

SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

System Lines

TIME TABLE

No. 121

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

Effective 12:01 A. M. Pacific Time

Sunday, Sept. 25, 1955

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?

**J. L. MONAHAN, Superintendent
E. H. SHOWALTER, General Manager**

2 Westward

TERMINALS SUB-DIVISION—VANCOUVER TO PORTLAND

Westward

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 121 September 25, 1955		Distance from Vancouver	FIRST CLASS							
		Siding	Other Tracks		STATIONS										
					701	3		1	703	5	705	707			
								G. N. 402	S. P. & S.	S. P. & S.	G. N. 460	S. P. & S.	N. P. 408	U. P. 458	
								Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
								Daily	Daily	Daily	Daily	Daily	Daily	Daily	
WTXOP RKXZBV	10		Yard	369.5	AUTOMATIC BLOCK	DN.....VANCOUVER.....MX 1.4	0.0	15.20AM	15.35AM	17.08AM	11.59AM	14.00PM	14.09PM	19.06PM	
	9			370.9		.....NORTH PORTLAND..... 0.5	1.4				112.03PM	14.05		
IJPV	8		Jet.	371.4		DN..NORTH PORTLAND Jct..KD 1.1	1.9	5.25	5.40	7.11	12.04	4.06	4.12	19.10PM	
XPV	7	60	203	372.5		.....EAST ST. JOHNS..... 2.7	3.0	5.27	5.42	7.13	12.06	14.08	4.14	
BIRXJPK	4		Yard	375.2		DN.....WILLBRIDGE.....BR 2.3	5.7	5.31	5.46	7.17	12.10	4.12	4.18		
RKXPV	2		Yard	377.5		DN.....LAKE YARD.....C 2.0	8.0	5.35	5.50	7.20	12.14	4.16	4.21		
PRKXBV				379.5		DN..PORTLAND, Union Sta...VO	10.0	15.45AM	16.00AM	17.30AM	112.20PM	14.25PM	14.30PM		
WTOBP RKXZV	0		Yard	379.5		DN...PORTLAND, Hoyt St....OW	10.0								
									0.25 24.0	0.25 24.0	0.22 27.3	0.21 28.6	0.25 24.0	0.21 28.6	0.04 28.5

Eastward

TERMINALS SUB-DIVISION—PORTLAND TO VANCOUVER

Eastward

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 121 September 25, 1955		Distance from Portland	FIRST CLASS							
		Siding	Other Tracks		STATIONS										
					700	6		702	2	704	4	706			
								U. P. 457	S. P. & S.	G. N. 459	S. P. & S.	N. P. 407	S. P. & S.	G. N. 401	
								Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
BWTYO PRKXZV	10		Yard	369.5	AUTOMATIC BLOCK	DN.....VANCOUVER.....MX 1.4	10.0	19.21AM	19.31AM	11.49PM	13.20PM	15.49PM	19.50PM	112.04AM	
	9			370.9		.....NORTH PORTLAND..... 0.5	8.6		19.27					
PIJV	8		Jet.	371.4		DN..NORTH PORTLAND Jct..KD 1.1	8.1	19.16AM	9.26	1.46	3.15	5.45	9.45	11.59PM	
XPV	7	60	203	372.5		.....EAST ST. JOHNS..... 2.7	7.0		19.24	1.44	3.13	5.43	9.43	11.57
BIPRXJK	4		Yard	375.2		DN.....WILLBRIDGE.....BR 2.3	4.3		9.20	1.40	3.09	5.39	9.39	11.53	
RKXPV	2		Yard	377.5		DN.....LAKE YARD.....C 2.0	2.0		9.16	1.36	3.05	5.35	9.35	11.49	
PRKXBV				379.5		DN..PORTLAND, Union Sta...VO	0.0		19.10AM	11.30PM	13.00PM	15.30PM	19.30PM	111.45PM	
PBWTO RKXZV	0		Yard	379.5		DN...PORTLAND, Hoyt St....OW	0.0								
									Daily	Daily	Daily	Daily	Daily	Daily	Daily
									0.05 22.8	0.21 28.6	0.19 31.6	0.20 30.0	0.19 31.6	0.20 30.0	0.19 31.6

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)

At Willbridge, all 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.

Water, Fuel, Wires, Turn Tables, Seales, Standard Clogs & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 121 September 25, 1955	Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	5	1	3				6	2	4
				Passenger	Passenger	Passenger				Passenger	Passenger	Passenger
				Daily	Daily	Daily						
JBWOR YPKXZ	106		Yard	L 1.25PM	L 5.18AM	L 3.40AM	273.4	DN.... WISHRAM..... X 2.8	106.1	A 12.05PM	A 5.03PM	A 11.45PM
P	103	146		f 1.29	5.22	3.44	276.2	..... AVERY..... 9.8	103.3	f 12.01PM	4.59	11.38
P	94	131	8	f 1.41	5.32	3.54	286.0	..... NORTH DALLES..... 8.2	93.5	f 11.48AM	4.49	11.26
JWTP	85	80	142	e 1.52	5.41	4.03	294.2	DN..... LYLE..... YA 9.4	85.3	e 11.37	4.41	11.16
P	76	131	138	e 2.07	5.51	4.13	303.6	DN BINGEN-WHITESALMON.WS 3.4	75.9	e 11.22	4.32	11.05
P	78		40	f 2.12			307.0	..... UNDERWOOD..... 1.6	72.5	f 11.13		
P	71	82	7	f 2.14	5.56	4.18	308.6	..... HOOD..... 5.1	70.9	f 11.09	4.27	10.59
	66		13W	f 2.21		4.24	313.7	..... COOKS..... 6.3	65.8	f 11.02		10.54
P	60	130		f 2.29	6.08	4.30	320.0	..... HOME VALLEY..... 1.8	59.5	f 10.54	4.16	10.48
	58			e 2.33			321.8	..... CARSON..... 3.4	57.7	e 10.51		
P	54	124	84	e 2.39	6.14	4.36	325.2	DN.... STEVENSON..... NS 5.0	54.3	e 10.45	4.11	10.43
P	49	130	35	e 2.46	6.19	4.41	330.2	.. NORTH BONNEVILLE.. 7.2	49.3	e 10.35	4.06	10.38
WP	42	128	17	f 2.55	6.27	4.49	337.4	N..... SKAMANIA..... SI 4.3	42.1	f 10.25	3.59	10.31
P	38		10E	f 3.01		4.54	341.7	..... PRINDLE..... 5.8	37.8	f 10.19		10.27
P	32	131		f 3.08	6.38	5.00	347.5	..... MT. PLEASANT..... 4.0	32.0	f 10.11	3.49	10.21
P	28	107	14	f 3.15	6.42	5.04	351.5	..... WASHOUGAL..... 4.2	28.0	f 10.06	3.45	10.17
PX	24	132	134	e 3.23	6.47	5.09	355.7	DN..... CAMAS..... MA 4.0	23.8	e 9.59	3.40	10.12
P	20	142	4	f 3.35	6.52	5.14	359.7	..... FISHER..... 5.3	19.8	f 9.49	3.35	10.07
P	15	84		3.44	6.58	5.20	365.0	..... McLOUGHLIN..... 2.4	14.5	9.43	3.29	10.01
		101	187	3.48	7.01	5.23	367.4	..... EAVAN..... 2.1	12.1	9.39	3.26	9.58
PWTY BOXXR VZ	10		Yard	A 3.55PM	A 7.05AM	A 5.30AM	369.5	DN.... VANCOUVER... MX	10.0	L 9.35AM	L 3.23PM	L 9.55PM
				2.30 38.4	1.47 53.9	1.50 52.4		Time Over District Average Speed Per Hour		2.30 38.4	1.40 57.7	1.50 52.4

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).

At Wishram Trains 6 and 5 will register by ticket per Rule 83(A).

4 Westward

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

Eastward

Water, Fuel, Wreck, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 121 September 25, 1955	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 3.10AM	L 1.10AM	148.2	DN.....PASCO.....EN 1.6 PA	231.3	A 3.00PM	A 7.10PM	A 2.05AM

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 3.15AM	L 1.17AM	149.8	.....S. P. & S. JCT..... 1.2	229.7	A 2.52PM	A 7.05PM	A 1.59AM
P	229	167	2			10.47	3.16	1.19	151.0	DN.....KENNEWICK.....KN 4.6	228.5	2.50	7.04	1.58
P	224	70	43			10.53	3.21	1.24	155.6	.....FINLEY..... 8.1	223.9	2.43	6.59	1.53
WP	216	150	7W			11.03	3.29	1.42	163.7	.....YELLEPIT..... 12.5	215.8	2.33	6.51	1.42
P	203	150	4W			11.18	3.41	1.54	176.2	.....BERRIAN..... 11.3	203.3	2.18	6.39	1.30
WP	192	150	35			11.31	3.52	2.05	187.5	DN.....PLYMOUTH.....MO 12.3	192.0	2.05	6.28	1.19
P	180	147	34			11.46	4.04	2.17	199.7	.....PATERSON..... 9.4	179.8	1.49	6.16	1.06
WP	170	147	14			11.58AM	4.13	2.27	209.1	D....WHITCOMB.....W 8.2	170.4	1.37	6.07	12.57
P	162		35W			12.07PM			217.3	.....ALDERDALE..... 4.6	162.2	1.27		
P	158	150				12.12	4.25	2.41	221.9	.....McCREDIE..... 10.9	157.6	1.22	5.55	12.45
WP	147	150	36			12.25	4.36	2.52	232.8	DN.....ROOSEVELT.....RE 5.9	146.7	1.09	5.44	12.34
P	141		18W			12.32			238.7	.....SUNDALE..... 10.0	140.8	1.00		
P	131	149	7			12.48	4.51	3.08	248.7	.....GOODNOE..... 5.6	130.8	12.48	5.29	12.17
P	125		30W			12.54	4.56	3.14	254.3	.....TOWAL..... 5.5	125.2	12.40	5.24	12.11
P	120	151				1.00	5.01	3.20	259.8	.....CLIFFS..... 5.7	119.7	12.34	5.19	12.05AM
P	114	79				1.06	5.06	3.26	265.5	.....MARYHILL..... 7.9	114.0	12.27	5.14	11.59PM
BWOYR JKXZP	108		Yard			A 1.15PM	A 5.15AM	A 3.35AM	273.4	DN.....WISHRAM.....X	106.1	L 12.15PM	L 5.05PM	L 11.50PM
												Daily	Daily	Daily
						2.35 48.5	2.05 60.1	2.25 51.8		Time Over District Average Speed Per Hour		2.45 45.5	2.05 60.1	2.15 55.6

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

At Wishram Trains 6 and 5 will register by ticket per Rule 83(A).

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. 121 September 25, 1955	Distance from Portland	FIRST CLASS		
		Sittings	Other Tracks	3	15	1				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 3.3	380.7			
BKP RXZ	378		Yard				0.0	DN.SPOKANE (N.P. Depot). SF 8.7	377.5			
IJPV 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 8.3	379.5	A 6.00AM		A 10.25PM

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

L	9.36PM	L	12.11AM	2.3	DN...FORT WRIGHT..FW 6.1	377.2	A	5 53AM		A	10.18PM
P	871	129			.....OVERLOOK..... 3.7	371.1		5 45			10 09
JP	307	78	55		DN.....SCRIBNER.....SC 5.7	307.4		5 40			10 04
WP	361	78	18		.....SOUTH CHENEY..... 6.1	300.7		5 30			9 57
P	355	128			.....MOCK..... 5.1	354.6		5 21			9 51
P	350		18W		.....AMBER..... 6.2	349.5		5 14			
P	343	130	23		.....RODNA..... 8.6	343.3		5 05			9 40
WOP	335	EB 139 WB 96	120		DN.....LAMONT.....A 5.3	334.7		4 55			9 31
P	329		22E		.....ROCKWELL..... 5.6	329.4		4 40			
P	324	129	16		.....MACALL..... 12.7	323.8		4 35			9 15
WP	311	131	31		D.....BENGE.....BN 11.6	311.1		4 20			9 02
P	300	130	18		.....HOOPER..... 8.6	299.5		4 05			8 50
WP	291	EB 136 WB 74	40		DN...WASHTUCNA...WA 5.6	290.9		3 55			8 41
P	285		42E		.....SPERRY..... 7.5	285.3		3 42			8 35
P	278	130	85		D.....KAHLOTUS.....K 9.2	277.8		3 35			8 27
WP	269	92	5		.....FARRINGTON..... 5.8	268.6		3 23			8 16
P	263	119			.....BURE..... 5.9	262.8		3 14			8 09
JV					...SNAKE RIVER JCT.... 0.6	256.9					
P	256	80	60		DN...SNAKE RIVER...SR 2.3	256.3		3 05			8 01
P	254	130			.....VOTAW..... 3.5	254.0		3 01			7 58
P	251		68W		.....REDD..... 5.7	250.5		2 56			7 55
P	245	130	9		.....LEVEY..... 6.8	244.8		2 50			7 49
P	238	69			.....MARTINDALE..... 4.5	238.0		2 43			7 42
JPV	234				...AINSWORTH JCT..... 2.3	233.5		2 37	A 5 17AM		7 37
PZXTCY WRBOK V	231		Yard		DN.....PASCO.....PA	231.3	L	2 25AM	L 5 10AM	L	7 25PM
								Daily	Daily	Daily	
								3.35	0.07	3.00	
								41.4	18.9	49.4	

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

6 Westward

S. P. & 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		Distance from Goldendale	TIME TABLE No. 121 September 25, 1955	Distance from Lyle
		Sidings	Other Tracks			
BYR PX	G42		72	0.0	D.....GOLDENDALE.....GD 6.3	41.6
P	G35		21	6.3	.....CENTERVILLE..... 5.1	35.3
P	G30		18	11.4	.....WARWICK..... 7.2	30.2
	G23		8E	18.6	.....SWALE..... 6.1	23.0
	G17		15	24.7	.....WARRIAKUS..... 3.5	16.9
P	G13	27		28.2	D.....KLICKITAT.....KI 3.1	13.4
	G10		8	31.3	.....PITT..... 10.3	10.3
RWT PJ	85	80	142	41.6	DN.....LYLE.....YA	0.0
Time Over District Average Speed Per Hour						

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

VANCOUVER DIVISION

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

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
1	B.-White Salmon & Stevenson	East of Spokane	
1	Snake River daily except Sunday to unload Mail Pouches for No. 4		
2	Stevenson & B.-White Salmon		East of Spokane
3	Any Station	East of Spokane	
3	Any Station West of Pasco	Spokane	
3	Any Station East of Pasco		Vancouver and Portland
3	Hooper	Spokane	
3	Maryhill on Flag		Vancouver and Portland
3	Lyle, B.-White Salmon & Stevenson on Flag		Vancouver and Portland
3	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 & Bingen-White Salmon		Pasco or Beyond
4	Stevenson-Bingen-White Salmon & Maryhill	Portland and Vancouver	
4	Bingen-White Salmon daily except Sundays and Holidays to exchange U.S. Mail.		
4	Hooper	Any Station	Any Station where Scheduled to Stop
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

Water, Fuel, Wyes, Turn
Tables, Scales, Standard
Clocks & Bulletin Board
and Yard Limits, etc.

Station Numbers	Car Capacity		SECOND CLASS		Distance from Bend	
	Sidings	Other Tracks	105	103		
			Oregon Trunk Mixed	Oregon Trunk Mixed		
BYOVZ PREX	T-151		Yard	L 7.00PM	11.00PM	0.0
P	T-144	48	20	f 7.11	f 11.15	7.3
XP	T-185	90	312	s 7.30	s 11.40	16.9
JPV	T-182	85	45	f 7.35	f 11.46	19.2
P	T-130	47		f 7.40	f 11.52PM	22.0
P	T-122	113	24	f 7.52	f 12.09AM	29.9
P	T-115	46	53	f 8.02	f 12.25	36.5
PX	T-110	98	233	s 8.12	s 12.35	41.3
P	T-105	49	130	s 8.25	s 12.55	46.5
P	T-100	110	4	f 8.35	f 1.10	51.7
P	T-94	32	23	s 8.51	s 1.26	57.5
P	T-86	109	38	f 9.13	f 1.48	65.7
P	T-80	109		f 9.24	f 1.59	71.4
P	T-71	114	14W	9.43	2.18	80.4
	T-68		20	f 9.50	f 2.25	84.0
P	T-64	48		f 9.57	f 2.32	87.7
P	T-56	91	16	10.13	¹⁰² 2.55	95.9
P	T-55		28	s 10.20	s 3.01	96.9
P	T-51			f 10.28	f 3.09	100.7
P	T-47		88W	f 10.35	f 3.16	104.2
P	T-40	97	9E	f 10.51	f 3.32	111.8
P	T-30	48	10E	f 11.10	f 3.51	121.1
P	T-26	46		f 11.18	f 3.59	125.1
P	T-18	111	13	f 11.35PM	f 4.16	133.2
P	T-6	89	10W	f 12.01AM	f 4.41	145.6
	T-2A			12.08	4.48	149.2
VXJP	T-2			12.10	4.50	150.0
JBWOP RKXZY	106		Yard	A 12.15AM	A 5.00AM	151.5
				5.15 28.9	6.00 25.3	

TIME TABLE No. 121		Distance from Wishram	SECOND CLASS	
September 25, 1955			102	Oregon Trunk Mixed
STATIONS				
DN...BEND.....D	7.3	151.5	A 7.00AM	
...DESCHUTES.....	9.6	144.2	f 6.35	
DN..REDMOND.....RD	2.3	134.6	s 6.15	
D.PRINEVILLE JCT...XN	2.8	132.3	f 5.50	
...TERREBONNE.....	7.9	129.5	f 5.45	
...OPAL CITY.....	6.6	121.6	f 5.31	
...CULVER.....	4.8	115.0	f 5.18	
DN..METOLIUS.....MS	5.2	110.2	s 5.10	
D....MADRAS.....MD	5.2	105.0	s 5.00	
...FAXTON.....	5.8	99.8	f 4.34	
...GATEWAY.....	5.2	94.0	s 4.18	
DN SOUTH JCT.....SJ	5.7	85.8	f 3.56	
...KASKELA.....	9.0	80.1	f 3.45	
...DIXON.....	3.6	71.1	3.26	
...DANT.....	3.7	67.5	s 3.19	
...NENA.....	8.2	63.8	f 3.11	
...CAMBRAI.....	1.0	55.6	¹⁰³ 2.55	
DN...MAUPIN.....AU	3.8	54.6	s 2.53	
...TUSKAN.....	3.5	50.8	f 2.45	
...SHERAR.....	7.6	47.3	f 2.39	
...OAKBROOK.....	9.3	39.7	f 2.23	
...SINAMOX.....	4.0	30.4	f 2.04	
N.....DIKE.....DI	8.1	26.4	f 1.55	
...LOCKIT.....	12.4	18.3	f 1.38	
...MOODY.....	3.6	5.9	f 1.13	
...CELILO.....	0.8	2.3	f 1.06	
D...O. T. JCT.....VO	1.5	1.5	1.04	
DN..WISHRAM.....X		0.0	L 1.00AM	
			Daily Ex. Sunday	
			6.00 25.3	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
Nos. 102, 103 and 105 will stop on flag at Axford and Davidson to receive or discharge passengers.

8 Westward

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

Eastward

Water, Wyes, Turnables, Fuel, Scales, Standard Clocks, Bul. Bds., Register, Yard Lamps.	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 121 September 25, 1955		Distance from Seaside	SECOND CLASS	
		Sidings	Other Tracks	231			STATIONS	230			
				Freight	Daily Ex. Saturday			Freight		Daily Ex. Monday	
JRXI P	4		Yard	110.00PM	4.3	DN (.... WILLBRIDGE..... BR	113.7	A 5.15AM			
	A5	80		10.02	5.1	Auto. Bik. (.... WILLBRIDGE SIDING..	112.9	5.13			
XP	A7	47	216	10.08	7.3	D..... LINNTON..... IN	110.7	5.07			
JX	A10			A10.15PM	10.0	..... UNITED JCT.....	108.0	L 5.00AM			
PX	A11				10.5	DN..... RIVER JCT..... RJ	107.5				
	A13	29			12.6	..... HOLBROOK.....	105.4				
	A20	34	33		19.9	..... SCAPPOOSE.....	98.1				
	A28	52	19		27.6	DN..... ST. HELENS..... H	90.4				
	A31	43			31.3	..... WATERVIEW.....	86.7				
P	A39	20	60		39.4	..... GOBLE.....	78.6				
P	A46				45.8	..... RAINIER.....	72.2				
	A47	53	13W		46.8	..... AVON.....	71.2				
P	A56	50	13		55.8	..... MAYGER.....	62.2				
	A58				58.0	..... LOCODA.....	60.0				
	A59		15W		59.3	..... QUINCY.....	58.7				
P	A62	45	68		62.2	D..... CLATSKANIE..... CN	55.8				
	A67		23W		66.6	..... MARSHLAND.....	51.4				
P	A71	29	41		71.2	..... WESTPORT.....	46.8				
P	A74		42		73.5	..... WAUNA.....	44.5				
P	A77		14		76.8	..... BRADWOOD.....	41.2				
P	A78	43			78.4	..... OLIFTON.....	39.6				
	A83		2E		83.3	..... BROWNSMEAD.....	34.7				
P	A87	20	5W		86.5	..... KNAPPA.....	31.5				
	A90	15	2W		90.2	..... SVENSEN.....	27.8				
TZP BKXR	A100		Yard		99.7	D..... ASTORIA..... RO	18.3				
JY	A106		17		105.6	..... WARRENTON.....	12.4				
	A108		19E		108.3	..... CAMP CLATSOP.....	9.7				
B KR	A118		67		118.0	D..... SEASIDE..... SD	0.0				
				0.15 23.8		Time Over District Average Speed per Hour			0.15 22.8		

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

Westward

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

Eastward 9

Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bul.-Bds., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Warrenton	TIME TABLE No. 121 September 25, 1955	Distance from Fort Stevens		
		Sidings	Other Tracks					
JXYR	A106		17	0.0	..... WARRENTON	2.7		
	FS2		25	1.8	..... FLAVEL	0.9		
	FS3		5E	2.7	..... POINT ADAMS	0.0		
				Time Over District Average Speed per Hour				

Eastward trains are superior to 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.-Bds., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Portland	TIME TABLE No. 121 September 25, 1955	Distance from Keosauqua		
		Sidings	Other Tracks					
XJ	A10			10.15 PM	..... UNITED JCT	47.0	A	5.00 AM
XP	NB10		Yard	10.0	..... RAFTON	47.0		
JPX	U11			10.17	DN..... RIVER JCT..... RJ	46.5		4.57
	U11A		31W	10.19	..... BAN SPUR	46.0		4.55
P	U12	4		10.22	..... BURLINGTON	45.3		4.52
P	U15		8W	10.31	..... TUNNEL SPUR	42.4		4.42
JXPR	U17		6E	10.40 PM	DN..... BOWERS JCT..... BJ	39.9	L	4.30 AM
P	U22	47	17E	21.9	D..... NORTH PLAINS... NP	35.1		
	U23		18	23.3	..... VADIS	33.7		
	U26		11E	25.5	..... CHRISTIE	31.5		
P	U28	32	22	27.5	..... BANKS	29.5		
P	U32	24	7	31.7	..... MANNING	26.3		
P	U39	20	8E	38.8	..... TOPELL	18.2		
P	U43	29		43.1	..... BRAUN	13.9		
BYK XPR	U49		Yard	48.5	D..... VERNONIA..... VN	8.5		
VX	U67		33	57.0	..... KEASEY	0.0		
				0.25 17.0	Time Over District Average Speed per Hour	0.30 14.3	Daily Ex. Mon.	

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, Bulletin Boards, Register and Yard Limits	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 121 September 25, 1955		Distance from Eugene	SECOND CLASS	
		Stalls	Other Tracks	231			STATIONS	230			
				Freight				Freight			
				Daily Ex. Saturday				Daily Ex. Sunday			
JRXP	U17		5E	11:04 PM	17.1	DN..... BOWERS JCT..... BJ	125.7	A 4:30 AM			
	E21	46		10:52	20.9	..... MERLE.....	121.9	4:18		
YPXJ	E22			10:54	21.5	..... FOREST GROVE JCT.....	121.3	4:16		
X		77		11:10	26.7	..... BEAVERTON SIDING.....	116.1	4:00		
XP	E28		30	11:13	27.6	..... BEAVERTON.....	115.2	3:57		
JVP	E28A			11:15 PM	28.1	..... BEBURG.....	114.7	3:55 AM		

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

JVP	E31			11:35 PM	31.2	..... GRETON.....	111.6	3:35 AM
PX	E32	77	17	11:38	32.1	..... TIGARD.....	110.7	3:32
P	E36		10E	11:50 PM	36.1	..... TUALATIN.....	106.7	3:20
P	E39	19		12:01 AM	39.0	..... TONQUIN.....	103.8	3:10
P	E43	21	7	12:12	43.0	..... WILSONVILLE.....	99.8	2:58
P	E45	76		12:21	45.4	..... CURTIS.....	97.4	2:49
P	E49		22	12:33	49.1	..... DONALD.....	93.7	2:37
P	E55	75	8E	12:50	54.5	..... WEST WOODBURN.....	88.3	2:20
	E57		9E	12:59	57.4	..... ST. LOUIS.....	85.4	2:11
	E63		12	1:17	63.1	..... HOPMERE.....	79.7	1:53
P	E64		8	1:20	64.1	..... QUINABY.....	78.7	1:50
PX	E69	80	64	1:35	68.6	..... BUSH.....	74.2	1:35
VBPXK	E71		274	1:50	71.2	DN..... SALEM..... SA	71.6	1:20
PX	E73	52		1:55	72.8	..... MINTO.....	70.0	1:15
P	E80		11E 13W	2:17	79.9	..... ORVILLE.....	62.9	12:53
P	E85	74		2:32	84.8	..... SIDNEY.....	58.0	12:38
	E88		17	2:42	87.9	..... TALBOT.....	54.9	12:28
	E91		15W	2:51	90.8	..... DEVER.....	52.0	12:19
ZXBRP TKOJ	E97		Yard	3:30	96.5	DN..... ALBANY YARD..... YD.	46.3	12:01 AM
VXP	E98		Yard	3:35	97.8	..... ALBANY.....	45.0	11:15 PM
P	E111		14E	4:10	111.1	..... FAYETTEVILLE.....	31.7	10:35
	E114		5E	4:18	113.8	..... POTTER.....	29.0	10:28
	E116	6		4:25	116.1	..... TULSA.....	26.7	10:20
P	E124		12 24E	4:50	124.2	..... HARRISBURG.....	18.6	9:55
P	E129		91	5:05	128.7	D..... JUNCTION CITY... JC	14.1	9:39
	E133		6E	5:20	133.4	..... MEADOW VIEW.....	9.4	9:23
	E135		9	5:24	135.0	..... AWBREY.....	7.8	9:18
	E136		8W 23E	5:27	136.1	..... ENID.....	6.7	9:15
BKXR PV	E143		Yard	A 6:15 AM	143.6	D..... EUGENE..... G	0.0	L 8:30 PM
				7:35 16.6		Time 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, Seales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Forest Grove Junction	TIME TABLE No. 121 September 25, 1955	Distance from Forest Grove
		Sidings	Other Tracks			
JYPX	E22			0.0	.....FOREST GROVE JCT.....	10.6
X	F1	11	3E	0.8	0.8	
	F3		7E	2.9	.....ORENCO.....	9.8
P	F5	5	32	4.5	.....SEWELL.....	7.7
	F8		9	7.9	1.6	
P	F11		65	10.6	D.....HILLSBORO.....BO	6.1
					3.4	
					.....CORNELIUS.....	2.7
					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, Seales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Albany Yard	TIME TABLE No. 121 September 25, 1955	Distance from Foster
		Sidings	Other Tracks			
ZKBXP TOR	E97		Yard	0.0	DN.....ALBANY YARD.....YD	31.9
JVX				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

WPJXX	S15		20	14.5	DN.....LEBANON.....BA	17.4
					O. E. Conn.	
X	S15A	10		14.8	0.3	
					.....LEBANON.....	17.1
					(O. E. Siding)	
PX	S16	70	237	15.9	1.1	
P	S20		2E	20.2	D.....WELDWOOD.....V	16.0
					4.2	
	S22		8E	20.2	.....WATERLOO.....	11.7
					1.9	
PY RBXJ	S29		Yard	23.1	.....NYE.....	9.8
					6.7	
X	S32			28.8	DN.....SWEET HOME.....SW	3.1
					3.1	
				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, Turn- tables, Fuel, Seales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Sweet Home	TIME TABLE No. 121 September 25, 1955	Distance from Dollar
		Sidings	Other Tracks			
PYRB XJ	S29		Yard	0.0	DN.....SWEET HOME.....SW	15.5
	H6		20W	6.4	6.4	
	H8		10	8.1	.....HOLLEY.....	9.1
					1.7	
	H14		49	13.9	.....CALAPOOYA.....	7.4
					5.8	
	H16		Yard	15.5	.....WOODRAFFE SIDING.....	1.6
					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—

Where automatic block and interlocking rules and signal indications require movement at restricted speed, such movement must be made prepared to stop short of train, obstruction or switch not properly lined and be on the lookout for broken rail or anything that may require the speed of a train to be reduced but a speed of 15 MPH must not be exceeded.

Reduced speed limits are designated by advance warning signs set in an upward angle of 45 degrees and indicate by numerals the permissible speed. Reduce speed signs, hexagon shaped, are located at the beginning of the restricted territory and also indicate by numerals the permissible speed through the restricted area. Resume speed signs bearing the letters "RS" or colored green without any lettering indicate the end of the restricted territory. On the Terminals, First, Second and Third Subdivisions of the Vancouver Division, advance warning signs are located 4500 feet, on the Oregon Trunk Railway 3000 feet, and on all other Subdivisions, 1500 feet in advance of the reduce speed signs.

Passenger trains with diesel-electric locomotive and all light-weight roller bearing passenger train equipment may exceed by not more than ten miles per hour the permissible speed indicated on reduce speed signs and by not more than five miles per hour the permissible maximum speed for other passenger trains except as directly affected by prescribed speed restrictions.

When operating against the current of traffic in double track territory, trains must not exceed the permissible maximum speed prescribed with the current of traffic.

	M.P.H.
Through crossovers and turnouts.....	15
Through Nos. 14, 15 and 16 turnouts located at Willbridge, S. P. & S. Jct., Ainsworth Jct., Scribner, east end Overlook Siding, Ft. Wright, east end South Jct. Siding, United Jct., Bowers Jct. and Forest Grove Jct.....	25
Over spring switches not equipped with facing point lock, when moving in facing point direction and not using turnouts.....	30
Over spring switches when moving in trailing point direction actuating switch points and not using turnouts.....	30
Over spring switches when using turnouts.....	15
Freight engines, except Classes Z-6, Z-8 and DE single or multiple units of 1500 or 1600 HP used in passenger service must not exceed authorized speed for freight trains in the territory where operated.	
Engines, Classes Z-6 and Z-8 used in passenger service.....	60
Freight and road switcher engines, Classes DE single or multiple units of 1500 or 1600 HP used in passenger service.	65
Handling steam wrecking cranes, pile drivers or locomotive cranes	30
Handling scale test car.....	30
When freight cars, except those equipped with passenger trucks and steel wheels, are handled in passenger trains, the train will not exceed authorized speed for freight trains in the territory where operated.	
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.	
	Psgr.	Fr. H.
Maximum speed.....	70	50
Between 17th Avenue and end of double track.....	10	10
Between end of double track and Union Station.....	6	6
Through Interlocking and on all depot tracks, Union Station	6	6
Over Bridges between Vancouver and Willbridge.....	30	30

Vancouver Division—First Subdivision—

Maximum speed.....	70	50
Within the city limits of Vancouver.....	65	
At Washougal to dispatch U. S. Mail, Train 1.....	50	
At Home Valley to dispatch U. S. Mail, Train 5.....	10	
At Bingen-White Salmon to exchange U.S. Mail, Train 4..	30	
At Lyle to dispatch U. S. Mail, Train 4.....	20	

Vancouver Division—Second Subdivision—

Maximum speed.....	70	50
Within the city limits of Kennewick.....	35	35
Within the city limits of Pasco.....	25	25

Vancouver Division—Third Subdivision—

Maximum speed.....	70	50
Within the city limits of Pasco.....	25	25
Between Kahlotus and Snake River Jct.....	40	30
Within the city limits of Lamont.....	70	

Vancouver Division—Fourth Subdivision—

Maximum speed.....	30
On curves 5 degrees and over.....	15

Oregon Trunk Railway—

	Fr. and Psgr. Mixed	
	Psgr.	Mixed
Between Wishram and MP 87.....	40	35
Between MP 87 and MP 98.....	30	25
Between MP 98 and Bend.....	60	50

Portland Division—First and Second Subdivisions—

	Psgr. Frt.	
	Psgr.	Frt.
Maximum speed.....	50	40
Through Linnton.....	20	20
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
U. S. Government trackage, Locoda.....		10

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 Banks.....	25
Between Banks and Keasey.....	20

<u>Oregon Electric Railway—</u>	M.P.H.
<u>First, Second, Third and Fourth Subdivisions—</u>	

Over Bridge 43.4, Wilsonville, brakes must be released before moving on any portion of structure and the application of brakes while moving on bridge must be avoided as much as possible.	
Between 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
Through Eugene.....	12
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.
Burr.....	East switch of siding.
Hooper.....	East switch of siding.
Benge.....	East switch of siding.
Mock.....	West switch of siding.
Overlook.....	East switch of siding.

Oregon Trunk Railway—

Oregon Trunk Junction.....	Junction of O. T. Ry. and U. P. R. R. Co.
Dixon.....	Both switches of siding
South Junction.....	East Switch of siding
Paxton.....	East switch of siding

Portland Division—First Subdivision—

Willbridge Siding.....	Both Switches of Siding
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SPRING SWITCHES WITHOUT FACING POINT LOCKVancouver Division—First Subdivision—

Vancouver.....	{ East yard lead switch. End of double track.
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Portland Division—First and Third Subdivisions—

United Junction.....	Junction of First and Third Subdivisions.
Bowers Junction.....	Junction of Third Subdivision and O. E. Ry.

DRAW BRIDGESTerminals Subdivision—

Willamette River, MP 5.3 center of draw, Interlocked.
Oregon Slough, MP 8.7 center of draw, Interlocked.
Columbia River, MP 9.8 center of draw, Interlocked.

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 CROSSINGSVancouver Division—Second Subdivision—

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

Vancouver Division—Third Subdivision—

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

Portland Division—First Subdivision—

Rafton trackage.....	10.5
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Oregon Electric Railway—First Subdivision—

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

RAILROAD CROSSINGSOregon Electric Railway—First Subdivision—

	Miles from Portland
Southern Pacific Co.....	70.9
Southern Pacific Co.....	71.0
Southern Pacific Co.....	71.2
Southern Pacific Co.....	71.5
Southern Pacific Co.....	97.7
Southern Pacific Co.....	97.8
Southern Pacific Co.....	97.9
Southern Pacific Co.....	140.7

Oregon Electric Railway—Second Subdivision—

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

Vancouver Division—First Subdivision—

	Miles from Portland	Car Capacity	Switch at
Camas-Washougal Port Dock Spur.	25.8	10	East end
Hegewald and Stevenson Plywood Co. Spurs.....	52.7	76	East end
U. S. Govt. Storage Spur.....	97.0	46	East end
Dallesdam Spur—No. 1.....	97.1	21	East end
Dallesdam Spur—No. 2.....	97.1	7	West end
Spearfish.....	98.2	41	Both ends

Vancouver Division—Second Subdivision—

	Miles from Portland	Car Capacity	Switch at
Ballast loading tracks.....	174.0	45	Both ends
Sampson Grain Co. Spur.....	182.5	20	West end
North McNary Spur.....	195.0	14	East end

Vancouver Division—Third Subdivision—

	Miles from Portland	Car Capacity	Switch at
East Pasco—Standard Oil Spur. ...	234.2	12	West end
“ —Permante Cement Co. Spur	234.5	11	West end
“ —Tidewater Shaver Spur...	234.7	19	West end
“ —Shell Chemical Corp. Spur	234.7	8	West end
Burr Canyon Spur.....	265.9	5	West end
Harder.....	280.7	18	East end
Washtuena Industry.....	292.4	156	East end
Ankeny.....	305.8	15	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	6	Both ends

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
Portland Tug and Barge Spur.....	5.8	16	East end
Harbor Track.....	9.8	17	East end
Trojan.....	40.7	12	East end
Prescott.....	41.9	2	East end
Reeds.....	45.2	5	East end
Goodat Crushed Rock Spur.....	47.3	10	East end
Mill Creek Naval Spur.....	96.2	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
Chiltern Spur.....	36.3	13	West end
Haydite.....	40.3	12	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
Wacanda.....	61.3	7	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
Cartney.....	121.3	2	East end
Junction City Remilling Co.....	129.2	6	East end
Valley Plywood Co. Spur.....	129.5	14	East end
Johnson & Powell Bros.....	130.0	5	East end

Oregon Electric Railway—Third Subdivision—

	Miles from Albany	Car Capacity	Switch at
Indianola Lbr. Co.....	17.9	5	East end
Clear Lbr. Sales Co.—Clear Lbr. Co.	20.7	7	East end
Timber Tech Corp.....	20.8	15	East end
B. F. Johnson Lbr. Co.....	21.3	9	East end
Gas Heat, Inc.....	21.5	2	East end
The Red Knot Lumber Co.....	21.9	2	West end
J. F. McGlothern Spur.....	23.7	3	East end
Kell Lbr. Co.....	23.9	5	East end
Willamette Fibre & Chip Board Inc.	24.3	6	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

<u>Terminals Subdivision—</u>	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 0806) 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.

<u>Vancouver Division—Third Subdivision—</u>	Miles from Portland
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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. Meri L. Margason, Chief Surgeon	} 1216 S. W. Yamhill, Portland, Oregon Telephone ATwater 4151.
The Portland Clinic	

LOCAL SURGEONS

DRS. CONE & WALZ, Vancouver, Wash.
DR. W. S. SHEPHERD, Camas, Wash.
DR. H. L. ELDRIDGE, Washougal, Wash.
DR. HARRY S. HOLMES, North Bonneville, Wash.
DR. WAYNE M. HENKLE, Bingen-White Salmon, Wash.
DR. W. H. WOLFF, Bingen-White Salmon, Wash.
DR. H. W. HOLDERBY, Goldendale, Wash.
DR. JOHN E. LIBBY, Goldendale, Wash.
DR. R. L. BECKER, Goldendale, Wash.
THE DALLES CLINIC, The Dalles, Oregon
DR. G. J. VOTAVA, Pasco, Wash.
DR. JOSEPH L. GREENWELL, Pasco, Wash.
DR. F. C. KLOPFENSTEIN, Pasco, Wash.
DR. CHARLES G. SMICK, Ritzville, Wash.
DR. HENRY BOSSHARD, Connell, Wash.
DR. WILLIAM ORLOB, Cheney, Wash.
DR. E. B. COULTER, Spokane, Wash.
THE ROBERT HEMINGWAY MEMORIAL CLINIC, Bend, Oregon
DR. R. F. JONES, Redmond, Oregon
DR. O. L. ZESCHIN, St. Helens, Oregon
DR. M. A. KENNEY, Rainier, Oregon
DR. PAUL H. STARR, Clatskanie, Oregon
DR. J. L. WOODIN, Clatskanie, Oregon
DR. OTTO GEORGE, Westport, Oregon
DR. FRANK E. FOWLER, Astoria, Oregon
DR. R. W. PARCHER, Seaside, Oregon
DR. ROLAND D. EBY, Vernonia, Oregon
DR. A. O. PITMAN, Hillsboro, Oregon
DR. GERALD B. SMITH, Woodburn, Oregon
DR. R. E. PURVINE, Salem, Oregon
DR. L. M. BAIN, Albany, Oregon
DR. RALPH E. HERRON, Lebanon, Oregon
DR. ROBT. LANGMACK, Sweet Home, Oregon
DR. W. H. CHAPMAN, Eugene, Oregon

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

F. S. BARLOW, Jr., Asst. Supt.
C. F. CROFFUT, Trainmaster
R. G. HASKELL, Trainmaster
H. J. WASSENAR, Trainmaster
W. W. GARRETT, Trainmaster
W. T. HUDSON, Trainmaster
A. R. WINN, Chief Dispatcher

D. J. RITCHIE, Gen. Supt. Motive Power
L. Z. DANIELS, Master Mechanic
J. J. SHEFCHEK, Traveling Engr.
A. C. ANDERSON, Traveling Engr.
H. E. CROFFUT, Traveling Engr.

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THE DIVISION OF THE PHYSICAL SCIENCES
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