

SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

System Lines

TIME TABLE

No. 125

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

Effective 12:01 A. M. Pacific Time

Sunday, December 2, 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**

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 125 December 2, 1956	Distance from Vancouver	FIRST CLASS							
		Siding	Other Tracks				701	3	1	703	705	5	707	
							U. P. 402	S. P. & S.	S. P. & S.	G. N. 460	N. P. 408	S. P. & S.	U. P. 458	
					STATIONS		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
							Daily	Daily	Daily	Daily	Daily	Daily	Daily	
WTXOP RKZBVY	10		Yard	369.5	DN.....VANCOUVER.....MX 1.4	0.0	5.20AM	5.35AM	6.53AM	11.59AM	4.09PM	7.55PM	8.51PM	
	9			370.9	.....NORTH PORTLAND..... 0.5	1.4				12.03PM		8.00		
IJPV	8		Jct.	371.4	DN..NORTH PORTLAND Jct..KD 1.1	1.9	5.25AM	5.40	6.56	12.04	4.12	8.01	8.55PM	
XPV	7	60	203	372.5	.....EAST ST. JOHNS..... 2.7	3.0		5.42	6.58	12.06	4.14	8.03		
BIRXJPK	4		Yard	376.2	DN.....WILLBRIDGE.....BR 2.3	5.7		5.46	7.02	12.10	4.18	8.07		
RKXPV	2		Yard	377.5	DN.....LAKE YARD.....C 2.0	8.0		5.50	7.05	12.14	4.21	8.11		
PRKXBV				379.5	DN..PORTLAND, Union Sta...VC	10.0		6.00AM	7.15AM	12.20PM	4.30PM	8.20PM		
TOBP RKXZV	0		Yard	379.5	DN..PORTLAND, Hoyt St...OW	10.0								
					Time Over District Average Speed Per Hour		0.05 22.8	0.25 24.0	0.22 27.3	0.21 28.0	0.21 28.6	0.25 24.0	0.04 28.5	

Water, Fuel, Wyes, Turn Tables, Scales, Standard Clocks & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		Distance from Spokane	TIME TABLE No. 125 December 2, 1956	Distance from Portland	FIRST CLASS							
		Siding	Other Tracks				700	6	702	704	2	706	4	
							U. P. 401	S. P. & S.	U. P. 457	G. N. 459	S. P. & S.	N. P. 407	S. P. & S.	
					STATIONS		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
							Daily	Daily	Daily	Daily	Daily	Daily	Daily	
BWTYO PRKXZV	10		Yard	369.5	DN.....VANCOUVER.....MX 1.4	10.0	12.06AM	8.51AM	9.21AM	1.49PM	3.20PM	5.49PM	10.04PM	
	9			370.9	.....NORTH PORTLAND..... 0.5	8.6		8.47						
PIJV	8		Jct.	371.4	DN..NORTH PORTLAND Jct..KD 1.1	8.1	12.01AM	8.46	9.16AM	1.46	3.15	5.45	9.59	
XPV	7	60	203	372.5	.....EAST ST. JOHNS..... 2.7	7.0		8.44		1.44	3.13	5.43	9.57	
BIPRXJK	4		Yard	376.2	DN.....WILLBRIDGE.....BR 2.3	4.8		8.40		1.40	3.09	5.39	9.53	
RKXPV	2		Yard	377.5	DN.....LAKE YARD.....C 2.0	2.0		8.36		1.36	3.05	5.35	9.49	
PRKXBV				379.5	DN..PORTLAND, Union Sta...VC	0.0		8.30AM		1.30PM	3.00PM	5.30PM	9.45PM	
PBTO RKXZV	0		Yard	379.5	DN..PORTLAND, Hoyt St...OW	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.

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. 125 December 2, 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	106		Yard	L 5.35PM	L 5.03AM	L 3.30AM	273.4	DN.... WISHRAM.....X 2.9	106.1	A 11.15AM	A 5.03PM	A 11.57PM
P	108	148	55	f 5.39	5.07	3.35	276.3	..... AVERY..... 9.9	103.2	f 11.08	4.59	11.50
P	94	129	6	f 5.51	5.17	3.46	286.2	..... NORTH DALLES..... 8.0	93.3	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 3.4	75.9	s 10.32	4.32	11.20
P	73		40	f 6.22			307.0	..... UNDERWOOD..... 1.6	72.5	f 10.23		
P	71	82	7	f 6.24	5.41	4.12	308.6	..... HOOD..... 5.1	70.9	f 10.20	4.27	11.14
	66		18W	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..... 3.4	57.7	f 10.04		
P	54	124	34	s 6.48	5.59	4.31	325.2	DN.... STEVENSON.....NS 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	32	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..... 5.3	19.8	f 9.07	3.35	10.22
P	15	84		7.41	6.43	5.20	365.0	..... McLOUGHLIN..... 2.4	14.5	9.01	3.29	10.16
		101	187	7.44	6.46	5.23	367.4	..... KAVAN..... 2.1	12.1	8.58	3.26	10.13
PWTY BOKXR VZ	10		Yard	A 7.50PM	A 6.50AM	A 5.30AM	369.5	DN.... VANCOUVER...MX	10.0	L 8.55AM	L 3.23PM	L 10.10PM
				2.15 42.7	1.47 53.9	2.00 48.1		Time Over District Average Speed Per Hour		Daily 2.20 41.2	Daily 1.40 57.7	Daily 1.47 53.9

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).

4 Westward

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

Eastward

Water, Fuel, Wagon, Tuna Tables, Plates, Standard Closets & Bulletin Boards and Yard Limits, etc.	Station Numbers	Car Capacity		FIRST CLASS			Distance from Spokane	TIME TABLE No. 125 December 2, 1956			Distance from Portland	FIRST CLASS		
		Sidings	Other Tracks	5	1	3		STATIONS	4	6		2		
				Passenger	Passenger	Passenger			Passenger	Passenger		Passenger		
WCYT RVBOK IXZP	231		Yard	L 2.50PM	L 2.55AM	L 1.05AM	148.2	DN.....PASCO.....RN 1.8 PA	231.3	A 2.15AM	A 2.00PM	A 7.10PM		
BETWEEN S. P. & S. JCT. AND PASCO TRAINS WILL BE GOVERNED BY N. P. RY., IDAHO DIV. TIME TABLE AND RULES														
JVI				L 2.56PM	L 3.00AM	L 1.11AM	149.8	.....S. P. & S. JCT..... 1.2	229.7	A 2.09AM	A 1.52PM	A 7.05PM	
P	229	167	1	f 2.58	3.01	1.12	151.0	DN...KENNEWICK...KN 4.6	228.5	2.08	f 1.50	7.04		
P	224	70	43	f 3.03	3.06	1.17	155.6	.....FINLEY..... 8.1	223.9	2.03	f 1.43	6.59	
P	216	150	7W	f 3.12	3.14	1.25	163.7	.....YELLEPIT..... 12.5	215.8	1.55	f 1.34	6.51	
P	203	150	4W	f 3.25	3.26	1.43	176.2	.....BERRIAN..... 11.3	203.3	1.43	f 1.20	6.39	
P	192	150	35	s 3.38	3.37	1.55	187.5	DN...PLYMOUTH...MO 12.2	192.0	1.32	s 1.07	6.28		
P	180	147	24	f 3.52	3.49	2.07	199.7	.....PATERSON..... 9.4	179.8	1.20	f 12.52	6.16	
P	170	147	14	f 4.02	3.58	2.17	209.1	D...WHITCOMB...W 8.2	170.4	1.11	f 12.41	6.07		
P	162		35W	f 4.12			217.3	.....ALDERDALE..... 4.5	162.2		f 12.32		
P	158	150		f 4.17	4.10	2.30	221.9	.....McCREIDIE..... 10.3	157.6	12.59	f 12.27	5.55	
P	147	150	34	s 4.30	4.21	2.41	232.8	DN...ROOSEVELT...RE 5.9	146.7	12.48	s 12.15	5.44		
P	141		18W	f 4.37			238.7	.....SUNDALE..... 10.0	140.8		f 12.06PM		
P	131	149	7	f 4.49	4.36	2.57	248.7	.....GOODNOE..... 5.6	130.8	12.32	f 11.54AM	5.29	
P	125		30W	f 4.56	4.41	3.03	254.3	.....TOWAL..... 5.5	125.2	12.26	f 11.48	5.24	
P	120	151		f 5.02	4.46	3.09	259.8	.....CLIFFS..... 5.7	119.7	12.20	f 11.42	5.19	
P	114	79		s 5.14	4.51	3.15	265.5	.....MARYHILL..... 7.9	114.0	12.14	s 11.35	5.14	
BWOYR JKXZP	106		Yard	A 5.25PM	A 5.00AM	A 3.25AM	273.4	DN...WISHRAM.....X	106.1	L 12.05AM	L 11.25AM	L 5.05PM		
										Daily	Daily	Daily		
				2.35 48.5	2.05 60.1	2.20 53.7		Time Over District Average Speed Per Hour		2.10 57.8	2.35 48.5	2.05 60.1		

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).

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. 125 December 2, 1956	Distance from Portland	FIRST CLASS	
		Sidings	Other Tracks	1	3				4	2
				Passenger	Passenger				Passenger	Passenger
				Daily	Daily					
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		
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

BKO PRTW XYZ	384		Yard			4.8	DN.....HILLYARD(G.N.)EU	384.3		
BKPR OXZ	380		Yard		L 11.59PM	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

Station	Station Numbers	Car Capacity	Distance from Spokane	FIRST CLASS		Distance from Portland	FIRST CLASS			
				1	3		4	2		
IJPVXY	377			L 12.04AM	L 9.51PM	2.3	DN...FORT WRIGHT..FW	377.2	A 6.01AM	A 10.18PM
P	871	129		12.10	9.57	8.4	.....OVERLOOK.....	371.1	5.51	10.09
JP	367	78	55	12.14	10.04	12.1	DN....SCRIBNER.....SC	367.4	5.46	10.04
P	361	78	13	12.21	10.11	18.8	....SOUTH CHENEY.....	360.7	5.36	9.55
P	355	120		12.27	10.17	24.9	.....MOCK.....	354.6	5.27	9.47
P	350		18W		10.24	30.0	.....AMBER.....	349.5	5.20	
P	343	130	28	12.38	10.30	36.2	.....RODNA.....	343.3	5.11	9.35
P	335	EB 129 WB 96	101	12.46	10.40	44.8	DN....LAMONT.....A	334.7	5.00	9.26
P	329		22E		10.45	50.1	.....ROCKWELL.....	329.4	4.53	
P	324	129	16	12.57	10.50	55.7	.....MACALL.....	323.8	4.48	9.15
P	311	131	31	1.09	11.04	68.4	D.....BENGE.....BN	311.1	4.35	9.02
P	300	130	13	1.21	11.15	80.0	.....HOOPER.....	299.5	4.22	8.50
P	291	EB 136 WB 74	40	1.30	11.27	88.6	DN....WASHTUCNA...WA	290.9	4.13	8.41
P	285		42E	1.36	11.33	94.2	.....SPERRY.....	285.3	4.00	8.35
P	278	130	85	1.44	11.42	101.7	D.....KAHLOTUS....K	277.8	3.53	8.27
P	269	92	5	1.55	11.55PM	110.9	.....FARRINGTON.....	268.6	3.40	8.16
P	263	119		2.02	12.03AM	116.7	.....BURR.....	262.8	3.32	8.09
JV						122.6	...SNAKE RIVER JCT....	256.9		
P	256	80	63	2.10	12.12	123.2	DN...SNAKE RIVER...SR	256.3	3.23	8.01
P	254	130		2.13	12.15	125.5	.....VOTAW.....	254.0	3.19	7.58
P	251		68W	2.16	12.19	129.0	.....REDD.....	250.5	3.15	7.55
P	245	130	9	2.22	12.25	134.7	.....LEVY.....	244.8	3.09	7.49
P	238	69		2.29	12.32	141.5	.....MARTINDALE.....	238.0	3.02	7.42
IJPV	234			2.33	12.38	146.0	....AINSWORTH JCT....	233.5	2.57	7.37
PZXTCY WRBOK IV	231		Yard	A 2.45AM	A 12.50AM	148.3	DN.....PASCO.....EN PA	231.3	L 2.45AM	L 7.25PM
				2.46	3.05				Daily	Daily
				53.6	48.0				3.25	3.00
							Time Over District		43.4	43.4
							Average Speed Per Hour			

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. 125 December 2, 1956		Distance from Lyle	
		Sidings	Other Tracks		STATIONS			
BYR PX	G42		72	0.0	D.....	GOLDDALE.....	GD	41.6
						6.3		
P	G35		21	6.3	.....	CENTERVILLE.....		55.3
						5.1		
P	G30		18	11.4	.....	WARWICK.....		50.2
						7.2		
	G28		8E	18.6	.....	SWALE.....		23.0
						6.1		
	G17		15	24.7	.....	WAHIAKUS.....		16.0
						3.5		
P	G13	27		28.2	D.....	KLICITAT.....	KI	18.4
						3.1		
	G10		8	31.3	.....	PITT.....		10.3
						10.3		
RT 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	
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	Bingen-White Salmon & 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 Saturday, to unload 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	TIME TABLE No. 125 December 2, 1956	Distance from Wishram	SECOND CLASS	
		Sidings	Other Tracks	105	103				102	Oregon Trunk Mixed
				Oregon Trunk Mixed	Oregon Trunk Mixed					
				Saturday Only	Daily Ex. Sat. & Sun.					
BYOVZ PRKX	T-151		Yard	L 7.00PM	L 11.00PM	0.0	DN... BEND..... D	151.5	A 7.00AM	
P	T-144	48	20	f 7.11	f 11.15	7.3	7.3 ... DESCHUTES.....	144.2	f 6.35	
XP	T-135	99	312	s 7.30	s 11.40	16.9	9.6 DN.. REDMOND..... RD	134.6	s 6.15	
JPV	T-132	85	45	f 7.35	f 11.46	19.2	2.3 D.PRINEVILLE JCT... XN	132.3	f 5.50	
P	T-130	47		f 7.40	f 11.52PM	22.0	2.8 ... TERREBONNE.....	129.5	f 5.45	
P	T-122	113	24	f 7.52	f 12.09AM	29.9	7.9 ... OPAL CITY.....	121.6	f 5.31	
P	T-115	46	53	f 8.02	f 12.25	36.5	6.6 ... CULVER.....	115.0	f 5.18	
FX	T-110	98	233	s 8.12	s 12.35	41.3	4.8 DN. METOLIUS..... MS	110.2	s 5.10	
P	T-105	49	177	s 8.25	s 12.55	46.5	5.2 D.... MADRAS..... MD	105.0	s 5.00	
P	T-100	110	4	f 8.35	f 1.10	51.7	5.3 ... FAXTON.....	99.8	f 4.34	
P	T-94	32	23	s 8.51	s 1.26	57.5	5.8 ... GATEWAY.....	94.0	s 4.18	
P	T-88	109	38	f 9.13	f 1.48	65.7	8.2 DN SOUTH JCT..... SJ	85.8	f 3.56	
P	T-80	109		f 9.24	f 1.59	71.4	8.7 ... KASKELA.....	80.1	f 3.45	
P	T-71	114	14W	9.43	2.18	80.4	9.0 ... DIXON.....	71.1	3.26	
	T-68		20	f 9.50	f 2.25	84.0	3.6 ... DANT.....	67.5	f 3.19	
P	T-64	48		f 9.57	f 2.32	87.7	3.7 ... NENA.....	63.8	f 3.11	
P	T-56	91	16	10.13	¹⁰³ 2.55	95.9	8.2 ... CAMBRAI.....	55.6	¹⁰³ 2.55	
P	T-55		28	s 10.20	s 3.01	96.9	1.0 DN... MAUPIN..... AU	54.6	s 2.53	
P	T-47		88W	f 10.35	f 3.16	104.2	7.3 ... SHERAR.....	47.3	f 2.39	
P	T-40	97	9E	f 10.51	f 3.32	111.8	7.6 ... OAKBROOK.....	39.7	f 2.23	
P	T-30	48	10E	f 11.10	f 3.51	121.1	9.3 ... SINAMOX.....	30.4	f 2.04	
P	T-26	46		f 11.18	f 3.59	125.1	4.0 W.... DIKE..... DI	26.4	f 1.55	
P	T-18	111	13	f 11.35PM	f 4.16	133.2	8.1 ... LOCKIT.....	18.3	f 1.38	
P	T- 6	89	10W	f 12.01AM	f 4.41	145.0	12.4 ... MOODY.....	5.9	f 1.13	
VXJP	T- 2			12.10	4.50	150.0	4.4 ... O. T. JCT.....	1.5	1.04	
JBOPW RKXZY	106		Yard	A 12.15AM	A 5.00AM	151.5	1.5 DN.. WISHRAM..... X	0.0	L 1.00AM	
				5.15 28.9	6.00 25.3		Time Over District Average Speed Per Hour		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 Tuskan, Hardy and Axford to receive or discharge passengers.

Water, Wyes, Turns, Nuts, Fuel, Boilers, Steam, Road, Cars, Bul. Bldg., Register, Yard Limits.	Station Numbers	Car Capacity		SECOND CLASS		TIME TABLE No. 125		SECOND CLASS	
		Sidings	Other Tracks	231		December 2, 1956		230	
				Freight		STATIONS		Freight	
				Daily	Distance from Portland	Distance from Seaside	Daily	Distance from Seaside	
JRX1 P	4		Yard	10.00PM	4.3	DN (....WILLBRIDGE.....BR	113.7	A 5.15AM	
A5	80			10.02	5.1	0.8 WILLBRIDGE SIDING..	112.9	5.13	
XP	A7	47	220	10.08	7.3	2.2 D.....LINNTON.....IN	110.7	5.07	
PJX	A10			10.15PM	10.0	2.7 DN.....UNITED JCT.....UJ	108.0	L 5.00AM	
	A13	29			12.6	2.6.....HOLBROOK.....	105.4		
	A20	34	33		19.9	7.3.....SCAPOOSE.....	98.1		
X	A28	52	19		27.6	7.7 DN.....ST. HELENS.....H	90.4		
	A31	43			31.3	3.7.....WATERVIEW.....	85.7		
P	A39	20	60		39.4	3.1.....GOBLE.....	78.6		
P	A46				45.8	6.4.....RAINIER.....	72.2		
	A47	53	7E 13W		46.8	1.0.....AVON.....	71.2		
P	A56	50	13		55.8	9.0.....MAYGER.....	63.2		
	A58				58.0	2.2.....LOCODA.....	60.0		
	A59		15W		59.3	1.3.....QUINCY.....	58.7		
P	A63	45	72		62.2	2.9 D.....CLATSKANIE.....CN	55.8		
	A67		23W		66.6	4.4.....MARSELAND.....	51.4		
P	A71	29	41		71.2	4.6.....WESTPORT.....	46.8		
P	A74		65		73.5	2.3.....WAUNA.....	44.5		
P	A77		19		76.8	3.2.....BEADWOOD.....	41.2		
P	A78	43			78.4	1.6.....CLIFTON.....	39.6		
	A83		2E		82.3	4.9.....BROWNSMEAD.....	34.7		
P	A87	20	5W		86.5	3.2.....KNAPPA.....	31.5		
	A90	15	2W		90.2	3.7.....SVENSEN.....	27.8		
TZP BKXR	A100		Yard		99.7	9.5 D.....ASTORIA.....RO	18.3		
JY	A106		17		105.6	5.9.....WARRENTON.....	12.4		
	A108		19E		108.3	2.7.....CAMP CLATSOP.....	9.7		
B KR	A118		67		118.0	9.7 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, Ways, Turntables, Fuel, Scales, Standard Clocks, Bulb, Rider, Register, Yard Limits	Station Numbers	Car Capacity		Distance from Warrenton	TIME TABLE No. 125 December 2, 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, Ways, Turntables, Fuel, Scales, Standard Clocks, Bulb, Rider, Register, Yard Limits	Station Numbers	Car Capacity		SECOND CLASS	Distance from Portland	TIME TABLE No. 125 December 2, 1956		Distance from Keney	SECOND CLASS		
		Sidings	Other Tracks			STATIONS			230	Freight	
PXJ	A10			10.15 PM	10.0	DN....	UNITED JCT..... UJ	47.0	A	5.00 AM	
	U11A		81W	10.19	11.0	.....	BAN SPUR.....	46.0		4.55
P	U12	4		10.22	11.7	.....	BURLINGTON.....	45.3		4.52
P	U15		8W	10.31	14.6	Aut. Sill. (	TUNNEL SPUR.....	42.4		4.42
JXPR	U17		5E	10.40 PM	17.1	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.....	25.3		
P	U39	20	8E		33.8	.....	TOPEHILL.....	18.2		
P	U43	20			43.1	.....	BRAUN.....	13.9		
BYK XPR	U49		Yard		48.5	D.....	VERNONIA..... VN	8.5			
VX	U57		58		57.0	.....	KRASEY.....	0.0		
				0.25 17.0	Time Over District Average Speed per Hour				0.30 14.2	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, Boilers, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers	Car Capacity		SECOND CLASS			Distance from Portland	TIME TABLE No. 125 December 2, 1956		Distance from Eugene	SECOND CLASS		
		Sittings	Other Tracks	231				STATIONS	230				
				Freight					Freight				
				Daily Ex. Saturday					Daily Ex. Saturday				
JRXP	U17		6E	10.40PM	17.1	DN..... BOWERS JCT..... BJ	125.7	A	4.30AM				
	E21	46	33	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			11.15PM	28.1	..... BEBURG.....	114.7		3.55AM			

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

JVP	E31			11.35PM	31.2	..... GRETON.....	111.6		3.35AM			
PX	E32	77	17	11.38	32.1	..... TIGARD.....	110.7		3.32			
P	E36		10E	11.50PM	36.1	..... TUALATIN.....	106.7		3.20			
P	E39	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		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	51	1.35	68.6	..... BUSH.....	74.2		1.35			
VBPXK	E71		Yard	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		12.01AM			
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		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 PVY	E143		Yard	A 6.15AM	142.8	D..... EUGENE..... G	0.0	L	8.30PM			
				7.35 16.0		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. 125 December 2, 1956	Distance from Forest Grove
	Sidings	Other Tracks	Sidings	Other Tracks			
JYPX	E22				0.0	.....FOREST GROVE JCT.....	10.6
X	F1	11	8E		0.8	.....ORENCO.....	9.8
					2.9	.....SEWELL.....	7.7
P	F5	5	36		4.5	D.....HILLSBORO.....BO	6.1
					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, Seales, Standard Clocks, Bul- letin Boards, Register and Yard Limits	Station Numbers		Car Capacity		Distance from Albany Yard	TIME TABLE No. 125 December 2, 1956	Distance from Foster
	Sidings	Other Tracks	Sidings	Other Tracks			
SKBXP TOR	E97		Yard		0.0	DN.....ALBANY YARD.....YD	31.9
JVX					0.9	.....S. P. CONN. ALBANY.....	31.0
					Time Over District Average Speed per Hour		

Between S. P. Conn. Albany and Lebanon Conn. with O. E. Third Sub-Division Trains Will Be Governed By S. P. Co. Portland Division Time Tables and Rules

WPJX	S15		20		14.5	DN.....LEBANON.....BA	17.4
X	S15A	10			14.8	.....LEBANON.....	17.1
				18.9	D.....WELDWOOD.....V	16.0	
P	S20	70	237		20.2	.....WATERLOO.....	11.7
					22.1	.....NYE.....	9.8
PY RBXJ	S29		Yard		28.8	DN.....SWEET HOME.....SW	3.1
					31.9	.....FOSTER.....	0.0
X	S32						
					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. 125 December 2, 1956	Distance from Dollar
	Sidings	Other Tracks	Sidings	Other Tracks			
PYRB XJ	S29		Yard		0.0	DN.....SWEET HOME.....SW	15.5
	H6		20W		6.4	.....HOLLEY.....	9.1
					8.1	.....CALAPOOYA.....	7.4
	H14		49		13.9	.....WOODROFFE SIDING.....	1.6
	H10		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. 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 and road switcher engines, Classes DE single or multiple units of 1500, 1600 or 1750 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.	
	Psg. Frt.	
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—

	Frt. and	
	Psg. Frt.	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—

	Psg. 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

Portland Division—Third Subdivision— M.P.H.

Between United Junction and Banks.....	25
Between Banks and Keasey.....	20

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

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

Vancouver Division—Second Subdivision—

Wishram.....	East yard lead switch.
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Vancouver Division—Third Subdivision—

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 LOCK

Vancouver 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 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.
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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

Vancouver Division—Second Subdivision— Miles from Portland

Union Pacific R. R.....	228.4
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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
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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	16	East end
Hegewald and Stevenson Plywood Co. Spurs.....	52.7	76	East end
Underwood Fruit & Whse. Co. Spur	75.0	12	East end
Dallesdam Setout Spur.....	96.6	25	West end
Dallesdam Spur Trackage.....	96.6		West end

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	149	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	17	West end
" —Tidewater Shaver Spur....	234.7	19	West end
" —Shell Chemical Corp. Spur	234.7	8	West end
" —Storage Spur.....	234.7	20	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

Oregon Trunk Railway—

	Miles from Wishram	Car Capacity	Switch at
Kansas City Bridge Co. Spur.....	1.6	4	East 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
Portland Tug and Barge Spur.....	5.8	16	East end
Harbor Track.....	9.8	17	East end
Crown Zellerbach Corp. Spur.....	26.1	58	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	56	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
Waconda.....	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 First Subdivision of the Portland Division. Upper unit of eastward home interlocking signal governs movements on eastward main track Terminals Subdivision. Lower unit governs movements to First Subdivision of the Portland Division.

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.....	Steam Derrick Outfit
Vancouver.....	Steam Derrick Outfit
Stevenson.....	Station
Lyle.....	Station
Wishram.....	Station
Wishram.....	Steam Derrick Outfit
Roosevelt.....	Station
Plymouth.....	Station
Pasco.....	Baggage Room
Snake River.....	Station
Washtuena.....	Station
Lamont.....	Station
Maupin.....	Station
Metolius.....	Station
Vernonia.....	Station

F. S. BARLOW, Jr., Asst. Supt.
 C. F. CROFFUT, Trainmaster
 R. G. HASKELL, Trainmaster
 H. J. WASSENAR, Trainmaster
 W. W. GARRETT, Trainmaster
 G. S. SHOWALTER, Trainmaster

A. R. WINN, Chief Dispatcher
 D. J. RITCHIE, Gen. Supt. Motive Power
 L. Z. DANIELS, Master Mechanic
 J. J. SHEFCHEK, Traveling Engr.
 H. E. CROFFUT, Traveling Engr.

