

# **SPOKANE. PORTLAND & SEATTLE R'Y CO.**

## **ASTORIA DIVISION**

### **TIME TABLE**

**TO TAKE EFFECT AT TWELVE-ONE (12:01) O'CLOCK A.M., PACIFIC TIME**

# **MONDAY, SEPTEMBER 16, 1912**

**THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY  
DESTROY ALL PREVIOUS TIME TABLES**

G. E. JOHNSON, Trainmaster

J. McGUIRE, Superintendent

J. RUSSELL, General Superintendent



WEST BOUND				FIRST DISTRICT—PORTLAND TO ASTORIA										EAST BOUND			
SECOND CLASS		FIRST CLASS				Capacity of Side Tracks	Distance from Portland	Time Table No. 53 SEPTEMBER 16, 1912		Distance from Astoria	Water, Wyes, Turn Tables, Fuel and Scales.	FIRST CLASS				SECOND CLASS	
81		23	27	25	21							26	22	28	24		82
Freight		Passenger	Passenger	Passenger	Passenger							Passenger	Passenger	Passenger	Passenger		Freight
Daily Ex. Sunday		Daily	Daily	Daily	Daily			STATIONS				Daily	Daily	Daily	Daily		Daily Ex. Sunday
L 5.00 AM		L 6.30 PM	L 5.45 PM	L 1.00 PM	L 8.10 AM	Yard	0.0	DN.....	PORTLAND.....	OW	99.8	W T F	A 9.45 AM	A 12.15 PM	A 5.15 PM	A 10.10 PM	A 4.00 PM
BETWEEN PORTLAND AND WILLBRIDGE TRAINS WILL BE GOVERNED BY TERMINALS DIVISION TIME TABLE AND SPECIAL RULES																	
5.30		6.41	5.56	1.11	8.21		4.5	DN.....	WILLBRIDGE.....	BA	95.8		9.34	12.04 PM	5.03	9.59	3.25
6.15		6.46	s 6.00	s 1.17	8.28	37	7.3	D.....	LINNTON.....	IN	92.5	s 9.26	11.57	s 4.56	9.52		3.00
6.45		6.54	f 6.12	f 1.30	s 8.38	35	12.5	.....	HOLBROOK.....		87.8	f 9.13	11.47	f 4.42	f 9.40		2.20
7.25		7.07	s 6.27	s 1.47	s 8.55	41	19.8	D.....	SCAPPOOSE.....	SQ	80.0	s 8.55	s 11.33	s 4.24	s 9.23		1.47
7.45		7.13	f 6.37	f 1.58	s 9.05	34	24.2	.....	WARREN.....		75.6	f 8.45	11.25	f 4.13	f 9.13		1.15
8.00		7.18	6.44	2.05	9.11	46	27.1	.....	SOUTH HOULTON.....		72.7	8.36	11.19	4.05	9.06		1.03
8.02		7.19	s 6.45	s 2.06	s 9.12	7	27.5	D.....	HOULTON.....	HU	72.3	s 8.35	s 11.18	s 4.04	s 9.05		1.00
8.25		7.25	f 6.53	f 2.15	f 9.19	55	31.2	.....	McBRIDE.....		68.6	f 8.25	11.12	f 3.55	f 8.57		12.45
8.35		7.29	s 6.58	s 2.21	f 9.25	10	33.2	.....	DEER ISLAND.....		66.6	s 8.18	11.07	s 3.48	f 8.52		12.30
8.50		7.35	f 7.06	f 2.30	9.33	30	37.2	.....	CHARLTON.....		62.6	f 8.07	11.00	f 3.39	8.43		12.15
9.00		s 7.38	s 7.10	s 2.35	s 9.38	112	39.4	D.....	GOBLE.....	GB	60.4	s 8.00	s 10.55	s 3.35	s 8.38		12.05 PM
9.25		s 7.50	A 7.25 PM	A 2.50 PM	s 9.51	16	45.8	D.....	RAINIER.....	RA	54.0	L 7.40 AM	s 10.40	L 3.15 PM	s 8.24		11.35
10.08		f 8.05			f 10.08	19	53.5	.....	PYRAMID.....		46.3	f 10.20		f 8.05			11.00
10.50		f 8.11			f 10.15	15	55.9	.....	MAYGER.....		43.9	f 10.15		f 7.59			10.50
11.10		f 8.21			f 10.22	54	59.3	.....	QUINCY.....		40.5	f 10.05		f 7.50			10.22
11.20		f 8.24			f 10.25	20	60.5	.....	INGLIS.....		39.3	f 10.02		f 7.47			10.00
11.30		s 8.29			s 10.30	108	62.3	D.....	CLATSKANIE.....	CN	37.5	s 9.58		f 7.42			9.30
11.40		f 8.33			f 10.33	13	63.6	.....	PALM.....	Spur	36.2	f 9.54		f 7.37			9.00
11.55		f 8.42			f 10.40	63	66.6	.....	MARSHLAND.....		33.2	f 9.47		f 7.30			8.55
12.20 PM		f 8.55			f 10.52	35	71.2	.....	WESTPORT.....		28.6	f 9.34		f 7.17			8.40
1.00		f 9.16			f 11.10	52	78.7	.....	CLIFTON.....		21.1	f 9.14		f 6.57			8.25
1.35		f 9.34			f 11.25	84.9		D.....	BLIND SLOUGH.....	No Siding BS	11.9	f 8.57		f 6.40			7.55
1.45		f 9.39			f 11.30	37	86.6	.....	KNAPPA.....		13.2	f 8.52		f 6.35			7.30
2.05		f 9.50			f 11.40	49	90.3	.....	SVENSEN.....		9.5	f 8.43		f 6.25			7.25
2.35		f 10.05			f 11.55	40	95.4	.....	JOHN DAY.....		4.4	f 8.30		f 6.10			7.10
A 3.00 PM		A 10.20 PM			A 12.10 PM	Yard	99.8	DN.....	ASTORIA.....	RO	0.0	L 8.15 AM		L 5.55 PM			6.50
81		23	27	25	21							26	22	28	24		82
Daily Ex. Sunday		Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily		Daily Ex. Sunday
10.00		3.50	1.40	1.50	4.00			Time Over District.				2.05	4.00	2.00	4.15		9.30
9.98		26.03	27.48	24.98	24.85			Average Speed Per Hour.				21.98	21.85	22.90	23.90		10.51

EAST BOUND TRAINS ARE SUPERIOR TO WEST BOUND TRAINS OF THE SAME CLASS.

No. 21 will stop on flag at Linnton and Burlington to pick up passengers for points West. No. 22 will stop on flag at Linnton, and No. 24 will stop on flag at Holbrook, Burlington and Linnton to let off passengers from points West. No. 23 will approach Rainier under control, expecting to find No. 27 backing up to take siding. No. 26 will take Siding for No. 21.



WEST BOUND										SECOND DISTRICT — ASTORIA TO HOLLADAY										EAST BOUND																					
SECOND CLASS	FIRST CLASS										Capacity of Side Tracks	Distances from Astoria	Time Table No. 53 SEPTEMBER 16, 1912										FIRST CLASS										SECOND CLASS								
83										23			33	21	STATIONS										34	22	24						36			84					
Mixed										Passenger			Passenger	Passenger											Passenger	Passenger	Passenger							Passenger		Mixed					
Daily Ex Sunday										Daily			Daily	Daily											Daily	Daily	Daily							SUNDAY ONLY		Daily Ex Sunday					
l 9.00AM										l 9.00AM											l 10.25PM	l 4.45PM	l 12.15PM	Yard	0.0	DN.....ASTORIA.....RO	19.3	WTOF	A 8.10AM	A 8.00AM	A 5.50PM							A 2.05PM			A 2.20PM
f 9.15										f 9.15											10.40	f 5.00	f 12.30		4.4	.....SUNNYMEAD No Siding	14.9		f 7.58	7.47	5.38							f 1.50		f 1.58	
s 9.20										s 9.20											s 10.45	A 5.05PM 24 l 5.35	84.36 s 12.35	22	5.9	D...WARRENTON.....WA	13.4	Y	l 7.55 22 7.25	s 7.43	s 5.35							l 1.45 21 A 12.30		l 1.50 21 A 12.20	
f 9.25										f 9.24											f 10.48	f 5.38	f 12.38	3	7.2	.....SKIPANON.....Spur	12.1		f 7.21	f 7.40	f 5.30							f 12.25		f 12.14	
f 9.30										f 9.28											f 10.52	f 5.42	f 12.41	4	8.6	.....COLUMBIA BEACH Spur	10.7		f 7.17	f 7.37	f 5.27							f 12.21		f 12.08	
f 9.35										f 9.30											f 10.55	f 5.45	f 12.44		10.0	.....GLENWOOD.....No Siding	9.3		f 7.13	f 7.34	f 5.24							f 12.18		f 12.03PM	
f 9.40										f 9.32											f 10.58	f 5.47	f 12.46	2	10.8	.....CARNAHAN.....Spur	8.5		f 7.11	f 7.32	f 5.22							f 12.15		f 11.59	
f 9.46										f 9.36											f 11.02	f 5.50	f 12.50	24	12.3	.....WEST.....	7.0		f 7.08	f 7.29	f 5.19							f 12.11		f 11.54	
f 9.49										f 9.39											f 11.05	f 5.53	f 12.53		13.4	.....CLATSOP.....No Siding	5.9		f 7.06	f 7.26	f 5.16							f 12.07		f 11.50	
f 9.55										f 9.42											f 11.09	f 5.57	f 12.56		14.7	.....BUTTERFIELD No Siding	4.6		f 7.03	f 7.23	f 5.13							f 12.03		f 11.45	
s 10.05										s 9.45											s 11.12	s 6.02	s 12.59	14	15.9	D.....GEARHART.....GR	3.4		s 7.01	s 7.21	s 5.10							s 12.01PM		s 11.40	
f 10.09										f 9.47											f 11.15	f 6.05	f 1.02		17.0	.....WAHANNAH.....No Siding	2.3		f 6.57	f 7.19	f 5.05							f 11.57		f 11.36	
f 10.12										f 9.48											f 11.17	f 6.07	f 1.03		17.7	.....SURF.....No Siding	1.6		f 6.56	f 7.17	f 5.03							f 11.56		f 11.33	
f 10.15										s 9.50											s 11.20	s 6.10	s 1.05	36	18.3	D.....SEASIDE.....SD	1.0	W	s 6.55	s 7.15	s 5.00							s 11.55		f 11.30	
A 10.25AM										A 10.00AM											A 11.25PM	A 6.15PM	A 1.15PM	25	19.3	.....HOLLADAY.....	0.0	Y	l 6.45AM	l 7.05AM	l 4.50PM							l 11.45AM		l 11.00AM	
83										35											23	33	21						34	22	24							36		84	
Daily Ex Sunday										SUNDAY ONLY											Daily	Daily	Daily						Daily	Daily	Daily							SUNDAY ONLY		Daily Ex Sunday	
1.45 11.03										1.05 17.82											1.00 19.30	0.20 17.70	1.00 19.30			Time Over District. Average Speed Per Hour.			0.20 17.70	1.00 19.30	1.05 17.82							1.00 19.30		2.15 8.58	

FORT STEVENS BRANCH																																	
SECOND CLASS		FIRST CLASS												Capacity of Side Tracks	Distances from Warrenton	Time Table No. 53		Distances from Fort Stevens	Water, Wyes Turn Tables and Scales	FIRST CLASS												SECOND CLASS	
85			47					45	43			SEPTEMBER 16, 1912				44	46							48				86					
Mixed			Passenger					Passenger	Passenger							Passenger	Passenger							Passenger				Mixed					
Daily Except Sunday			SUNDAY ONLY					Daily	Daily			STATIONS				Daily	Daily							SUNDAY ONLY				Daily Except Sunday					
l 12.40PM			l 12.40PM					l 5.05PM	l 7.25AM	22	0.0	D.....WARRENTON.....WA	3.8	Y	A 7.55AM	A 5.35PM					A 1.45PM				A 1.50PM								
f			f 12.45					f 5.10	f 7.30		1.7	.....FLAVEL.....	2.1		f 7.50	f 5.30					f 1.40				f								
s			s 12.50					s 5.15	s 7.35	4	2.9	.....HAMMOND.....Spur	0.9		s 7.45	s 5.25					s 1.35				s								
A 1.00PM			A 12.55PM					A 5.20PM	A 7.40AM	5	3.8	.....FORT STEVENS.....	0.0	Y	l 7.40AM	l 5.20PM					l 1.30PM				l 1.30PM								
Daily Except Sunday			SUNDAY ONLY					Daily	Daily						Daily	Daily					SUNDAY ONLY				Daily Except Sunday								
0.20 11.2			0.15 15.20					0.15 15.20	0.15 15.20			Time Over District. Average Speed Per Hour.			0.15 15.20	0.15 15.20					0.15 15.20				0.20 11.2								

EAST BOUND TRAINS ARE SUPERIOR TO WEST BOUND TRAINS OF THE SAME CLASS.

No. 43 is superior to No. 44, Warrenton to Fort Stevens.  
No. 45 is superior to No. 46, Warrenton to Fort Stevens.  
No. 47 is superior to No. 48, Warrenton to Fort Stevens.

No. 85 is superior to No. 86, Warrenton to Fort Stevens.  
No. 83 is superior to No. 84, Warrenton to Holladay.



## GRADE CROSSINGS

P.&S.W.Ry.(Interlocking Plant) .4 Miles West of Scappoose  
G. N. & P. Ry. " 1.2 " East " Goble  
Benson Logging Co..... .2 " West " Clatskanie

## OVERHEAD CROSSINGS

South Side Lumber Co.....3.8 Miles West of Holbrook  
C. C. Masten Log Co.....0.5 " East " Houlton  
Oregon Timber & Log Co. ....1.0 " " Clifton  
Crossett Timber Co. ....0.5 " West " Knappa

## SPUR TRACKS BETWEEN STATIONS

Portland Gas & Coke Co.....Heads West, 1.2 Miles West of Willbridge  
Orwood Spur..... " East, 1.0 " East " Linnton  
West Oregon Lumber Spur.. " West, .9 " West " "  
Bans Shingle Mill Spur..... " East, 2.9 " East " Holbrook  
Burlington Lbr. Spur ..... " West .7 " " "  
Honeymans Spur..... " East, 1.9 " West " Scappoose  
Nehalem Jct..... " " 1.4 " East " Goble  
Prescott Spur..... " " 2.5 " West " "  
Rices Spur..... " West, 1.2 " " Rainier  
Rineason ..... " West, 2.1 " " Pyramid  
Fluhrers Spur..... " East, .3 " East " Mayger  
Wauna..... " East, 2.3 " West " Westport  
Parsons Spur..... " West, 1.0 " East " Clifton  
Aldrich Point..... " East, 2.2 " " Blind Slough  
Carnahan Spur..... " West, .2 " " Carnahan  
Seaside Lumber Co. Spur... " East, .2 " West " Seaside

## JUNCTIONS WITH LOGGING ROADS

P. & S. W. Ry.....Heads East, .2 Miles West of Scappoose  
C. C. Masten Logging Co.. " West, .5 " East " Houlton  
Columbia & N. V. Ry..... " East, .1 " " McBride  
Goble, Nehalem & Pacific Ry. " " 1.2 " " Goble  
Benson Logging Co..... " " .1 " West " Clatskanie  
Jennings & McRea Log. Co. " West, .8 " East " Marshland  
Oregon Timber & Log Co. " " 1.0 " " Clifton  
Steel & Gertula..... " East, 2.2 " " Blind Slough  
Crossett Timber Co..... " West, 0.5 " West " Knappa  
Sorenson Logging Co..... " " .7 " West " Svensen  
Seaside Lumber Co..... " " .5 " " Seaside  
Connection with S. L. Co. " " .2 " " Holladay

## LOCATION OF TUNNELS

No. 1.....6.1 Miles West of Rainier  
No. 2.....6.2 " " Rainier  
No. 3.....1.3 " East " Mayger  
No. 4......6 " " John Day

## WATCH INSPECTORS

A. L. HAMAN, Chief Time Inspector, St. Paul, Minn.  
PORTLAND.....A. & C. FELDENHEIMER  
" .....BELDING BROS.  
ASTORIA .....J. H. SEYMOUR

# SPECIAL RULES

## STANDARD CLOCKS LOCATED AT PORTLAND AND ASTORIA

Special care must be exercised when approaching all Bluffs where Slides are liable to occur, and Freight Brakemen must be on top of train when approaching and passing all Stations and Bluffs.

Registering stations: Portland, Rainier, Astoria, Warrenton and Seaside. All Fort Stevens branch trains will register arriving and departing time at Fort Stevens by Card at Warrenton.

Bulletin stations: Portland and Astoria.

Draw Bridges are located: Clatskanie River, 0.2 miles West of Clatskanie; Blind Slough, 2 miles East of Knappa; John Day River, 5 miles East of Astoria; Young's Bay, 2.5 miles West of Astoria; Skipanon Creek, 0.1 miles East of Warrenton.

Between Portland and Willbridge, all trains will be handled under Block System, which will consist of a Clearance Card, Form No. 1222, properly numbered and completed.

No train or engine will occupy trackage space in block district unless Conductor and Engineer hold authority conferred by Block Clearance Card.

See Rules on back of Clearance Card, Form 1222.

At Willbridge, Astoria Div. trains will be governed by position of the LOWER blades of semaphore.

Portland and Rainier are terminals for trains 25, 26, 27 and 28.

Trains No. 85 and 47 will wait at Warrenton for connection with train 21 and train No. 24 will wait at Warrenton for connection with train No. 46 unless otherwise instructed.

## SPEED TABLE

50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.  
45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.  
40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.  
35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.  
30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.  
25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.  
20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.  
15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

## COMPANY SURGEONS

DR. E. B. McDANIEL, Chief Surgeon, Electric Bldg, Portland  
DR. J. A. DICKSON, Oculist, Selling Bldg., Portland  
DR. S. M. MANN, Local Surgeon, Linnton  
DR. A. P. McLAREN, Local Surgeon, Rainier  
DR. J. A. FULTON, Local Surgeon, Astoria

Surgeons will attend when called upon officially, to all cases of accident occurring to employes or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Hospital Fund will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Hospital Fund after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished only at hospitals with which the Company has made arrangements. We are not responsible for bills incurred elsewhere, unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

## STRETCHERS

are located at the following points:

Portland.....Baggage Room  
Rainier.....Station  
Astoria.....Station

## Intermediate Flag Stops not shown on face of card giving location and number of trains which will stop on flag.

Claremont Tavern.....1.0 mile East of Linnton	25, 26, 27, 28
Ban's Spur .....2.9 miles East of Holbrook	25, 26, 27, 28
Burlington .....1.0 mile East of Holbrook	25, 26, 27, 28
Rocky Point.....2.0 miles West of Holbrook	25, 26, 27, 28
Johnson's Crossing... 2.5 miles East of Scappoose	25, 26, 27, 28
Honeyman's.....1.0 mile West of Scappoose	21, 25, 26, 27, 28
Tide Creek .....1.5 miles East of Charlton	25, 26, 27, 28
Nehalem Junction .....1.0 mile East of Goble	21, 25, 26, 27, 28
Prescott.....3.0 miles East of Rainier	21, 24, 25, 26, 27, 28
Oasis.....2.0 miles East of Rainier	25, 26, 27, 28
Rinearsons.....2.0 miles East of Pyramid	21, 22, 23, 24
Downings......5 mile East of Pyramid	22, 23
Wood's Landing.....2.0 miles East of Westport	21, 22, 23, 24
Ross' Landing.....1.0 mile East of Westport	21, 22, 23, 24
Wauna.....4.5 miles East of Clifton	21, 22, 23, 24
Bngby .....3.5 miles East of Clifton	21, 22, 23, 24
Parsons.....1.5 miles East of Clifton	21, 22, 23, 24
Aldrich Point .....3.0 miles West of Clifton	21, 22, 23, 24
Burnside .....1.0 mile West of Svenson	21, 22, 23, 24
Fernhill.....3.7 miles West of Svenson	21, 22, 23, 24
Tongue Point.....3.0 miles East of Astoria	21, 22, 23, 24
Alderbrook.....2.5 miles East of Astoria	21, 22, 23, 24
Merriweather.....4.5 miles West of Astoria	21, 33, 34, 35, 36, 83, 84