

**LONGVIEW, PORTLAND & NORTHERN
RAILWAY COMPANY**

TIME 12 TABLE

**In Effect at 12:01 A.M. Pacific Time or 120th Meridian Time
SUNDAY, NOVEMBER 9, 1930**

For the Government of Employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Instructions and always have for reference a copy of TRANSPORTATION RULES.

S. M. MORRIS, General Manager

B. VANDERCOOK, Superintendent

WESTWARD

WESTWARD

Water, Fuel Scales, Turntable, Wye, and Yard Limits	Station Numbers	Time Table No. 12 November 9, 1930 Succeeding No. 11		Distance From Ryderwood	FIRST CLASS		SECOND CLASS		THIRD CLASS	
		STATIONS			459	563				
		Telegraph Offices and Calls			Daily	Daily				
					Consolidated Passenger	Consolidated Passenger				
Y X	10	JC	LONGVIEW JUNCTION N 2.0 CONNECTION	29.3	L5:39PM	L12:38AM				
Y O C X	20		EAST YARD P 1.7 CROSS OVER	27.3	5:43	12:42				
W X	25	DS	LONGVIEW DN 3.6	25.6	5:48	12:47				
	30		LEXINGTON P 6.8	22.0	5:55	12:54				
	35		CASTLE ROCK P 1.5	15.2	6:07	1:06				
	40	GS	GIBBS P 5.5	13.7	6:10	1:09				
W	45	OQ	OLEQUA DN 2.8 CONNECTION	8.2	A6:19PM	A 1:18AM				
W X	50		VADER P 1.4 CONNECTION	5.4						
	65		BRIM 1.4	4.0						
	75		BOGUE 2.6	2.6						
W C Y X	80	RD	RYDERWOOD D CROSS OVER	0						
					Daily	Daily				
			Time Over Subdivision		.40	.40				
			Average Speed Per Hour		31.6	31.6				

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

Car Capacity of Sidings Based on Length of Log Cars

A. H. WILKINS, Chief Dispatcher

EASTWARD

EASTWARD

Distance From Longview Jct.	Time Table No. 12 November 9, 1930 Succeeding No. 11			FIRST CLASS				SECOND CLASS				THIRD CLASS			
	STATIONS			458	564										
	Telegraph Offices and Calls			Daily	Daily										
				Consolidated Passenger	Consolidated Passenger										
0	JC	LONGVIEW JUNCTION 2.0	N CONNECTION												
2.0		EAST YARD 1.7	P CROSS OVER	238	8:14	4:20									
3.7	DS	LONGVIEW 3.6	DN		8:10	4:16									
7.3		LEXINGTON 6.8	P	17	8:02	4:08									
14.1		CASTLE ROCK 1.5	P	28	7:50	3:56									
18.6	GS	GIBBS 5.5	P	77	7:47	3:53									
21.1	OQ	OLEQUA 2.8	DN CONNECTION		L7:38PM	L3:44AM									
23.9		VADER 1.4	P CONNECTION	45											
25.3		BRIM 1.4													
26.7		BOGUE 2.6													
29.3	RD	RYDERWOOD CROSS OVER	D	71											
					Daily	Daily									
		Time Over Subdivision			.40	.40									
		Average Speed Per Hour			31.6	31.6									

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

SPECIAL INSTRUCTIONS PAGES 4 AND 5

Special Rules Time Table No. 12

Effective Sunday, November 9, 1930

1. Helper District.

None.

2. Draw Bridge Interlocking.

Cowlitz River 0.6 mile west of Longview Junction.

3. At Ryderwood.

One per cent grade descending westward, utmost care must be exercised handling cars while switching, cars must not be left below deraill on siding. Deraill must be left in derailling position.

4. At Vader.

Cars or engines must not be run on turntable or left on that track. Dispatcher's telephone in booth located at N. P. connection.

5. At Olequa.

Distant Signal (normal position caution) located 1566 feet east of Olequa depot. Eastward train order semaphore at Olequa is connected with crossover between Northern Pacific and L. P. & N. and will be at stop position when crossover is set for movement to or from Northern Pacific track. Distant Signal (normal position caution) located 1340 feet east of crossover. Spring switch and automatic signal 80.8 (normal position "stop") located 14 feet east of crossover spring switch, governs all eastward trains. When route is set for westward trains to Tacoma First Sub-Division, automatic signal 80.8 will indicate "proceed." Normal position of spring switch is for crossover movement and westward L. P. & N. trains will stop to throw switch. Trains trailing through and stopping on spring switch must not take up slack until points have been thrown by hand. Do not attempt a flying switch. When necessary to throw switch the switch stand should be operated slowly keeping a steady pressure on handle. All trains approach Olequa at restricted speed. Train order semaphore governing L. P. & N. trains located on L. P. & N. side of depot and train order semaphore governing Tacoma first sub-division trains located on opposite side of depot. Junction switch and crossover switches at Olequa will be handled by operator for Tacoma first sub-division trains via L. P. & N.

6. At Gibbs.

Dispatcher's telephone located in booth east end of siding.

7. At Castle Rock.

Dispatcher's telephone located in booth at depot.

8. At Lexington.

Dispatcher's telephone located in booth east end of siding.

9. Speed Restrictions.

Cowlitz River Draw Bridge (eight) miles per hour.
Olequa over spring switch fifteen (15) miles per hour.
Over crossovers and turnouts fifteen (15) miles per hour.
Passing telegraph offices where orders are received fifteen (15) miles.

N. P., G. N., and O.-W. R. & N. passenger trains must not exceed a speed of forty-five (45) miles per hour. L. P. & N. passenger Gas Car forty (40) miles per hour, Freight Trains thirty (30) miles per hour, Loaded Log Trains twenty-five (25) miles per hour, Trains handling steam wrecking derick, pile-drivers, or locomotive crane, twenty-five (25) miles per hour. Dead engines hauled in freight trains with side rods disconnected must not be run to exceed fifteen (15) miles per hour. There must be at least five cars between engines so moved. If side rods are in position they may be moved at a speed not to exceed twenty-five (25) miles per hour. Engines running either light or in train with side rods off and main rods connected working steam must not exceed fifteen (15) miles per hour. Engines must not be hauled with side rods removed from one side only.

10. Bridge Restrictions—Cowlitz River Draw Bridge.

(Double heading not permitted.)

11. Between Olequa and Longview Junction.

All trains and yard engines must be into clear of main track 10 minutes before trains 458, 459, 563 and 564 are due to leave Olequa or Longview Junction, except yard engines must be into clear of main track 10 minutes before trains 458, 459, 563 and 564 are due to leave Longview or Longview Junction. Conductor, or engineer when there is no conductor, will report to dispatcher when into clear of main track and will not again be permitted to use main track until authorized by dispatcher. Yard engines or trains handling logs must be standing still while passenger trains are passing.

12. Register Stations.

Ryderwood, Olequa, Longview Union Station, and Longview Junction.

13. Register Exceptions.

N. P., G. N. and O.-W. R. & N. trains will register by ticket, Form 608, at Olequa, Longview Union Station and Longview Junction, and will be furnished register ticket, Form 602, by Operator. At Ryderwood and Longview Union Station L. P. & N. enginemen will not be required to consult register but will be furnished register ticket, Form 602, by Conductors.

Train Dispatchers may authorize operator at Ryderwood, Olequa and Longview Union Station to furnish register ticket, Form 602, to Eastward L. P. & N. trains.

14. Clearance Exceptions.

N. P., G. N., and O.-W. R. & N. trains will not be required to obtain clearance at Longview Union Station if train order semaphore is in clear position. Westward L. P. & N. trains will not be required to obtain clearance at Olequa if train order semaphore is in clear position.

Eastward L. P. & N. trains will not be required to obtain clearance at Longview Union Station if train order semaphore is in clear position.

15. L. P. & N. Railway transportation rules in effect April 1st, 1926 are identical with N. P. transportation rules in effect April 1st, 1926 and N. P., G. N. and O.-W. R. & N. train and enginemen running over L. P. & N. Ry. tracks between Olequa and Longview Junction will be governed by N. P. transportation rules.

16. Bulletin Stations.

For N. P., G. N., and O.-W. R. & N. trains, Tacoma, Centralia, Vancouver and Portland. For L. P. & N. trains, Ryderwood, Dispatcher's office Longview and East Yard.

17. Deraill Switches.

West end house track, Ryderwood.
East end passing track, Ryderwood.
East and West end house track, Vader.
East and West end interchange track, Vader.
East and West end house track, Castle Rock.
East end house track, Longview.
East and West end drawbridge, Cowlitz River.

18. Switch Lamp Report.

Flagmen of all freight trains operated between sunset and sunrise are required to make out and forward to Superintendent's office a switch lamp report. Form 0.20.

19. Commercial Tracks.

Com'l Tracks	Miles From	Car Capacity
Vader	20.2 Longview	2
Castle Rock	10.4 Longview	9

20. Standard Time, Clock, Longview.

Dispatcher's Office, Union Station.

Special Rules Time Table No. 12

Effective Sunday, November 9, 1930

21. Watch Inspectors.

C. R. Hammond, Longview, Washington.
E. S. Winget, Ryderwood, Washington.

22. Conductors of work trains will issue instructions to their flagmen in writing except when flagman goes back immediately to stop approaching trains.

23. Whistle signal 14B or 14H must be sounded for protection of men working about cars or trains before a work or wrecking train is moved.

24. In the State of Washington rear brakeman or flagman must have at least one year's experience. Passenger trains with four or more cars must have two brakemen and freight trains of twenty-five or more cars must have three brakemen.

25. Office hours at stations will be fixed by Superintendent.

26. Day operators must keep location of their residence posted at all stations where there are no night operators so they may be called in case of emergency.

27. No person will be permitted to ride in engine, or in baggage, mail or express cars except employes in discharge of their duty, without written order from the superintendent.

28. The Company desires that every precaution shall be taken to prevent injury to its employes and prohibits doing work in any manner that will jeopardize their safety.

29. Locomotive boilers must not be blown out on the road except when necessary, and never on frogs or switches, or in the vicinity of highways, or where steel bridges will be affected.

30. Enginemen must not leave engines while on duty except when necessary and then the fireman must be left in charge.

31. After opening or closing a switch, trainmen must see that points throw and fit closely, and that lock is placed in staple and locked.

32. Use every precaution to prevent fires; do not allow anything that may cause a fire to be thrown from engine or caboose.

33. Special care must be taken when handling cars containing explosives and must not be handled next to engine if it can be avoided.

34. Authorized surgeons, L. P. & N. Co.

Dr. C. W. Lane, Castle Rock.
Dr. R. H. Campbell, Vader.
Dr. E. M. Sulis, Ryderwood.

35. Stretcher Locations.

All open stations, car shops, machine shops, bridge and building cars, wrecking outfit.

36. Hospital located at Longview and Ryderwood.

TABLE OF TRAIN SPEEDS

If a train covers the distance between two mile posts in 65 seconds the speed is 55.3 miles per hour.

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
45	80.0	76	47.4	115	31.3
48	75.0	77	46.7	120	30.0
50	72.0	78	46.1	125	28.8
52	69.2	79	45.6	130	27.7
54	66.6	80	45.0	135	26.7
56	64.2	81	44.4	140	25.7
58	62.0	82	43.9	145	24.8
60	60.0	83	43.4	150	24.0
61	59.0	84	42.9	155	23.2
62	58.0	85	42.4	160	22.5
63	57.1	86	41.9	170	21.2
64	56.2	87	41.4	180	20.0
65	55.3	88	40.9	190	18.9
66	54.5	89	40.4	200	18.0
67	53.7	90	40.0	210	17.1
68	52.9	91	39.6	220	16.4
69	52.1	92	39.1	230	15.6
70	51.4	93	38.7	240	15.0
71	50.7	94	38.3	250	14.4
72	50.0	95	37.9	260	13.8
73	49.3	100	36.0	270	13.3
74	48.6	105	34.3	280	12.8
75	48.0	110	32.7	290	12.4

