

SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

System Lines

TIME TABLE No. 124

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

Effective 12:01 A. M. Pacific Time

Sunday, July 15, 1956

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. 124 July 15, 1956							Distance from Vancouver	FIRST CLASS													
		Sidings	Other Tracks		STATIONS								701	3	1	703	705	5	707							
					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	U. P. 402	S. P. & S.	S. P. & S.	G. N. 460	N. P. 408	S. P. & S.	U. P. 458					
WTXOP RKZBVY	10		Yard	369.5							0.0	15.20AM	15.35AM	16.53AM	11.59AM	14.09PM	17.55PM	18.51PM								
	9			370.9							1.4				12.03PM		18.00									
LJPV	8		Jct.	371.4							1.9	15.25AM	5.40	6.56	12.04	4.12	8.01	18.55PM								
XPV	7	60	203	372.5							3.0		5.42	6.58	12.06	4.14	18.03									
BIRXJPK	4		Yard	375.2							5.7		5.46	7.02	12.10	4.18	8.07									
RKXPV	2		Yard	377.5							8.0		5.50	7.05	12.14	4.21	8.11									
PRKXBV				379.5							10.0		16.00AM	17.15AM	12.20PM	14.30PM	18.20PM									
TOBP RKXZV	0		Yard	379.5							10.0															
					Time Over District Average Speed Per Hour							0.05 22.8	0.25 24.0	0.22 27.3	0.21 28.6	0.21 28.6	0.25 24.0	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. 124 July 15, 1956							Distance from Portland	FIRST CLASS												
		Sidings	Other Tracks		STATIONS								700	6	702	704	2	706	4						
					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	U. P. 401	S. P. & S.	U. P. 457	G. N. 459	S. P. & S.	N. P. 407	S. P. & S.					
BWTYO PRKXZV	10		Yard	369.5							10.0	12.06AM	8.51AM	9.21AM	1.49PM	3.20PM	5.49PM	10.04PM							
	9			370.9							8.0		8.47												
PIJV	8		Jct.	371.4							8.1	12.01AM	8.46	9.16AM	1.46	3.15	5.45	9.59							
XPV	7	60	203	372.5							7.0		8.44		1.44	3.13	5.43	9.57							
BIPRXJK	4		Yard	375.2							4.3		8.40		1.40	3.09	5.39	9.53							
RKXPV	2		Yard	377.5							2.0		8.36		1.36	3.05	5.35	9.49							
PRKXBV				379.5							0.0		8.30AM		1.30PM	3.00PM	5.30PM	9.45PM							
PBTO RKXZV	0		Yard	379.5							0.0														
					Time Over District Average Speed Per Hour							0.05 22.8	0.21 28.6	0.05 22.8	0.19 31.6	0.20 30.0	0.19 31.6	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 Portland, between Union Station and 18th Avenue on Eastward Main Track and 15th Avenue on Westward Main Track, Trains and Engines will be governed by Northern Pacific Terminal Company Rules.

At 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.

Westward

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

Eastward 3

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clothes & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 124 July 15, 1956	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	100		Yard	L 5.35PM	L 5.03AM	L 3.30AM	273.4	DN.... WISHRAM..... X 2.8	106.1	A 11.15AM	A 5.03PM	A 11.57PM
P	108	146		f 5.39	5.07	3.35	276.2	..... AVERY..... 9.8	103.3	f 11.08	4.59	11.50
P	94	131	8	f 5.51	5.17	3.46	286.0	..... NORTH DALLES..... 8.2	93.5	f 10.56	4.49	11.39
JTP	85	80	142	s 6.02	5.26	3.55	294.2	DN..... LYLE..... YA 9.4	85.3	s 10.46	4.41	11.30
P	76	131	138	s 6.17	5.36	4.06	303.6	DNBINGEN-WHITESALMON.WS 2.4	75.9	s 10.32	4.32	11.20
P	78		40	f 6.22			307.0	..... UNDERWOOD..... 1.6	72.5	f 10.23		
P	71	83	7	f 6.24	5.41	4.12	308.6	..... HOOD..... 6.1	70.9	f 10.20	4.27	11.14
	66		13W	f 6.31		4.18	313.7	..... COOKS..... 6.3	65.8	f 10.14		11.09
P	60	130		f 6.39	5.53	4.25	320.0	..... HOME VALLEY..... 1.8	59.5	f 10.06	4.16	11.03
	58			f 6.42			321.8	..... CARSON..... 2.4	57.7	f 10.04		
P	54	124	34	s 6.48	5.59	4.31	326.2	DN.... STEVENSON..... NB 5.0	54.3	s 9.59	4.11	10.58
P	49	130	35	s 6.55	6.04	4.37	330.2	.. NORTH BONNEVILLE.. 7.2	49.3	s 9.50	4.06	10.53
P	42	128	17	f 7.04	6.12	4.45	337.4	N..... SKAMANIA..... SI 4.3	42.1	f 9.40	3.59	10.46
P	38		10E	f 7.09		4.50	341.7	..... PRINDLE..... 5.8	37.8	f 9.34		10.42
P	33	131		f 7.16	6.23	4.57	347.5	..... MT. PLEASANT..... 4.0	32.0	f 9.27	3.49	10.36
P	28	107	14	f 7.22	6.27	5.02	351.5	..... WASHOUGAL..... 4.2	28.0	f 9.22	3.45	10.32
PX	24	132	134	s 7.30	6.32	5.08	355.7	DN..... CAMAS..... MA 4.0	23.8	s 9.16	3.40	10.27
P	20	142	15	f 7.35	6.37	5.14	359.7	..... FISHER..... 5.8	19.8	f 9.07	3.35	10.22
P	18	84		7.41	6.43	5.20	366.0	..... McLOUGHLIN..... 2.4	14.5	9.01	3.29	10.16
		101	187	7.44	6.46	5.23	367.4	..... HAVAN..... 2.1	12.1	8.58	3.26	10.13
PWTY BOXKR VZ	10		Yard	A 7.50PM	A 6.50AM	A 5.30AM	369.8	DN.... VANCOUVER... MX	10.0	L 8.55AM	L 3.23PM	L 10.10PM
										Daily	Daily	Daily
				2.15 42.7	1.47 33.9	2.00 48.1		Time Over District Average Speed Per Hour		2.20 41.2	1.40 37.7	1.47 33.9

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).

Westward

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

Eastward 5

Water, Fuel, Wres, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS		Distance from Spokane	TIME TABLE No. 124 July 15, 1956		Distance from Portland	FIRST CLASS	
		Sidings	Other Tracks	1	3		STATIONS	4		2	
				Passenger	Passenger			Passenger		Passenger	
BCKO PRTW XZ	381		Yard			3.2	DN..... YARDLEY..... YD	380.7			
BKP RXZ	378		Yard			0.0	DN.SPOKANE (N.P. Depot).SF	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

BKO PRTW XYZ	384		Yard			4.8	DN..... HILLYARD (G.N.) HU	384.3		
BKPR OXZ	380		Yard			0.0	DN.SPOKANE (G.N. Depot).PD	379.5	A 6.10AM	A 10.25PM

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

LJPVXY	Station Numbers	Car Capacity	Other Tracks	FIRST CLASS		Distance from Spokane	STATIONS	Distance from Portland	FIRST CLASS	
				1	3				4	2
						12.04AM	DN...FORT WRIGHT..FW	377.2	A 6 01AM	A 10.18PM
P	871	129				12.10	..... OVERLOOK.....	371.1	5.51	10.09
JP	367	78	55			12.14	DN..... SCRIBNER..... SC	367.4	5.46	10.04
P	361	78	13			12.21	..... SOUTH OHENEY.....	360.7	5.36	9.55
P	355	136				12.27	..... MOCK.....	354.6	5.27	9.47
P	350		18W			10.24	..... AMBER.....	349.5	5.20	
P	343	130	23			12.38	..... RODNA.....	343.3	5.11	9.35
P	335	EB 139 WB 96	130			12.44	DN..... LAMONT..... A	334.7	5.00	9.26
P	329		22E			10.45	..... ROCKWELL.....	329.4	4.53	
P	324	129	16			12.56	..... MACALL.....	323.8	4.48	9.15
P	311	131	31			1 09	D..... BERGE..... BN	311.1	4.35	9.02
P	300	130	13			1 21	..... HOOVER.....	299.5	4.22	8.50
P	291	EB 136 WB 74	40			1 30	DN... WASHUONA... WA	290.9	4.13	8.41
P	285		42E			1 36	..... SPERRY.....	285.3	4.00	8.35
P	278	130	85			1 44	D..... KAHLOTUS... K	277.8	3.53	8.27
P	269	92	5			1 55	..... FARRINGTON.....	268.6	3 40	8.16
P	263	119				2 02	..... BURR.....	262.8	3 32	8 09
JV							... SNAKE RIVER JCT....	256.9		
P	256	80	63			2 10	DN... SNAKE RIVER... SE	256.3	3 23	8 01
P	254	130				2 13	..... VOTAW.....	254.0	3 19	7 58
P	251		68W			2 16	..... REDD.....	250.5	3 15	7 55
P	245	130	9			2 22	..... LEVEY.....	244.8	3 09	7 49
P	238	69				2 29	..... MARTINDALE.....	238.0	3 02	7 42
JPV	234					2 33	... AINSWORTH JCT....	233.5	2 57	7 37
PZXTCY WRBOX V	231		Yard			A 2 45AM	DN..... PASCO..... RN PA	231.3	L 2 45AM	L 7 25PM
						2 40			Daily	Daily
						53.0			3.25	3.00
									43.4	43.4

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

Water, Wyes, Turntables, Fuel, Seales, Standard Clocks, Bul. Bds., Register, Yard Limits.	Station Numbers	Car Capacity		SECOND CLASS		TIME TABLE No. 124		SECOND CLASS	
		Sidings	Other Tracks	231		July 15, 1956		230	
				Freight	Daily Ex. Saturday	Distance from Portland	STATIONS	Distance from Seaside	Freight
JRXI P	4		Yard	10.00PM	4.3	DN	....WILLBRIDGE.....BE	118.7	A 5.15AM
A5	80			10.02	5.1	Auto. Blk.	0.8....WILLBRIDGE SIDING..	112.9	5.13
XP	A7	47	239	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.....EJ	107.5	
	A18	29			12.6		.....HOLBROOK.....	105.4	
	A20	34	33		19.9		.....SCAPPOOSE.....	98.1	
X	A28	52	19		27.6	DN	.....ST. HELENS.....E	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	5W		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	72		62.2	D	.....CLATSKANIE.....ON	55.8	
	A67		23W		66.6		.....MARSHLAND.....	51.4	
P	A71	29	41		71.2		.....WESTPORT.....	46.8	
P	A74		62		73.5		.....WAUNA.....	44.5	
P	A77		14		76.8		.....BRADWOOD.....	41.2	
P	A78	43			78.4		.....CLIFTON.....	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	
TZF BKXR	A100		Yard		99.7	D	.....ASTORIA.....EO	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 22.8		Time Over District Average Speed per Hour		Daily Ex. Monday 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, Seals, Standard Clocks, Bul.-Bul., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Warrenton	TIME TABLE No. 124 July 15, 1956		Distance from Point Adams
		Sidings	Other Tracks		STATIONS		
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, Seals, Standard Clocks, Bul.-Bul., Register, Yard Limits	Station Numbers	Car Capacity		Distance from Portland	TIME TABLE No. 124 July 15, 1956		Distance from Keasey
		Sidings	Other Tracks		SECOND CLASS		
XJ	A10						
JPX	U11						
	U11A		81W				
P	U12	4					
P	U15		8W				
JXPR	U17		5E				
P	U22	47	17E				
	U23		18				
	U26		11E				
P	U28	32	22				
P	U32	24	7				
P	U39	20	8E				
P	U43	20					
BYK XPR	U40		Yard				
VX	U67		58				
				0.25 17.0	Time Over District Average Speed per Hour		Daily Ex. Mon. 0.30 14.3

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.

10 Westward

Oregon Electric Ry.—FIRST SUB-DIVISION

Eastward

Water, Wagon, Turn-tables, Fuel, Gravel, Standard Checks, Bulletin Boards, Register and Yard Limits	Station Numbers	Car Capacity		SECOND CLASS		Distance from Portland	TIME TABLE No. 124 July 15, 1956		Distance from Eugene	SECOND CLASS	
		Siddings	Other Trains	231			STATIONS	230			
				Freight	Daily Ex. Saturday			Freight		Daily Ex. Sunday	
JRXP	U17		5E			17.1	DN..... BOWERS JCT..... BJ	125.7	A	4.30AM	
	E21	46	33			10.52	..... MERLE.....	121.9		4.18	
YPXJ	E22					10.54	..... FOREST GROVE JCT.....	121.3		4.16	
X		77				11.10	..... BEAVERTON SIDING.....	116.1		4.00	
XP	E28		30			11.13	..... BEAVERTON.....	115.2		3.57	
JVP	E28A					11.15PM	..... BEBURG.....	114.7		3.55AM	

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

JVP	E81					11.35PM	31.2	..... GRETON.....	111.6		3.35AM	
PX	E82	77	17			11.38	32.1	..... TIGARD.....	110.7		3.32	
P	E86		10E			11.50PM	36.1	..... TUALATIN.....	106.7		3.20	
P	E89	19				12.01AM	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		23			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	53				1.55	72.8	..... MINTO.....	70.0		1.15	
P	E90		11E 13W			2.17	79.9	..... ORVILLE.....	63.9		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		16W			2.51	90.8	..... DEVER.....	52.0		12.19	
ZXBRP TKOJ	E97		Yard			3.30	96.5	DN..... ALBANY YARD..... YD.	46.8		12.01AM	
VXP	E98		Yard			3.35	97.8	..... ALBANY.....	45.0		11.15PM	
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		13 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 22E			5.27	136.1	..... ENID.....	6.7		9.15	
BKXR PVY	E143		Yard			A 6.15AM	142.8	D..... EUGENE..... G	0.0		L 8.30PM	
						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, Boats, Standard Cloths, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Forest Grove Junction	TIME TABLE No. 124 July 15, 1956	Distance from Forest Grove							
		Sidings	Other Tracks										
JYPX	E23			0.0	.....FOREST GROVE JCT.....	10.6							
X	F1	11	2E	0.8	.....ORENCO.....	9.8							
	F3		7E	2.9	.....SEWELL.....	7.7							
P	F5	5	23	4.5	D.....HILLSBORO.....BO	6.1							
	F8		9	7.9	.....CORNELIUS.....	2.7							
P	F11		65	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, Turn- tables, Fuel, Boats, Standard Cloths, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Albany Yard	TIME TABLE No. 124 July 15, 1956	Distance from Foster							
		Sidings	Other Tracks										
EBXP TOR	E97		Yard	0.0	DN.....ALBANY YARD.....YD	21.9							
JVX				0.9	.....S. P. CONN. ALBANY.....	21.0							
				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

WPJX	S15		20	14.5	DN.....LEBANON.....BA	17.4							
X	S15A	10		14.8	O. E. Conn.	17.1							
					.....LEBANON.....								
PK	S16	70	237	15.9	D.....WELWOOD.....V	16.0							
					.....WATERLOO.....								
P	S20		2E	20.3	.....NYE.....	9.8							
					.....SWEET HOME.....SW		8.1						
PY RBXJ	S29		Yard	28.8	.....FOSTER.....	0.0							
X	S33			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, Boats, Standard Cloths, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		Distance from Sweet Home	TIME TABLE No. 124 July 15, 1956	Distance from Dollar							
		Sidings	Other Tracks										
PYRB XJ	S29		Yard	0.0	DN.....SWEET HOME.....SW	15.5							
	H6		20W	6.4	.....HOLLEY.....	9.1							
	H8		10	8.1	.....CALAPOOYA.....	7.4							
	H14		40	13.9	.....WOODRAFFE SIDING.....	1.6							
	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—

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. Jet., Ainsworth Jet., 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 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
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.	

SPEED RESTRICTIONS

Terminals Subdivision—

	M. P. H.	
	Pgrr.	Frnt.
Maximum speed.....	70	50
Over Bridges between Vancouver and Willbridge.....	30	30

Vancouver Division—First Subdivision—

Maximum speed.....	70	50
At Vancouver over 7th, 8th, 9th, 11th, Jefferson and Hill Streets	10	10
Within the city limits of Vancouver.....	65	
At Washougal to dispatch U. S. Mail, Train 1	50	
At Lyle to dispatch U. S. Mail, Train 4	30	

Vancouver Division—Second Subdivision—

Maximum speed.....	70	50
Within the city limits of Kennnewick.....	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—

	Frnt. and	
	Pgrr.	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—

	Frnt. and	
	Pgrr.	Frnt.
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.
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
------------------------	-------------------------

SPRING SWITCHES WITHOUT FACING POINT LOCK**Vancouver Division—First Subdivision—**

Vancouver.....	{ East yard lead switch. End of double track.
----------------	--

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 BRIDGES**Terminals 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.
--

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**Vancouver 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

Oregon Electric Railway—First Subdivision—

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

RAILROAD CROSSINGS**Oregon 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
--------------------------	------

COMMERCIAL AND STORAGE TRACKS

Vancouver Division—First Subdivision—

	Miles from Portland	Car Capacity	Switch at
Camas-Washougal Port Dock Spur.	25.8	16	East end
Hegewald and Stevenson Plywood Co. Spurs.....	52.7	76	East end
Underwood Fruit & Whse. Co. Spur	75.0	12	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
Phillips Chemical Co. Spurs Nos. 1 & 2	223.9	150	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	19	West end
" —Tidewater Shaver Spur...	234.7	19	West end
" —Shell Chemical Corp. Spur	234.7	8	West end
" —Storage Spur.....	234.7	23	West end
Burr Canyon Spur.....	265.9	5	West end
Harder.....	280.7	18	East end
Washtucna Industry.....	292.4	156	East end
Ankeny.....	305.8	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
Chemawa B. P. A. Spur.....	65.9	40	West end
Roberts.....	75.4	23	East end
Linn County Lbr. Prod. Co.....	101.7	8	East end
Munson Spur.....	113.3	1	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
Bauman Lumber Co.....	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. McGlothorn 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
Willbridge.....	4.3
Willamette River Draw Bridge.....	5.3
North Portland Junction.....	8.1
Oregon Slough Draw Bridge.....	8.7
Columbia River Draw Bridge.....	9.8

At Willbridge—Whistle signal — • — will be sounded for route to 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. AVenue 6-1436) 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
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, Oregon Telephone CApitol 8-4151.
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. ORVAL PATCHETT, 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. T. J. HICKS, Madras, 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
Washtuona.....	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
 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.

Section 100

Section 100

Main body of text on the left page, containing several paragraphs of faint, illegible text.

Section 100

Bottom section of text on the left page, including a list or table of items.

Section 100

Main body of text on the right page, containing several paragraphs of faint, illegible text.

Section 100

Bottom section of text on the right page, including a list or table of items.