

(1) \_\_\_\_\_  
(2) \_\_\_\_\_  
(3) \_\_\_\_\_  
(4) \_\_\_\_\_  
(5) \_\_\_\_\_  
(6) \_\_\_\_\_  
(7) \_\_\_\_\_  
(8) \_\_\_\_\_  
(9) \_\_\_\_\_

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

**System Lines**

**TIME TABLE**

**No. 137**

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

**Effective 12:01 A. M. Pacific Time**

**SUNDAY, APRIL 28, 1963**

**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

## TERMINAL SUB-DIVISION—VANCOUVER TO PORTLAND

Westward

| Water, Fuel, Wyes, Turn Tables, Scales, Standard Cloaks & Bulletin Boards and Yard Limits, etc. | Station Numbers | Car Capacity |              | Distance from Spokane | TIME TABLE No. 137<br>April 28, 1963 |                                   | Distance from Vancouver | FIRST CLASS |              |              |              |              |              |  |  |  |  |  |
|---|-----------------|--------------|--------------|-----------------------|--------------------------------------|-----------------------------------|-------------------------|-------------|--------------|--------------|--------------|--------------|--------------|--|--|--|--|--|
|   |                 | Sidings      | Other Tracks |                       | STATIONS                             |                                   |                         |             |              |              |              |              |              |  |  |  |  |  |
|   |                 |              |              |                       | 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<br>RKZBVY   | 10              |              | Yard         | 369.5                 | AUTOMATIC BLOCK                      | DN.....VANCOUVER.....MX<br>1.9    | DOUBLE TRACK            | 0.0         | L4.35AM      | L6.38AM      | L11.58AM     | L2.53PM      | L8.51PM      |  |  |  |  |  |
| IJPV  | 8               |              | Jct.         | 371.4                 |                                      | DN..NORTH PORTLAND Jct..KD<br>1.1 |                         | 1.9         | 4.40         | 6.41         | 12.03        | 2.56         | 8.55         |  |  |  |  |  |
| XPV   | 7               | 60           | 263          | 372.5                 |                                      | .....EAST ST. JOHNS.....<br>2.7   |                         | 3.0         | 4.42         | 6.43         | 12.05        | 2.58         | 8.57         |  |  |  |  |  |
| BIRXJPK   | 4               |              | Yard         | 375.2                 |                                      | DN.....WILLBRIDGE.....BR<br>2.3   |                         | 5.7         | 4.46         | 6.47         | 12.09        | 3.02         | 9.01         |  |  |  |  |  |
| XV  | 2               |              | Yard         | 377.5                 |                                      | .....LAKE YARD.....<br>2.0        |                         | 8.0         | 4.50         | 6.50         | 12.13        | 3.06         | 9.05         |  |  |  |  |  |
| PRKXBV  |                 |              |              | 379.5                 |                                      | DN..PORTLAND, Union Sta...VC      |                         | 10.0        | A5.00AM      | A7.00AM      | A12.20PM     | A3.15PM      | A9.15PM      |  |  |  |  |  |
| TOBP<br>RKXZV   | 0               |              | Yard         | 379.5                 |                                      | DN...PORTLAND, Hoyt St...OW       |                         | 10.0        |              |              |              |              |              |  |  |  |  |  |
|   |                 |              |              |                       |                                      |                                   |                         |             |              |              |              |              |              |  |  |  |  |  |
|   |                 |              |              |                       |                                      |                                   |                         |             | 0.25<br>24.0 | 0.22<br>27.3 | 0.22<br>27.3 | 0.22<br>27.3 | 0.24<br>25.0 |  |  |  |  |  |

Eastward

## TERMINAL SUB-DIVISION—PORTLAND TO VANCOUVER

Eastward

| Water, Fuel, Wyes, Turn Tables, Scales, Standard Cloaks & Bulletin Boards and Yard Limits, etc. | Station Numbers | Car Capacity |              | Distance from Spokane | TIME TABLE No. 137<br>April 28, 1963 |                                   | Distance from Portland | FIRST CLASS |              |              |              |              |              |  |  |  |  |  |
|---|-----------------|--------------|--------------|-----------------------|--------------------------------------|-----------------------------------|------------------------|-------------|--------------|--------------|--------------|--------------|--------------|--|--|--|--|--|
|   |                 | Sidings      | Other Tracks |                       | STATIONS                             |                                   |                        |             |              |              |              |              |              |  |  |  |  |  |
|   |                 |              |              |                       | 700                                  | 702                               |                        | 2           | 704          | 4            |              |              |              |  |  |  |  |  |
|   |                 |              |              |                       |                                      |                                   |                        | U. P. 457   | G. N. 459    | S. P. & S.   | N. P. 407    | S. P. & S.   |              |  |  |  |  |  |
|   |                 |              |              |                       |                                      |                                   |                        | Passenger   | Passenger    | Passenger    | Passenger    | Passenger    |              |  |  |  |  |  |
|   |                 |              |              |                       |                                      |                                   |                        | Daily       | Daily        | Daily        | Daily        | Daily        |              |  |  |  |  |  |
| BWYO<br>PRKXZV  | 10              |              | Yard         | 369.5                 | AUTOMATIC BLOCK                      | DN.....VANCOUVER.....MX<br>1.9    | DOUBLE TRACK           | 10.0        | A9.51AM      | A 1.49PM     | A3.19PM      | A 4.34PM     | A 9.04PM     |  |  |  |  |  |
| PIJV  | 8               |              | Jct.         | 371.4                 |                                      | DN..NORTH PORTLAND Jct..KD<br>1.1 |                        | 8.1         | 9.46         | 1.45         | 3.15         | 4.30         | 8.59         |  |  |  |  |  |
| XPV   | 7               | 60           | 263          | 372.5                 |                                      | .....EAST ST. JOHNS.....<br>2.7   |                        | 7.0         | 9.44         | 1.43         | 3.13         | 4.28         | 8.57         |  |  |  |  |  |
| BIPRXJK   | 4               |              | Yard         | 375.2                 |                                      | DN.....WILLBRIDGE.....BR<br>2.3   |                        | 4.8         | 9.40         | 1.39         | 3.09         | 4.24         | 8.53         |  |  |  |  |  |
| XV  | 2               |              | Yard         | 377.5                 |                                      | .....LAKE YARD.....<br>2.0        |                        | 2.0         | 9.36         | 1.35         | 3.05         | 4.20         | 8.49         |  |  |  |  |  |
| PRKXBV  |                 |              |              | 379.5                 |                                      | DN..PORTLAND, Union Sta...VC      |                        | 8.0         | L9.30AM      | L 1.30PM     | L3.00PM      | L 4.15PM     | L 8.45PM     |  |  |  |  |  |
| PBTO<br>RKXZV   | 0               |              | Yard         | 379.5                 |                                      | DN...PORTLAND, Hoyt St...OW       |                        | 8.0         |              |              |              |              |              |  |  |  |  |  |
|   |                 |              |              |                       |                                      |                                   |                        |             |              |              |              |              |              |  |  |  |  |  |
|   |                 |              |              |                       |                                      |                                   |                        |             | 0.21<br>28.6 | 0.19<br>31.6 | 0.19<br>31.6 | 0.19<br>31.6 | 0.19<br>31.6 |  |  |  |  |  |

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

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 Sixth Subdivision, 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 Terminal Sub-Division, will require a check of register in train order form.

Westward

FIRST SUB-DIVISION

Eastward 3

| Water, Fuel, Wyes, Turn Tables, Scales, Standard Clogs & Bulletin Boards and Yard Limits, etc. | Station Numbers | Car Capacity |              | SECOND CLASS |              | FIRST CLASS |              | Distance from Spokane | TIME TABLE No. 137<br>April 28, 1963 | Distance from Portland                       | FIRST CLASS |              |              |  |           |
|--|-----------------|--------------|--------------|--------------|--------------|-------------|--------------|-----------------------|--------------------------------------|--|-------------|--------------|--------------|--|-----------|
|  |                 | Sidings      | Other Tracks | 201          | 251          |             | 1            |                       |                                      |  | 3           | 2            |              |  | 4         |
|  |                 |              |              | Freight      | Freight      |             | Passenger    |                       |                                      |  | Passenger   | Passenger    |              |  | Passenger |
|  |                 |              |              | Daily        | Daily        |             | Daily        |                       |                                      |  | Daily       |              |              |  |           |
| JBWOR<br>YPKXZ   | 106             |              | Yard         | L 11.45AM    | L 7.00AM     |             | L 4.48AM     | L 2.15AM              | 273.4                                | DN.... WISHRAM..... X<br>2.9                 | 106.1       | A 4.58PM     | A 10.46PM    |  |           |
| P  | 108             | 146          | 166          | 11.49        | 7.05         |             | 4.52         | 2.19                  | 276.3                                | ..... AVERY.....<br>9.9                      | 103.2       | 4.55         | 10.43        |  |           |
| P  | 94              | 120          | 8            | 11.59AM      | 7.15         |             | 5.02         | 2.30                  | 286.2                                | ..... NORTH DALLES.....<br>5.0               | 93.3        | 4.46         | 10.34        |  |           |
| JP   | 85              | 76           | 139          | 12.07PM      | 7.23         |             | 5.11         | 2.39                  | 294.2                                | DN..... LYLE..... YA<br>9.4                  | 85.3        | 4.38         | 10.26        |  |           |
| P  | 76              | 126          | 136          | 12.17        | 7.33         |             | 5.21         | 2.50                  | 308.6                                | DNBINGEN-WHITESALMON.WS<br>3.4               | 75.9        | 4.29         | 10.17        |  |           |
| P  | 78              |              | 40           |              |              |             |              |                       | 307.0                                | ..... UNDERWOOD.....<br>1.6                  |             |              |              |  |           |
| P  | 71              | 85           | 7            | 12.22        | 7.38         |             | 5.26         | 2.56                  | 308.6                                | ..... HOOD.....<br>5.1                       | 70.9        | 4.24         | 10.12        |  |           |
|  | 68              |              | 12W          |              |              |             |              | 3.02                  | 313.7                                | ..... COOKS.....<br>6.8                      | 65.8        |              | 10.07        |  |           |
| P  | 60              | 126          | 20W          | 12.34        | 7.50         |             | 5.38         | 3.09                  | 320.0                                | ..... HOME VALLEY.....<br>5.3                | 59.5        | 4.13         | 10.01        |  |           |
| P  | 54              | 144          | 33           | 12.40        | 7.56         |             | 5.44         | 3.15                  | 325.2                                | DN.... STEVENSON.... NS<br>5.0               | 54.3        | 4.08         | 9.56         |  |           |
| P  | 49              | 126          | 33           | 12.45        | 8.01         |             | 5.49         | 3.21                  | 330.2                                | .. NORTH BONNEVILLE..<br>7.3                 | 49.3        | 4.03         | 9.51         |  |           |
| P  | 42              | 125          | 17           | 12.53        | 8.09         |             | 5.57         | 3.29                  | 337.4                                | ..... SKAMANIA.....<br>4.8                   | 42.1        | 3.56         | 9.44         |  |           |
| P  | 38              |              | 10E          |              |              |             |              | 3.34                  | 341.7                                | ..... PRINDLE.....<br>5.8                    | 37.8        |              | 9.40         |  |           |
| P  | 32              | 126          |              | 1.04         | 8.20         |             | 6.08         | 3.40                  | 347.5                                | ..... MT. PLEASANT.....<br>4.0               | 32.0        | 3.46         | 9.34         |  |           |
| P  | 28              | 104          | 23           | 1.08         | 8.24         |             | 6.12         | 3.45                  | 351.5                                | ..... WAHOUGAL.....<br>4.8                   | 28.0        | 3.42         | 9.30         |  |           |
| PX   | 24              | 128          | 127          | 1.14         | 8.30         |             | 6.17         | 3.51                  | 355.7                                | DN..... CAMAS..... MA<br>4.0                 | 23.8        | 3.38         | 9.26         |  |           |
| P  | 20              | 137          | 14           | 1.20         | 8.36         |             | 6.22         | 3.56                  | 359.7                                | ..... FISHER.....<br>6.8                     | 19.8        | 3.33         | 9.21         |  |           |
| P  | 15              | 82           |              | 1.26         | 8.42         |             | 6.28         | 4.02                  | 365.0                                | ..... McLOUGHLIN.....<br>3.4                 | 14.5        | 3.28         | 9.16         |  |           |
|  |                 | 98           | 177          | 1.29         | 8.45         |             | 6.31         | 4.05                  | 367.4                                | ..... KAVAN.....<br>2.1                      | 12.1        | 3.25         | 9.13         |  |           |
| PWTY<br>BOKXR<br>VZ  | 10              |              | Yard         | A 1.35PM     | A 8.50AM     |             | A 6.35AM     | A 4.15AM              | 369.5                                | DN.... VANCOUVER... MX                       | 10.0        | L 3.22PM     | L 9.10PM     |  |           |
|  |                 |              |              | 1.50<br>52.4 | 1.50<br>52.4 |             | 1.47<br>53.9 | 2.00<br>48.1          |                                      |  |             | Daily        | Daily        |  |           |
|  |                 |              |              |              |              |             |              |                       |                                      | Time Over District<br>Average Speed Per Hour |             | 1.36<br>60.1 | 1.36<br>60.1 |  |           |

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

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

4 Westward

## SECOND SUB-DIVISION

Eastward

| Water, Fuel, Wyes, Turn<br>Tables, Scales, Standard<br>Cloths & Bulbets Boards<br>and Yard Limits, etc. | Station Numbers | Car<br>Capacity |                 | SECOND CLASS |  | FIRST CLASS |           | Distance from<br>Spokane | TIME TABLE No. 137            |           | Distance from<br>Portland | FIRST CLASS |   |  |  |
|---|-----------------|-----------------|-----------------|--------------|--|-------------|-----------|--------------------------|-------------------------------|-----------|---------------------------|-------------|---|--|--|
|   |                 | Sidings         | Other<br>Tracks | 201          |  | 1 3         |           |                          | April 28, 1963                |           |                           | 2           | 4 |  |  |
|   |                 |                 |                 | Freight      |  | Passenger   | Passenger |                          | Passenger                     | Passenger |                           |             |   |  |  |
|   |                 |                 |                 | Daily        |  | Daily       | Daily     |                          |                               |           |                           |             |   |  |  |
| WYT<br>RVBOK<br>IXZP  | 231             |                 | Yard            |              |  | L 2.40AM    | L 11.50PM | 148.9                    | DN.....PASCO.....EN<br>1.6 PA | 231.8     | A 7.05PM                  | A 1.00AM    |   |  |  |

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

| JVI            |     |     |      | L 9.15AM     | L 2.45AM     | L 11.55PM    | 140.8 | .....S. P. & S. JCT.....<br>1.2              | 229.7 | A 7.00PM     | A 12.55AM    |  |  |
|----------------|-----|-----|------|--------------|--------------|--------------|-------|--|-------|--------------|--------------|--|--|
| P              | 229 | 161 | 1    | 9.17         | 2.46         | 11.56PM      | 151.0 | DN...KENNEWICK...KN<br>4.6                   | 228.5 | 6.59         | 12.54        |  |  |
| P              | 224 | 71  | 183  | 9.22         | 2.51         | 12.01AM      | 155.6 | D.....FINLEY.....FN<br>8.1                   | 223.9 | 6.54         | 12.49        |  |  |
| P              | 216 | 144 | 7W   | 9.31         | 2.59         | 12.10        | 163.7 | .....YELLEPIT.....<br>12.5                   | 215.8 | 6.46         | 12.41        |  |  |
| P              | 203 | 144 | 4W   | 9.44         | 3.11         | 12.29        | 176.8 | .....BERRIAN.....<br>11.3                    | 208.3 | 6.34         | 12.29        |  |  |
| P              | 192 | 145 | 33   | 9.56         | 3.22         | 12.42        | 187.8 | DN...PLYMOUTH...MO<br>12.3                   | 192.0 | 6.23         | 12.18        |  |  |
| P              | 180 | 142 | 22   | 10.09        | 3.33         | 12.53        | 199.7 | .....PATERSON.....<br>9.4                    | 179.8 | 6.12         | 12.06AM      |  |  |
| P              | 170 | 142 | 14   | 10.19        | 3.42         | 1.02         | 209.1 | .....WHITCOMB.....<br>8.2                    | 170.4 | 6.03         | 11.57PM      |  |  |
| P              | 163 |     | 36   |              |              |              | 217.3 | .....ALDERDALE.....<br>4.6                   | 162.2 |              |              |  |  |
| P              | 158 | 144 |      | 10.32        | 3.54         | 1.14         | 221.9 | .....McCREDIE.....<br>10.9                   | 157.6 | 5.51         | 11.45        |  |  |
| P              | 147 | 145 | 36   | 10.43        | 4.04         | 1.24         | 232.8 | DN...ROOSEVELT...RE<br>8.9                   | 146.7 | 5.41         | 11.35        |  |  |
| P              | 141 |     | 19W  |              |              |              | 238.7 | .....SUNDALE.....<br>10.0                    | 140.8 |              |              |  |  |
| P              | 131 | 144 | 6    | 10.59        | 4.18         | 1.38         | 248.7 | .....GOODNOE.....<br>5.6                     | 130.8 | 5.27         | 11.20        |  |  |
| P              | 125 |     | 28W  | 11.05        | 4.24         | 1.44         | 254.3 | .....TOWAL.....<br>5.5                       | 125.2 | 5.21         | 11.14        |  |  |
| P              | 120 | 145 | 47   | 11.11        | 4.30         | 1.50         | 259.8 | .....CLIFFS.....<br>5.4                      | 119.7 | 5.15         | 11.08        |  |  |
| P              | 114 | 153 |      | 11.17        | 4.36         | 1.56         | 265.2 | .....MARYHILL.....<br>8.2                    | 114.3 | 5.09         | 11.02        |  |  |
| BWOYR<br>JKXZP | 106 |     | Yard | A 11.30AM    | A 4.45AM     | A 2.05AM     | 273.4 | DN...WISHRAM...X                             | 106.1 | L 5.00PM     | L 10.53PM    |  |  |
|                |     |     |      |              |              |              |       |  |       | Daily        | Daily        |  |  |
|                |     |     |      | 2.15<br>54.9 | 2.05<br>60.1 | 2.15<br>55.6 |       | Time Over District<br>Average Speed Per Hour |       | 2.05<br>60.1 | 2.07<br>59.1 |  |  |

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Westward

THIRD SUB-DIVISION

Eastward 5

| Water, Fuel, Wyes, Turn Tables, Seales, Standard Closets & Bulletin Boards and Yard Limits, etc. | Station Numbers | Car Capacity |              | SECOND CLASS |       | FIRST CLASS |       | Distance from Spokane | TIME TABLE No. 137         |       | Distance from Portland | FIRST CLASS |           |
|--|-----------------|--------------|--------------|--------------|-------|-------------|-------|-----------------------|----------------------------|-------|------------------------|-------------|-----------|
|  |                 | Siding       | Other Tracks | 201          |       | 1 3         |       |                       | April 28, 1963             |       |                        | 4 2         |           |
|  |                 |              |              | Freight      | Daily | Passenger   | Daily |                       | Passenger                  | Daily |                        | Passenger   | Passenger |
|  |                 |              |              |              |       |             |       |                       |                            |       |                        |             |           |
| 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.(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    | 384.3 |          |          |
| BKPR WOX      | 380 |  | Yard |  |  |  |  | 0.0 | DN SPOKANE (G.N. Depot).PD | 379.5 | A 5.00AM | A10.00PM |

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

| LJPVXY         | Station | Siding       | Other Tracks | L 6.01 AM |          | L 11.55 PM |       | L 8.31 PM |       | Distance from | DN...FORT WRIGHT..FW   |       | Distance from | A 4.50 AM A 9.50 PM |                        |
|----------------|---------|--------------|--------------|-----------|----------|------------|-------|-----------|-------|---------------|------------------------|-------|---------------|---------------------|------------------------|
|                |         |              |              | 6.08      | 12.01 AM | 8.38       | 12.05 | 8.42      | 12.12 |               | 8.49                   | 12.18 |               | 8.56                | 9.02                   |
| P              | 871     | 125          |              |           |          |            |       |           |       | 8.4           | .....OVERLOOK.....     | 371.1 |               |                     |                        |
| JP             | 867     | 72           | 52           |           |          |            |       |           |       | 12.1          | DN....SCRIBNER....SC   | 367.4 |               |                     | 4.37 9.38              |
| P              | 861     | 80           | 13           |           |          |            |       |           |       | 18.8          | .....SOUTH CHENEY....  | 360.7 |               |                     | 4.29 9.31              |
| P              | 855     | 118          |              |           |          |            |       |           |       | 24.9          | .....MOCK.....         | 354.6 |               |                     | 4.21 9.24              |
| P              | 850     |              | 17W          |           |          |            |       |           |       | 30.0          | .....AMBER.....        | 349.5 |               |                     | 4.16                   |
| P              | 843     | 126          | 23           |           |          |            |       |           |       | 36.2          | .....RODNA.....        | 343.3 |               |                     | 4.10 9.13              |
| P              | 835     | EB 134 WB 97 | 94           |           |          |            |       |           |       | 44.8          | DN....LAMONT.....A     | 334.7 |               |                     | 4.02 9.06              |
| P              | 829     |              | 21E          |           |          |            |       |           |       | 50.1          | .....ROCKWELL.....     | 329.4 |               |                     | 3.57                   |
| P              | 824     | 125          | 16           |           |          |            |       |           |       | 55.7          | .....MACALL.....       | 323.8 |               |                     | 3.52 8.57              |
| P              | 811     | 127          | 29           |           |          |            |       |           |       | 68.4          | .....BENGE.....        | 311.1 |               |                     | 3.40 8.46              |
| P              | 800     | 125          | 12           |           |          |            |       |           |       | 80.0          | .....HOOPER.....       | 309.5 |               |                     | 3.29 8.35              |
| P              | 791     | EB 130 WB 72 | 38           |           |          |            |       |           |       | 88.6          | DN....WASHTUCNA..WA    | 290.9 |               |                     | 3.20 8.28              |
| P              | 785     |              | 42E          |           |          |            |       |           |       | 94.3          | .....SPERRY.....       | 285.3 |               |                     | 2.58 8.23              |
| P              | 778     | 125          | 80           |           |          |            |       |           |       | 101.7         | .....KAHLOTUS.....     | 277.8 |               |                     | 2.51 8.17              |
| P              | 769     | 90           | 5            |           |          |            |       |           |       | 110.9         | .....FARRINGTON.....   | 268.6 |               |                     | 2.38 8.06              |
| P              | 763     | 112          |              |           |          |            |       |           |       | 116.7         | .....BURE.....         | 262.8 |               |                     | 2.30 7.59              |
| JV             |         |              |              |           |          |            |       |           |       | 122.6         | ...SNAKE RIVER JCT.... | 256.9 |               |                     |                        |
| P              | 756     | 76           | 61           |           |          |            |       |           |       | 123.2         | DN...SNAKE RIVER..SR   | 256.3 |               |                     | 2.21 7.51              |
| P              | 754     | 126          |              |           |          |            |       |           |       | 125.5         | .....VOTAW.....        | 254.0 |               |                     | 2.17 7.48              |
| P              | 751     |              | 65W          |           |          |            |       |           |       | 129.0         | .....REDD.....         | 250.5 |               |                     | 2.13 7.45              |
| P              | 745     | 125          | 9            |           |          |            |       |           |       | 134.7         | .....LEVEY.....        | 244.8 |               |                     | 2.07 7.40              |
| P              | 738     | 69           |              |           |          |            |       |           |       | 141.5         | .....MARTINDALE.....   | 238.0 |               |                     | 1.58 7.34              |
| IJPV           | 734     |              |              |           |          |            |       |           |       | 146.0         | ...AINSWORTH JCT....   | 233.5 |               |                     | 1.52 7.30              |
| PZXTY WRBOK IV | 731     |              | Yard         |           |          |            |       |           |       | 148.2         | DN....PASCO.....RN PA  | 231.3 |               |                     | 1.40 AM L 7.20 PM      |
|                |         |              |              |           |          |            |       |           |       |               |                        |       |               |                     | Daily Daily            |
|                |         |              |              |           |          |            |       |           |       |               |                        |       |               |                     | 3.20 2.40<br>44.5 55.6 |

AUTOMATIC BLOCK

Time Over District  
Average Speed Per Hour

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.



Westward

FIFTH SUB-DIVISION

Eastward 7

| Water, Fuel, Wood, Turn<br>Tables, Scales, Standard<br>Cooks & Bulletin Board<br>and Yard Limits, etc. | Station Numbers | Car Capacity |                 | THIRD CLASS              |                        |                          | SECOND CLASS             | Distance from<br>Bend                        | TIME TABLE No. 137         |                        | Distance from<br>Wishram | SECOND CLASS | THIRD CLASS              |  |  |  |
|--|-----------------|--------------|-----------------|--------------------------|------------------------|--------------------------|--------------------------|--|----------------------------|------------------------|--------------------------|--------------|--------------------------|--|--|--|
|  |                 | Sidings      | Other<br>Tracks | 105                      |                        | 103                      | 251                      |  | April 28, 1963             |                        |                          | 102          | Oregon<br>Trunk<br>Mixed |  |  |  |
|  |                 |              |                 | Oregon<br>Trunk<br>Mixed | Saturday<br>Only       | Oregon<br>Trunk<br>Mixed | Daily Ex.<br>Sat. & Sun. |  | Oregon<br>Trunk<br>Freight | Daily                  |                          |              |                          |  |  |  |
| BYOVZ<br>PRKX  | T-151           |              | Yard            | L 7.00PM                 | L 11.00PM              | L 2.15AM                 | 0.0                      | DN... BEND..... D                            | 151.5                      | A 7.00AM               |                          |              |                          |  |  |  |
| P  | T-144           | 45           | 19              | f 7.11                   | f 11.15                | 2.25                     | 7.3                      | ... DESCHUTES.....                           | 144.2                      | f 6.35                 |                          |              |                          |  |  |  |
| XP   | T-135           | 92           | 304             | s 7.30                   | s 11.40                | 2.38                     | 9.6                      | DN... REDMOND..... ED                        | 134.6                      | s 6.15                 |                          |              |                          |  |  |  |
| JPV  | T-132           | 80           | 42              | f 7.35                   | f 11.46                |                          | 10.9                     | D... PRINEVILLE JCT... KN                    | 133.3                      | f 5.50                 |                          |              |                          |  |  |  |
| P  | T-130           | 44           |                 | f 7.40                   | f 11.52PM              | 2.45                     | 12.2                     | ... TERREBONNE.....                          | 129.5                      | f 5.45                 |                          |              |                          |  |  |  |
| P  | T-122           | 107          | 22              | f 7.52                   | f 12.09AM              | 2.55                     | 13.5                     | ... OPAL CITY.....                           | 121.6                      | f 5.31                 |                          |              |                          |  |  |  |
| P  | T-115           | 43           | 50              | f 8.02                   | f 12.25                | 3.04                     | 14.8                     | ... OULVER.....                              | 115.0                      | f 5.18                 |                          |              |                          |  |  |  |
| PX   | T-110           | 93           | 225             | s 8.12                   | s 12.35                | 3.11                     | 16.1                     | D... METOLIUS..... MS                        | 110.2                      | s 5.10                 |                          |              |                          |  |  |  |
| P  | T-105           | 46           | 172             | s 8.25                   | s 12.55                | 3.19                     | 17.4                     | DN... MADRAS..... MD                         | 105.0                      | s 5.00                 |                          |              |                          |  |  |  |
| P  | T-100           | 104          | 3               | f 8.35                   | f 1.10                 | 3.27                     | 18.7                     | ... PAXTON.....                              | 99.8                       | f 4.39                 |                          |              |                          |  |  |  |
| P  | T-94            | 30           | 21              | s 8.51                   | s 1.26                 | 3.41                     | 20.0                     | ... GATEWAY.....                             | 94.0                       | s 4.23                 |                          |              |                          |  |  |  |
| P  | T-88            | 103          | 36              | f 9.13                   | f 1.48                 | <sup>102</sup><br>4.01   | 21.3                     | DN SOUTH JCT..... SJ                         | 85.8                       | f 4.01                 |                          |              |                          |  |  |  |
| P  | T-80            | 103          |                 | f 9.24                   | f 1.59                 | 4.12                     | 22.6                     | ... KASKELA.....                             | 80.1                       | f 3.45                 |                          |              |                          |  |  |  |
| P  | T-71            | 108          | 13W             | 9.43                     | 2.18                   | 4.31                     | 23.9                     | ... DIXON.....                               | 71.1                       | 3.26                   |                          |              |                          |  |  |  |
|  | T-65            |              | 4W              | f 9.50                   | f 2.25                 |                          | 25.2                     | ... DANT.....                                | 67.5                       | f 3.19                 |                          |              |                          |  |  |  |
| P  | T-64            | 45           |                 | f 9.57                   | f 2.32                 | 4.46                     | 26.5                     | ... NENA.....                                | 63.8                       | f 3.11                 |                          |              |                          |  |  |  |
| P  | T-56            | 86           | 13              | 10.13                    | <sup>102</sup><br>2.55 | 5.03                     | 27.8                     | ... CAMBRAI.....                             | 55.6                       | <sup>103</sup><br>2.55 |                          |              |                          |  |  |  |
| P  | T-55            |              | 26              | s 10.20                  | s 3.01                 |                          | 29.1                     | DN... MAUPIN..... AU                         | 54.6                       | s 2.53                 |                          |              |                          |  |  |  |
| P  | T-47            |              | 36W             | f 10.35                  | f 3.16                 | 5.19                     | 30.4                     | ... SHERAR.....                              | 47.3                       | f 2.39                 |                          |              |                          |  |  |  |
| P  | T-40            | 92           | 8E              | f 10.51                  | f 3.32                 | 5.34                     | 31.7                     | ... OAKBROOK.....                            | 39.7                       | f 2.23                 |                          |              |                          |  |  |  |
| P  | T-30            | 45           | 9E              | f 11.10                  | f 3.51                 | 5.54                     | 33.0                     | ... SINAMOX.....                             | 30.4                       | f 2.04                 |                          |              |                          |  |  |  |
| P  | T-26            | 43           |                 | f 11.18                  | f 3.59                 | 6.02                     | 34.3                     | ... DIKE..... DI                             | 26.4                       | f 1.55                 |                          |              |                          |  |  |  |
| P  | T-18            | 105          | 12              | f 11.35PM                | f 4.16                 | 6.19                     | 35.6                     | ... LOCKIT.....                              | 18.3                       | f 1.38                 |                          |              |                          |  |  |  |
| P  | T- 8            | 83           | 9W              | f 12.01AM                | f 4.41                 | 6.43                     | 36.9                     | ... MOODY.....                               | 5.9                        | f 1.13                 |                          |              |                          |  |  |  |
| IVXJP  | T- 2            |              |                 | 12.10                    | 4.50                   | 6.52                     | 38.2                     | ... O. T. JCT.....                           | 1.5                        | 1.04                   |                          |              |                          |  |  |  |
| JBOPW<br>RXXZY   | 106             |              | Yard            | A 12.15AM                | A 5.00AM               | A 7.00AM                 | 39.5                     | DN... WISHRAM..... X                         | 0.0                        | L 1.00AM               |                          |              |                          |  |  |  |
|  |                 |              |                 | 5.15<br>28.9             | 6.00<br>25.3           | 4.45<br>31.9             |                          | Time Over District<br>Average Speed Per Hour |                            | 6.00<br>25.3           |                          |              |                          |  |  |  |

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Nos. 102, 103 and 105 will stop on flag at Tuskan, Hardy and Axford to receive or discharge passengers.

| Water, Wagon, Turntables, Fuel, Boilers, Standard Clocks, Bul. Edd., Register, Yard Limits. | Station Numbers | Car Capacity |              | SECOND CLASS       |       |    | Distance from Portland | TIME TABLE No. 137         |                        |                  | Distance from Seaside | SECOND CLASS |  |  |
|---|-----------------|--------------|--------------|--------------------|-------|----|------------------------|----------------------------|------------------------|------------------|-----------------------|--------------|--|--|
|   |                 | Sidings      | Other Tracks | 231                |       |    |                        | April 28, 1963             |                        |                  |                       | 230          |  |  |
|   |                 |              |              | Freight            |       |    |                        | STATIONS                   |                        |                  |                       | Freight      |  |  |
|   |                 |              |              | Daily Ex. Saturday |       |    |                        | DN ( ... WILLBRIDGE ... BR |                        |                  |                       | A 5.15 AM    |  |  |
| JRXI P  | 4               |              | Yard         | 110.00 PM          | 4.3   | DN | 0.8                    | 118.7                      | WILLBRIDGE SIDING ..   | 118.9            | A                     | 5.13         |  |  |
| X   | A5              | 80           |              | 10.02              | 5.1   | DN | 2.2                    | 110.7                      | LINNTON .....          | 110.7            |                       | 5.07         |  |  |
| XP  | A7              | 72           | 217          | 10.08              | 7.8   | DN | 2.7                    | 108.0                      | UNITED JCT. ....       | 108.0            | L                     | 5.00 AM      |  |  |
| PJX   | A10             |              |              | A 10.15 PM         | 10.0  | DN | 2.6                    | 105.4                      | HOLBROOK .....         | 105.4            |                       |              |  |  |
|   | A18             | 20           |              |                    | 12.6  | DN | 7.3                    | 98.1                       | SCAPPOOSE .....        | 98.1             |                       |              |  |  |
|   | A20             | 84           | 79           |                    | 19.9  | DN | 7.7                    | 90.4                       | ST. HELENS .....       | 90.4             |                       |              |  |  |
| BPX   | A28             | 51           | 78           |                    | 27.6  | DN | 3.7                    | 86.7                       | WATERVIEW .....        | 86.7             |                       |              |  |  |
| PX  | A31             | 43           |              |                    | 31.8  | DN | 8.1                    | 78.6                       | GOBLE .....            | 78.6             |                       |              |  |  |
| P   | A39             | 20           | 58           |                    | 39.4  | DN | 6.4                    | 73.2                       | RAINIER .....          | 73.2             |                       |              |  |  |
| P   | A46             |              |              |                    | 45.8  | DN | 1.0                    | 71.2                       | AVON .....             | 71.2             |                       |              |  |  |
|   | A47             | 52           | 20E          |                    | 46.8  | DN | 9.0                    | 62.2                       | MAYGER .....           | 62.2             |                       |              |  |  |
| P   | A56             | 50           | 13           |                    | 55.8  | DN | 2.2                    | 60.6                       | LOCODA .....           | 60.6             |                       |              |  |  |
|   | A58             |              |              |                    | 58.0  | DN | 1.3                    | 58.7                       | QUINCY .....           | 58.7             |                       |              |  |  |
|   | A59             |              | 14W          |                    | 59.8  | DN | 2.9                    | 65.8                       | CLATSKANIE .....       | 65.8             |                       |              |  |  |
| P   | A62             | 43           | 68           |                    | 62.2  | DN | 4.4                    | 51.4                       | MARSHLAND .....        | 51.4             |                       |              |  |  |
|   | A67             |              | 21W          |                    | 66.6  | DN | 4.6                    | 46.8                       | WESTPORT .....         | 46.8             |                       |              |  |  |
| P   | A71             | 29           | 6            |                    | 71.2  | DN | 2.3                    | 44.5                       | WAUNA .....            | 44.5             |                       |              |  |  |
| P   | A74             |              | 54           |                    | 73.5  | DN | 3.3                    | 41.2                       | BRADWOOD .....         | 41.2             |                       |              |  |  |
|   | A77             |              | 14           |                    | 76.8  | DN | 1.6                    | 39.6                       | CLIFTON .....          | 39.6             |                       |              |  |  |
| P   | A78             | 43           |              |                    | 78.4  | DN | 4.9                    | 34.7                       | BROWNSMEAD .....       | 34.7             |                       |              |  |  |
|   | A83             |              | 2E           |                    | 83.8  | DN | 3.2                    | 31.5                       | KNAPPA .....           | 31.5             |                       |              |  |  |
| P   | A87             | 20           | 5W           |                    | 86.5  | DN | 3.7                    | 27.8                       | SVENSEN .....          | 27.8             |                       |              |  |  |
|   | A90             | 15           | 2W           |                    | 90.2  | DN | 9.5                    | 18.3                       | ASTORIA .....          | 18.3             |                       |              |  |  |
| TZP BKXR  | A100            |              | Yard         |                    | 99.7  | DN | 5.9                    | 12.4                       | WARRENTON .....        | 12.4             |                       |              |  |  |
| JY  | A106            |              | 17           |                    | 105.6 | DN | 2.7                    | 9.7                        | CAMP CLATSOP .....     | 9.7              |                       |              |  |  |
|   | A108            |              | 19E          |                    | 108.3 | DN | 9.7                    | 0.0                        | SEASIDE .....          | 0.0              |                       |              |  |  |
| B KR  | A118            |              | 66           |                    | 118.0 | DN |                        |                            |                        |                  |                       |              |  |  |
|   |                 |              |              |                    | 0.15  |    |                        |                            |                        |                  |                       |              |  |  |
|   |                 |              |              |                    | 22.8  |    |                        |                            |                        |                  |                       |              |  |  |
|   |                 |              |              |                    |       |    |                        |                            | Time Over District     |                  |                       |              |  |  |
|   |                 |              |              |                    |       |    |                        |                            | Average Speed per Hour |                  |                       |              |  |  |
|   |                 |              |              |                    |       |    |                        |                            |                        | Daily Ex. Monday |                       |              |  |  |
|   |                 |              |              |                    |       |    |                        |                            |                        | 0.15             |                       |              |  |  |
|   |                 |              |              |                    |       |    |                        |                            |                        | 22.8             |                       |              |  |  |

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Westward

## SEVENTH SUB-DIVISION

Eastward 9

| Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul. Bds., Register, Yard Limits | Station Numbers | Car Capacity |              | Distance from Warrenton | TIME TABLE No. 137<br>April 28, 1963 |                         | Distance from Point Adams |
|--|-----------------|--------------|--------------|-------------------------|--------------------------------------|-------------------------|---------------------------|
|  |                 | Sidings      | Other Tracks |                         | STATIONS                             |                         |                           |
|  | JXYR            | A106         | 17           | 0.0                     | .....                                | WARRENTON .....         | 2.7                       |
|  |                 | FS2          | 23           | 1.8                     | 1.8                                  | ..... FLAVEL .....      | 0.9                       |
|  |                 | FS3          | 5E           | 2.7                     | 0.9                                  | ..... POINT ADAMS ..... | 0.0                       |
|  |                 |              |              | Time Over District      |                                      |                         |                           |
|  |                 |              |              | Average Speed per Hour  |                                      |                         |                           |

Eastward trains are superior to Westward trains of the same class

Westward

## EIGHTH SUB-DIVISION

Eastward

| Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul. Bds., Register, Yard Limits | Station Numbers | Car Capacity |              | SECOND CLASS |         | Distance from Portland | TIME TABLE No. 137<br>April 28, 1963         |                      | Distance from Vernonia | SECOND CLASS      |              |
|--|-----------------|--------------|--------------|--------------|---------|------------------------|--|----------------------|------------------------|-------------------|--------------|
|  |                 | Sidings      | Other Tracks | 231          | Freight |                        | STATIONS                                     |                      |                        | 230               | Freight      |
|  | PXJ             | A10          |              | 11 0.15 PM   |         | 10.0                   | N.....                                       | UNITED JCT..... 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                   | Auto. Bl. (                                  | TUNNEL SPUR.....     | 33.9                   |                   | 4.42         |
|  | JXP             | U17          | 25<br>5E     | A 10.40 PM   |         | 17.1                   | .....  | BOWERS JCT.....      | 31.4                   | I                 | 4.30 AM      |
|  | P               | U22          | 47<br>41     |              |         | 21.9                   | D.....                                       | NORTH PLAINS..... NP | 26.6                   |                   |              |
|  |                 | U23          | 24<br>24     |              |         | 23.3                   | .....  | VADIS.....           | 25.3                   |                   |              |
|  |                 | U26          | 11E          |              |         | 25.5                   | .....  | CHRISTIE.....        | 23.0                   |                   |              |
|  | P               | U32          | 24<br>9      |              |         | 31.7                   | .....  | MANNING.....         | 16.8                   |                   |              |
|  | P               | U39          | 20<br>8E     |              |         | 38.8                   | .....  | TOPELL.....          | 9.7                    |                   |              |
|  | P               | U43          | 39           |              |         | 48.1                   | .....  | BRAUN.....           | 5.4                    |                   |              |
|  | Y<br>XPR        | U49          | Yard         |              |         | 48.5                   | .....  | VERNONIA.....        | 0.0                    |                   |              |
|  |                 |              |              | 0.25<br>17.0 |         |                        | Time Over District<br>Average Speed per Hour |                      |                        | Daily<br>Ex. Mon. | 0.30<br>14.2 |

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

10 Westward

## NINTH SUB-DIVISION

Eastward

| Wester, Wyee, Turn-<br>table, Fuel, Sealing,<br>Standard Closets, Bul-<br>letin Boards, Register<br>and Yard Limits | Station Numbers | Car Capacity |              | SECOND CLASS |                       | Distance from<br>Portland | TIME TABLE No. 137 |         | Distance from<br>Eugene | SECOND CLASS |  |
|---|-----------------|--------------|--------------|--------------|-----------------------|---------------------------|--------------------|---------|-------------------------|--------------|--|
|   |                 | Slidings     | Other Tracks | 231          |                       |                           | April 28, 1963     |         |                         | 230          |  |
|   |                 |              |              | Freight      | Daily<br>Ex. Saturday |                           | STATIONS           |         |                         | Freight      |  |
|   |                 |              |              |              |                       |                           | Ex. Saturday       | Freight |                         |              |  |
| JXP   | U17             |              | 6E           | 11:04 PM     | 17.1                  | BOWERS JCT                | 125.7              | 4:30 AM |                         |              |  |
|   | E21             | 43           | 31           | 10:52        | 20.9                  | MERLE                     | 121.9              | 4:18    |                         |              |  |
| YPXJ  | E23             |              |              | 10:54        | 21.6                  | FOREST GROVE JCT          | 121.8              | 4:16    |                         |              |  |
| X   |                 | 75           | 23           | 11:10        | 26.7                  | BEAVERTON SIDING          | 116.1              | 4:00    |                         |              |  |
| XP  | E28             |              | 25           | 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     | 81.2  | GRETON                                       | 111.6 | 3:35 AM             |
| PX            | E32  | 74  | 15         | 11:38        | 82.1  | TIGARD                                       | 110.7 | 3:32                |
| P             | E36  |     | 9          | 11:50 PM     | 86.1  | TUALATIN                                     | 106.7 | 3:20                |
| P             | E39  | 18  |            | 12:01 AM     | 89.0  | TONQUIN                                      | 108.8 | 3:10                |
| P             | E43  | 19  | 7          | 12:12        | 43.0  | WILSONVILLE                                  | 99.8  | 2:58                |
| P             | E45  | 74  |            | 12:21        | 45.4  | CURTIS                                       | 97.4  | 2:49                |
| P             | E49  |     | 22         | 12:33        | 49.1  | DONALD                                       | 93.7  | 2:37                |
| P             | E55  | 72  | 8E         | 12:50        | 54.6  | WEST WOODBURN                                | 88.3  | 2:20                |
|               | E57  |     | 9E         | 12:59        | 57.4  | ST. LOUIS                                    | 85.4  | 2:11                |
|               | E63  |     | 13         | 1:17         | 63.1  | HOPMERE                                      | 79.7  | 1:53                |
| P             | E64  |     | 8          | 1:20         | 64.1  | QUINABY                                      | 78.7  | 1:50                |
| PX            | E69  | 77  | 44         | 1:35         | 68.6  | BUSH   | 74.2  | 1:35                |
| VBPXK         | E71  |     | Yard       | 1:50         | 71.2  | SALEM  | 71.6  | 1:20                |
| PX            | E73  | 113 |            | 1:55         | 72.8  | MINTO  | 70.0  | 1:15                |
| P             | E80  |     | 10E<br>12W | 2:17         | 79.9  | ORVILLE                                      | 62.9  | 12:53               |
| P             | E85  | 72  |            | 2:32         | 84.8  | SIDNEY                                       | 58.0  | 12:38               |
|               | E88  |     | 16         | 2:42         | 87.9  | TALBOT                                       | 54.9  | 12:28               |
|               | E91  |     | 15W        | 2:51         | 90.8  | DEVER  | 52.0  | 12:19               |
| ZYBRP<br>TKOJ | E97  |     | Yard       | 3:30         | 96.5  | ALBANY YARD                                  | 46.3  | 12:01 AM            |
| VXP           | E98  |     | Yard       | 3:35         | 97.8  | ALBANY                                       | 45.0  | 11:15 PM            |
| P             | E111 |     | 13E        | 4:10         | 111.1 | FAYETTEVILLE                                 | 31.7  | 10:35               |
|               | E114 |     | 4E         | 4:18         | 113.8 | POTTER                                       | 29.0  | 10:28               |
|               | E116 | 6   |            | 4:25         | 116.1 | TULSA  | 26.7  | 10:20               |
| P             | E124 |     | 19<br>24E  | 4:50         | 124.9 | HARRISBURG                                   | 18.0  | 9:55                |
| P             | E129 |     | 118        | 5:05         | 128.7 | JUNCTION CITY                                | 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 |     | 13W<br>21E | 5:27         | 136.1 | ENID   | 6.7   | 9:15                |
| BKXR<br>PVY   | E143 |     | Yard       | 6:15 AM      | 142.8 | EUGENE                                       | 0.0   | 8:30 PM             |
|               |      |     |            | 7:35<br>15 6 |       |  |       | Daily<br>Ex. Sunday |
|               |      |     |            |              |       | Time Over District<br>Average Speed per Hour |       | 8.00<br>15 7        |

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Westward

## TENTH SUB-DIVISION

Eastward 11

| Water, Ways, Turntables, Fuel, Scales, Standard Clocks, Bulletin Boards, Register and Yard Limits | Station Numbers |              | Car Capacity |  | Distance from Forest Grove Junction | TIME TABLE No. 137<br>April 28, 1963         |      | Distance from Forest Grove |  |
|---|-----------------|--------------|--------------|--|-------------------------------------|--|------|----------------------------|--|
|   | Sidings         | Other Tracks |              |  |                                     | STATIONS                                     |      |                            |  |
| JYPK  | E22             |              |              |  | 6.0                                 | .....FOREST GROVE JCT.....                   | 10.6 |                            |  |
| X   | F1              | 10E<br>3E    |              |  | 6.8                                 | .....ORENCO.....                             | 9.8  |                            |  |
|   | F3              | 7E           |              |  | 7.9                                 | .....SEWELL.....                             | 7.7  |                            |  |
| P   | F5              | 4            | 38           |  | 4.5                                 | D.....HILLSBORO.....BO                       | 8.1  |                            |  |
|   | F9              |              | 12           |  | 7.9                                 | .....CORNELIUS.....                          | 8.7  |                            |  |
| P   | F11             |              | 61           |  | 10.6                                | D.....FOREST GROVE...FO                      | 0.0  |                            |  |
|   |                 |              |              |  |                                     | Time Over District<br>Average Speed per Hour |      |                            |  |

Eastward trains are superior to Westward trains of the same class.

Westward

## ELEVENTH SUB-DIVISION

Eastward

| Water, Ways, Turntables, Fuel, Scales, Standard Clocks, Bulletin Boards, Register and Yard Limits | Station Numbers |              | Car Capacity |  | Distance from Albany Yard | TIME TABLE No. 137<br>April 28, 1963         |      | Distance from Porter |  |
|---|-----------------|--------------|--------------|--|---------------------------|--|------|----------------------|--|
|   | Sidings         | Other Tracks |              |  |                           | STATIONS                                     |      |                      |  |
| SKBXP<br>TOR  | E97             |              | Yard         |  | 0.0                       | DN.....ALBANY YARD.....YD                    | 31.9 |                      |  |
| JVX   |                 |              |              |  | 0.9                       | .....S. P. CONN. ALBANY.....                 | 31.0 |                      |  |
|   |                 |              |              |  |                           | Time Over District<br>Average Speed per Hour |      |                      |  |

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

|            |      |    |      |  |      |  |      |  |  |
|------------|------|----|------|--|------|--|------|--|--|
| KPVX       | 816  |    | 19   |  | 14.5 | DN.....LEBANON.....BA<br>O. E. Conn.         | 17.4 |  |  |
| X          | 815A | 9  |      |  | 14.8 | .....LEBANON.....<br>(O. E. Siding)          | 17.1 |  |  |
| PX         | 816  | 69 | 228  |  | 15.9 | D.....WELDWOOD.....V                         | 16.0 |  |  |
| P          | 820  |    | 4E   |  | 20.2 | .....WATERLOO.....                           | 11.7 |  |  |
|            | 822  |    | 8E   |  | 22.1 | .....NYE.....                                | 9.8  |  |  |
| PY<br>RBXJ | 829  |    | Yard |  | 28.8 | DN.....SWEET HOME.....SW                     | 8.1  |  |  |
| X          | 832  |    |      |  | 31.9 | .....FOSTER.....                             | 0.0  |  |  |
|            |      |    |      |  |      | Time Over District<br>Average Speed per Hour |      |  |  |

Eastward trains are superior to Westward trains of the same class.

Westward

## TWELFTH SUB-DIVISION

Eastward

| Water, Ways, Turntables, Fuel, Scales, Standard Clocks, Bulletin Boards, Register and Yard Limits | Station Numbers |              | Car Capacity |  | Distance from Sweet Home | TIME TABLE No. 137<br>April 28, 1963         |      | Distance from Dollar |  |
|---|-----------------|--------------|--------------|--|--------------------------|--|------|----------------------|--|
|   | Sidings         | Other Tracks |              |  |                          | STATIONS                                     |      |                      |  |
| PYRB<br>XJ  | 829             |              | Yard         |  | 0.0                      | DN.....SWEET HOME.....SW                     | 15.5 |                      |  |
|   | H6              |              | 19W          |  | 6.4                      | .....MOLLEY.....                             | 6.1  |                      |  |
|   | H9              |              | 10           |  | 8.1                      | .....CALAPOOYA.....                          | 7.4  |                      |  |
|   | H16             |              | Yard         |  | 16.5                     | .....DOLLAR.....                             | 0.0  |                      |  |
|   |                 |              |              |  |                          | Time Over District<br>Average Speed per Hour |      |                      |  |

Eastward trains are superior to Westward trains of the same class.

## 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 Terminal, First, Second and Third Subdivisions, advance warning signs are located 4500 feet, on the Fifth Subdivision 3000 feet, and on all other Subdivisions, 1500 feet in advance of the reduce speed signs.

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, except DE units 151 and 152. ....   | 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.           |    |
| When picking up train orders (except where hoop stands are located).....   | 25 |

## SPEED RESTRICTIONS

Terminal Subdivision—

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

First Subdivision—

|   |    |    |
|---|----|----|
| Maximum speed .....   | 79 | 60 |
| 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 |    |

Second Subdivision—

|  |    |    |
|--|----|----|
| Maximum speed .....                        | 79 | 60 |
| Within the city limits of Kennnewick ..... | 35 | 35 |
| Within the city limits of Pasco.....       | 25 | 25 |

Third Subdivision—

|   |    |    |
|---|----|----|
| Maximum speed .....                       | 79 | 60 |
| Within the city limits of Pasco.....      | 25 | 25 |
| Between Kahlotus and Snake River Jct..... | 50 | 35 |
| Within the city limits of Lamont.....     | 70 |    |

Fourth Subdivision—

|                                    |    |  |
|------------------------------------|----|--|
| Maximum speed .....                | 30 |  |
| On curves 5 degrees and over ..... | 15 |  |

Fifth Subdivision—

|  | Psg. | Frt. and Mixed |
|--|------|----------------|
| Maximum speed .....                                | 60   | 60             |
| 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   | 50             |
| Between North City Limits and A Street, Redmond..  | 50   | 50             |
| Between A and H Streets, Redmond .....             | 35   | 35             |
| Between H Street and South City Limits, Redmond .  | 50   | 50             |
| Between North City Limits and Revere Street, Bend. | 50   | 50             |
| Between Revere Street and end of line, Bend .....  | 25   | 25             |
| Over Revere Street when using siding, Bend .....   | 10   | 10             |

Sixth and Seventh Subdivisions—

|   | Psg. | 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

| <u>Eighth Subdivision—</u>              | M.P.H. |
|---|--------|
| Between United Junction and Banks ..... | 25     |
| Between Banks and Vernonia .....        | 20     |
| Within City Limits of Vernonia .....    | 15     |

| <u>Ninth, Tenth, Eleventh and Twelfth Subdivisions—</u>  | M.P.H. |
|--|--------|
| Maximum speed .....  | 35     |
| Within City Limits of Beaverton .....  | 20     |
| Between Beburg and Greton on S. P. tracks .....  | 20     |
| 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     |
| 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

| <u>Second Subdivision—</u> |                        |
|----------------------------|------------------------|
| Wishram .....              | East yard lead switch. |

| <u>Third Subdivision—</u> |                        |
|---------------------------|------------------------|
| 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. |

| <u>Fifth Subdivision—</u> |                         |
|---------------------------|-------------------------|
| Dixon .....               | Both switches of siding |
| South Junction .....      | East Switch of siding   |
| Paxton .....              | East switch of siding   |

| <u>Sixth Subdivision—</u> |                          |
|---------------------------|--------------------------|
| Willbridge Sliding .....  | Both Switches of Sliding |

## SPRING SWITCHES WITHOUT FACING POINT LOCK

| <u>First Subdivision—</u> |  |
|---------------------------|--|
| Vancouver .....           | { East yard lead switch.<br>End of double track. |

| <u>Sixth and Eighth Subdivisions—</u> |  |
|---------------------------------------|--|
| United Junction .....                 | Junction of Sixth and Eighth Subdivisions. |
| Bowers Junction .....                 | Junction of Eighth and Ninth Subdivisions. |

## DRAW BRIDGES

Terminal 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.

Fifth Subdivision—

Columbia River, MP T-1.3 center of draw, Interlocked.

Sixth 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.

## OVERHEAD RAILROAD CROSSINGS

| <u>Second Subdivision—</u> | Miles from<br>Portland |
|----------------------------|------------------------|
| Union Pacific R. R. ....   | 228.4                  |

| <u>Third Subdivision—</u> |       |
|---------------------------|-------|
| Union Pacific R. R. ....  | 362.5 |
| Northern Pacific Ry. .... | 364.1 |

| <u>Ninth Subdivision—</u> |      |
|---------------------------|------|
| Southern Pacific Co. .... | 35.8 |
| Southern Pacific Co. .... | 97.6 |

## RAILROAD CROSSINGS

| <u>Ninth Subdivision—</u> | Miles from<br>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                  |

| <u>Tenth Subdivision—</u> |      |
|---------------------------|------|
| Southern Pacific Co. .... | 26.8 |

## COMMERCIAL AND STORAGE TRACKS

First Subdivision—

|  | Miles from<br>Portland | Car<br>Capacity | Switch<br>at |
|--|------------------------|-----------------|--------------|
| Camas-Washougal Port Dock Spur . . . . .   | 25.8                   | 9               | East end     |
| Nu Lam Wood Products Spur . . . . .        | 26.0                   | 10              | East end     |
| Hegewald Timber Co. Spurs . . . . .        | 52.7                   | 56              | West end     |
| Stevenson Plywood Co. Spurs . . . . .      | 52.7                   | 72              | East end     |
| Underwood Fruit & Whse. Co. Spur . . . . . | 75.0                   | 12              | East end     |
| Dallesdam Setout Spur . . . . .            | 96.6                   | 28              | West end     |

Second Subdivision—

|  | Miles from<br>Portland | Car<br>Capacity | Switch<br>at |
|--|------------------------|-----------------|--------------|
| Ballast loading tracks . . . . .   | 174.0                  | 43              | Both ends    |
| Sampson Grain Co. Spur . . . . .   | 182.5                  | 20              | West end     |
| North McNary Spur . . . . .  | 195.0                  | 13              | East end     |
| Kerley Chemical Corporation . . . . .  | 220.3                  | 6               | West end     |
| Phillips Chemical Co. Spurs Nos. 1 & 2 &<br>Gas Ice Corporation Spur . . . . . | 223.9                  | 143             | East end     |
| Drill Track . . . . .  | 223.9                  | 161             | West end     |
| Runaround Track . . . . .  | 223.9                  | 14              | Both ends    |
| Calif. Chemical Spray Corp. . . . .  | 223.9                  |                 |              |
| North Spur . . . . .   |                        | 35              | West end     |
| South Spur . . . . .   |                        | 18              | West end     |
| Run around track . . . . .   |                        | 16              | Both ends    |

Third Subdivision—

|  | Miles from<br>Portland | Car<br>Capacity | Switch<br>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                  | 16              | West end     |
| —Shell Chemical Corp. Spur . . . . .   | 234.7                  | 7               | West end     |
| —Storage Spur No. 1 . . . . .          | 234.7                  | 19              | West end     |
| —Storage Spur No. 2 . . . . .          | 234.7                  | 19              | West end     |
| Ice Harbor Dam Spur Trackage . . . . . | 241.2                  | 13              | West end     |
| Burr Canyon Spur . . . . .             | 265.9                  | 5               | West end     |
| Harder . . . . .                       | 280.7                  | 18              | East end     |
| Washtucna Industry . . . . .           | 292.4                  | 148             | East end     |
| Ankeny . . . . .                       | 305.8                  | 14              | West end     |
| Nemour's Powder Spur . . . . .         | 368.6                  | 45              | West end     |
| Brick Yard Spur . . . . .              | 374.6                  | 8               | East end     |

Fourth Subdivision—

|                             | Miles from<br>Lyle | Car<br>Capacity | Switch<br>at |
|-----------------------------|--------------------|-----------------|--------------|
| Doubling Spur . . . . .     | 1.6                | 7               | East end     |
| Klickitat Springs . . . . . | 15.8               | 6               | Both ends    |

Fifth Subdivision

|                  | Miles from<br>Wishram | Car<br>Capacity | Switch<br>at |
|------------------|-----------------------|-----------------|--------------|
| Agency . . . . . | 107.5                 | 7               | East end     |

Sixth Subdivision—

|   | Miles from<br>Portland | Car<br>Capacity | Switch<br>at |
|---|------------------------|-----------------|--------------|
| Gasco . . . . .                             | 5.6                    | 27              | West end     |
| Gasco . . . . .                             | 5.6                    | 24              | West end     |
| Gasco . . . . .                             | 5.6                    | 16              | East end     |
| Portland Tug and Barge Spur . . . . .       | 5.8                    | 14              | East end     |
| Harbor Track . . . . .                      | 9.8                    | 16              | East end     |
| Crown Zellerbach Corp. Spur . . . . .       | 26.1                   | 55              | 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                   | 11              | 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                   | 20              | East end     |
| Tongue Point . . . . .                      | 96.8                   | 19              | East end     |

Seventh Subdivision—

|                               | Miles from<br>Portland | Car<br>Capacity | Switch<br>at |
|-------------------------------|------------------------|-----------------|--------------|
| Warrenton Clay Spur . . . . . | 106.3                  | 56              | West end     |
| Bioproducts Spur . . . . .    | 108.1                  | 5               | West end     |

Eighth Subdivision—

|   | Miles from<br>Portland | Car<br>Capacity | Switch<br>at |
|---|------------------------|-----------------|--------------|
| Banks—Kelley, Farquhar & Co. Spur . . . . . | 27.5                   | 5               | West end     |
| —Hudson House, Inc. Spur . . . . .          | 27.5                   | 5               | West end     |
| —Banks Lumber Co. . . . .                   | 27.5                   | 7               | East end     |
| —V.S.P. & S.S. R.R., Inc. . . . .           | 27.5                   | 11              | East end     |
| Haydite . . . . .                           | 40.3                   | 11              | Both ends    |

Ninth Subdivision—

|   | Miles from<br>Portland | Car<br>Capacity | Switch<br>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                   | 38              | West end     |
| Roberts . . . . .                       | 75.4                   | 22              | East end     |
| Pirtle . . . . .                        | 101.7                  | 7               | East end     |
| Verdure . . . . .                       | 106.4                  | 5               | West end     |
| Munson Spur . . . . .                   | 113.3                  | 1               | East end     |
| Miller Seed Co. . . . .                 | 118.3                  | 3               | West end     |
| Cartney . . . . .                       | 121.3                  | 7               | East end     |
| Western Farmers Spur . . . . .          | 129.1                  | 7               | West end     |
| Junction City Remilling Co. . . . .     | 129.2                  | 6               | East end     |
| Valley Plywood Co. Spur . . . . .       | 129.5                  | 13              | East end     |
| Johnson Lumber Co. Spur No. 1 . . . . . | 130.0                  | 3               | East end     |
| "    "    " Spur No. 2 . . . . .        | 130.0                  | 5               | East end     |
| Team Track Spur . . . . .               | 130.0                  | 13              | West end     |

Eleventh Subdivision—

|  | Miles from<br>Albany | Car<br>Capacity | Switch<br>at |
|--|----------------------|-----------------|--------------|
| Lebanon Lbr. Co. . . . .               | 17.9                 | 5               | East end     |
| Pacific Northwest Moulding Co. . . . . | 18.2                 | 2               | East end     |
| Fairview Lumber Co. . . . .            | 20.7                 | 7               | East end     |
| Bauman Lumber Co. . . . .              | 20.8                 | 14              | East end     |
| B. F. Johnson Lbr. Co. . . . .         | 21.3                 | 8               | East end     |
| The Red Knot Lumber Co. . . . .        | 21.9                 | 2               | West end     |
| Timber Owners Inc. . . . .             | 23.7                 | 3               | East end     |
| Kell Lbr. Co. . . . .                  | 23.9                 | 4               | 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                 | 6               | East end     |
| Mid Plywood Propane Spur . . . . .     | 25.9                 | 3               | East end     |
| Mid Plywood, Inc. . . . .              | 26.0                 | 9               | Both ends    |

## SPEED TABLE

| Time<br>Per Mile |         | Miles<br>Per<br>Hour | Time<br>Per Mile |         | Miles<br>Per<br>Hour |
|------------------|---------|----------------------|------------------|---------|----------------------|
| Minutes          | Seconds |                      | Minutes          | 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>Terminal Subdivision—</u>      | Miles from<br>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 Sixth Subdivision. Upper unit of eastward home interlocking signal governs movements on eastward main track Terminal Subdivision. Lower unit governs movements to Sixth Subdivision.

**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 Terminal Subdivision to N. P. Ry. The lower unit governs movements to S. P. & S. Ry.

| <u>Third Subdivision—</u>        | Miles from<br>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>Fifth Subdivision</u>        | Miles from<br>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

15

|  |   |
|--|---|
| Dr. Merl L. Margason, Medical Director | } 1216 S. W. Yamhill, Portland, Oregon<br>Telephone CApitol 8-4151. |
| The Portland Clinic                    | } 1216 S. W. Yamhill, Portland, Oregon<br>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. 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. JOHN B. MURPHY, 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  
 THE FOWLER CLINIC, 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. HAROLD B. DOWLING, Sweet Home, Oregon  
 DR. W. H. CHAPMAN, Eugene, Oregon  
 DR. LOUIS P. DeFRANK, Eugene, Oregon

## OCULISTS

THE PORTLAND CLINIC, Portland, Oregon  
 DR. M. HARVEY JOHNSON, Portland, Oregon  
 DR. C. W. BROWNING, Astoria, Oregon  
 BEND MEMORIAL CLINIC, Bend, Oregon  
 DR. O. W. PATCHETT, Pasco, Washington  
 DR. ROBT. L. POHL, Spokane, Washington  
 DR. F. L. DUNNAVAN, Vancouver, Washington  
 DR. E. A. UNDERWOOD, Vancouver, Washington  
 DR. ROBT. H. BEDROSSIAN, Vancouver, Wash.  
 DR. ARTHUR A. BOBB, JR., Vancouver, Washington

## 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              |
| 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

S. G. BUNTIN, Chief Dispatcher  
 L. Z. DANIELS, Genl. Mechanical Supt.  
 E. L. KENNARD, Supt. Motive Power  
 J. J. SHEPHEK, Traveling Engr.  
 H. E. CROFFUT, Traveling Engr.  
 L. J. FITZGERALD, Traveling Engr.

Faint, illegible text on the left page, possibly bleed-through from the reverse side.

Faint, illegible text on the right page, possibly bleed-through from the reverse side.