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

System Lines

TIME TABLE

No. 133

**To be used in conjunction with
Current Special Instruction Book**

Effective 12:01 A. M. Pacific Time

Sunday, September 24, 1961

**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, Vice-Pres. & Genl. Mgr.**

2 Westward

TERMINALS SUB-DIVISION—VANCOUVER TO PORTLAND

Westward

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 133 September 24, 1961					Distance from Vancouver	FIRST CLASS				
		Sidings	Other Tracks		STATIONS						3	1	701	703	705
					DN.....VANCOUVER.....MX 1.9 DN..NORTH PORTLAND Jct..KD 1.1.....EAST ST. JOHNS..... 2.7 DN.....WILLBRIDGE.....BE 2.3.....LAKE YARD..... 2.0 DN..PORTLAND, Union Sta..VC DN...PORTLAND, Hoyt St....OW	S. P. & S. Passenger Daily	S. P. & S. Passenger Daily	G. N. 460 Passenger Daily	N. P. 408 Passenger Daily		U. P. 458 Passenger Daily				
WIXOP RKZBVY	10		Yard	369.5	0.0	15.35AM	16.38AM	11.58AM	13.49PM	18.51PM					
IPV	8		Jct.	371.4	1.9	5.40	6.41	12.03	3.52	8.55					
XPV	7	60	283	372.5	3.0	5.42	6.43	12.05	3.54	8.57					
BIRXJPK	4		Yard	375.2	5.7	5.46	6.47	12.09	3.58	9.01					
XV	2		Yard	377.5	8.0	5.50	6.50	12.13	4.01	9.05					
PRKXBV				379.5	10.0	6.00AM	7.00AM	12.20PM	4.10PM	9.15PM					
TOBP RKXZV	0		Yard	379.5	10.0										
					Time Over District Average Speed Per Hour					0.25 24.0	0.22 27.3	0.22 27.3	0.21 28.6	0.24 25.0	

Eastward

TERMINALS SUB-DIVISION—PORTLAND TO VANCOUVER

Eastward

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 133 September 24, 1961					Distance from Portland	FIRST CLASS				
		Sidings	Other Tracks		STATIONS						700	2	702	4	704
					DN.....VANCOUVER.....MX 1.9 DN..NORTH PORTLAND Jct..KD 1.1.....EAST ST. JOHNS..... 2.7 DN.....WILLBRIDGE.....BE 2.3.....LAKE YARD..... 2.0 DN..PORTLAND, Union Sta..VC DN...PORTLAND, Hoyt St....OW	U. P. 457 Passenger Daily	S. P. & S. Passenger Daily	N. P. 407 Passenger Daily	S. P. & S. Passenger Daily		G. N. 401 Passenger Daily				
BWYO PRXZV	10		Yard	369.5	10.0	9.51AM	3.19PM	5.34PM	10.04PM	12.06AM					
PIJV	8		Jct.	371.4	8.1	9.46	3.15	5.30	9.59	12.01AM					
XPV	7	60	283	372.5	7.0	9.44	3.13	5.28	9.57	11.59PM					
BIPRXJK	4		Yard	375.2	4.8	9.40	3.09	5.24	9.53	11.55					
XV	2		Yard	377.5	2.0	9.36	3.05	5.20	9.49	11.51					
PRKXBV				379.5	0.0	9.30AM	3.00PM	5.15PM	9.45PM	11.45PM					
PBTO RKXZV	0		Yard	379.5	0.0										
					Time Over District Average Speed Per Hour					0.21 28.6	0.19 31.6	0.19 31.6	0.19 31.6	0.21 28.6	

When Single Track is used, Eastward Trains are Superior to trains of the same class in the opposite direction.

Rule (D97) is in effect on this Sub-Division.

At 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 Clubs & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Spokane	TIME TABLE No. 133 September 24, 1961	Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	201	251		1				3	2	4
				Freight	Freight		Passenger				Passenger	Passenger	Passenger
				Daily	Daily		Daily				Daily		
STATIONS													
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	A 11.46PM
P	108	154	176	1.05	7.55		4.52	3.24	276.3	..... 2.9			
P	84	131	6	1.17	8.07		5.02	3.34	280.2	..... AVERY.....	103.2	4.55	11.43
										..... 9.9			
JP	88	80	142	1.27	8.17		5.11	3.43	294.2	..... NORTH DALLES.....	93.3	4.46	11.34
P	76	131	138	1.39	8.29		5.21	3.53	303.6	DN..... LYLE..... YA	85.3	4.38	11.26
P	78		40						307.0	..... 8.0			
P	71	82	7	1.45	8.35		5.26	3.59	308.6	DNBINGEN-WHITESALMON.WS	75.9	4.29	11.17
										..... 3.4			
			18W					4.05	313.7	..... UNDERWOOD.....	72.5		
P	60	130	20W	2.00	8.50		5.38	4.12	320.0	..... 1.6			
P	54	147	34	2.07	8.57		5.44	4.18	325.2	..... HOOD.....	70.9	4.24	11.12
P	49	130	35	2.13	9.03		5.49	4.24	330.2	..... 5.1			
P	42	188	17	2.22	9.12		5.57	4.32	337.4	..... COOKS.....	65.8		11.07
P	35		10E					4.37	341.7	..... 6.3			
P	32	131		2.35	9.25		6.08	4.44	347.5	..... HOME VALLEY.....	59.5	4.13	11.01
P	28	107	24	2.40	9.30		6.12	4.49	351.5	..... 5.2			
PX	24	132	134	2.46	9.36		6.17	4.55	355.7	DN.... STEVENSON.... NS	54.3	4.08	10.56
P	20	142	15	2.52	9.42		6.22	5.01	359.7	..... 5.0			
P	15	84		2.59	9.49		6.28	5.07	365.9	..... NORTH BONNEVILLE..	49.3	4.03	10.51
										..... 7.2			
										..... SKAMANIA.....	42.1	3.56	10.44
										..... 4.3			
										..... PRINDLE.....	37.8		10.40
										..... 5.8			
										..... MT. PLEASANT.....	32.0	3.46	10.34
										..... 4.0			
										..... WASHOUGAL.....	28.0	3.42	10.30
										..... 4.2			
										DN..... CAMAS..... MA	23.8	3.38	10.26
										..... 4.0			
										..... FISHER.....	19.8	3.33	10.21
										..... 5.3			
										..... McLOUGHLIN.....	14.5	3.28	10.16
										..... 2.4			
										..... EAVAN.....	12.1	3.25	10.13
										..... 2.1			
PWTV BOKXR VZ	10		Yard	A 3.10PM	A 10.00AM		A 6.35AM	A 5.20AM	369.5	DN.... VANCOUVER... MX	10.0	L 3.22PM	L 10.10PM
												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).

4 Westward

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

Eastward

Water, Fuel, Ways, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Lumber, etc.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Spokane	TIME TABLE No. 133		Distance from Portland	FIRST CLASS	
		Sidings	Other Tracks	201		1	3		September 24, 1961			2	4
				Freight		Passenger	Passenger		Passenger	Passenger			
				Daily		Daily	Daily						
WYT RVBOK IXZP	231		Yard			L 2.40AM	L 12.55AM	148.2	DN..... PASCO..... RN 1.8 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	78	193		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	1.29	176.2	..... BERRIAN..... 11.3	203.3	6.34	1.29
P 192	150	35		10.32	3.22	1.44	187.5	DN... PLYMOUTH... MO 12.3	192.0	6.23	1.18
P 180	147	24		10.47	3.33	1.56	199.7	..... PATERSON..... 9.4	179.8	6.12	1.06
P 170	147	14		10.59	3.42	2.05	209.1	..... WHITCOMB..... 8.2	170.4	6.03	12.57
P 162		35					217.3	..... ALDERDALE..... 4.6	162.2		
P 158	150			11.15	3.54	2.17	221.9	..... McCREEDIE..... 10.3	157.6	5.51	12.45
P 147	150	36		11.29	4.04	2.28	232.8	DN... ROOSEVELT... RE 5.9	146.7	5.41	12.35
P 141		18W					238.7	..... SUNDALE..... 10.0	140.8		
P 131	149	7		11.49	4.18	2.44	248.7	..... GOODNOE..... 5.6	130.8	5.24	12.20
P 125		30W		11.56AM	4.24	2.50	254.3	..... TOWAL..... 5.5	125.2	5.21	12.14
P 120	151	50		12.03PM	4.30	2.56	259.8	..... CLIFFS..... 5.7	119.7	5.15	12.08
P 114	157			12.10	4.36	3.02	265.5	..... MARYHILL..... 7.9	114.0	5.09	12.02AM
BWOYR JKXZP	108	Yard		A 12.25PM	A 4.45AM	A 3.11AM	278.4	DN... WISHRAM..... X	106.1	L 5.00PM	L 11.53PM
				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

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

Westward

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

Eastward 5

Water, Fuel, Wagon, Turn Tables, Sealer, Standard Clothes & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Spokane	TIME TABLE No. 133 September 24, 1961		Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	201		1			3			STATIONS	Passenger	Passenger
				Freight		Passenger			Passenger					
				Daily		Daily			Daily					
BKO PRT YXZ	381		Yard					3.2	DN.....YARDLEY.....YD	380.7				
BKP RXZ	378		Yard					0.0	DN.SPOKANE (N.P. Depot).SF	377.5				
IJPV XY								8.7	DN.MARSHALL JCT.(M.F.)MR	368.8				

BETWEEN MARSHALL JUNCTION AND YARDLEY, TRAINS WILL BE GOVERNED BY N. P. RY., IDAHO DIV. TIME TABLE AND RULES

BKO PRTW XYZ	384		Yard					4.8	DN.....HILLYARD(G.N.)HU	384.3		
BKPR WOXZ	380		Yard			L 11.59PM	L 9.40PM	0.0	DN.SPOKANE (G.N. Depot).PD	379.5	A 5.45AM	A 10.00PM

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

IJPVXY	377			L 6.01AM	L 12.04AM	L 9.50PM	2.3	DN...FORT WRIGHT..FW	377.2	A 5.35AM	A 9.50PM		
JP	367	78	55	6.14	12.14	10.00	12.1	DN.....SCRIBNER.....SC	367.4	5.22	9.38		
P	361	78	18	6.25	12.21	10.07	18.8	.....SOUTH CHENEY.....	360.7	5.14	9.31		
P	355	120		6.33	12.27	10.13	24.9	.....MOCK.....	354.6	5.06	9.24		
P	350		18W			10.18	30.0	.....AMBER.....	349.5	5.01			
P	343	130	28	6.47	12.37	10.24	36.2	.....RODNA.....	348.3	4.55	9.13		
P	335	EB 139 WB 96	101	6.58	12.44	10.32	44.8	DN.....LAMONT.....A	334.7	4.46	9.06		
P	329		22E			10.37	50.1	.....ROCKWELL.....	329.4	4.41			
P	324	129	16	7.11	12.53	10.42	55.7	.....MACALL.....	323.8	4.35	8.57		
P	311	181	31	7.26	1.04	10.53	68.4	.....BENGE.....	311.1	4.22	8.46		
P	300	130	13	7.40	1.14	11.04	80.0	.....HOOPER.....	299.5	4.10	8.35		
P	291	EB 136 WB 74	40	7.51	1.21	11.14	88.6	DN.....WASHUONA...WA	290.9	4.00	8.28		
P	285		42E	7.58	1.26	11.19	94.2	.....SPERRY.....	285.3	3.41	8.23		
P	278	130	85	8.07	1.33	11.26	101.7	.....KAHLOTUS.....	277.8	3.34	8.17		
P	269	92	5	8.25	1.44	11.39	110.9	.....FARRINGTON.....	268.6	3.21	8.06		
P	263	119		8.37	1.51	11.47	116.7	.....BURR.....	262.8	3.13	7.59		
JV							122.6	...SNAKE RIVER JCT... 0.6	256.9				
P	256	80	63	8.50	1.59	11.56	123.2	DN...SNAKE RIVER...SE 2.3	256.3	3.04	7.51		
P	254	130		8.54	2.02	11.59PM	125.5	.....VOTAW..... 3.5	254.0	3.00	7.48		
P	251		68W	8.59	2.05	12.03AM	129.0	.....REDD..... 5.7	250.5	2.56	7.45		
P	245	130	9	9.06	2.10	12.08	134.7	.....LEVEY..... 6.8	244.8	2.50	7.40		
P	238	69		9.15	2.16	12.15	141.5	.....MARTINDALE..... 4.5	238.0	2.44	7.34		
IJPV	234			9.21	2.20	12.20	146.0	...AINSWORTH JCT.... 2.3	233.5	2.40	7.30		
PZXTY WRBOK IV	231		Yard	A 9.30AM	A 2.30AM	A 12.30AM	148.2	DN.....PASCO.....EN PA	231.3	L 2.30AM	L 7.20PM		
				3.29 41.9	2.31 58.9	2.50 52.3		Time Over District Average Speed Per Hour		3.15 45.6	2.40 55.6		

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

6 Westward

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

Eastward

Water, Fuel, Wires, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits etc.	Station Numbers	Car Capacity		Distance from Goldendale	TIME TABLE No. 133 September 24, 1961	Distance from Lyle
		Sidings	Other Tracks			
BYR PX	G42		72	0.0	D..... GOLDENDALE..... GD	41.6
P	G35		21	6.3	6.3 CENTERVILLE.....	35.3
P	G20		18	11.4	5.1 WARWICK.....	30.2
	G23		8E	18.6	7.2 SWALE.....	23.0
	G17		15	24.7	6.1 WAHNIAKUS.....	16.9
P	G13	27		28.2	3.5 D..... KLICKITAT..... KI	13.4
	G10		8	31.3	3.1 PITT.....	10.3
R PJX	85	80	162	41.6	10.3 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		THIRD CLASS			SECOND CLASS	Distance from Bend	TIME TABLE No. 133		Distance from Wishram	SECOND CLASS	THIRD CLASS	
		Sidings	Other Tracks	105	103	251	Oregon Trunk Freight		September 24, 1961			Oregon Trunk Mixed		
				Oregon Trunk Mixed	Oregon Trunk Mixed	Daily			STATIONS					
BYOVZ PRKX	T-151		Yard	L 7.00PM	L 11.00PM	L 2.50AM	0.0	DN BEND D	151.5	A 7.00AM				
P	T-144	48	20	f 7.11	f 11.15	3.01	7.8	7.3	144.2	f 6.35				
XP	T-135	99	312	s 7.30	s 11.40	3.14	16.9	9.6	134.6	s 6.15				
JPV	T-132	85	45	f 7.35	f 11.46		19.2	DN REDMOND ED	132.3	f 5.50				
P	T-130	47		f 7.40	f 11.52PM	3.21	23.0	2.3	129.5	f 5.45				
P	T-122	113	24	f 7.52	f 12.09AM	3.32	29.9	D PRINEVILLE JCT XN	129.5	f 5.31				
P	T-115	46	53	f 8.02	f 12.25	3.41	36.5	2.8	121.6	f 5.18				
PX	T-110	98	237	s 8.12	s 12.35	3.48	41.3	7.9	115.0	f 5.18				
P	T-105	49	182	s 8.25	s 12.55	3.56	46.5	4.8	110.2	s 5.10				
P	T-100	110	4	f 8.35	f 1.10	4.05	51.7	DN METOLIUS MS	105.0	s 5.00				
P	T-94	32	23	s 8.51	s 1.26	4.23	57.5	5.2	99.8	f 4.39				
P	T-86	109	38	f 9.13	f 1.48	4.47	65.7	D MADRAS MD	99.8	f 4.39				
P	T-80	109		f 9.24	f 1.59	4.58	71.4	5.3	94.0	s 4.23				
P	T-71	114	14W	9.43	2.18	5.17	80.4	5.8	94.0	s 4.23				
	T-68		5W	f 9.50	f 2.25		84.0	DN GATEWAY	94.0	s 4.23				
P	T-64	48		f 9.57	f 2.32	5.32	87.7	8.2	85.8	f 3.56				
P	T-56	91	16	10.13	102 2.55	5.49	95.9	5.7	85.8	f 3.56				
P	T-55		28	s 10.20	s 3.01		96.9	DN KASKELA	80.1	f 3.45				
P	T-47		38W	f 10.35	f 3.16	6.05	104.2	9.0	71.1	3.26				
P	T-40	97	9E	f 10.51	f 3.32	6.20	111.8	DN DIXON	71.1	3.26				
P	T-30	48	10E	f 11.10	f 3.51	6.40	121.1	3.6	67.5	f 3.19				
P	T-26	46		f 11.18	f 3.59	6.48	125.1	DN DANT	67.5	f 3.19				
P	T-18	111	13	f 11.35PM	f 4.16	7.05	133.2	3.7	63.8	f 3.11				
P	T- 8	89	10W	f 12.01AM	f 4.41	7.29	145.6	DN NENA	63.8	f 3.11				
IVXJP	T- 2			12.10	4.50	7.38	150.0	8.2	55.6	103 2.55				
JBOPW RKXZY	106		Yard	A 12.15AM	A 5.00AM	A 7.45AM	151.5	1.0	54.6	s 2.53				
				5.15 28.9	6.00 25.3	4.55 30.8		DN MAUPIN AU	54.6	s 2.53				
								7.3	47.3	f 2.39				
								DN SHERAR	47.3	f 2.39				
								7.6	39.7	f 2.23				
								DN OAKBROOK	39.7	f 2.23				
								9.3	30.4	f 2.04				
								DN SINAMOX	30.4	f 2.04				
								4.0	26.4	f 1.55				
								N DIKE DI	26.4	f 1.55				
								8.1	18.3	f 1.38				
								DN LOCKIT	18.3	f 1.38				
								12.4	8.9	f 1.13				
								DN MOODY	8.9	f 1.13				
								4.4	1.5	1.04				
								DN O. T. JCT.	1.5	1.04				
								1.5	0.0	L 1.00AM				
								DN WISHRAM X	0.0	L 1.00AM				
										Daily Ex. Sunday				
										6.00 25.3				
										Time Over District				
										Average Speed Per Hour				

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.

8 Westward

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

Eastward

Water, Wyes, Turntables, Fuel, Sealer, Standard Clocks, Bul. Box, Register, Yard Limits.	Station Numbers	Car Capacity		SECOND CLASS			TIME TABLE No. 133			SECOND CLASS		
		Sidings	Other Tracts	231		Distance from Portland	September 24, 1961		Distance from Seaside	230		
				Freight	Daily Ex. Saturday		STATIONS			Freight		
JRXI P	4		Yard	10.00PM	4.3	DN (.... WILLBRIDGE.....BR	113.7	A 5.15AM				
	A5	80		10.02	5.1	Aug. Bk. (.... WILLBRIDGE SIDING..	112.9	5.13				
XP	A7	72	229	10.08	7.3	D..... LINNTON.....IN	110.7	5.07				
PJX	A10			A10.15PM	10.0	N..... UNITED JCT.....UJ	108.0	L 5.00AM				
	A13	29			12.6	..... HOLBROOK.....	105.4				
	A20	34	83		19.9	..... SCAPPOOSE.....	98.1				
BPX	A28	52	29		27.6	DN..... ST. HELENS.....H	90.4					
PX	A31	43			31.3	..... WATERVIEW.....	86.7				
P	A39	20	60		39.4	..... GOBLE.....	78.6				
P	A46				45.8	..... RAINIER.....	72.2				
	A47	53	21E		46.8	..... AVON.....	71.2				
P	A56	50	13		55.8	..... MAYGER.....	62.2				
	A58				58.0	..... LOCODA.....	60.0				
	A59		15W		59.3	..... QUINCY.....	58.7				
P	A62	45	73		62.2	D..... CLATSKANIE.....CN	55.8					
	A67		23W		66.6	..... MARSHLAND.....	51.4				
P	A71	29	6		71.2	..... WESTPORT.....	46.8				
P	A74		55		73.5	..... WAUNA.....	44.5				
	A77		19		76.8	..... BEADWOOD.....	41.2				
P	A78	43			78.4	..... CLIFTON.....	39.6				
	A83		2E		83.3	..... BROWNSMEAD.....	34.7				
P	A87	20	5W		86.5	..... KNAPPA.....	31.5				
	A90	15	2W		90.2	..... SVENSEN.....	27.8				
TZF BKXR	A100		Yard		99.7	D..... ASTORIA.....RO	18.3					
JY	A106		17		105.6	..... WARRENTON.....	12.4				
	A108		19E		108.3	..... CAMP CLATSOP.....	9.7				
B KR	A118		67		118.0	D..... SEASIDE.....SD	0.0					
				6.15 22.8		Time Over District Average Speed per Hour		Daily Ex. Monday 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 9

Water, Wyes, Turntables, Fuel, Seales, Standard Clocks, Bul.-Bo., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Warrenton	TIME TABLE No. 133 September 24, 1961		Distance from Point Adams
		Sidings	Other Tracks		STATIONS		
		JXYR	A106		17	0.0		..... WARRENTON .....	2.7
	FS2	25	1.8	..... FLAVEL	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, Seales, Standard Clocks, Bul.-Bo., Register, Yard Limits	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 133 September 24, 1961		Distance from Vernonia	SECOND CLASS	
		Sidings	Other Tracks	231			STATIONS			230	
		PXJ	A10				110.15 PM	10.0		N..... UNITED JOT..... UJ	38.5	A 5.00 AM
	U11A		81W		10.19	11.0	..... BAN SPUR	37.5	4.55	
	P	U12	4		10.22	11.7	..... BURLINGTON	36.8	4.52	
	P	U15	8W		10.31	14.6	..... TUNNEL SPUR	33.9	4.42	
	JXPR	U17	25 5E		A10.40 PM	17.1	DE..... BOWERS JOT..... BJ	31.4	L 4.30 AM		
	P	U22	47 44			21.9	D..... NORTH PLAINS..... NP	26.6			
		U23	24			23.3	..... VADIS	25.2		
		U26	11E			25.5	..... CHRISTIE	23.0		
	P	U32	24 9			31.7	..... MANNING	16.8		
	P	U33	20 8E			36.8	..... TOPHILL	9.7		
	P	U43	39			43.1	..... BRAUN	5.4		
	Y XPR	U49	Yard			43.5	..... VERNONIA	0.0		
				0.25 17.0	Time Over District Average Speed per Hour		0.30 14.2	Daily Ex. Mon.			

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 Thrd Sub-division will not register.

10 Westward

Oregon Electric Ry.—FIRST SUB-DIVISION

Eastward

Water, Wyes, Turn- tables, Fuel, Seals, Standard Cloths, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 133		Distance from Eugene	SECOND CLASS	
		Siding	Other Tracks	231			September 24, 1961			230	
				Daily Ex. Saturday	Freight		STATIONS			Freight	
JRXP	U17		5E	11 04 PM	17.1	DN..... BOWERS JCT..... BJ	125.7	A 4 30 AM			
	E21	46	33	10 52	20.9	..... MERLE.....	121.9	4 18		
YPLJ	E22			10 54	21.5	..... FOREST GROVE JCT.....	121.3	4 16		
X		77	24	11 10	24.7	..... BEAVERTON SIDING.....	116.1	4 00		
XP	E28		30	11 13	27.6	..... BEAVERTON.....	115.2	3 57		
JVP	E28A			11 15 PM	28.1	..... BEBURG.....	114.7	3 55 AM		

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

JVP	E31			11 35 PM	31.2	..... GRETON.....	111.6	3 35 AM		
PX	E32	77	17	11 38	32.1	..... TIGARD.....	110.7	3 32		
P	E36		10	11 50 PM	36.1	..... TUALATIN.....	106.7	3 20		
P	E39	19		12 01 AM	39.0	..... TONQUIN.....	103.8	3 10		
P	E43	31	7	12 12	43.0	..... WILSONVILLE.....	99.8	2 58		
P	E45	76		12 21	45.4	..... CURTIS.....	97.4	2 49		
P	E49		24	12 33	49.1	..... DONALD.....	93.7	2 37		
P	E55	75	8E	12 50	54.5	..... WEST WOODBURN.....	88.3	2 20		
	E57		9E	12 59	57.4	..... ST. LOUIS.....	85.4	2 11		
	E63		12	1 17	63.1	..... HOPMERE.....	79.7	1 53		
P	E64		8	1 20	64.1	..... QUINABY.....	78.7	1 50		
PX	E69	80	51	230 1 35	68.6	..... BUSH.....	74.2	231 1 35		
VBPXK	E71		Yard	1 50	71.2	DN..... SALEM..... SA	71.6	1 20		
PX	E73	116		1 55	72.8	..... MINTO.....	70.0	1 15		
P	E80		11E 18W	2 17	79.9	..... ORVILLE.....	62.9	12 53		
P	E85	74		2 32	84.8	..... SIDNEY.....	58.0	12 38		
	E88		17	2 42	87.9	..... TALBOT.....	54.9	12 28		
	E91		15W	2 51	90.8	..... DEVER.....	52.0	12 19		
XBRP TKOJ	E97		Yard	3 30	96.5	DN..... ALBANY YARD..... YD.	46.3	12 01 AM		
VXP	E98		Yard	3 35	97.8	..... ALBANY.....	45.0	11 15 PM		
P	E111		14E	4 10	111.1	..... FAYETTEVILLE.....	31.7	10 35		
	E114		5E	4 18	113.8	..... POTTER.....	29.0	10 28		
	E116	6		4 25	116.1	..... TULSA.....	26.7	10 20		
P	E124		12 24E	4 50	124.2	..... HARRISBURG.....	13.6	9 55		
P	E129		114	5 05	128.7	D..... JUNCTION CITY..... JC	14.1	9 39		
	E133		6E	5 20	133.4	..... MEADOW VIEW.....	9.4	9 23		
	E135		9	5 24	135.0	..... AWBREY.....	7.8	9 18		
	E136		14W 23E	5 27	136.1	..... ENID.....	6.7	9 15		
BKXR PVY	E143		Yard	A 6 15 AM	142.8	D..... EUGENE..... G	0.0	L 8 30 PM		
				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

Westward

Oregon Electric Ry.—SECOND SUB-DIVISION

Eastward 11

Water, Wyes, Turn- tables, Fuel, Seales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers		Car Capacity		Distance from Forest Grove Junction	TIME TABLE No. 133 September 24, 1961	Distance from Forest Grove							
	Sidings	Other Tracks												
JYPX	E22				0.0	.....FOREST GROVE JCT.....	10.6							
X	F1	11	3E		0.8	.....ORENCO.....	9.8							
	F3		7E		2.0	.....SEWELL.....	7.7							
P	F5	5	41		4.5	D.....HILLSBORO.....BO	6.1							
	F8		12		7.9	.....CORNELIUS.....	2.7							
P	F11		65		10.0	D.....FOREST GROVE.....	0.0							
						Time Over District Average Speed per Hour								

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

Westward

Oregon Electric Ry.—THIRD SUB-DIVISION

Eastward

Water, Wyes, Turn- tables, Fuel, Seales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers		Car Capacity		Distance from Albany Yard	TIME TABLE No. 133 September 24, 1961	Distance from Foster							
	Sidings	Other Tracks												
KBXP TOR	E97		Yard		0.0	DN.....ALBANY YARD.....YD	31.0							
JVX					9.9	.....S. P. CONN. ALBANY.....	31.0							
						Time Over District Average Speed per Hour								

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

KPJVX	S15		20		14.5	DN.....LEBANON.....BA	17.4							
X	S15A	10			14.8	O. E. Conn.	17.1							
						.....LEBANON.....								
PX	S16	70	240		15.9	D.....WELDWOOD.....V	16.0							
						.....WATERLOO.....								
P	S20		2E		20.9	.....NYE.....	9.8							
						.....SWEET HOME.....SW								
PY RBXJ	S20		Yard		28.8	.....FOSTER.....	0.0							
X	S22				31.0	Time Over District Average Speed per Hour								

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

Westward

Oregon Electric Ry.—FOURTH SUB-DIVISION

Eastward

Water, Wyes, Turn- tables, Fuel, Seales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers		Car Capacity		Distance from Sweet Home	TIME TABLE No. 133 September 24, 1961	Distance from Dollar							
	Sidings	Other Tracks												
PYRB XJ	S20		Yard		0.0	DN.....SWEET HOME.....SW	15.5							
	H6		20W		6.4	.....HOLLEY.....	9.1							
						.....CALAPOOYA.....								
	H8		10		8.1	.....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—

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 8000 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

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 Lyle to dispatch U. S. Mail, Train 4.....	30	

Vancouver Division—Second Subdivision—

Maximum speed.....	70	50
Within the city limits of Kennnewick.....	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 Bechtel Corporation trackage, Madras		10
Over C Street crossing, Culver	50	
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 Gretton 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—	
Paseo.....	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.....		26.8

COMMERCIAL AND STORAGE TRACKS

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		37	West end
South Spur		19	West end
Run around track		17	Both ends

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	18	West end
“ —Tidewater Shaver Spur...	234.7	17	West end
“ —Shell Chemical Corp. Spur	234.7	8	West end
“ —Storage Spur No. 1.....	234.7	21	West end
“ —Storage Spur No. 2.....	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
“ —Banks Lumber Co.....	27.5	5	East end
“ —V.S.P. & S.S. R.R., Inc.....	27.5	11	East end
Haydte.....	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
Pirtle.....	101.7	8	East end
Munson Spur.....	113.3	1	East end
Miller Seed Co.....	118.3	4	West end
Cartney.....	121.3	7	East end
Washington Farmers Spur.....	129.1	7	West 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
Valley Wood Products Company...	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

Minutes	Time Per Mile		Miles Per Hour	Minutes	Time Per Mile		Miles Per Hour
	Seconds	Hour			Seconds	Hour	
0	45	80		1	12	50	
0	46	78.3		1	15	48	
0	47	76.6		1	20	45	
0	48	75		1	25	42.3	
0	49	73.5		1	30	40	
0	50	72		1	40	36	
0	51	70.6		1	45	34.3	
0	52	69.2		1	50	32.7	
0	53	67.9		2	..	30	
0	54	66.6		2	10	27.6	
0	55	65.4		2	15	26.6	
0	56	64.2		2	20	25.7	
0	57	63.1		2	30	24	
0	58	62.0		2	40	22.5	
0	59	61.0		2	45	21.8	
1	..	60		2	50	21.2	
1	1	59		3	..	20	
1	2	58		3	9	19	
1	3	57.1		3	20	18	
1	4	56.2		3	31	17	
1	5	55.3		3	45	16	
1	6	54.5		4	..	15	
1	7	53.7		5	..	12	
1	8	52.9		6	..	10	
1	9	52.1		7	30	8	
1	10	51.4		10	..	6	

INTERLOCKINGS

<u>Terminals Subdivision—</u>	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. AV 6-2711) 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.

<u>Vancouver Division—Third Subdivision—</u>	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".

<u>Oregon Trunk Railway—</u>	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 CAptol 8-4151.
The Portland Clinic	

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. 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. SAMUEL TOEVS, Redmond, Oregon
 DR. JOHN F. DORSCH, 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. OTTO GEORGE, Clatskanie, Oregon
 DR. FRANK E. FOWLER, Astoria, Oregon
 DR. R. W. PARCHER, Seaside, 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.....	Station
Roosevelt.....	Station
Plymouth.....	Station
Snake River.....	Station
Washtucna.....	Station
Lamont.....	Station
Maupin.....	Station
Metolius.....	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.

