

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

## **System Lines**

# **TIME TABLE No. 108**

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

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

### **SUNDAY, SEPTEMBER 17, 1950**

**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 carry a copy for reference and a copy of OPERATING RULES.**

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***Think! Is it Safe?***

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**E. H. SHOWALTER, Superintendent  
E. B. STANTON, Vice-Pres. & Genl. Mgr.**

2 Westward

## TERMINALS SUB-DIVISION—VANCOUVER TO PORTLAND

Westward

Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 108 SEPTEMBER 17, 1950	Distance from Vancouver	FIRST CLASS									
	Sidings	Other Tracks				701	3	1	703	705	707	5	709	711	
						G. N. 402	S. P. & S.	S. P. & S.	G. N. 460	N. P. 404	N. P. 408	S. P. & S.	S. P. & S. 22	U. P. 458	
						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
10		Yard	369.5	<b>AUTOMATIC BLOCK</b> DN.....VANCOUVER.....MX 1.4 .....NORTH PORTLAND..... 0.5 DN..NORTH PORTLAND Jct..KD 1.1 .....EAST ST. JOHNS..... 2.7 DN.....WILLBRIDGE.....BR 2.3 DN.....LAKE YARD.....C 2.0 DN..PORTLAND, Union Sta...VC 2.0 DN..PORTLAND, Hoyt St....OW	0.0	L 6 15 AM	L 6 30 AM	L 7 08 AM	L 11 59 AM	L 1 20 PM	L 4 09 PM	L 4 14 PM		L 8 51 PM	
9			370.0		1.4					f 12 03 PM	s 1 24		f 4 18		
8		Jot	371.4		1.9	6 20	6 35	7 13	12 04	1 25	4 14	4 19			A 8 55 PM
7	60	186	372.5		3.0	6 22	6 38	7 15	12 06	1 27	4 16	f 4 21			
4		Yard	375.2		5.7	6 27	6 43	7 19	12 10	1 31	4 20	4 25	L 6 36 PM		
2		Yard	377.5		8.0	6 33	6 48	7 22	12 14	1 35	4 24	4 29	6 40		
			379.5		10.0	A 6 45 AM	A 7 00 AM	A 7 30 AM	A 12 20 PM	A 1 45 PM	A 4 30 PM	A 4 35 PM	A 6 50 PM		
0		Yard	379.5		10.0										
							0 30 20 0	0 30 20 0	0 22 27 3	0 21 28 6	0 25 24 0	0 21 28 6	0 21 28 6	0 14 18 4	0 04 28 5
							Time Over District Average Speed Per Hour								

Eastward

## TERMINALS SUB-DIVISION—PORTLAND TO VANCOUVER

Eastward

Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 108 SEPTEMBER 17, 1950	Distance from Portland	FIRST CLASS									
	Sidings	Other Tracks				700	702	704	6	706	2	708	4	710	
						S. P. & S. 21	U. P. 457	N. P. 403	S. P. & S.	N. P. 407	S. P. & S.	G. N. 459	S. P. & S.	G. N. 401	
						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
10		Yard	169.5	<b>AUTOMATIC BLOCK</b> DN.....VANCOUVER.....MX 1.4 .....NORTH PORTLAND..... 0.5 DN..NORTH PORTLAND Jct..KD 1.1 .....EAST ST. JOHNS..... 2.7 DN.....WILLBRIDGE.....BR 2.3 DN.....LAKE YARD.....C 2.0 DN..PORTLAND, Union Sta...VC 2.0 DN..PORTLAND, Hoyt St....OW	10.0		A 8 21 AM	A 8 51 AM	A 9 06 AM	A 10 21 AM	A 3 20 PM	A 5 21 PM	A 8 51 PM	A 11 51 PM	
9			170.0		8.6				s 9 02						
8		Jot	371.4		8.1	L 8 16 AM	8 46	9 01	10 16	3 15	5 16	8 46	11 46		
7	60	186	372.5		7.0		8 44	f 8 59	10 14	3 13	5 14	8 44	11 44		
4		Yard	375.2		4.8	A 8 20 AM	8 40	8 55	10 10	3 09	5 10	8 40	11 40		
2		Yard	377.5		2.0	8 16	8 36	8 51	10 06	3 05	5 06	8 36	11 36		
			379.5		0.0	L 8 10 AM	L 8 30 AM	L 8 45 AM	L 10 00 AM	L 3 00 PM	L 5 00 PM	L 8 30 PM	L 11 30 PM		
0		Yard	379.5		0.0										
							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
							0 10 25 8	0 05 22 8	0 21 28 6	0 21 28 6	0 21 28 6	0 20 30 0	0 21 28 6	0 21 28 6	0 21 28 6
						Time Over District Average Speed Per Hour									

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

Rule (D97) is in effect on this Sub-Division.

At Lake Yard all first class trains will register by ticket per Rule 83(A), other trains will not be required to register.

At Willbridge, all westward trains, except first class, on Terminals Sub-Division, and all except first class trains from the Portland Division, 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 Terminals Sub-Division, will require a check of register in train order form.

Portland-register station for all trains.

Westward

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

Eastward 3

Water, Fuel, Wagon, Turn Tables, Scales, Standard Clothes & Bulletin Boards and Yard Lumber, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 108 SEPTEMBER 17, 1910	Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	5	1	3				6	2	4
				Passenger	Passenger	Passenger				Passenger	Passenger	Passenger
				Daily	Daily	Daily						
STATIONS												
JBWOR	106		Yard	L 1.40PM	L 5.23AM	L 4.20AM	273.4	DN.... WISHRAM.....X	106.1	A 12.07PM	A 5.13PM	A 11.30PM
YPKXZ				f 1.45	5.27	4.25	276.7	.....AVERY.....	102.8	f 12.01PM	5.08	11.22
P	103	146		f 1.56	5.36	4.35	285.5	.....NORTH DALLES.....	94.0	f 11.48AM	4.58	11.11
P	94	131	8	s 2.07	5.45	f 4.47	294.2	DN..... LYLE..... YA	85.3	s 11.35	4.48	s 11.00
B	85	80	142	s 2.22	5.55	f 5.00	303.9	DNBINGEN-WHITESALMON.WS	75.6	s 11.15	4.37	s 10.35
JWTOP				f 2.27			306.8	.....UNDERWOOD.....	72.7	f 11.05		
P	76	131	134	f 2.30	6.00	5.05	308.6	.....HOOD.....	70.9	f 11.00	4.32	10.22
P	73		40	f 2.36		5.10	313.7	.....COOKS.....	65.8	f 10.53		10.15
P	71	82	7	f 2.43	6.12	5.17	320.2	.....HOME VALLEY.....	59.3	f 10.45	4.20	10.07
	66		13W	f 2.47		5.19	321.8	.....CARSON.....	57.7	f 10.42		10.05
P	59	130		s 2.53	6.18	5.24	325.7	DN.... STEVENSON.....NS	53.8	s 10.36	4.14	10.00
W	58		6W	s 3.00	6.23	5.30	330.7	..NORTH BONNEVILLE..	48.8	s 10.25	4.09	9.54
P	54	79	34	f 3.08	6.29	5.37	336.7	N.....SKAMANIA.....SI	42.8	f 10.13	4.03	9.47
P	49	130	49	f 3.15		5.43	341.7	.....PRINDLE.....	37.8	f 10.05		9.40
WP	43	84	17	f 3.23	6.40	5.51	347.3	.....MT. PLEASANT.....	32.2	f 9.56	3.51	9.32
P	38		10E	f 3.30	6.45	5.57	351.9	.....WASHOUGAL.....	27.6	f 9.48	3.46	9.26
P	32	131		s 3.41	6.49	6.02	355.1	DN..... CAMAS..... MA	24.4	s 9.40	3.41	9.21
WP	28	107	14	f 3.50	6.54	6.09	360.2	..... FISHER.....	19.3	f 9.30	3.35	9.14
P	24	84	75	3.57	6.59	6.15	365.0	.....McLOUGHLIN.....	14.5	9.24	3.30	9.08
P	19	142	4	4.01	7.02	6.19	367.3	.....EAVAN.....	12.2	9.20	3.27	9.04
P	15	84						DN.... VANCOUVER...MX	10.0	L 9.15AM	L 3.23PM	L 9.00PM
PWTY	10		Yard							Daily	Daily	Daily
BOKXR				2.25	1.42	2.05		Time Over District		2.52	1.50	2.30
VZ				39.8	56.5	46.1		Average Speed Per Hour		33.5	52.4	38.4

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

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

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 108 SEPTEMBER 17, 1950	Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	5	1	3				6	2	4
				Passenger	Passenger	Passenger				Passenger	Passenger	Passenger
				Daily	Daily	Daily						
WCYT RVBOK XZP	231	Yard		L 10.40AM	L 3 05AM	L 1.25AM	148.2	DN.....PASCO.....PA 1.8	231.3	A 3.45PM	A 7.30PM	A 2.40AM

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

JV					L 10.46AM	L 3.11AM	L 1.31AM	149.8	.....S. P. & S. JCT..... 0.5	229.7	A 3.36PM	A 7.24PM	A 2.31AM
P	229	167	2		10.48	3.12	f 1.32	150.3	DN...KENNEWICK...KN 5.1	229.2	a 3.35	7.23	2.30
P	224	70	20		f 10.55	3.17	1.39	155.4	.....FINLEY..... 4.2	224.1	f 3.24	7.18	2.19
P	220	79	15		f 11.01	3.21	1.45	159.6	.....HOVER..... 6.5	219.9	f 3.17	7.14	2.11
WP	213	150	5		f 11.11	3.28	<sup>4</sup> 1.58	166.1	D.....YELLEPIT.....PY 15.2	213.4	f 3.06	7.07	<sup>3</sup> 1.58
P	198	151			f 11.40	3.45	2.28	181.3	.....BERRIAN..... 5.3	198.2	f 2.36	6.50	1.28
WP	193	84	14		a 11.47	3.51	f 2.34	186.6	DN...PLYMOUTH...MO 4.0	192.9	a 2.28	6.44	f 1.22
P	189	147			f 11.52AM	3.55	2.38	190.6	.....KING..... 8.4	188.9	f 2.22	6.40	1.18
P	181	147	24		f 12.02PM	4.03	2.47	199.0	.....PATERSON..... 9.8	180.5	f 2.10	6.32	1.09
WP	171	147	14		f 12.13	4.13	2.57	208.8	D...WHITCOMB...W 8.4	170.7	f 1.56	6.22	12.58
P	162		6		f 12.22			217.2	.....ALDERDALE..... 4.4	162.3	f 1.44		
P	158	150			f 12.27	4.26	3.10	221.6	.....McCREDIE..... 11.2	157.9	f 1.38	6.09	12.44
WP	147	150	36		a 12.40	4.37	3.22	232.8	DN...ROOSEVELT...RE 5.9	146.7	a 1.23	5.58	12.32
P	141		18W		f 12.47			238.7	.....SUNDALE..... 10.2	140.8	f 1.13		
P	131	149	7		<sup>6</sup> f 12.58	4.53	3.39	248.9	.....GOODNOE..... 5.0	180.6	<sup>5</sup> f 12.58	5.42	12.15
P	126		30W		f 1.04	4.58	3.44	253.9	.....TOWAL..... 6.7	125.6	f 12.49	5.37	12.10
WP	119	151			f 1.12	5.05	3.51	260.6	.....CLIFFS..... 4.6	118.9	f 12.40	5.30	12.03AM
P	114	79	15		a 1.19	5.10	3.56	265.2	.....MARYHILL..... 8.2	114.3	a 12.32	5.25	11.58PM
BWOYR JKXZP	106		Yard		A 1.30PM	A 5.20AM	A 4.06AM	273.4	DN.....WISHRAM.....X	106.1	L 12.17PM	L 5.15PM	L 11.45PM
											Daily	Daily	Daily
					2.50 44.2	2.15 55.6	2.41 46.7		Time Over District Average Speed Per Hour		3.28 36.1	2.15 55.6	2.55 42.9

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

Westward

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

Eastward 5

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 108 SEPTEMBER 17, 1950			Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	3	15	1		STATIONS				4	16	2
				Passenger	N.P. 348 Passenger	Passenger		Passenger	N.P. 347 Passenger	Passenger				
				Daily	Daily	Daily								
BCKO PRTW 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 WXY							5.7	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 WXZ	380		Yard				0.0	DN SPOKANE (G.N. Depot) PD	379.5	A 6.50AM		A 10.55PM

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

IJPVXY	377				L 9.35PM	L 12.11AM	2.3	DN...FORT WRIGHT..FW	877.2	A 6.43AM		A 10.48PM											
													8.2	11.7	19.2	24.7	29.8	35.6	44.1	50.1	56.1	65.3	79.7
P	371	129			9.44	12.17	8.2	.....OVERLOOK.....	371.8	6.35		10.40											
JP	368	73			9.50	12.21	11.7	DN...SCRIBNER.....SC	367.8	6.30		10.36											
WP	360	78	13		10.02	12.29	19.2	.....SOUTH CHENEY.....	360.8	6.18		10.27											
P	355	120			<sup>2</sup> 10.20	12.35	24.7	.....MOCK.....	354.8	6.10		<sup>3</sup> 10.20											
P	350		13W		<sup>s</sup> 10.26		29.8	.....AMBER.....	349.7	<sup>a</sup> 6.02													
P	344	78	23		10.33	12.46	35.6	.....RODNA.....	343.9	5.54		10.06											
CWOP	335	EB 139 WB 96	120		<sup>s</sup> 10.43	12.55	44.1	DN...LAMONT.....A	335.4	<sup>s</sup> 5.44		9.57											
P	329		37E		10.50		50.1	.....ROCKWELL.....	329.4	5.32													
P	323	129	16		10.57	1.07	56.1	.....MACALL.....	323.4	5.24		9.45											
WP	311	131	31		<sup>s</sup> 11.11	1.19	65.3	D.....BENGE.....BN	311.2	<sup>s</sup> 5.08		9.33											
P	300	130	13		<sup>f</sup> 11.24	1.31	79.7	.....HOOPER.....	299.8	<sup>f</sup> 4.52		9.19											
CWP	291	EB 136 WB 74	30		<sup>s</sup> 11.34	1.39	88.1	DN...WASHTUCNA...WA	291.4	<sup>s</sup> 4.40		9.09											
P	285	80	19		11.42	1.45	94.4	.....SPERRY.....	285.1	4.29		9.02											
P	278	130	85		<sup>s</sup> 11.52PM	1.53	102.0	D.....KAHLOTUS.....K	277.5	<sup>s</sup> 4.20		8.54											
WP	269	87	5		12.06AM	2.06	110.4	.....FARRINGTON.....	269.1	4.06		8.40											
P	263	64			12.16	2.15	116.9	.....BURR.....	262.6	3.55		8.30											
JV							123.6	...SNAKE RIVER JCT....	256.9														
P	257	80	60		<sup>s</sup> 12.26	2.24	122.8	DN...SNAKE RIVER...SR	256.7	<sup>s</sup> 3.45		8.21											
P	254	130			12.31	2.27	125.5	.....VOTAW.....	254.0	3.40		8.16											
P	251	79	20		12.36	2.30	128.5	.....REDD.....	251.0	<sup>s</sup> 3.35		8.12											
P	245	130	9		12.44	2.36	134.9	.....LEVEY.....	244.6	3.26		8.05											
P	238	69			12.52	2.43	141.4	.....MARTINDALE.....	238.1	3.18		7.58											
JPV	234				12.58	L 11.20PM	146.0	...AINSWORTH JCT....	235.5	3.12	A 5.37AM	7.52											
PZXTQY WRBOK V	231		Yard		A 1.10AM	A 11.35PM	A 3.00AM	DN.....PASCO.....PA	231.3	<sup>1</sup> L 3.00AM	L 5.30AM	L 7.40PM											
										Daily	Daily	Daily											
					3.40 40.4	0.15 8.8	2.54 51.1	Time Over District Average Speed Per Hour		3.50 38.7	0.07 18.9	3.15 45.6											

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

6 Westward

S. P. &amp; S. Ry., VANCOUVER DIVISION—Fourth Sub-Division

Eastward

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits etc.	Station Numbers	Car Capacity		SECOND CLASS			Distance from Goldendale	TIME TABLE No. 108 SEPTEMBER 17, 1950	Distance from Lyle	SECOND CLASS	
		Sidings	Other Tracks								
				121	Mixed	Daily Ex. Sat.				120	Mixed
BWYR P	G42		72	L 6.00PM	0.0	D.....GOLDDALE....GD	41.6	A 2.15AM			
P	G35		21	s 6.20	6.3	.....CENTERVILLE.....	35.3	s 1.50			
P	G30		18	f 6.36	11.4	.....WARWICK.....	30.2	f 1.30			
	G23		8W	6.59	18.9	.....SWALE.....	22.7	1.00			
	G17		15	f 7.17	24.7	.....WAKKIAKUS.....	16.9	f 12.35			
PWX	G14	27		s 7.28	28.2	D.....KLICKITAT.....KI	13.4	s 12.20			
	G10		8	f 7.38	31.3	.....PITT.....	10.3	f 12.10AM			
P	G 6			f 7.50	35.2	.....WRIGHTS.....	6.4	f 11.55PM			
BRWTO PJX	85	80	142	A 8.10PM	41.6	DN.....LYLE.....YA	0.0	L 11.30PM			
				2.10 19.2							
						Time Over District Average Speed Per Hour		2.45 15.1			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION  
Except No. 121 is Superior to No. 120, Goldendale to Lyle

## VANCOUVER DIVISION

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

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	Redd to Dispatch U. S. Mail		
3	Maryhill		Bingen-White Salmon, Vancouver and Portland
3	Stevenson		Vancouver and Portland
3	Camas	Pasco or Beyond	
4	Any Station		East of Spokane
4	Any Station West of Pasco		Spokane
4	Any Station East of Pasco	Portland and Vancouver	
4	Camas		Pasco or Beyond
4	Stevenson	Portland and Vancouver	
4	Maryhill	Portland, Vancouver and Bingen-White Salmon	
4	Hooper Daily Except Sunday	Any Station	Any Station where Scheduled to Stop
Conditional Stops to Discharge or Pick Up Passengers			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To
5	Moonax M. P. 152.6 on Flag	Any Station	Any Station
5	North McNary & Spearfish on Flag	Any Station	Any Station
6	Moonax M. P. 152.6 on Flag	Any Station	Any Station
6	Spearfish & North McNary on Flag	Any Station	Any Station

When No. 3 will not reach Vancouver by 9:00 A. M., back haul U. S. Mail for No. 6 will be dispatched at Stevenson.

Westward

## OREGON TRUNK RAILWAY

Eastward 7

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS		Distance from Bend	TIME TABLE No. 108		Distance from Wainrain	SECOND CLASS		THIRD CLASS	
		Sidings	Other Tracks			313	103		SEPTEMBER 17, 1950			102	314		
				Daily Ex. Mon.	Daily	U. P. Mixed	Oregon Trunk Mixed		STATIONS	Oregon Trunk Mixed		U. P. Mixed			
BYOVZ PWRKX	T-151		Yard			L 5.00AM	L 8.00PM	0.0	DN...BEND.....D	151.5	A 5.45AM	A 2.30PM			
P	T-144	50	20			<sup>102</sup> 5.21	f 8.15	7.3	.....DESCHUTES.....	144.2	f <sup>313</sup> 5.21	2.08			
WXP	T-135	101	227			5.45	s 8.40	16.5	DN...REDMOND.....RD	135.0	s 5.01	1.40			
JPV	T-132		132			6.15	f 8.46	19.2	D...PRINEVILLE JCT. XN	132.3	f 4.36	1.31			
P	T-129		40			6.24	f 8.52	22.0	.....TERREBONNE.....	129.5	f 4.31	1.22			
P	T-122	115	24			6.46	f 9.09	29.5	.....OPAL CITY.....	122.0	f 4.17	12.58			
P	T-115	52	50			7.07	s 9.25	36.6	.....CULVER.....	114.9	s 4.04	12.36			
OTWPX	T-110	100	179			7.22	s 9.35	41.3	DN...METOLIUS MS	110.2	s 3.56	12.22			
	T-108		4					43.9	.....AGENCY.....	107.6					
WP	T-105	51	127			7.37	s 9.55	46.3	D...MADRAS MD	105.2	s 3.46	12.05PM			
P	T-100	114	4			7.54	f 10.11	52.0	.....PAXTON.....	99.5	f 3.22	11.48AM			
P	T-94	34	23			8.10	s 10.26	57.5	D...GATEWAY GW	94.0	s 3.08	11.30			
PW	T-86	111	42			8.30	f 10.48	65.7	N...SOUTH JCT. SJ	85.8	f 2.47	11.08			
P	T-80	123				8.43	f 11.00	71.2	.....KASKELA.....	80.3	f 2.36	10.53			
P	T-75					8.56	f 11.11	76.1	D...DAVIDSON UN	75.4	f 2.27	10.40			
P	T-74		25E			9.01	f 11.15	77.9	.....DANT.....	73.6	f 2.24	10.35			
P	T-71	116	14W			9.07	11.20	80.4	.....DIXON.....	71.1	2.19	10.28			
	T-68		20			9.15	s 11.28	84.0	.....FRIEDA.....	67.5	s 2.12	10.18			
WP	T-64	50				9.25	f 11.36	87.7	.....NENA.....	63.8	f 2.05	10.08			
P	T-55 A	93				<sup>314</sup> 9.45	11.53	96.1	.....CAMBRAI.....	55.4	1.49	<sup>313</sup> 9.45			
P	T-55		28			9.47	s 11.58PM	96.8	DN...MAUPIN...AU	54.7	s 1.47	9.43			
WP	T-51		24			9.57	f 12.06AM	100.7	.....TUSKAN.....	50.8	f 1.38	9.34			
P	T-48		38W			10.05	f 12.13	103.8	.....SHERAR.....	47.7	f 1.32	9.26			
P	T-40	99				10.25	f 12.30	111.6	.....OAKBROOK.....	39.9	f 1.17	9.07			
P	T-31	50				10.48	<sup>102</sup> f 12.59	120.9	.....SINAMOX.....	30.6	f <sup>103</sup> 12.59	8.44			
WP	T-26	48				10.59	f 1.10	125.2	N...DIKE DI	26.3	f 12.51	8.34			
P	T-18	113				11.20	f 1.31	133.6	.....LOCKIT.....	18.0	f 12.35	8.13			
P	T-12		27E			11.37	f 1.45	139.9	.....KLOAN.....	11.6	f 12.24	7.57			
P	T-6	90				11.52AM	f 1.58	145.8	.....MOODY.....	5.7	f 12.13	7.40			
	T-2A						2.06	149.2	.....CELLO.....	2.3	12.07				
VXJP	T-2					A 12.01PM	2.08	150.0	N...O. T. JCT. VO	1.5	12.05	L 7.30AM			
JBWOP RKXZY	106		Yard				A 2.15AM	151.5	DN...WISHRAM...X	0.0	L 12.01AM				
						7.01 21.6	6.15 24.2		Time Over District Average Speed Per Hour		Daily 5.44 26.4	Daily Ex. Sun. 7.00 21.6			

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

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

8 Westward

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

Eastward

Water, Wyes, Turntables, Fuel, Seales, Standard Clocks, Bul. Bds., Register, Yard Limits.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS	Distance from Portland	TIME TABLE No. 108 SEPTEMBER 17, 1950		Distance from Seaside	FIRST CLASS	SECOND CLASS			
		Slidings	Other Tracks			231		21	STATIONS		22	230			
						Freight		Passenger			Passenger	Freight			
						Daily Ex. Saturday		Daily							
JRXI P	4		Yard			L 7.30PM	L 8.20AM	4.3	DN.... WILLBRIDGE.... BE	113.7	A 6.36PM	A 4.45AM			
XP	A7	28	273			7.38	f 8.26	7.3	D..... LINNTON..... IN	110.7	f 6.30	4.37			
JX	A10					A 7.45PM	8.31	10.0	..... UNITED JCT.....	108.0	6.24	L 4.30AM			
PX	A11						8.33	10.5	DN..... RIVER JCT..... RJ	107.5	6.23				
	A18	29					8.36	12.6	..... HOLBROOK.....	105.4	6.19				
	A20	34	33				s 8.49	19.9	..... SCAPPOOSE.....	98.1	s 6.08				
	A24		19W				f 8.56	24.3	..... WARREN.....	93.7	f 6.00				
	A28	52	17				s 9.04	27.6	DN..... ST. HELENS..... H	90.4	s 5.54				
	A30						f 9.09	30.0	..... COLUMBIA CITY.....	88.0	f 5.46				
	A31	43					9.11	31.3	..... WATERVIEW.....	86.7	5.44				
	A33		11W				f 9.14	33.2	..... DEER ISLAND.....	84.8	f 5.41				
XP	A39	20	60				f 9.25	39.4	..... GOBLE.....	78.6	f 5.31				
	A42						f 9.30	41.9	..... PRESCOTT.....	76.1	f 5.26				
XP	A46		8				s 9.40	45.8	..... RAINIER.....	72.2	s 5.20				
X	A47	53	13W				9.42	46.8	..... AVON.....	71.2	5.16				
P	A56	50	13				s 10.02	55.8	..... MAYGER.....	62.3	f 4.59				
	A58						f 10.06	58.0	..... LOCODA.....	60.0	f 4.55				
	A59		15W				s 10.09	59.3	..... QUINCY.....	58.7	f 4.53				
P	A62	45	70				s 10.18	62.2	DN.... CLATSKANIE.... CN	55.8	s 4.47				
	A67		10W 23W				f 10.28	66.6	..... MARSHLAND.....	61.4	f 4.37				
WP	A71	29	41				s 10.39	71.2	..... WESTPORT.....	46.8	s 4.29				
P	A74		50				s 10.44	73.5	..... WAUNA.....	44.5	s 4.24				
P	A77		14				f 10.51	76.8	..... BRADWOOD.....	41.2	f 4.18				
P	A78	43					f 10.56	78.4	..... CLIFTON.....	39.6	f 4.14				
	A83		2E				f 11.05	83.3	..... BROWNSMEAD.....	34.7	f 4.05				
	A85						f 11.10	84.9	..... BLIND SLOUGH.....	33.1	f 4.01				
P	A87	20	5W				f 11.14	86.5	..... KNAPPA.....	31.5	f 3.58				
	A90	15	2W				f 11.22	90.2	..... SVENSEN.....	27.8	f 3.50				
WTZP BKXR	A100		Yard				s 11.55AM	99.7	D..... ASTORIA..... RO	18.3	s 3.30				
JYX	A106		22				s 12.14PM	105.6	..... WARRENTON.....	12.4	s 3.00				
	A108		31				f 12.21	108.3	..... CAMP CLATSOP.....	9.7	f 2.51				
	A116						f 12.37	115.7	..... GEARHART.....	2.3	f 2.35				
BWY KXR	A118		73				A 12.45PM	118.0	D..... SEASIDE..... SD	0.0	L 2.30PM				
							0.15 22.8	4.25 25.7	Time Over District Average Speed per Hour		Daily 4.06 27.7	Daily Ex. Monday 0.15 22.8			

Eastward trains are superior to trains of the same class in the opposite direction Except No. 21 is superior to No. 22 Willbridge to Seaside.

Nos. 21 and 22 will stop on flag to receive or discharge passengers at Ivy, Woodson, Carnahan, and West.  
No. 22 will stop at Warren on Mondays and Thursdays to dispatch U. S. Mail.

**S. P. & S. Ry., PORTLAND DIVISION**  
Westward      Second Sub-Division      Eastward

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul. Bldg., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Warrenton	TIME TABLE No. 108 SEPTEMBER 17, 1950		Distance from Fort Stevens
		Sidings	Other Tracks		STATIONS		
	JXYR A106	22		0.0	..... WARRENTON .....	2.7	
					1.8		
	FS2	25		1.8	..... FLAVEL .....	0.9	
					0.9		
	FS3	5E		2.7	..... POINT ADAMS .....	0.0	
					Time Over District		
					Average Speed per Hour		

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

**S. P. & S. Ry., PORTLAND DIVISION**  
Westward      Third Sub-Division      Eastward 9

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul. Bldg., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Wilkesboro	TIME TABLE No. 108 SEPTEMBER 17, 1950		Distance from Glenwood
		Sidings	Other Tracks		STATIONS		
	XPRJ U26	12		0.0	..... WILKESBORO .....	12.9	
					1.2		
	X R1	24E		1.2	..... PENGRA .....	11.7	
					7.7		
	WP R9			8.9	..... WASHBURN .....	4.0	
					4.0		
	XP R13	Yard		12.9	..... GLENWOOD .....	0.0	
					Time Over District		
					Average Speed per Hour		

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

**S. P. & S. Ry., PORTLAND DIVISION—Fourth Sub-Division**  
Westward      Eastward

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul. Bldg., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Portland	SECOND CLASS		Distance from Kenady	SECOND CLASS	
		Sidings	Other Tracks		TIME TABLE No. 108 SEPTEMBER 17, 1950			TIME TABLE No. 108 SEPTEMBER 17, 1950	
					STATIONS			STATIONS	
	XJ A10				231			230	
					Freight			Freight	
					Daily Ex. Saturday				
	OWXP NB10		Yard		l 7.45 PM	10.0		A 4.30 AM	
						10.0			
	JPX U10				7.47	10.5	DN..... RIVER JCT..... RJ	46.5	4.27
							0.5		
	U10A		31W		7.49	11.0	..... BAN SPUR .....	46.0	4.25
							0.7		
	P U12	4	11W		7.52	11.7	..... BURLINGTON .....	45.3	4.22
							2.2		
	P U14		6E		8.01	13.9	mt. Bl. TUNNEL SPUR.....	43.1	4.15
							3.2		
	JXPR U17		5E		A 8.15 PM	17.1	DN..... BOWERS JCT..... BJ	39.9	l 4.00 AM
							4.8		
	PWX U22	47	17E			21.9	D..... NORTH PLAINS.... NP	35.1	
							1.4		
	U23		18			23.3	..... VADIS .....	33.7	
							2.2		
	U25		11E			25.5	..... CHRISTIE .....	31.5	
							0.9		
	JXP U26		12			26.4	..... WILKESBORO .....	30.6	
							1.1		
	XP U28	32	22			27.5	..... BANKS .....	29.5	
							4.2		
	WP U32	80	7			31.7	..... MANNING .....	26.3	
							7.1		
	P U39	20				38.8	..... TOPHILL .....	18.2	
							4.3		
	WP U43	29				43.1	..... BRAUN .....	13.9	
							5.4		
	BYK XPR U49		Yard			48.5	D..... VERNONIA..... VN	8.5	
							8.5		
	VWX U57		52			57.0	..... KEASEY .....	0.0	
								Daily Ex. Mon.	
					0.30			0.30	
					14.2			14.2	
								Time Over District	
								Average Speed per Hour	

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

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

10 Westward

Oregon Electric Ry.—FIRST SUB-DIVISION

Eastward

Water, Wyes, Turn- tables, Fuel, Seales, Standard Cloaks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 108 SEPTEMBER 17, 1950		Distance from Eugene	SECOND CLASS	
		Sidings	Other Trucks	231	Freight		STATIONS	230		Freight	
											Daily Ex. Saturday
JRXP	U17		5E	8:15PM	17.1	DN..... BOWERS JCT..... BJ	125.7	A 4:00AM			
	E21	46		8:27	20.9	..... MERLE.....	121.9	3:48			
YPXJ	E22			8:29	21.5	..... FOREST GROVE JCT.....	121.8	3:46			
X		77		8:45	26.7	..... BEAVERTON SIDING.....	116.1	3:30			
XWP	E28		33	8:48	27.6	..... BEAVERTON.....	115.2	3:27			
JVP	E28A			8:50PM	28.1	..... BEBURG.....	114.7	3:25AM			

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

JVP	E31			9:10PM	31.2	..... GRETON.....	111.6	3:05AM
PX	E32	77	17	9:13	32.1	N..... TIGARD..... RD	110.7	3:02
P	E36		10	9:25	36.1	..... TUALATIN.....	106.7	2:50
P	E39	19		9:35	39.0	..... TONQUIN.....	103.8	2:40
P	E43	21	7	9:47	43.0	..... WILSONVILLE.....	99.8	2:28
P	E45	76		9:56	45.4	..... CURTIS.....	97.4	2:19
P	E49		20	10:08	49.1	..... DONALD.....	93.7	2:07
WP	E55	75	8E	10:25	54.5	..... WEST WOODBURN.....	88.3	1:50
	E57		9E	10:34	57.4	..... ST. LOUIS.....	85.4	1:41
	E63	9	6W	10:52	63.1	..... HOPMERE.....	79.7	1:23
P	E64		8	10:55	64.1	..... QUINABY.....	78.7	1:20
PX	E69	80	55	11:10	68.6	..... BUSH.....	74.2	1:05
WVBPXK	E71		303	11:25	71.2	DN..... SALEM..... SA	71.6	12:50
PX	E73	52		11:30	72.8	..... MINTO.....	70.0	12:44
P	E80		11E 5W	11:52PM	79.9	..... ORVILLE.....	62.9	12:22
P	E85	74		12:07AM	84.8	..... SIDNEY.....	58.0	12:07AM
	E88		17	12:17	87.9	..... TALBOT.....	54.9	11:57PM
	E91		15W	12:26	90.8	..... DEVER.....	52.0	11:48
ZXBRP TKWOJ	E97		Yard	1:01	90.5	DN..... ALBANY YARD..... YD.	46.3	11:30
VXP	E98		Yard	1:15	97.8	..... ALBANY.....	45.0	10:45
P	E111		14E	1:55	111.1	..... FAYETTEVILLE.....	31.7	10:05
	E114		5E	2:03	113.8	..... POTTER.....	29.0	9:58
	E116	6		2:10	116.1	..... TULSA.....	26.7	9:50
P	E124		12 24E	2:35	124.2	..... HARRISBURG.....	18.6	9:25
P	E129		75	2:50	128.7	D..... JUNCTION CITY..... JC	14.1	9:09
	E133		6E	3:05	133.4	..... MEADOW VIEW.....	9.4	8:53
	E135		9	3:10	135.0	..... AWBREY.....	7.8	8:48
	E136		8W 16E	3:13	136.1	..... ENID.....	6.7	8:45
BKXR YPV	E143		Yard	A 4:00AM	142.8	D..... EUGENE..... G	0.0	L 8:00PM
				7.45 16.2		Time Over District Average Speed per Hour	8.00 15.7	Daily Ex. Sunday

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

Westward

## Oregon Electric Ry.—SECOND SUB-DIVISION

Eastward 11

Water, Wyes, Turntables, Fuel, Sealer, Standard Clocks, Bulletin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Forest Grove Junction	TIME TABLE No. 108 SEPTEMBER 17, 1950	Distance from Forest Grove							
		Sidings	Other Trucks										
JYPX	E22			0.0	.....FOREST GROVE JCT.....	10.6							
X	F1	11	3E	0.8	.....ORENCO.....	9.8							
	F3		7E	2.9	.....SEWELL.....	7.7							
P	F5	5	32	4.5	D.....HILLSBORO.....BO	6.1							
	F8		7E	7.9	.....CORNELIUS.....	2.7							
P	F11		51	10.6	D.....FOREST GROVE.....	0.0							
					Time Over District Average Speed per Hour								

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

Westward

## Oregon Electric Ry.—THIRD SUB-DIVISION

Eastward

Water, Wyes, Turntables, Fuel, Sealer, Standard Clocks, Bulletin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Albany Yard	TIME TABLE No. 108 SEPTEMBER 17, 1950	Distance from Foster							
		Sidings	Other Trucks										
ZKBXP TWOR	E97		Yard	0.0	DN.....ALBANY YARD.....YD	31.9							
JV				0.9	.....S. P. CONN. ALBANY.....	31.0							
					Time Over District Average Speed per Hour								
Between S. P. Conn. Albany and Lebanon Conn. with O. E. Third Sub-Division Trains Will Be Governed By S. P. Co. Portland Division Time Tables and Rules													
WPJV	S14		20	14.5	DN.....LEBANON.....BA	17.4							
	S15	10		14.8	.....LEBANON.....	17.1							
PX	S16	70	164	15.9	D.....WELDWOOD.....V	16.0							
	S20		2E	20.2	.....WATERLOO.....	11.7							
P	S22		8E	22.1	.....NYE.....	9.8							
	S24			24.3	.....NARROWS.....	7.6							
PWYO RBXJ	S29		Yard	28.8	DN.....SWEET HOME.....SW	3.1							
	S32			31.9	.....FOSTER.....	0.0							
					Time Over District Average Speed per Hour								

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

Westward

## Oregon Electric Ry.—FOURTH SUB-DIVISION

Eastward

Water, Wyes, Turntables, Fuel, Sealer, Standard Clocks, Bulletin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Sweet Home	TIME TABLE No. 108 SEPTEMBER 17, 1950	Distance from Dollar							
		Sidings	Other Trucks										
PWYRB XOJ	S29		Yard	0.0	DN.....SWEET HOME.....SW	15.5							
H6	H6		20W	6.4	.....HOLLEY.....	9.1							
	H8		10	8.1	.....CALAPOOYA.....	7.4							
H12	H12		9E	11.8	.....MITCHELL.....	3.7							
	H14		49	13.9	.....WOODRAFFE SIDING.....	1.6							
W	H16		Yard	15.5	.....DOLLAR.....	0.0							
					Time Over District Average Speed per Hour								

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

## SPEED RESTRICTIONS

**All Subdivisions—**

Designation "Str." —Train with diesel-electric locomotive and all light-weight roller bearing passenger train equipment.

Designation "Psgr."—Train with diesel-electric or steam locomotive and all passenger train equipment, any car of which is not light-weight roller bearing.

Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.

Maximum speed of Streamliner trains must not exceed by more than ten miles per hour the permissible passenger train speed indicated on slow boards.

When Streamliner train is operated against the current of traffic in double track territory the Streamliner train must not exceed the maximum speed for other passenger trains.

M.P.H.

Through crossovers, gantlets and turnouts..... 15

Through No. 15 and No. 16 turnouts located at Willbridge, S.P. & S. Jct., Ainsworth Jct., Scribner and Ft. Wright..... 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 engines used in passenger service must not exceed authorized speed for freight trains in the territory where operated.

Handling steam wrecking cranes, pile drivers or locomotive cranes 30

Handling scale test car..... 30

When freight cars, except those equipped with passenger trucks and steel wheels, are handled in passenger trains, the train will not exceed authorized speed for freight trains in the territory where operated.

Over switches in paved streets..... 10

When picking up train orders (except where hoop stands are located)..... 25

To avoid damage to rail and bridges by moving locomotives having main or side rods down, over the road at too high a speed, the following speeds will be maximum permitted:

With main and side rods removed:

All classes..... 20

With main rods removed and side rods in place:

All classes..... 25

Over bridges..... 20

Engines with either or both main and side rods removed shall not be moved over any bridge at a speed in excess of 20 MPH, and the speed shall be further reduced over bridges which carry speed restrictions against the class of power being so moved. In the latter case, the speed of an engine with rods removed shall be reduced over the bridge to one-half the restricted speed for that engine in working order, as shown under "Bridge and Engine restrictions."

Dead engines with all rods up or in place, the piston rod being parted from the crosshead and removed and the valve motion disconnected and blocked, may be moved in trains at not to exceed the permissible speed of freight trains operating in the territory over which such engines are moved.

Dead engines with all rods up or in place and piston rod not disconnected from the crosshead may be moved in trains at a speed not to exceed 12 M. P. H.

Bridge or other restrictions applicable to these engines when in operating condition to be observed.

For engines coming from the shop, to prevent running hot authorized maximum speed is..... 25 M.P.H.

## SPEED RESTRICTIONS

**Terminals Subdivision—**

	M. P. H.		
	Str.	Psg.	Frt.
Maximum speed.....	75	70	45
Between 17th Avenue and end of double track.....	10	10	10
Between end of double track and Union Station.....	6	6	6
Through In terlocking and on all depot tracks, Union Station.....	6	6	6
Over Bridges between Vancouver and Willbridge.....	30	30	30

**Vancouver Division—First Subdivision—**

Maximum speed.....	75	70	45
At Camas to exchange U.S. Mail, Trains 3 and 4.....	20		
At Washougal to dispatch U. S. Mail, Train 3.....	20		
At Home Valley to dispatch U. S. Mail, Train 5.....	5		
At Bingen-White Salmon to exchange U. S. Mail, Train 3.....	20		
At Lyle to dispatch U. S. Mail, Train 3.....	20		

**Vancouver Division—Second Subdivision—**

Maximum speed.....	75	70	45
At Maryhill to dispatch U. S. Mail, Train 3.....	20		

**Vancouver Division—Third Subdivision—**

Maximum speed.....	75	70	45
Between Kahlotus and Snake River Jct.....	50	40	25

**Vancouver Division—Fourth Subdivision—**

Maximum speed.....	25		
On curves 5 degrees and over.....	15		

**Oregon Trunk Railway—**

	Frt. and	
	Psg.	Mixed
Between Wishram and MP 87.....	40	35
Between MP 87 and MP 98.....	30	25
Between MP 98 and Metolius.....	40	35
Between Metolius and Bend.....	45	45

**Portland Division—First and Second Subdivisions—**

	Psg. Frt.	
Maximum speed (Steam Power).....	45	35
Maximum speed (Diesel-electric Power).....	50	40
Through Linnton.....	20	20
Hageman Moorage crossing, located 462 feet west of Bridge A-9.3.....	15	15
Through Scappoose.....	20	20
Through Rainier (City Ordinance).....	8	8
Between Astoria and Seaside.....	30	20
Over Youngs Bay draw span, Bridge 102.6, west of Astoria.....	12	12
Between Warrenton and Point Adams.....	15	15

**SPEED RESTRICTIONS**

<u>Portland Division—Third and Fourth Subdivisions—</u>	M.P.H.
Over Bridge B-07 between River Junction and Rafton.....	12
Between United Junction and Wilkesboro.....	25
Between Wilkesboro and Keasey.....	20
Between Wilkesboro and Glenwood.....	15
Eastward trains will use not less than 25 minutes between Tophill and Manning.	
Trains handling logs, disconnected trucks.....	15
Trains handling empty disconnected trucks.....	25

**Oregon Electric Railway—**  
**First, Second, Third and Fourth Subdivisions—** M.P.H.

Over Bridge 43.4, Wilsonville, 20 MPH, except over steel span, 10 MPH. Brakes must be released before moving on any portion of the structure and the application of brakes while moving on the bridge must be avoided as much as possible.	
Between Forest Grove Junction and Forest Grove.....	25
Through Hillsboro.....	10
Through Forest Grove.....	15
Between Bowers Junction and Beburg.....	35
Between Beburg and Gretton on S. P. tracks.....	20
Between Gretton and Eugene.....	35
Through Salem.....	10
Passing paper mill, Salem.....	5
Through Albany.....	12
Between second crossing east of depot at Harrisburg and county road crossing, 1800 feet west.....	8
Through Junction City.....	20
Between Lebanon and Sweet Home.....	25
Between Sweet Home and Calapooya.....	25
Between Calapooya and Dollar.....	12
Trains handling logs.....	30
Trains handling logs over Willamette River Bridge 126-1, Calapooya River Bridge 99-9 and Santiam River Bridge 89-0....	10
Trains handling logs under S. P. Co. bridge at Tualatin.....	15

**SPRING SWITCHES WITH FACING POINT LOCK**

<u>Vancouver Division—Second Subdivision—</u>	
Wishram.....	East yard lead switch.

<u>Vancouver Division—Third Subdivision—</u>	
Pasco.....	East switch of siding.
Votaw.....	East switch of siding.
Hooper.....	East switch of siding.
Benge.....	East switch of siding.
Mock.....	West switch of siding.
Overlook.....	East switch of siding.

**SPRING SWITCHES WITHOUT FACING POINT LOCK**

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

<u>Portland—First and Fourth Subdivisions—</u>	
United Junction.....	Junction of First and Fourth Subdivisions.
River Junction.....	Junction of Fourth Subdivision and route to Rafton.
Bowers Junction.....	Junction of Fourth Subdivision and O. E. Ry.

<u>Oregon Trunk Railway—</u>	
Oregon Trunk Junction.....	Junction of O. T. Ry. and U. P. R. R. Co.

**DRAW BRIDGES**

<u>Terminals Subdivision—</u>	
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.	

<u>Portland Division—First Subdivision—</u>	
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.	

<u>Oregon Trunk Railway—</u>	
Columbia River, MP T-1.3 center of draw.	

**Celilo Draw Bridge** is closed as a draw span except when actually in use to permit passage of navigation. Advance notice covering time a vessel will pass through draw will be given to the Chief Dispatcher. He will then instruct section foreman at Wishram to be on hand at Celilo draw at proper time, and after flagmen have been placed and vessel is ready to pass through, will remove angle bars which will allow draw span to be opened. After vessel has passed through draw and angle bars have been replaced, flagmen will be recalled and section foreman and flagmen released.

**OVERHEAD RAILROAD CROSSINGS**

<u>Vancouver Division—Second Subdivision—</u>		Miles from Portland
Union Pacific R. R.....		228.4

<u>Vancouver Division—Third Subdivision—</u>		
Union Pacific R. R.....		362.5
Northern Pacific Ry.....		364.1

<u>Portland Division—First Subdivision—</u>		
Rafton trackage.....		10.5

<u>Oregon Electric Railway—First Subdivision—</u>		
Southern Pacific Co.....		35.8
Southern Pacific Co.....		97.6

**RAILROAD CROSSINGS**

<u>Oregon Electric Railway—First Subdivision—</u>		Miles from Portland
Southern Pacific Co.....		70.9
Southern Pacific Co.....		71.0
Southern Pacific Co.....		71.2
Southern Pacific Co.....		71.5
Southern Pacific Co.....		97.7
Southern Pacific Co.....		97.8
Southern Pacific Co.....		97.9
Southern Pacific Co.....		140.7

<u>Oregon Electric Railway—Second Subdivision—</u>		
Southern Pacific Co.....		26.3

## COMMERCIAL AND STORAGE TRACKS

Vancouver Division—First Subdivision—

	Miles from Portland	Car Capacity	Switch at
Hegewald and Stevenson Plywood Co. Spurs.....	52.7	76	East end
Weber Lumber Co. Spur.....	74.4	5	East end

Vancouver Division—Second Subdivision—

	Miles from Portland	Car Capacity	Switch at
Ballast loading tracks.....	174.0	45	Both ends
North McNary Industry.....	195.3	27	Both ends
North McNary Spur.....	195.3	18	East end
Morrison-Knudsen Co. Spur.....	208.6	10	East end

Vancouver Division—Third Subdivision—

	Miles from Portland	Car Capacity	Switch at
East Pasco.....	234.2	12	West end
Burr Canyon Spur.....	265.9	5	West end
Harder.....	280.7	18	East end
Washtucna Industry.....	292.4	156	East end
Ankeny.....	305.9	14	West end
Nemour's Powder Spur.....	368.6	48	West end
Brick Yard Spur.....	374.6	9	East end

Vancouver Division—Fourth Subdivision—

	Miles from Lyle	Car Capacity	Switch at
Doubling Spur.....	1.6	8	East end
Klickitat Springs.....	15.8	10	East end

Oregon Trunk Railway—

	Miles from Wishram	Car Capacity	Switch at
Central Oregon Fir Supply Spur...	136.3	8	West End

Portland Division—First Subdivision—

	Miles from Portland	Car Capacity	Switch at
Gasco.....	5.6	28	West end
Gasco.....	5.6	24	West end
Gasco.....	5.6	16	East end
Harbor Track.....	9.8	57	East end
Trojan.....	40.7	12	East end
Reeds.....	45.2	5	East end
Mill Creek Naval Spur.....	96.2	21	East end
Tongue Point.....	96.8	19	East end

Portland Division—Second Subdivision—

	Miles from Portland	Car Capacity	Switch at
Warrenton Clay Spur.....	106.3	54	West end
Bioproducts Spur.....	108.1	5	West end

Portland Division—Third Subdivision—

	Miles from Wilkesboro	Car Capacity	Switch at
Atlas Logging Co. tracks.....	12.1	72	Both ends

Portland Division—Fourth Subdivision—

	Miles from Portland	Car Capacity	Switch at
Outfit Spur 39.3.....	39.3	8	West end
Haydite.....	40.3	8	Both ends

## COMMERCIAL AND STORAGE TRACKS

Oregon Electric Railway—First Subdivision—

	Miles from Portland	Car Capacity	Switch at
Bendemeer.....	18.9	2	East end
Durham.....	34.4	6	East end
Mulloy.....	40.2	7	East end
Waconda.....	61.3	8	East end
Roberts.....	75.4	23	East end
Linn County Lbr. Prod. Co.....	101.7	8	East end
Miller Seed Co.....	118.3	4	West end
Timber, Inc., Spur.....	122.1	4	East end
J & W Lumber.....	129.2	6	East end
Valley Plywood Co. Spur.....	129.5	12	East end
Crown-Zellerbach.....	129.9	25	Both ends
Johnson & Powell Bros.....	130.0	10	East end
North End Lumber Co. Spur.....	136.6	2	East end

Oregon Electric Railway—Third Subdivision—

	Miles from Albany	Car Capacity	Switch at
Crowfoot Lbr. Co.....	17.9	4	East end
Kelley Timber Products.....	18.3	3	East end
C. & M. Lbr.—Brady Bros.....	20.7	7	East end
Douglas Fir Products.....	20.8	15	East end
B. F. Johnson Lbr. Co.....	21.3	9	East end
W. O. W. Lbr. Co.....	21.9	2	West end
McGlothern Spur.....	23.7	3	East end
In-Kell Lbr. Co.....	23.9	5	East end
Benjo Milling Co.....	24.5	6	East end
Puget Timber Company.....	24.7	7	East end
Daugherty Piling Co.....	26.0	10	Both ends

Oregon Electric Railway—Fourth Subdivision—

	Miles from Sweet Home	Car Capacity	Switch at
Ingraham Spur.....	9.7	4	East end

## 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

Terminals Subdivision—

	Miles from Portland
Portland (Union Station) south end.....	0.0
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 Portland**—Interlocking at south end of freight and passenger yards governs movement of all trains and engines entering or leaving N.P.T. Co. Yards.

When the Home Signal is at "Stop" the following signals will be used to call for desired route:

For Albina	— •
For Troutdale	— —
For S.P. Main Track	• —
For S.P. Yard	• • •
For E. 2nd St.	• • —
For S.P.S. to E. Side	• • —

When the Home Signal is at "Proceed" the whistle must not be sounded. When conditions are favorable use hand or lantern signals for route desired, omitting whistle signals.

**At Willbridge**—Whistle signal — • — will be sounded for route to Astoria. Upper unit of eastward home interlocking signal governs movements on eastward main track. Lower unit governs movements to Astoria Line.

**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. UNIVERSITY 5458) while off duty to operate draw for river traffic. Should it become necessary to flag through this interlocking plant, it must be ascertained if the draw tender is not on duty, and then flagmen must precede train and be sure that derails and rail locks are in proper position.

**At Columbia River Bridge**—The following engine whistle signals will be sounded in calling for route:

Eastward: For N.P. Ry.	—
For S.P. & S. Ry.	• • —
Westward: From S.P. & S. Ry.	• — •
From N.P. Ry.	• • • •

Upper units of eastward home interlocking signal governs movement from Terminals Subdivision to N. P. Ry. The lower unit governs movements to S. P. & S. Ry.

Vancouver Division—Third Subdivision—

	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".

## COMPANY SURGEONS

Dr. Merl L. Margason, Chief Surgeon	} 1216 S. W. Yamhill, Portland. Telephone ATwater 4152.
The Portland Clinic	

## LOCAL SURGEONS

DRS. CONE & WALZ, Vancouver
DR. W. S. SHEPHERD, Camas.
DR. H. L. ELDRIDGE, Washougal.
DR. J. E. STRAIN, North Bonneville.
DR. J. R. REHAL, Stevenson
DR. T. G. LATHROP, Bingen-White Salmon.
DR. WAYNE M. HENKLE, Bingen-White Salmon.
DR. D. G. MOODY, Bingen-White Salmon
DR. H. W. HOLDERBY, Goldendale.
THE DALLES CLINIC, The Dalles, Oregon
DR. G. J. VOTAVA, Pasco.
DR. JOSEPH L. GREENWELL, Pasco.
DR. CHARLES G. SMICK, Sprague, Wash.
DR. E. R. NORTHRUP, Spokane.
THE ROBERT HEMINGWAY MEMORIAL CLINIC, Bend.
DR. R. F. JONES, Redmond.
DR. O. L. ZESCHIN, St Helens.
DR. M. A. KENNEY, Rainier.
DR. PAUL H. STARR, Clatskanie.
DR. J. L. WOODIN, Clatskanie.
DR. FRANK E. FOWLER, Astoria.
DR. R. W. PARCHER, Seaside.
DR. ROLAND D. EBY, Vernonia.
DR. A. O. PITMAN, Hillsboro.
DR. GERALD B. SMITH, Woodburn.
DR. R. E. PURVINE, Salem.
DR. L. M. BAIN, Albany.
DR. JOEL C. BOOTH, Lebanon.
DR. ROBT. LANGMACK, Sweet Home.
DR. W. H. CHAPMAN, Eugene.

## STRETCHERS ARE LOCATED AT FOLLOWING POINTS

Portland.....	Baggage Room
Portland.....	Steam Derrick Outfit
Vancouver.....	Baggage Room
Vancouver.....	Steam Derrick Outfit
Stevenson.....	Station
Lyle.....	Station
Wishram.....	Station
Wishram.....	Steam Derrick Outfit
Roosevelt.....	Station
Plymouth.....	Station
Pasco.....	Baggage Room
Snake River.....	Station
Washtucna.....	Station
Lamont.....	Station
Maupin.....	Station
Metolius.....	Station
Redmond.....	Station
Bend.....	Station
Astoria.....	Station
Vernonia.....	Station
Salem.....	Station
Albany.....	Station

J. L. MONAHAN, Asst. Supt.
C. F. CROFFUT, Trainmaster
R. G. HASKELL, Trainmaster
F. S. BARLOW, Jr., Trainmaster
H. J. TIERNEY, Trainmaster
A. BERGH, Trainmaster
H. J. WASSENER, Trainmaster
H. R. BUCHANAN, Asst. Trainmaster
E. G. STOUT, Asst. Trainmaster

A. R. WINN, Chief Dispatcher
J. A. CANNON, Gen. Supt. Motive Power.
C. E. BARNES, Master Mechanic
W. C. ABBOTT, Traveling Engr.
J. M. WASSENER, Traveling Engr.
A. C. ANDERSON, Traveling Engr.

