

SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

System Lines

TIME TABLE No. 142

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

Effective 12:01 A. M. Pacific Time

Sunday, April 25, 1965

**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. 142 April 25, 1965	Distance from Vancouver	FIRST CLASS							
		Sidings	Other Tracks				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				
						Daily	Daily	Daily	Daily	Daily				
WTXOP RKZBVY	10		Yard	869.5	DN.....VANCOUVER.....MX 1.9	0.0	L4.40AM	L6.38AM	L11.58AM	L2.53PM	L8.51PM			
LJPV	8		Jet.	871.4	DN..NORTH PORTLAND Jct..KD 1.1	1.9	4.45	6.41	12.03PM	2.56	8.55			
XPV	7	60	263	873.5	.....EAST ST. JOHNS..... 2.7	3.0	4.47	6.43	12.05	2.58	8.57			
BIRXJPK	4		Yard	875.2	DN.....WILLBRIDGE.....BR 2.3	5.7	4.51	6.47	12.09	3.02	9.01			
XV	2		Yard	877.5	.....LAKE YARD..... 2.0	8.0	4.55	6.50	12.13	3.06	9.05			
PRKXBV				879.5	DN..PORTLAND, Union Sta...VC	10.0	A5.05AM	A7.00AM	A12.20PM	A3.15PM	A9.15PM			
TOBP RKXZV	0		Yard	879.5	DN...PORTLAND, Hoyt St....OW	10.0								
					Time Over District Average Speed Per Hour		0.25 24.0	0.22 27.3	0.22 27.3	0.22 27.3	0.24 28.0			

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 142 April 25, 1965	Distance from Portland	FIRST CLASS							
		Sidings	Other Tracks				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				
						Daily	Daily	Daily	Daily	Daily				
BWTYO PRKXZV	10		Yard	869.5	DN.....VANCOUVER.....MX 1.9	10.0	A9.51AM	A 1.49PM	A3.19PM	A 4.49PM	A 9.09PM			
PIJV	8		Jet.	871.4	DN..NORTH PORTLAND Jct..KD 1.1	8.1	9.46	1.45	3.15	4.45	9.04			
XPV	7	60	263	873.5	.....EAST ST. JOHNS..... 2.7	7.0	9.44	1.43	3.13	4.43	9.02			
BIPRXJK	4		Yard	875.2	DN.....WILLBRIDGE.....BR 2.3	4.3	9.40	1.39	3.09	4.39	8.58			
XV	2		Yard	877.5	.....LAKE YARD..... 2.0	2.0	9.36	1.35	3.05	4.35	8.54			
PRKXBV				879.5	DN..PORTLAND, Union Sta...VC	8.0	L9.30AM	L 1.30PM	L3.00PM	L 4.30PM	L 8.50PM			
PBTO RKXZV	0		Yard	879.5	DN...PORTLAND, Hoyt St....OW	8.0								
					Time Over District Average Speed Per Hour		0.21 28.6	0.19 31.6	0.19 31.6	0.19 31.6	0.19 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, Ways, 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. 142		Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	201	251		1		3	April 25, 1965		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 2.30AM	273.4	DN..... WISHRAM..... X	106.1	A 4.58PM	A 10.54PM	
P	108	146	166	11.49	7.05		4.52	2.34	276.3	..... 2.9			
P	84	126	8	11.59AM	7.15		5.02	2.44	286.2	..... AVERY.....	103.2	4.55	10 50
JP	85	76	139	12.07PM	7.23		5.11	2.52	294.2	..... NORTH DALLES.....	93.3	4.46	10 40
P	78	126	138	12.17	7.33		5.21	3.02	303.6	DN..... LYLE..... YA	85.3	4.38	10 32	
P	73		40						307.0	..... 9.4			
P	71	85	7	12.22	7.38		5.26	3.07	308.6	DNSINGEN-WHITE SALMON, WS	75.9	4.29	10 23	
	66		12W						311.7	..... 3.4			
P	60	130	20W 32E	12.34	7.50		5.38	3.18	320.0	..... UNDERWOOD.....	72.5		
P	54	122	33	12.40	7.56		5.44	3.23	326.2	..... HOOD.....	70.9	4.24	10 18
P	49	126	33	12.45	8.01		5.49	3.28	330.2	..... 1.6			
P	43	125	17	12.53	8.09		5.57	3.35	337.4	..... COOKS.....	65.8		10 13
P	38		10E						341.7	..... 6.3			
P	32	126		1.04	8.20		6.08	3.46	347.5	..... HOME VALLEY.....	59.5	4.13	10 07
P	26	104	23	1.08	8.24		6.12	3.50	351.5	DN..... STEVENSON..... NS	54.3	4.08	10 02	
PX	24	128	127	1.14	8.30		6.17	4.00	355.7	..... 5.0			
P	20	137	14	1.20	8.36		6.22	4.05	359.7	..... NORTH BONNEVILLE..	49.3	4.03	9 57
P	15	82		1.26	8.42		6.28	4.11	365.0	..... 7.2			
		98	177	1.29	8.45		6.31	4.14	367.4	..... SKAMANIA.....	42.1	3.56	9 50
PWTY BOKXR VZ	10		Yard	A 1.35PM	A 8.50AM		A 6.35AM	A 4.25AM	369.5	..... 4.3			
				1.50 52.4	1.50 52.4		1.47 53.9	1.55 50.1		..... PRINDLE.....	37.8		9 46
										..... 5.5			
										..... MT. PLEASANT.....	32.0	3.46	9 40
										..... 4.0			
										..... WASHOUGAL.....	28.0	3.42	9 35
										..... 4.3			
										DN..... CAMAS..... MA	23.8	3.38	9 31	
										..... 4.0			
										..... FISHER.....	19.8	3.33	9 26
										..... 5.3			
										..... McLOUGHLIN.....	14.5	3.28	9 21
										..... 3.4			
										..... KAVAN.....	12.1	3.25	9 18
										..... 2.1			
										DN.... VANCOUVER... MX	10.0	L 3.22PM	L 9.15PM	
												Daily	Daily	
										Time Over District		1.36	1.39	
										Average Speed Per Hour		60.1	58.2	

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, Wagon, Turn Tables, Scales, Standard Checks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Spokane	TIME TABLE No. 142		Distance from Portland	FIRST CLASS	
		Sidings	Other Tracks	201		1			April 25, 1965			2	
				Freight		Passenger	Passenger		Passenger	Passenger			
				Daily		Daily	Daily						
WYT RVBOK IXZP	231		Yard			L 2.40AM	L 12.05AM	148.2	DN.....PASCO.....EN 1.8 PA	231.3	A 7.05PM	A 1.10AM	

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 12.10AM	149.8	.....S. P. & S. JCT..... 1.2	229.7	A 7.00PM	A 1.05AM
P	229	161	1	9.17	2.46	12.11	151.0	DN.....KENNEWICK.....KM 4.6	228.5	6.59	1.04
P	224	71	183	9.22	2.51	12.16	155.6	D.....FINLEY.....FN 8.1	223.9	6.54	12.59
P	216	144	7W	9.31	2.59	12.24	163.7	.....YELLEPIT..... 12.8	215.8	6.46	12.51
P	203	144	4W	9.44	3.11	12.39	176.2	.....BERRIAN..... 11.3	203.3	6.34	12.39
P	192	145	33	9.56	3.22	12.52	187.5	DN.....PLYMOUTH.....MO 12.2	192.0	6.23	12.28
P	180	142	22	10.09	3.33	1.04	199.7	.....PATERSON..... 9.4	179.8	6.12	12.16
P	170	142	14	10.19	3.42	1.13	209.1	.....WHITCOMB..... 8.2	170.4	6.03	12.06AM
P	162		36				217.3	.....ALDERDALE..... 4.6	162.2		
P	158	144		10.32	3.54	1.26	221.9	.....MCCREDIE..... 10.9	157.6	5.51	11.54PM
P	147	145	36	10.43	4.04	1.37	232.8	DN.....ROOSEVELT.....RE 5.9	146.7	5.41	11.43
P	141		19W				238.7	.....SUNDALE..... 10.0	140.8		
P	131	144	6	10.59	4.18	1.53	248.7	.....GOODNOE..... 5.6	130.8	5.27	11.27
P	125		28W	11.05	4.24	1.59	254.2	.....TOWAL..... 5.5	125.2	5.21	11.21
P	120	145	47	11.11	4.30	2.05	259.8	.....CLIFFS..... 5.4	119.7	5.15	11.15
P	114	158		11.17	4.36	2.11	265.2	.....MARYHILL..... 8.2	114.3	5.09	11.09
BWOYR JKXZP	106		Yard	A 11.30AM	A 4.45AM	A 2.20AM	273.4	DN.....WISHEAM.....X	106.1	L 5.00PM	L 11.00PM
				2.15 54.9	2.05 60.1	2.15 55.6		Time Over District Average Speed Per Hour		2.05 60.1	2.10 57.8

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

Water, Fuel, Wreck, Turn Tables, Scales, Standard Chong & Bulletin Board and Yard Lumber, etc.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Spokane	TIME TABLE No. 142		Distance from Portland	FIRST CLASS	
		Sidings	Other Tracks	201		1			April 25, 1965			4	
				Freight		Passenger			STATIONS			Passenger	
				Daily		Daily							
BKO PRT YXZ	381		Yard					3.2	DN.....YARDLEY.....YD	380.7			
BKP RXZ	378		Yard					0.0	DN.SPOKANE (N.P. Depot) SF	377.5			
IJPV XY								8.7	DN.MARSHALL JCT.(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	384.8		
BKPR WOX	380		Yard			L11.50PM	L 8.25PM	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	377				L 6.01AM	L11.55PM	L 8.31PM	2.3	DN...FORT WRIGHT..FW	377.3	A 4.50AM	A 9.50PM
P	371	125			6.08	12.01AM	8.38	8.4	.....OVERLOOK.....	371.1	4.42	9.43
JP	367	72	52		6.12	12.05	8.42	13.1	DN....SCRIBNER.....SC	367.4	4.37	9.38
P	361	80	13		6.19	12.12	8.49	18.8	.....SOUTH CHENEY.....	360.7	4.29	9.31
P	355	116			6.26	12.18	8.56	24.9	.....MOCK.....	354.6	4.21	9.24
P	350		17W				9.02	30.0	.....AMBER.....	349.5	4.16	
P	348	126	23		6.38	12.28	9.13	30.3	.....RODNA.....	348.3	4.10	9.13
F	335	EB 134 WB 97	94		6.47	12.35	9.23	44.8	DN....LAMONT.....A	334.7	4.02	9.06
F	329		21E				9.28	50.1	.....ROCKWELL.....	329.4	3.57	
P	324	125	16		6.58	12.44	9.33	55.7	.....MACALL.....	323.8	3.52	8.57
P	311	127	29		7.11	12.55	9.46	68.4	.....BENGE.....	311.1	3.40	8.46
P	300	125	12		7.24	1.05	9.57	80.0	.....HOOPER.....	309.5	3.29	8.35
P	291	EB 130 WB 72	38		7.33	1.12	10.08	88.6	DN...WASHTUCNA...WA	290.9	3.20	8.28
P	280		42E		7.39	1.17	10.14	94.2	.....SPERRY.....	285.3	2.58	8.23
P	278	125	80		7.47	1.24	10.21	101.7	.....KAHLOTUS.....	277.8	2.51	8.17
P	269	90	5		8.05	1.37	10.34	110.9	.....FARRINGTON.....	268.6	2.38	8.06
P	263	112			8.17	1.45	10.42	116.7	.....BURE.....	262.8	2.30	7.59
JV								123.0	.....SNAKE RIVER JCT....	256.9		
P	256	76	61		8.30	1.54	10.51	123.2	DN...SNAKE RIVER...SR	256.3	2.21	7.51
P	254	126			8.33	1.57	10.54	125.5	.....VOTAW.....	254.0	2.17	7.48
P	251		65W		8.37	2.01	10.58	139.0	.....REDD.....	250.5	2.13	7.45
P	245	125	9		8.43	2.07	11.04	134.7	.....LEVY.....	244.8	2.07	7.40
P	238	69			8.50	2.14	11.11	141.5	.....MARTINDALE.....	238.0	1.58	7.34
IJPV	234				8.55	2.19	11.16	145.0	.....AINSWORTH JCT....	233.5	1.52	7.30
PZXTY WRBOK IV	231		Yard		A 9.00AM	A 2.30AM	A11.25PM	148.2	DN.....PASCO.....RN FA	231.3	L 1.40AM	L 7.20PM
					2.59 49.6	2.40 55.0	3.00 49.4		Time Over District		3.20 44.5	2.40 55.6
									Average Speed Per Hour			

AUTOMATIC BLOCK

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

6 Westward

FOURTH SUB-DIVISION

Eastward

Water, Fuel, Wyes, Turn Tables, Sealer, Standard Crotch & Bulletin Boards and Yard Limits etc.	Station Numbers	Car Capacity		Distance from Goldendale	TIME TABLE No. 142 April 25, 1965	Distance from Lyle
		Sidings	Other Tracks			
BYR PX	G42		68	0.0	D.....GOLDDALE.....GD 6.5	41.0
P	G35		10	6.3	.....CENTERVILLE..... 5.1	35.3
P	G30		17	11.4	.....WARWICK..... 7.2	30.3
	G28		7E	18.0	.....SWALE..... 6.1	23.0
	G17		14	24.7	.....WAKKIARUS..... 3.5	16.9
P	G13	25		28.2	D.....KLICKITAT.....KI 3.1	13.4
	G10		7	31.3	.....PITT..... 10.3	10.3
R PJX	85	70	130	41.0	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, Ways, Turn Tables, Seales, Standing Cocks & Bulletin Box and Yard Limits, etc.	Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS	Distance from Bend	TIME TABLE No. 142		Distance from Witham	SECOND CLASS	THIRD CLASS	
		Sidings	Other Tracks	105	103	251	Oregon Trunk Freight		April 25, 1965			Oregon Trunk Mixed		
				Oregon Trunk Mixed	Oregon Trunk Mixed	Oregon Trunk Freight			STATIONS					
				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	23	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	16.9	DN ... REDMOND ... ED	134.6	s 6.15				
JPV	T-132	80	42	f 7.35	f 11.46		19.2	D ... PRINEVILLE JOT ... 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	36.6	... 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				
P	T-105	46	175	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	... FAXTON ...	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	... CAMBRIE ...	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		36W	f 10.35	f 3.16	5.19	104.2	... BERRAN ...	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	... SINAMOX ...	30.4	f 2.04				
P	T-26	43		f 11.18	f 3.59	6.02	126.1	N ... DIKE ... DI	20.4	f 1.55				
P	T-18	105	12	f 11.35PM	f 4.16	6.19	133.3	... LOCKIT ...	18.3	f 1.38				
P	T-8	83	9W	f 12.01AM	f 4.41	6.43	145.6	... MOODY ...	5.9	f 1.13				
IVXJP	T-2			12.10	4.50	6.52	160.0	... O. T. JOT ...	1.5	1.04				
JBOPW RKXZY	106		Yard	A 12.15AM	A 5.00AM	A 7.00AM	161.5	DN ... WISHAM ... X	0.0	L 1.00AM				
				5.15 28.9	6.00 25.3	4.45 31.9		Time 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 Tunkan, Hardy and Axford to receive or discharge passengers.

Water, Wyes, Turntables, Fuel, Seales, Standard Cocks, Pul. Bldg., Registers, Yard Limits.	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 142		Distance from Seaside	SECOND CLASS	
		Sittings	Other Tracks				April 25, 1965				
							STATIONS				
							231			230	
JRXP	4		Yard	110.00PM	4.3	DN (	WILLBRIDGE.....BR	113.7	A	5.15AM	
X	A5	80		10.02	5.1	WILLBRIDGE SIDING..	112.9			5.13	
XP	A7	72	220	10.08	7.3	..... LINNTON.....IN	110.7			5.07	
PJX	A10			A10.15PM	10.0	N..... UNITED JCT.....UJ	108.0	L	5.00AM		
	A18	20			19.8	..... HOLBROOK.....	105.4				
	A20	84	79		19.9	..... SCAPOOSE.....	98.1				
BPX	A28	51	86		27.8	DN..... ST. HELENS.....H	90.4				
PX	A31	48			31.3	..... WATERVIEW.....	86.7				
P	A39	30	58		39.4	..... GOBLE.....	78.6				
P	A46				45.8	..... RAINIER.....	73.2				
	A47	52	20E		46.8	..... AVON.....	71.2				
P	A56	50	13		55.8	..... MAYGER.....	62.2				
	A58				58.0	..... LOCODA.....	60.0				
	A59		14W		59.3	..... QUINCY.....	58.7				
P	A63	43	68		62.2	D..... CLATSKANIE.....CN	55.8				
	A67		21W		66.6	..... MARSHLAND.....	51.4				
P	A71	20	6		71.2	..... WESTPORT.....	46.8				
	A74		54		73.8	..... WAUNA.....	44.5				
	A77		14		76.8	..... BRADWOOD.....	41.2				
P	A78	48			78.4	..... CLIFTON.....	39.5				
	A83		2E		83.3	..... BROWNSMEAD.....	34.7				
P	A87	20	5W		86.8	..... KNAPPA.....	31.5				
	A90	15	2W		90.3	..... SVENSEN.....	27.8				
T&P BKXR	A100		Yard		99.7	D..... ASTORIA.....RO	18.8				
JY	A106		17		105.0	..... WARRENTON.....	12.4				
	A108		19E		108.8	..... CAMP CLATSOP.....	9.7				
B KR	A118		66		118.0	D..... SEASIDE.....SD	0.0				
					0.15 22.8					Daily Ex. Monday 0.15 22.8	
						Time Over District Average Speed per Hour					

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. 142 April 25, 1965	Distance from Point Adams
		Sidings	Other Tracks			
JYR	A106		17	0.0	..... WARRENTON	2.7
	FS2		23	1.8	..... FLAVEL	0.9
	FS3		5E	2.7	..... POINT ADAMS	0.0
				Time Over District Average Speed per Hour		

Eastward trains are superior to 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. 142 April 25, 1965	Distance from Vernonia	SECOND CLASS
		Sidings	Other Tracks					
PXJ	A10			221				
	U11A		#1W	Freight				
P	U12		4	Daily Ex. Saturday				
P	U15		8W	10.15PM	10.0	N..... UNITED JOY..... UJ	38.5	A 5.00AM
JXP	U17		25 5E	10.19	11.0	..... DAN SPUR	37.5	4.55
P	U22	47	41	10.22	11.7	..... BURLINGTON	36.8	4.52
	U23		24	10.31	14.6	Auto. Sht. (..... TUNNEL SPUR	33.9	4.42
	U26		11E	A10.40PM	17.1	..... BOWERS JCT	31.4	4.30AM
P	U32	24	9		31.9	D..... NORTH PLAINS... NP	30.6	
P	U39	20	8E		33.3	..... VADIS	25.2	
P	U43	29			35.5	..... ORHISTIE	23.0	
Y XPR	U49		Yard		31.7	..... MANNING	16.8	
					33.8	..... TOPHILL	9.7	
					43.1	..... BRAUN	5.4	
					49.5	..... VERNONIA	0.0	
				0.30 17.9	Time Over District Average Speed per Hour		0.30 14.3	Daily Ex. Mon.

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

10 Westward

NINTH SUB-DIVISION

Eastward

Water, Wyes, Turn-tables, Fuel, Scales, Standard Clocks, Bulletin Boards, Registers and Yard Limits	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 142		Distance from Eugene	SECOND CLASS	
		Sidings	Other Tracks	231			April 25, 1965			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		
YPLJ	E22			10.54	21.5	..... 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			11.15PM	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	54.5	..... WEST WOODBURN.....	88.3		2.20		
	E57		9E	12.59	57.4	..... ST. LOUIS.....	85.4		2.11		
	E63		12	1.17	63.1	..... HOPMERE.....	79.7		1.53		
P	E64		8	1.20	64.1	..... QUINABY.....	78.7		1.50		
PX	E69	77	44	1.35	68.6	..... BUSH.....	74.2		1.35		
VBPXK	E71		Yard	1.50	71.3	..... SALEM..... SA	71.6		1.20		
PX	E78	113		1.55	72.8	..... MINTO.....	70.0		1.15		
P	E80		10E 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		
EXBRP TKOJ	E97		Yard	3.30	96.5	..... 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	113.8	..... POTTER.....	29.0		10.28		
	E116	6		4.25	116.1	..... TULSA.....	24.7		10.20		
P	E124		19 24E	4.50	124.3	..... HARRISBURG.....	18.6		9.55		
P	E129		113	5.05	128.7	..... JUNCTION CITY..... JO	14.1		9.39		
	E138		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	6.15AM	143.8	..... EUGENE..... G	0.0		8.30PM		
				7.25 10.0					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. 142 April 25, 1965	Distance from Forest Grove				
		Sidings	Other Tracks							
JYPX	E22			0.0	.....FOREST GROVE JCT.....	10.6				
X	F1		10E 3E	0.8	.....ORENCO.....	9.8				
	F3		7E	2.9	.....BEWELL.....	7.7				
P	F5	4	38	4.5	D.....HILLSBORO.....BO	8.1				
	F6		12	7.9	.....CORNELIUS.....	2.7				
P	F11		61	10.6	D.....FOREST GROVE...FO	0.0				
					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. 142 April 25, 1965	Distance from Foster				
		Sidings	Other Tracks							
SKBXP TOR	E97		Yard	0.0	DN.....ALBANY YARD.....YD	31.9				
JVX				9.9	.....S. F. CONN. ALBANY.....	31.0				
					Time Over District 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

KPJVX	S15		10	14.5	DN.....LEBANON.....BA	17.4				
X	S15A	9		14.8	.....LEBANON.....	17.1				
					(O. E. Siding)					
PX	S16	69	228	15.9	D.....WELWOOD.....V	16.0				
P	S90		4E	20.2	.....WATERLOO.....	11.7				
	S23		8E	22.1	.....MYN.....	9.8				
PY RBJJ	S29		Yard	28.8	DN.....SWEET HOME.....SW	2.1				
X	S32			31.0	.....FOSTER.....	0.0				
					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. 142 April 25, 1965	Distance from Dollar				
		Sidings	Other Tracks							
PYRB XJ	S29		Yard	0.0	DN.....SWEET HOME.....SW	15.5				
H6			19W	6.4	.....MOLLEY.....	9.1				
H8			10	8.1	.....GALAPOYA.....	7.4				
H16			Yard	15.5	.....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, east end South Jet. 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—

	Frt. and	
	Psg. Frt.	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.	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>	
Paseo	East switch of siding.
Votaw	East switch of siding.
Burr	East switch of siding.
Hooper	East switch of siding.
Benge	East switch of siding.
Moek	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 Siding	Both Switches of Siding

SPRING SWITCHES WITHOUT FACING POINT LOCK

<u>First Subdivision—</u>	
Vancouver	{ East yard lead switch. 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

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.	26.8
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COMMERCIAL AND STORAGE TRACKS

<u>First Subdivision—</u>	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

<u>Second Subdivision—</u>	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

<u>Third Subdivision—</u>	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's 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

<u>Fourth Subdivision—</u>	Miles from Lyle	Car Capacity	Switch at
Doubling Spur.....	1.6	7	East end
Klickitat Springs.....	15.8	6	Both ends

<u>Fifth Subdivision</u>	Miles from Wishram	Car Capacity	Switch at
Agency.....	107.5	7	East end

<u>Sixth Subdivision—</u>	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
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

<u>Seventh Subdivision—</u>	Miles from Portland	Car Capacity	Switch at
Warrenton Clay Spur.....	106.3	56	West end
Bioproducts Spur.....	108.1	5	West end

<u>Eighth Subdivision—</u>	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

<u>Ninth Subdivision—</u>	Miles from Portland	Car Capacity	Switch at
Bendemeer.....	18.9	2	East end
General Motors Spur.....	26.0	60	East end
Durham.....	34.4	6	East end
Albertson - Oregon Culvert Co. Spur	37.5	5	West 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

<u>Eleventh Subdivision—</u>	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	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 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 Wahram
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
MEDICAL DENTAL CENTER, 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
Wahram.....	Station
Wahram.....	Steam Derrick Outfit
Roosevelt.....	Station
Plymouth.....	Station
Snake River.....	Station
Washtuona.....	Station
Lamont.....	Station
Maupin.....	Station
Metolius.....	Station

F. S. BARLOW, Jr., Asst. Supt.
W. W. GARRETT, Trainmaster
G. S. SHOWALTER, Trainmaster
T. D. GRAHAM, Trainmaster
G. I. SCOTT, Trainmaster

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

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Faint, illegible text on the right page, also appearing to be bleed-through. The layout is similar to the left page, with multiple columns of text that are difficult to decipher due to low contrast and paper quality.