

SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

System Lines

TIME TABLE No. 109

To be used in conjunction with
Current Special Instruction Book

Effective 12:01 A. M. Pacific Time

SUNDAY, DECEMBER 31, 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.

Think! Is it Safe?

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. 109 DECEMBER 31, 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				
				STATIONS			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
10		Yard	369.5	AUTOMATIC BLOCK	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 DN...PORTLAND, Hoyt St....OW	DOUBLE TRACK	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			370.9				1.4				f 12.03 PM	s 1.24		f 4.18					
8		Jct.	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				
3		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												
Time Over District Average Speed Per Hour								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			

Eastward

TERMINALS SUB-DIVISION—PORTLAND TO VANCOUVER

Eastward

Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 109 DECEMBER 31, 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			
				STATIONS			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
10		Yard	369.5	AUTOMATIC BLOCK	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 DN...PORTLAND, Hoyt St....OW	DOUBLE TRACK	10.0	A 8.21 AM	A 8.51 AM	A 9.21 AM	A 10.21 AM	A 3.20 PM	A 5.21 PM	A 9.21 PM	A 11.51 PM			
9			370.9				8.6			s 9.17								
8		Jct.	371.4				8.1	L 8.16 AM	8.46	9.16	10.16	3.15	5.16	9.16	11.46			
7	60	186	372.5				7.0		8.44	f 9.14	10.14	3.13	5.14	9.14	11.44			
4		Yard	375.2				4.3	A 8.20 AM	8.40	9.10	10.10	3.09	5.10	9.10	11.40			
3		Yard	377.5				2.0	8.16	8.36	9.06	10.06	3.05	5.06	9.06	11.36			
			379.5				0.0	L 8.10 AM	L 8.30 AM	L 9.00 AM	L 10.00 AM	L 3.00 PM	L 5.00 PM	L 9.00 PM	L 11.30 PM			
0		Yard	379.5				0.0											
Time Over District Average Speed Per Hour								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		

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. & S. Ry., VANCOUVER DIVISION—First Sub-Division

Eastward 3

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. 109 DECEMBER 31, 1950	Distance from Portland	FIRST CLASS		
		Siding	Other Tracks	5	1	3				6	2	4
				Passenger	Passenger	Passenger				Passenger	Passenger	Passenger
				Daily	Daily	Daily						
JBWOR YPKXZ	106		Yard	L 1.40PM	L 5.23AM	L 4.20AM	273.4	DN..... WISHRAM..... X	106.1	A12.07PM	A 5.13PM	A11.35PM
P	103	146		f 1.45	5.27	4.25	276.7	..... AVERY.....	102.8	f12.01PM	5.08	11.29
P	94	131	8	f 1.56	5.36	4.35	285.5	..... NORTH DALES.....	94.0	f11.48AM	4.58	11.19
B JWTOP	85	80	142	s 2.07	5.45	f 4.47	294.2	DN..... LYLE..... YA	85.3	s11.35	4.48	11.09
P	76	131	134	s 2.22	5.55	f 5.00	303.9	DNBINGEN-WHITESALMON.WS	75.6	s11.15	4.37	s10.57
P	73		40	f 2.27			306.8	..... UNDERWOOD.....	72.7	f11.05		
P	71	82	7	f 2.30	6.00	5.05	308.6	..... HOOD.....	70.9	f11.00	4.32	10.45
	66		13W	f 2.36		5.10	313.7	..... COOKS.....	65.8	f10.53		10.39
P	59	130		f 2.43	6.12	5.17	320.2	..... HOME VALLEY.....	59.3	f10.45	4.20	10.31
W	58		6W	f 2.47		5.19	321.8	..... CARSON.....	57.7	f10.42		10.29
P	54	79	34	s 2.53	6.18	5.24	325.7	DN... STEVENSON... NS	53.8	s10.36	4.14	10.24
P	49	130	35	s 3.00	6.23	5.30	330.7	.. NORTH BONNEVILLE..	48.8	s10.26	4.09	10.18
WP	43	84	17	f 3.08	6.29	5.37	336.7	N..... SKAMANIA..... SI	42.8	f10.17	4.03	10.11
P	38		10E	f 3.15		5.43	341.7	..... PRINDLE.....	37.8	f10.11		10.06
P	32	131		f 3.23	6.40	5.51	347.3	..... MT. PLEASANT.....	32.2	f10.03	3.51	9.59
WP	28	107	14	f 3.30	6.45	5.57	351.9	..... WASHOUGAL.....	27.6	f 9.57	3.46	9.54
PX	24	84	75	s 3.41	6.49	6.02	355.1	DN..... CAMAS..... MA	24.4	s 9.50	3.41	9.50
P	19	142	4	f 3.50	6.54	6.09	360.3	..... FISHER.....	19.3	f 9.40	3.35	9.43
P	15	84		3.57	6.59	6.15	365.0	..... McLOUGHLIN.....	14.5	9.34	3.30	9.38
		101		4.01	7.02	6.19	367.3	..... EAVAN.....	12.2	9.30	3.27	9.34
PWTY BOKXR VZ	10		Yard	A 4.05PM	A 7.05AM	A 6.25AM	369.5	DN... VANCOUVER... MX	10.0	L 9.26AM	L 3.23PM	L 9.30PM
										Daily	Daily	Daily
				2.25 39.8	1.42 56.5	2.05 46.1		Time Over District Average Speed Per Hour		2.41 35.8	1.50 52.4	2.05 46.1

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).

4 Westward

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

Eastward

Water, Fuel, Wyes, Turn Tables, Scales, Standard Closets & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 109 DECEMBER 31, 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 1.6	231.8	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										
P	229	107	2		f 10.48	3.12	f 1.32	150.3		.....S. P. & S. JCT..... 0.5	229.7	A 3.36PM	A 7.24PM	A 2.31AM				
P	224	70	20		f 10.55	3.17	1.39	155.4		DN...KENNEWICK...KN 5.1	229.2	s 3.35	7.23	2.30				
P	220	79	15		f 11.01	3.21	1.45	159.6		.....FINLEY..... 4.2	224.1	f 3.24	7.18	2.19				
WP	213	150	5		f 11.11	3.28	⁴ 1.58	166.1		.....HOVER..... 6.5	219.9	f 3.17	7.14	2.11				
P	198	151			f 11.40	3.45	2.28	181.3		D.....YELLEPIT.....PY 15.2	213.4	f 3.06	7.07	¹³ 1.58				
WP	198	84	14		s 11.47	3.51	f 2.34	186.6		.....BERRIAN..... 5.3	198.2	f 2.36	6.50	1.30				
P	189	147	28W		f 11.52AM	3.55	2.38	190.6		DN...PLYMOUTH...MO 4.0	192.9	s 2.28	6.44	f 1.24				
P	181	147	24		f 12.02PM	4.03	2.47	199.0		.....KING..... 8.4	188.9	f 2.22	6.40	1.20				
WP	171	147	14		f 12.13	4.13	2.57	208.8		.....PATERSON..... 9.8	180.5	f 2.10	6.32	1.11				
P	163		6		f 12.22			217.2		D....WHITCOMB.....W 8.4	170.7	f 1.56	6.22	1.01				
P	158	150			f 12.27	4.26	3.10	221.6		.....ALDERDALE..... 4.4	163.3	f 1.44						
WP	147	150	86		s 12.40	4.37	3.22	232.8		.....McCREDIE..... 11.2	157.9	f 1.38	6.09	12.48				
P	141		18W		f 12.47			238.7		DN...ROOSEVELT...RE 5.9	146.7	s 1.23	5.58	12.36				
P	131	149	7		⁶ f 12.58	4.53	3.39	248.9		.....SUNDALE..... 10.2	140.8	f 1.13						
P	126		80W		f 1.04	4.58	3.44	253.9		.....GOODNOE..... 8.0	130.6	⁵ f 12.58	5.42	12.19				
WP	119	151			f 1.12	5.05	3.51	260.6		.....TOWAL..... 6.7	125.6	f 12.49	5.37	12.14				
P	114	79	15		s 1.19	5.10	3.56	265.2		.....CLIFFS..... 4.6	118.9	f 12.40	5.30	12.07				
BWOYR JKXZP	106		Yard		A 1.30PM	A 5.20AM	A 4.06AM	272.4		.....MARYHILL..... 8.2	114.3	s 12.32	5.25	12.02AM				
										DN...WISHRAM.....X	106.1	L 12.17PM	L 5.15PM	L 11.50PM				
												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	2.50 44.2				

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 Cocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 109 DECEMBER 31, 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 3.2	380.7				
BKP RXZ	378		Yard				0.0	DN.SPOKANE (N.P. Depot).SF 8.7	377.5				
LJPV WXY							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 4.8	384.3			
BKPR WXZ	380		Yard				0.0	DN.SPOKANE (G.N. Depot).PD 2.3	379.5	A 6.50AM		A10.55PM

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

LJPVXY	377				L 9.35PM	L12.11AM	2.3	DN...FORT WRIGHT..FW 5.0	877.2	A 6.43AM		A10.48PM
JP	368	78			9.50	12.21	11.7	DN.....SCRIBNER.....SC 7.5	367.8	6.30		10.36
WP	360	78	13		10.02	12.29	19.2	.....SOUTH CHENEY..... 5.5	360.3	6.18		10.27
P	355	120			² 10.20	12.35	24.7	.....MOCK..... 5.1	354.8	6.10		³ 10.20
P	350		13W		10.26		29.8	.....AMBER..... 5.8	349.7	6.02		
P	344	78	23		10.33	12.46	35.6	.....RODNA..... 8.5	343.9	5.54		10.06
CWOP	335	EB 130 WB 96	120		10.43	12.55	44.1	DN.....LAMONT.....A 6.0	335.4	5.44		9.57
P	329		37E		10.50		50.1	.....ROCKWELL..... 6.0	329.4	5.32		
P	323	129	16		10.57	1.07	55.1	.....MACALL..... 12.2	323.4	5.24		9.40
WP	311	131	31		11.11	1.19	68.3	D.....BENGE.....BN 11.4	311.2	5.08		9.28
P	300	130	13		11.24	1.31	79.7	.....HOOPER..... 8.4	299.8	4.52		9.16
CWP	291	EB 136 WB 74	30		11.34	1.39	88.1	DN...WASHTUCNA...WA 6.3	291.4	4.40		9.07
P	285	80	19		11.42	1.45	94.4	.....SPERRY..... 7.6	285.1	4.29		9.00
P	278	130	85		11.52PM	1.53	102.0	D.....KAHLOTUS.....K 8.4	277.5	4.20		8.52
WP	269	87	5		12.06AM	2.06	110.4	.....FARRINGTON..... 6.5	269.1	4.06		8.38
P	263	64			12.16	2.15	116.9	.....BURR..... 5.7	262.6	3.55		8.29
JV							122.6	...SNAKE RIVER JCT... 0.2	256.9			
P	257	80	60		12.26	2.24	122.8	DN...SNAKE RIVER...SE 2.7	256.7	3.45		8.20
P	254	130			12.31	2.27	125.5	.....VOTAW..... 3.0	254.0	3.40		8.16
P	251	79	20		12.36	2.30	128.5	.....REDD..... 6.4	251.0	3.35		8.12
P	245	130	9		12.44	2.36	134.9	.....LEVEY..... 6.5	244.6	3.26		8.05
P	238	69			12.52	2.43	141.4	.....MARTINDALE..... 4.6	238.1	3.18		7.58
JPV	234				12.58	L11.20PM	146.0	...AINSWORTH JCT.... 2.2	233.5	3.12	A 5.37AM	7.52
PZXTCY WRBOX V	231		Yard		A 1.10AM	A11.35PM	A 3.00AM	DN.....PASCO.....PA	231.3	L 3.00AM	L 5.30AM	L 7.40PM
					3.40 40.4	0.15 8.8	2.54 51.1			Daily	Daily	Daily
								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

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. 109 DECEMBER 31, 1950		Distance from Lyle	SECOND CLASS	
		Sidings	Other Tracks	121		STATIONS		120				
				Mixed	Daily Ex. Sun.			Mixed	Daily Ex. Sun.			
BWYR PX	G42		72	L	4.30PM	0.0	D.....	GOLDDALE.....	GD	41.6	A	2.45PM
P	G85		21	s	4.50	6.3	.....	CENTERVILLE.....		35.3	s	2.25
P	G30		18	f	5.10	11.4	.....	WARWICK.....		30.2	f	2.05
	G23		8E			18.9	.....	SWALE.....		22.7		
	G17		15	f	6.10	24.7	.....	WAKKIAKUS.....		16.9	f	1.05
PWX	G14	27		s	6.30	28.2	D.....	KLICKITAT.....	KI	13.4	s	12.50
	G10		8	f	6.45	31.3	.....	PITT.....		10.3	f	12.25PM
BRWTO PJX	85	80	142	A	7.30PM	41.6	DN.....	LYLE.....	YA	0.0	L	11.45AM
						3.00 13.9						Daily Ex. Sun. 3.00 13.9

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

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.

Water, Fuel, Wyes, Turn Tables, Scales, Standard Cloths & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS		Distance from Bend	TIME TABLE No. 109 DECEMBER 31, 1950		Distance from Wishram	SECOND CLASS		THIRD CLASS		
		Sidings	Other Tracks													
				313	103				102	314						
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			¹⁰² 5.21	f 8.15	7.3	.....DESCHUTES.....	144.2	f ³¹³ 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		49			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	59			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.....MB	110.2	s 3.56	12.22				
WP	T-106	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	.....FAXTON.....	99.5	f 3.22	11.48AM			
P	T-94	84	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	111				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	.....HARDY.....	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	.....DANT.....	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				³¹⁴ 9.45	11.53	96.1	.....CAMBRAI.....	55.4	1.49	³¹³ 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	f ¹⁰² 12.59	120.9	.....SINAMOX.....	30.6	f ¹⁰³ 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	133.5	.....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	f 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 RKKZY	106		Yard				A 2.15AM	151.5	DN..WISHRAM.....X	0.0	L 12.01AM					
											Daily	Daily Ex. Sun.				
						7.01 21.6	6.15 24.2		Time Over District Average Speed Per Hour		5.44 26.4	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.

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul. Bds., Register, Yard Limits.	Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS	Distance from Portland	TIME TABLE No. 109 DECEMBER 31, 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.....BR	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.....EJ	107.5	6.23			
	A13	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.....	62.2	f 4.59		
	A58					f 10.06	58.0	.....LOCODA.....	60.9	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.....ON	55.8	s 4.47			
	A67		23W			f 10.28	66.6	.....MARSHLAND.....	51.4	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.

No. 21 will stop at U. S. Naval Station-Tongue Point to discharge military personnel.

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
Second Sub-Division

Westward

Eastward 9

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul. Register, Yard Limits	Station Numbers	Car Capacity		Distances from Warrenton	TIME TABLE No. 109 DECEMBER 31, 1950		Distances from Fort Stevens
		Sidings	Other Tracks		STATIONS		
	A106		22	0.0	..... WARRENTON	2.7	
	FS2		25	1.8	1.8	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.

Westward

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

Eastward

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul. Register, Yard Limits	Station Numbers	Car Capacity		SECOND CLASS		Distances from Portland	TIME TABLE No. 109 DECEMBER 31, 1950		Distances from Keney	SECOND CLASS	
		Sidings	Other Tracks	231			STATIONS			230	
				Freight	Daily Ex. Saturday					Freight	
	XJ	A10			l 7.45PM	10.0	..... UNITED JCT.	47.0	A 4.30AM		
	OWXP	NB10	Yard			10.0	..... RAFTON	47.0			
	JPX	U10			7.47	10.5	DN..... RIVER JCT.....RJ	46.5	4.27		
		U10A	31W		7.49	11.0	..... BAN SPUR	46.0	4.25		
	P	U12	4 11W		7.52	11.7	..... BURLINGTON	45.3	4.22		
	P	U14	6E		8.01	13.9	..... TUNNEL SPUR	43.1	4.15		
	JXPR	U17	5E		A 8.15PM	17.1	As to Bil. DN..... BOWERS JCT.....BJ	39.9	l 4.00AM		
	PWX	U22	47 17E			21.9	D..... NORTH PLAINS...NP	35.1			
		U23	18			23.3	..... VADIS	33.7			
		U25	11E			25.5	..... CHRISTIE	31.5			
	XP	U26	13			26.4	..... WILKESBORO	30.6			
	XP	U28	32 22			27.5	..... BANKS	29.5			
	WP	U32	30 7			31.7	..... MANNING	25.3			
	P	U39	20			38.8	..... TOPELL	18.2			
	WP	U43	29			43.1	..... BRAUN	13.9			
	BYK XPR	U49	Yard			48.5	D..... VERNONIA.....VN	8.5			
	VWX	U57	52			57.0	..... KEASEY	0.0			
				0.30 14.2		Time Over District Average Speed per Hour		Daily Ex. Mon. 0.30 14.2			

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 Third Sub-division will not register.

Water, Wyes, Turn- tables, Fuel, Scales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		SECOND CLASS			Distance from Portland	TIME TABLE No. 109 DECEMBER 31, 1950		Distance from Eugene	SECOND CLASS		
		Sidings	Other Tracks	231		STATIONS		230					
				Freight	Daily			Freight	Daily				
				Ex. Saturday	Ex. Saturday			Ex. Saturday	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.....	118.2		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.....	88.8		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	71.3	DN..... SALEM..... SA	71.6		12.50			
PX	E73	53		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		²³⁰ 12.07AM	84.8	..... SIDNEY.....	58.0		²³¹ 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	96.5	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		Times Over District Average Speed per Hour			8.00 15.7			

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, Turn- tables, Fuel, Scales, Standard Cloths, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Forest Grove Junction	TIME TABLE No. 109 DECEMBER 31, 1950	Distance from Forest Grove
		Sidings	Other Tracks			
JYPX	E22			0.0	.....FOREST GROVE JCT.....	10.6
X	F1	11	3E	0.8	0.8.....ORENCO.....	9.8
	F3		7E	2.9	2.1.....SEWELL.....	7.7
P	F5	5	32	4.5	1.6 D.....HILLSBORO.....BO	6.1
	F8		7E	7.9	3.4.....CORNELIUS.....	2.7
P	F11		51	10.6	2.7 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, Turn- tables, Fuel, Scales, Standard Cloths, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Albany Yard	TIME TABLE No. 109 DECEMBER 31, 1950	Distance from Foster
		Sidings	Other Tracks			
ZBXP TWOR	E97		Yard	0.0	DN.....ALBANY YARD.....YD	31.9
JV				0.9	0.9.....S. P. CONN. ALBANY.....	31.0
					13.6	

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	0.3.....LEBANON.....	17.1
PX	S16	70	154	15.9	1.1 D.....WELDWOOD.....V	16.0
	P	S20	2E	20.2	4.3.....WATERLOO.....	11.7
	S22		8E	22.1	1.9.....NYE.....	9.8
	S24			24.3	2.2.....NARROWS.....	7.6
PWYO RBXJ	S29		Yard	28.8	4.5 DN.....SWEET HOME.....SW	3.1
	S32			31.9	3.1.....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, Turn- tables, Fuel, Scales, Standard Cloths, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Sweet Home	TIME TABLE No. 109 DECEMBER 31, 1950	Distance from Dollar
		Sidings	Other Tracks			
PWYRB XOJ	S29		Yard	0.0	DN.....SWEET HOME.....SW	15.5
	H6		20W	6.4	6.4.....HOLLEY.....	9.1
	H8		10	8.1	1.7.....CALAPOOYA.....	7.4
	H12		9E	11.8	3.7.....MITCHELL.....	3.7
	H14		49	13.9	2.1.....WOODRAFFE SIDING.....	1.6
W	H16		Yard	15.5	1.6.....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.	Psgr.	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 and 4.....	15		

Vancouver Division—Second Subdivision—

Maximum speed.....	75	70	45
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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	
	Psgr.	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—

	Psgr. 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 Subdivision—</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

<u>Oregon Electric Railway—</u>	
<u>First, Second, Third and Fourth Subdivisions—</u>	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 Greton on S. P. tracks.....	20
Between Greton 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 Third Subdivisions—</u>	
United Junction.....	Junction of First and Third Subdivisions.
River Junction.....	Junction of Third Subdivision and route to Rafton.
Bowers Junction.....	Junction of Third Subdivision and O. E. Ry.

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

Portland Division—First 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.

Oregon Trunk Railway—

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

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	12	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	17	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 Portland	Car Capacity	Switch at
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
Fox Valley Lumber Co. Spur.....	136.5	12	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
Gas Heat, Inc.....	21.5	2	East end
W. O. W. Lbr. Co.....	21.9	2	West end
McGlothorn 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. B. COULTER 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.	H. R. BUCHANAN, Asst. Trainmaster
C. F. CROFFUT, Trainmaster	E. G. STOUT, Asst. Trainmaster
R. G. HASKELL, Trainmaster	A. R. WINN, Chief Dispatcher
F. S. BARLOW, Jr., Trainmaster	J. A. CANNON, Gen. Supt. Motive Power.
H. J. TIERNEY, Trainmaster	C. E. BARNES, Master Mechanic
A. BERGH, Trainmaster	W. C. ABBOTT, Traveling Engr.
H. J. WASSENAR, Trainmaster	J. M. WASSENAR, Traveling Engr.
P. DUCKETT, Trainmaster	A. C. ANDERSON, Traveling Engr.
J. F. WILSON, Trainmaster	

LOCAL BROTHERHOODS

- 101 W. 1st St. - [Name]
- 102 W. 1st St. - [Name]
- 103 W. 1st St. - [Name]
- 104 W. 1st St. - [Name]
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