

SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

System Lines

TIME TABLE No. 141

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

Effective 12:01 A. M. Pacific Time

Sunday, October 25, 1964

**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.**

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 141		Distance from Vancouver	FIRST CLASS									
		Sidings	Other Tracks		October 25, 1964			3	1	701	703	705					
					S. P. & S.	S. P. & S.		G. N. 460	N. P. 408	U. P. 458							
					STATIONS			Passenger	Passenger	Passenger	Passenger	Passenger					
					AUTOMATIC BLOCK			Daily	Daily	Daily	Daily	Daily					
WTXOP	10		Yard	869.5	DN.....VANCOUVER.....MX	1.9	0.0	L5.20AM	L6.38AM	L11.58AM	L3.53PM	L8.51PM					
RKZBVY					DN..NORTH PORTLAND Jct..KD	1.1	1.9	5.25	6.41	12.03PM	3.56	8.55					
IJVV	8		Jct.	871.4	.....EAST ST. JOHNS.....	2.7	3.0	5.27	6.43	12.05	3.58	8.57					
XPV	7	60	263	873.5	DN.....WILLBRIDGE.....BR	2.3	5.7	5.31	6.47	12.09	4.02	9.01					
BIRXJPK	4		Yard	875.3	.....LAKE YARD.....	2.0	8.0	5.35	6.50	12.13	4.06	9.05					
XV	3		Yard	877.5	DN..PORTLAND, Union Sta...VC		10.0	A5.45AM	A7.00AM	A12.20PM	A4.15PM	A9.15PM					
PRKXBV				879.5	DN...PORTLAND, Hoyt St....OW		10.0										
TOBP	0		Yard	879.5													
RKXZV																	
					Time Over District			0.25	0.22	0.22	0.22	0.24					
					Average Speed Per Hour			24.0	27.3	27.3	27.3	25.0					

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 141		Distance from Portland	FIRST CLASS									
		Sidings	Other Tracks		October 25, 1964			700	702	2	704	4					
					U. P. 457	G. N. 459		S. P. & S.	N. P. 407	S. P. & S.							
					STATIONS			Passenger	Passenger	Passenger	Passenger	Passenger					
					AUTOMATIC BLOCK			Daily	Daily	Daily	Daily	Daily					
BW1YO	10		Yard	869.5	DN.....VANCOUVER.....MX	1.9	10.0	A9.51AM	A 1.49PM	A3.19PM	A 5.34PM	A10.04PM					
PRKXZV					DN..NORTH PORTLAND Jct..KD	1.1	8.1	9.46	1.45	3.15	5.30	9.59					
PIJV	8		Jct.	871.4	.....EAST ST. JOHNS.....	2.7	7.0	9.44	1.43	3.13	5.28	9.57					
XPV	7	60	263	873.5	DN.....WILLBRIDGE.....BR	2.3	4.8	9.40	1.39	3.09	5.24	9.53					
BIPRXJK	4		Yard	875.3	.....LAKE YARD.....	2.0	2.0	9.36	1.35	3.05	5.20	9.49					
XV	3		Yard	877.5	DN..PORTLAND, Union Sta...VC		8.0	L9.30AM	L 1.30PM	L3.00PM	L 5.15PM	L 9.45PM					
PRKXBV				879.5	DN...PORTLAND, Hoyt St....OW		8.0										
PBTO	0		Yard	879.5													
RKXZV																	
					Time Over District			0.21	0.19	0.19	0.19	0.19					
					Average Speed Per Hour			28.6	31.6	31.6	31.6	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, Boats, Standard Clocks & Bulletin Boards and Yard Limits etc.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Spokane	TIME TABLE No. 141		Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	201	251		1		3	October 25, 1964		2	4	
				Freight	Freight		Passenger		Passenger	STATIONS		Passenger	Passenger	
				Daily	Daily		Daily		Daily					
JBWOR YPKXZ	106		Yard	L 11:45AM	L 7:00AM		L 4:48AM	L 3:15AM	278.4	DN.... WISHRAM..... X	106.1	A 4:58PM	A 11:46PM	
P	108	140	166	11:49	7:05		4:52	3:19	276.8	..... AVERY	103.2	4:55	11:43
P	84	126	8	11:59AM	7:15		5:02	3:29	286.2	..... NORTH DALLES.....	93.3	4:46	11:34
JP	86	76	139	12:07PM	7:23		5:11	3:37	294.2	DN..... LYLE..... YA	85.3	4:38	11:26	
P	78	126	138	12:17	7:33		5:21	3:46	308.6	DNBINGEN-WHITESALMON.WS	75.9	4:29	11:17	
P	78		40						307.0	..... UNDERWOOD.....	72.5		
P	71	85	7	12:22	7:38		5:26	3:51	308.6	..... HOOD.....	70.9	4:24	11:12
	66		12W					3:56	318.7	..... COOKS.....	65.8		11:07
P	60	130	20W 32E	12:34	7:50		5:38	4:02	320.0	..... HOME VALLEY.....	59.5	4:13	11:01
P	54	122	33	12:40	7:56		5:44	4:07	326.2	DN.... STEVENSON.... NS	54.3	4:08	10:56	
P	49	126	33	12:45	8:01		5:49	4:12	330.2	..... NORTH BONNEVILLE	49.3	4:03	10:51
P	42	125	17	12:53	8:09		5:57	4:19	337.4	..... SKAMANIA.....	42.1	3:56	10:44
P	38		10E					4:23	341.7	..... PRINDLE.....	37.8		10:40
P	32	126		1:04	8:20		6:08	4:29	347.5	..... MT. PLEASANT.....	32.0	3:46	10:34
P	28	104	23	1:08	8:24		6:12	4:33	351.6	..... WASHOUGAL.....	28.0	3:42	10:30
PX	24	128	127	1:14	8:30		6:17	4:40	355.7	DN..... CAMAS..... MA	23.8	3:38	10:26	
P	20	137	14	1:20	8:36		6:22	4:45	359.7	..... FISHER.....	19.8	3:33	10:21
P	15	82		1:26	8:42		6:28	4:51	365.0	..... McLOUGHLIN.....	14.5	3:28	10:16
		98	177	1:29	8:45		6:31	4:54	367.4	..... EAVAN.....	12.1	3:25	10:13
PWTY BOKXR VZ	10		Yard	A 1:35PM	A 8:50AM		A 6:35AM	A 5:05AM	369.5	DN.... VANCOUVER... MX	10.0	L 3:22PM	L 10:10PM	
				1:50 52.4	1:50 52.4		1:47 53.9	1:50 52.4				Daily	Daily	
										Time Over District		1:36	1:36	
										Average Speed Per Hour		60.1	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 Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS			Distance from Spokane	TIME TABLE No. 141		Distance from Portland	FIRST CLASS				
		Sidings	Other Tracks	201	201		1	3		October 25, 1964			2	4	Passenger	Passenger	
					Freight	Passenger				STATIONS	Passenger						Passenger
					Daily	Daily												Passenger	Passenger
WYT RVBOK IXZP	231		Yard			L 2.40AM	L 12.55AM	148.2	DN.....PASCO.....RN 1.8 PA	231.3	A 7.05PM	A 2.00AM					

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

JVI				L 9.15AM	L 2.45AM	L 1.00AM	149.8	.....S. P. & S. JCT..... 1.2	229.7	A 7.00PM	A 1.55AM		
P	229	161	1	9.17	2.46	1.01	151.0	DN....KENNEWICK....KN 4.6	228.5	6.59	1.54		
P	234	71	183	9.22	2.51	1.06	155.0	D.....FINLEY.....FN 8.1	223.9	6.54	1.49		
P	216	144	7W	9.31	2.59	1.14	163.7	.....YELLEPIT..... 12.5	215.8	6.46	1.41		
P	203	144	4W	9.44	3.11	⁴ 1.29	176.2	.....BERRIAN..... 11.3	208.3	6.34	³ 1.29		
P	192	145	33	9.56	3.22	1.42	187.6	DN....PLYMOUTH....MO 12.2	192.0	6.23	1.18		
P	180	142	22	10.09	3.33	1.53	199.7	.....PATERSON..... 9.4	179.8	6.12	1.06		
P	170	142	14	10.19	3.42	2.02	209.1	.....WHITCOMB..... 8.2	170.4	6.03	12.57		
P	162		36				217.3	.....ALDERDALE..... 4.6	162.2				
P	158	144		10.32	3.54	2.14	221.9	.....McCREDIE..... 10.9	157.0	5.51	12.45		
P	147	145	36	10.43	4.04	2.24	232.8	DN....ROOSEVELT....RE 5.9	146.7	5.41	12.35		
P	141		19W				238.7	.....SUNDALE..... 10.0	140.8				
P	131	144	6	10.59	4.18	2.38	248.7	.....GOODNOE..... 8.6	130.8	5.27	12.20		
P	125		28W	11.05	4.24	2.44	254.3	.....TOWAL..... 5.5	125.2	5.21	12.14		
P	120	145	47	11.11	4.30	2.50	259.8	.....CLIFFS..... 5.4	119.7	5.15	12.08		
P	114	158		11.17	4.36	2.56	265.2	.....MARYHILL..... 8.2	114.3	5.09	12.02AM		
BWOYB JKXZP	106		Yard	A 1.30AM	A 4.45AM	A 3.05AM	273.4	DN....WISHRAM.....X	106.1	L 5.00PM	L 11.53PM		
				2.15 54.9	2.05 60.1	2.10 57.8		Time Over District Average Speed Per Hour		2.05 60.1	2.07 59.1		

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

Water, Fuel, Wyes, Turn Tables, Boats, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Spokane	TIME TABLE No. 141		Distance from Portland	FIRST CLASS	
		Sidings	Other Tracks	201		1 3			October 25, 1964			4 2	
				Freight		Passenger	Passenger		STATIONS			Passenger	Passenger
				Daily		Daily	Daily						
BKO PRT XYZ	381		Yard					3.2	DN.....YARDLEY.....YD	380.7			
BKP RXZ	378		Yard					0.0	DN.SPOKANE (N.P. Depot).SP	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

BKO PRTW XYZ	384		Yard					4.8	DN.....HILLYARD (G.N.) HU	384.3		
BKPR WOX	380		Yard			L 11.50PM	L 9.40PM	0.0	DN.SPOKANE (G.N. Depot).PD	379.5	A 5.45AM	A 10.00PM

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

Station	Car Capacity	Other Tracks	L			Distance from Spokane	DN			Distance from Portland	A	
			6.01 AM	11.55 PM	9.50 PM		Fort Wright	Overlook	5.35 AM		9.50 PM	
IJPVXY	377			L 6.01 AM	L 11.55 PM	L 9.50 PM	3.3	DN...FORT WRIGHT..FW	377.2	A 5.35 AM	A 9.50 PM	
P	871	125		6.08	12.01 AM	9.56	8.4	.....OVERLOOK.....	371.1	5.27	9.43
JP	367	72	52	6.12	12.05	10.00	19.1	DN...SCRIBNER.....SC	367.4	5.22	9.38	
P	361	80	13	6.19	12.12	10.07	18.8	.....SOUTH CHENEY....	360.7	5.14	9.31
P	355	116		6.26	12.18	10.13	24.9	.....MOCK.....	354.6	5.06	9.24
P	350		17W			10.18	30.0	.....AMBER.....	349.5	5.01	
P	343	126	23	6.38	12.28	10.24	30.2	.....RODNA.....	343.3	4.55	9.13
P	335	EB 134 WB 97	94	6.47	12.35	10.32	44.8	DN...LAMONT.....A	334.7	4.46	9.06	
P	329		21E			10.37	50.1	.....ROCKWELL.....	329.4	4.41	
P	324	125	16	6.58	12.44	10.42	65.7	.....MACALL.....	323.8	4.35	8.57
P	311	127	29	7.11	12.55	10.53	68.4	.....BENGE.....	311.1	4.22	8.46
P	300	125	12	7.24	1.05	11.04	80.0	.....HOOPER.....	299.5	4.10	8.35
P	291	EB 130 WB 72	38	7.33	1.12	11.14	88.6	DN...WASHTUCNA...WA	290.9	s 4.00	8.28	
P	286		42E	7.39	1.17	11.19	94.2	.....SPERRY.....	285.3	3.41	8.23
P	278	125	80	7.47	1.24	11.26	101.7	.....KARLOTUS.....	277.8	3.34	8.17
P	269	90	5	8.05	1.37	11.39	110.0	.....FARRINGTON.....	268.6	3.21	8.06
P	263	112		8.17	1.45	11.47	116.7	.....BURR.....	262.8	3.13	7.59
JV							123.6	.....SNAKE RIVER JCT....	256.9		
P	256	76	61	8.30	1.54	11.56	123.2	DN...SNAKE RIVER...SE	256.3	s 3.04	7.51	
P	254	126		8.33	1.57	11.59 PM	125.5	.....VOTAW.....	254.0	3.00	7.48
P	251		65W	8.37	2.01	12.03 AM	129.0	.....REDD.....	250.5	2.56	7.45
P	245	125	9	8.43	2.07	12.08	134.7	.....LEVY.....	244.8	2.50	7.40
P	238	69		8.50	2.14	12.15	141.5	.....MARTINDALE.....	238.0	2.44	7.34
IJPV	234			8.55	2.19	12.20	146.0	.....AINSWORTH JCT....	233.5	2.40	7.30
PZXTY WRBOX IV	231		Yard	A 9.00 AM	A 2.30 AM	A 12.30 AM	148.2	DN...PASCO.....RN PA	231.3	L 2.30 AM	L 7.20 PM	
										Daily	Daily	
				2.59 49.6	2.40 55.6	2.50 52.3		Time Over District Average Speed Per Hour		3.15 45.6	2.40 55.6	

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

6 Westward

FOURTH SUB-DIVISION

Eastward

Water Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits etc.	Station Numbers	Car Capacity		Distance from Goldendale	TIME TABLE No. 141 October 25, 1964	Distance from Lyle
		Sidings	Other Tracks			
	BYR PX	G43	68	0.0	D..... GOLDENDALE..... GD 6.3	41.6
	P	G85	19	6.3	..... CENTERVILLE 6.1	55.3
	P	G80	17	11.4	..... WARWICK..... 7.2	80.2
		G23	7E	18.6	..... SWALE..... 6.1	23.0
		G17	14	24.7	..... WAHIAKUS..... 3.5	18.9
	P	G18	25	28.2	D..... KLIKITAT..... KI 8.1	13.4
		G10	7	31.3	..... PITT..... 10.3	19.3
	R PJX	86	76 139	41.6	DN..... LYLE..... YA	0.0
					Time Over District Average Speed Per Hour	

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

Conditional Stops to Exchange U. S. Mail; to Discharge Revenue Passengers upon Application to Conductor or to Pick Up Revenue Passengers upon Advance Arrangements through Agents or on Flag.

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
1	B.-White Salmon & Stevenson	East of Spokane	
2	Stevenson & B.-White Salmon		East of Spokane
3	Any Station	East of Spokane	
3	Any Station West of Pasco	Spokane	
3	Any Station East of Pasco		Vancouver and Portland
3	Hooper	Spokane	
3	Maryhill on Flag		Vancouver and Portland
3	Lyle, B.-White Salmon & Stevenson on Flag		Vancouver and Portland
3	Bingen-White Salmon & Camas	Pasco or Beyond	
3	Camas daily except Sunday to exchange U. S. Mail		
4	Any Station		East of Spokane
4	Any Station West of Pasco		Spokane
4	Any Station East of Pasco	Portland and Vancouver	
4	Camas & Bingen-White Salmon		Pasco or Beyond
4	Stevenson-Bingen-White Salmon & Maryhill	Portland and Vancouver	
4	Hooper	Any Station	Any Station where Scheduled to Stop

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clogs & Bulletin Board and Yard Limits, etc.	Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS	Distance from Bend	TIME TABLE No. 141 October 25, 1964	STATIONS	Distance from Wahiama	SECOND CLASS	THIRD CLASS					
		Sidings	Other Tracks	105	103	251	Oregon Trunk Freight					Oregon Trunk Mixed	Oregon Trunk Mixed					
				Oregon Trunk Mixed	Oregon Trunk Mixed	Saturday Only											Daily Ex. Sat. & Sun.	Daily
BYOVZ 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	7.8	...DESCHUTES.....	144.3	f 6.35								
XP	T-135	92	304	s 7.30	s 11.40	2.38	16.9	DN...REDMOND.....RD	134.6	s 6.15								
JPV	T-132	80	42	f 7.35	f 11.46		19.3	D...PRINNVILLE JCT...XN	132.3	f 5.50								
P	T-130	44		f 7.40	f 11.52PM	2.45	22.0	...TERREBONNE.....	129.5	f 5.45								
P	T-122	107	22	f 7.52	f 12.09AM	2.55	29.9	...OPAL CITY.....	121.6	f 5.31								
P	T-115	43	50	f 8.02	f 12.25	3.04	36.5	...CULVER.....	115.0	f 5.18								
PX	T-110	93	219	s 8.12	s 12.35	3.11	41.3	D...METOLIUS.....MS	110.2	s 5.10								
F	T-105	46	172	s 8.25	s 12.55	3.19	46.5	DN...MADRAS.....MD	105.0	s 5.00								
P	T-100	104	3	f 8.35	f 1.10	3.27	51.7	...PAXTON.....	99.8	f 4.39								
P	T-94	30	21	s 8.51	s 1.26	3.41	57.5	...GATEWAY.....	94.0	s 4.23								
P	T-86	103	36	f 9.13	f 1.48	4.01	65.7	DN SOUTH JOT.....SJ	85.8	f 4.01								
P	T-80	103		f 9.24	f 1.59	4.12	71.4	...KASKELA.....	80.1	f 3.45								
P	T-71	108	13W	9.43	2.18	4.31	80.4	...DIXON.....	71.1	3.26								
	T-68		4W	f 9.50	f 2.25		84.0	...DANT.....	67.5	f 3.19								
P	T-64	45		f 9.57	f 2.32	4.46	87.7	...NENA.....	63.8	f 3.11								
P	T-56	86	13	10.13	2.55	5.03	95.9	...CAMBRAI.....	55.6	2.55								
P	T-55		26	s 10.20	s 3.01		96.9	DN...MAUPIN.....AU	54.6	s 2.53								
P	T-47		30W	f 10.35	f 3.16	5.19	104.3	...SHERAR.....	47.3	f 2.39								
P	T-40	92	8E	f 10.51	f 3.32	5.34	111.8	...OAKBROOK.....	39.7	f 2.23								
P	T-30	45	9E	f 11.10	f 3.51	5.54	121.1	...BINAMOX.....	30.4	f 2.04								
P	T-28	43		f 11.18	f 3.59	6.02	126.1	N...DIKE.....DI	26.4	f 1.55								
P	T-18	105	12	f 11.35PM	f 4.16	6.19	133.3	...LOOKIT.....	18.3	f 1.38								
P	T- 8	83	9W	f 12.01AM	f 4.41	6.43	145.0	...MOODY.....	5.9	f 1.13								
IVXJP	T- 2			12.10	4.50	6.52	150.0	...O. T. JOT.....	1.5	1.04								
JBOPW RKXZY	106		Yard	A 12.15AM	A 5.00AM	A 7.00AM	151.5	DN...WIBERAM.....X	0.0	L 1.00AM								
				5.15 28.9	6.00 25.3	4.45 31.9		Times Over District Average Speed Per Hour		6.00 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.

8 Westward

SIXTH SUB-DIVISION

Eastward

Water, Wires, Turntables, Fuel, Signal, Standard Clocks, Bul. Box, Register, Yard Limits.	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 141		Distance from Seaside	SECOND CLASS	
		Siding	Other Tracks				October 25, 1964				
							STATIONS				
JRXI P	4		Yard	110.00PM	4.8	DN	(.... WILLBRIDGE..... BR	113.7	A	5.15AM	
X	A5	80		10.02	5.1	As	0.8 WILLBRIDGE SIDING... IN	112.9		5.13	
XP	A7	73	220	10.08	7.3	D	2.2 LINTON..... IN	110.7		5.07	
PJX	A10			A10.15PM	10.0	N	2.7 UNITED JCT..... UJ	108.0	L	5.00AM	
	A13	20			12.0		2.6 HOLBROOK.....	105.4			
	A20	34	79		19.9		7.3 SCAPPOOSE.....	98.1			
BPX	A28	51	78		27.0	DN	7.7 ST. HELENS..... H	90.4			
PX	A31	43			31.3		3.7 WATERVIEW.....	86.7			
P	A39	20	58		39.4		8.1 GOBLE.....	78.6			
P	A46				45.8		6.4 RAINIER.....	72.2			
	A47	52	20E		46.8		1.0 AVON.....	71.2			
P	A56	50	13		55.8		9.0 MAYGER.....	62.2			
	A58				58.0		2.2 LOCODA.....	60.0			
	A59		14W		59.3		1.3 QUINCY.....	58.7			
P	A62	43	63		62.2	D	2.9 CLATSKANIE..... CN	55.8			
	A67		21W		66.6		4.4 MARSHLAND.....	51.4			
P	A71	20	6		71.2		4.6 WESTPORT.....	46.8			
P	A74		54		73.5		2.3 WAUNA.....	44.5			
	A77		14		76.8		3.3 BRADWOOD.....	41.2			
P	A78	43			78.4		1.6 CLIFTON.....	39.0			
	A83		2E		83.3		4.9 BROWNSMEAD.....	34.7			
P	A87	20	5W		86.6		3.2 KNAPPA.....	31.5			
	A90	15	2W		90.2		3.7 SVENSEN.....	27.8			
TTP BKXR	A100		Yard		99.7	D	9.5 ASTORIA..... EO	18.3			
JY	A106		17		105.6		5.9 WARRENTON.....	12.4			
	A108		19E		108.3		2.7 CAMP CLATSOP.....	9.7			
B KR	A118		66		118.0	D	9.7 SEASIDE..... SD	0.0			
					0.15 22.3		Time Over District Average Speed per Hour		Daily Ex. Monday	0.15 22.3	

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

Westward

SEVENTH SUB-DIVISION

Eastward 9

Water, Wyes, Turntables, Fuel, Seales, Standard Cocks, Bul. Bds., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Warrenton	TIME TABLE No. 141 October 25, 1964		Distance from Point Adams
		Sidings	Other Tracks		STATIONS		
JYR	A106		17	0.0	..... WARRENTON	2.7	
	F82		23	1.8	..... FLAVEL	0.9	
	F83		8E	2.7	..... 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, Seales, Standard Cocks, Bul. Bds., Register, Yard Limits	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 141 October 25, 1964		Distance from Vernonia	SECOND CLASS	
		Sidings	Other Tracks	231	Freight		STATIONS			230	Freight
PXJ	A10			110.15PM	10.0	N..... UNITED JCT..... UJ	38.5	A 5.00AM			
	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	14.0	Auto. Sht. (..... TUNNEL SPUR	33.9	4.42			
JXP	U17		25 5E	A 10.40PM	17.1	..... BOWERS JCT	31.4	4.30AM		
P	U22	47	41		21.0	D..... NORTH PLAINS ... NP	26.6				
	U23		24		20.3	..... VADIS	25.2			
	U26		11E		20.5	..... ORRISTIE	23.0			
P	U32	24	9		21.7	..... MANNING	16.8			
P	U39	20	8E		20.8	..... TOPHILL	9.7			
P	U43	29			20.1	..... BRAUN	5.4			
Y XPR	U49		Yard		20.5	..... VERNONIA	0.0			
				0.30 17.0		Time Over District Average Speed per Hour		0.30 14.2	Daily Ex. Mon.		

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

10 Westward

NINTH SUB-DIVISION

Eastward

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bulletin Boards, Registers and Yard Limits	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 141		Distance from Eugene	SECOND CLASS	
		Siding	Other Tracks	231			October 25, 1964			230	
				Freight	Daily Ex. Saturday		STATIONS			Freight	
JXP	U17		5E	11.04PM	17.1	..... BOWERS JCT	125.7	A 4.30AM		
	E21	43	31	10.52	20.9	..... MERLE	121.9	4.18		
YPXJ	E22			10.54	21.6	..... FOREST GROVE JCT.....	121.3	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			11.15PM	28.1	..... BEBURG	114.7	3.55AM		

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

JVP	E31			11.35PM	31.2	..... GRETON	111.6	3.35AM		
PX	E32	74	15	11.38	32.1	..... TIGARD	110.7	3.32		
P	E36		9	11.50PM	36.1	..... TUALATIN	106.7	3.20		
P	E39	18		12.01AM	39.0	..... TONQUIN	103.8	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	54.8	..... WEST WOODBURN.....	88.8	2.20		
	E57		9E	12.59	57.4	..... ST. LOUIS	85.4	2.11		
	E63		12	1.17	63.1	..... HOPMERE	79.7	1.53		
P	E64		8	1.20	64.1	..... QUINARY	78.7	1.50		
PX	E69	77	44	1.35	68.8	..... BUSH	74.2	1.35		
VBPKX	E71		Yard	1.50	71.2	DN..... SALEM..... SA	71.6	1.20		
PX	E73	113		1.55	72.8	..... MINTO	70.0	1.15		
P	E80		10E 12W	2.17	79.9	..... ORVILLE	63.9	12.53		
P	E85	72		2.32	84.8	..... SIDNEY	68.0	12.38		
	E88		16	2.42	87.9	..... TALBOT	64.9	12.28		
	E91		16W	2.51	90.8	..... DEVER	62.0	12.19		
EXBRP TKOJ	E97		Yard	3.30	94.5	DN..... ALBANY YARD..... YD.	46.3	12.01AM		
VXP	E98		Yard	3.35	97.8	..... ALBANY	45.0	11.15PM		
P	E111		13E	4.10	111.1	..... FAYETTEVILLE.....	31.7	10.35		
	E114		4E	4.18	113.9	..... POTTER	29.0	10.28		
	E116	6		4.25	116.1	..... TULSA	26.7	10.20		
P	E124		19 24E	4.50	124.2	..... HARRISBURG.....	18.6	9.55		
P	E129		118	5.05	128.7	D..... JUNCTION CITY..... JC	14.1	9.39		
	E136		6E	5.20	133.4	..... MEADOW VIEW.....	9.4	9.23		
	E135		9	5.24	135.0	..... AWBREY	7.8	9.18		
	E136		13W 21E	5.27	136.1	..... ENID	6.7	9.15		
BKXR PVY	E143		Yard	A 6.15AM	142.8	D..... EUGENE..... G	0.0	8.30PM		
				7.35 16.6		Time Over District Average Speed per Hour		8.00 15.7		

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

Westward

TENTH SUB-DIVISION

Eastward 11

Water, Wyes, Turn- tables, Fuel, Scales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Forest Grove Junction	TIME TABLE No. 141 October 25, 1964		Distance from Forest Grove
		Sidings	Other Tracks		STATIONS		
JYPX	E22			0.0	..... FOREST GROVE JCT.....	10.6	
X	F1	10E		0.8	..... ORENCO.....	9.8	
		3E		2.1	..... SEWELL.....	7.7	
P	F5	4	38	4.5	D..... HILLSBORO..... BO	6.1	
				7.8	..... CORNELIUS.....	2.7	
P	F11		61	10.6	D..... FOREST GROVE..... FO	9.0	
					Time Over District Average Speed per Hour		

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

Westward

ELEVENTH SUB-DIVISION

Eastward

Water, Wyes, Turn- tables, Fuel, Scales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Albany Yard	TIME TABLE No. 141 October 25, 1964		Distance from Foster
		Sidings	Other Tracks		STATIONS		
KBXP TOR	E97		Yard	0.0	DE..... ALBANY YARD..... YD	31.9	
JVX				9.0	..... S. P. CONN. ALBANY.....	31.0	

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	17.4	
X	815A	9		0.2	O. E. Conn.		
				14.8	..... LEBANON.....	17.1	
PX	816	69	228	1.1	(O. E. Siding)		
				16.9	D..... WELDWOOD..... V	16.0	
P	820		4E	0.3	..... WATERLOO.....	11.7	
				22.1	..... NYE.....	9.8	
PY RBXJ	829		Yard	8.7	DN... SWEET HOME... SW	8.1	
				31.0	..... FOSTER.....	0.0	
X	882				Time Over District Average Speed per Hour		

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

Westward

TWELFTH SUB-DIVISION

Eastward

Water, Wyes, Turn- tables, Fuel, Scales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Sweet Home	TIME TABLE No. 141 October 25, 1964		Distance from Dollar
		Sidings	Other Tracks		STATIONS		
PYRB XJ	829		Yard	0.0	DN..... SWEET HOME..... SW	15.5	
	H6		19W	6.4	..... HOLLEY.....	9.1	
	H8		10	1.9	..... CALAPOOYA.....	7.4	
	H16		Yard	7.4	..... DOLLAR.....	0.0	
					Time Over District 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.	
	Psgr.	Frts.
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—

	Psgr.	Frts. 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—

	Psgr.	Frts.
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

Second Subdivision—

Wishram..... East yard lead switch.

Third Subdivision—

Pasco..... East switch of siding.
 Votaw..... East switch of siding.
 Burr..... East switch of siding.
 Hooper..... East switch of siding.
 Benge..... East switch of siding.
 Mock..... West switch of siding.
 Overlook..... East switch of siding.

Fifth Subdivision—

Dixon..... Both switches of siding
 South Junction..... East Switch of siding
 Paxton..... East switch of siding

Sixth Subdivision—

Willbridge Sliding..... Both Switches of Sliding

SPRING SWITCHES WITHOUT FACING POINT LOCK

First Subdivision—

Vancouver..... { East yard lead switch.
 { End of double track.

Sixth and Eighth Subdivisions—

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

Second Subdivision—

	Miles from Portland
Union Pacific R. R.....	228.4

Third Subdivision—

Union Pacific R. R.....	362.5
Northern Pacific Ry.....	364.1

Ninth Subdivision—

Southern Pacific Co.....	35.8
Southern Pacific Co.....	97.6

RAILROAD CROSSINGS

Ninth Subdivision—

	Miles from Portland
Southern Pacific Co.....	70.9
Southern Pacific Co.....	71.0
Southern Pacific Co.....	71.2
Southern Pacific Co.....	71.5
Southern Pacific Co.....	97.7
Southern Pacific Co.....	97.9
Southern Pacific Co.....	140.7

Tenth Subdivision—

Southern Pacific Co.....	26.3
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COMMERCIAL AND STORAGE TRACKS

First Subdivision—

	Miles from Portland	Car Capacity	Switch 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 Portland	Car Capacity	Switch 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
Kerley Chemical Lead Track	223.1	8	East end
Phillips Chemical Co. Spurs Nos. 1 & 2 & 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 Portland	Car Capacity	Switch at
East Pasco—Standard Oil Spur	234.2	12	West end
—Permante Cement Co. Spur	234.5	17	West end
—Tidewater Shaver Spur	234.7	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 Lyle	Car Capacity	Switch at
Doubling Spur	1.6	7	East end
Klickitat Springs	15.8	6	Both ends

Fifth Subdivision

	Miles from Wishram	Car Capacity	Switch at
Agency	107.5	7	East end

Sixth Subdivision—

	Miles from Portland	Car Capacity	Switch 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 Portland	Car Capacity	Switch at
Warrenton Clay Spur	106.3	56	West end
Bioproducts Spur	108.1	5	West end

Eighth Subdivision—

	Miles from Portland	Car Capacity	Switch 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. RR., Inc.	27.5	11	East end
Haydite	40.3	11	Both ends

Ninth Subdivision—

	Miles from Portland	Car Capacity	Switch at
Bendemeer	18.9	2	East end
Durham	34.4	6	East end
Mulloy	40.2	7	East end
Loganville	53.6	4	West 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 Albany	Car Capacity	Switch 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 Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
0	45	80	1	12	60
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	..	8

INTERLOCKINGS

<u>Terminal Subdivision—</u>	Miles from Portland
Willbridge.....	4.3
Willamette River Draw Bridge.....	5.3
North Portland Junction.....	8.1
Oregon Slough Draw Bridge.....	8.7
Columbia River Draw Bridge.....	9.8

At Willbridge—Whistle signal — • — will be sounded for route to 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—Drawbridge operator subject to call to operate draw for river traffic and can be reached through the Willamette River Bridge (Tel. CA 8-9111, Extension 584) or Columbia River Bridge (Tel. OX 3-5873). 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 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 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 Telephone CApitol 8-4151.
The Portland Clinic	{ 1216 S. W. Yamhill, Portland, Oregon Telephone CApitol 8-4151.

LOCAL SURGEONS

DRS. CONE & WALZ, Vancouver, Wash.
 DR. W. S. SHEPHERD, Camas, Wash.
 DR. H. L. ELDRIDGE, Washougal, Wash.
 DR. HARRY S. HOLMES, North Bonneville, Wash.
 DR. WAYNE M. HENKLE, Bingen-White Salmon, Wash.
 DR. H. W. HOLDERBY, Goldendale, Wash.
 DR. ELSIE TUPPER, Goldendale, Wash.
 THE DALLES CLINIC, The Dalles, Oregon
 DR. JAMES R. SCHLICHTING, The Dalles, Oregon
 DR. R. F. DUNLOP, Kennewick, Wash.
 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
 J. G. MELONAS, Trainmaster
 G. I. SCOTT, Trainmaster

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

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