it Safe?

J. L. MONAHAN, Superintendent
N. S. WESTERGARD, General Manager

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INCHES

TERMINALS SUB-DIVISION—VANCOUVER TO PORTLAND

TIME TABLE No. 131
September 25, 1960

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	3	1	701	703	705
							S. P. & S.	S. P. & S.	G. N. 460	N. P 408	U. P. 458
							Passenger	Passenger	Passenger	Passenger	Passenger
							Daily	Daily	Daily	Daily	Daily
WTXOP RKZBVY	10		Yard	369.5	DN.....VANCOUVER.....MX	0.0	L5.35AM	L6.38AM	L11.58AM	L4.09PM	L8.51PM
					1.4						
	9			370.9	.....NORTH PORTLAND.....	1.4			f12.02PM		
					0.5						
IJPV	8		Jct.	371.4	DN..NORTH PORTLAND Jct..KD	1.9	5.40	6.41	12.03	4.12	8.55
					1.1						
XPV	7	60	283	372.5	.....EAST ST. JOHNS.....	3.0	5.42	6.43	12.05	4.14	8.57
					2.7						
BIRXJPK	4		Yard	375.2	DN.....WILLBRIDGE.....BR	5.7	5.46	6.47	12.09	4.18	9.01
					2.3						
XV	2		Yard	377.5	.....LAKE YARD.....	8.0	5.50	6.50	12.13	4.21	9.05
					2.0						
PRKXBV				379.5	DN..PORTLAND, Union Sta...VC	10.0	A6.00AM	A7.00AM	A12.20PM	A4.30PM	A9.15PM
TOBP RKXZV	0		Yard	379.5	DN ..PORTLAND, Hoyt St....OW	10.0					
					Time Over District		0.25	0.22	0.22	0.21	0.24
					Average Speed Per Hour		24.0	27.3	27.3	28.6	25.0

AUTOMATIC BLOCK — DOUBLE TRACK

TERMINALS SUB-DIVISION—PORTLAND TO VANCOUVER

TIME TABLE No. 131
September 25, 1960

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	2	702	4	704
							U. P. 457	S. P. & S.	N. P. 407	S. P. & S.	G. N. 401
							Passenger	Passenger	Passenger	Passenger	Passenger
BWTYO PRKXZV	10		Yard	369.5	DN.....VANCOUVER.....MX	10.0	A9.51AM	A3.19PM	A 5.49PM	A10.04PM	A12.06AM
					1.4						
	9			370.9	.....NORTH PORTLAND.....	8.6					
					0.5						
PIJV	8		Jct.	371.4	DN..NORTH PORTLAND Jct..KD	8.1	9.46	3.15	5.45	9.59	12.01AM
					1.1						
XPV	7	60	283	372.5	.....EAST ST. JOHNS.....	7.0	9.44	3.13	5.43	9.57	11.59PM
					2.7						
BIPRXJK	4		Yard	375.2	DN.....WILLBRIDGE.....BR	4.3	9.40	3.09	5.39	9.53	11.55
					2.3						
XV	2		Yard	377.5	.....LAKE YARD.....	2.0	9.36	3.05	5.35	9.49	11.51
					2.0						
PRKXBV				379.5	DN..PORTLAND, Union Sta...VC	0.0	L9.30AM	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
					Time Over District		0.21	0.19	0.19	0.19	0.21
					Average Speed Per Hour		28.6	31.6	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 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	SECOND CLASS 201 Freight Daily	SECOND CLASS 251 Freight Daily	FIRST CLASS	FIRST CLASS 1 Passenger Daily	FIRST CLASS 3 Passenger Daily	Distance from Spokane	TIME TABLE No. 131 September 25, 1960 STATIONS	Distance from Portland	FIRST CLASS 2 Passenger Daily	FIRST CLASS 4 Passenger Daily			
JBWOR YPKXZ	106		Yard	L 1.00PM	L 7.50AM		L 4.48AM	L 3.20AM	273.4	DN.....WISHRAM.....X	106.1	A 4.58PM	A11 46PM			
										2.9						
P	108	154	176	1.05	7.55		4.52	3.24	276.3	.....AVERY.....	103.2	4.55	11.43			
										9.9						
P	94	131	6	1.17	8.07		5.02	3.34	286.2	.....NORTH DALLES.....	93.3	4.46	11.34			
										8.0						
JP	85	80	142	1.27	8.17		5.11	3.43	294.2	DN.....LYLE.....YA	85.3	4.38	11.26			
										9.4						
P	76	131	138	1.39	8.29		5.21	3.53	303.6	DNBINGEN-WHITESALMON.WS	75.9	4.29	11.17			
										3.4						
P	73		40						307.0	.....UNDERWOOD.....	72.5					
										1.6						
P	71	82	7	1.45	8.35		5.26	3.59	308.6	.....HOOD.....	70.9	4.24	11.12			
										5.1						
	66		13W					4.05	313.7	.....COOKS.....	65.8		11.07			
										6.2						
P	60	130		2.00	8.50		5.38	4.12	320.0	.....HOME VALLEY.....	59.5	4.13	11.01			
										1.8						
	58								321.8	.....CARSON.....	57.7					
										3.4						
P	54	147	34	2.07	8.57		5.44	4.18	325.2	DN....STEVENSON.....NS	54.3	4.08	10.56			
										5.0						
P	49	130	35	2.13	9.03		5.49	4.24	330.2	..NORTH BONNEVILLE..	49.3	4.03	10.51			
										7.2						
P	42	128	17	2.22	9.12		5.57	4.32	337.4	.....SKAMANIA.....	42.1	3.56	10.44			
										4.3						
P	38		10E					4.37	341.7	.....PRINDLE.....	37.8		10.40			
										5.8						
P	32	131		2.35	9.25		6.08	4.44	347.5	.....MT. PLEASANT.....	32.0	3.46	10.34			
										4.0						
P	28	107	24	2.40	9.30		6.12	4.49	351.5	.....WASHOUGAL.....	28.0	3.42	10.30			
										4.2						
PX	24	132	134	2.46	9.36		6.17	4.55	355.7	DN.....CAMAS.....MA	23.8	3.38	10.26			
										4.0						
P	20	142	15	2.52	9.42		6.22	5.01	359.7	.....FISHER.....	19.8	3.33	10.21			
										5.3						
P	15	84		2.59	9.49		6.28	5.07	365.0	.....McLOUGHLIN.....	14.5	3.28	10.16			
										2.4						
		101	187	3.02	9.52		6.31	5.10	367.4	.....EAVAN.....	12.1	3.25	10.13			
										2.1						
PWTY BOKXR VZ	10		Yard	A 2 3.10PM	A10.00AM		A 6.35AM	A 5.20AM	369.5	DN....VANCOUVER...MX	10.0	L 201 3.22PM	L10.10PM			
												Daily	Daily			
				2.10 44.4	2.10 44.4		1.47 53.9	2.00 48.1		Time Over District Average Speed Per Hour		1.36 60.1	1.36 60.1			

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)

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS	FIRST CLASS			Distance from Spokane		TIME TABLE No. 131 September 25, 1960 STATIONS	Distance from Portland	FIRST CLASS				
				201	1	3						2	4			
				Freight	Passenger	Passenger						Passenger	Passenger			
				Daily	Daily	Daily										
WOYT RVBOK IXZP	231		Yard		L 2.40AM	L12 55AM		148.2	DN	.....PASCO..... RN 1.6 PA	231.3	A 7.05PM	A 2.00AM			

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

JVI					L 9.45AM		L 2.45AM	L 1.00AM	149.8		.....S. P. & S. JCT..... 1.2	229.7	A 7.00PM	A 1.55AM			
P	229	167	1		9.47		2.46	1.01	151.0		DN....KENNEWICK....KN 4.6	228.5	6.59	1.54			
P	224	70	177		9.53		2.51	1.06	155.6		D .....FINLEY.....FN 8.1	223.9	6.54	1.49			
P	216	150	7W		10.03		2.59	1.14	163.7		.....YELLEPIT..... 12.5	215.8	6.46	1.41			
P	203	150	4W		10.18		3.11	4 1.29	176.2		.....BERRIAN..... 11.3	203.3	6.34	3 1.29			
P	192	150	35		10.32		3.22	1.44	187.5		DN.....PLYMOUTH....MO 12.2	192.0	6.23	1.18			
P	180	147	24		10.47		3.34	1.56	199.7		.....PATERSON..... 9.4	179.8	6.11	1.04			
P	170	147	14		10.59		3.43	2.05	209.1		.....WHITCOMB..... 8.2	170.4	6.02	12.55			
P	162		35						217.3		.....ALDERDALE..... 4.6	162.2					
P	158	150			11.15		3.55	2.17	231.9		.....McCREDIE..... 10.9	157.6	5.50	12.43			
P	147	150	36		11.29		4.06	2.28	232.8		DN....ROOSEVELT....RE 5.9	146.7	5.39	12.32			
P	141		18W						238.7		.....SUNDALE..... 10.0	140.8					
P	131	149	7		11.49		4.21	2.44	248.7		.....GOODNOE..... 5.6	130.8	5.24	12.17			
P	125		30W		11.56AM		4.26	2.50	254.3		.....TOWAL..... 5.5	125.2	5.19	12.12			
P	120	148	51		12.03PM		4.31	2.56	259.8		.....CLIFFS..... 5.7	119.7	5.14	12.07			
P	114	157			12.10		4.36	3.02	265.5		.....MARYHILL..... 7.9	114.0	5.09	12.02AM			
BWOYR JKXZP	106		Yard		A12.25PM		A 4.45AM	A 3.11AM	273.4		DN.....WISHRAM.....X	106.1	L 5.00PM	L11.53PM			
													Daily	Daily			
					2.40 47.0		2.05 60.1	2.16 55.2			Time Over District Average Speed Per Hour		2.05 60.1	2.07 59.1			

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	SECOND CLASS 201 Freight Daily	FIRST CLASS 1 Passenger Daily	FIRST CLASS 3 Passenger Daily	Distance from Spokane	TIME TABLE No. 131 September 25, 1960 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 00AM	A10.05PM

BETWEEN FT. WRIGHT AND HILLYARD, TRAINS WILL BE GOVERNED BY G. N. RY. KALISPELL DIVISION TIME TABLE AND RULES

IJPVXY	377				L 6.01AM (4)		L12.04AM	L 9.55PM (2)	2.3	AUTOMATIC BLOCK	DN...FORT WRIGHT..FW (6.1)	377.2	A 5.51AM (201)	A 9.55PM (3)		
P	371	129			6.09		12.10	10.01	8.4		.....OVERLOOK..... (3.7)	371.1	5.41	9.48		
JP	367	73	55		6.14		12.14	10.05	12.1		DN.....SCRIBNER.....SC (6.7)	367.4	5.36	9.44		
P	361	78	13		6.25		12.20	10.11	18.8		.....SOUTH CHENEY..... (6.1)	360.7	5.28	9.37		
P	355	120			6.33		12.26	10.17	24.9		.....MOCK..... (5.1)	354.6	5.21	9.31		
P	350		18W					10.22	30.0		.....AMBER..... (6.2)	349.5	5.15			
P	343	130	23		6.47		12.36	10.28	36.2		.....RODNA..... (5.6)	343.3	5.06	9.20		
P	335	EB 139 WB 96	101		6.58		12.43	10.36	44.8		DN.....LAMONT.....A (5.3)	334.7	4.56	9.12		
P	329		22E					10.41	50.1		.....ROCKWELL..... (5.6)	329.4	4.46			
P	324	129	16		7.11		12.52	10.46	55.7		.....MACALL..... (12.7)	323.8	4.40	9.02		
P	311	131	31		7.26		1.03	10.57	68.4		.....BENGE..... (11.6)	311.1	4.25	8.50		
P	300	130	13		7.40		1.14	11.08	80.0		.....HOOPER..... (8.6)	299.5	4.10	8.39		
P	291	EB 136 WB 74	40		7.51		1.21	s11.18	88.6		DN....WASHTUCNA...WA (5.6)	290.9	s 4.00	8.31		
P	285		42E		7.58		1.26	11.24	94.2		.....SPERRY..... (7.5)	285.3	3.41	8.26		
P	278	130	85		8.07		1.32	11.31	101.7		D.....KAHLOTUS. ....K (9.2)	277.8	3.34	8.19		
P	269	92	5		8.25		1.43	11.44	110.9		.....FARRINGTON..... (5.8)	268.6	3.21	8.08		
P	263	119			8.37		1.50	11.52PM	116.7		.....BURR..... (5.9)	262.8	3.13	8.01		
JV									122.6		...SNAKE RIVER JCT.... (0.6)	256.9				
P	256	80	63		8.50		1.58	12.01AM	123.2		DN...SNAKE RIVER...SR (2.3)	256.3	s 3.04	7.53		
P	254	130			8.54		2.01	12.04	125.5		.....VOTAW..... (3.5)	254.0	3.00	7.50		
P	251		68W		8.59		2.04	12.07	129.0		.....REDD..... (5.7)	250.5	2.56	7.47		
P	245	130	9		9.06		2.09	12.13	134.7		.....LEVEY..... (6.8)	244.8	2.50	7.41		
P	238	69			9.15		2.15	12.20	141.5		.....MARTINDALE..... (4.5)	238.0	2.44	7.34		
IJPV	234				9.21		2.19	12.24	146.0		....AINSWORTH JCT..... (2.2)	233.5	2.40	7.30		
PZXTCY WRBOK IV	231		Yard		A 9.30AM		A 2.30AM (4)	A12.35AM	148.2		DN.....PASCO.....RN PA	231.3	L 2.30AM (1)	L 7.20PM		
													Daily	Daily		
					3.29 41.9		2.31 58.9	2.50 52.3			Time Over District Average Speed Per Hour		3.30 42.3	2.45 53.9		

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. 131 September 25, 1960 — 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	
R PJX	85	80	142	41.6	DN.....LYLE.....YA	0.0
					Time Over District Average Speed Per Hour	

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

VANCOUVER DIVISION

Conditional Stops to 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	
3	Camas daily except Sunday to exchange U. S. Mail		
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	Hooper	Any Station	Any Station where Scheduled to Stop

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Board and Yard Limits, etc.	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 105 Oregon Trunk Mixed Saturday Only	THIRD CLASS 103 Oregon Trunk Mixed Daily Ex. Sat. & Sun.	SECOND CLASS 251 Oregon Trunk Freight Daily	Distance from Bend	TIME TABLE No. 131 September 25, 1960 STATIONS	Distance from Wishram	SECOND CLASS	THIRD CLASS 102 Oregon Trunk Mixed Daily Ex. Sunday
BYOVZ PRKX	T-151		Yard	L 7.00PM	L 11.00PM	L 2 50AM	0.0	DN....BEND.....D	151.5		A 7.00AM
								7.3			
P	T-144	48	20	f 7.11	f 11.15	3.01	7.3	....DESCHUTES.....	144.2		f 6.35
								9.6			
XP	T-135	99	312	s 7.30	s 11.40	3.14	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	3.21	22.0	...TERREBONNE.....	129.5		f 5.45
								7.9			
P	T-122	113	24	f 7.52	f 12.09AM	3.32	29.9	.... OPAL CITY.....	121.6		f 5.31
								6.6			
P	T-115	46	53	f 8.02	f 12.25	3.41	36.5	.....CULVER.....	115.0		f 5.18
								4.8			
PX	T-110	98	237	s 8.12	s 12.35	3.48	41.3	DN. METOLIUS.....MS	110.2		s 5.10
								5.2			
P	T-105	49	182	s 8.25	s 12.55	3.56	46.5	D.....MADRAS.....MD	105.0		s 5 00
								5.2			
P	T-100	110	4	f 8.35	f 1.10	4.05	51.7	.....PAXTON.....	99.8		f 4.39
								5.8			
P	T-94	32	23	s 8.51	s 1.26	102 4.23	57.5	....GATEWAY.....	94.0		251 s 4.23
								6.2			
P	T-86	109	38	f 9.13	f 1.48	4.47	65.7	DN SOUTH JCT.....SJ	85.8		f 3.56
								5.7			
P	T-80	109		f 9.24	f 1.59	4.58	71.4	.....KASKELA.....	80.1		f 3.45
								9.0			
P	T-71	114	14W	9.43	2.18	5.17	80.4	.....DIXON.....	71.1		3.26
								3.6			
	T-68		5W	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	5.32	87.7	.....NENA.....	63.8		f 3.11
								8.2			
P	T-56	91	16	10.13	102 2.55	5.49	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
								7.3			
P	T-47		38W	f 10.35	f 3.16	6.05	104.2	.....SHERAR.....	47.3		f 2.39
								7.6			
P	T-40	97	9E	f 10.51	f 3.32	6.20	111.8	.....OAKBROOK.....	39.7		f 2.23
								9.3			
P	T-30	48	10E	f 11.10	f 3.51	6.40	121.1	.....SINAMOX.....	30.4		f 2.04
								4.0			
P	T-26	46		f 11.18	f 3.59	6.48	125.1	N.....DIKE.....DI	26.4		f 1.55
								8.1			
P	T-18	111	13	f 11.35PM	f 4.16	7.05	133.2	.....LOCKIT.....	18.3		f 1.38
								12.4			
P	T- 6	89	10W	f 12.01AM	f 4.41	7.29	145.6	.....MOODY.....	5.9		f 1.13
								4.4			
IVXJP	T- 2			12.10	4.50	7.38	150.0	....O. T. JCT.....	1.5		1.04
								1.5			
JBOPW RKXZY	106		Yard	A 12.15AM	A 5.00AM	A 7.45AM	151.5	DN..WISHRAM.....X	0.0		L 1.00AM
				5.15	6.00	4.55		Time Over District			6.00
				28.9	25.3	30.8		Average Speed Per Hour			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. 131 September 25, 1960 STATIONS	Distance from Seaside	SECOND CLASS 230 Freight Daily Ex. Monday
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	72	228	10.08	7.3	D	.....LINNTON.....IN	110.7	5.07
							2.7		
PJX	A10			A 10.15PM	10.0	N	.....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		
BPX	A28	52	29		27.6	DN	.....ST. HELENS .....H	90.4	
							3.7		
PX	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	21E		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	21		71.2		.....WESTPORT	46.8	
							2.3		
P	A74		55		73.5		..... WAUNA	44.5	
							3.2		
	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	
				0.15			Time Over District		0.15
				22.8			Average Speed per Hour		22.8

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

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. 131 September 25, 1960 — 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.

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. 131 September 25, 1960 — STATIONS	Distance from Vernonia	SECOND CLASS 230 Freight
PXJ	A10			L10.15PM	10.0	N UNITED JCT UJ	38.5	A 5.00AM
						1.0		
	U11A		81W	10.19	11.0	BAN SPUR	37.5	4.55
						0.7		
P	U12		4	10.22	11.7	BURLINGTON	36.8	4.52
						2.9		
P	U15		8W	10.31	14.6	Auto. Blk. TUNNEL SPUR	33.9	4.42
						2.5		
JXPR	U17		25 5E	A10.40PM	17.1	DN BOWERS JCT BJ	31.4	L 4.30AM
						4.8		
P	U22	47	44		21.9	D NORTH PLAINS NP	26.6	
						1.4		
	U23		24		23.3	VADIS	25.2	
						2.2		
	U26		11E		25.5	CHRISTIE	23.0	
						6.2		
P	U32	24	8		31.7	MANNING	16.8	
						7.1		
P	U39	20	8E		38.8	TOPHILL	9.7	
						4.3		
P	U43	29			43.1	BRAUN	5.4	
						5.4		
Y XPR	U49		Yard		48.5	VERNONIA	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.

TIME TABLE No. 131
September 25, 1960

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	STATIONS	Distance from Eugene	SECOND CLASS 230 Freight
JRXP	U17		5E	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	8W	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		24	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
						8.1		
P	E124		12 24E	4.50	124.2	.....HARRISBURG.....	18.6	9.55
						4.5		
P	E129		107	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		14W 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. 131 September 25, 1960 — 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	41	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. 131 September 25, 1960 — 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	240	15.9	D..... WELDWOOD.....V	16.0
					5.3	
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. 131 September 25, 1960 — 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
					7.4	
	H16		Yard	15.5	.....DOLLAR.....	0.0
					Time Over District Average Speed per Hour	

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

All Subdivisions—

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 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

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 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 Vernonia	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 and Junction City	20
Between North City Limits and Garfield Street, Eugene	20
Over Garfield Street and to end of line, Eugene	10
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—

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, Interlocked.

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
Nu Lam Wood Products Spur	26.0	10	East end
Hegewald Timber Co. Spurs	52.7	59	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	28	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
Kerley Chemical Corporation	220.3	7	West end
Phillips Chemical Co. Spurs Nos. 1 & 2 & Gas Ice Corporation Spur	223.9	151	East end
Drill Track	223.9	170	West end
Runaround Track	223.9	15	Both ends
Calif. Chemical Spray Corp.	223.9		
North Spur		38	West end
South Spur		19	West 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
Ice Harbor Dam Spur Trackage	241.2	14	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
Crown Zellerbach Corp. Spur	26.1	58	East end
Crown Zellerbach Corp. Spur	30.5	44	West end
Crown Zellerbach Tracks 1 & 2	30.5	38	Both ends
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
Banks—Kelley, Farquahar & Co. Spur	27.5	5	West end
" —Hudson House, Inc. Spur	27.5	5	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
Chemawa B. P. A. Spur	65.9	40	West end
Roberts	75.4	23	East end
Munson Spur	113.3	1	East end
Miller Seed Co.	118.3	4	West end
Cartney	121.3	7	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	3	East end
Team Track Spur	130.0	13	West end

Oregon Electric Railway—Third Subdivision—

	Miles from Albany	Car Capacity	Switch at
Indianola Lbr. Co.	17.9	5	East end
Fairview Lumber Co.	20.7	7	East end
Bauman Lumber Co.	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	6	East end
Benjo Milling Co.	24.5	6	East end
J. H. Baxter Company	24.7	7	East end
Mid Plywood Propane Spur	25.9	3	East end
Mid Plywood, Inc.	26.0	10	Both ends

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. OXford 3-7279) 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".

Oregon Trunk Railway—

	Miles from Wishram
Columbia River Draw Bridge	1.3

The following engine whistle signals will be sounded in calling for route:

Oregon Trunk Railway • • • •
Union Pacific Railroad Co. — • —

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. H. W. HOLDERBY, Goldendale, Wash.
DR. DON SCHWISOW, 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. A. M. GREGSON, Pasco, Wash.
DR. CHARLES G. SMICK, Ritzville, Wash.
DR. ROBT. F. DUNLOP, Connell, Wash.
DR. WILLIAM ORLOB, Cheney, Wash.
DR. E. B. COULTER, Spokane, Wash.
DR. EDWARD E. BIEVER, Spokane, Wash.
DR. GENE SLICHTER, Spokane, Wash.
BEND 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. E. R. STARR, Rainier, Oregon
DR. J. L. WOODIN, Clatskanie, Oregon
DR. OTTO GEORGE, Clatskanie, 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.
W. W. GARRETT, Trainmaster
G. S. SHOWALTER, Trainmaster
L. B. LANTRY, Trainmaster
G. I. SCOTT, Trainmaster

A. R. WINN, Chief Dispatcher
L. Z. DANIELS, Genl. Mechanical Supt.
E. L. KENNARD, Supt. Motive Power
J. J. SHEFCHEK, Traveling Engr.
H. E. CROFFUT, Traveling Engr.
L. J. FITZGERALD, Traveling Engr.