

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

System Lines

**TIME TABLE
No. 134**

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

Effective 12:01 A. M. Pacific Time

SUNDAY, OCTOBER 29, 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.**

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INCHES

Westward

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

Eastward 3

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Spokane	TIME TABLE No. 134		Distance from Portland	FIRST CLASS				
		Sidings	Other Tracks	201	251		1		3	October 29, 1961		2	4			
				Freight	Freight		Passenger		Passenger	STATIONS		Passenger	Passenger			
				Daily	Daily		Daily		Daily							
JBWOR YPKXZ	108		Yard	L 1.00PM	L 7.00AM		L 4.48AM	L 3.20AM	273.4	DN..... WISHRAM..... X 2.9	106.1	A 4.58PM	A 11.46PM			
P	108	154	176	1.05	7.05		4.52	3.24	276.3	..... AVERY..... 9.9	103.2	4.55	11.43		
P	94	131	6	1.17	7.17		5.02	3.34	286.2	..... NORTH DALLES..... 8.0	93.3	4.46	11.34		
JP	85	90	142	1.27	7.27		5.11	3.43	294.2	DN..... LYLE..... YA 9.4	85.3	4.38	11.26			
P	76	131	188	1.39	7.39		5.21	3.53	303.6	DNBINGEN-WHITESALMON.WS 2.4	75.9	4.29	11.17			
P	78		40						307.0	..... UNDERWOOD..... 1.6	72.5				
P	71	82	7	1.45	7.45		5.26	3.59	308.6	..... HOOD..... 5.1	70.9	4.24	11.12		
	66		13W					4.05	313.7	..... COOKS..... 6.3	65.8		11.07		
P	60	130	20W	2.00	8.00		5.38	4.12	320.0	..... HOME VALLEY..... 5.2	59.5	4.13	11.01		
P	54	147	84	2.07	8.07		5.44	4.18	325.2	DN.... STEVENSON..... NS 5.0	54.3	4.08	10.56			
P	49	130	35	2.13	8.13		5.49	4.24	330.2	..... NORTH BONNEVILLE.. 7.2	49.3	4.03	10.51		
P	42	128	17	2.22	8.22		5.57	4.32	337.4	..... SKAMANIA..... 4.3	42.1	3.56	10.44		
P	38		10E					4.37	341.7	..... PRINDLE..... 5.8	37.8		10.40		
P	32	131		2.35	8.35		6.08	4.44	347.5	..... MT. PLEASANT..... 4.0	32.0	3.46	10.34		
P	28	107	24	2.40	8.40		6.12	4.49	351.5	..... WASHOUGAL..... 4.2	28.0	3.42	10.30		
PX	24	132	134	2.46	8.46		6.17	4.55	355.7	DN..... CAMAS..... MA 4.0	23.8	3.38	10.26			
P	20	142	15	2.52	8.52		6.22	5.01	359.7	..... FISHER..... 5.3	19.8	3.33	10.21		
P	16	84		2.59	8.59		6.28	5.07	365.0	..... McLOUGHLIN..... 2.4	14.5	3.28	10.16		
			101	3.02	9.02		6.31	5.10	367.4	..... EAVAN..... 2.1	12.1	3.25	10.13		
PWTY BOKXR VZ	10		Yard	A 3.10PM	A 9.10AM		A 6.35AM	A 5.20AM	369.5	DN.... VANCOUVER... MX	10.0	L 3.22PM	L 10.10PM			
				2.10 44.4	2.10 44.4		1.47 53.9	2.00 48.1				Daily	Daily			
										Time Over District Average Speed Per Hour		1.36 60.1	1.36 60.1			

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

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

4 Westward

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

Eastward

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limbs, etc.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS			Distance from Spokane	TIME TABLE No. 134		Distance from Portland	FIRST CLASS			
		Sidings	Other Tracks	201		1				October 29, 1961			2			
				Freight		Passenger		Passenger		Passenger			Passenger			
				Daily		Daily		Daily								
WYT RVBOK IXZP	231		Yard			L 2.40AM	L 12.55AM	148.2	DN.....PASCO.....EN 1.6 PA	231.8	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	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 12.2	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..... 10.9	187.6	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	5.27	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	106		Yard		A 12.25PM		A 4.45AM	A 3.11AM	278.4	DN.....WISHRAM.....X	106.1	L 5.00PM	L 11.53PM			
												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			

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

8 Westward

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

Eastward

Water, Wres, Turnables, Fuel, Boilers, Standard Cocks, Bul. Box, Register, Yard Limits.	Station Numbers	Car Capacity		SECOND CLASS			Distance from Portland	TIME TABLE No. 134		Distance from Seaside	SECOND CLASS	
		Sillage	Other Tracks	231	October 29, 1961			230				
					Freight	Daily Ex. Saturday			Freight			
JRX1 F	4		Yard	110.00PM	4.3	DN (.... WILLBRIDGE..... BE	113.7	A 5.15AM				
	A5	80		10.02	5.1	Ann. Bldg. (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	84	88		19.9	..... SCAPPOOSE.....	98.1				
BPX	A28	52	29		27.6	DN..... ST. HELENS..... E	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	18		55.8	..... MAYGER.....	62.2				
	A58				58.0	..... LOCODA.....	60.0				
	A59		18W		59.3	..... QUINCY.....	58.7				
P	A62	45	72		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	..... BRADWOOD.....	41.2				
P	A78	43			78.4	..... CLIFTON.....	39.6				
	A83		2E		88.3	..... BROWNSMEAD.....	34.7				
P	A87	20	5W		89.5	..... KNAPPA.....	31.5				
	A90	15	2W		90.2	..... SVENSEN.....	27.8				
T2P BKXR	A100		Yard		99.7	D..... ASTORIA..... EO	18.3					
JY	A106		17		105.6	..... WARENTON.....	12.4				
	A108		19E		106.3	..... CAMP CLATSOP.....	9.7				
B KR	A118		66		118.0	D..... SEASIDE..... SD	0.0					
				0.15 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, Seals, Standard Clocks, Bul. Riders, Register, Yard Limits	Station Numbers	Car Capacity		Distance from Warrenton	TIME TABLE No. 134 October 29, 1961		Distance from Point Adams	
		Sidings	Other Tracks		STATIONS			
JXYR	A106		17	0.0	.....	WARRENTON.....	2.7	
	F82		28	1.8	1.8	.....	FLAVEL.....	0.9
	F83		5E	2.7	0.9	.....	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, Seals, Standard Clocks, Bul. Riders, Register, Yard Limits	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 134 October 29, 1961		Distance from Vernonia	SECOND CLASS		
		Sidings	Other Tracks	231	Freight		STATIONS			230	Freight	
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	U16		8W			10.31	14.6	Auto. Bul. (.....)	TUNNEL SPUR.....		33.9	4.42
JXPR	U17		25 5E			110.40 PM	17.1	DN.....	BOWERS JOT.....	BJ	31.4	L 4.30 AM
P	U22	47	44				21.9	D.....	NORTH PLAINS.....	NP	26.6	
	U23		24				28.8	.....	VADIS.....		25.2	
	U26		11E				25.5	.....	CHRISTIE.....		23.0	
P	U32	24	9				31.7	.....	MANNING.....		16.8	
P	U39	20	8E				38.8	.....	TOPHILL.....		9.7	
P	U43	29					43.1	.....	BRAUN.....		5.4	
Y XPR	U49		Yard				48.5	.....	VERNONIA.....		0.0	
					0.25 17.0	Time Over District Average Speed per Hour				Daily Ex. Mon. 0.30 14.2		

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

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

10 Westward

Oregon Electric Ry.—FIRST SUB-DIVISION

Eastward

Water, Wyes, Turn- tables, Fuel, Boilers, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 134		Distance from Eugene	SECOND CLASS	
		Sidings	Other Tracks	231			October 29, 1961			230	
				Freight	Daily Ex. Saturday		STATIONS			Freight	
							Time	Distance			Time	Distance
JRXP	U17		5E	11:04 PM	17.1	DN..... BOWERS JCT..... BJ	126.7	A 4:30 AM			
	E21	46	83	10:52	20.9	..... MERLE.....	121.9	4:18		
YPXJ	E22			10:54	21.5	..... FOREST GROVE JCT.....	121.3	4:16		
X		77	24	11:10	26.7	..... BEAVERTON SIDING.....	116.1	4:00		
XP	E28		80	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	E81			11:35 PM	81.2	..... GRETON.....	111.6	3:35 AM		
PX	E82	77	17	11:38	82.1	..... TIGARD.....	110.7	3:32		
P	E86		10	11:50 PM	86.1	..... TUALATIN.....	106.7	3:20		
P	E89	19		12:01 AM	89.0	..... TONQUIN.....	103.8	3:10		
P	E48	21	7	12:12	83.0	..... WILSONVILLE.....	99.8	2:58		
P	E45	76		12:21	85.4	..... CURTIS.....	97.4	2:49		
P	E49		24	12:33	89.1	..... DONALD.....	93.7	2:37		
P	E55	75	8E	12:50	84.5	..... WEST WOODBURN.....	88.8	2:20		
	E57		9E	12:59	87.4	..... ST. LOUIS.....	85.4	2:11		
	E63		12	1:17	83.1	..... HOPMERE.....	79.7	1:53		
P	E64		8	1:20	84.1	..... QUINABY.....	78.7	1:50		
PX	E69	80	51	1:35 ²³⁰	88.6	..... BUSH.....	74.2	1:35 ²³¹		
VBPXK	E71		Yard	1:50	71.2	DN..... SALEM..... SA	71.6	1:20		
PX	E78	110		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.....	54.0	12:28		
	E91		15W	2:51	90.8	..... DEVER.....	52.0	12:19		
EXBRP TKOJ	E97		Yard	3:30	90.5	DN..... ALBANY YARD..... YD.	48.8	12:01 AM		
VXP	E98		Yard	3:35	97.8	..... ALBANY.....	45.0	11:15 PM		
P	E111		14E	4:10	111.1	..... FAYETTEVILLE.....	31.7	10:35		
	E114		5E	4:18	113.8	..... POTTER.....	29.0	10:28		
	E116	6		4:25	116.1	..... TULSA.....	26.7	10:20		
P	E124		12 24E	4:50	124.2	..... HARRISBURG.....	18.6	9:55		
P	E129		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, Wres, Turn tables, Fuel, Scales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers		Car Capacity		Distances from Forest Grove Junction	TIME TABLE No. 134		Distances from Forest Grove
	Sidings	Other Tracks				October 29, 1961		
						STATIONS		
JYPX	E22				0.0	.....FOREST GROVE JCT.....	10.6	
X	F1	11	3E		0.8	.....OENCO.....	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		10.6	D.....FOREST GROVE.....	0.0	
						Time Over District Average Speed per Hour		

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

Westward

Oregon Electric Ry.—THIRD SUB-DIVISION

Eastward

Water, Wres, Turn tables, Fuel, Scales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers		Car Capacity		Distances from Albany Yard	TIME TABLE No. 134		Distances from Foster
	Sidings	Other Tracks				October 29, 1961		
						STATIONS		
KBXP TOR	E97		Yard		0.0	DN.....ALBANY YARD.....YD	31.9	
JVX					8.9	.....S. F. CONN. ALBANY.....	31.0	
						12.6		

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

KPVX	S16		20		14.5	DN.....LEBANON.....BA	17.4	
X	S15A	10			14.8	.....LEBANON.....	17.1	
						(O. E. Siding)		
PX	S16	70	240		15.9	D.....WELDWOOD.....V	16.0	
P	S20		2E		20.2	.....WATERLOO.....	11.7	
	S22		8E		22.1	.....NYE.....	9.8	
PY RBXJ	S29		Yard		28.3	DN.....SWEET HOME.....SW	8.1	
X	S32				31.0	.....FOSTER.....	0.0	
						Time Over District Average Speed per Hour		

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

Westward

Oregon Electric Ry.—FOURTH SUB-DIVISION

Eastward

Water, Wres, Turn tables, Fuel, Scales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers		Car Capacity		Distances from Sweet Home	TIME TABLE No. 134		Distances from Dollar
	Sidings	Other Tracks				October 29, 1961		
						STATIONS		
PYRB X	S29		Yard		0.0	DN.....SWEET HOME.....SW	15.5	
	H6		20W		6.4	.....HOLLEY.....	8.1	
	H8		10		8.1	.....CALAPOOYA.....	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.

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 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

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 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—	
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 Thrd Subdivisions.
Bowers Junction	Junction of Thrd 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	

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 No. 4	30.1	5	East end
Crown Zellerbach Corp. Spur No. 3	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. RR., Inc.	27.5	11	East 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
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
Indiana 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. McGlothorn 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	Seconds			Seconds	Seconds	
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. OX 4-1409) 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 CApitol 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.....	Steam Derrick Outfit
Roosevelt.....	Station
Plymouth.....	Station
Snake River.....	Station
Washtuena.....	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.

STATE OF NEW YORK

IN SENATE,
January 15, 1911.

REPORT

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