

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

System Lines

**TIME TABLE
No. 128**

To be used in conjunction with
Current Special Instruction Book

Effective 12:01 A. M. Pacific Time

Thursday, January 1, 1959

For the government of employes
only, who must also, while on
duty, have a copy of the current
SPECIAL INSTRUCTIONS
in their possession.

Think! Is it Safe?

**J. L. MONAHAN, Superintendent
N. S. WESTERGARD, General Manager**

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INCHES

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. 128 January 1, 1959 | | Distance from Vancouver | FIRST CLASS | | | | | | | |
|---|-----------------|--------------|--------------|-----------------------|---|------|----------------------------------|------------------------------------|----------------------------------|------------------------------------|------------------------------------|----------------------------------|------------------------------------|--------------|--|
| | | Sidings | Other Tracks | | STATIONS | | | | | | | | | | |
| | | | | | 3 | 701 | | 1 | 703 | 705 | 5 | 707 | | | |
| WTXOP RKZBVY | 10 | | Yard | 869.5 | AUTOMATIC BLOCK DN.....VANCOUVER.....MX 1.4NORTH PORTLAND..... 0.5 DN..NORTH PORTLAND Jct..KD 1.1EAST ST. JOHNS..... 2.7 DN.....WILLBRIDGE.....BR 2.3LAKE YARD..... 2.0 DN..PORTLAND, Union Sta...VC DN...PORTLAND, Hoyt St....OW | 0.0 | S. P. & S. Passenger Daily | G. N. 402 Passenger Daily | S. P. & S. Passenger Daily | G. N. 460 Passenger Daily | N. P. 408 Passenger Daily | S. P. & S. Passenger Daily | U. P. 458 Passenger Daily | | |
| | 9 | | | 870.9 | | 1.4 | L5.35AM | L5.40AM | L6.38AM | L12.09PM | L4.09PM | L7.55PM | L8.51PM | | |
| | 8 | | Jet. | 871.4 | | 1.9 | 5.40 | 5.45 | 6.41 | 12.14 | 4.12 | 8.01 | 8.55 | | |
| | 7 | 60 | 283 | 872.5 | | 3.0 | 5.42 | 5.47 | 6.43 | 12.16 | 4.14 | 8.03 | 8.57 | | |
| | 4 | | Yard | 875.2 | | 6.7 | 5.46 | 5.51 | 6.47 | 12.20 | 4.18 | 8.07 | 9.01 | | |
| | 2 | | Yard | 877.5 | | 8.0 | 5.50 | 5.55 | 6.50 | 12.24 | 4.21 | 8.11 | 9.05 | | |
| | | | | 879.5 | | 10.0 | A6.00AM | A6.05AM | A7.00AM | A12.30PM | A4.30PM | A8.20PM | A9.15PM | | |
| | 0 | | Yard | 879.5 | | 10.0 | | | | | | | | | |
| Time Over District Average Speed Per Hour | | | | | | | | 0.25 24.0 | 0.25 24.0 | 0.22 27.3 | 0.21 28.6 | 0.21 28.6 | 0.25 24.0 | 0.24 25.0 | |

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. 128 January 1, 1959 | | Distance from Portland | FIRST CLASS | | | | | | | |
|---|-----------------|--------------|--------------|-----------------------|---|------|-------------------------|---------------------------|---------------------------|-------------------------|---------------------------|-------------------------|---------------------------|--------------|--|
| | | Sidings | Other Tracks | | STATIONS | | | | | | | | | | |
| | | | | | 6 | 700 | | 702 | 2 | 704 | 4 | 706 | | | |
| BWTYO PRKXZV | 10 | | Yard | 869.5 | AUTOMATIC BLOCK DN.....VANCOUVER.....MX 1.4NORTH PORTLAND..... 0.5 DN..NORTH PORTLAND Jct..KD 1.1EAST ST. JOHNS..... 2.7 DN.....WILLBRIDGE.....BR 2.3LAKE YARD..... 2.0 DN..PORTLAND, Union Sta...VC DN...PORTLAND, Hoyt St....OW | 10.0 | S. P. & S. Passenger | U. P. 457 Passenger | G. N. 459 Passenger | S. P. & S. Passenger | N. P. 407 Passenger | S. P. & S. Passenger | G. N. 401 Passenger | | |
| | 9 | | | 870.9 | | 8.6 | A 8.51AM | A9.21AM | A1.49PM | A3.19PM | A 5.44PM | A10.04PM | A12.06AM | | |
| | 8 | | Jet. | 871.4 | | 8.1 | 8.47 | 8.46 | 9.16 | 1.46 | 3.15 | 5.40 | 9.59 | 12.01AM | |
| | 7 | 60 | 283 | 872.5 | | 7.0 | 8.44 | 8.44 | 9.14 | 1.44 | 3.13 | 5.38 | 9.57 | 11.59PM | |
| | 4 | | Yard | 875.2 | | 4.3 | 8.40 | 8.40 | 9.10 | 1.40 | 3.09 | 5.34 | 9.53 | 11.55 | |
| | 2 | | Yard | 877.5 | | 3.0 | 8.36 | 8.36 | 9.06 | 1.36 | 3.05 | 5.30 | 9.49 | 11.51 | |
| | | | | 879.5 | | 0.0 | L 8.30AM | L9.00AM | L1.30PM | L3.00PM | L 5.25PM | L 9.45PM | L11.45PM | | |
| | 0 | | Yard | 879.5 | | 0.0 | | | | | | | | | |
| Time Over District Average Speed Per Hour | | | | | | | | 0.21 28.6 | 0.21 28.6 | 0.19 31.6 | 0.19 31.6 | 0.19 31.6 | 0.19 31.6 | 0.21 28.6 | |

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

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

At 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 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, Wires, Turn Tables, Signs, Standard Closer & Bulletin Boards and Yard Limits, etc. | Station Numbers | Car Capacity | | SECOND CLASS | | FIRST CLASS | | | Distance from Spokane | TIME TABLE No. 128 | | FIRST CLASS | | | | |
|--|-----------------|--------------|-----------------|--------------|--------------|--------------|--------------|--------------|--------------------------|--|-------|---------------------------|--------------|--------------|-----------|--|
| | | Sidings | Other Tracks | 201 | 251 | 5 | 1 | 3 | | January 1, 1959 | | Distance from Portland | 6 | 2 | 4 | |
| | | | | Freight | Freight | Passenger | Passenger | Passenger | | STATIONS | | | Passenger | Passenger | Passenger | |
| | | | | Daily | Daily | Daily | Daily | Daily | | | | | | | | |
| JBWOR YPKXZ | 106 | | Yard | L 1.00PM | L 7.35AM | L 5.30PM | L 4.48AM | L 3.30AM | 273.4 | DN.... WISHRAM..... X | 106.1 | A 11.15AM | A 4.58PM | A 11.46PM | | |
| P | 108 | 54 | 173 | 1.05 | 7.40 | f 5.34 | 4.52 | 3.35 | 276.3 | AVERY..... | 103.2 | f 11.08 | 4.55 | 11.43 | | |
| P | 94 | 129 | 6 | 1.17 | 7.52 | f 5.46 | 5.02 | 3.46 | 280.2 | NORTH DALLES..... | 93.3 | f 10.56 | 4.46 | 11.34 | | |
| JTP | 85 | 80 | 142 | 1.27 | 8.02 | f 5.57 | 5.11 | 3.55 | 294.2 | DN..... LYLE..... YA | 85.3 | f 10.46 | 4.38 | 11.26 | | |
| P | 78 | 131 | 138 | 1.39 | 8.14 | f 6.12 | 5.21 | 4.06 | 303.6 | DNBINGEN-WHITE SALMON.WS | 75.9 | f 10.32 | 4.29 | 11.17 | | |
| P | 78 | | 40 | | | f 6.17 | | | 307.0 | UNDERWOOD..... | 72.5 | f 10.23 | | | | |
| P | 71 | 82 | 7 | 1.45 | 8.20 | f 6.19 | 5.26 | 4.12 | 308.6 | HOOD..... | 70.9 | f 10.20 | 4.24 | 11.12 | | |
| | 66 | | 18W | | | f 6.26 | | 4.18 | 313.7 | COOKS..... | 65.8 | f 10.14 | | 11.07 | | |
| P | 60 | 130 | | 2.00 | 8.35 | f 6.34 | 5.38 | 4.25 | 320.0 | HOME VALLEY..... | 59.5 | f 10.06 | 4.13 | 11.01 | | |
| | 58 | | | | | f 6.36 | | | 321.8 | CARSON..... | 57.7 | f 10.04 | | | | |
| P | 54 | 124 | 24 | 2.07 | 8.42 | f 6.43 | 5.44 | 4.31 | 325.2 | DN.... STEVENSON..... NS | 54.3 | f 9.59 | 4.08 | 10.56 | | |
| P | 40 | 130 | 25 | 2.13 | 8.48 | f 6.50 | 5.49 | 4.37 | 330.2 | NORTH BONNEVILLE.. | 49.8 | f 9.50 | 4.03 | 10.51 | | |
| P | 42 | 128 | 17 | 2.22 | 8.57 | f 6.59 | 5.57 | 4.45 | 337.4 | SKAMANIA..... | 42.1 | f 9.40 | 3.56 | 10.44 | | |
| P | 38 | | 10E | | | f 7.04 | | 4.50 | 341.7 | PRINDLE..... | 37.8 | f 9.34 | | 10.40 | | |
| P | 32 | 131 | | 2.35 | 9.10 | f 7.11 | 6.08 | 4.57 | 347.5 | MT. PLEASANT..... | 32.0 | f 9.27 | 3.46 | 10.34 | | |
| P | 28 | 107 | 14 | 2.40 | 9.22 | f 7.17 | 6.12 | 5.02 | 351.5 | WASHOUGAL..... | 28.0 | f 9.22 | 3.42 | 10.30 | | |
| PX | 24 | 182 | 134 | 2.46 | 9.28 | f 7.25 | 6.17 | 5.08 | 355.7 | DN..... CAMAS..... MA | 23.8 | f 9.16 | 3.38 | 10.26 | | |
| P | 20 | 142 | 15 | 2.52 | 9.34 | f 7.30 | 6.22 | 5.14 | 359.7 | FISHER..... | 19.8 | f 9.07 | 3.33 | 10.21 | | |
| P | 15 | 84 | | 2.59 | 9.41 | 7.36 | 6.28 | 5.20 | 365.0 | McLOUGHLIN..... | 14.5 | 9.01 | 3.28 | 10.16 | | |
| | | 101 | 187 | 3.02 | 9.44 | 7.39 | 6.31 | 5.23 | 367.4 | EAVAN..... | 12.1 | 8.58 | 3.25 | 10.13 | | |
| PWTY BOKXR VZ | 10 | | Yard | A 3.10PM | A 9.50AM | A 7.45PM | A 6.35AM | A 5.30AM | 369.5 | DN.... VANCOUVER... MX | 10.0 | L 8.55AM | L 3.22PM | L 10.10PM | | |
| | | | | | | | | | | | Daily | Daily | Daily | | | |
| | | | | 2.10 44.4 | 2.15 42.7 | 2.15 42.7 | 1.47 53.9 | 2.00 48.1 | | Time Over District Average Speed Per Hour | | 2.20 41.2 | 1.36 60.1 | 1.36 60.1 | | |

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

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

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, Turn Tables, Scales, Standard Clocks & Bullets Boards and Yard Limits, etc. | Station Numbers | Car Capacity | | SECOND CLASS | | FIRST CLASS | | | Distance from Spokane | TIME TABLE No. 128 | | Distance from Portland | FIRST CLASS | | |
|---|-----------------|--------------|--------------|--------------|-----------|-------------|-----------|-----------------|-------------------------------|--------------------|-----------|------------------------|-------------|-----------|--|
| | | Sidings | Other Tracks | 201 | 5 | 1 | 3 | January 1, 1959 | | 6 | 2 | | 4 | | |
| | | | | Freight | Passenger | Passenger | Passenger | STATIONS | | | Passenger | | Passenger | Passenger | |
| WYOT RVBOK IXZP | 281 | | Yard | | L 2.50PM | L 2.40AM | L 12 55AM | 148.2 | DN.....PASCO.....RN 1.6 PA | 281.8 | A 2.00PM | A 7.05PM | A 2.00AM | | |

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

| JVI | | | | | L 9.45AM | L 2.55PM | L 2.45AM | L 1.00AM | 149.8 |S. P. & S. JCT..... 1.3 | 229.7 | A 1.52PM | A 7.00PM | A 1.55AM |
|----------------|-----|-----|------|--|-----------------------|---------------------|--------------|--------------|-------|--|-------|---------------------------|-----------------------|-----------------------|
| P | 229 | 167 | 1 | | 9.47 | f 2.56 | 2.46 | 1.01 | 151.0 | DN...KENNEWICK...KN 4.6 | 228.5 | f 1.50 | 6.59 | 1.54 |
| P | 224 | 70 | 101 | | 9.53 | f 3.01 | 2.51 | 1.06 | 155.0 | D.....FINLEY.....FN 6.1 | 223.9 | f 1.43 | 6.54 | 1.49 |
| P | 216 | 150 | 7W | | 10.03 | f 3.10 | 2.59 | 1.14 | 163.7 |YELLEPIT..... 12.5 | 215.8 | f 1.34 | 6.46 | 1.41 |
| P | 203 | 150 | 4W | | 10.18 | f 3.23 | 3.11 | 1.29 | 176.3 |BERRIAN..... 11.3 | 208.8 | f 1.20 | 6.34 | 1.29 |
| P | 192 | 150 | 35 | | 10.32 | s 3.35 | 3.22 | 1.45 | 187.5 | DN....PLYMOUTH...MO 12.3 | 192.0 | s 1.07 | 6.23 | 1.18 |
| P | 180 | 147 | 34 | | 10.47 | f 3.48 | 3.34 | 1.58 | 199.7 |PATERSON..... 9.4 | 179.8 | f 12.52 | 6.11 | 1.04 |
| P | 170 | 147 | 14 | | 10.59 | f 3.58 | 3.43 | 2.08 | 209.1 |WHITCOMB..... 8.2 | 170.4 | f 12.41 | 6.02 | 12.55 |
| P | 162 | | 35 | | | f 4.07 | | | 217.3 |ALDERDALE..... 4.6 | 162.2 | f 12.32 | | |
| P | 158 | 150 | | | 11.15 | f 4.12 | 3.55 | 2.22 | 221.9 |McCREEDIE..... 10.9 | 157.6 | f 12.27 | 5.50 | 12.43 |
| P | 147 | 150 | 36 | | 11.29 | s 4.25 | 4.06 | 2.34 | 232.8 | DN...ROOSEVELT...RE 5.9 | 146.7 | s 12.15 | 5.39 | 12.32 |
| P | 141 | | 18W | | | f 4.32 | | | 238.7 |SUNDALE..... 10.0 | 140.8 | f 12.06PM | | |
| P | 131 | 149 | 7 | | 11.54 ⁶ AM | f 4.43 | 4.21 | 2.51 | 248.7 |GOODNOE..... 5.6 | 180.8 | f 11.54 ²⁰¹ AM | 5.24 | 12.17 |
| P | 125 | | 30W | | 12.01 PM | f 4.50 | 4.26 | 2.57 | 254.8 |TOWAL..... 5.5 | 125.2 | f 11.48 | 5.19 | 12.12 |
| P | 120 | 151 | 19 | | 12.08 | f 4.56 | 4.31 | 3.03 | 259.8 |CLIFFS..... 5.7 | 119.7 | f 11.42 | 5.14 | 12.07 |
| P | 114 | 79 | | | 12.15 | s 5.09 ² | 4.36 | 3.09 | 265.5 |MARYHILL..... 7.9 | 114.0 | s 11.35 | 5.09 ⁵ | 12.02 ^{AM} |
| BWOYR JKXZP | 106 | | Yard | | A 12.30PM | A 5.20PM | A 4.45AM | A 3.20AM | 278.4 | DN.....WISHRAM.....X | 106.1 | L 11.25AM | L 5.00PM | L 11.53PM |
| | | | | | 2.45 44.9 | 2.30 50.1 | 2.05 60.1 | 2.25 51.7 | | Time Over District Average Speed Per Hour | | Daily 2.35 48.5 | Daily 2.06 60.1 | Daily 2.07 59.1 |

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).

Westward

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

Eastward 5

| Water, Fuel, Wagon, Turn Table, Scales, Standard Clocks & Bulletin Board and Yard Limits, etc. | Station Numbers | Car Capacity | | SECOND CLASS | | FIRST CLASS | | Distance from Spokane | TIME TABLE No. 128 January 1, 1959 | | Distance from Portland | FIRST CLASS | |
|--|-----------------|--------------|--------------|--------------|-------|-------------|-------|-----------------------|---------------------------------------|-----------|------------------------|-------------|---|
| | | Sidings | Other Tracks | | | | | | STATIONS | | | | |
| | | | | 201 | | 1 3 | | | Passenger | Passenger | | 4 | 2 |
| | | | | Freight | Daily | Passenger | Daily | | | | | | |
| BCKO PRTW XZ | 381 | | Yard | | | | | 8.2 | DN.....YARDLEY.....YD | 880.7 | | | |
| BKP RXZ | 378 | | Yard | | | | | 0.0 | DN.SPOKANE (N.P. Depot).SF | 877.8 | | | |
| IJPV WXY | | | | | | | | 8.7 | DN.MARSHALL JCT.(N.P.)MR | 868.8 | | | |

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 | 884.3 | | |
| BKPR OXZ | 380 | | Yard | | | L 11.59PM | L 9.45PM | 0.0 | DN.SPOKANE (G.N. Depot).PD | 870.5 | A 6.10AM | A 10.05PM |

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

| LJPVXY | Station | Capacity | Other | 4 | | 2 | | 2.3 | AUTOMATIC BLOCK | 201 | | 3 | |
|-----------------------|---------|-----------------|-------|--------------|--------------|--------------|-------|--|-----------------|----------|--------------|--------------|--|
| | | | | L 6.01AM | L 12.04AM | L 9.55PM | 8.4 | | | A 6.01AM | A 9.55PM | | |
| P | 871 | 129 | | 6.09 | 12.10 | 10.01 | 8.4 | DN...FORT WRIGHT..FW | 877.2 | 6.1 | 5.51 | 9.48 | |
| JP | 867 | 78 | 55 | 6.14 | 12.14 | 10.05 | 13.1 |OVERLOOK..... | 871.1 | 3.7 | 5.45 | 9.44 | |
| P | 861 | 78 | 13 | 6.25 | 12.20 | 10.12 | 18.8 | DN.....SCRIBNER.....SC | 867.4 | 6.7 | 5.34 | 9.37 | |
| P | 855 | 126 | | 6.33 | 12.26 | 10.18 | 24.9 |SOUTH CHENEY..... | 860.7 | 6.1 | 5.25 | 9.31 | |
| P | 850 | | 18W | | | 10.23 | 30.0 |MOCK..... | 854.8 | 5.1 | 5.17 | | |
| P | 843 | 130 | 33 | 6.47 | 12.36 | 10.29 | 36.2 |AMBER..... | 849.5 | 6.3 | 5.07 | 9.20 | |
| P | 835 | EB 139 WB 96 | 101 | 6.58 | 12.43 | 10.38 | 44.8 |RODNA..... | 843.3 | 5.6 | 4.56 | 9.12 | |
| P | 829 | | 22E | | | 10.43 | 50.1 | DN.....LAMONT.....A | 834.7 | 5.3 | 4.46 | | |
| P | 824 | 129 | 16 | 7.11 | 12.52 | 10.48 | 55.7 |ROCKWELL..... | 829.4 | 5.6 | 4.40 | 9.02 | |
| P | 811 | 181 | 31 | 7.26 | 1.03 | 11.01 | 68.4 |MACALL..... | 823.8 | 12.7 | 4.25 | 8.50 | |
| P | 800 | 130 | 13 | 7.40 | 1.14 | 11.12 | 80.0 | D.....BENGE.....BN | 811.1 | 11.6 | 4.10 | 8.39 | |
| P | 791 | EB 136 WB 74 | 40 | 7.51 | 1.21 | 11.22 | 88.6 |HOOPER..... | 299.5 | 8.6 | 4.00 | 8.31 | |
| P | 785 | | 42E | 7.58 | 1.26 | 11.28 | 94.2 | DN...WASHTUCNA...WA | 290.9 | 5.6 | 3.41 | 8.26 | |
| P | 778 | 130 | 85 | 8.07 | 1.32 | 11.36 | 101.7 |SPERRY..... | 285.3 | 7.5 | 3.34 | 8.19 | |
| P | 769 | 92 | 5 | 8.25 | 1.43 | 11.49 | 110.9 | D.....KAHLOTUS....K | 277.8 | 9.2 | 3.21 | 8.08 | |
| P | 763 | 119 | | 8.37 | 1.50 | 11.57PM | 116.7 |FARRINGTON..... | 268.6 | 5.3 | 3.13 | 8.01 | |
| JV | | | | | | | 122.0 |BURE..... | 262.8 | 5.9 | | | |
| P | 756 | 80 | 63 | 8.50 | 1.58 | 12.06AM | 123.3 | ...SNAKE RIVER JCT.... | 256.9 | 0.6 | | | |
| P | 754 | 130 | | 8.54 | 2.01 | 12.09 | 125.5 | DN...SNAKE RIVER...SR | 256.3 | 2.3 | 3.04 | 7.53 | |
| P | 751 | | 68W | 8.59 | 2.04 | 12.12 | 129.0 |VOTAW..... | 254.0 | 2.5 | 3.00 | 7.50 | |
| P | 745 | 130 | 9 | 9.06 | 2.09 | 12.18 | 134.7 |REDD..... | 250.5 | 5.7 | 2.56 | 7.47 | |
| P | 738 | 99 | | 9.15 | 2.15 | 12.25 | 141.5 |LEVY..... | 244.8 | 6.8 | 2.50 | 7.41 | |
| IJPV | 734 | | | 9.21 | 2.19 | 12.29 | 146.0 |MARTINDALE..... | 238.0 | 4.5 | 2.44 | 7.34 | |
| PXTXCY WRBOK IV | 731 | | Yard | A 9.30AM | A 2.30AM | A 12.40AM | 148.3 | ...AINSWORTH JCT.... | 233.5 | 2.2 | 2.40 | 7.30 | |
| | | | | | | | | DN.....PASCO.....RN PA | 231.3 | 1 | L 2.30AM | L 7.20PM | |
| | | | | | | | | | | | Daily | Daily | |
| | | | | 3.29 41.9 | 2.31 58.9 | 2.55 50.8 | | Time Over District Average Speed Per Hour | | | 3.40 40.4 | 2.45 53.9 | |

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. 128 January 1, 1959 | Distance from Lyle |
|--|-----------------|--------------|--------------|--------------------------|--|--------------------|
| | | Sidings | Other Tracks | | | |
| BYR PX | G42 | | 72 | 0.0 | D.....GOLDDALE.....GD | 41.6 |
| P | G85 | | 21 | 6.3 | 6.3CENTERVILLE..... | 35.3 |
| P | G80 | | 18 | 11.4 | 5.1WARWICK..... | 30.2 |
| | G28 | | 8E | 18.6 | 7.2SWALE..... | 23.0 |
| | G17 | | 15 | 24.7 | 6.1WAHIAKUS..... | 16.9 |
| P | G13 | 27 | | 28.2 | 3.5 D.....KLICKITAT.....KI | 13.4 |
| | G10 | | 8 | 31.3 | 3.1PITT..... | 10.3 |
| HT PJ | 85 | 80 | 142 | 41.6 | 10.3 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 | Plymouth daily except Sunday to exchange U. S. Mail | | |
| 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 | Hooper | Any Station | Any Station where Scheduled to Stop |
| 4 | Plymouth daily except Sunday to exchange U. S. Mail | | |
| 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 Cloths & Bulletin Board and Yard Limits, etc. | Station Numbers | Car Capacity | | THIRD CLASS | | SECOND CLASS | Distance from Bend | TIME TABLE No. 128 | | Distance from Wisbram | SECOND CLASS | THIRD CLASS | | |
|--|-----------------|--------------|--------------|--------------------|--------------------|----------------------|--------------------|--|-------|-----------------------|----------------------|--------------------|--|--|
| | | Sidings | Other Tracks | 105 | 103 | 251 | | January 1, 1959 | | | Oregon Trunk Freight | Oregon Trunk Mixed | | |
| | | | | Oregon Trunk Mixed | Oregon Trunk Mixed | Oregon Trunk Freight | | STATIONS | | | | | | |
| BYOVZ PRKX | T-151 | | Yard | L 7.00PM | L 11.00PM | L 3.00AM | 0.0 | DN... BEND..... D | 151.5 | A 7.00AM | | | | |
| P | T-144 | 48 | 20 | f 7.11 | f 11.15 | 3.09 | 7.3 | 7.3 | | | f 6.35 | | | |
| XP | T-185 | 99 | 312 | * 7.30 | * 11.40 | 3.21 | 16.9 | ... DESCHUTES..... | 144.2 | | | | | |
| JPV | T-182 | 85 | 45 | f 7.35 | f 11.46 | | 19.2 | DN... REDMOND..... RD | 134.6 | * 6.15 | | | | |
| P | T-130 | 47 | | f 7.40 | f 11.52PM | 3.28 | 22.0 | D... PRINEVILLE JCT... KN | 132.3 | f 5.50 | | | | |
| P | T-122 | 113 | 24 | f 7.52 | f 12.09AM | 3.38 | 29.9 | ... TERREBONNE..... | 129.5 | f 5.45 | | | | |
| P | T-115 | 46 | 53 | f 8.02 | f 12.25 | 3.46 | 36.5 | ... OPAL CITY..... | 121.6 | f 5.31 | | | | |
| PX | T-110 | 98 | 233 | * 8.12 | * 12.35 | 3.52 | 41.3 | ... CULVER..... | 115.0 | f 5.18 | | | | |
| P | T-105 | 49 | 177 | * 8.25 | * 12.55 | 4.00 | 46.5 | DN... METOLIUS..... MS | 110.2 | * 5.10 | | | | |
| P | T-100 | 110 | 4 | f 8.35 | f 1.10 | 4.10 | 51.7 | D... MADRAS..... MD | 105.0 | * 5.00 | | | | |
| P | T-94 | 32 | 23 | * 8.51 | * 1.26 | 4.23 | 57.5 | ... PAXTON..... | 99.8 | f 4.39 | | | | |
| P | T-86 | 109 | 38 | f 9.13 | f 1.48 | 4.43 | 65.7 | ... GATEWAY..... | 94.0 | * 251 * 4.23 | | | | |
| P | T-80 | 109 | | f 9.24 | f 1.59 | 4.54 | 71.4 | DN SOUTH JCT..... SJ | 85.8 | f 3.56 | | | | |
| P | T-71 | 114 | 14W | 9.43 | 2.18 | 5.11 | 80.4 | ... KASKELA..... | 80.1 | f 3.45 | | | | |
| | T-68 | | 5W | f 9.50 | f 2.25 | | 84.0 | ... DIXON..... | 71.1 | | 3.26 | | | |
| P | T-64 | 48 | | f 9.57 | f 2.32 | 5.24 | 87.7 | ... DANT..... | 67.5 | f 3.19 | | | | |
| P | T-56 | 91 | 16 | 10.13 | 103 2.55 | 5.39 | 95.9 | ... NENA..... | 63.8 | f 3.11 | | | | |
| P | T-55 | | 28 | * 10.20 | * 3.01 | | 96.9 | ... CAMBRAI..... | 65.6 | 103 2.55 | | | | |
| P | T-47 | | 38W | f 10.35 | f 3.16 | 5.54 | 104.2 | DN... MAUPIN..... AU | 54.6 | * 2.53 | | | | |
| P | T-40 | 97 | 9E | f 10.51 | f 3.32 | 6.08 | 111.8 | ... SHERAR..... | 47.3 | f 2.39 | | | | |
| P | T-30 | 48 | 10E | f 11.10 | f 3.51 | 6.25 | 121.1 | ... OAKBROOK..... | 39.7 | f 2.23 | | | | |
| P | T-26 | 46 | | f 11.18 | f 3.59 | 6.33 | 125.1 | ... SINAMOX..... | 30.4 | f 2.04 | | | | |
| P | T-18 | 111 | 13 | f 11.35PM | f 4.16 | 6.48 | 133.2 | N... DIKE..... DI | 26.4 | f 1.55 | | | | |
| P | T- 8 | 89 | 10W | f 12.01AM | f 4.41 | 7.12 | 145.6 | ... LOCKIT..... | 18.3 | f 1.38 | | | | |
| IVXJP | T- 2 | | | 12.10 | 4.50 | 7.20 | 150.0 | ... MOODY..... | 5.9 | f 1.13 | | | | |
| JBOPW BKXZY | 100 | | Yard | A 12.15AM | A 5.00AM | A 7.30AM | 151.5 | ... O. T. JCT..... | 1.5 | 1.04 | | | | |
| | | | | | | | | DN... WISBRAM..... X | 0.0 | L 1.00AM | | | | |
| | | | | 5.15 28.9 | 6.00 25.3 | 4.30 33.7 | | | | | Daily Ex. Sunday | | | |
| | | | | | | | | 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.

8 Westward

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

Eastward

| Water, Wyes, Turntables, Fuel, Scales, Standard Clocks, Bell, Register, Yard Limits | Station Numbers | Car Capacity | | SECOND CLASS | | Distance from Portland | TIME TABLE No. 128 | | Distance from Seaside | SECOND CLASS | |
|---|-----------------|--------------|--------------|--------------------|--------------|------------------------|--|-------|-----------------------|--------------|--|
| | | Buildings | Other Tracks | 231 | | | January 1, 1959 | | | 230 | |
| | | | | Freight | | | STATIONS | | | Freight | |
| | | | | Daily Ex. Saturday | | | | | | | |
| JRXI P | 4 | | Yard | 110.00PM | 4.3 | DN | (.....WILLBRIDGE.....BR | 118.7 | A | 5.15AM | |
| | A5 | 80 | | 10.02 | 5.1 | Auto Bk | (.....WILLBRIDGE SIDING.. | 112.9 | | 5.13 | |
| XP | A7 | 67 | 220 | 10.08 | 7.3 | D..... | LINNTON.....IN | 110.7 | | 5.07 | |
| PJX | A10 | | | 110.15PM | 10.0 | N..... | UNITED JOY.....UJ | 108.0 | L | 5.00AM | |
| | A13 | 29 | | | 12.6 | | HOLBROOK..... | 105.4 | | | |
| | A20 | 34 | 33 | | 19.9 | | SCAPPOOSE..... | 98.1 | | | |
| PX | A28 | 52 | 17 | | 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..... | 73.2 | | | |
| | A47 | 53 | 15E | | 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 | 73 | | 62.2 | D..... | CLATSKANIE.....CN | 55.8 | | | |
| | A67 | | 23W | | 66.6 | | MARSHLAND..... | 51.4 | | | |
| P | A71 | 29 | 21 | | 71.2 | | WESTPORT..... | 46.8 | | | |
| P | A74 | | 55 | | 73.5 | | WAUNA..... | 44.5 | | | |
| | A77 | | 19 | | 76.8 | | BRADWOOD..... | 41.2 | | | |
| P | A78 | 43 | | | 78.4 | | CLIFTON..... | 39.6 | | | |
| | A83 | | 2E | | 82.3 | | BROWNSMEAD..... | 34.7 | | | |
| P | A87 | 20 | 5W | | 86.5 | | KNAPPA..... | 31.5 | | | |
| | A90 | 15 | 3W | | 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 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, Seales, Standard Clocks, Bul.-Eds., Register, Yard Limits | Station Numbers | Car Capacity | | Distance from Warrenton | TIME TABLE No. 128 January 1, 1959 | Distance from Point Adams | | |
|--|-----------------|--------------|--------------|-------------------------|--|---------------------------|--|--|
| | | Sidings | Other Tracks | | | | | |
| | JXYR | A106 | 17 | 0.0 | WARRENTON | 2.7 | | |
| | | | | | 1.8 | | | |
| | | | | 1.8 | FLAVEL | 0.9 | | |
| | | | | | 0.9 | | | |
| | | | | 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, Seales, Standard Clocks, Bul.-Eds., Register, Yard Limits | Station Numbers | Car Capacity | | Distance from Portland | TIME TABLE No. 128 January 1, 1959 | Distance from Vernonia | SECOND CLASS | | | | | |
|--|-----------------|--------------|--------------|------------------------|---------------------------------------|--|--------------|---------|-----------------------------------|-----------|--|--|
| | | Sidings | Other Tracks | | | | 231 | Freight | 230 | Freight | | |
| | PXJ | A10 | | 10.15 PM | 10.0 | DN UNITED JOY..... UJ | | | 38.5 | A 5 00 AM | | |
| | | | | | | 1.0 | | | | | | |
| | | | | 10.19 | 11.0 | BAN SPUR | | | 37.5 | 4 55 | | |
| | | | | | | 0.7 | | | | | | |
| | P | U12 | 4 | 10.22 | 11.7 | BURLINGTON | | | 36.8 | 4 52 | | |
| | | | | | | 2.9 | | | | | | |
| | P | U15 | 8W | 10.31 | 14.6 | TUNNEL SPUR | | | 33.9 | 4 42 | | |
| | | | | | | 2.5 | | | | | | |
| | JXPR | U17 | 25 5E | A 10.40 PM | 17.1 | DN BOWERS JOY..... BJ | | | 31.4 | 4 30 AM | | |
| | | | | | | 4.8 | | | | | | |
| | P | U22 | 47 17E | | 21.9 | D NORTH PLAINS.... NF | | | 26.6 | | | |
| | | | | | | 1.4 | | | | | | |
| | | | | 10.28 | 23.8 | VADIS | | | 25.2 | | | |
| | | | | | | 2.2 | | | | | | |
| | | | | 10.26 | 25.5 | CHRISTIE | | | 23.0 | | | |
| | | | | | | 6.2 | | | | | | |
| | P | U32 | 24 7 | | 31.7 | MANNING | | | 16.8 | | | |
| | | | | | | 7.1 | | | | | | |
| | P | U39 | 20 8E | | 35.8 | TOPHILL | | | 9.7 | | | |
| | | | | | | 4.3 | | | | | | |
| | P | U43 | 29 | | 43.1 | BRAUN | | | 5.4 | | | |
| | | | | | | 5.4 | | | | | | |
| | BYK XPR | U49 | Yard | | 48.5 | D VERNONIA VN | | | 0.0 | | | |
| | | | | | 0.25 17.0 | Time Over District Average Speed per Hour | | | Daily Ex. Mon. 0.20 14.2 | | | |

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

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

10 Westward

Oregon Electric Ry.—FIRST SUB-DIVISION

Eastward

| Water, Ways, Turn-tables, P. M., Scales, Standard Chocks, Bulletin Boards, Register and Yard Limits | Station Numbers | Car Capacity | | SECOND CLASS | | | TIME TABLE No. 128 January 1, 1959 | | | SECOND CLASS | | |
|---|-----------------|--------------|--------------|--------------|------------------------|-----------------------------|---------------------------------------|-----|---------|--------------|--|--|
| | | Skidings | Other Tracks | 231 | Distance from Portland | STATIONS | Distance from Eugene | 230 | Freight | | | |
| | | | | | | | | | | | | |
| JRXP | U17 | | 5E | 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 | 8W | 11.10 | 26.7 | BEAVERTON SIDING..... | 116.1 | | 4.00 | | | |
| XP | E28 | | 30 | 11.13 | 27.0 | BEAVERTON..... | 116.2 | | 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..... | 111.0 | | 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 | 31 | 7 | 12.12 | 43.0 | WILSONVILLE..... | 99.8 | | 2.58 | | | |
| P | E45 | 76 | | 12.21 | 45.4 | CURTIS..... | 97.4 | | 2.49 | | | |
| P | E49 | | 24 | 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 | 1.35 ²³⁰ | 68.6 | BUSH..... | 74.3 | | 1.35 ²³¹ | | | |
| VBPXK | E71 | | Yard | 1.50 | 71.2 | DN..... SALEM..... SA | 71.0 | | 1.20 | | | |
| PX | E73 | 82 | | 1.55 | 72.8 | MINTO..... | 70.0 | | 1.15 | | | |
| P | E80 | | 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 | 87.0 | TALBOT..... | 54.9 | | 12.28 | | | |
| | E91 | | 15W | 2.51 | 90.8 | DEVER..... | 53.0 | | 12.19 | | | |
| EXBRP 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 | | 85 | 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 | | 3W 23E | 5.27 | 136.1 | ENID..... | 6.7 | | 9.15 | | | |
| BKXR PVY | E143 | | Yard | A 6.15AM | 143.8 | D..... EUGENE..... G | 0.0 | | 8.30PM | | | |
| | | | | 7.35 16.6 | | Time Over District Average Speed per Hour | | | 8.06 15.7 | | | |

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

Westward

Oregon Electric Ry.—SECOND SUB-DIVISION

Eastward 11

| Water, Wyes, Turn- tables, Fuel, Scales, Standard Clocks, Bul- letin Boards, Register and Yard Limits | Station Numbers | Car Capacity | | Distance from Forest Grove Junction | TIME TABLE No. 128 January 1, 1959 | Distance from Forest Grove |
|---|-----------------|--------------|--------------|--|--|-------------------------------|
| | | Sidings | Other Tracks | | | |
| JYPX | E22 | | | 0.0 | FOREST GROVE JCT..... | 10.6 |
| X | F1 | 11 | 8E | 0.8 | ORENOO..... | 9.8 |
| | F3 | | 7E | 2.9 | SEWELL..... | 7.7 |
| P | F5 | 5 | 3E | 4.5 | D..... HILLSBORO..... BO | 6.1 |
| | F8 | | 9 | 7.9 | CORNELIUS..... | 2.7 |
| P | F11 | | 6E | 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, Scales, Standard Clocks, Bul- letin Boards, Register and Yard Limits | Station Numbers | Car Capacity | | Distance from Albany Yard | TIME TABLE No. 128 January 1, 1959 | Distance from Foster |
|---|-----------------|--------------|--------------|------------------------------|--|-------------------------|
| | | Sidings | Other Tracks | | | |
| KBXP 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

| | | | | | | |
|------------|------|----|------|------|--|------|
| WPJYX | 815 | | 20 | 14.5 | DN..... LEBANON..... BA | 17.4 |
| | | | | | O. E. Conn. | |
| X | 815A | 10 | | 14.8 | LEBANON..... | 17.1 |
| | | | | | (O. E. Siding) | |
| PX | 816 | 70 | 237 | 15.9 | D..... WELDWOOD..... W | 16.0 |
| | | | | | O. E. | |
| P | 820 | | 2E | 20.2 | WATERLOO..... | 11.7 |
| | | | | | O. E. | |
| | 822 | | 8E | 22.1 | NYE..... | 9.8 |
| PY RBXJ | 829 | | Yard | 28.8 | DN..... SWEET HOME..... SW | 8.1 |
| | | | | | O. E. | |
| X | 832 | | | 31.0 | FOSTER..... | 0.0 |
| | | | | | Time Over District Average Speed per Hour | |

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

Westward

Oregon Electric Ry.—FOURTH SUB-DIVISION

Eastward

| Water, Wyes, Turn- tables, Fuel, Scales, Standard Clocks, Bul- letin Boards, Register and Yard Limits | Station Numbers | Car Capacity | | Distance from Sweet Home | TIME TABLE No. 128 January 1, 1959 | Distance from Dollar |
|---|-----------------|--------------|--------------|-----------------------------|--|-------------------------|
| | | Sidings | Other Tracks | | | |
| PYRB XJ | 829 | | Yard | 0.0 | DN..... SWEET HOME..... SW | 15.5 |
| | H6 | | 20W | 6.4 | HOLLEY..... | 9.1 |
| | H8 | | 10 | 8.1 | GALAPOOYA..... | 7.4 |
| | H14 | | 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 or when one of the tracks is being used as single track, in either case if the track being used is not signaled for traffic in the direction of the movement, the maximum permissible speed for passenger trains is 59 MPH and for freight trains 49 MPH.

| | 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 | 80 |
| Handling scale test car..... | 80 |
| 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. | |
|--|----------|------|
| | Psgr. | 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 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—

| | Frt. and | |
|---|----------|-------|
| | Psgr. | Mixed |
| Maximum speed..... | 60 | 50 |
| Between Wishram and MP 87..... | 40 | 35 |
| Between MP 87 and MP 98..... | 30 | 25 |
| Over C Street crossing, Culver..... | 35 | 35 |
| Between North City Limits and A Street, Redmond.. | 50 | |
| Between A and H Streets, Redmond..... | 35 | 35 |
| Between H Street and South City Limits, Redmond.. | 50 | |
| Between North City Limits and Revere Street, Bend.. | 50 | |
| Between Revere Street and end of line, Bend..... | 25 | 25 |
| Over Revere Street when using siding, Bend..... | 10 | 10 |

Portland Division—First and Second Subdivisions—

| | Psgr. Frt. | |
|---|------------|----|
| Maximum speed..... | 50 | 40 |
| Through Linnton, Scappoose and Rainier..... | 20 | 20 |
| Within City Limits of St. Helens..... | 40 | |
| Over Church Street Crossing, St. Helens..... | 30 | 30 |
| Within City Limits of Columbia City and Goble.... | 40 | |
| U. S. Government Trackage, Locoda..... | | 10 |
| Between East City Limits and 14th Street, Astoria.. | 30 | 30 |
| Between 14th Street and West City Limits, Astoria.. | 25 | 25 |
| Between Astoria and Seaside..... | 30 | 20 |
| Over Young's Bay Draw Span, Bridge 102-6..... | 12 | 12 |
| Within City Limits of Warrenton, | | |
| Gearhart and Seaside..... | 20 | |
| Over East and West Legs of Wye, Warrenton..... | 10 | 10 |
| Between Warrenton and Point Adams..... | 15 | 15 |

SPEED RESTRICTIONS

| | |
|--|--------|
| Portland Division—Third Subdivision— | M.P.H. |
| Between United Junction and Banks | 25 |
| Between Banks and Vernonia | 20 |
| Within City Limits of Vernonia | 15 |
| Oregon Electric Railway— | |
| First, Second, Third and Fourth Subdivisions— | M.P.H. |
| Maximum speed | 35 |
| Train Handling Logs | 30 |
| Within City Limits of Beaverton | 20 |
| Between Beburg and Greton on S. P. tracks | 20 |
| Trains Handling Logs under S. P. Co. Bridge at Tualatin ... | 15 |
| 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 Cherry Avenue and North 5th Street, Salem | 20 |
| Between North 5th Street and West City Limits, Salem ... | 15 |
| Passing Paper Mill, Salem | 5 |
| Through Albany, Harrisburg and Junction City | 20 |
| Between North City Limits and Garfield Street, Eugene | 20 |
| Over Garfield Street and to end of line, Eugene | 10 |
| Trains handling logs over Santiam River Bridge 89-0, Calapooya River Bridge 99-9 and Willamette River Bridge 126-1 | 10 |
| Between Forest Grove Junction and Forest Grove | 25 |
| Through Hillsboro and Forest Grove | 20 |
| Between Lebanon and Sweet Home | 25 |
| Through Sweet Home | 20 |
| Over Santiam Highway crossing, Sweet Home | 10 |
| Between Sweet Home and Calapooya | 25 |
| Between Calapooya and Dollar | 12 |

SPRING SWITCHES WITH FACING POINT LOCK

| | |
|---|------------------------|
| Vancouver Division—Second Subdivision— | |
| Wishram | East yard lead switch. |
| Vancouver Division—Third Subdivision— | |
| Paseo | 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—

| | |
|----------------------|-------------------------|
| 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, Interlocked. |
|---|

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. | 26.8 |

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 Timber Co. Spurs..... | 52.7 | 59 | West end |
| 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 |
| Kerley Chemical Corporation..... | 220.3 | 7 | West end |
| Phillips Chemical Co. Spurs Nos. 1 & 2 & Gas Ice Corporation Spur..... | 223.9 | 151 | 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 |
| 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 |
| Kliekitat 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 |
| 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 |
|--------------|---------------------------|-----------------|--------------|
| 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 | 5 | 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 | 3 | East end |
| Team Track Spur..... | 130.0 | 9 | West 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. - Fairview 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 |
| J. H. Baxter Company..... | 24.7 | 7 | East end |
| Orlo Bagley 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 | 7 | .. | | 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. OXford 3-7279) 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".

| <u>Oregon Trunk Railway—</u> | Miles from Wishram |
|---------------------------------|-----------------------|
| Columbia River Draw Bridge..... | 1.3 |

The following engine whistle signals will be sounded in calling for route:

Oregon Trunk Railway • • • •
 Union Pacific Railroad Co. — • —

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. H. W. HOLDERBY, Goldendale, Wash.
 DR. DON SCHWISOW, Goldendale, Wash.
 DR. R. L. BECKER, Goldendale, Wash.
 THE DALLES CLINIC, The Dalles, Oregon
 DR. JAMES R. SCHLICHTING, The Dalles, Oregon
 DR. G. J. VOTAVA, Pasco, Wash.
 DR. JOSEPH L. GREENWELL, Pasco, Wash.
 DR. A. M. GREGSON, Pasco, Wash.
 DR. CHARLES G. SMICK, Ritzville, Wash.
 DR. HENRY BOSSHARD, Connell, Wash.
 DR. WILLIAM ORLOB, Cheney, Wash.
 DR. E. B. COULTER, Spokane, Wash.
 BEND MEMORIAL CLINIC, Bend, Oregon
 DR. R. F. JONES, Redmond, Oregon
 DR. T. J. HICKS, Madras, Oregon
 DR. JAMES R. SCHLICHTING, Maupin, Oregon
 DR. O. L. ZESCHIN, St. Helens, Oregon
 DR. M. A. KENNEY, Rainier, Oregon
 DR. J. L. WOODIN, Clatskanie, Oregon
 DR. OTTO GEORGE, Clatskanie, 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. ROLAND A. MARTIN, 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 |
| Washtuona..... | Station |
| Lamont..... | Station |
| Maupin..... | Station |
| Metolius..... | Station |
| Vernonia..... | Station |

F. S. BARLOW, Jr., Asst. Supt.
 C. F. CROFFUT, Trainmaster
 H. J. WASSENAR, Trainmaster
 W. W. GARRETT, Trainmaster
 G. S. SHOWALTER, Trainmaster
 L. B. LANTRY, 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.
 L. J. FITZGERALD, Traveling Engr.

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